

GRAYS HARBOR
TRANSPORTATION AUTHORITY

TRANSIT DEVELOPMENT PLAN

August 26, 2025



GRAYS HARBOR TRANSPORTATION AUTHORITY

*Maintenance & Operations Facility
705 30th Street
Hoquiam, Washington 98550*

*Administration Building
343 W. Wishkah St
Aberdeen, Washington 98520*

Contact: Ken Mehin, General Manager
(360) 532-2770 or 1-800-562-9730

Mission Statement

Provide safe, reliable, affordable, and accessible public transportation solutions for our communities.

Vision Statement

An integrated system of innovative, efficient, and financially responsible public transportation services that provides seamless connectivity to opportunities for the greater Grays Harbor region.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll-free 855-362-4ADA(4232). Persons who are deaf or hard of hearing may request by calling the Washington State Relay at 711.

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Special acknowledgment is due to Ken Mehin, General Manager (GHTA); Jean Braaten, Finance/AGM (GHTA); Abigail Wheeler, Grants, Procurement, and Planning Manager; Terri Gardner, Operations Manager (GHTA); Todd Tobeck, Fleet Maintenance Manager; David Bolin, IT Manager; Shawn Brewer, Safety Manager, and Tami Dragoo, Communications, Marketing, and Outreach Manager (GHTA) for contributions to this document.

Grays Harbor Transportation Authority



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Plan Adoption, Public Hearing, And Distribution

Plan Adoption

The Grays Harbor Transportation Authority Board of Directors adopted the 2026-2031 Transit Development Plan during a special meeting on August 26, 2025, at 4:00 pm.

Public Participation Process

Resolution: 2025-08-001

Public comment period: August 13, 2025-August 26, 2025

Comments submitted to: awheeler@ghtransit.com
Grays Harbor Transit
Grants, Planning, and Procurement Manager
343 W. Wishkah
Aberdeen, WA 98520

Public hearing: Grays Harbor Transportation Authority held a public hearing on the Transit Development Plan on August 26, 2025 at 4:00 p.m. at the Grays Harbor Transit Administration, 343 W Wishkah, Aberdeen, WA 98520 and virtually via Zoom.

Notice posted to the website: Grays Harbor Transit posted a notice of the hearing on the Transit Development Plan to its website at www.ghtransit.com on August 13, 2025.

Notice published in the local paper: The Daily World News published notices of the hearings on the Transit Development Plan on August 13 and 20, 2025.

Requests for paper or digital copies: Grays Harbor Transit allowed the public to request a paper or digital copy of the Transit Development Plan on and after August 13, 2025 by emailing Abigail Wheeler at awheeler@ghtransit.com or calling (360) 532-2770 ext. 191.

Available to the public for review: Grays Harbor Transit allowed the public to view a copy of the draft Transit Development Plan at the Grays Harbor Transit offices, 343 W. Wishkah Street, Aberdeen, WA 98520

Plan Distribution

On August 27, 2025, Grays Harbor Transit distributed the adopted Transportation Development Plan to:

- WSDOT Public Transportation Division online Grants Management System (GMS) compliance module
- The Transportation Improvement Board via:
 - Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov.
 - Chris Workman, Engineering Manager at chrisw@tib.wa.gov.
- All cities, counties, and regional transportation planning organizations within Grays Harbor Transit's service area.

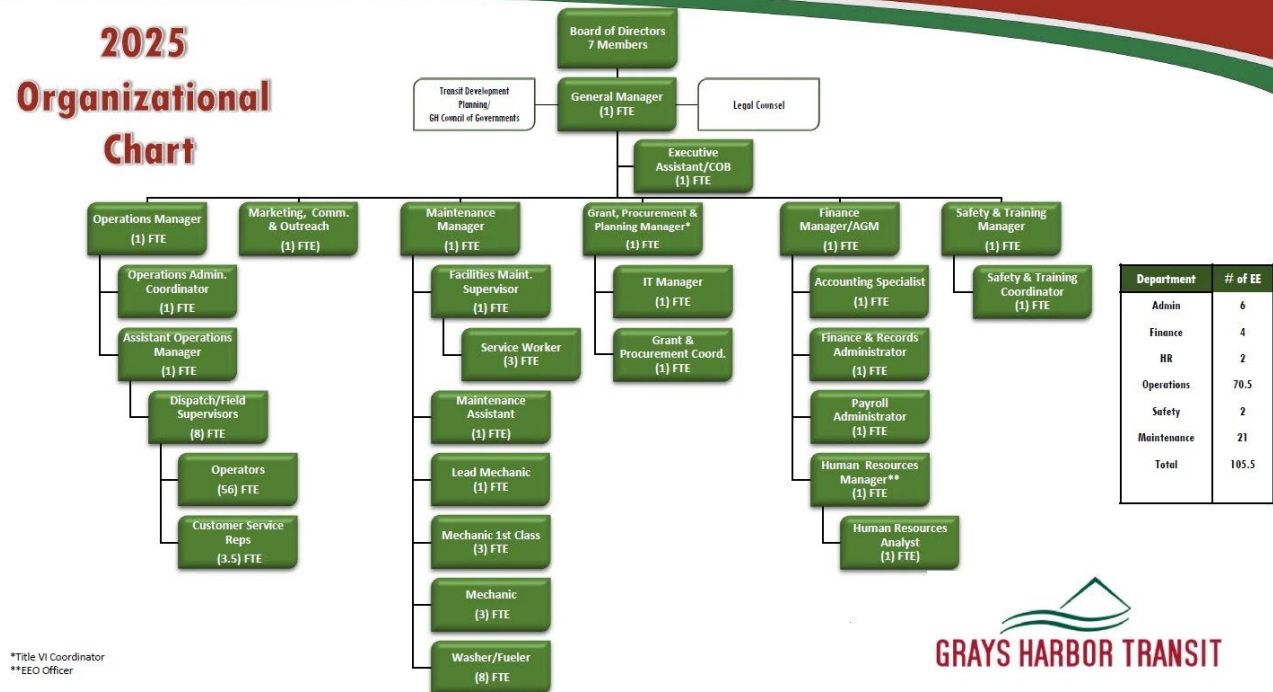
Description Of Organization, Service Area, Operations, and Facilities

Organization

Grays Harbor Transportation Authority (GHTA), also known as Grays Harbor Transit (GHT), is a County Transportation Authority (CTA) authorized under Chapter 36.57 RCW in the southwestern portion of Washington State. Grays Harbor Transportation Authority began providing transportation services in June 1975. Our system map on page 11 indicates the extent of our service area. The three Grays Harbor County Commissioners and the Mayors of Aberdeen, Hoquiam, and Elma comprise the current Board of Directors. The position held by the Mayor of Elma alternates with the Mayors from McCleary, Cosmopolis, Montesano, Oakville, or Westport. The position held by the Mayor of Hoquiam alternates with the Mayor from Ocean Shores. The Board of Directors holds public meetings monthly (except August) at the Grays Harbor Transportation Authority's Administrative Offices in Aberdeen.

Below is the table of organization for the Grays Harbor Transportation Authority:

2025 Organizational Chart



As of July 1, 2025, the Grays Harbor Transportation Authority employed:

- 70.5 full-time equivalents in the Operations Division
- 4 full-time equivalents in the Facilities Maintenance Division
- 17 full-time equivalents in the Fleet Maintenance Division
- 6 full-time equivalents in the Administration Division
- 4 full-time equivalents in the Finance Department
- 2 full-time equivalents in the Human Resources Department
- 2 full-time equivalents in the Safety & Training Department

Service Area

Services are available countywide. Intercounty service is provided to Olympia and Centralia. The Authority operates 11 fixed routes Monday through Friday and 9 fixed routes on Saturday and Sunday. Service isn't available on the 6 National Holidays.

In 2024, GHTA implemented a weekday DASH Bus Route in Hoquiam, weekend DAR/SVS in Ocean Shores and Westport in Spring 2024, and a weekend Wave bus route in Aberdeen.

Operations

GHTA provides Fixed Route (FR) service as the backbone of the mass transit system that runs throughout the service area. Additionally, GHTA offers ADA paratransit services called Specialized Van Service (SVS), Dial-A-Ride (DAR) routes in small cities, and the vanpool program. Grays Harbor Transit's system map on page 11 shows where its fixed routes operate.

Fixed Route

Aberdeen/Hoquiam routes operate on average 30-minute headway 5 days a week. Outlying routes to West County (North Beach area) operate on a 2-hour to 3-hour headway on weekdays. Service to East County (Montesano, Elma) operates on 2-hour headway weekdays. North County (Quinault) service is 5 times daily, South County (Westport/Grayland) service is 8 times daily on weekdays, and Oakville/Centralia is 5 times daily on weekdays.

Regular hours of operation for the Fixed Route are 4:45 AM to 10:30 PM Monday through Friday and 7:10 AM to 9:00 PM on Saturdays and Sundays.

Services for Persons with Disabilities Operation

"Specialized Van Service" (SVS) provides door-to-door service for people with qualified ADA disabilities, which prevents them from using regular bus services. SVS hours of operation reflect all fixed route services. SVS is available in any area up to $\frac{3}{4}$ mile of the regular fixed route service and up to 3 miles in Aberdeen, Hoquiam, and Cosmopolis. Service isn't available on 6 national holidays.

Dial-A-Ride

Dial-A-Ride (DAR) is a curb-to-curb and door-to-door service available to the small cities of Montesano, Elma, Ocean Shores, and Westport, often referred to as "MEOW". A bus is staged in each community; a driver begins their shift in the field. The DAR service provides point-to-point rides within their assigned community and makes connections to the fixed route.

Fares and Passes – Fare Free

At the July 2022 Board meeting, the Board approved a system-wide Fare-Free Policy through December 31, 2023, to be evaluated annually. The free fares apply to all riders on fixed routes in all zones, including General Public Dial-a-Ride and SVS (Paratransit) door-to-door service. The Fare-Free Policy included riders 18 and under on all bus services in all zones and Vanpool.

At its November 2024 meeting, the Board approved extending the Fare Free policy, which provides free fares system-wide through calendar year 2025. The Policy will continue to be

evaluated annually.

Vanpool Services Operation

In the Vanpool program (also known as rideshare) there was an average of 8.5 vans per month for 2023 and 12 per month for 2024. It was an increase of 74% by the end of the year data. 2023 had 101.5 total vanpools (averaging 8.5 per month) and 2024 had 136 total vanpools (averaging 12 per month). A significant contribution to the vanpool program is the Washington State Rideshare Subsidy. The state pays the cost for the vanpool program for state employees.

Comparing June usage (last month of the state fiscal year) June 2024 was 10; June 2025 was 14. In 2024 they recouped 89% of the cost per vanpool. And in 2025 they are on track for 100% recoup. They are at \$51,224.36 in expenses and \$63,877.50 in fares collected through July of this year.

June is the last month of the state fiscal year, so they use the month of June to compare movement in the program.

June 2024: 10 vanpools; recouped 89% of cost per vanpool

June 2025: 14 vanpools; on track to recoup 100% of cost per vanpool

This is an increase of 40%

Equipment

In 2024, GHTA started planning for new or upgraded equipment using local, state, and federal funding as applicable. Equipment includes heavy-duty shop trucks, shoplifts, and shop hoists. In 2025, they were awarded a grant to replace 2 of the aging shop trucks.

Fleet

GHTA has set the goal for a 90% State of Good Repair (SGR), including our vanpool fleet. We have purchased replacement vanpool vans for several years and applied for a grant to replace 8 vanpool vans bringing the fleet to 100% SGR. However, they were funded for 5 of the 8, moving the fleet into the 90% SGR range.

In 2025, GHTA replaced 9 HD buses, placing them in the 90th percentile of SGR. In the 2025-2027 biennium, they will purchase 1 heavy-duty bus, bringing them to 100% SGR. Similarly, with the receipt of 2 cutaways in 2024/2025 and 4 cutaways in the 2025-2027 biennium, their fleet will be at 100% SGR. Below is a list of new fleet vehicles GHTA has received since 2023:

- 2023 (complete) – 3 HD Buses and 1 Cutaway
- 2024 (complete) – 8 Vanpool Vans
- 2025 (complete) – 9 HD Buses and 2 Cutaways
- 2026 (in process) – 1 HD Bus, 4 Cutaways, 5 Vanpool Vans

In the 2027-2029 biennium, GHTA will purchase 10 Cutaways and 3 HD Buses. Depending on federal and state regulations, these may be the first set of zero-emission vehicles.

Facilities

The Hoquiam Facility, 705 30th Street, Hoquiam, WA, is the historic home of the Grays Harbor Transit system. It includes a 2.5-acre parcel of industrial land, a 4-bay maintenance shop, offices, training, conference rooms, a fuel bay, a bus wash bay, a fuel island, and parking for 56 staff vehicles and 69 transit vehicles.

The transit system has outgrown the Hoquiam facility, forcing the departments to splinter into different rental locations until they can establish new Headquarters. The goal of Headquarters is to house all the departments, staff, and equipment.

In May 2020, the administrative offices moved to 343 W. Wishkah Street, Aberdeen, WA. In 2024, the Facility Maintenance Department moved from the Hoquiam Facility to 1506 W. Wishkah Street, Aberdeen, WA. Fleet Maintenance, Operations, and Safety departments operate from the original Hoquiam Facility.

In 2015, GHTA purchased the property next door to the Hoquiam Facility, 615 30th Street, Hoquiam, WA 98550. That property is referred to as the "Bowling Alley" property because it was the site of a bowling alley. GHTA's A&E firm and contractors abated the asbestos and demolished the building in 2019. Employees park on the western half of the lot. The eastern half of the lot is unusable due to the concrete foundation and other unknown construction materials. GHTA is using local funds to improve this property in 2025-2027.

From 2017 to 2018, GHTA renovated the bus shed, also known as the bus barn. This project included replacing and reinforcing supports, a new roof, and painting.

In 2017, GHTA purchased an empty parcel on the northwestern corner, 300 E Market St., of the Aberdeen Transit Center. In 2020, GHTA purchased a derelict building and land on the southwestern corner, 303 E Wishkah St., of the Aberdeen Transit Center. GHTA's A&E firm and contractors abated the old building before demolishing it in 2022-2023. GHTA plans to renovate the Aberdeen Transit Center in 2025-2029, marrying these two lots to the existing transit center. The transit center's footprint will be the entire block. The plans include rerouting the bus path, burying the overhead lines, and improving the existing buildings.

GHTA owns and operates five major transfer facilities in Hoquiam, Montesano, Ocean Shores, and Elma, including the Aberdeen Transit Center. The City of McCleary owns the transit center in McCleary. GHTA also owns a park-and-ride lot in Westport.

In 2022, GHTA its 40-year-old fuel island and pumps and repainted its three main transit centers.

In 2024, GHTA completed an upgrade to the bus wash bay and an interior remodel at the Hoquiam facility.

2025-2027 GHTA has several capital improvement projects for the existing facilities and continued work towards the new headquarters. Project plans include:

- Capital Improvement Plan that includes an alternative fuel analysis to support a zero-emissions plan. One of the deliverables of this study is an updates bus stops and shelters maintenance and replacement plan.
- Renovation of the "Bowling Alley" property (615 30th St, Hoquiam, WA 98550)

- The architectural and engineering design and environmental work for the Hoquiam exterior remodel and the Aberdeen Transit Center
- Continuation of the architecture, engineering, pre-design, right-of-way, and acquisition for the Headquarters project
- Replacement of the two in-ground lifts for the maintenance bays
- Upgrade all facilities with an intelligent security system

2027-2031 GHTA will continue planning for the new Headquarters and begin addressing other capital construction needs for upgrades to the Transit Centers (Aberdeen, Hoquiam, Elma, Montesano, Ocean Shores, and coordinate with the City of McCleary for the McCleary TC).

Intermodal Connections

Grays Harbor Transit provides services to the following public transportation facilities:

- Pacific Transit connection is at Aberdeen Transit Center
- Jefferson Transit connection is at Amanda Park
- Intercity Transit at Olympia Transit Center
- Mason Transit in McCleary and Intercity Transit Center
- Greyhound connection at Intercity Transit Center
- Lewis County Transit connection at the Amtrack Station in Centralia



Figure 1 - Current Grays Harbor Transit Fixed Route Network



State and Agency Goals, Objectives, and Strategies

During 2026-2031, Grays Harbor Transit will focus on the five key priorities in Table 1 below. The table shows how Grays Harbor Transit's local priorities align with state goals established in the Washington State Transportation Plan, [2040 and Beyond](#) and [Phase II 2017-2040](#).

Table 1 - 2026-2031 Goals, Objectives, and Strategies, and Alignment with State Goals

Goals, Objectives, and Strategies	State goal areas ¹					
	Economic	Preservation	Safety	Mobility	Environment	Stewardship
Goal 1: Improve convenience, reliability, and customer service of transit services						
Objective 1.1: Improve transit service reliability.						
<i>Strategy 1.1.1: Use of digital signage at transit centers for schedule info and rider alerts</i>	X			X		X
<i>Strategy 1.1.2: Improved route planning technology with mobile apps</i>						
Objective 1.2: Provide amenities to make riding transit more comfortable and convenient to customers.			X	X		X
<i>Strategy 1.2.1 Install USB charging stations at transit centers</i>						
Objective 1.3: Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections)						
<i>Strategy 1.3.1: Identify non-motorized access deficiencies at existing stops and transit hubs (based on CIP)</i>			X	X		
<i>Strategy 1.3.2: Complete a prioritized list of non-motorized access deficiencies at bus stations and transit hubs by 2025 (based on CIP).</i>						
Goal 2: Improve operational safety and security						
Objective 2.1: Make transit vehicles and facilities a secure environment for customers.			X			
<i>Strategy 2.1.1: Install and maintain surveillance cameras at all transit facilities and in transit vehicles.</i>						
Goal 3: Enhance the integration of transit services to support the economy and preserve the environment						
Objective 3.1: Reduce fossil fuel consumption by considering alternative fuel vehicle technology.						
<i>Strategy 3.1.1: Procure low-emission fuel-efficient vehicles (Based on ZEP and current regulations).</i>					X	
<i>Strategy 3.1.2: Procure alternative fuel transit vehicles and associated infrastructure to replace diesel buses as capabilities are developed (Based on ZEP and current regulations).</i>						
Goal 4: Maximize and expand transit services						
Objective 4.1: Upgrade and maintain existing transit rolling stock, equipment, infrastructure, and facilities in a state of good repair.		X	X			X
<i>Strategy 4.1.1: Increase capital expenditures to meet state-of-good repair targets.</i>						
<i>Strategy 4.1.2: Upgrade in-ground hoists in the shop</i>						
<i>Strategy 4.1.3: Raise the roof on the west end of the bus barn to increase the height of the storage space</i>		X	X			X
<i>Strategy 4.1.4: Electrical needs study leading to a Backup Generator for Hoquiam Facility, included in exterior remodel (4.1.9) or Bowling Alley Improvements (4.1.10).</i>						

Table 1 - 2026-2031 Goals, Objectives, and Strategies, and Alignment with State Goals

Goals, Objectives, and Strategies	State goal areas ¹					
	Economic vitality	Preservation	Safety	Mobility	Environment	Stewardship
<i>Strategy 4.1.5: Failover internet cradle point at Administration Office.</i> <i>Strategy 4.1.6: Add secure restroom facilities at transit centers without them.</i> <i>Strategy 4.1.7: Add 2 Heavy Duty Shop trucks, one for Fleet and one for Facilities</i> <i>Strategy 4.1.8a: HQ Planning Phase II (ROW and Acquisition)</i> <i>Strategy 4.1.8b: HQ Land</i> <i>Strategy 4.1.8c: HQ Construction</i> <i>Strategy 4.1.9: Hoquiam Maintenance and Operations Exterior Remodel, including moving the waste oil tank</i> <i>Strategy 4.1.10: Hoquiam "Bowling Alley" Improvements</i> <i>Strategy 4.1.11: Maintain and improve the transit centers, including expanded footprints, added security, and secure restrooms for the operators and public to use.</i>						
Objective 4.2: Match transit service coverage with passenger demand.						
<i>Strategy 4.2.1: Aberdeen Transit Center future renovation.</i> <i>Strategy 4.2.2: Implementation of Commuter Route(s) Expansion</i>	X			X		
Objective 4.3: Improve service for key priority populations.						
<i>Strategy 4.3.1: Evaluate service coverage and route design standards to improve access for low-income youth, aging adults, and people with limited mobility (based on CIP).</i> <i>Strategy 4.3.2: Increase coverage in areas with high concentrations of crucial priority populations (Based on CIP or high traffic areas).</i>				X		
Goal 5: Meet the requirements of the Americans with Disabilities Act (ADA).						
Objective 5.1: Identify ways to avoid paratransit cost increases while meeting ADA requirements.				X		X
<i>Strategy 5.1.1: Develop and implement a travel training program to teach passengers with disabilities how to use fixed route service.</i>						
Objective 5.2: Improve ADA accessibility						
<i>Strategy 5.2.1: Improved signage and Braille at Transit Centers and Bus Stops.</i> <i>Strategy 5.2.2: Assistive Technology like Navilens for the visually impaired.</i> <i>Strategy 5.2.3: ADA Policies and Procedure Improvement</i> <i>Strategy 5.2.4: ADA Bus Mid-Cycle Upgrade, such as leaderboard and stop announcements</i> <i>Strategy 5.2.5: ADA Bus Stop and Shelter Plan (based on CIP)</i>				X		X
Goal 6: Short, Medium, and Long-Range Plans						
Objective 6.1: Development of Short, Medium, and Long-Range Plans						
<i>Strategy 6.1.1: Master Plan, ridership concentration, route changes, facility and vehicle needs and priorities.</i> <i>Strategy 6.1.2: Zero Emissions Plan</i> <i>Strategy 6.1.3: HQ ROW and Acquisition Plan</i>	X			X		X

¹ The State's six policy goals are:

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

Local Performance Measures and Targets

Grays Harbor Transit uses the following performance measures to evaluate progress toward the strategic goals and objectives noted above:

Table 2 - 2026-2031 Performance Measurements and Targets

Performance measure	Target
On-time performance of transit vehicles	<ul style="list-style-type: none"> Fixed route, p.m. (3-6 p.m.) peak trips: 90% on time. Fixed route, a.m. peak or non-peak trips: 95% on time. Paratransit: 90% of all trips arrive within a 30-minute pick-up window.
NEW Travel Time	SVS time onboard vehicle goals: Not more than 200% of the time onboard SVS compared to what it would take for the same trip on fixed route.
Facility and Amenities	Bus stops, shelters, transit centers are currently in a 65% state of good repair. GHTA is setting a 5 year goal to get facilities and amenities into a 75% SGR and 10 year goal to reach 85% SGR
Collisions	Collisions per 100,000 revenue miles less than or equal to 3.7.
Alternative fuels	2027-2029 3 Heavy-duty buses will be alternative fuel, which will be decided through the Capital Improvement & Zero Emissions Plan
Transit Productivity	<ul style="list-style-type: none"> Local route: 20 passengers/revenue hour Rural route: 4 passengers/revenue hour Paratransit: 2 passengers/revenue hour
Vehicle State of Good Repair	Maintain 90% of the rolling stock within a state of good repair.
Equipment State of Good Repair	Maintain 90% of non-revenue equipment vehicles and other equipment worth over \$50,000 within a state of good repair.
Span of Service	Sustain current services that cover Grays Harbor County and intercity connections. After the Aberdeen Transit Center renovation, consider developing an express commuter route to East County and Olympia with park and rides along Highways 12 and 8.
Coverage	<p>Transit stops will be located to ensure that key demographic groups in the service area have equitable access to fixed-route service. Specifically, stops will be sited so that at least one of the following criteria is met within a 0.5-mile radius:</p> <ul style="list-style-type: none"> 90% of low-income households 80% of youth 85% of aging adults (65+) 85% of persons with disabilities <p>This coverage goal will be coordinated with the agency's forthcoming Bus Shelter and Stop Plan to ensure that equitable access is paired with consistent amenity standards across the system.</p>

Plan Consistency

Grays Harbor Transit is a Southwest Washington Regional Transportation Planning Organization member. In this capacity, it participates in policy and programming decisions for transportation projects and services. Grays Harbor Transit coordinates with other member agencies to prepare and regularly update the Metropolitan/Regional Transportation Improvement Plan. This coordination promotes integration between land use, public transit, and other transportation modes.

In addition, Grays Harbor Transit's programs, services, and 5-key priorities outlined in Table 3 are consistent with the following goals:

- Coordinate with other agencies and jurisdictions to create a safe, accessible, and integrated public transportation system.
- Transit Support- Encourage citizens and businesses to use transit as an alternative to the single-occupant vehicle.
- Support adequate funds for transportation systems to serve those who, due to age and/or disability, cannot transport themselves.
- Encourage coordination among public transit service providers and between the public transit network and the non-motorized transportation system to promote a more integrated transportation system for those traveling by means other than a private automobile.



Planned Operating Changes

Table 3 outlines Grays Harbor Transit's planned operating changes for 2026-2031.

Table 3 - 2026-2031 Summary of Planned Operating Changes

Year	Type	Reduction	Change in Service	Expansion Improvement
2026	Consider adding weekend service to the DASH bus route in Hoquiam			X
2026	Consider changing the service type from DAR to FR in Ocean Shores and Westport Monday through Friday from 8-5:30.		X	
2026	Consider adding SVS availability to the service area footprint, depending on budget availability and public outreach efforts. This is due to increased long-distance ridership from the West Coast into Elma to access medical services not available in the rest of the County.			X
2027	Consider changing the service type from DAR to FR in Montesano, Elma, and McCleary and loop in Satsop and Central Park between 7:30 and 5:00.		X	
2028	Consider adding weekend FR in Oceans Shores, Westport, Montesano, Elma, and McCleary, depending on budget availability.			X
2029	Depending on planning, purchase, and construction, implement an express route between Aberdeen and Olympia.			X
2030	Depending on planning, purchase, and construction, implement an express route between Aberdeen and Olympia.			X
2031	Depending on planning, purchase, and construction, implement an express route between Aberdeen and Olympia.			X



Planned Capital Expenses

Table 4 below outlines Grays Harbor Transit's planned capital expenses for 2024-2029.

Table 4 - 2026-2031 Summary of Planned Capital Expenses

Year Received or Expensed	Type	Preservation Replacement (Quantity)	Expansion Improvement (Quantity)
Rolling Stock			
2026	Cutaway Buses*	3	1
2026	Fixed Route Buses*	1	
2026	Rideshare	5	
2028	Cutaway Buses*	10	
2028	Fixed Route Buses*	7	
2028	Rideshare	7	
2030	Fixed Route Buses*		5
2031	Cutaway Buses*	5	
2031	Fixed Route Buses*	6	
2031	Rideshare	8	
Equipment			
2026	Replace 2 Inground Bus Lifts	2	
2026	Shop Truck	2	
2026	UPS Generator BU (Included in Bowling Alley Construction)		1
2027	Aberdeen Transit Center Electronic Outdoor Sign		1
2028	Admin Vehicles		3
2028	Body Cams for Supervisors		1
2028	Forklift	1	
2028	Heavy Duty Motorcoach Mid-Cycle Upgrades		28
2028	Shop Truck	1	
2028	Towable Boom Lift		1
2031	Service Truck Vehicle Replacement	1	
Facilities			
2026	Aberdeen Transit Center Renovation Planning	1	
2026	Bowling Alley Planning	1	
2026	Hoquiam M&O Exterior Renovation Planning		1
2026	HQ Phase I Preliminary Engineering and Right of Way	1	
2026	Replace Bus Shelters and Benches, improved construction	5	
2027	Aberdeen Transit Center Renovation Planning	1	
2027	Bowling Alley Construction	1	
2027	Elma Transit Center Upgrade Planning	1	
2027	Hoquiam M&O Exterior Renovation Planning/Construction	1	
2027	Hoquiam M&O Interior Renovation Planning	1	
2027	HQ Phase I Preliminary Engineering and Right of Way	1	
2027	HQ Phase II Preliminary Engineering and Right of Way		1
2027	Replace Bus Shelters and Benches	5	
2027	Replace Bus Shelters and Benches, improved construction	5	
2027	Secured Restrooms at the Transit Centers		1
2028	Aberdeen Transit Center Renovation Construction	1	
2028	Elma Transit Center Upgrade Construction	1	
2028	Hoquiam M&O Exterior Renovation Construction	1	
2028	Hoquiam M&O Interior Renovation Planning/Construction	1	
2028	HQ Phase II Preliminary Engineering and Right of Way		1
2028	Replace Bus Shelters and Benches, improved construction	5	
2028	Secure Restrooms at Transit Centers/Park and Rides		5

2028	Secured Restrooms at Transit Centers		1
2029	Aberdeen Transit Center Renovation Construction	1	
2029	Highway 12/8 Park and Ride Planning		1
2029	Hoquiam M&O Exterior Renovation Construction	1	
2029	Hoquiam M&O Interior Renovation Construction	1	
2029	Hoquiam Transit Center Preliminary Engineering	1	
2029	HQ Phase II Preliminary Engineering and Right of Way	1	
2029	Replace Bus Shelters and Benches, improved construction	5	
2029	Secured Restrooms at the Transit Centers		1
2030	Highway 12/8 Park and Ride Planning		1
2030	Hoquiam Transit Center Construction	1	
2030	HQ PS&E and Construction		1
2030	Replace Bus Shelters and Benches, improved construction	5	
2031	Highway 12/8 Park and Ride Planning		
2031	Hoquiam Transit Center Construction		
2031	HQ PS&E and Construction		
2031	Replace Bus Shelters and Benches, improved construction	5	
Technology Improvement (Non-Capital)			
2027	Software as Service (SaaS) ERP Accounting Software	1	
2027	Software as a Service (SaaS) FR Dispatch Software	1	

Projects identified with an asterisk () in previous Table 4 above are either federally funded or regionally significant.

Grays Harbor Transit will coordinate with Southwest Regional Transportation Planning Organization to incorporate these into the Transportation Improvement Program.

Multiyear Financial Plan

Capital Improvement Program

GHTA's capital improvement program includes the capital expenses identified in Table 4. GHTA funds its capital projects with federal, state, and local funds. Grays Harbor Transit assumes the local match for federal and state grants to be 20% for vehicles and facilities. They commit to their local share of grant-funded capital purchases and projects by reserving the appropriate funds to be paid at the time of expenditure. Table 5 illustrates the approved and forecasted federal and state grant funding sources.

Table 5 - 2026-2031 Capital Improvement Program

2026- 2031 Capital Improvement Program

Capital Expenditure	2026	2027	2028	2029	2030	2031
Fleet - Fixed Route Heavy Duty Buses	-	\$4,807,689		\$10,000,000		
Fleet - Vanpool Vans						
Fleet - Cutaway Buses	\$0	\$2,325,720				\$1,500,000
Fleet - Safety Upgrades						
Technology		\$1,500,000		50,000		
Equipment - M & O						
Equipment - Vehicles	\$0	\$405,000				\$290,000
Facility - Bus Stops & Shelters		\$1,050,000	\$50,000	\$4,900,000	\$990,000	
Facility - M & O Improvement	3,310,000	\$60,000		\$700,000		
Facility - Transit Center	\$8,784,352	\$10,000	\$990,000			
System Preservation and Maintenance						
HQ ROW, Permitting, Final Design, Construction	\$17,500,000	15,000,000	15,000,000		70,000,000	
Land Purchase & Development				\$10,000	\$800,000	
Total Capital Expenditures	\$29,594,352	\$25,158,409	\$16,040,000	\$15,660,000	\$71,790,000	\$1,790,000
Capital Revenue	2026	2027	2028	2029	2030	2031
Federal Grants	\$9,667,482	\$13,030,727	\$5,792,000	\$12,520,000	\$53,932,000	\$1,432,000
State Grants	\$15,750,000	\$7,000,000	\$7,000,000	\$0	\$3,500,000	
Local Funds	\$4,176,870	\$5,127,682	\$3,248,000	\$3,140,000	\$14,358,000	\$358,000
Other						
	\$25,417,482	\$20,030,727	\$12,792,000	\$12,520,000	\$57,432,000	\$1,432,000

Operating Financial Plan

Grays Harbor Transit is a locally funded agency. Retail sales tax collected in the agency's county transportation area is the agency's primary revenue source. Other funding sources include vanpool fares, state and local grant funding, and other miscellaneous revenues. Table 6 below details Grays Harbor Transit's operating financial plan. The plan includes operating changes identified in Table 6, with a 3% growth in baseline costs. Operation revenue assumptions include:

- A change in the retail tax rate is not anticipated within the period.
- The sales tax growth rate forecast is 3% in all years, based on recent trend data.
- Minimal growth in formula federal and state operating grants.

Table 6 - Operating and Maintenance Financial Plan

2026- 2031 Operating and Maintenance Plan

OPERATING REVENUE	2026	2027	2028	2029	2030	2031
Sales Tax	\$12,800,000	\$13,440,000	\$14,112,000	\$14,817,600	\$15,558,480	\$16,180,819
Farebox	\$0	\$0	\$0	\$0	\$0	\$0
Vanpool	\$154,530	\$157,621	\$160,773	\$163,988	\$167,268	\$170,614
Sales Tax Equalization	\$1,259,818	\$1,259,818	\$1,259,818	\$1,259,818	\$1,259,818	\$1,259,818
State Operating	\$1,184,427	\$1,184,427	\$1,184,427	\$1,184,427	\$1,184,427	\$1,559,427
Federal Operating Grants	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000
Other	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000
Transfers						
Total Operating Revenues	\$17,023,775	\$17,666,866	\$18,342,018	\$19,050,833	\$19,794,993	\$20,795,678
Annual % Change	-5%	4%	4%	4%	4%	5%

Operating and Maintenance Expenses	2026	2027	2028	2029	2030	2031
Fixed Route Preservation and Maintenance	\$13,387,768	\$13,789,401	\$14,203,083	\$14,629,176	\$15,068,051	\$15,520,092
Fixed Route Expand	-					
Demand Response Preservation and Maintenance	\$3,325,323	\$3,425,083	\$3,527,835	\$3,633,670	\$3,742,680	\$3,854,961
Demand Response Expand	-					
Vanpool Preservation and Maintenance	\$164,048	\$168,970	\$174,039	\$179,260	\$184,638	\$190,177
Vanpool Expand						
Total Operating Expenses	\$16,877,139	\$17,383,453	\$17,904,957	\$18,442,106	\$18,995,369	\$19,565,230

Cash Flow Analysis

Tables 7 through Table 12 represent Grays Harbor Transit's cash flow analyses for 2024-2029.

Table 7 – 2026 Cash Flow Analysis

2026 Cash Flow Analysis

	General Fund	Working Capital	Capital Fund	Self Ins.	Total
Beginning Balance	\$5,043,221	\$5,679,857	\$22,526,486		\$33,249,563
Sales Tax	\$12,800,000				\$12,800,000
Farebox	\$0				\$0
Vanpool	\$154,530				\$154,530
Sales Tax Equalization	\$1,259,818				\$1,259,818
State Operating	\$1,184,427				\$1,184,427
Federal Operating Grants	\$375,000				\$375,000
Other	\$1,250,000				\$1,250,000
Transfers	(\$1,000,000)		\$1,000,000		\$0
Total Available	\$21,066,996	\$5,679,857	\$23,526,486	\$0	\$50,273,338
OPERATING EXPENSE (excludes depreciation)					
Vanpool Preservation and Maintenance	\$164,048				\$164,048
Vanpool Expansion	0				\$0
Fixed Route Preservation and Maintenance	\$13,387,768				\$13,387,768
Fixed Route Expansion	-				\$0
DR Preservation and Maintenance	\$3,325,323				\$3,325,323
DR Expansion	-				\$0
Total Expenses	\$16,877,139	\$0	\$0	\$0	\$16,877,139
Net Cash Available	\$4,189,857	\$5,679,857	\$23,526,486	\$0	\$33,396,199
CAPITAL REVENUE					
Federal Grants	\$0		9,667,482		\$9,667,482
State Grants	\$0		15,750,000		\$15,750,000
Other	-		-		\$0
Total Capital Revenue	\$0	\$0	\$25,417,482	\$0	\$25,417,482
Capital Obligations					
Fleet - Fixed Route	-		-		\$0
Fleet - Vanpool Vans	-		-		\$0
Fleet - Cutaway Buses	-		-		\$0
Fleet - Safety Upgrades	-		-		\$0
Technology	-		-		\$0
Equipment - M & O	-		-		\$0
Equipment - Vehicles	-		-		\$0
Facility - Bus Stops & Shelters	-		-		\$0
Facility - M & O Improvement	-		3,310,000		\$3,310,000
Facility - Transit Center	-		8,784,352		\$8,784,352
System Expansion	-		-		\$0
HQ ROW, Permitting Construction	-		17,500,000		\$17,500,000
Land Purchase & Development	-		0		\$0
Total Capital Obligation	-	-	29,594,352	-	29,594,352
Ending Cash Bal. 12/31	\$4,189,857	\$5,679,857	\$19,349,616	\$0	\$29,219,329

Table 8 – 2027 Cash Flow Analysis**2027 Cash Flow Analysis**

	General	Working	Capital	Self	Debt	Total
	Fund	Capital	Fund	Ins.	Service	
Beginning Balance	\$4,189,857	\$5,679,857	\$19,349,616	\$0		\$29,219,329
Sales Tax	\$13,440,000					\$13,440,000
Farebox	\$0					\$0
Vanpool	\$157,621					\$157,621
Sales Tax Equalization	\$1,259,818					\$1,259,818
State Operating	\$1,184,427					\$1,184,427
Federal Operating Grants	\$375,000					\$375,000
Other	\$1,250,000					\$1,250,000
Transfers	(\$1,500,000)		\$1,500,000			\$0
Total Available	\$20,356,722	\$5,679,857	\$20,849,616	\$0	\$0	\$46,886,195
OPERATING EXPENSE (excludes depreciation)						
Vanpool Preservation and Maintenance	\$168,970					\$168,970
Vanpool Expansion	-					\$0
FR Preservation and Maintenance	\$13,789,401					\$13,789,401
Fixed Route Expansion	-					\$0
DR Preservation and Maintenance	\$3,425,083					\$3,425,083
DR Expansion	-					\$0
Total Expenses	\$17,383,453	\$0	\$0	\$0	\$0	\$17,383,453
Net Cash Available	\$2,973,269	\$5,679,857	\$20,849,616	\$0	\$0	\$29,502,742
CAPITAL REVENUE						
Federal Grants			13,030,727			\$13,030,727
State Grants	\$0		7,000,000			\$7,000,000
Other			-			\$0
Total Capital Revenue	\$0	\$0	\$20,030,727	\$0	\$0	\$20,030,727
Capital Obligations						
System P & M	-	-	0			-
Fleet - Fixed Route			4,807,689			4,807,689
Fleet - Vanpool Vans			-			-
Fleet - Cutaway Buses	-	-	2,325,720			2,325,720
Fleet - Safety Upgrades		-	0			-
Technology			1,500,000			1,500,000
Equipment - M & O			-			-
Equipment - Vehicles			405,000			405,000
Facility - Bus Stops & Shelters			1,050,000			1,050,000
Facility - M & O			60,000			60,000
Facility - Transit Center			10,000			10,000
System Preservation and Maintenance			-			-
HQ ROW, Permitting Construction			15,000,000			15,000,000
Land Purchase & Development			0			-
Total Capital Obligation	-	-	25,158,409	-	-	25,158,409
Ending Cash Bal. 12/31	\$2,973,269	\$5,679,857	\$15,721,934	\$0	\$0	\$24,375,060

Table 9 – 2028 Cash Flow Analysis**2028 Cash Flow Analysis**

	General Fund	Working Capital	Capital Fund	Self Ins.	Total
Beginning Balance	\$2,973,269	\$5,679,857	\$15,721,934	\$0	\$24,375,060
Sales Tax	\$14,112,000				\$14,112,000
Farebox	\$0				\$0
Vanpool	\$160,773				\$160,773
Sales Tax Equalization	\$1,259,818				\$1,259,818
State Operating	\$1,184,427				\$1,184,427
Federal Operating Grants	\$375,000				\$375,000
Other	\$1,250,000				\$1,250,000
Transfers	(\$1,500,000)	-	\$1,500,000		\$0
Total Available	\$19,815,287	\$5,679,857	\$17,221,934	\$0	\$42,717,078
OPERATING EXPENSE (excludes depreciation)					
Vanpool Preservation and Maintenance	\$174,039				\$174,039
Vanpool Expansion	-				\$0
FR Preservation and Maintenance	\$14,203,083				\$14,203,083
FR Expansion	0				\$0
DR Preservation and Maintenance	\$3,527,835				\$3,527,835
DR Expansion	0				\$0
Total Expenses	\$17,904,957	\$0	\$0	\$0	\$17,904,957
Net Cash Available	\$1,910,330	\$5,679,857	\$17,221,934	\$0	\$24,812,121
CAPITAL REVENUE					
Federal Grants		-	5,792,000		\$5,792,000
State Grants		-	7,000,000		\$7,000,000
Transfer In			-		\$0
Total Capital Revenue	\$0	\$0	\$12,792,000	\$0	\$12,792,000
Capital Obligations					
System P & M	-	-	-		-
Fleet - Fixed Route		-	-		-
Fleet - Vanpool Vans		-	-		-
Fleet - Cutaway Buses	-		0		-
Fleet - Safety Upgrades			0		-
Technology			\$0		-
Equipment - M & O			\$0		-
Equipment - Vehicles			\$0		-
Facility - Bus Stops & Shelters			\$50,000		50,000
Facility - M & O			\$0		-
Facility - Transit Center			\$990,000		990,000
System Preservation and Maintenance			0		-
HQ ROW, Permitting Construction			15,000,000		15,000,000
Land Purchase & Development			0		-
Total Capital Obligation	-	-	16,040,000	-	16,040,000
Ending Cash Bal. 12/31	\$1,910,330	\$5,679,857	\$13,973,934	\$0	\$21,564,121

Table 10 – 2029 Cash Flow Analysis**2029 Cash Flow Analysis**

	General Fund	Working Capital	Capital Fund	Self Ins.	Total
Beginning Balance	\$1,910,330	\$5,679,857	\$13,973,934	\$0	\$21,564,121
Sales Tax	\$14,817,600				\$14,817,600
Farebox	\$0				\$0
Vanpool	\$163,988				\$163,988
Sales Tax Equalization	\$1,259,818				\$1,259,818
State Operating	\$1,184,427				\$1,184,427
Federal Operating Grants	\$375,000				\$375,000
Other	\$1,250,000				\$1,250,000
Transfers	(\$1,500,000)	-	\$1,500,000		\$0
Total Available	\$19,461,163	\$5,679,857	\$15,473,934	\$0	\$40,614,954
OPERATING EXPENSE (excludes depreciation)					
Vanpool Preservation and Maintenance	\$179,260				\$179,260
Vanpool Expansion	-				\$0
FR Preservation and Maintenance	\$14,629,176				\$14,629,176
FR Expansion	0				\$0
DR Preservation and Maintenance	\$3,633,670				\$3,633,670
DR Expansion	0				\$0
Total Expenses	\$18,442,106	\$0	\$0	\$0	\$18,442,106
Net Cash Available	\$1,019,058	\$5,679,857	\$15,473,934	\$0	\$22,172,848
CAPITAL REVENUE					
Federal Grants			12,520,000		\$12,520,000
State Grants	\$0		-		\$0
Other			0		\$0
Total Capital Revenue	\$0	\$0	\$12,520,000	\$0	\$12,520,000
Capital Obligations					
System P & M			0		-
Fleet - Fixed Route			10,000,000		10,000,000
Fleet - Vanpool Vans			-		-
Fleet - Cutaway Buses			0		-
Fleet - Safety Upgrades			0		-
Technology			50,000		50,000
Equipment - M & O			-		-
Equipment - Vehicles			-		-
Facility - Bus Stops & Shelters			4,900,000		4,900,000
Facility - M & O			700,000		700,000
Facility - Transit Center			-		-
System Preservation and Maintenance			-		-
HQ ROW, Permitting Construction			-		-
Land Purchase & Development			10,000		10,000
Total Capital Obligation	-	-	15,660,000	-	15,660,000
Ending Cash Bal. 12/31	\$1,019,058	\$5,679,857	\$12,333,934	\$0	\$19,032,848

Table 11 – 2030 Cash Flow Analysis**2030 Cash Flow Analysis**

	General Fund	Working Capital	Capital Fund	Self Ins.	Total
Beginning Balance	\$1,019,058	\$5,679,857	\$12,333,934	\$0	\$19,032,848
Sales Tax	\$15,558,480				\$15,558,480
Farebox	\$0				\$0
Vanpool	\$167,268				\$167,268
Sales Tax Equalization	\$1,259,818				\$1,259,818
State Operating	\$1,184,427				\$1,184,427
Federal Operating Grants	\$375,000				\$375,000
Other	\$1,250,000				\$1,250,000
Transfers	(\$1,000,000)		\$1,000,000		\$0
Total Available	\$19,814,051	\$5,679,857	\$13,333,934	\$0	\$38,827,842
OPERATING EXPENSE (excludes depreciation)					
Vanpool Preservation and Maintenance	\$184,638				\$184,638
Vanpool Expansion	\$0				\$0
FR Preservation and Maintenance	\$15,068,051				\$15,068,051
FR Expansion	0				\$0
DR Preservation and Maintenance	\$3,742,680				\$3,742,680
DR Expansion	0				\$0
Total Expenses	\$18,995,369	\$0	\$0	\$0	\$18,995,369
Net Cash Available	\$818,682	\$5,679,857	\$13,333,934	\$0	\$19,832,473
CAPITAL REVENUE					
Federal Grants			53,932,000		\$53,932,000
State Grants	\$0		3,500,000		\$3,500,000
Other					\$0
Total Capital Revenue	\$0	\$0	\$57,432,000	\$0	\$57,432,000
Capital Obligations					
System P & M			-		-
Fleet - Fixed Route			-		-
Fleet - Vanpool Vans			-		-
Fleet - Cutaway Buses			-		-
Fleet - Safety Upgrades			-		-
Technology			-		-
Equipment - M & O			-		-
Equipment - Vehicles			-		-
Facility - Bus Stops & Shelters			990,000		990,000
Facility - M & O			-		-
Facility - Transit Center			-		-
System Preservation and Maintenance			-		-
HQ ROW, Permitting Construction			70,000,000		70,000,000
Land Purchase & Development			800,000		800,000
Total Capital Obligation	-	-	71,790,000	-	71,790,000
Ending Cash Bal. 12/31	\$818,682	\$5,679,857	(\$1,024,066)	\$0	\$5,474,473

Table 12 – 2031 Cash Flow Analysis**2031 Cash Flow Analysis**

	General Fund	Working Capital	Capital Fund	Self Ins.	Total
Beginning Balance	\$818,682	\$5,679,857	(\$1,024,066)	\$0	\$5,474,473
Sales Tax	\$16,180,819				\$16,180,819
Farebox	\$0				\$0
Vanpool	\$170,614				\$170,614
Sales Tax Equalization	\$1,259,818				\$1,259,818
State Operating	\$1,559,427				\$1,559,427
Federal Operating Grants	\$375,000				\$375,000
Other	\$1,250,000				\$1,250,000
Transfers	(\$1,000,000)	-	\$1,000,000		\$0
Total Available	\$20,614,360	\$5,679,857	(\$24,066)	\$0	\$26,270,151
OPERATING EXPENSE (excludes depreciation)					
Vanpool Preservation and Maintenance	\$190,177				\$190,177
Vanpool Expansion	\$0				\$0
FR Preservation and Maintenance	\$15,520,092				\$15,520,092
FR Expansion	0				\$0
DR Preservation and Maintenance	\$3,854,961				\$3,854,961
Demand Response Expansion	0				\$0
Total Expenses	\$19,565,230	\$0	\$0	\$0	\$19,565,230
Net Cash Available	\$1,049,130	\$5,679,857	(\$24,066)	\$0	\$6,704,921
CAPITAL REVENUE					
Federal Grants			1,432,000		\$1,432,000
State Grants			\$0		\$0
Other					\$0
Total Capital Revenue	\$0	\$0	\$1,432,000	\$0	\$1,432,000
Capital Obligations					
System P & M			0		-
Fleet - Fixed Route			-		-
Fleet - Vanpool Vans			-		-
Fleet - Cutaway Buses			1,500,000		1,500,000
Fleet - Safety Upgrades	-		-		-
Technology			-		-
Equipment - M & O			-		-
Equipment - Vehicles			290,000		290,000
Facility - Bus Stops & Shelters			-		-
Facility - M & O			-		-
Facility - Transit Center			-		-
System Preservation and Maintenance			-		-
HQ ROW, Permitting Construction			-		-
Land Purchase & Development	-	-	-	-	-
Total Capital Obligation	-	-	1,790,000	-	1,790,000
Ending Cash Bal. 12/31	\$1,049,130	\$5,679,857	(\$382,066)	\$0	\$6,346,921

Resolution 2025-08-001

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE TRANSIT DEVELOPMENT PLAN (TDP) 2025-2031

WHEREAS, it is to the benefit of Grays Harbor Transportation Authority to define the general direction of public transportation service in the future, assign a general timeline for future improvements to the public transportation system, and assign general cost and revenue requirements for future improvements to the public transportation system; and,

WHEREAS, RCW 35.58.2795 requires all transit agencies prepare a six-year transit development plan for that calendar year and the ensuing five years; and,

A RESOLUTION of the Grays Harbor Transportation Authority adopting the Six Year Transit Development Program update 2025-2031.

BE IT RESOLVED by the members of the Grays Harbor Transportation Authority that the Transit Development Program 2025-2031 is approved by the Grays Harbor Transportation Authority's Board.

ADOPTED this 26th day of August, 2025.

Grays Harbor Transportation Authority



Chairperson

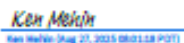






Ken Mehin (Aug 27, 2025 08:01:28 PST)

Attest:



Ken Mehin, Manager and Executive Secretary
of the Grays Harbor Transportation Authority