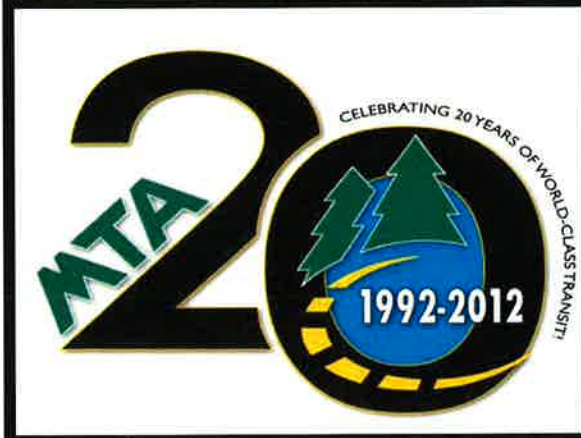




Mason Transit Authority Transit Development Plan 2013-2018 and 2012 Annual Report



Public Hearings: 9/23/2013 and
10/15/2013

Referral to Authority Board:
9/17/2013

Authority Board Approval:
10/15/2013



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Introduction

The Transit Development Plan (TDP) is Mason Transit Authority's annual update as required under Washington State RCW Section 35.58.2795, *Public Transportation Systems — Six-Year Transit Plans*. This report provides summary information for 2012 as well as projected changes for 2013-2018.

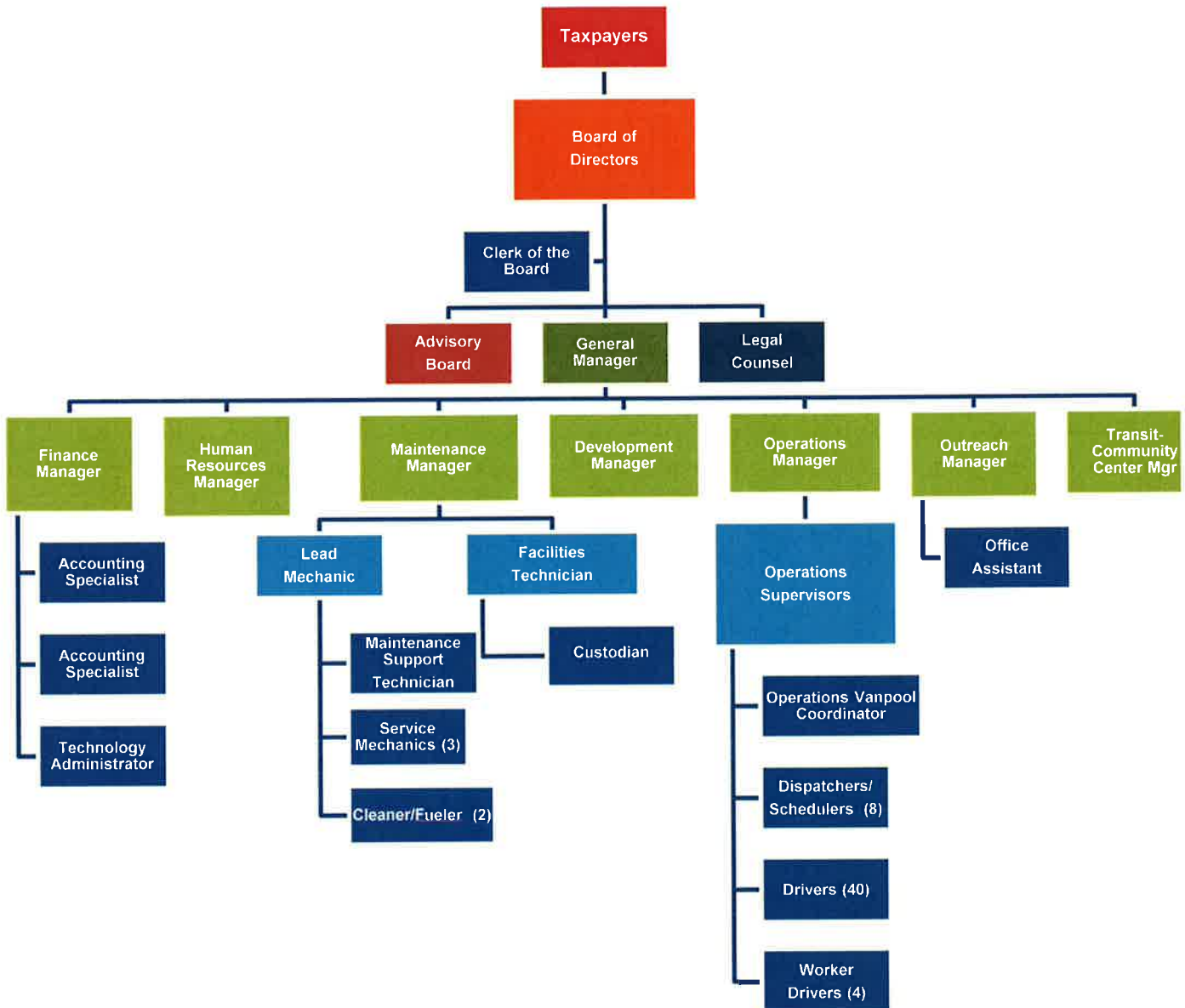
This year's TDP continues the shift in how we define the direction of the transit system for the next six years. In previous iterations until the 2010-2015 TDP we included all the requests from the community in hope of obtaining funding for service expansion. In today's financial climate this is not a realistic vision we would be able to initially fund or sustain in the future. Instead the TDP reflects a more accurate picture of our current service, infrastructure, equipment and financial outlook.

The TDP provides a starting point for an in-depth look when considering and developing future service designs, capital facilities, equipment, agency policies and other key business strategies. It also serves as the basis for developing the future year operating and capital annual budgets.

Distribution of the draft was made available on Mason Transit Authority's website, at public libraries and at numerous other community organizations throughout Mason County. Public meetings were held on September 23, 2013 and October 15, 2013 respectively. We encouraged the public to comment on the document or attend the public meetings in person.

Section 1: Organization

Mason Transit Authority is a Public Transportation Benefit Area (PTBA) incorporated under Washington State RCW 36.57A (1975). The PTBA was approved by Mason County voters in November 1991 and began providing public transportation service in December 1992. The service area is all of Mason County if road access is available, with connections to adjacent counties.



Mason Transit Authority Organizational Chart

The Mason County Public Transportation Benefit Authority (MTA) Board of Directors is composed of nine members as follows:

- Three (3) elected members representing Mason County
- One (1) elected member representing the City of Shelton
- One (1) elected member representing the North Mason School District
- One (1) elected member representing the Mary M. Knight School District or Southside School District with Mary M. Knight School District serving in even years and the Southside School District serving in odd years.
- One (1) elected member representing the Mason County Public Hospital District No. 2
- One (1) elected member representing the Hood Canal School District

- One (1) elected member representing Mason County Fire Protection District 3, 5, or 11 starting with Fire Protection District 3 in 2008, Fire Protection District 5 in 2009, Fire Protection District 11 in 2010 and then rotating in that order thereafter.

Mason County Public Transportation Benefit Authority (MTA) Board Members at time of publication are:

- Deb Petersen, Hood Canal School District – Chair
- Mike Olsen, City Of Shelton Commissioner – Vice Chair
- Randy Neatherlin, Mason County Commissioner
- Tim Sheldon, Mason County Commissioner
- Terri Jeffreys, Mason County Commissioner
- John Campbell, North Mason School District No. 4
- Sadie Whitener, Southside School District
- Herb Gerhardt, Mason County Public Hospital District No. 2
- Gary Volk, Mason County Fire District No. 11

The Mason County Transit Advisory Board (MCTAB) is an advisory group composed of people residing within the boundaries of the Authority. Advisory Board members are appointed by the MTA Board to serve a two-year term and are selected to achieve diversity and geographical representation and to provide policy and technical advice.

MCTAB members at time of publication are:

- John Piety – Chair
- John Calabrese
- Glen Fourre
- Kevin Frankeberger, Ph.D.
- Pamela Hillstrom
- Lauren Gessler
- Gene Currier

At time of publication, MTA employed:

General Manager	1 FTE
Administration	4 FTE
Finance & Technology	4 FTE
Operations - Administration	5 FTE
Operations – Van Pool Coordinator	1 FTE
Operations - Scheduling/Dispatching	7 FTE
Operations - Full-Time Operators	24 FTE
Operations - Part-Time Operators	15 FTE
Maintenance - Administration	1 FTE
Maintenance - Facilities Maintenance	2 FTE
Maintenance - Vehicle Maintenance	6 FTE

Mason Transit Authority is funded through a combination of sales tax, fares, and Federal and State grants. Section 10, Operating Revenues and Expenditures 2013 – 2018, details projected revenues and expenses.

Section 2: Physical Plant

MTA operations, maintenance and administrative facilities are located at 790 E. Johns Prairie Road in Shelton, Washington. A rented satellite operations facility is located at 23780 NE State Hwy 3 in Belfair, Washington. MTA also leases space at the All Star Boat, RV & Self Storage commercial storage facility on Hwy 106 in Belfair to park three coaches and three cutaway vans used to provide services in the northern part of Mason County.

Additionally, MTA owns the Transit-Community Center, formerly the Shelton Armory, located at 601 W. Franklin St. in Shelton, Washington. These two buildings are currently under renovation with some new construction transforming the original armory built in the 1950's to a modern, ADA accessible, and LEED Silver certified Transit-Community Center with completion expected in the last quarter of 2014.

See Appendix A, Inventories, for the State's public transportation management system forms for Mason Transit Authority's rolling stock, owned equipment, and facility inventories.

Section 3: Service Characteristics

In 2012, MTA provided transportation services consisting of Fixed Route (local and regional routes, Worker/Driver commuter service to Puget Sound Naval Shipyard and purchased transportation services from Shelton School District), Demand Response (general dial-a-ride), Vanpools and volunteers using private cars. Additionally, MTA partnered with the Skokomish Tribal Nation early in 2012 to implement a Pilot Transportation Project with funding secured by the Tribe through the FTA Tribal Transportation Grant Program.

Core Service

Hours of operation of the transportation service are 5:25 a.m. to 8:40 p.m., Monday through Friday, and 6:40 a.m. to 8:30 p.m. on Saturday. There is no service on Sunday, and either no service or reduced service on observed holidays. MTA operates ten (10) Fixed Routes that allow minimal deviated service to persons traveling off designated routes. Dial-A-Ride service operates in rural areas where this is no fixed route service or where deviations are not possible as well as in populated areas of Mason County for people who have difficulty using the routed service. All Dial-A-Ride service is open to the general public. Riders using Dial-A-Ride can make a trip request from two (2) hours before to two (2) weeks prior to the preferred pick-up time. All vehicles in MTA scheduled service are equipped with bike racks and accessible to persons with disabilities.

Fare Structure

Travel within Mason County All riders
Out of County Travel

Fare Free

Cash Fares	Adults and Youth one way	\$1.50
	Seniors and Persons with Disabilities	\$.50
	Children six and under	No Charge
Monthly Pass	Adults	\$28.00
	Seniors and Persons with Disabilities	\$9.00
	Youth (ages 6-17 years)	\$18.00
	Summer Youth Adventure Pass	\$13.00

Coordinated Service

MTA coordinates all service requests with other area transportation providers. Squaxin Transit coordinates local service with MTA regional service. Shelton School District operates four afternoon general public deviated routes under contract with MTA. Mason Transit Authority provides additional transportation through an agreement with the Skokomish Tribe providing service to the Skokomish Reservation and Lake Cushman areas through Hoodport, WA.



Figure 1 MTA Contracted Service

Volunteer Service

Local volunteers use their own cars, on their own time, to transport persons 60 years of age or older who are unable to use regular transit, primarily to reach medical appointments within and outside Mason County.

Vanpool

Since its inception in 2005, the Vanpool program has expanded to a fleet of 29 vans to promote statewide ridesharing goals and benefits to residents commuting to and from major employment

centers. This successful program complements Mason Transit Authority’s network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by Fixed Route services. In 2012 Mason Transit Authority Vanpools provided over 50,000 rides, 7.6 percent of the agency’s total ridership. The number of active Vanpools has increased to twenty-nine.

Ridership History 2007-2012

Mode of Service	2007	2008	2009	2010	2011	2012	Percent +/- 2007-2012
Fixed Route	215,934	233,225	304,644	328,193	341,517	414,434	91.9%
Vanpool	31,677	33,364	53,114	57,236	48,219	44,430	40.2%
Dial-A-Ride	51,257	49,129	52,018	53,863	52,296	51,464	.4%
Worker/Driver	50,646	54,883	57,354	53,467	52,805	54,777	8.1%
ASA Contracted	6,679	5,503	9,337	9,659	10,810	12,469	86.6%
Special Events	7,892	6,779	3,045	5,963	6,942	4,551	-42.3%
Volunteer	2,069	1,686	1,788	1,213	1,318	1,234	-40.3%
Total	370,521	389,574	486,075	509,999	513,907	583,359	57.4%

Section 4: Service Connections

Regional connections with other transit systems occurs Monday through Saturday with Intercity Transit, Sound Transit and Grays Harbor Transit in Olympia, Kitsap Transit in Bremerton, and Jefferson Transit in Brinnon. Regional connection with Squaxin Transit occurs Monday through Friday at Kamilche along Highway 101.

- **Route 3 ~ Belfair to Bremerton**
(connections with Kitsap Transit and Washington State Ferries)
- **Route 6 ~ Shelton to Olympia**
(connections with Intercity, Grays Harbor, Squaxin, and Sound Transits)
- **Route 8 ~ Shelton to Brinnon**
(connections with Jefferson Transit)

Connections to the above listed transit systems, except Jefferson Transit, are at transfer facilities located near services that allow connections to other ground transportation including: Washington State Ferries in Bremerton, Greyhound and Amtrak in Olympia.

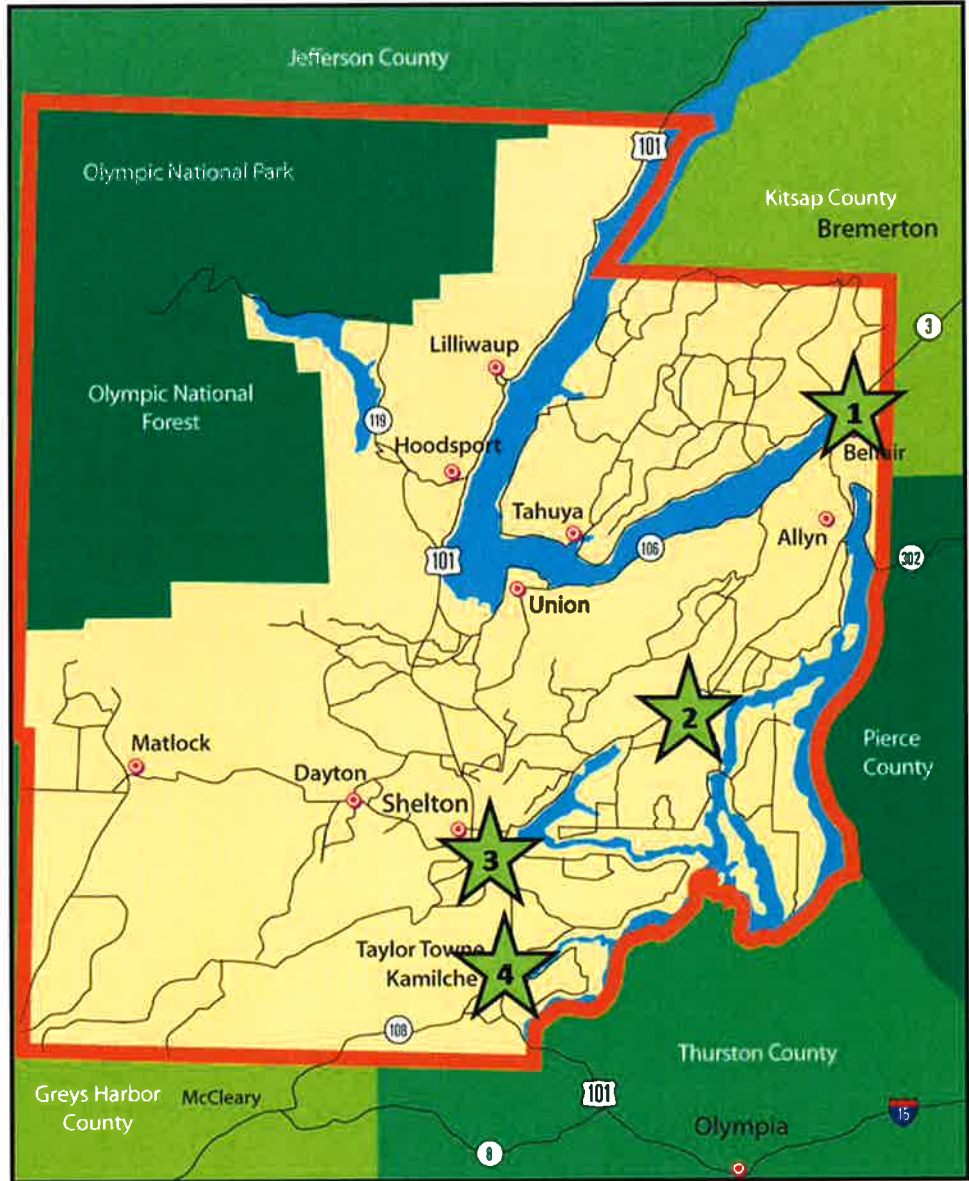


Figure 2 Regional Connections

MTA service is available to persons traveling to and from area schools including Olympic College in Shelton and Bremerton. Mason County residents attending South Puget Sound Community College and Evergreen State College in Olympia can also use MTA to transfer to Intercity Transit service in Olympia.

Park & Ride Lots

MTA also supports a network of park-and-ride facilities that are located throughout Mason County. At date of publication there were 124 parking spaces provided, at the majority of facilities owned and operated by Washington State or Mason County. On average, 48% of the county's Park & Ride lot capacity is occupied on any given weekday. The MTA Authority Board has approved the planning effort for a new Park and Ride Facility in the north end of the county and emphasis will be placed on the project in early 2014 with property location, gathering data, promoting partnership participation and development of the project and most importantly, determining and securing the funding needed for the project. It is anticipated that the project would be complete toward the end of our current six year Transportation Plan in 2018-2019.



The following table summarizes those facilities and usage:

2012 Park & Ride Location	# Stalls	Avg. Use	% Use
1. Assembly of God, Belfair, WA	40	18	44%
2. Pickering Road, Shelton, WA	33	18	54%
3. Cole Road, Shelton, WA	29	18	63%
4. Kamilche, WA	22	17	79%
5. Pear Orchard, Shelton, WA	20	9	43%
6. Shelton/Matlock, Shelton, WA	30	4	14%
Total	174	83	48%

Section 5: Activities in 2012

Schedule Changes

During 2012 the only addition to service was the implementation of the Skokomish Pilot Project. Planning for this service began in 2011 and service was started in April of 2012. The service is operationally funded through an FTA Tribal Grant Program administered by the Skokomish Indian Tribe. Funding for the 2013 year was provided by the FTA for continuance of this successful pilot program. This project has not been incorporated into MTA's regular route schedule due to continued improvements and additions to the project. Should funding for the project continue to be a reality it could eventually be incorporated into regularly routed service and the formal Mason Transit Authority System Schedule.

Vehicles and Equipment

In 2012 MTA purchased a vehicle lift for the Maintenance Department. Additionally, ten replacement Body on Chassis vehicles were purchased and placed in service. To round out capital purchases for the year, one replacement Gillig 35' low floor coach was received and placed in service.

Vanpool

Staff continues to present benefits of the Vanpool program to community groups and have a presence at various events in order to inform the public of the options for ridesharing that MTA can offer. Scheduled replacement of existing vanpool vehicles will be reviewed and implemented only as vehicles meet the extended life commitment determined by the agency. MTA will continue to aggressively pursue investment in the Washington State Ride Share Program as funding opportunities become available through the Vanpool Investment Program (VIP).

Special Events

Special Event Service requests are being processed in compliance with Charter Regulations and guidelines under 49 CFR Part 604.

Transit-Community Center

The Transit-Community Center Project began with selecting a Professional Project Manager, Architectural Firm and Construction Contract Manager to form the A/E Team for design and development of the project. Estimated time of completion is scheduled for late 2014 with construction hard start October of 2013.

Section 6: Proposed Action Strategies 2013-2018

The Washington State Department of Transportation (WSDOT) requires that transit agencies report their progress towards accomplishing the state's public transportation objectives. These objectives are identified in Washington State's Transportation Plan 2007 to 2026. Mason Transit Authority reports its success at achieving the state's objectives for 2012, and strategies for achieving the state's objectives for 2013 through 2018. Additional unfunded projects, Appendix

B, may be completed as funding becomes available. Conversely, some projects may be postponed if anticipated revenues or other funding opportunities decrease or become unavailable.

Preservation

To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

2012	2013-2018
Continued Effort	Continuing Effort

Preserve existing transportation service levels.

2012

- Fixed Route service schedule may receive minor adjustments to meet rider demands and improve coordination between existing routes for efficiency and effectiveness.
- Dial-A-Ride services continued to meet the requirements of the Americans with Disabilities Act.
- Continue partnership with Skokomish Indian Tribe in further development of the Skokomish Pilot Project.
- Develop new and innovative partnerships in order to preserve and improve current levels of service.

2013-2018

- MTA will reassess its schedule and shift service to areas where need and demand are greatest through an aggressive Service Development Plan including active public involvement.
- Dial-A-Ride services will continue to meet the requirements of the Americans with Disabilities Act.

Preserve existing public transportation facilities and equipment.

2012

- MTA received four (4) Dial-A-Ride replacement vehicles. MTA continues to improve the Main Base facility at Johns Prairie Road. In 2012 many improvements to the aging facility were put into place. Plans to improve much needed parking areas, staff rest areas, and business offices in desperate need of repair and upgrade were addressed all within budget.

2013-2018

- MTA will replace vehicles in accordance with the adopted fleet replacement standards.
- Purchase a new Maintenance and Facilities Software Program and institute an aggressive facilities assessment and maintenance plan which will improve the non-supported and outdated system currently in place.

- MTA maintains a three-year replacement plan for technology infrastructure such as servers, printers/plotters, LAN equipment (routers, firewalls and switches).

SAFTEY

To provide for and improve the safety and security of transportation customers and the transportation system.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- MTA monitors all service on a daily basis to ensure the safety of passengers and employees.
- MTA participates in local and regional efforts to increase and improve security components on routes, at Park & Ride lots, and at bus stop locations throughout the service area.
- MTA coordinates with local law enforcement agencies and emergency services.

2013-2018

- MTA will continue safety improvements and application of leading technology in concurrence with fleet and equipment purchasing and replacement and expansion. Facilities safety and security will be enhanced in 2014 with purchase and installation of “Card Lock” entry systems within all facilities owned and operated by the agency. Video recording systems in both revenue fleet vehicles and facilities continue to be a priority within the asset management plan. Replacement and additions of bus shelters at designated bus stops will take advantage of all safety options applicable and available for passengers and operators alike.

Mobility

To improve the predictable movement of goods and people throughout Washington State.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- MTA provides regional connections with six other public transportation providers, the Washington State ferry system, as well as interstate bus and passenger rail service.

2013-2018

- MTA will continue regional connections with six other public transportation providers, the Washington State ferry system, as well as interstate bus and passenger rail service.
- MTA continues to invest in the Washington State Department of Transportation Vanpool Investment Program with purchase of 5 new Mini-Vans to tap into a new marketing aspect of the state vanpool program. These new vehicles will be incorporated into the agency's Ride Share Program in 2013 and made available to qualified ride share participants groups as an alternative to the full size vans currently available.
- MTA has a long standing partnership with the Lewis, Mason, Thurston Area Agency on Aging (LMTAAA) that provides operational funding through a competitive process for Volunteer Transportation of persons over the age of 60 years. This program allows volunteer drivers to transport persons using their personal vehicle to and from medical and other appointments and continues to be very successful. MTA has been awarded a three year contract beginning in 2013 to continue management of this very important program.

Environment

To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- MTA staff continued to participate in planning efforts to develop and improve alternatives to the single occupant vehicles. MTA participates in recycling programs for office paper, cardboard material, printer ink cartridge, as well as promoting water quality standards through the recycling of antifreeze and engine oil.

2013-2018

- MTA will continue to maintain and improve recycling programs that help reduce energy consumption and improve air and water quality.
- With the completion of the new Transit-Community Center, MTA will achieve its goal of LEED Silver Certification during the Renovation and Construction of the new facility.
- MTA continues to provide Diesel Particulate Filter cleaning service to qualified governmental agencies using equipment provided to MTA through the Department of Ecology Clean Diesel Grant Program.

Stewardship

To continuously improve the quality, effectiveness, and efficiency of the transportation system.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- Continued and expanded comprehensive long-term planning efforts. Actively participated in local and regional planning efforts including Peninsula Regional Transportation Planning Organization, Agency Council on Coordinated Transportation, Community Transportation Association NW, and United We Ride.
- Continuing operational and planning coordination with the region's other public transportation providers, including Washington State Department of Transportation, Grays Harbor Transit, Intercity Transit, Kitsap Transit, Jefferson Transit, Squaxin Island Tribe, and the Skokomish Tribe.
- Participation in Mason County's transportation planning initiatives with the City of Shelton and Mason County.

2013-2018

- Staff will continue to work with local jurisdictions and participate in community based efforts to implement transit-supportive improvements including Peninsula Regional Transportation Planning Organization, Agency Council on Coordinated Transportation, Community Transportation Association NW, and United We Ride.
- MTA will continue partnerships with other transit agencies, municipalities, municipal planning and local tribal organizations to address transportation issues in the region and encourage transit oriented design and progressive partnership.

Section 7: Proposed Changes 2013-2018

With the ongoing economic challenges the world is facing in general, and the United States in particular, projecting the financial outlook for the next year is challenging, and the next six years nearly impossible with any sense of accuracy. What we do know, with confidence, is that we have an aging population, the "silver tsunami" of baby boomers, that will live longer than any generation before them in history, followed by generations that, also for the first time in American history, will not enjoy the same upwardly mobile standard of living their predecessors did. The current working generations are inheriting both a record level of federal debt and a continuing explosion in technology that, amongst other aspects, makes face-to-face contact possible, albeit superficial, while the two faces are hundreds or thousands of miles apart. Communications technology, combined with ever-growing costs to operate an automobile and a financially strapped population, are leading to the first reduction in driving mileage since the

birth of the car and, thus, a reduction in the collection of gas taxes that support our transportation system and transit – all while the usage of public transit continues to grow. As the nation continues to invest in public transit systems, including finally beginning to invest in high-speed rail, mass transit appears well-suited in the long-run to be a positive contributor to our country's growth and development. However, in rural America, such as Mason County, while the low population density does not support "mass" transit as it is popularly referred to, MTA's continually growing ridership, particularly in the most highly used travel corridors (US 101 and WA 3), firmly supports the fact that rural transit is valued and needed by the population it serves, contributing to economic development and helping build community while enabling seniors to stay in their homes longer and reducing the financial burden associated with assisted living. While the significant levels of capital investment to provide a reasonable level of service is a fraction of what is required in urban systems, the operating cost per passenger mile is substantially higher – in other words, and no surprise, rural transit is not, and cannot, be as efficient as urban systems – but, it can be as effective, and that is also worthy of continued public investment.

While the impact of Federal deficit spending and the outcome of the President and Congress' efforts to not fall off the "fiscal cliff" remain to be seen, Federal transit spending has been stabilized (and slightly increased for rural transit) with the passage of MAP 21, if for only the next two years. The Federal Transit Administration's (FTA) Tribal Transit funding is holding steady and is historically underutilized, making transit partnerships with the Skokomish and Squaxin Island Tribes mutually beneficial. Even with Washington State's budget deficit, it is also a positive sign that the State once again renewed its sales tax equalization plan, which particularly impacts Mason County in a positive manner, as well as implemented the first-ever State contribution to funding public transit operations (previously, only capital investments had been funded at the state level). Further, on a local level, the County's two largest private employers, Simpson Lumber and Taylor Shellfish, are projecting higher rates of growth than they have seen in the past five years, echoing the nationwide drop in the unemployment level. All of these elements can significantly impact existing service, future service, and vehicle and facility replacement and/or maintenance. We must always be mindful that the occurrence of any near-term economic contraction or retraction is not outside the realm of possibility.

These factors present a unique challenge at a time when Mason County's population has grown by 23 percent from the 2000 census to the 2010 census, making Mason County the fourth fastest growing county in Washington State. Additionally the senior population, residents 65-years old or older, is 18.3 percent of the county's population, which ranks eleventh out of Washington State's 39 counties.

The 2008-2013 budgets have been focused on sustaining as opposed to expanding services, drawing some of the unrestricted net asset balances while employing frugal spending practices. MTA continued several fiscally sound initiatives in 2013, including no employee cost-of-living allowance (COLA), maintenance of service levels with no expansion to meet increased demand, and continuation of a line item budget to further identify and drill down costs. Along with continuing these efforts, moving forward, the agency has begun pursuing alternate sources of grant funding and strengthening our partnerships. However, with continued projections of high levels in the cost of fuel and 5+% annual growth in the cost of employee health care benefits, and

with changes in employee compensation notwithstanding, the continued financial operating loss cannot be sustained indefinitely and is being partially offset starting in 2013 by implementing employee contributions to the premium costs of benefits and a recalibration of the practice of providing annual step increases to employee pay. As local sales tax collections are witnessing the first growth since 2007, albeit slight, tight financial controls combined with slow but steady growth in local (including the Shelton Hills commercial & residential development with 2-3 big box retailers, helping the County to retain sales tax dollars currently flowing out of county Olympia, Bremerton & Silverdale) and state funding streams bodes well for the fiscal health of MTA.

The financial outlook for 2014 to 2019 is cautiously optimistic, seeing a focus at all levels, local-state-federal, on sustainability until the current economic dust storm settles. Economies are historically cyclical in their performance, and while it appears that the worst in the current recession is over for the U.S., the impact of being part of a truly global economy is still somewhat unknown. Our recovery is fragile, and we need to act accordingly. A continued focus on local partnership development, particularly with the tribal nations and school districts, will be critical to MTA's future success. Lastly, for the past 20 years, MTA has earned a reputation for innovation, and with the development of the Transit-Community Center, scheduled to open in the fall of 2014 and smart planning, MTA will be successful in its commitment to meeting the public transit needs of Mason County in a financially responsible manner.

Section 8: Capital Improvement Program 2013-2018

The six-year capital plan supports maintaining existing service. MTA's Capital funding priorities are:

- Minimal replacement of revenue vehicles and infrastructure
- Maintaining existing facilities and equipment
- Purchase of two Medium Duty Chassis Cutaway Vehicles
- Purchase of one ADA Accessible Van or Specialty Vehicle
- Completion of the Transit-Community Center

Capital vehicle purchase is generally predicated on receipt of grant funding at the 80 percent grant / 20 percent local allocation.

Revenue Vehicles

MTA has reviewed its vehicle replacement criteria and has determined that it is feasible to extend the life of coaches from the WSDOT replacement guidelines of 12 years and/or 500,000 miles to 15 years and/or 500,000 miles. Additionally, the cutaway vehicle replacement criteria have also been extended from the WSDOT guidelines of 5 years and/or 150,000 miles to 7 years and/or 250,000 miles. These vehicle replacement criteria changes are based on using best maintenance practices, completing scheduled preventative maintenance, and repairing vehicle system breakdowns as they occur to minimize the impact of equipment failure. Delivery of coaches is expected to be in the year after funds are encumbered but can take up to 18 months for delivery from point of bus order confirmation.

Planned Vehicle Orders	2013	2014	2015	2016	2017	2018
Replacement Buses	0	3	3	0	1	0
Replacement Dial-A-Ride Vehicles	5	3	0	0	0	0
Replacement Vanpool Vans	5	0	3	6	0	0
Replacement Agency Vehicle	2	0	0	0	0	0

Planned Vehicle Receipt	2013	2014	2015	2016	2017	2018
Replacement Buses	1	0	3	3	0	1
Replacement Dial-A-Ride Vehicles	5	3	0	0	0	0
Replacement Vanpool Vans	5	0	3	6	0	0
Replacement Agency Vehicle	2	0	0	0	0	0

Facilities

The primary facility focus during the 2013-2018 capital projects is maintaining existing facilities, improving facility security and replacing existing wooden bus shelters with refurbished metal bus shelters. With the replacement of the wooden shelters there will be a surplus of temporary shelters available. These surplus shelters will be repurposed and installed around the county as needed. The primary focus of this portion of the project will provide shelters for a new WSDOT Widening Project of SR-3 through Belfair. In partnership with WSDOT the agency has planned on installing 4-8 shelters at 9 new bus stops on SR-3 within the project area.

Planned Facility Projects	2013	2014	2015	2016	2017	2018
Replacement Bus Shelters	9	6	0	0	0	0

The following table summarizes capital costs by project area. This table does not include any unfunded capital projects listed in Appendix B. (There are currently no funded capital investment scheduled for 2016 and 2018) It should be noted that these figures are only estimates according to agency need and may or may not reflect actual funded projects and will be expended only if grant assistance is available or emergency need arises with approval of the MTA Board.

	2013	2014	2015	2016	2017
Vehicles (Buses, Dial-A-Ride, Vanpool, Support)	\$165,000	\$1,320,000	\$143,942	\$0	\$1,670,000
Facilities	\$4,000,000	\$4,900,000	\$0	\$0	\$0
Technology	\$60,000	\$25,000	\$50,000	\$0	\$0
Total	\$4,225,000	\$6,220,000	\$143,942	\$0	\$1,670,000

Section 9: Operating Data, 2013-2018

Operating data for 2012 shows a modest overall ridership increase of .23 percent over 2011. For 2013-2018 we expect modest increases in Fixed Route, Dial-A-Ride and Vanpool ridership. Due to financial constraints previously described in Section 7, Proposed Changes 2013-2013, no additional service hours or increase in service is planned for 2012-2017 with the following exception: In early 2011 Mason Transit Authority partnered with the Skokomish Tribe in developing additional service to the Tribal Reservation and surrounding areas. This project is currently in operation and funded through a Federal Transit Administration Tribal grant awarded to the Skokomish Tribe for Operating costs only. The project began operation in April of 2012 and the data to date is included in the following tables on page 19. Funding for operation of this project is secure through 2013. Forecasts and continuation of this project through 2018 are assumed and depend solely on continued operational funding support by the Skokomish Tribe.

Ridership	2013	2014	2015	2016	2017	2018
Fixed Route	355,314	362,421	369,669	377,062	384,604	392,146
Dial-A-Ride	54,409	55,497	56,607	57,739	58,894	60,049
Worker/Driver	52,800	52,800	52,800	52,800	52,800	52,800
Vanpool	51,200	52,700	54,200	55,700	57,200	60,200
Volunteer	1,320	1,320	1,320	1,320	1,320	1,320
Contracted – ASA	10,800	10,800	10,800	10,800	10,800	10,800
Skokomish Pilot	6,824	6,824	6,824	6,824	6,824	6,824
Other – Special Events	6,950	6,950	6,950	6,950	6,950	6,950
Total Ridership	539,617	549,312	559,170	569,195	579,392	591,089

Service Hours	2013	2014	2015	2016	2017	2018
Fixed Route	28,200	28,200	28,200	28,200	28,200	28,200
Dial-A-Ride	24,670	24,670	24,670	24,670	24,670	24,670
Worker/Driver	12,000	12,000	12,000	12,000	12,000	12,000
Volunteer Drivers	2,100	2,100	2,100	2,100	2,100	2,100
Contracted – ASA	1,650	1,650	1,650	1,650	1,650	1,650
Other – Special Events	130	130	130	130	130	130
Skokomish Pilot	1,558	1,558	1,558	1,558	1,558	1,558
Total Service Hours	70,308	70,308	70,308	70,308	70,308	70,308

Mileage	2013	2014	2015	2016	2017	2018
Fixed Route	521,600	521,600	521,600	521,600	521,600	521,600
Dial-A-Ride	327,500	327,500	327,500	327,500	327,500	327,500
Worker/Driver	62,600	62,600	62,600	62,600	62,600	62,600
Vanpool	289,000	289,000	289,000	289,000	289,000	289,000
Volunteer Drivers	48,500	48,500	48,500	48,500	48,500	48,500
Contracted – ASA	32,000	32,000	32,000	32,000	32,000	32,000
Special Events	560	560	560	560	560	560
Skokomish Pilot	38,530	38,530	38,530	38,530	38,530	38,530
Total Mileage	1,320,290	1,320,290	1,320,290	1,320,290	1,320,290	1,320,290

Section 10: Operating Revenues and Expenditures 2013-2018

Operating revenue and expenditures are projected based on Federal and Washington State published economic data and assumptions. Expenditures for operating expenses and capital projects are predicated on receipt of requested funds to offset local fund expenditure. The following assumptions were used to forecast expenditures:

- Benefit is a fixed percent of salaries
- Capital Projects are based on potential funding.

Mason County Transportation Authority

ANNUAL FINANCIAL INFORMATION

Operating

	2012	2013	2014	2015	2016	2017	2018
	Actual	Budget	Projected	Projected	Projected	Projected	Projected
Revenue							
Local Sales Tax	\$3,149,871	\$3,200,000	3,181,370	3,213,183	3,245,315	3,277,768	3,310,546
Investment Interest	13,531	11,370	11,256	11,144	11,032	10,922	10,813
Operating Grants	2,427,107	2,253,114	2,205,500	2,205,500	2,205,500	2,205,500	2,205,500
Fares	590,882	471,350	485,491	490,345	495,249	500,201	505,203
Miscellaneous	86,095	55,559	97,226	100,143	103,147	106,241	109,428
Total Operating Revenue	6,267,486	5,991,393	5,980,842	6,020,315	6,060,243	6,100,633	6,141,491
Expenses							
Salaries	2,881,288	3,035,981	3,081,521	3,010,158	3,030,122	3,050,316	3,070,745
Benefits	1,072,064	1,214,352	1,226,496	1,238,760	1,251,148	1,263,660	1,276,296
Fuel	516,598	551,193	562,217	567,839	579,196	590,780	602,595
Insurance	188,643	181,541	183,356	187,024	190,764	194,579	198,471
Debt Payment and Interest	80,527	80,527	80,527	80,527	80,527	80,527	80,527
Other Goods and Services (Excludes Depreciation)	814,847	864,332	839,292	864,471	881,761	899,396	908,390
Total Operating Expenses	5,553,967	5,847,399	5,973,409	5,948,779	6,013,517	6,079,258	6,137,024
Net Operating Income (Loss)	713,519	143,994	7,433	71,536	46,726	21,375	4,466

Capital

Revenue							
Capital Revenue	647,587	4,401,200	323,035	1,020,000	551,000	471,503	160,000
Total Capital Revenue	647,587	4,401,200	323,035	1,020,000	551,000	471,503	160,000
Expenses							
Vehicle Replacement	802,723	1,089,000	253,793	1,253,000	688,000	589,379	0
Transit-Community Center	182,405	3,788,634	2,900,000	0	0	0	0
Facilities/Equipment	133,255	425,000	210,000	0	0	0	200,000
Total Capital Expenses	1,118,384	5,302,634	3,363,793	1,253,000	688,000	589,379	200,000
Change in Fund Balance, Net Operating and Capital	242,722	(757,440)	(3,033,325)	(161,464)	(90,274)	(96,501)	(35,534)

Beginning Fund Balance, January 1

Beginning Fund Balance, January 1	\$9,248,280	9,491,002	8,733,562	5,700,238	5,538,774	5,448,500	5,351,999
Increase (Decrease) to Fund Balance	242,722	(757,440)	(3,033,325)	(161,464)	(90,274)	(96,501)	(35,534)
Ending Fund Balance, December 31	\$9,491,002	\$8,733,562	\$5,700,238	\$5,538,774	\$5,448,500	\$5,351,999	\$5,316,465

Public Transportation Management System

Owned Rolling Stock Inventory

Agency/Organization: Mason County Transportation Authority

Date: For Period Ending June 30, 2013

7/2/2013

Signature and Title: Jane Seayre Acting General Manager

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1 2002 Goshen	11	1FDXE45F72HB65029	511	362,150	40	10	0	\$90,000	Y	14+4	D	N
2 2002 Goshen	11	1FDXE45F32HB65030	512	368,369	40	10	0	\$90,000	Y	14+4	D	N
3 2003 Goshen	11	1FDXE45F93HB05707	513	338,188	40	9	0	\$90,000	Y	14+4	D	N
4 2003 Goshen	11	1FDXE45F03HB05708	514	334,907	40	9	0	\$90,000	Y	14+4	D	N
5 2003 Goshen	11	1FDXE45F23HB05709	515	320,467	40	9	0	\$90,000	Y	14+4	D	N
6 2003 Goshen	11	1FDXE45F93HB05710	516	343,850	40	9	0	\$90,000	Y	14+4	D	N
7 1997 Gillig Coach 30'	3	15GCA1815V1088616	804	399,730	50	15	0	\$415,000	Y	23+2	D	N
8 1999 Gillig Coach	1	15GCD2110X1089554	805	197,290	70	13	0	\$415,000	Y	43+2	D	N
9 1999 Gillig Coach	1	15GCD2112X1089555	806	159,801	70	13	0	\$415,000	Y	43+2	D	N
10 2002 Gillig Coach 35'	2	15GCB211921110366	807	316,618	60	11	4	\$415,000	Y	31+2	D	Y
11 2003 Gillig 30'	3	15GCA211831112212	808	304,993	70	10	5	\$415,000	Y	23+2	D	Y
12 2005 35' Gillig Bus	2	15GDB211851112652	809	234,097	80	8	7	\$415,000	Y	37+2	D	Y
13 2005 35' Gillig Bus	2	15GCB211351112653	810	237,528	80	8	7	\$415,000	Y	37+2	D	Y
14 2005 40' Gillig Bus	1	15GCD211651112655	811	151,725	80	8	7	\$415,000	Y	37+2	D	Y
15 2005 40' Gillig Bus	1	15GCD211851112656	812	142,963	80	8	7	\$415,000	Y	37+2	D	Y
16 1980 MCI Coach	1	514448	904	145,749	10	32	0	\$415,000	N	41	D	N
17 2006 Ford Econoline	13	1FBNE31L86HA09254	7601	66,349	60	7	0	\$26,000	N	12	G	N
18 2006 Ford Econoline	13	1FBNE31LX6HA09255	7602	51,254	60	7	0	\$26,000	N	12	G	N
19 2006 Ford Econoline	13	1FBNE31L16HA09256	7603	64,606	70	7	0	\$26,000	N	12	G	N
20 2006 Ford Econoline	13	1FBNE31L36HA09257	7604	64,557	60	7	0	\$26,000	N	12	G	N
21 2006 Ford Econoline	13	1FBNE31L56HA09258	7605	66,259	60	7	0	\$26,000	N	12	G	N
22 2006 Ford Econoline	13	1FBNE31L76HA09259	7606	59,660	60	7	0	\$26,000	N	12	G	N
23 2006 Ford Econoline	13	1FBNE31L36HA09260	7607	85,312	60	7	0	\$26,000	N	12	G	N
24 2006 Ford Econoline	13	1FBNE31L56HA09261	7608	73,930	60	7	0	\$26,000	N	12	G	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
25 2006 Ford Econoline	13	1FBNE31L76HA09262	7609	65,366	60	7	0	\$26,000	N	12	G	N
26 2006 Ford Econoline	13	1FBNE31L96HA09263	7610	90,702	60	7	0	\$26,000	N	12	G	N
27 2006 Ford Econoline	13	1FBNE31L06HA09264	7611	75,626	60	7	0	\$26,000	N	12	G	N
28 2006 Ford Econoline	13	1FBNE31L26HA09265	7612	74,898	60	7	0	\$26,000	N	12	G	N
29 2006 Ford Econoline	13	1FBNE31L46HA09266	7613	81,005	60	7	0	\$26,000	N	12	G	N
30 2006 Ford Econoline	13	1FBNE31L66HA09267	7614	73,731	60	7	0	\$26,000	N	12	G	N
31 2006 Ford Econoline	13	1FBNE31L86HA09268	7615	80,028	60	7	0	\$26,000	N	12	G	N
32 2006 Ford Econoline	13	1FBNE31L56HB32803	7616	65,996	60	7	0	\$26,000	N	12	G	N
33 2006 Ford Econoline	13	1FBNE31L56HB32804	7617	80,154	60	7	0	\$26,000	N	12	G	N
34 2006 Ford Econoline	13	1FBNE31L56HB32805	7618	78,820	60	7	0	\$26,000	N	12	G	N
35 2006 Ford Econoline	13	1FBNE31L56HB32806	7619	83,638	60	7	0	\$26,000	N	12	G	N
36 2006 Ford Econoline	13	1FBNE31L56HB32807	7620	80,513	60	7	0	\$26,000	N	12	G	N
37 2006 Ford Minibus	11	1FDXE45P26DA96434	429	212,991	50	7	0	\$90,000	Y	16+4	D	N
38 2006 Ford Minibus	11	1FDXE45P96DB26870	431	209,764	50	7	0	\$90,000	Y	16+4	D	N
39 2006 Ford Minibus	11	1FDXE45P86DA96437	432	194,872	50	7	0	\$90,000	Y	16+4	D	N
40 2007 Gillig Coach	2	15GGB211771077859	300	187,417	80	6	9	\$415,000	Y	34+2	D	Y
41 2007 Gillig Coach	2	15GGB211771077860	301	180,911	80	6	9	\$415,000	Y	34+2	D	Y
42 2007 Gillig Coach	2	15GGB211771077861	302	184,901	80	6	9	\$415,000	Y	34+2	D	Y
43 2008 Ford Econoline	13	1FBNE31L68DB44114	7621	52,751	90	5	0	\$26,000	N	12	G	N
44 2008 Ford Econoline	13	1FBNE31L88DB44115	7622	60,588	90	5	0	\$26,000	N	12	G	N
45 2008 Ford Econoline	13	1FBNE31LX8DB44116	7623	60,909	90	5	0	\$26,000	N	12	G	N
46 2008 Ford Econoline	13	1FBNE31L18DB44117	7624	55,772	90	5	0	\$26,000	N	12	G	N
47 2008 Ford Econoline	13	1FBNE31L38DB44118	7625	64,476	90	5	0	\$26,000	N	12	G	N
48 2009 Chev/Express Pass	13	1GAHGC35K391150002	7800	36,902	10	5	0	\$26,000	N	12	G	N
49 2009 Chev/Express Pass	13	1GAHGC35K491150042	7801	41,842	10	5	0	\$26,000	N	12	G	N
50 2009 Chev/Express Pass	13	1GAHGC35K591150003	7802	44,750	10	5	0	\$26,000	N	12	G	N
51 2009 Chev/Startrans	11	1GBJG316X91149743	433	95,434	90	4	1	\$90,000	Y	12+3	D	Y
52 2010 Chev/Startrans	11	1GB9G5A61A1108484	434	107,426	90	3	2	\$90,000	Y	12+3	D	Y
53 2010 Chev/Startrans	11	1GB9G5A69A1107907	435	123,478	80	3	2	\$90,000	Y	12+3	D	Y
54 2010 Chev/Startrans	11	1GB9G5A60A1107858	436	123,404	80	3	2	\$90,000	Y	12+3	D	Y
55 2010 Chev/Startrans	11	1GB9G5A61A1107982	437	118,620	80	3	2	\$90,000	Y	12+3	D	Y
56 2010 Gillig Coach	2	15GGB2712B1176685	303	74,021	90	3	12	\$391,441	Y	34+2	D	Y

Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
57	2010 Gillig Coach	15GGB2710B1176684	304	72,402	90	3	12	\$391,442	Y	34+2	D	Y
58	2010 Gillig Coach	15GGB2719B1176683	305	65,390	90	3	12	\$391,441	Y	34+2	D	Y
59	2011 Ford Econoline	1FBNE3BL3BDA90485	7626	26862	90	3	1	\$26,000	N	12	G	Y
60	2011 Ford Econoline	1FBNE3BL3BDA90486	7627	17626	90	3	1	\$26,000	N	12	G	Y
61	2011 Ford Econoline	1FBNE3BL3BDA90487	7628	20509	90	3	1	\$26,000	N	12	G	Y
62	2011 Ford Econoline	1FBNE3BL3BDA90488	7629	32119	90	3	1	\$26,000	N	12	G	Y
63	2011 Ford Econoline	1FBNE3BL3BDA90489	7630	23764	90	3	1	\$26,000	N	12	G	Y
64	2011 Ford Econoline	1FBNE3BL3BDA90490	7631	30465	90	3	1	\$26,000	N	12	G	Y
65	2012 Chev Champion	1GB6G5BL4C1133802	438	48833	100	1	4	\$96,000	Y	18	D	Y
66	2012 Chev Champion	1GB6G5BL4C1133695	439	44268	100	1	4	\$96,000	Y	18	D	Y
67	2012 Chev Champion	1GB6G5BL5C1134287	440	46282	100	1	4	\$96,000	Y	18	D	Y
68	2012 Chev Champion	1GB6G5BL4C1135088	441	46248	100	1	4	\$96,000	Y	18	D	Y
69	2012 Chev Champion	1GB6G5BL4C1133700	442	41462	100	1	4	\$85,000	Y	14	D	Y
70	2012 Chev Champion	1GB6G5BL3C1134692	443	39341	100	1	4	\$85,000	Y	14	D	Y
71	2012 Chev Champion	1GB6G5BL0C1134827	444	44216	100	1	4	\$85,000	Y	14	D	Y
72	2012 Chev Champion	1GB6G5BL9C1133812	445	32693	100	1	4	\$85,000	Y	14	D	Y
73	2012 Chev Champion	1GB6G5BL9C1134213	446	41599	100	1	5	\$85,000	Y	14	D	Y
74	2013 Gillig coach	15GGB271XD1181880	306	7740	100	1	15	\$402,484	Y	34+2	D	Y
75	2013 Chev Champion	1GB6G5BL0D1170924	447	2489	100	1	5	\$97,769	Y	17+3	D	Y
76	2013 Chev Champion	1GB6G5BL3D1171081	448	2564	100	1	5	\$97,769	Y	17+3	D	Y
77	2013 Chev Champion	1GB6G5BL2D1170401	449	2453	100	1	5	\$97,769	Y	17+3	D	Y
78	2013 Chev Champion	1GB6G5BL6D1171947	450	2514	100	1	5	\$97,769	Y	17+3	D	Y
79	2013 Chev Champion	1GB6G5BL2D1172108	451	2507	100	1	5	\$97,769	Y	17+3	D	Y
80	2013 Chev Champion	1GB6G5BL7D1171553	452	2561	100	1	5	\$97,769	Y	17+3	D	Y
81	2013 Dodge Caravan	2C4RDGBG2DR757377	6600	265	100	1	4	\$21,985	Y	7	G	Y
82	2013 Dodge Caravan	2C4RDGBG4DR757378	6601	22	100	1	4	\$21,985	Y	7	G	Y
83	2013 Dodge Caravan	2C4RDGBG6DR757379	6602	21	100	1	4	\$21,985	Y	7	G	Y
84	2013 Dodge Caravan	2C4RDGBG2DR757378	6603	267	100	1	4	\$21,985	Y	7	G	Y
85	2013 Dodge Caravan	2C4RDGBG4DR757381	6604	267	100	1	4	\$21,985	Y	7	G	Y

\$10,621,347

**Public Transportation Management System
Owned Facility Inventory**

Agency/Organization: Mason County Transit Authority
Date: Period Ending June 30, 2013

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments
1	23	John's Prairie Land and Buildings	100	10	11	\$2,231,770	Cost Admin, Ops and Maintenance Bldg.
2	11	Maintenance Building	100	8	15	\$869,948	Cost Bldg. #4 Conversion to Maintenance Bldg.
3	24	Wallace Kneeland - Shelter	60	8	13	\$15,000	\$52K cost includes removal of Wal-Mart Bus Shelter and bus pull out.
4	24	Civic Center Bus Shelter	80	14	8	\$15,000	
5	24	Cota Street Bus Shelter	70	9	13	\$15,000	
6	24	Red Apple Bus Shelter	60	11	11	\$10,000	
7	6	Transit Community Center	50	7	18	\$400,000	
8	23	Base Fuel Facility	100	3	18	\$525,000	Cost includes engineering, design, and construction.
9		Radich Property		55	20	\$170,000	Cost includes soil and building haz mat improvements

**Public Transportation Management System
Owned Equipment Inventory**

Agency/Organization: Mason County Transit Authority

Date: For Period Ending June 30, 2013

	Equipment Code and Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments (if more than two lines, please attach a separate comment page)
1	Trapeze Setup, Implementation, Hardware & Software	85	12	2	\$118,021.17	Originally implemented in 1999
2	DPF Cleaning Equipment	90	3	8	\$59,741.00	Vehicle Maintenance Shop 2011
3	Phone System Server	95	3	5	\$8,672.00	Dispatch Relocation 2008
4	Security System	95	3	6	\$6,629.00	Dispatch Relocation 2008
5	Vehicle Lift	90	10	0	\$48,000.00	Purchased 2002
6	Vehicle Lift	95	3	7	\$39,510.34	Purchased 2010
7	Shoretell Phone System	100	2	5	\$50,000.00	Purchased 2011
8	Diagnostfc Scanner	100	2	3	\$4,500.00	Purchased 2011
9	Vehicle Lift	100	2	9	\$7,862.00	Purchased 2012

Appendix B: Unfunded Capital Projects

The following capital projects are deemed financially unsustainable in today's economic climate. However as capital and operating funding become available then this list will be reviewed and projects that were sustainable would be funded. Since no service increases are projected for 2012-2017 timeframe, no expansion vehicles are listed as unfunded capital projects.

	Unfunded Capital Projects	Estimated Year Start	Estimated Year Finished	Est. Total Cost (thou)
1	Facility Back-Up Generator	2014	2014	\$ 150
2	CAD/AVL on Vehicles	2014	2014	\$ 250
3	Construct Wet Maintenance Facility @ Main Base	2014	2014	\$ 350
4	Maintenance Service Vehicle	2014	2014	50
5	Downtown Shelton Park & Ride	2015	2015	\$ 50
6	Facility Improvements to Buildings 1 & 2 (ADA)	2014	2016	\$ 400
7	Upgrade Operations Software (Novus)	2015	2015	\$ 60
8	Building 2 & 3 Renovation	2015	2015	\$ 725
9	Sky Ride Technologies (Planning)	2015	2015	\$ 8,000
10	North Mason Satellite Base and Park & Ride Lot Development and Build	2015	2018	\$ 7,000
11	Allyn Transit Center (Planning)	2015	2018	\$ 50
12	Hoodsport Transit Center (Planning)	2015	2018	\$ 50
13	Brinnon Transit Center (Planning)	2015	2018	\$ 50
Total				\$ 17,185