



JEFFERSON TRANSIT AUTHORITY

2026 OPERATING & CAPITAL BUDGET



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Finance Manager's Message

As we prepare for the 2026 fiscal year, Jefferson Transit Authority (JTA) continues to maintain a strong financial position, supported by steady sales tax growth and well-funded reserves. JTA's focus in the coming year is to strategically leverage this financial strength into tangible improvements for the community we serve.

Building on our solid foundation, JTA will continue expanding service on existing routes while introducing new services and modes of transportation. Our goals for 2026 include increasing service frequency and coverage, enhancing rider experience and convenience, and ensuring long-term sustainability and reliability across all operations. Through these efforts, JTA remains committed to providing high-quality, accessible, and efficient transit services that meet the evolving needs of Jefferson County residents.

Revenues

Jefferson Transit Authority (JTA) enters the 2026 fiscal year with a strong and stable revenue outlook. Local sales tax remains the primary driver of JTA's financial strength, with collections continuing to trend upward across key sectors such as retail and construction. These gains have provided a reliable foundation for maintaining and expanding transit services throughout Jefferson County.

JTA continues to use a conservative and transparent methodology when forecasting sales tax revenues. Our projection incorporates a five-year historical average, actual collections through mid-2025, and current regional economic trends. Although the budget tables show a budget-to-budget increase of 10.34%, the underlying forecast reflects a modest 3% growth assumption, consistent with our commitment to cautious and responsible financial planning.

Investment earnings have also contributed meaningfully to JTA's financial performance. Funds invested in the Washington State Local Government Investment Pool (WA LGIP) continue to yield solid returns, supported by favorable interest rates and prudent cash management practices. Together, these factors have helped sustain healthy reserve balances and ensure flexibility for future initiatives.

Although JTA benefits from multiple state and federal funding sources—including the Consolidated Grant Program for the 2025–2027 biennia—the agency remains mindful of the volatility inherent in these programs. JTA will continue to take a measured and conservative approach to budgeting, while maintaining optimism about steady local revenue growth and focusing on long-term sustainability through responsible financial stewardship.

Operations and Service

Jefferson Transit Authority (JTA) continues to focus on initiatives that strengthen operational efficiency, sustainability, and community connectivity. With the Climate Action Plan now completed, JTA has a clear framework guiding decisions that align service delivery with environmental and energy-efficiency goals.

Building on the insights gathered through the Comprehensive Operational Analysis (COA), JTA is now turning its attention toward implementing the service improvements identified in that plan. These efforts emphasize enhancing the rider experience through technology, expanding service modes to include

demand-response options that address first- and last-mile challenges, and increasing service hours and coverage across the county.

A key component of these improvements includes piloting the return of Sunday service within select areas of Jefferson County—a step that reflects JTA’s commitment to improving accessibility and convenience for riders. Together, these operational and service enhancements represent the next phase in JTA’s evolution toward a more flexible, sustainable, and rider-focused transit system.

Staffing

From 2024 through 2025, Jefferson Transit Authority (JTA) continued to make meaningful progress in employee retention and recruitment, ensuring staffing levels align with increasing service needs. For the 2026 budget year, JTA has proposed the following staffing adjustments to support continued service growth and operational efficiency:

- **Two new driver positions** have been added—one for Fixed Route service and one for Dial-A-Ride—to accommodate expanded service hours, new route adjustments, and increased demand for Dial-A-Ride trips.
- **One additional Dispatcher position** has been included to strengthen daily service coordination and ensure effective communication across expanding operations.
- **Budgeted service hours have been increased** to reflect expanded service schedules and the introduction of new service modes identified through the Comprehensive Operational Analysis.

Wages

For the 2026 budget year, Jefferson Transit Authority (JTA) has budgeted a 3% cost-of-living adjustment (COLA) for both represented and non-represented employees. In addition, all base wages continue to include longevity and pay step increases consistent with established compensation structures.

For represented staff, wages also incorporate estimated Regular Day Off (RDO) premiums as outlined in the current collective bargaining agreement (CBA). For non-represented staff, compensation adjustments reflect both the 3% COLA and annual performance-based step increases, supporting JTA’s continued commitment to maintaining competitive wages and promoting workforce retention.

Benefits

The proposed 2026 budget for benefits reflects updated rates and anticipated changes to employer costs.

1. **Paid Family and Medical Leave Act (PFMLA):** No rate changes are anticipated for 2026. The current premium rate remains at 0.92%, with employers contributing 28.48% and employees covering 71.52%, consistent with the prior year’s distribution.
2. **Public Employees’ Retirement System (PERS):** Effective July 1, 2025, the Washington State Department of Retirement Systems (DRS) implemented a decrease in PERS Plan 2 contribution rates. The employee contribution rate decreased from **6.36% to 5.38%**, and the employer contribution rate was set at **5.58%**, resulting in modest budget savings beginning mid-2025 and continuing through 2026.

3. **PacificSource Medical Coverage:** Liability for this benefit has increased based on staff usage and claim history over the past year. The 2026 budget incorporates these higher costs and reflects expected premium adjustments.
4. **Labor & Industries (L&I):** The 2026 budget assumes an estimated **5% increase** in L&I rates for both the 5306 and 1501 risk classes, pending final publication by the Department of Labor & Industries.

The 2026 Budget reflects a deliberate and forward-minded approach to managing Jefferson Transit Authority's resources while meeting the growing mobility needs of our community. It builds on the agency's momentum from prior years, expanding service hours, strengthening financial resilience, and advancing critical initiatives such as fleet electrification and implementation of the Climate Action Plan. These efforts reinforce JTA's long-term commitment to environmental responsibility and operational excellence.

This year's budget incorporates updated wage and benefit assumptions, including a 3% COLA for represented and non-represented employees, annual step and longevity increases, and revised PERS contribution rates effective July 1, 2025. Rising medical liabilities and anticipated changes in Labor & Industries rates have also been factored in to maintain accuracy and transparency in forecasting personnel costs.

Although local revenues—particularly sales tax—remain strong, JTA continues to plan cautiously amid evolving economic conditions and state and federal funding trends. The 2026 Budget maintains flexibility to adapt to these external pressures while protecting essential service levels and advancing key capital and sustainability priorities.

Together, these elements form a balanced financial plan that supports responsible growth, strengthens workforce stability, and moves JTA closer to a modern, sustainable, and community-focused transit system.



Miranda Nash
Financial Manager
Jefferson Transit Authority

Jefferson Transit Authority Mission Statement

At Jefferson Transit our mission is to provide safe, reliable, comfortable public transportation service in Jefferson County, which is cost effective, reduces energy consumption, and contributes to the cultural, environmental, and economic betterment of the residents of Jefferson County.

Jefferson Transit Core Values:

- Acknowledgment and Support

Jefferson Transit is the product of the concerted efforts of the employees, the Board, WSDOT, other transit agencies and the volunteers who devote time to improving Jefferson Transit. We also acknowledge the citizens of Jefferson County, the taxpayers, and our passengers for their support of Jefferson Transit. Thank you.

- Accountability

We take responsibility for the direction and image of Jefferson Transit. We display fairness, trust, and good judgment.

- Shared Responsibility

We are responsible for the direction and image of the agency.

- Communication

We recognize that good communication, compromise, and diversity of opinion will strengthen Jefferson Transit.

- Professionalism

We take pride in our skills and abilities to provide the community with safe, friendly, and reliable transportation. We strive for a positive impact through our demeanor and appearance.

- Stewardship

We will be stewards of the environment, of our customers, of the most vulnerable in our community, and of public funds. JTA will take an environmental leadership role in reducing both community emissions and JTA fleet vehicle emissions by continuing to invest in alternative fuel vehicles. We will also work to reduce our environmental impacts in ways big and small throughout our operations.

Jefferson Transit is proud to present the 2026 budget to the public. We are committed to providing safe, reliable, and sustainable public transit services far into the future.

2026 JTA Operating Budget

Service, Routes, and Ridership

Ridership Growth

Jefferson Transit Authority (JTA) continues to experience strong ridership growth across its system in 2025. East County service averaged 22,650 riders per month through September 2025, surpassing the 2024 monthly average of 19,462, representing a 16% year-over-year increase and demonstrating sustained demand for reliable transit across the region.

West County service averaged 656 riders per month through September 2025, compared to 732 riders per month in 2024, a 10% decrease, though ridership remains steady within a small service base.

Dial-A-Ride (DAR) service continues to show consistent growth, averaging 1,931 riders per month in 2025 compared to 1,831 per month in 2024, a 5.5% increase that underscores continued community reliance on accessible transportation options.

2025 Service Changes

Building on findings from the Comprehensive Operational Analysis (COA) and rider feedback, JTA implemented several targeted service enhancements in 2025 to improve coverage, frequency, and efficiency:

- Added an **evening run on Route 14 Kingston Express**.
- Added a **midday run on Route 1 Brinnon**.
- **Extended Route 4 Upper Sims Loop** for improved coverage.
- **Removed Route 11 Shuttle Loop B** for route simplification.
- **Renamed Route 11 Shuttle Loop A to Route 11 Shuttle** and **increased frequency to every 20 minutes**.

2026 Projected Service Changes

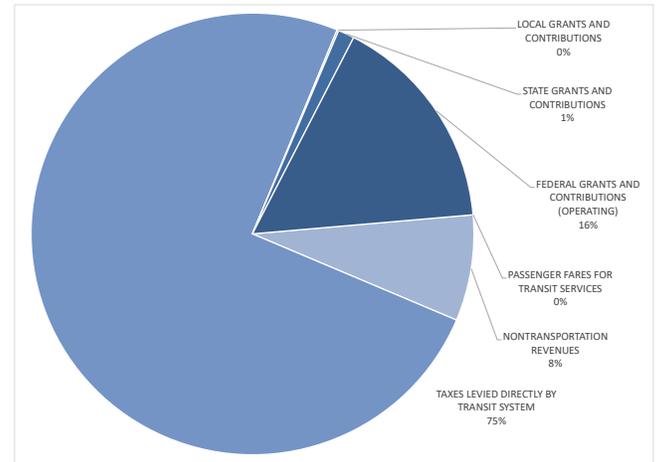
In 2026, JTA's focus shifts toward broader system expansion and improved connectivity, guided by COA recommendations and the recently completed Climate Action Plan. Planned service changes include:

- **Launch of Sunday Service** in select areas.
- Establishment of new **Route 23 Fort Worden**.
- Creation of **Route 5 Tri-Area Loop** to improve intra-county connectivity.
- **Planning and preliminary design** for a future **Tri-Area Transit Hub**.
- **Regional route connections** anchored at the new Tri-Area Hub.
- **Pilot home-to-hub microtransit service** in **Cape George** and the **Cook Avenue area**.
- **Expansion of Dial-A-Ride capacity**, as needed, to meet growing ridership demand.
- **Implementation of conditional eligibility enforcement** for DAR riders, in alignment with federal accessibility guidelines.



Revenue

Jefferson Transit Authority (JTA) projects an overall 10.6% increase in nonoperating revenues for the 2026 fiscal year, driven primarily by continued strength in local sales tax collections and higher investment income. State grant revenues are also expected to rise, while federal pass-through funding is projected to decline slightly.



JTA's sales tax forecast is developed using a consistent, data-informed, and conservative methodology. The projection incorporates actual sales tax receipts received through mid-2025 (remitted in August), then projects the remaining 2025 collections using observed year-to-date trends. Rather than applying the historic five-year average growth rate of roughly 9%, JTA applied a more conservative **3% growth factor** to the full-year 2025 projection. This adjustment reflects softening or negative sales-tax trends reported by other Washington transit agencies during 2024–2025—trends that Jefferson County typically experiences on a delayed basis. As a result, while the budget-to-budget comparison shows a 10.34% increase for 2026, the actual underlying forecast is consistent with a cautious 3% growth assumption (and does not represent an unexpected surge in activity. When we convert these amounts into the accrual method (showing revenue when it is earned rather than when the cash arrives), the monthly numbers shift into different months. This sometimes makes the accrual budget appear lower than the prior year's cash-basis totals.

In addition to sales tax, investment income is projected to remain strong. The 2026 estimate is based on actual 2025 earnings from the Washington State Local Government Investment Pool, adjusted slightly downward to allow for potential interest-rate movements in the coming year. State grant revenues are expected to increase due to the application of Transit Support Grant funds toward operating needs, while federal operating grants (FTA 5311) are projected to decrease marginally due to updated federal pass-through allocations. Together, these factors result in total nonoperating revenues rising from \$11,197,458 in 2025 to \$12,392,409 in 2026.

OPERATING REVENUES:	2026 Budget Compared to 2025			
	Budget	2025 Actual/ Forecast	2025 Budget	2026 Budget
PASSENGER FARES FOR TRANSIT SERVICES	0.00%	0	0	0
OTHER TRANSIT FARES	0.00%	0	0	0
CHARTER SERVICE REVENUES	0.00%	0	0	0
AUXILIARY TRANSPORTATION REVENUES	0.00%	0	0	0
Total Operating Revenues	0.00%	0	0	0
NONOPERATING REVENUES (EXPENSES)				
NONTRANSPORTATION REVENUES	37.81%	989,751	698,045	962,000
TAXES LEVIED DIRECTLY BY TRANSIT SYSTEM	10.34%	9,461,457	8,408,542	9,278,101
LOCAL GRANTS AND CONTRIBUTIONS	983.94%	15,000	15,000	162,591
STATE GRANTS AND CONTRIBUTIONS	0.00%	0	65,670	0
FEDERAL GRANTS AND CONTRIBUTIONS (OPERATING)	(1.02%)	2,615,914	2,010,202	1,989,716
Total Nonoperating Revenues (Expenses)	10.67%	13,082,122	11,197,458	12,392,409

Key changes include:



- Investment (Interest) Income:** Projected to increase by **37.31%**, from **\$691,845 in 2025 to \$950,000 in 2026**, based on a budget-to-budget comparison. While this represents strong growth, the figure reflects a **3.3% decrease from 2025 actuals** to account for a potential **2–3% decline in interest rates**.
- Sales Tax Revenue:** Projected to increase by 10.34% compared to the 2025 adopted budget. This higher percentage reflects that the 2025 budget was lower than 2025 actual collections. When measured against the full-year 2025 projection, **the 2026 estimate reflects a conservative 3% growth assumption (applied on an accrual basis)** based on five-year averages and mid-year receipts.
- State Grants:** Forecasted to increase by **124.75%**, from **\$65,670 in 2025 to \$147,591 in 2026**, primarily due to the application of a portion of JTA's **Transit Support Grant** toward operating expenses.
- Federal Grants (FTA 5311):** Anticipated to **decrease slightly by 1.02%**, from **\$2,010,202 in 2025 to \$1,989,716 in 2026**, due to adjustments in federal pass-through funding levels.



These trends reflect JTA's balanced approach to budgeting—leveraging strong local revenues and investment returns while maintaining conservative expectations for state and federal funding sources.

2026 Operating Budget

The 2026 budget reflects **an overall 21.41% increase in operating expenses** compared to 2025, driven primarily by service expansion and rising personnel-related costs.

Labor expenses are projected to increase by 24.35%, while employee benefits are expected to rise by 26%, reflecting wage adjustments, changes in benefit contribution rates, expanded staffing, and the addition of new service hours. Casualty and liability costs are anticipated to grow by 10.7%, influenced by shifts in the insurance market and the agency's expanded service footprint. Services and user fees, and Utility expenses are also projected to rise by ~15%, consistent with facility and service growth.

Other categories—including materials, supplies, taxes, and miscellaneous operating costs—show modest increases aligned with inflationary pressures and operational needs. Overall, the 2026 operating budget supports JTA's strategic priorities of expanding service coverage, enhancing reliability, and maintaining the agency's strong commitment to safe and sustainable operations.

OPERATING EXPENSES:	2026 Budget to 2025 Budget	2025 Budget	2026 Budget
LABOR	24.35%	3,843,934	4,779,914
BENEFITS	26%	2,581,822	3,252,501
SERVICES AND USER FEES	15.4%	514,717	593,784
MATERIALS AND SUPPLIES CONSUMED	2.1%	818,782	836,282
UTILITIES	15.7%	103,077	119,296
CASUALTY AND LIABILITY COSTS	10.7%	226,944	251,236
TAXES	0.0%	3,750	3,750
PURCHASED TRANSPORTATION SERVICE	0.0%	-	-
MISCELLANEOUS EXPENSES	18.7%	159,261	189,060
INTEREST EXPENSE	0.0%	-	-
LEASES AND RENTALS	1.0%	33,903	34,258
Total Operating Expenses	21.45%	\$ 8,286,189	\$ 10,060,079

2026 Operating Budget by Department

Operations Department

The Operations Department is the largest department at JTA consisting of the Transit Operators, Field Supervisors, Dispatchers, Customer Service, and the Operations Managers. The Operations Department is the front-line department tasked with providing the safe, reliable, and friendly transit service for which JTA is known.

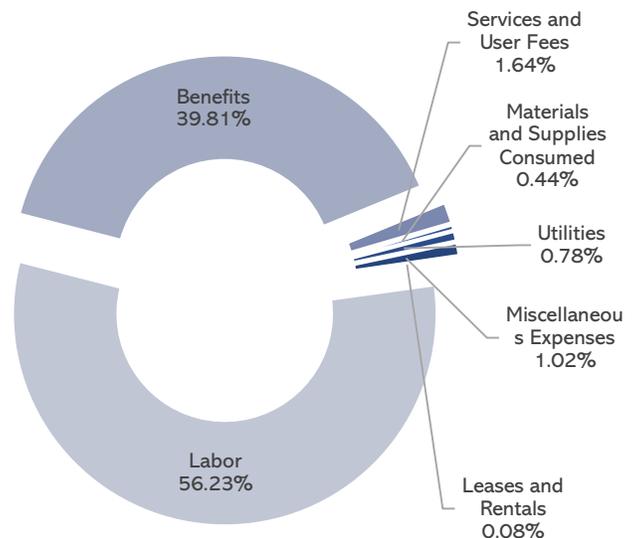
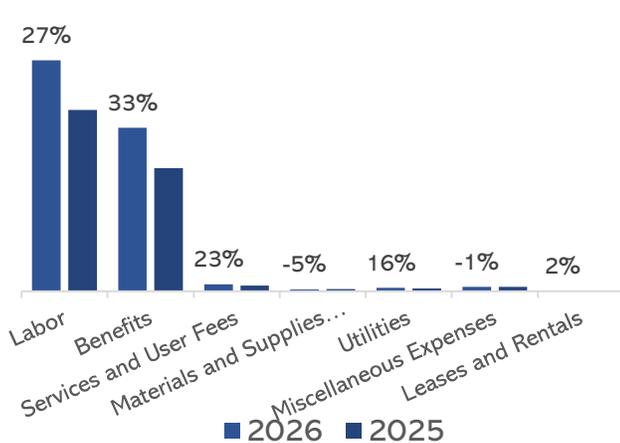
The Operations Department budget reflects a significant increase of 28.74% for 2026, primarily driven by planned service expansion initiatives. These include expanded and modified services in Port Townsend and the Tri-Area, the mid-year pilot launch of Sunday service, and the introduction of new demand-response service modes to improve rider accessibility and flexibility.

Operating Expense 2026 Vehicle Operations

Operating Expenses	2026 Budget	2025 Budget
Labor	3,045,348	2,392,622
Benefits	2,156,263	1,621,047
Services and User Fees	89,079	72,438
Materials and Supplies Consumed	23,750	25,000
Utilities	42,070	36,114
Casualty and Liability Costs	-	-
Taxes	-	-
Purchased Transportation Service	-	-
Miscellaneous Expenses	55,296	55,677
Leases and Rentals	4,103	4,003
Total Operating Expenses	5,415,908	4,206,901

To support these operational enhancements, two additional operator positions and one dispatcher position have been added. For represented staff, a 3% wage increase is included, while non-represented employees will receive a 3% cost-of-living adjustment (COLA) and a 2.5% step increase.

These adjustments ensure that staffing levels and compensation remain aligned with JTA’s expanding service commitments and workforce retention goals.



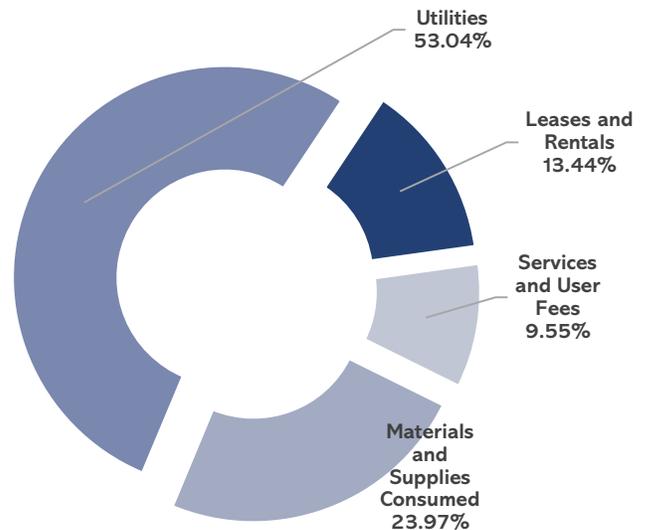
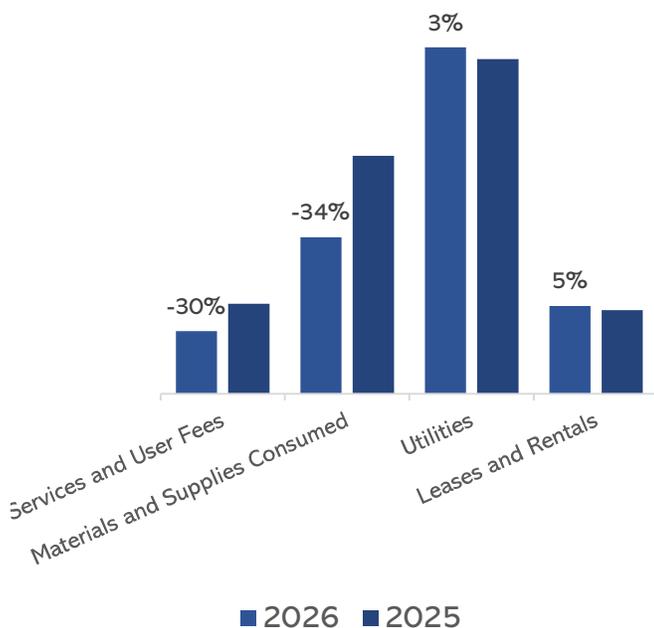
Haines Place Transit Center

**Operating Expense 2026
HP Transit Center**

Operating Expenses	2026 Budget	2025 Budget
Labor	-	-
Benefits	-	-
Services and User Fees	4,105	5,905
Materials and Supplies Consumed	10,300	15,650
Utilities	22,795	22,025
Casualty and Liability Costs	-	-
Taxes Purchased	-	-
Transportation Service	-	-
Miscellaneous Expenses	-	-
Leases and Rentals	5,775	5,500
Total Operating Expenses	42,975	49,080

Services are offered to passengers at the Haines Place Transit Center (HPTC). This department monitors expenses associated with the Transit Center, including custodial services, public restroom costs, and utilities for the facility.

The budget for HPTC has decreased by 12.44%, While rates for utilities in 2025 are projected to increase the department’s budget decrease is primarily due a reduction in material and supplies consumed, and services and user fees.



Administration Department

Operating Expense 2026 General Administration

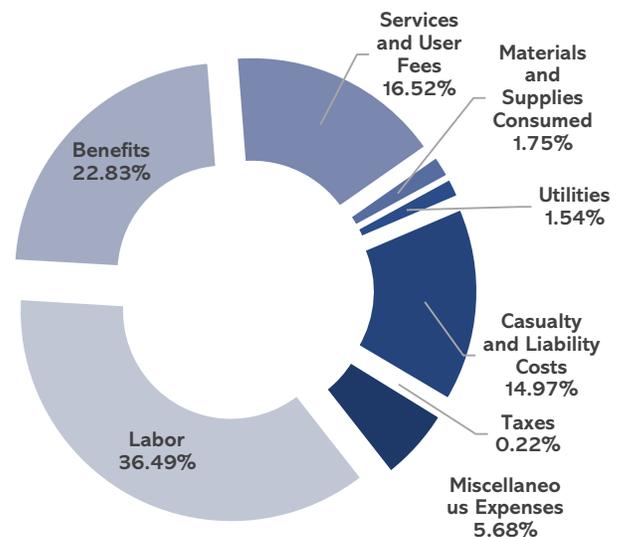
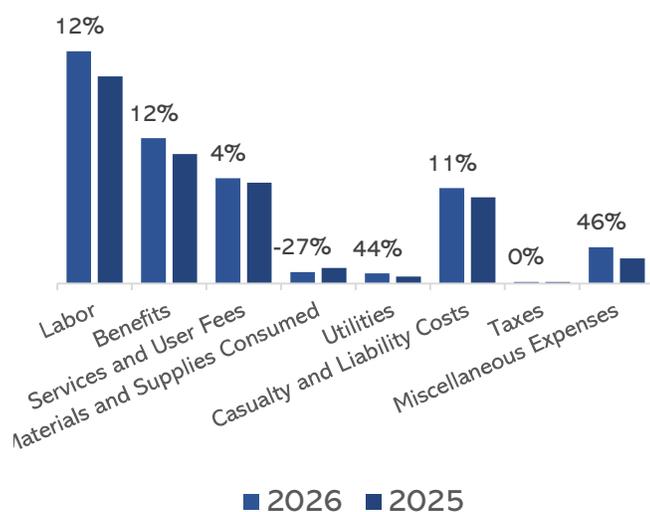
Operating Expenses	2026 Budget	2025 Budget
Labor	612,532	546,026
Benefits	383,350	341,474
Services and User Fees	277,347	265,816
Materials and Supplies Consumed	29,400	40,400
Utilities	25,849	18,008
Casualty and Liability Costs	251,236	226,944
Taxes	3,750	3,750
Purchased Transportation Service	-	-
Miscellaneous Expenses	95,354	65,489
Leases and Rentals	-	-
Total Operating Expenses	1,678,818	1,507,907

The Administration Department is responsible for the oversight, coordination, and management of JTA to meet its mission of providing safe, reliable, comfortable public transportation service in Jefferson County. The Administration Department includes the General Manager, Finance/HR Manager, IT, Grants/Procurement, HR/Payroll Benefits Administrator, and AP/AR positions.

The Administration Department budget reflects an overall increase of 11.33% for 2026, primarily driven by labor cost adjustments, including a 3% cost-of-living adjustment (COLA) and a 2.5% step increase for non-represented staff.

Materials and supplies expenses are projected to decrease by 27.23%, as workspace expansion projects completed in 2025 eliminate the need for similar expenditures in 2026. Utility costs are expected to increase by 43.54%, reflecting rising energy prices and higher facility usage. Casualty and liability expenses will rise by 10.7%, driven by increased insurance premiums associated with system-wide service expansion and market rate adjustments.

Additionally, training and professional development are a key focus in the 2026 budget, contributing to a 45.6% increase in miscellaneous expenses. This investment underscores JTA’s ongoing commitment to staff development and operational excellence as the agency continues to expand and modernize its services.



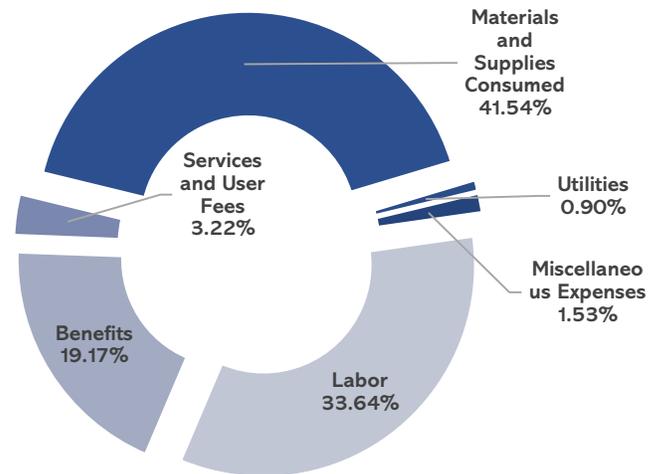
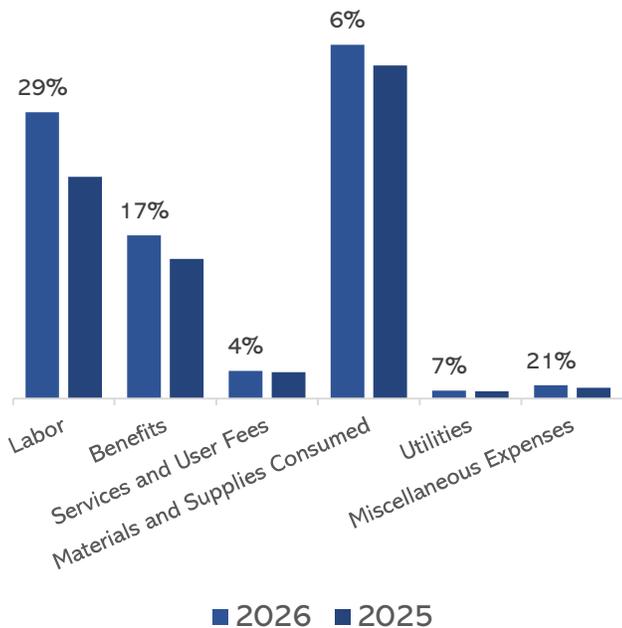
Vehicle Maintenance Department

Operating Expense 2026 Vehicle Maintenance

Operating Expenses	2026 Budget	2025 Budget
Labor	527,806	408,336
Benefits	300,835	257,224
Services and User Fees	50,473	48,482
Materials and Supplies Consumed	651,800	613,700
Utilities	14,177	13,230
Casualty and Liability Costs	-	-
Taxes	-	-
Purchased Transportation Service	-	-
Miscellaneous Expenses	24,010	19,845
Leases and Rentals	-	-
Total Operating Expenses	1,569,101	1,360,816

The Vehicle Maintenance Department budget reflects an overall increase of 15.31% for 2026, driven primarily by higher labor and benefit costs and expanded service operations. The budget includes a 3% cost-of-living adjustment (COLA) for represented employees, and a 3% COLA plus a 2.5% step increase for non-represented staff.

In addition to these wage adjustments, costs have increased due to expanded department hours required to support the pilot Sunday service, as well as higher expenses related to fuel consumption and vehicle maintenance resulting from overall service growth. These adjustments ensure the department is equipped to maintain reliability, safety, and efficiency as JTA expands its service offerings in 2026.



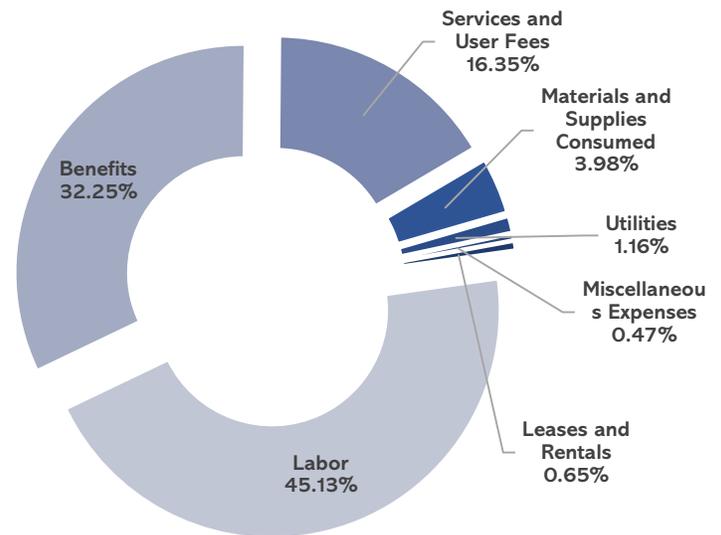
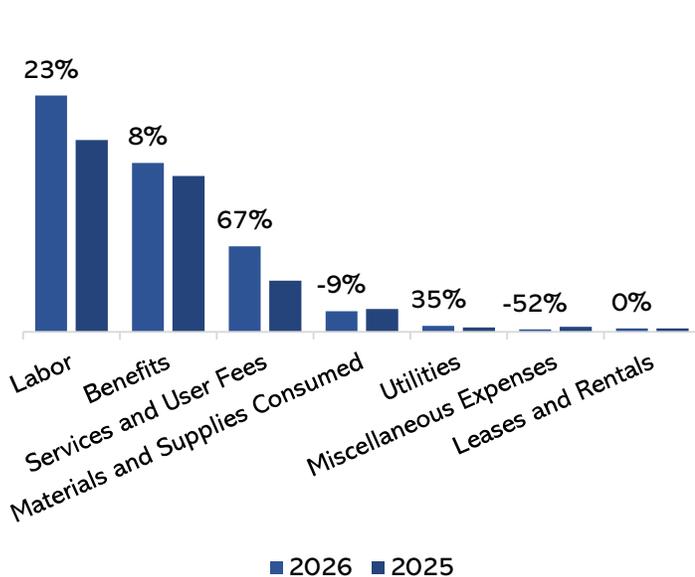
Facility Maintenance Department

Operating Expense 2026 Non-Vehicle Maintenance

Operating Expenses	2026 Budget	2025 Budget
Labor	344,932	280,130
Benefits	246,524	227,339
Services and User Fees	124,980	74,775
Materials and Supplies Consumed	30,392	33,392
Utilities	8,885	6,600
Casualty and Liability Costs	-	-
Taxes	-	-
Purchased Transportation Service	-	-
Miscellaneous Expenses	3,600	7,450
Leases and Rentals	5,000	5,000
Total Operating Expenses	764,313	634,685

The Facility Maintenance Department is responsible for the daily maintenance and repair of JTA facilities, which include the Administration and Maintenance Facility, Haines Place Transit Center, and all transit stops and bus shelters. Facility Maintenance Workers are essential in ensuring that these facilities remain clean and operational.

For 2026, the budget for the Facility Maintenance Department has increased by 20.42%. driven primarily by higher labor and benefit costs and expanded service operations. The budget includes a 3% cost-of-living adjustment (COLA) for represented employees.



Olympic Connection (JTOC)

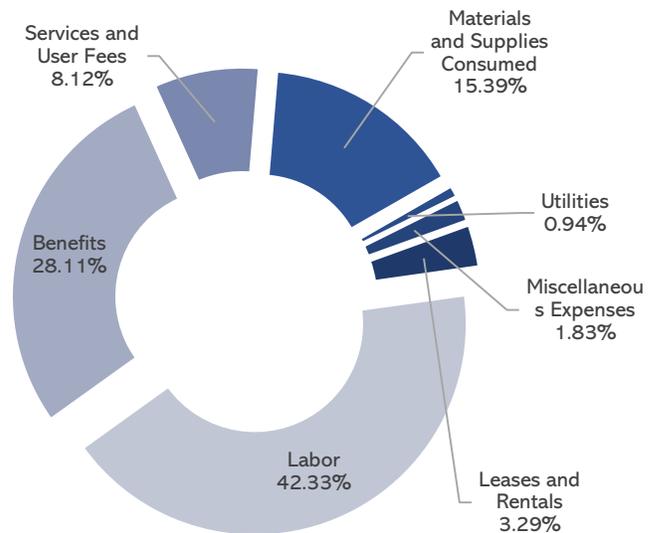
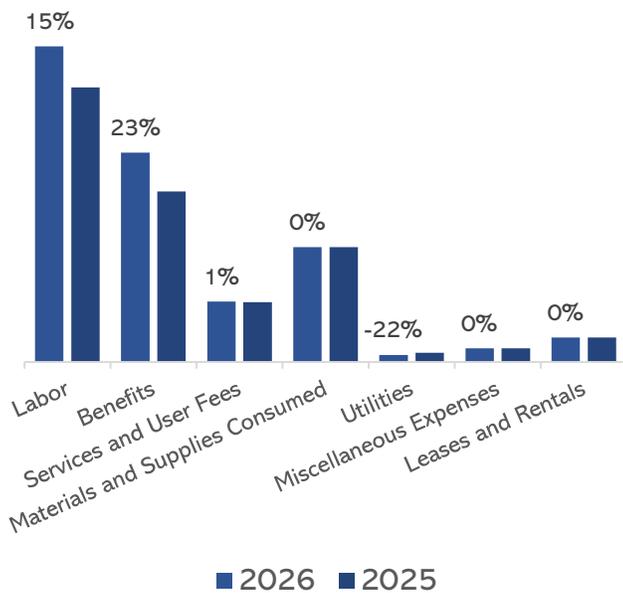
Operating Expense 2026 JTOC

Operating Expenses	2026 Budget	2025 Budget
Labor	249,295	216,821
Benefits	165,530	134,739
Services and User Fees	47,800	47,300
Materials and Supplies Consumed	90,640	90,640
Utilities	5,520	7,100
Casualty and Liability Costs	-	-
Taxes Purchased	-	-
Transportation Service	-	-
Miscellaneous Expenses	10,800	10,800
Leases and Rentals	19,380	19,400
Total Operating Expenses	588,965	526,799

The Jefferson Transit Olympic Connection (JTOC) is a route that provides fixed route and route deviated service between Forks and Amanada Park along Hwy 101. This service operates four times per day Monday through Friday and three times per day on Saturday. This route completes the Olympic Loop by connecting with Clallam Transit in Forks and Grays Harbor Transit in Amanda Park.

Jefferson Transit employs three Transit Operators and one part time Supervisor who are based out of Forks.

The 2026 budget for JTOC increased by 11.8%. The budget includes a 3% cost-of-living adjustment (COLA) for represented employees, and a 3% COLA plus a 2.5% step increase for non-represented staff.



2026 JTA Capital Budget

Statement of Capital Outlays, Revenues and Contributions				
2026 Capital Budget				
Capital Expenditures and Nonoperating Revenues				
Project Facility	Allocated Funding Year	2025 Budget	Grant Funding	JTA Funding
63 4 Corners Water Suppression System Project	2026	500,000		500,000
Engineering/Design - HP Transit Center Bus Loop Configuration Plan	2023	487,963		487,963
63 4 Corners Parking Lot/ Sidewalk Concrete Repair	2025	109,000		109,000
Total Facility		\$ 1,096,963	\$ -	\$ 1,096,963
Other Building and Structures				
Facilities Mntce Building/Training Area	2021	601,892		601,892
Fuel management system and tank monitor replacement	2026	50,000		50,000
New Shelters/I-Stop	2026	130,000		130,000
Charging Infrastructure-Design	2022	45,074		45,074
Charging Infrastructure-Construction	2023	197,086		197,086
Major Component Replacement/Repair	Ongoing	50,000		50,000
63 4 Corners Olympic Discovery Trail Project	2025	100,000		100,000
Purchase of Gateway Visitors Center	2026	500,000		500,000
Total Other Building & Structures		\$ 1,674,052	\$ -	\$ 1,674,052
Revenue Vehicles				
Major Component Replacement	Ongoing	100,000		100,000
1 Full size Bus (Electric) / Green Transportation Grant	2025	1,224,931	1,000,000	224,931
1 Full size Bus (Electric) / Consolidated Capital	2025	1,000,000	800,000	200,000
3 cutaways (JTOC)/ Consolidated Capital	2025	555,219	444,174	111,045
2 DAR electric van - FORD E-Transit	2025	281,000	137,750	143,250
Racom/WSDOT	2025	100,000		100,000
Total Revenue Vehicles		\$ 3,261,150	\$ 2,381,924	\$ 879,226
Service Vehicles				
Total Service Vehicles		\$ -	\$ -	\$ -
Capital Project- System Wide				
Agency Rebrand	2026	150,000		150,000
HR Consultant- HR Program Plan Development	2026	100,000		100,000
Fleet Electrification Strategy	2025	225,000	-	225,000
Total Capital Project- System Wide		\$ 475,000	\$ -	\$ 475,000
Service Equipment				
Total Service Equipment		\$ -	\$ -	\$ -
Office Furniture & Equipment				
New Carpeting for 4 Corners Office	2026	25,000		\$ 25,000
IT Updates	2026	25,000		\$ 25,000
Paratransit/ Demand Response Software	2025	140,000	-	140,000
CAD/AVL	2025	625,000	-	625,000
Budget Software	2026	35,000		35,000
IT Project Manager	2025	135,295	-	135,295
Total Capital Assets- Office Furniture & Equipment		\$ 985,295	\$ -	\$ 985,295
JTA Committed Project Funds		\$ 7,492,460	\$ 2,381,924	\$ 5,110,536



2026 OPERATING & CAPITAL BUDGET

By Funding Type & Year	Budget	Grant Funding	JTA Funding
Funding available - JTA Capital Reserve (CAPITAL ONLY)			
2021	601,892		601,892
2022	45,074		45,074
2023	685,049		685,049
2025	2,113,521		2,113,521
2026	1,515,000		1,515,000
Ongoing	150,000		150,000
	\$ 5,110,536	\$ -	\$ 5,110,536
Transit Coordination Grant	-	-	
Green Transportation Grant	1,000,000	1,000,000	
STBG	-	-	
State Bus & Bus Facilities	137,750	137,750	
Rural Mobility	-	-	
Consolidated Capital grant	1,244,174	1,244,174	
	\$ 2,381,924	\$ 2,381,924	\$ -
Beg. Year Capital Reserve Balance:			13,871,621
JTA Vehicle Reserve			875,000
JTA IT Reserve			150,000
2026 JTA Capital Outlay			5,110,536
2026 Grant Reimbursement			2,381,924
2025 Cap Reserve Transfer			6,341,499
End Year Capital Reserve Balance:			\$ 17,484,509



2026 JTA Capital Budget (continued)

Maintenance and Facilities Projects

Infrastructure development and facility improvements remain central to Jefferson Transit Authority's (JTA) capital program. Following the completion of the third maintenance bay expansion in 2025, JTA will focus on several key facility and infrastructure upgrades throughout 2026.

- A fire suppression system upgrade is planned for the Four Corners campus to meet updated safety and capacity requirements. This may include the installation of water storage tanks to provide adequate system pressure for both the existing maintenance bays and the planned facilities expansion. Funding has been budgeted to complete this upgrade and support the long-term operational needs of the site.
- Design work continues on the new Facilities Maintenance Building located at 111 Four Corners Road, which will consolidate maintenance operations and provide additional space for future growth.
- Additionally, progress continues on the installation of electric vehicle (EV) infrastructure at the Four Corners depot. This includes the 2025 installation of inductive charging stations and continued development of supporting infrastructure in 2026 as part of JTA's long-term fleet electrification strategy.
- At the Haines Place Transit Center, JTA continues planning and design work to reconfigure the bus loop and expand passenger amenities, improving both operational efficiency and rider experience.

Revenue Vehicles

To advance the agency's zero-emission fleet transition and replace aging vehicles, JTA's 2026 budget includes the procurement of several new vehicles:

- Two full-size electric buses funded through the Green Transportation Grant (one contingent on CCA funding), the STBG grant, and the 2025–2027 Consolidated Capital Grant.
- Three cutaway-style vehicles to support west county services in Forks, with funding applications submitted through the 2025–2027 Consolidated Capital Grant.
- Two Ford E-Transit vehicles to enhance Dial-A-Ride and paratransit operations.

Additionally, JTA will continue technology upgrades across the fleet, including a systemwide radio and communications upgrade to improve coordination, safety, and service reliability.

Other Projects

JTA continues to partner with local and regional agencies on projects that improve access, safety, and connectivity:

- Olympic Discovery Trail: In partnership with Jefferson County, JTA is completing the trail segment through the 63 and 111 Four Corners facilities, improving both recreational and transit connectivity.
- Olympic Peninsula Gateway Visitor Center: In partnership with Jefferson County and Clallam Transit, JTA is advancing design work for parking and paving improvements. In 2026, JTA has

budgeted for the potential land purchase to support the development of a central regional transit hub, improving transfers between Clallam Transit's Route 123 Strait Shot and JTA's Kingston Express.

- **Bus Shelters and Facility Upgrades:** Ongoing projects include the replacement of aging bus shelters, continued security camera installations at Haines Place Park & Ride, and major component replacements for vehicles and facilities to ensure safety, comfort, and reliability.

Systemwide Projects

Aligned with long-term sustainability goals, JTA continues to implement outcomes from the Climate Action Plan completed in 2024 and the Comprehensive Operational Analysis (COA) finalized in 2025. Both initiatives guide investment priorities for emissions reduction, efficiency, and service expansion.

In 2026, JTA will continue implementing new technology platforms to improve operational performance:

- Deployment of paratransit and demand-response scheduling software to enhance service efficiency.
- Installation of a CAD/AVL system to enable real-time fixed-route tracking and improved data accuracy.
- A project manager oversees the rollout to ensure smooth integration across departments.
- JTA also continues work on its Fleet Electrification Strategy, initiated in 2025 and extending through 2026. This plan outlines the phased transition from biodiesel to zero-emission vehicles, including detailed charging infrastructure requirements and cost modeling to support long-term capital planning.
- Budget Management Software will be implemented in 2026, to streamline annual budget process, and improve public budget presentation and transparency, and internal budget tracking processes.

Agency Rebrand and Other Capital Improvements

A full agency rebrand is included in the 2026 capital budget. This project will modernize JTA's visual identity, improve community recognition, and enhance public engagement through updated graphics, signage, and digital communication tools—aligning JTA's image with its evolving role as a modern, sustainable transit agency.

Additional capital improvements include administrative office flooring replacement and continued IT infrastructure upgrades to maintain secure, efficient internal operations.

Cash Flow Projections

JEFFERSON TRANSIT AUTHORITY Statement of Cash Flows 2026 Operating and Capital Budget

	2024 Actual	2025 Actual (Proj)	2026 Budget
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from Customers	(35,912)	\$ -	\$ -
Payments to Suppliers	(1,239,151)	(1,261,494)	(2,031,227)
Payments to Employees	(4,593,704)	(5,479,129)	(8,032,415)
Change in Accounting method for GASB 68	(344,586)		
Change in Accounting method for GASB 75	(19,042)		
Net Cash Provided (Used) by Operating Activities	<u>(6,232,395)</u>	<u>(6,740,623)</u>	<u>(10,063,692)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES			
Sales Tax Receipts	8,296,781	9,461,457	9,278,101
Other Nonoperating Receipts	12,481	7,034	962,000
Operating Grant Receipts	2,595,630	2,615,914	2,137,307
Local Government Assistance Fund Receipts	22,000	15,000	15,000
Net Cash Provided (Used) by Noncapital Financing Activities	<u>10,926,892</u>	<u>12,099,405</u>	<u>12,392,409</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES			
Capital Contributions	112,000	1,136,600	2,381,924
Principal Paid on Capital Debt	(11,163)	0	0
Interest Paid on Capital Debt	(767)	0	0
Purchases of Capital Assets	(1,122,963)	(5,430,625)	(7,492,460)
Sale of Capital Assets	16,281	(5,614)	0
Net Cash Provided (Used) by Capital and Related Financing Activities	<u>(1,006,612)</u>	<u>(4,299,639)</u>	<u>(5,110,536)</u>
CASH FLOWS FROM INVESTING ACTIVITIES			
Interest and Dividends	1,050,385	982,717	950,000
Net Cash Provided by Investing Activities	<u>1,050,385</u>	<u>982,717</u>	<u>950,000</u>
Net Increase (Decrease) in Sales and Cash Equivalents	<u>4,738,271</u>	<u>2,041,860</u>	<u>(1,828,387)</u>
Balances - Beginning of the Year	25,032,256	29,770,527	31,812,387
Prior Period Adjustment	0	0	0
Balances - End of the Year	<u>\$ 29,770,527</u>	<u>\$ 31,812,387</u>	<u>\$ 29,984,180</u>

Five Year Projections

JEFFERSON TRANSIT AUTHORITY

Statement of Operating Revenues, Expenses and Non-operating Revenues

2026 Operating Budget

Operating - Summary By Department

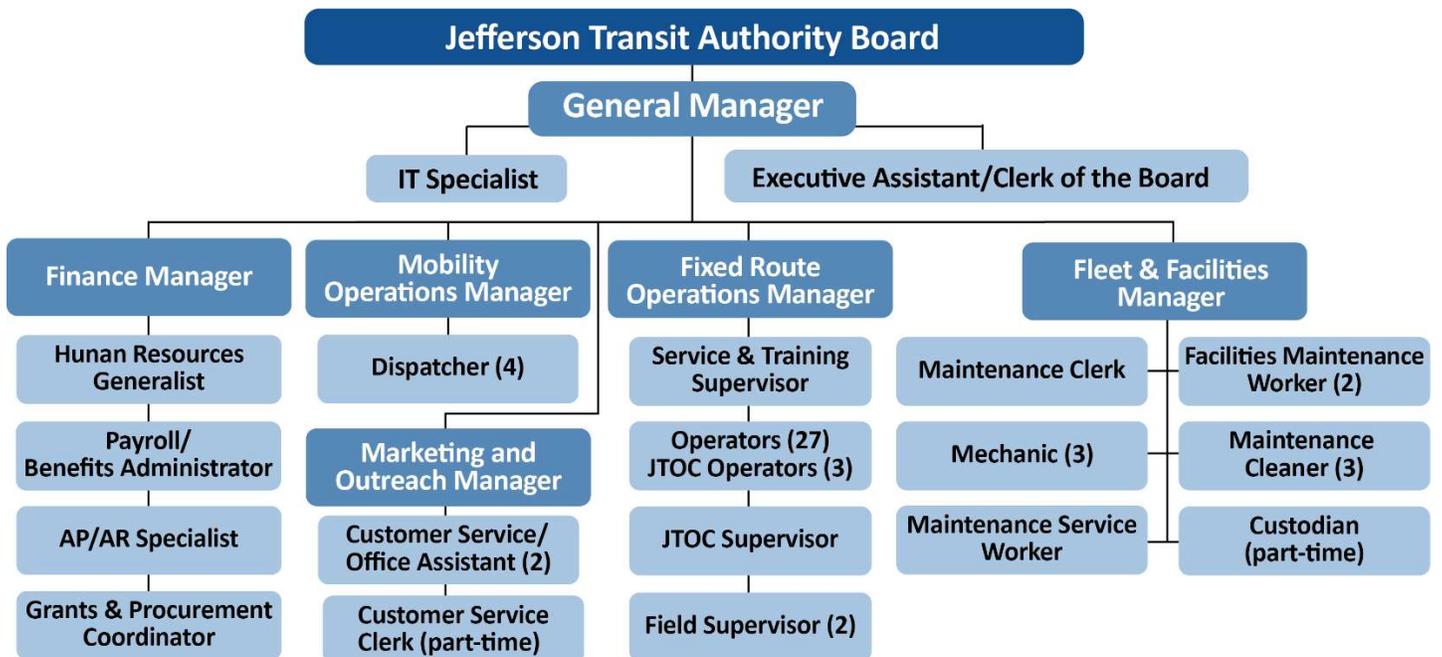
		Assumption of 4% Increase in Expenses/3 % Increase in Revenues 2027 Budget	Assumption of 4% Increase in Expenses/3 % Increase in Revenues 2028 Budget	Assumption of 4% Increase in Expenses/3 % Increase in Revenues 2029 Budget	Assumption of 4% Increase in Expenses/3 % Increase in Revenues 2030 Budget	Assumption of 4% Increase in Expenses/3 % Increase in Revenues 2031 Budget
OPERATING REVENUES:	2026 Budget	Budget	Budget	Budget	Budget	Budget
Passenger Fares For Transit Services	\$0	\$0	\$0	\$0	\$0	\$0
Other Transit Fares	\$0	\$0	\$0	\$0	\$0	\$0
Charter Service Revenues	\$0	\$0	\$0	\$0	\$0	\$0
Auxiliary Transportation Revenues	\$0	\$0	\$0	\$0	\$0	\$0
Kingston Run		\$0	\$0	\$0	\$0	\$0
Total Operating Revenues	\$0	\$0	\$0	\$0	\$0	\$0
OPERATING EXPENSES:						
Labor	\$4,779,914	\$4,971,110	\$5,169,955	\$5,376,753	\$5,591,823	\$5,815,496
Benefits	3,252,501	\$3,379,640	\$3,514,825	\$3,655,418	\$3,801,635	\$3,953,700
Services And User Fees	593,784	\$563,593	\$586,137	\$609,583	\$633,966	\$659,325
Materials And Supplies Consumed	836,282	\$869,733	\$904,522	\$940,703	\$978,331	\$1,017,465
Utilities	119,296	\$124,067	\$129,030	\$134,191	\$139,559	\$145,141
Casualty And Liability Costs	251,236	\$261,285	\$271,737	\$282,606	\$293,911	\$305,667
Taxes	3,750	\$3,900	\$4,056	\$4,218	\$4,387	\$4,562
Purchased Transportation Service	0					
Miscellaneous Expenses	189,060	\$193,647	\$201,393	\$209,449	\$217,827	\$226,540
Interest Expense	0					
Leases And Rentals	34,258	\$35,628	\$37,053	\$38,535	\$40,077	\$41,680
Total Operating Expenses	\$10,060,079	\$10,402,604	\$10,818,708	\$11,251,457	\$11,701,515	\$12,169,575
OPERATING INCOME (LOSS)	(\$10,063,691)	(\$10,060,079)	(\$10,818,708)	(\$11,251,457)	(\$11,701,515)	(\$12,169,575)
NON-OPERATING REVENUES (EXPENSES)						
Non-transportation Revenues	\$962,000	\$990,860	\$1,020,586	\$1,051,203	\$1,082,739	\$1,115,222
Taxes Levied By Transit System	9,278,101	\$9,556,444	\$9,843,138	\$10,138,432	\$10,442,585	\$10,755,862
Local Grants And Contributions	15,000	\$15,450	\$15,914	\$16,391	\$16,883	\$17,389
State Grants And Contributions	147,591	\$152,019	\$156,579	\$161,277	\$166,115	\$171,098
Fed Grants And Contrib (Operating)	1,989,716	\$2,049,408	\$2,110,890	\$2,174,217	\$2,239,443	\$2,306,627
Total Non-operating Revenues (Expenses)	\$12,392,409	\$12,764,181	\$13,147,107	\$13,541,520	\$13,947,765	\$14,366,198
NET INCOME (LOSS) BEFORE TRANSFERS IN (OUT)	\$2,328,718	\$2,332,329	\$2,328,398	\$2,290,063	\$2,246,251	\$2,196,623
Transfers In (Out) - Interfund	(\$2,332,329)	(\$2,361,577)	(\$2,328,398)	(\$2,290,063)	(\$2,246,251)	(\$2,196,623)
NET INCOME (LOSS)	\$0	\$0	\$0	\$0	\$0	\$0
2024 Operational Reserve Balance	\$8,286,189	\$10,002,504	\$10,402,604	\$10,818,708	\$11,251,457	\$11,701,515
Transfer to Operational Reserve	\$1,773,890	\$400,100	\$416,104	\$432,748	\$450,058	\$468,061
2025 Operational Reserve Balance	\$10,060,079	\$10,402,604	\$10,818,708	\$11,251,457	\$11,701,515	\$12,169,575
Capital Reserve Transfer	\$558,439	\$1,961,477	\$1,912,294	\$1,857,315	\$1,796,192	\$1,728,562



Appendix:

Staffing & Organizational Chart

Position	2026		2025		2024		2023		2022		2021	
	Proposed		FTE	EE								
Transit Operators – FR	19.5	22	21.6	22	18.9	20	18.97	20	19.3	20	17.6	19
Transit Operators – DAR	3.8	4	3	3	2.3	2	2	2	2	2	2	2
Transit Operators - JTOC	2.8	3	2.82	3	2.8	3	2.8	3	2.8	3	2.8	3
Vehicle Maintenance	5	5	5	5	5	5	5	5	5	5	5	5
Facility Maintenance	5.6	6	5	6	5.5	6	4.4	5	4.4	5	4.4	5
Dispatchers/Field Supervisor	4.9	6	4.3	5	4.2	5	4.2	5	4.6	5	3.8	4
Customer Service	2.6	3	3	3	2.6	3	2.6	3	2.5	3	2.5	3
Admin Support Staff (Incl JTOC Sup)	6.4	7	9.4	7	5	6	5.8	6	6	7	6	6
Management	6	6	6	6	5	5	5	5	6	6	6	6
Total	56.8	62	60.2	60	51.3	55	50.7	54	52.6	56	49.6	53



Grant Sheets

Jefferson Transit Grants Fact Sheet (Current as of October 21, 2026)

Please keep in mind that this information is not static, there are factors that affect the funding levels (some described below). JTA will strive to update this fact sheet with current information.

1. 2023-2027 Public Transportation Consolidated Grants

The Washington State Department of Transportation (WSDOT) distributes a variety of state and federal grants to support public transportation programs. They do this through their biennial Consolidated Grants process. WSDOT determines whether State or Federal funding is appropriate based on the applicant’s description of the project and the applicant’s ability to meet the grant requirements. Because there are different requirements for State vs. Federal funding, Jefferson Transit may be asked to spend more of one type of funding earlier or later in the grant biennium. This often differs from how it appears on the annual budget and may create budget variances in grant revenue. Additionally, the amount of Sales Tax Equalization funding Jefferson Transit receives changes annually (and is not known at budget time) which also creates annual budget variances.

Operating Grants

TBD	State Grants and Contributions - Miscellaneous	
	State Transit Support Grant	\$ 147,591
	Total Project Cost	\$ 147,591
TBD	State Grants and Contributions - Special Needs	
	Special Needs Grant	\$ 22,688
	Total Project Cost	\$ 22,688
PTDO667	Operating Grant for Jefferson Transit East County 2025-2027 (Projected)	
	Federal (FTA 5311) (42%)	\$ 3,611,773
	Jefferson Transit (58% Match)	\$ 9,415,987
	Total Project Cost	\$13,077,760
PTDO666	Operating Grant for Jefferson Transit Olympic Connection (JTOC) West County 2025-2027 (Projected)	
	Federal (FTA 5311) (37.33%)	\$ 424,315
	Jefferson Transit (62.67% Match)	\$ 712,361
	Total Project Cost	\$ 1,136,676

Capital Grants

TBD	Project: Purchase One BEB for East Jefferson Service	
	State Green Transportation Capital Grant	\$ 1,000,000
	Jefferson Transit (20% Match)	\$ 250,000
	Total Project Cost	\$ 1,250,000

**This Funding is contingent on the availability of CCA Funds*



TBD	Project: Purchase One BEB for East Jefferson Service	
	Consolidated Capital	\$ 1,000,000
	Jefferson Transit (20% Match)	\$ 200,000
	Total Project Cost	\$ 1,200,000
TBD	Project: 3 Cutaway Vehicles for West (JTOC) Service	
	Consolidated Capital	\$ 444,174
	Jefferson Transit (20% Match)	\$ 111,045
	Total Project Cost	\$ 555,219
TBD	Project: 2 DAR Electric Vans	
	State Bus and Bus Facilities	\$ 137,750
	Jefferson Transit (Match)	\$ 143,250
	Total Project Cost	\$ 281,000