

Jefferson Transit Authority

Resolution No. 09-14

A RESOLUTION of the Board of Directors of the Jefferson County Public Transportation Benefit Area, hereinafter called the "Authority", adopting a new fare structure policy for Commuter Vanpools.

WHEREAS, Jefferson Transit's vanpool rates have not changed since 2006; and

WHEREAS, Staff has identified a rate structure for commuter vanpools that accommodates variable expenses and is consistent with requirements specified by the Washington State Department of Transportation's Vanpool Investment Program;


NOW, THEREFORE, BE IT RESOLVED that the Jefferson Transit Authority Board does hereby adopt the attached new fare structure policy for Commuter Vanpools, to be implemented July 1, 2009; and

BE IT FURTHER RESOLVED that the attached policy supersedes the pricing portion of the Vanpool Policy that was adopted on June 20, 2006.


CERTIFICATION

The undersigned duly qualified Clerk of the Board, acting on behalf of the Jefferson County Public Transportation Benefit Area, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Jefferson Transit Authority Board held on this 16th day of June, 2009.


Chair


Vice-Chair


Member


Member


Member

Attest:


Clerk of the Authority

Title: Policy On Commuter Vanpool Pricing Structure	Resolution: 09-14 (Supersedes policy adopted by Resolution 06-15)
Author: Van Church	Effective Date: July 1, 2009

PURPOSE:

It is the intent of this policy to separate Commuter Vanpool pricing from the operating policy for vanpools, and to implement a pricing policy that is flexible in regard to changing costs and complies with the Washington State Department of Transportation's Vanpool Investment Program, which is the funding source for purchasing new and replacement vanpool vehicles.

SCOPE:

The pricing structure described below will apply to all Commuter Vanpools operated by Jefferson Transit.

PROCEDURES:

1. Operating Component:

- a. Operating component will be charged at a per mile rate.
- b. Per mile rate is based on the current IRS standard business mileage rate less the capital recovery component of the IRS rate. (Example: The IRS mileage rate as of 1/1/09 was \$0.550 and the capital component is \$0.240. The vanpool mileage rate is calculated as \$0.315 (\$0.550 - \$0.235).
- c. The capital recovery component is calculated subtracting the IRS standard business mileage rate from the Vanpool Program operating cost less 25% divided by the total miles (Example: $\$0.550 - [\$8,042 \text{ expense} * 75\% / 19,165 \text{ miles}] = \0.235).

2. Capital Component:

- a. The capital recovery component is determined on each vehicle's total cost and the vehicle depreciation period.
- b. The depreciation period is based on WSDOT Vehicle Deposition Schedule unless specified contractually by WSDOT of grant funded vanpool vans. (Example: Total cost \$24,300 / 60 months = \$405 monthly depreciation)
- c. Funds received on a monthly basis from vanpool groups will be accounted for and placed into a Capital fund for future vanpool replacements.

Vanpool operating cost will be determined by Jefferson Transit's cost model. The cost model does not allocate indirect expenses to the vanpool operating cost.

Review of the current IRS mileage rate, vanpool program cost and vanpool program revenue will be completed on a quarterly basis. The Vanpool Program pricing will be changed at a minimum on an annual basis and on a quarterly basis as necessary.