



Proposed

November 2, 2021

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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 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 tax payers, 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.

Jefferson Transit is proud to present the 2022 budget to the public. We are committed to providing safe, reliable and SUSTAINABLE public transit services far into the future.

Finance Manager's Message

Jefferson Transit has been planning for the future of transit in Jefferson County, 2022 will see the Long-Range Plan (LRP) complete. The LRP will guide transit growth over the next 20 years. Bus service meeting the Kitsap Transit Fast Ferry to Seattle and the WSDOT Kingston/Edmonds ferry is scheduled to begin in late February 2022 (providing staffing is available). Changes are in the planning stages for increased bus capacity in the bus loop and passenger amenities at the Haines Place Transit Center. Construction is scheduled to begin in the Maintenance Department for a new Facilities Maintenance Building and a 3rd Maintenance Bay. Finally, Jefferson Transit is poised to begin work on retro-fitting the Maintenance and Administration Building with electric vehicle infrastructure for both service and revenue vehicles with an eye toward greenhouse gas reduction for Jefferson County.

Jefferson Transit is planning to hire staff resources as well. Additional Transit Operators, an additional Field Supervisor, along with a replacement for the vacant Customer Service/Office Assistant position will be hired. Achieving a fully-staffed driver pool as well as filling other positions as employees have announced their retirement or left Jefferson Transit for other reasons has been a tough challenge throughout 2021. Staffing stability is a major goal of 2022.

The term “unprecedented” has been applied over and over throughout the COVID-19 Pandemic to describe economic conditions and employment issues. At Jefferson Transit we saw the immediate impact the pandemic had on employees, on expenses, and on ridership. JTA experienced a phenomenal 23% turnover rate as employees retired or left employment on long-term leave. Since January 2021, we have seen a 17% increase in fuel expense as well as an overall delay in receiving goods and services. Finally, ridership is beginning to increase, but has not recovered to pre-pandemic levels.

There is good news too. In 2021, we saw three months of the highest sales tax returns ever in Jefferson Transit history. Federal funding has been made available to transits across Washington State through the Coronavirus Aid, Relief and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). This funding enabled Jefferson Transit to responsibly restore service to pre-pandemic levels and retain employees. The funding also enabled Jefferson Transit to purchase disinfecting services and equipment to ensure buses are clean and safe. In 2022, we will use this funding to maintain current service levels.

Jefferson Transit will remain vigilant to expense trends and we will maintain reserve funding levels that enable Jefferson Transit to responsibly respond during economic downturns.

2022 JTA Operating Budget

JEFFERSON TRANSIT AUTHORITY

Statement of Operating Revenues, Expenses and Nonoperating Revenues

2022 Operating Budget

	2022 Budget Compared to 2021 Budget	2021 Budget	2022 Budget
OPERATING REVENUES:			
PASSENGER FARES FOR TRANSIT SERVICES	37.48%	30,480	41,904
OTHER TRANSIT FARES	0.00%	0	0
CHARTER SERVICE REVENUES	0.00%	0	0
AUXILIARY TRANSPORTATION REVENUES	0.00%	0	0
	0.00%		
Total Operating Revenues	37.48%	30,480	41,904
OPERATING EXPENSES:			
LABOR	9.2%	2,581,957	2,820,063
BENEFITS	7.1%	1,837,819	1,968,641
SERVICES AND USER FEES	(9.7%)	404,765	365,655
MATERIALS AND SUPPLIES CONSUMED	(2.8%)	610,610	593,310
UTILITIES	(0.5%)	89,053	88,620
CASUALTY AND LIABILITY COSTS	(20.4%)	157,000	125,000
TAXES	4.8%	4,592	4,812
PURCHASED TRANSPORTATION SERVICE	0.0%	0	0
MISCELLANEOUS EXPENSES	2.1%	220,030	224,545
LEASES AND RENTALS	21.3%	23,216	28,150
Total Operating Expenses	4.9%	5,929,042	6,218,796
OPERATING INCOME (LOSS)	0.00%	(5,898,562)	(6,176,892)
NONOPERATING REVENUES (EXPENSES)			
NONTRANSPORTATION REVENUES	(63.81%)	25,200	9,120
TAXES LEVIED DIRECTLY BY TRANSIT SYSTEM	5.93%	4,720,000	5,000,000
LOCAL GRANTS AND CONTRIBUTIONS	0.00%	18,000	18,000
STATE GRANTS AND CONTRIBUTIONS	0.00%	250,464	0
FEDERAL GRANTS AND CONTRIBUTIONS (OPERATING)	204.96%	1,283,160	3,913,116
Total Nonoperating Revenues (Expenses)	41.98%	6,296,824	8,940,236
NET INCOME (LOSS) BEFORE TRANSFERS IN (OUT)	593.85%	398,262	2,763,344

Capital Projects

Work has been delayed on the Facilities Maintenance Building, but completion is planned in early 2022. The work on a Facilities Maintenance Building must be completed before the 3rd Maintenance Bay is constructed because it will block access to the current Facilities Maintenance shop. The final design and construction work on the 3rd Maintenance Bay at 63 4 Corners is scheduled for mid to late 2022.

JTA is including funding for final clean-up work on the Mt Maynard radio project. The project is slated to be completed before the end of 2021; there may be some clean-up work that needs to be completed in 2022 on-site at 4-Corners Rd.

There are several project expenditure lines that are considered “on-going”. Those include Security Cameras, Replacement Bus Shelters, and Major Component Replacement. The major component line item was utilized in 2021 to purchase two new engines and a new tire balancing machine.

JTA was awarded Capital Vehicle funding from the surface transportation program in 2019 to replace one bio-diesel fixed route bus. JTA planned to order this bus in May 2020 but the Department of Enterprise Services (DES) contract for buses was seriously delayed. This bus was finally ordered in September 2021. Most likely this bus will not arrive until late 2022 or early 2023.

JTA won grant funding on the 2021-2023 Consolidated Grants Program for the purchase of one cut-away style bus for the Jefferson Transit Olympic Connection (JTOC). Utilizing state grant funding, JTA will purchase one battery electric converted trolley style bus from Custom Coach Works. JTA will also purchase one Dial-a-Ride (DAR) Cut-A-Way utilizing the same grant funding and one DAR Cut-A-Way vehicle with JTA funding.

JTA will purchase two replacement electric service vehicles for Administration. The vehicles being replaced are a 1999 Mercury Mountaineer and 2010 Ford Escape. These vehicles will be utilized as back-up road check vehicles and as such will need to be all wheel drive vehicles. We have elected to go with two long-range AWD Tesla vehicles which are available on the DES contract for service vehicles.

JTA will purchase a truck for Vehicle Maintenance, this truck will be utilized to travel to Forks for JTOC buses and to pick-up parts locally. This vehicle is a replacement for the truck purchased in 2013 that was later turned into a Road Call Response vehicle.

Finally, JTA will purchase two Vehicle Lifts for the 3rd Maintenance Bay and a Tire Carousel. The 3rd Maintenance Bay project creates enough room to bring tire storage inside.

See next page for Capital Budget

2022 JTA Capital Budget

Statement of Capital Outlays, Revenues and Contributions

2022 Capital Budget

Capital Expenditures and Nonoperating Revenues

	Allocated Funding Year	Total JTA Outlay	Total Contributed Capital Grants	Total
CAPITAL EXPENSES				
Capital Project - Facility				
Engineering/Design - Final Design and Construction	2020	\$150,000	0	\$150,000
Phase - Additional Maintenance Bay	2022	700,000	0	700,000
Construction 3rd Maintenance Bay				
		850,000	0	850,000
Capital Assets - Other Building & Structures				
Facilities Maintenance Building/Training Area	2021	800,000		800,000
Radio Project – Mt Maynard Repeater (Final Cleanup)	2019	10,000		10,000
Security Cameras (HPTC/63 4 Corners)	2019	35,000		35,000
New Shelters	Ongoing	45,000		45,000
Charging Infrastructure (Estimate)	2022	100,000		100,000
		990,000	0	990,000
Capital Assets - Revenue Vehicles				
1 Full size 30' Fixed route buses (STP-Flex, Replacement)	2020	93,840	419,301	513,141
1 Full size 29' Cut-away - JTOC Service	2022	28,000	112,000	140,000
1 Trolley-Style Fixed Route Bus (JTA Funded) Retro Fitted Electric	2022	10,000	750,000	760,000
DAR Replacement Cut-a-ways Grant Funded (307)	2022	10,000	107,000	117,000
DAR Replacement Cut-a-ways JTA Funded (308)	2022	90,000		90,000
Major Component Replacement	Ongoing	150,000		150,000
		381,840	1,388,301	1,770,141
Capital Assets - Service Vehicles				
Administration Vehicles - AWD - Electric (Replace 802/57)	2022	115,000		115,000
Vehicle Maintenance Pick-up Truck	2022	46,000		46,000
		161,000	0	161,000
Capital Assets - Service Equipment				
Tire Carousel	2022	50,000		50,000
Vehicle Lifts	2022	50,000		50,000
		100,000	0	100,000
TOTAL CAPITAL EXPENSES		\$2,482,840	\$1,388,301	\$3,871,141

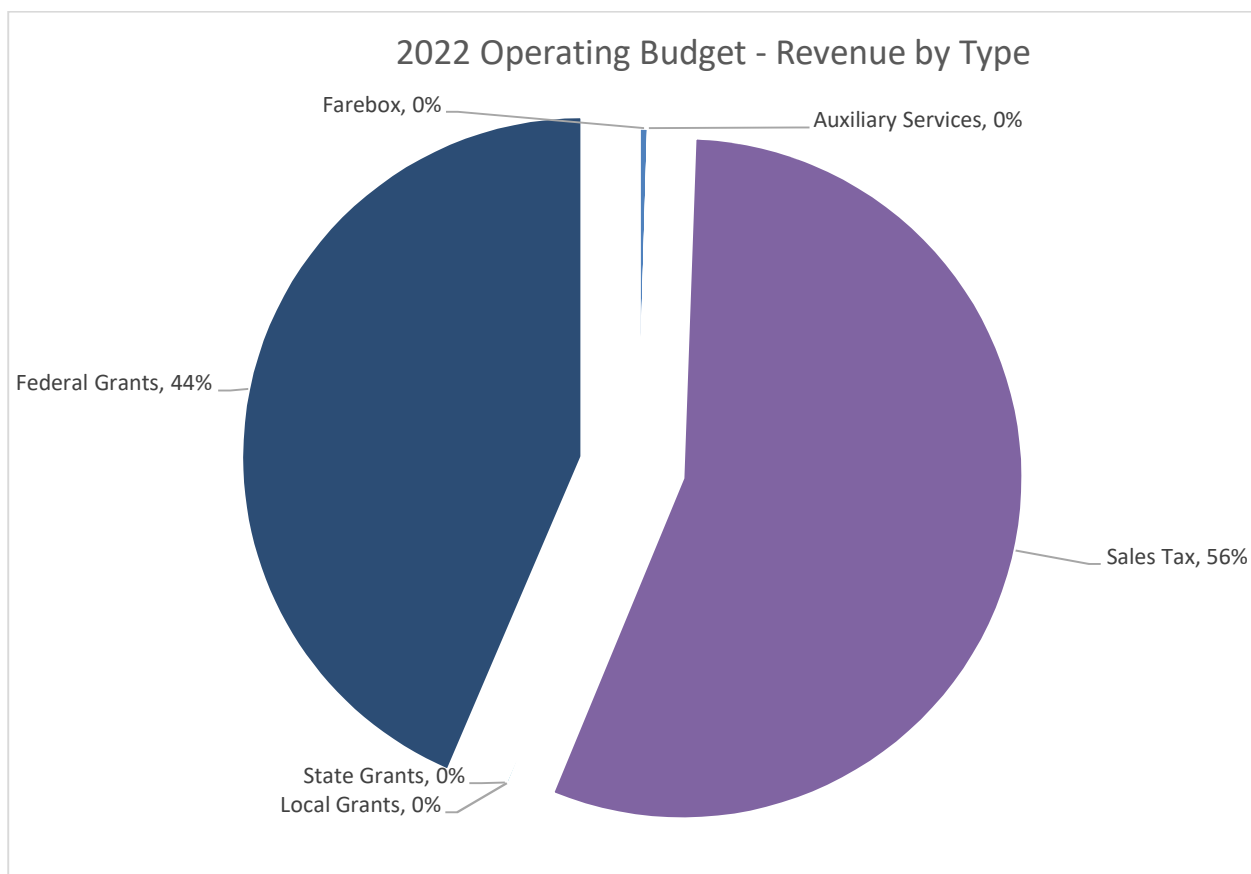
Service, Routes and Ridership

Expansion service to Kitsap Transit's Kingston/Seattle Fast Ferry and WSDOT's Kingston/Edmonds ferry will be implemented in early-2022. JTA has experienced some staffing instability in the Transit Operator ranks in 2021, we will continue to actively search for drivers for our Transit Operator pool in 2022.

Ridership was steadily increasing prior to the pandemic. Ridership has not recovered to pre-pandemic rates. We are seeing an increase in DAR bookings, but fixed route ridership is about 50% of pre-pandemic levels. JTA went fare free during the pandemic and continues to ensure buses are clean and safe for our riding public.

Revenue

Sales tax receipts are projected to be 5.93% higher than budgeted for 2021. The breakdown for all of Jefferson Transit's revenue streams appears below.



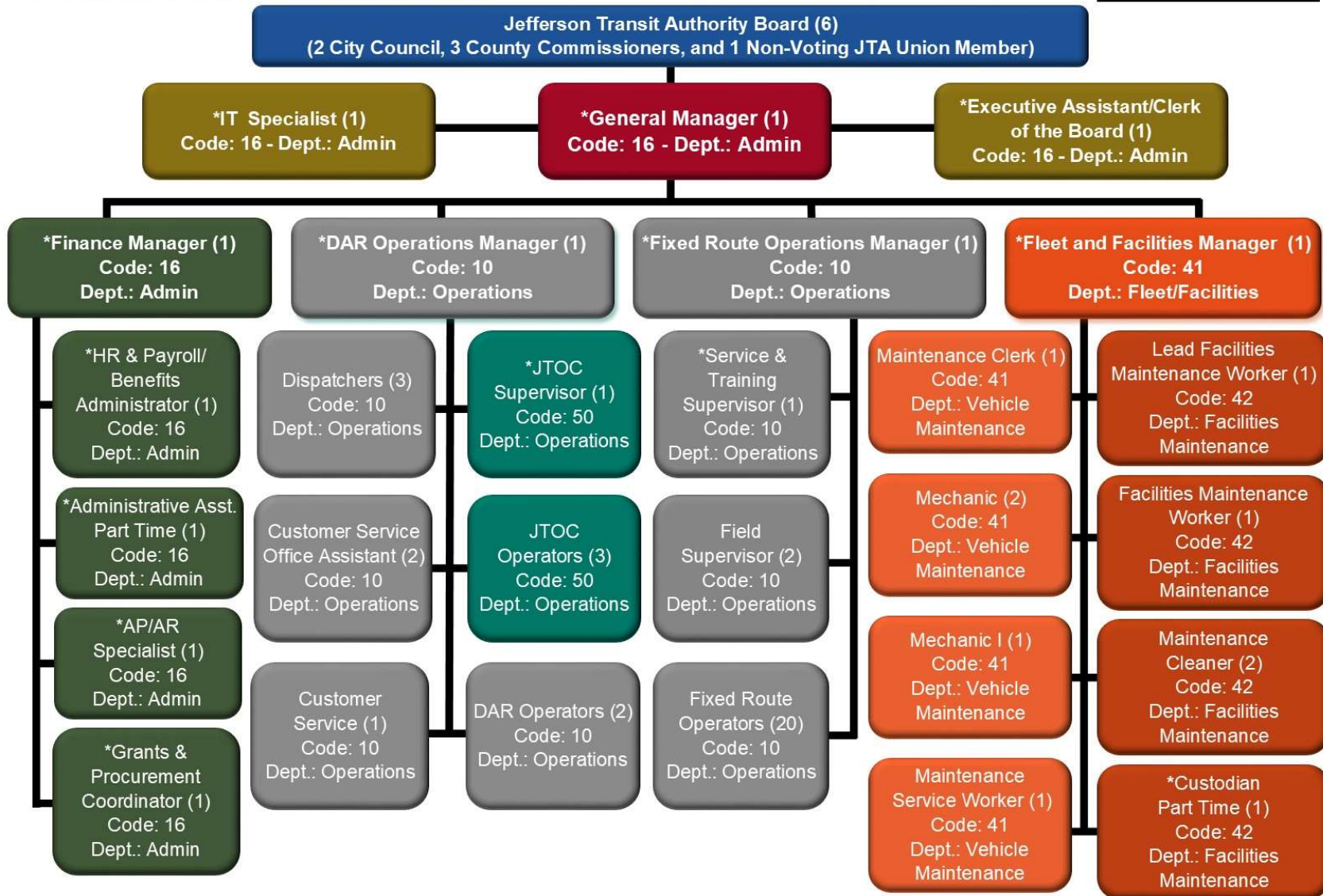
JTA Staff

Recruitment has been an on-going challenge for Jefferson Transit. We do not expect that to change in 2022. We need an additional Operator position to help fulfill the staffing requirements. We will also be recruiting for a Customer Service/Office Assistance and Field Supervisor position. Administration will be hiring a part-time staff person to assist the HR/Payroll Administrator with a back-log of work due to the recruitment challenges.

Position	2022		2021		2020		2019		2018		2017	
	FTE	EE	FTE	EE	FTE	EE	FTE	EE	FTE	EE	FTE	EE
Transit Operators – FR	19.3	20	17.6	19	16.4	17	17.2	19	17.6	19	13.6	16
Transit Operators – DAR	2	2	2	2	2	2	2	2	2	2	2	2
Transit Operators - JTOC	2.8	3	2.8	3	2.8	3	2.9	3	2.8	3	2.8	3
Vehicle Maintenance	5	5	5	5	5	5	5	5	5	5	4	4
Facility Maintenance	4.4	5	4.4	5	4.5	5	4.5	5	3.5	4	3.6	4
Dispatchers/Field Supervisor	4.6	5	3.8	4	3.8	4	3.7	4	3.9	4	2.8	3
Customer Service	2.5	3	2.5	3	2.4	3	2.4	3	2.6	3	2.3	3
Admin Support Staff (Incl JTOC Spvr)	6	7	6	6	6	6	7	7	6.1	7	6.5	7
Management	6	6	6	6	6	6	5	5	5	5	5	5
Total	52.6	56	49.6	53	48.9	51	49.7	53	48.5	52	42.6	47

JTA Authority Organizational Chart 2022

*Non-Represented Staff



OPERATIONS Department

The Operations Department is the largest department at JTA consisting of the Transit Operators, 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.

Overall, the Operations Department budget has increased 6.5%. JTA is adding an additional Transit Operator and Field Supervisor position. Increasing the number of Operators is essential for the addition of the Kingston Express and ensuring there are enough operators to fill vacant pieces of work due to illness/vacations. We have also added funding to reinstate the Bus Rodeo Safety Program. The Bus Rodeo is an operator driving skills and safety training program/competition. Reinstating this program is appropriate given the number of new Transit Operators.

JEFFERSON TRANSIT AUTHORITY OPERATIONS

	2022 Budget	2021 Budget	2021 Forecast	2020 Actuals
OPERATING EXPENSES:				
LABOR	1,683,701	1,512,218	1,272,295	909,406
BENEFITS	1,203,897	1,106,445	955,050	995,526
SERVICES AND USER FEES	32,850	32,850	9,624	7,933
MATERIALS AND SUPPLIES CONSUMED	34,550	49,100	1,004	10,047
UTILITIES	28,200	24,500	28,567	23,798
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	56,570	50,570	7,971	3,431
LEASES AND RENTALS	3,750	0	0	0
Total Operating Expenses	3,043,518	2,775,683	2,274,511	1,950,141



HAINES PLACE TRANSIT CENTER Department

Services are provided for passengers at the Haines Place Transit Center (HPTC). This department tracks expenses related to the Transit Center including custodial services, public restroom expenses and utilities for the facility.

HPTC's budget has decreased 3.3%. The decrease is attributed to reducing the utility expense (fiber optic installation saved money on both telephone and internet expense). We increased the budget for Materials/Supplies for the purchase of new furniture for the driver breakroom.

JEFFERSON TRANSIT AUTHORITY HAINES PLACE TRANSIT CENTER

	2022 Budget	2021 Budget	2021 Forecast	2020 Actuals
OPERATING EXPENSES:				
LABOR	0	0	(4,361)	195,568
BENEFITS	0	0	(14,940)	121,937
SERVICES AND USER FEES	18,025	18,025	11,853	15,749
MATERIALS AND SUPPLIES CONSUMED	17,700	14,950	2,807	1,556
UTILITIES	18,500	23,300	18,151	22,263
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	2,384	2,384	0	1,903
LEASES AND RENTALS	4,500	4,500	4,365	4,120
Total Operating Expenses	61,109	63,159	17,875	363,096



VEHICLE MAINTENANCE Department

The Vehicle Maintenance Department is responsible for the maintenance and safety of all JTA vehicles. This department is tasked with the responsibility of parts, fuel procurement, and inventory tracking. Included in this department are Mechanics, Maintenance Service Technician, Maintenance Clerk, and the Maintenance and Facilities Manager.

The budget for Vehicle Maintenance has not changed overall, the changes are in the individual line items. We increased the budget for services and materials, but saw some cost savings in benefits.

JEFFERSON TRANSIT AUTHORITY VEHICLE MAINTENANCE

	2022 Budget	2021 Budget	2021 Forecast	2020 Actuals
OPERATING EXPENSES:				
LABOR	332,374	323,521	304,455	261,789
BENEFITS	209,724	229,296	195,708	252,681
SERVICES AND USER FEES	51,000	47,700	23,916	24,435
MATERIALS AND SUPPLIES CONSUMED	403,500	416,500	339,607	183,098
UTILITIES	11,250	11,983	10,956	10,844
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	95,260	96,745	25,175	149,143
LEASES AND RENTALS	0	0	0	16
Total Operating Expenses	1,103,108	1,125,745	899,817	882,006



FACILITY MAINTENANCE Department

The Facility Maintenance Department is responsible for the day-to-day maintenance and repair of JTA facilities including the Administration and Maintenance facility, Haines Place Transit Center and all bus shelters. The Facility Maintenance Workers have the huge task of ensuring that all facilities are clean and in good repair.

The budget for Facility Maintenance has increased by 9.4%. The wages for the Lead Facilities Maintenance Worker and Facilities Maintenance Worker were increased in 2021 to make the positions competitive in today's employment environment.

JEFFERSON TRANSIT AUTHORITY NON-VEHICLE MAINTENANCE

	2022 Budget	2021 Budget	2021 Forecast	2020 Actuals
OPERATING EXPENSES:				
LABOR	168,461	154,910	138,472	109,158
BENEFITS	148,079	120,913	115,553	141,116
SERVICES AND USER FEES	58,165	68,265	38,563	49,892
MATERIALS AND SUPPLIES CONSUMED	24,100	21,600	20,071	20,850
UTILITIES	4,300	3,850	4,008	4,098
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	11,450	11,450	1,011	2,654
LEASES AND RENTALS	4,900	2,500	1,950	300
Total Operating Expenses	419,455	383,488	319,628	328,068



ADMINISTRATION Department

The Administration Department is responsible for the oversight, coordination and management of JTA in order 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.

Overall, the budget for the Administration Department has increased 1.7%. The expense funding has shifted between line items. The addition of a part-time position as well as increases for non-represented staff resulted in higher labor and benefits expenses. A large credit on liability insurance has resulted in a much lower premium payment in 2022. In 2023, it will result in a rebound effect with liability insurance expense increasing over 40%.

JEFFERSON TRANSIT AUTHORITY ADMINISTRATION

	2022 Budget	2021 Budget	2021 Forecast	2020 Actuals
OPERATING EXPENSES:				
LABOR	454,922	421,820	408,275	420,443
BENEFITS	285,740	269,811	244,752	237,230
SERVICES AND USER FEES	185,765	189,375	136,272	103,092
MATERIALS AND SUPPLIES CONSUMED	34,770	29,770	17,097	19,472
UTILITIES	21,770	20,820	19,717	19,599
CASUALTY AND LIABILITY COSTS	125,000	157,000	152,215	160,073
TAXES	4,812	4,592	676	1,622
MISCELLANEOUS EXPENSES	53,777	53,777	21,152	23,612
LEASES AND RENTALS	0	1,320	3,600	200
Total Operating Expenses	1,166,556	1,148,286	1,003,659	985,343



JTA OLYMPIC CONNECTION (JTOC)

The JTA Olympic Connection is responsible for the operation of the West Jefferson County “lifeline” service from Forks to Amanda Park. There are three Transit Operator positions and one part-time supervisory position in JTOC.

The budget for JTOC has increased 5.2% from the 2021 budget. The increase is attributed to wages and benefits.

JEFFERSON TRANSIT AUTHORITY JTOC

	2022 Budget	2021 Budget	2021 Forecast	2020 Actuals
OPERATING EXPENSES:				
LABOR	180,606	169,488	168,548	142,552
BENEFITS	121,201	111,353	102,873	117,818
SERVICES AND USER FEES	19,850	19,850	16,501	11,715
MATERIALS AND SUPPLIES CONSUMED	78,690	78,690	49,655	31,335
UTILITIES	4,600	4,600	4,474	4,330
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	5,104	5,104	693	2,441
LEASES AND RENTALS	15,000	14,896	15,033	14,779
Total Operating Expenses	425,050	403,981	357,778	324,970



Five Year Projections
JEFFERSON TRANSIT AUTHORITY
Statement of Operating Revenues, Expenses and Non-operating Revenues
2022 Operating Budget
Operating - Summary By Department

		Assumption of 4% Increase in Expenses/4% Increase in Revenues	Assumption of 4% Increase in Expenses/4% Increase in Revenues	Assumption of 4% Increase in Expenses/4% Increase in Revenues	Assumption of 4% Increase in Expenses/4% Increase in Revenues	Assumption of 4% Increase in Expenses/4% Increase in Revenues
	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2026 Budget
OPERATING REVENUES:						
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	\$41,904	\$43,580	\$45,323	\$47,136	\$49,022	\$50,983
Total Operating Revenues	\$41,904	\$43,580	\$45,323	\$47,136	\$49,022	\$50,983
OPERATING EXPENSES:						
Labor	\$2,820,063	\$2,932,866	\$3,050,180	\$3,172,187	\$3,299,075	\$3,431,038
Benefits	1,968,641	2,047,386	2,129,282	2,214,453	2,303,031	2,395,152
Services And User Fees	365,655	380,281	395,492	411,312	427,765	444,875
Materials And Supplies Consumed	593,310	617,042	641,724	667,393	694,089	721,852
Utilities	88,620	92,165	95,851	99,685	103,673	107,820
Casualty And Liability Costs	125,000	130,000	135,200	140,608	146,232	152,082
Taxes	4,812	5,005	5,205	5,413	5,629	5,855
Miscellaneous Expenses	224,545	233,527	242,868	252,583	262,686	273,193
Leases And Rentals	28,150	29,276	30,447	31,665	32,931	34,249
Total Operating Expenses	\$6,218,796	\$6,467,548	\$6,726,250	\$6,995,300	\$7,275,112	\$7,566,116
OPERATING INCOME (LOSS)	(\$6,176,892)	(\$6,423,968)	(\$6,680,926)	(\$6,948,163)	(\$7,226,090)	(\$7,515,134)
NON-OPERATING REVENUES (EXPENSES)						
Non-transportation Revenues	\$9,120	\$9,485	\$9,864	\$10,259	\$10,669	\$11,096
Taxes Levied By Transit System	5,000,000	5,200,000	5,408,000	5,624,320	5,849,293	6,083,265
Local Grants And Contributions	18,000	18,000	18,000	18,000	18,000	18,000
State Grants And Contributions	0	250,000	260,000	270,400	281,216	292,465
Fed Grants And Contrib (Operating)	3,913,116	1,311,996	1,364,476	1,419,055	1,475,817	1,361,304
Total Non-operating Revenues (Expenses)	\$8,940,236	\$6,789,481	\$7,060,340	\$7,342,034	\$7,634,995	\$7,766,129
NET INCOME (LOSS) BEFORE TRANSFERS IN (OUT)	\$2,763,344	\$365,513	\$379,414	\$393,870	\$408,905	\$250,996
Transfers In (Out) - Interfund	(\$2,763,344)	(\$365,513)	(\$379,414)	(\$393,870)	(\$408,905)	(\$250,996)
NET INCOME (LOSS)	\$0	\$0	\$0	\$0	\$0	\$0
2021 Operational Reserve Balance	\$2,032,147	\$2,032,147	\$2,032,147	\$2,032,147	\$2,032,147	\$2,032,147
Transfer to Operational Reserve	\$0	\$ -	\$ -	\$ -	\$ -	\$ -
Operational Reserve Balance	\$2,032,147	\$2,032,147	\$2,032,147	\$2,032,147	\$2,032,147	\$2,032,147
Capital Reserve Transfer	\$2,763,344	\$365,513	\$379,414	\$393,870	\$408,905	\$250,996

Cash Flow Projections

JEFFERSON TRANSIT AUTHORITY Statement of Cash Flows 2022 Operating and Capital Budget

	2020 Actual	2021 Actual (Proj)	2022 Budget
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from Customers	\$ (341,642)	\$ -	\$ 41,904
Payments to Suppliers	(933,035)	(969,188)	(1,430,092)
Payments to Employees	(4,470,244)	(3,871,929)	(4,788,704)
Change in Accounting method for GASB 68	(227,386)	(175,000)	
Change in Accounting method for GASB 75	793,035	383,000	
Net Cash Provided (Used) by Operating Activities	(5,179,272)	(4,633,117)	(6,176,892)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES			
Sales Tax Receipts	5,267,657	6,038,441	5,000,000
Other Nonoperating Receipts	3,818	(10,801)	1,200
Operating Grant Receipts	3,308,041	1,425,449	3,913,116
Local Government Assistance Fund Receipts	22,000	15,000	18,000
Net Cash Provided (Used) by Noncapital Financing Activities	8,601,516	7,468,089	8,932,316
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES			
Capital Contributions	1,551,309	0	1,388,301
Principal Paid on Capital Debt	0	0	0
Interest Paid on Capital Debt	0	0	0
Purchases of Capital Assets	(2,712,995)	(268,291)	(3,871,141)
Sale of Capital Assets	22,738	(10,471)	0
Net Cash Provided (Used) by Capital and Related Financing Activities	(1,138,948)	(278,762)	(2,482,840)
CASH FLOWS FROM INVESTING ACTIVITIES			
Interest and Dividends	41,834	45,000	6,720
Net Cash Provided by Investing Activities	41,834	45,000	6,720
Net Increase (Decrease) in Sales and Cash Equivalents	2,325,130	2,601,210	279,304
Balances - Beginning of the Year	9,605,065	11,930,222	14,531,086
Prior Period Adjustment	27	(346)	0
Balances - End of the Year	<u>\$ 11,930,222</u>	<u>\$ 14,531,086</u>	<u>\$ 14,810,390</u>

Jefferson Transit Grants Fact Sheet (Current as of November 2021)

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. 2021-2023 Public Transportation Consolidated Grant

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.

For the 2021-2023 biennium Jefferson Transit was awarded grants for two operating projects and two capital projects:

Project A - Operating Grant for Jefferson Transit East County PTD 0261	
Federal (FTA 5311) capital and operating Assistance for services to the general public in rural areas of Washington State. (28%)	\$ 2,238,905
Jefferson Transit (72% Match)	\$ 5,649,143
Total Project Cost	\$ 7,888,048

Project B - Operating Grant for Jefferson Transit Olympic Connection (JTOC) West County PTD 0262	
Federal (FTA 5311) (45%)	\$ 399,959
Jefferson Transit (55% Match)	\$ 479,143
Total Project Cost	\$ 879,102

2021-2023 Public Transportation Consolidated Grant Capital Projects

Capital Grant – One Medium-Duty Cutaway Van for West Jefferson County PTD 0340	
Grant Funds (80%)	\$ 112,000
Jefferson Transit (20% Match)	\$ 28,000
Total Project Cost	\$ 140,000

Capital Grant – One Electric Trolley and one Light Duty, Diesel Powered Cutaway for DAR PTD 0504	
Grant Funds (Rural Mobility Transit Formula Funds & Paratransit Special Needs Transit Formula Funds (100%))	\$ 856,041
Total Project Cost	\$ 856,041

2. 2019-2021 Surface Transportation Program (STP)

The Federal STP provides financial support to local entities (city, county, transit, tribes, etc.) for transportation related projects. The Surface Transportation Program is a Federal Highways Administration program. When money is granted to a Transit provider, the funds are “Flexed” into Federal Transit Administration 5311 funds. The local entities that may receive the funds meet to determine how the funding will be utilized each cycle.

2021-2023 STP-Flex Funding – One Heavy-Duty Bus for East Jefferson County PTD 0217	
Federal (FTA 5311)	\$ 419,301
Jefferson Transit (20% Match)	\$ 65,440
Total Project Cost	\$ 484,741

3. CARES Act

The CARES Act was enacted to provide financial support to state and local governments suffering loss of revenue and increased expenses due to the effects of the COVID-19 Pandemic and subsequent shut-down of non-essential services and business.

CARES Act Operating Assistance for Project A PTD 0191	
Federal (FTA 5311) (100%)	\$ 2,335,924
Jefferson Transit Expended Funds	\$(2,159,443)
Balance of Federal (FTA 5311)	\$ 176,481
Total Project Cost	\$ 2,335,924

4. CRRSAA Related Operating Expenses

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was allocated to support the transit industry during the COVID-19 public health emergency. This funding will be utilized to support Jefferson Transit Operations.

CRRSAA Relating Operating Expenses PTD 0234	
Federal (FTA 5311) (100%)	\$ 3,406,837
Jefferson Transit Expended Funds	\$0
Balance of Federal (FTA 5311)	\$ 3,406,837
Total Project Cost	\$ 3,406,837