



# **2021 Annual Report & Transit Development Plan 2022 – 2027**



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Director of Transit Services

Adopted in Public Hearing by  
LPTBA Board: August 24, 2022

# TABLE OF CONTENTS

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<b>INTRODUCTION .....</b>	<b>3</b>
<b>PLAN ADOPTION, PUBLIC HEARING, AND DISTRIBUTION.....</b>	<b>4</b>
<i>Plan Adoption .....</i>	<i>4</i>
<i>Public Participation Process .....</i>	<i>4</i>
<i>Plan Distribution .....</i>	<i>4</i>
<b>DESCRIPTION OF SERVICE AREA, OPERATIONS, AND FACILITIES .....</b>	<b>5</b>
<i>Organization .....</i>	<i>5</i>
<i>Service Area .....</i>	<i>6</i>
<i>Operations.....</i>	<i>6</i>
<i>Facilities .....</i>	<i>11</i>
<i>Intermodal Connections.....</i>	<i>12</i>
<b>ACTIVITIES AS OF DECEMBER 31, 2021 .....</b>	<b>14</b>
<b>STATE AND AGENCY GOALS, OBJECTIVES, AND ACTION STRATEGIES .....</b>	<b>28</b>
<b>LOCAL PERFORMANCE MEASURES AND TARGETS .....</b>	<b>38</b>
<b>PLAN CONSISTENCY .....</b>	<b>41</b>
<b>PLANNED CAPITAL EXPENSES .....</b>	<b>43</b>
<b>PLANNED OPERATING CHANGES .....</b>	<b>47</b>
<b>MULTIYEAR FINANCIAL PLAN.....</b>	<b>48</b>
<i>Capital Improvement Program &amp; Cash Flow Analysis .....</i>	<i>48</i>
<i>Operating Financial Plan &amp; Cash Flow Analysis .....</i>	<i>53</i>
<b>APPENDIX A-1: STOP DEMOGRAPHIC DATA .....</b>	<b>61</b>

# INTRODUCTION

As a requirement of RCW 35.58.2795, Twin Transit has prepared and submitted this Annual Report for 2021 and a subsequent Transit Development Plan (TDP) for years 2022 through 2027.

The purpose of the annual report is to summarize the major or significant events that affected delivery of transit services in the Lewis Public Transportation Benefit Area (LPTBA). Additionally, this document serves to illustrate changes in local transit services in the next five years based on known facts, forecasted trends, and political tendencies. Described in this plan are the methods and strategies proposed by Twin Transit staff and endorsed by the Authority Board of Directors necessary to fulfill the provisions contained in our Mission and Vision statements.

## Mission Statement

- Provide equitable access to education
- Connect our clients with employment opportunity
- Stimulate economic growth
- Serve and support our community

## Vision Statement

- To be a world-leading transit system
- To serve our community through strategic innovation
- To engage in customer-centric collaboration
- To provide purposeful thought leadership

### 01. Cultural Identity >

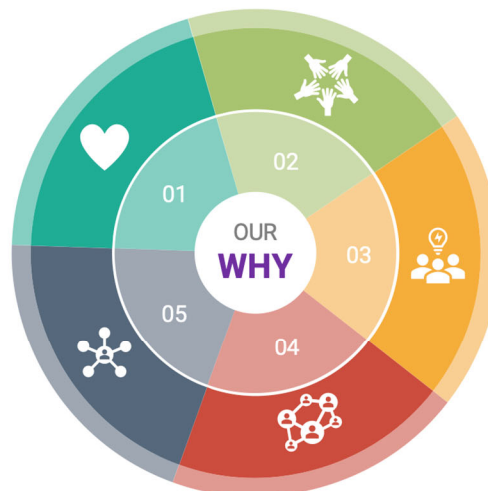
- **We believe** transportation is the bridge to a better life
- **We believe** in supporting education
- **We treat** each other with respect, compassion, and empathy
- **We believe** in uplifting our community - We practice service leadership
- **We believe** we can change the world
- **We evangelize** a clear vision of our community's positive future
- **We lead** with courage, inspiration and collaboration

### 05. Resource Alignment >

- **We believe** our County is on the verge of something big
- **We intentionally** craft the future
- **We believe** in using our resources in an intentional manner

## OUR WHY

*We believe we can do anything, if we do it together.*



### < 02. Program Delivery

- **We believe** in finding innovative solutions to longstanding problems
- **We intentionally** craft the future
- **We take** the time to communicate with others and build personal connections

### < 03. Human Capital

- **We believe** we can influence a brighter future for our staff
- **We believe** this is the greatest place we've ever worked
- **We believe** employees are motivated by personal philosophy and community connections

### < 04. Community Service

- **We apply** an innovative model to public service
- **We believe** our staff can create a brighter future for our community and our clients
- **We believe** in providing a helping hand
- **We drive** our community forward

## PLAN ADOPTION, PUBLIC HEARING, AND DISTRIBUTION

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### ***Plan Adoption***

The Twin Transit Board of Directors adopted the 2021 Annual Report and 2022-2027 Transit Development Plan on August 24, 2022.

### ***Public Participation Process***

Public Hearing: Twin Transit held a public hearing on the Transit Development Plan on August 24, 2022, at 4:00 pm in person at the Port of Chehalis, located at 321 Maurin Road, Chehalis, WA 98532.

Notice Posted to Website: Twin Transit posted a notice of the hearing on the Transit Development Plan to its website at <https://twintransit.org/authority-board/>.

Notice Published in Local Paper: Twin Transit published a notice of the hearing.

Requests for Digital Copies: Twin Transit allowed the public to request a paper or digital copy of the Transit Development Plan on and after August 19, 2022, by emailing [joe@twintransit.org](mailto:joe@twintransit.org) or calling 360-330-2072.

### ***Plan Distribution***

On September 1, 2022, Twin Transit distributed the adopted Transportation Development Plan to:

- WSDOT Public Transportation Division online grants management system compliance module.
- The agency's assigned WSDOT Community Liaison, Bill Baumann
- The Transportation Improvement Board via:
  - Vaughn Nelson, Finance Manager at [vaughnn@tib.wa.gov](mailto:vaughnn@tib.wa.gov)
  - Chris Workman, Engineering Manager at [chrisw@tib.wa.gov](mailto:chrisw@tib.wa.gov)
- All cities, counties, and regional transportation planning organizations within which Twin Transit operates.



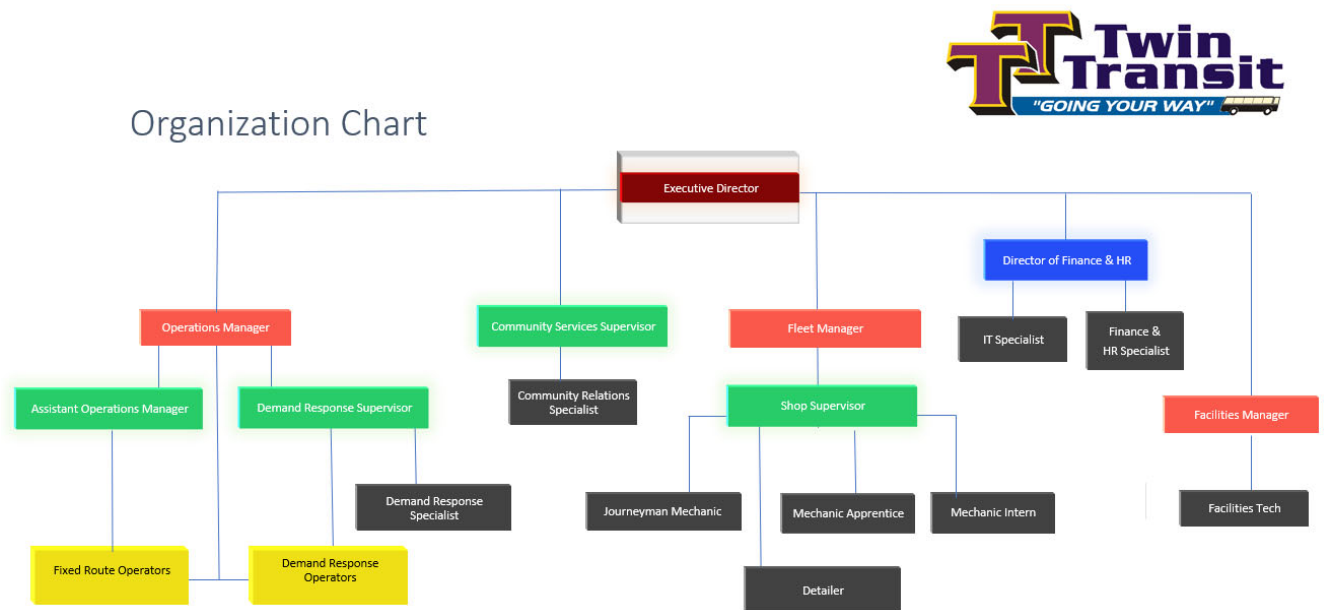
# DESCRIPTION OF SERVICE AREA, OPERATIONS, AND FACILITIES

## Organization

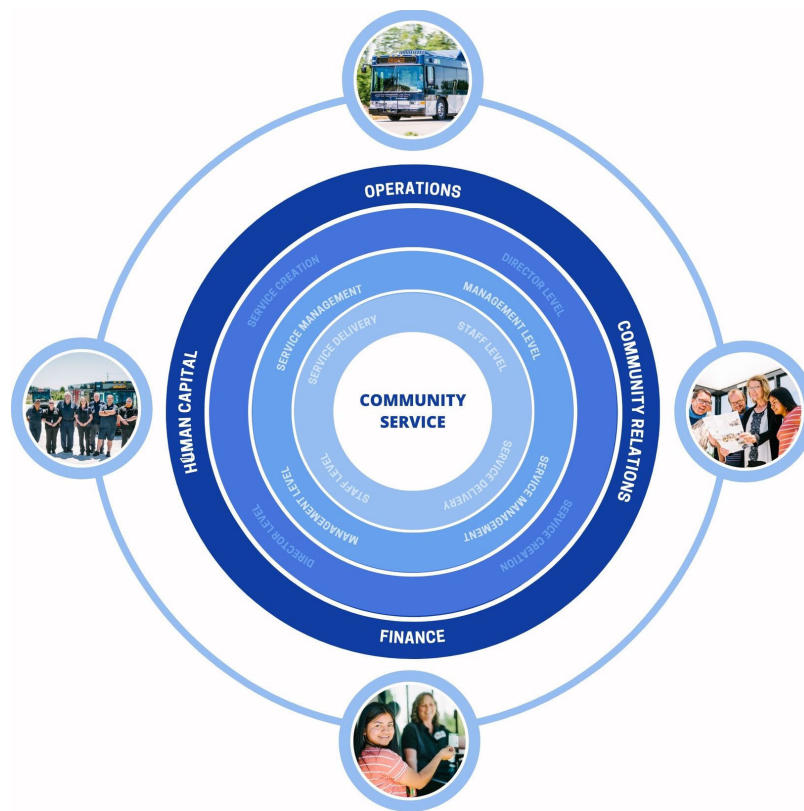
The Lewis Public Transportation Benefit Area was established by local voters in 1985 under the authority granted in Chapter 36.57A of the Revised Code of Washington (RCW). From 1977 to 1985, Twin Transit operated as a public transit agency funded through a “household tax.” Doing business as Twin Transit, the benefit area was established in order to provide public transit services in and around the communities of Centralia and Chehalis, Washington. Today, Twin Transit operates six fixed bus routes, paratransit (LIFTT) service, and dial-a-ride (DARTT) services and is governed by a three-member board of directors. The Board members as of August 24, 2022, are:

- Tony Ketchum, City of Chehalis City Council
- Mark Westley, City of Centralia City Council
- Lee Grose, Lewis County Commissioner
- Debbie Lytle, Twin Transit Bus Operator (non-voting Labor Representative)

At 2021 year-end, Twin Transit employed 42 individuals (37.8 FTEs) throughout three divisions of responsibility common to the transit industry which include: Operations, Maintenance, and Administration. The Director of Transit Services oversees daily operations and administrative affairs and ensures compliance with State and Federal laws and grant regulations. An organizational chart is provided below describing the organizational structure as of August 24, 2022.



Below is an example of our organizational contributions across the four major departments and the inter-relationships between each and our community.



## **Service Area**

Centralia is the largest city in Lewis County and Chehalis, which serves as the County seat, is the second largest. The twin cities of Centralia and Chehalis combine for a total population of approximately 26,308 spread over 13.1 square miles, which translates into a population density of 2,008 residents per square mile. Such density is reasonable given the size and location of the community but is about 20-50% less than what is found in a more urbanized area such as nearby Olympia or Vancouver, Washington.

## **Operations**

At its inception, Twin Transit operated two coaches on its two routes. Today, the fleet has expanded to six 35' Gillig low-floor diesel buses, and two refurbished 35' low-floor electric buses that are used on the fixed route. Additionally, there are three Ford Transit vans, five ProMaster vans, five Dodge Caravans, two MV-1 purpose vehicles, and one Chevy Cutaway bus used as a spare. These vehicles are used for the dial-a-ride program (DARTT) and for paratransit services (LIFTT). Twin Transit plans on bringing on two hydrogen buses in 2023 as well as two more 35' low-floor Gillig electric buses to replace diesel buses approaching the end of their useful life. These electric and hydrogel fuel-cell buses are the first step toward achieving our goal of a completely zero-emission fleet by 2030.

In 2021, Twin Transit provided an estimated 27,169 hours of fixed route transit service with ADA complementary paratransit to the Centralia and Chehalis community. In comparison with 16,450 hours in 2020, Twin Transit experienced an increase of 10,719 hours or 65.2%. This is primarily due to the fact that Twin Transit returned to normal operating status after the COVID-19 pandemic cases began to subside. In addition, what started as a pilot in November 2020 has led to a successful long-term adoption of dial-a-ride (DARTT) service throughout the Lewis County region. This service focuses on helping riders access work, medical appointments, grocery stores, and other essentials. The program provided 20 rides during its first month of operation; today there are 950 monthly rides on average. As demand increased, Twin Transit expanded the DARTT service area to encompass a much wider region, including Napavine, Morton, Pe Ell, Tumwater, Mossyrock, and Toledo. DARTT also began providing rides to the regional population centers of Lacey and Olympia, where the majority of medical specialists are based.

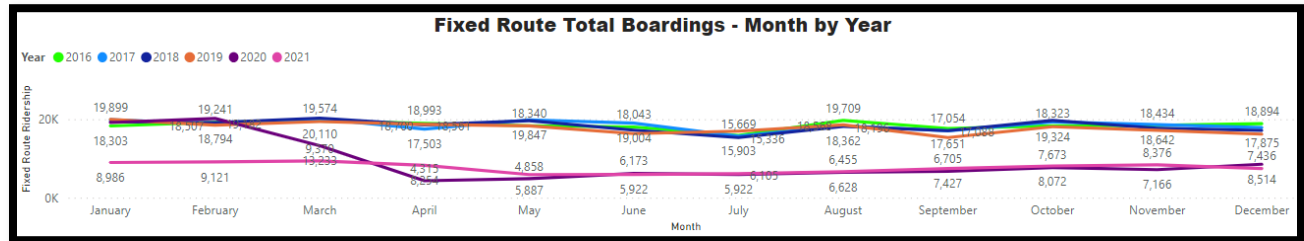
In response to the COVID-19 pandemic in 2020, Twin Transit operated three temporary fixed routes, Monday through Friday, 7:00 a.m. – 7:00 p.m., and Saturday through Sunday 7:00 a.m. – 3 p.m. In May 2021, Twin Transit returned to normal service hours of 6:00 a.m. to 7:00 p.m. Monday through Sunday. Twin Transit operated five fixed routes, after the addition of a new route to Olympia. In addition, Twin Transit operated dial-a-ride service from 8:00 a.m. to 5:00 p.m. Monday through Friday. Twin Transit also continued to provide paratransit service (LIFTT) to help those living with a disability access essential services.

#### ***(Deviated) Fixed Route Transit***

As of August 15, 2022, Twin Transit now offers fixed route bus service throughout the Twin Cities of Centralia and Chehalis, Washington, express weekday and weekend transit between Centralia and Tumwater/Olympia where Twin Transit connects with Intercity Transit, Grays Harbor Transit, Mason Transit, and Rural Transit, and express weekday service to Castle Rock, Washington where Twin Transit connects with RiverCities Transit, Lower Columbia CAP, and Cowlitz Tribe transportation services. Previously, public transit was not available on the stretch of Interstate 5 between Kelso/Longview and Tumwater/Olympia, Washington. One could ride public transit from Tumwater northward and from Kelso/Longview southward, but not between these two key points. Twin Transit's vision since 2019 was to create a Southwest Washington e-Transit Corridor, establishing long-term public transit along this unserved section of I-5. The addition of the Castle Rock route has effectively closed the entirety of the "transit broken link" by connecting existing transit agencies in Lewis, Thurston, Cowlitz, Grays Harbor, and Pacific Counties. This now allows, for the first time in 35 years, public transit connections from Vancouver, Washington to Vancouver, Canada.

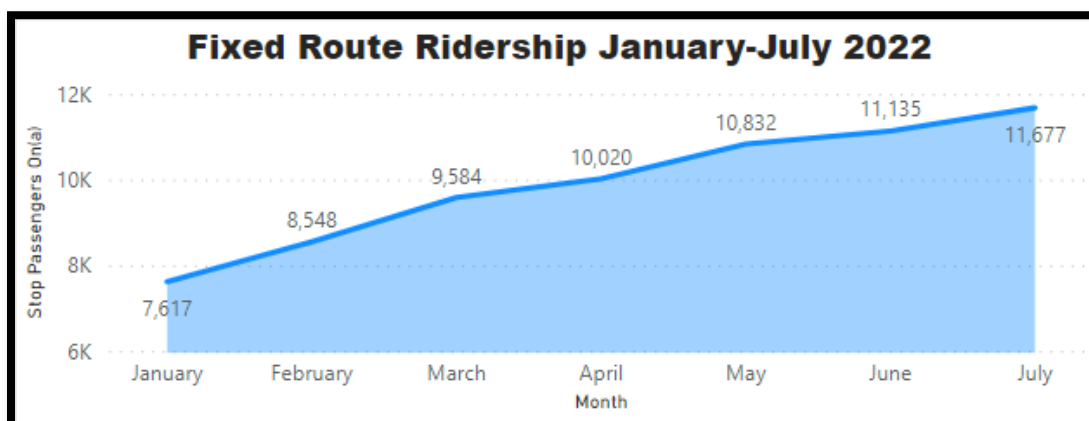
Twin Transit service operates Monday through Friday from 6:00 a.m. to 7:00 p.m., and Saturday through Sunday from 7:00 a.m. to 4:00 p.m. (Twin Cities and Tumwater/Olympia service only).

Total ridership in 2021 was 101,201 in comparison with 106,353 fixed route and paratransit passenger trips during 2020; total ridership was only lower because of 19,000 riders in each of the months of January and February 2020, before the pandemic. Monthly fluctuations and comparisons in ridership are better reflected in the graph below.



Provided below is a table illustrating fixed route boardings by year:

Month	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
January	17,513	19,320	21,835	20,470	19,128	18,303	19,899	19,394	19,956	19,165	8,986	203,969
February	15,514	20,464	21,043	19,334	19,335	19,241	18,794	19,182	18,507	20,212	9,121	200,747
March	19,111	21,757	22,517	22,031	20,132	19,574	20,110	20,311	19,418	13,233	9,370	207,564
April	18,785	20,594	22,829	22,662	19,466	18,993	17,503	18,561	18,700	4,315	8,254	190,662
May	18,268	22,496	23,040	23,176	17,728	18,340	19,847	19,635	18,322	4,858	5,887	191,597
June	18,574	20,955	19,991	20,488	17,669	18,043	19,004	17,227	16,333	6,173	5,922	180,379
July	17,628	20,071	20,914	21,512	18,722	15,903	15,669	15,336	16,972	5,922	6,105	174,754
August	19,168	21,761	21,172	21,726	16,773	19,709	18,362	18,196	18,568	6,455	6,628	188,518
September	17,126	18,058	18,655	20,671	18,291	17,651	17,054	17,088	15,313	6,705	7,427	174,039
October	18,876	22,276	22,590	24,798	20,011	18,323	19,324	19,702	18,086	7,673	8,072	199,731
November	18,519	19,752	19,703	20,354	17,136	18,434	18,642	17,730	17,187	7,166	8,376	182,999
December	19,482	17,984	17,468	20,936	17,802	18,894	17,875	17,164	16,196	8,514	7,436	179,751
<b>Total</b>	<b>218,564</b>	<b>245,488</b>	<b>251,757</b>	<b>258,158</b>	<b>222,193</b>	<b>221,408</b>	<b>222,083</b>	<b>219,526</b>	<b>213,558</b>	<b>110,391</b>	<b>91,584</b>	<b>2,274,710</b>



Although fixed route ridership has dramatically decreased since pre-pandemic reporting periods, Twin Transit ridership is increasing at a faster rate than what is depicted above. Routes have been re-designed to eliminate multiple transfers for a single passenger, ensuring ease of travel for our passengers and more accurate data collection for ridership and stop destinations. In prior years,

ridership counts included the same passenger each time they transferred to another bus to reach their final destination. Now, Twin Transit can better analyze the times and locations of stops that experience an influx of ridership; this in turn allows for a more comprehensive and efficient route system that better accommodates passenger needs. Prior to 2020, it would be typical to fill all seats on a 28-32 passenger bus on a given loop; today we are seeing ridership levels reach up to 23 passengers on a loop. Often ridership is used as a benchmark for measuring the efficacy of a transit system; our analysis shows that we are transporting more riders but in a more efficient and effective fashion. With this in mind, we are examining utilization rates as a metric for more accurately determining the measure of pre-pandemic versus post-pandemic levels. To that end, our utilization rate is approaching 50-70% fleet capacity on a daily basis.

### ***Complementary ADA Paratransit (LIFTT) & Fixed Route Deviations***

ADA accessible paratransit services are available the same days and hours as fixed route bus service for passengers prevented from using the fixed route service due to a mobility limitation. During 2021, individuals were asked to call in advance to schedule a paratransit trip Monday - Friday from 8 a.m. to 4 p.m.

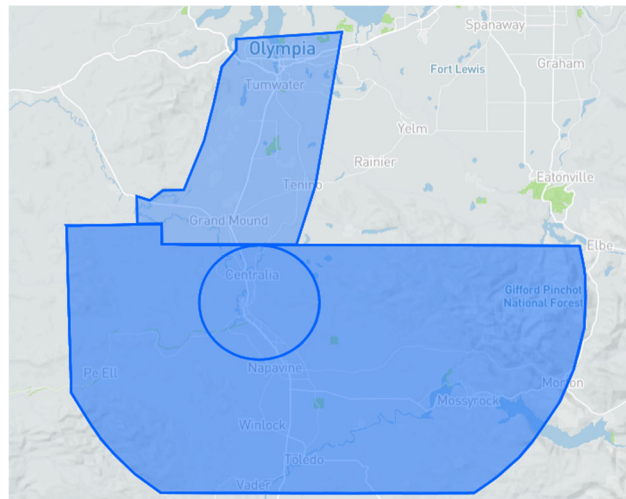
Twin Transit uses a combination of both complementary paratransit as well as fixed route deviations to serve the community's paratransit demand. Fixed route deviations allow dispatch staff to schedule less complicated trips for paratransit approved passengers while preserving the capacity and reducing the cost of operating complementary paratransit to all eligible passengers. Computer-aided dispatching software was implemented into fixed route during the first half of 2021, which has proved to increase coordination of passenger trips between the two modes.

### ***Dial-a-Ride Service (DARTT)***

Twin Transit concluded that a demand-response or "Dial-a-Ride" program was needed to help those who are unwilling or unable to utilize larger-scale public transit during a pandemic. Even before the pandemic struck, Lewis County residents often found themselves completely cut off due to a lack of transportation. This involuntary isolation disproportionately affects low-income, elderly, and other underserved community members, exacerbating a multitude of other issues. With this in mind, Twin Transit launched a pilot Dial-a-Ride Twin Transit (DARTT) transportation service to resolve this inequity. The first phase of the pilot, which launched in November 2020, focused first on serving those within a 15-mile radius of the Twin Cities of Centralia and Chehalis. Extensive discussions with community members and medical professionals indicated that this area, encompassing several unincorporated county and city areas, is most in need of reliable transportation service.

The pilot project has seen a dramatic increase in riders since it first hit the streets last November. During its first full month of operation, Twin Transit recorded 20 trips. Since the expansion of the service boundary in 2021, 950 trips per month is typical. This is significant increase with regards to rider trips and miles and has placed some staffing and scheduling issues on the agency. Lewis County residents largely use the service for medical appointments, life essential shopping and to get to other service providers, but residents also use it for daily commutes that include going to work and school. The van service operates Monday through Friday, between the hours of 8 a.m. and 5 p.m. Reservations can be made by calling 360-330-5555 and must be made by 4 p.m. the day prior. Ride prices vary depending on location. DARTT currently offers transportation in Centralia and Chehalis, and surrounding areas including Napavine, Morton, Pe Ell, Tumwater, Mossyrock, Toledo, and Olympia.

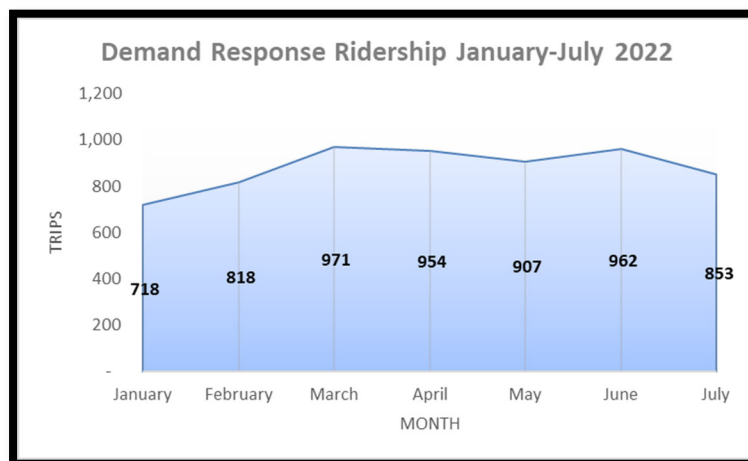
The DARTT service area map is divided into three zones, as pictured below:



Demand response ridership (LIFTT and DARTT combined) was 91.4% greater than recorded previously in 2020, at 5,861 trips in 2021. This can be attributed to the expansion of the DARTT service area and level of demand from Lewis County residents for micro-transit service.

Provided below is a table illustrating demand response boardings:

Month	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
January	941	1,048	841	897	1,001	933	736	779	502	593	239
February	966	898	752	894	1,029	913	728	686	420	501	293
March	1,053	1,183	885	1,082	1,036	1,085	755	897	553	313	275
April	1,121	1,045	839	1,120	1,105	975	621	821	523	30	375
May	1,026	1,026	865	1,150	971	996	683	795	535	49	425
June	992	887	754	1,056	972	944	651	561	425	116	593
July	749	778	744	1,072	955	765	527	520	478	207	457
August	677	871	795	1,053	889	848	654	469	429	222	612
September	1,034	897	709	1,182	899	805	700	441	436	301	619
October	1,179	909	876	1,303	967	844	761	573	461	283	688
November	945	806	834	906	776	772	794	464	439	203	693
December	847	767	895	1,052	805	809	674	416	388	244	592
<b>TOTAL</b>	<b>11,530</b>	<b>11,115</b>	<b>9,789</b>	<b>12,767</b>	<b>11,405</b>	<b>10,689</b>	<b>8,284</b>	<b>7,422</b>	<b>5,589</b>	<b>3,062</b>	<b>5,861</b>





### ***Passenger Fare Structure***

No changes were made to the fixed route and LIFTT fare structure in 2021:

<b>Single Trip</b>	<b>Fixed Route</b>	<b>Paratransit</b>
Adult	\$1	\$2
Child (6 or less)	no charge	no charge
Personal Care Attendant	no charge	no charge
<b>Passes</b>		
Day Pass	\$2	\$4
Monthly Pass	\$20	\$25

However, in an effort to mitigate the risk of transmission of the COVID-19 virus, all fares were suspended for approximately eight months of the fiscal year 2021. Twin Transit is continuing to evaluate the financial and operational impacts of zero-fare collection for its fixed route and LIFTT services; until further notice, Twin Transit plans on collecting fares only on its DARTT premium service. As of October 1, 2022, Twin Transit will no longer charge fares to passengers who are 18 years of age or younger, on all transit services. As of August 15, 2022, the price of each DARTT ride was simplified from a zone model and is now determined by a base cost of \$3 plus \$0.30 per mile each one-way trip.

### ***Facilities***

The Twin Transit administrative offices, maintenance garage, and bus storage yard are located at 212 E. Locust St. in Centralia, Washington. To supplement the funds available to finance its capital improvement projects, the Twin Transit Board of Directors passed a resolution in October 2019 to authorize the issuance of a limited sales tax general obligation bond not to exceed \$1,500,000 in principal. The bond will mature in ten years at a fixed rate of 2.99% per annum and is payable in semi-annual installments. Proceeds are to be used for capital construction and improvements only, primarily for the expansion and renovation of Twin Transit's current facility at 212 E Locust Street. The project was divided into four phases and was completed in early 2022. The purpose of these additional spaces will be to provide more operations space, fleet management, and facilities shop spaces.

Currently, all fixed routes start/end from the Centralia Mellen Street e-Transit Station, newly commissioned in June 2021. Passengers may also transfer routes at several other common bus stops. Twin Transit owns 80 unique, signed bus stops/shelters throughout the service area and provides regular and routine maintenance on both a scheduled and as-needed basis.



## ***Intermodal Connections***

In June 2021, Twin Transit began to use the Mellen Street e-Transit Station at Exit 81 as the primary passenger transfer center. The Mellen Street e-Transit Station was restored from a dilapidated park and ride to a place of community pride, complete with electric public transit, induction charging, carpool, bicycle, and pedestrian access, and electric car charging. It also services the new fixed route between Centralia and Olympia, Washington, where Twin Transit connects with multiple regional transit providers including:

- Intercity Transit
- Mason Transit
- Grays Harbor Transit
- Rural Transit

Beginning in August 2022, Twin Transit added an express route from the Mellen Street e-Transit Station to the Castle Rock Information Center at Exit 49. This new stop location supports connections with:

- RiverCities Transit
- Lower Columbia CAP
- Cowlitz Tribe transportation services

Regional service providers also continue to utilize the Centralia Amtrak Station to allow passengers traveling to/from locations outside Twin Transit's service area to connect with Twin Transit services. The Amtrak Station facilitates service connections with:

- Rural/Tribal Transit (Thurston Co.)
- Lewis Mountain Highway Transit
- Grays Harbor Transit
- Amtrak Cascades & Coaster trains





## Twin Transit System Map



## ACTIVITIES AS OF DECEMBER 31, 2021

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### *Service*

In 2021, Twin Transit provided an estimated 18,147 hours of fixed route service and 94,337 trips to residents and visitors to the community. In addition, Twin Transit provided 6,864 demand response trips to passengers with its combined dial-a-ride (DARTT) and paratransit (LIFTT) services.



### *Revenue Miles and Hours*

In 2021, Twin Transit recorded the following:

	Fixed Route (including Deviated)	Demand Response (including DARTT)
Revenue Hours	18,147	9,022
Revenue Miles	356,087	75,461

### *Injuries, Fatalities, Collisions*

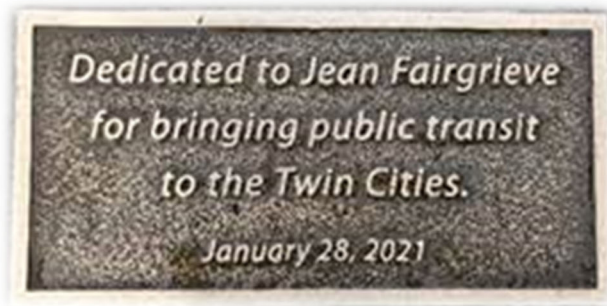
In 2021, Twin Transit experienced eight collisions, one being non-fault. There were no injuries or fatalities.

### *Facilities*

To supplement the funds available to finance its capital improvement projects, the Twin Transit Board of Directors passed a resolution in October 2019 to authorize the issuance of a limited sales tax general obligation bond not to exceed \$1,500,000 in principal. The bond will mature in ten years at a fixed rate of 2.99% per annum and is payable in semi-annual installments. Proceeds are to be used for capital construction and improvements only, primarily for the expansion and renovation of Twin Transit's current facility at 212 E Locust Street. The project was divided into four phases with an estimated date of completion in the fall of 2021. The plan includes additions and alterations to the current building facing East Locust Street, to accommodate Twin Transit's administration programs. All four phases of the project were completed in February 2022.

Stormwater upgrades and paving at 212 E Locust Street were also initiated in 2021 and completed in June 2022.

In March 2021, Twin Transit added a new bus stop located on Market Street in Chehalis. The stop features a newly installed bus pullout designed to improve the flow of traffic and reduce congestion at the intersection of Third and Market Streets. The bus stop was dedicated to Jean Fairgrieve, who was instrumental in making the bus and transportation service a reality in Lewis County. She volunteered and gathered signatures to have a public transit measure placed on the ballot in the 1970s. The measure was approved in 1976 and Twin Transit was founded the same year. In honor of Fairgrieve, a plaque was installed next to the bus stop that reads, "Dedicated to Jean Fairgrieve for bringing public transit to the Twin Cities."



Twin Transit is establishing a new system of zero-emission public transit along the currently unserved 50-mile section of the I-5 corridor between Thurston, Lewis, and Cowlitz Counties. This effort provides transportation to underserved communities, connects the service networks of four regional transit agencies, and implements zero-emission bus technology along this high-traffic corridor. The Southwest Washington e-Transit Corridor will be supported by the construction of two e-Transit Stations. Twin Transit combined three grant sources to initiate Phase 1 of the I-5 Zero-Emission Transit Corridor. Diesel Emission Reductions Act (DERA) and Volkswagen Settlement dollars were used to convert two diesel buses into electric. Meanwhile, a 2019 Green Transportation Capital Grant was awarded to fund the construction of Twin Transit's first e-Transit Station at the Mellen Street Park and Ride, just off Exit 81. Both electric buses arrived in May 2021 and the Mellen Street e-Transit Station was completed in early June 2021, Twin Transit's first innovative, green technology-infused transit station. The Mellen Street e-Transit Station was restored from a dilapidated park and ride to a place of community pride, complete with electric public transit, induction charging, carpool, bicycle, and pedestrian access,



and electric car charging. It also services the new fixed route between Centralia and Olympia, Washington, where Twin Transit connects with multiple regional transit providers. This has effectively expanded individual opportunity and economic development along this previously underserved section of I-5, also known as the "transit broken link."



In 2021, Twin Transit was awarded a second Green Transportation Capital Grant to fund the construction of a second e-Transit Station. Once complete, this site will feature four transit bus cutouts, a transit island with connecting ADA-accessible paths, induction charging, solar lighting, and two electric vehicle chargers capable of supporting up to four electric supervisor and fleet vehicles. Once in place, these charging stations will also allow expansion for electric passenger vehicle use. As the Mellen Street e-Transit Station facilitates transit between Centralia and Tumwater/Olympia, the Exit 68 e-Transit Station will support transit between Chehalis and Castle Rock, where Twin Transit connects with RiverCities Transit, Lower Columbia CAP, and Cowlitz Tribe transportation services. In addition, the Exit 68 e-Transit Station will help provide transit services to the rural communities south of the Twin Cities, like Winlock, Toledo, and Napavine, which currently lack public transit services. This model will significantly reduce Twin Transit's carbon footprint, area pollution, and traffic congestion while stimulating economic development and linking underserved communities with dependable, efficient, and reliable transportation services.

### ***Fleet & Equipment***

Twin Transit, as stated previously, has an ambitious goal of a fleet comprised of zero emission vehicles by 2030. To accomplish this, several fleet transition programs have been embarked upon to upgrade the capability and performance of our fleet. First, we added two re-furbished buses electric buses in 2021. Secondly, we are moving away from the traditional transit cutaway and migrating to the Transit Van and Pro Master style vehicle for greater fuel economy and an easier pathway to retro fitting these vehicles to battery electric in the coming years. Finally, we have surplus a number of vehicles to ensure we manage our fleet inventory and agency assets in a responsible and fiscally appropriate fashion.

To supplement Twin Transit's available fleet, three used 2005 Gillig Low-Floor buses were purchased and refurbished by Twin Transit staff. The buses were completed in early 2021 with the buses currently on the road for service.

Two 2004 Gillig 29 ft. Low-Floor diesel-powered buses were approved for surplus and scrapped in exchange for two remanufactured 35' Gillig Low-Floor 2-Door 2004 or newer buses with electric propulsion conversion. In July 2020, Twin Transit contracted with Complete Coach Works to scrap these two buses, and Twin Transit received the two refurbished all-electric buses in May 2021. Twin Transit has committed to transitioning its fleet to 100% zero-emission by the year 2030. This transition began with the incorporation of two electric buses and induction charging in 2021, which are ideal for in-city routes. Two additional electric buses are anticipated for delivery in 2023. Electric buses reduce carbon emissions, noise pollution, air space toxicity, and road congestion. In addition, they maximize taxpayer dollars and expand opportunities to improve service. However, hydrogen buses are ideal for long-distance corridor routes. As such, Twin Transit will be incorporating two hydrogen fuel cell buses into its fleet in 2024, following the construction of the first hydrogen fueling station in 2022-2023. The hydrogen fueling station will be constructed at the Port of Chehalis Research and Business Development Park, just off the I-5 corridor. When complete, this location will offer hydrogen fueling, electric vehicle charging, and zero-emission public transit access. For the Port of Chehalis Energy Station, Twin Transit has a \$2.55 million legislative appropriation and a \$1.8075 local appropriation for the purchase of a multi-dispenser hydrogen fueling station that incorporates both 350 and 700 Bahr dispensers and an on-site electrolyzer.



Two 2015 Dodge Caravans, one 2014 MV-1 van, and one 2019 Ford TCI250 van were purchased to support the expansion of Twin Transit's DARTT program. Lewis County, Washington is a highly rural area where residents often struggle with access to reliable transportation. While fixed route transit service assists those living along the main thoroughfares within the cities of Centralia and Chehalis, those outside main city corridors often find themselves isolated. This is especially true for elderly residents who no longer have the ability to drive, youth who haven't yet begun driving, individuals living with a disability, and low-income residents who can't afford a reliable vehicle, gas or repairs.

DARTT is a flexible mode of transit, commonly known as "micro-transit". This type of service has grown in popularity, largely in part to the COVID-19 pandemic and social distancing

requirements. Micro-transit allows for a passenger to request a pickup anywhere in a given service area, which either connects to an existing fixed bus route or takes the individual to their final destination without a transfer. This means that areas not easily accommodated with fixed route bus service can be served without dedicating a regular service. Twin Transit's DARTT service, for example, encompasses a large geographic area that does not warrant the need for dedicated fixed route services at this time, including rural areas in Napavine, Morton, Pe Ell, Mossyrock, and Toledo. DARTT also began providing rides to the regional population centers of Tumwater, Olympia, and Lacey where the majority of medical services are based. Micro-transit provides a cost-effective alternative solution to fixed route bus service and allows agencies to pick up and drop off riders at common locations and stops. We refer to this micro-transit model as "collect and connect". This maximizes the use of the vehicle and the driver's time. This type of service no longer calls for a dedicated fixed route bus, but instead allows for greater variety of vehicle types. In fact, Twin Transit is transitioning its fleet from the traditional transit cutaways to vehicles with greater fuel economy and a lower acquisition price. When the DARTT pilot began, Twin Transit was able to procure eight pre-owned passenger vans ranging in cost of \$7,500 to \$15,000 each. Now that DARTT will remain as a permanent service in conjunction with paratransit (LIFTT) services, Twin Transit is investing in new commercial ADA vans such as Ford Transit and Dodge ProMaster models that can accommodate a greater number of passengers and wheelchairs.



The following equipment was declared surplus in 2021: three 2015 Chevrolet Arboc SOM Cutaways, a diesel pump, and a 1989 HM Utility Trailer.

Assets anticipated to be declared surplus in 2022 are as follows:

- 2010 Chevrolet Glaval Titan II Cutaway #223
- 2010 Chevrolet Glaval Titan II Cutaway #224
- 2011 Chevrolet Star Trans Cutaway #227
- 2014 Chevrolet Traverse #102
- 2012 Chevrolet Express Van #301
- 2012 Chevrolet Express Van #302
- 2014 Chevrolet Express Van #303
- 2011 Dodge Grand Caravan #350
- 2011 Dodge Grand Caravan #353



- 2011 Dodge Grand Caravan #354
- High lift Transmission Jack
- Public Bay Nets
- 1989-1999 Bus Shelters
- Card Lock System
- Diagnostic Scan Tool
- Tone Remote

### ***Safety***

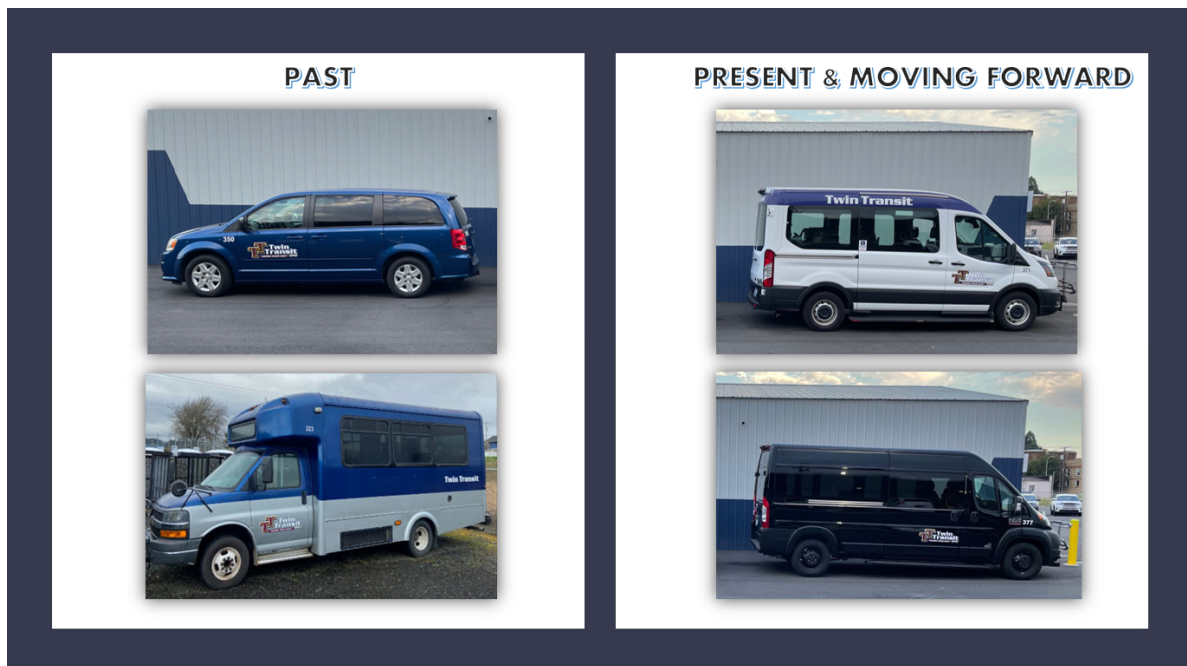
As part of our overall fleet and facility safety program a number of new practices have been established to ensure we keep our staff safe and operating in a more effective and efficient manner. To support these safety efforts Twin Transit introduced the following safety practices:

- Plexiglass barriers in all Demand Response Vehicles
- Driver barriers in all Fixed Route equipment
- Updated safety equipment, including medical and first aid kits, eye washing stations and first action response protocols
- Cleaning equipment including a floor scrubber, and other janitorial and cleaning supplies to keep workspaces better organized and safer for our personnel

### ***Fuel Consumption***

In 2021, Twin Transit consumed the following amounts of fuel (gallons):

	Fixed Route (including Deviated)	Demand Response (including DARTT)
Gasoline	1,526	8,759
Diesel	45,512	0



## ***Financial Results***

In 2021, Twin Transit experienced a substantial increase in net position of \$2,708,202, a reflection of the capital investment activity that took place during the year. Twin Transit received \$2,250,332 in capital grant assistance for the construction of the Mellen Street e-Transit Station and the purchase of two electric transit buses. These three projects were completed in 2021 and are reported on the Statement of Net Position as non-current assets. Another major capital project that progressed during the 2021 year was the remodel and renovation of the 212 E Locust Street offices and restrooms, as well as stormwater upgrades and paving at the property. With completion in early 2022, these capital expenditures are reported on the Statement of Net Position as construction in progress.

Furthermore, Twin Transit received a new funding stream under the Federal 5311 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). The funding of \$1,197,885 was awarded to offset payroll costs, personal protective equipment, and other operational costs. Funding was provided at a 100% federal share with no required local match. Twin Transit was able to take advantage of the 0% match in lieu of a 60% match that would have ordinarily been required under WSDOT's Consolidated Formula Grant for Rural Areas.

Twin Transit operating reserves decreased from \$534,721 in 2020 to \$116,910 in 2021, and capital reserves decreased from \$1,354,774 in 2020 to \$179,518 in 2021. Reserves temporarily decreased to this level due to a delay in payment processing by the Office of Financial Management and the Washington State Department of Transportation. Both agencies experienced a shortage in staff and limitations from remote work environments, thanks to the COVID-19 pandemic. A process that typically takes 30-45 calendar days was extended to nearly 120 days due to the backlog of claims for processing through these agencies. Twin Transit's grant receivables were \$1,269,580, which consisted of approved grant reimbursable invoices that were awaiting remittance from the Washington State Department of Transportation.

As explained throughout this analysis, Twin Transit continues to invest in its capital facility improvements and zero-emission technologies. Twin Transit was able to use its capital cash reserves and bond proceeds to fund projects not subsidized by grants, which included the beginning phases of construction for the Twin Transit office remodel and renovation at 212 E Locust Street, stormwater and paving upgrades, electric vehicle charging, and AVL/CAD ridership software for Twin Transit's fixed route service. Although these projects have an impact on cash flow, investments in capital assets help to improve Twin Transit's financial position. Twin Transit's debt ratio (total liabilities to total assets) equals 20.8% and its current ratio (current assets to current liabilities) is 2.64. Typically, a debt ratio of less than 50% is considered healthy, as it implies that the organization is less dependent on debt to expand its resources. A current ratio of more than 1 means that the entity is considered to have less financial risk because it can liquidate its current assets more easily to pay down short-term liabilities. In addition, Twin Transit's interest coverage ratio is 2.26, meaning that it can pay its obligations using only its operating revenues (fares and advertising) for two full years. A ratio of at least 2 is considered the minimum acceptable amount for a company that has consistent revenues; under pre-pandemic conditions, Twin Transit would have seen an even healthier ratio.

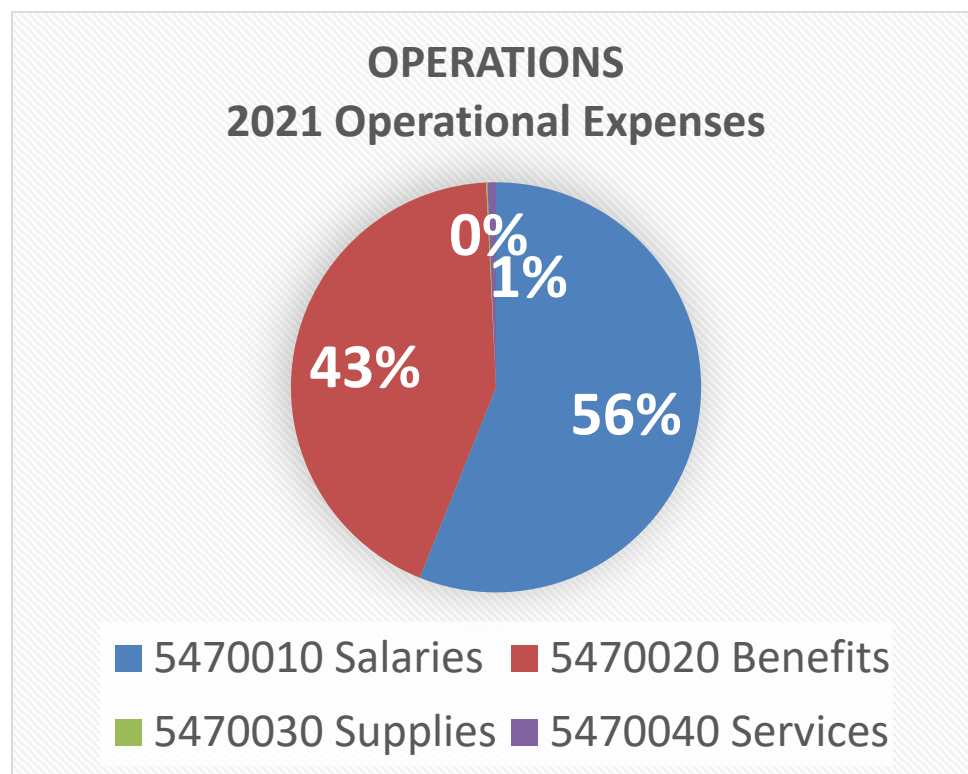
The initial adopted budget for FY2021 was \$4,094,463 for Operations—which did not include depreciation expense. In 2021, total operating expenses were \$4,009,589, less depreciation costs of \$284,311. The actual operating expenses were \$3,725,278; however, this includes a pension adjustment reduction of \$566,610. When comparing total operational expenditures without the



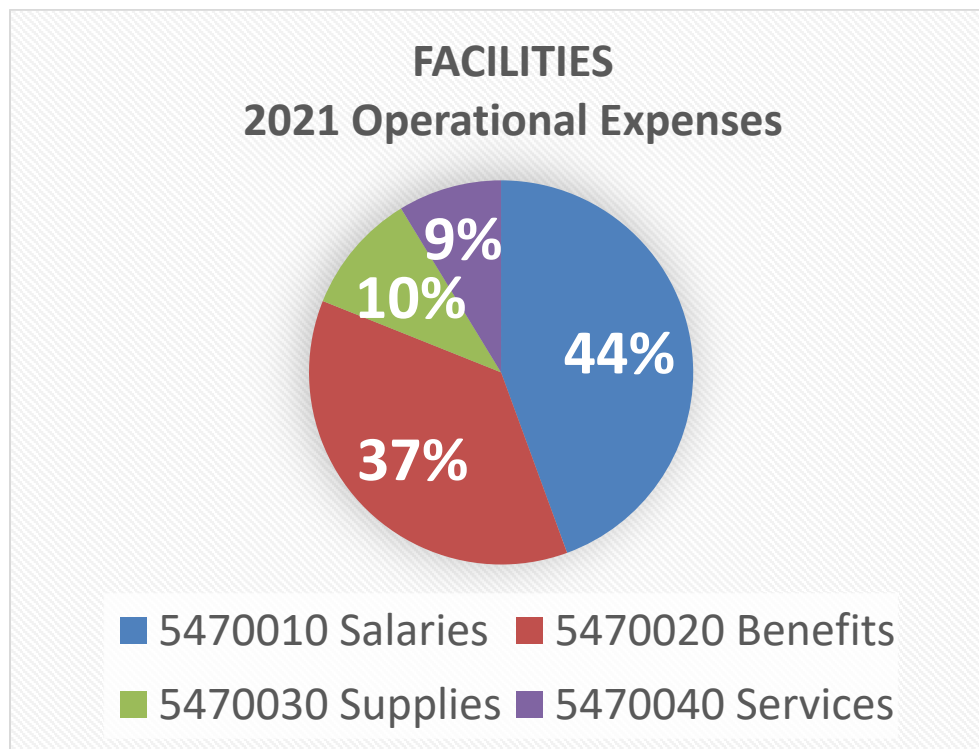
pension adjustments, there was an increase in spending of \$197,425 for the FY2021 budget. The primary factor responsible for this increase was the expansion and addition of transit service in 2021. Associated costs for fuel, maintenance, and salaries/benefits to support Twin Transit's fixed route, DARTT, and LIFTT services experienced a substantial increase. Fuel costs increased by \$79,415 compared to 2020, and vehicle maintenance supplies increased by \$40,141. As of the end of FY2021, Twin Transit employed a total of 42 employees in comparison with 35 employees in FY2020. This increase of 7 employees was reflected in the difference of \$206,966 for salaries and \$284,705 for benefits in the overall operating budget.

Department-specific details are provided below:

Operations Department expenses increased in the amount of \$1,051,093 in the fiscal year 2021 compared to 2020. While this may seem like a substantial increase in expenditures, the primary reason behind this "increase" was the tracking of COVID-19-related expenditures. Many of the operations department expenditures were reallocated to the COVID-19 class in 2020 for tracking and reporting purposes since the date Twin Transit modified its routes and implemented a system of operating double buses on each route to meet CDC guidelines. When combined, the expenses captured under the operations and COVID-19 classes total \$1,910,401, a decrease of \$87,869 or 4.4%. Operations expenses decreased from 48.7% to 47.7% of the total operating budget. Operator salaries/wages increased 13.1%, but operations admin staff salaries decreased 21.74%. Fringe benefits decreased by 3.1% (disregarding pension expense adjustment). Supplies decreased by 52.2%, and services decreased by 75.2% when compared to 2020.

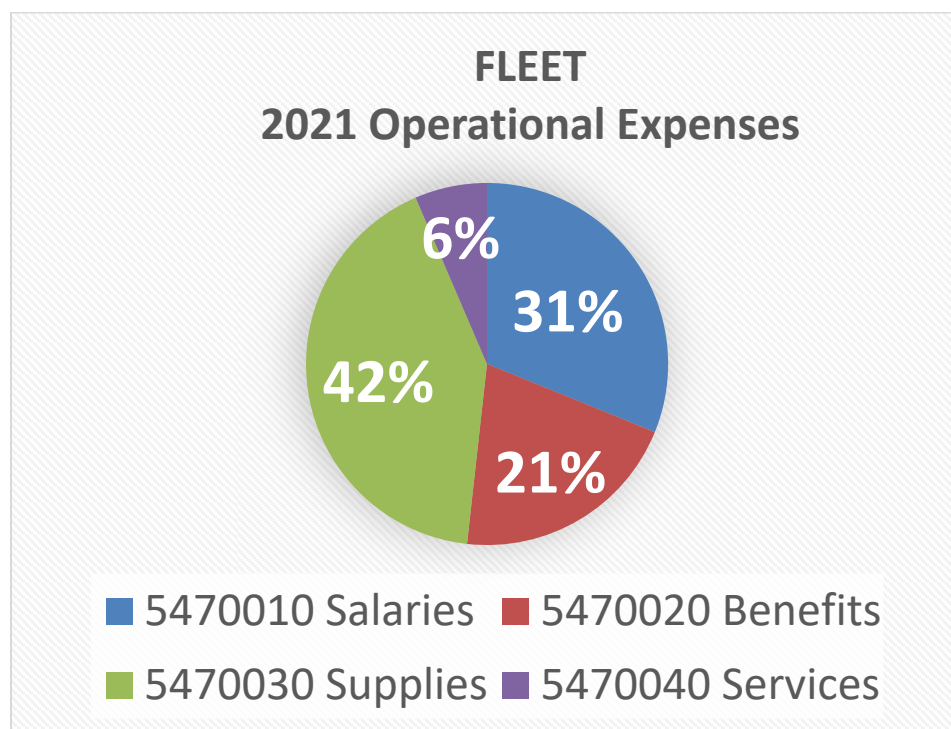


Facilities Department expenses increased in the amount of \$41,314 in the fiscal year 2021 compared to 2020. Facilities expenses increased from 4.6% to 5.7% of the total operating budget. Salaries/wages increased 26.2% and fringe benefits increased 47.9% (disregarding pension expense adjustment). Supplies decreased by 7.4% and services decreased by 19.8% when compared to 2020. The increase in salaries/wages and benefits was attributable to annual salary/wage increases and the fact that FY2021 was the first full year in which two full-time employees worked in the facilities department.

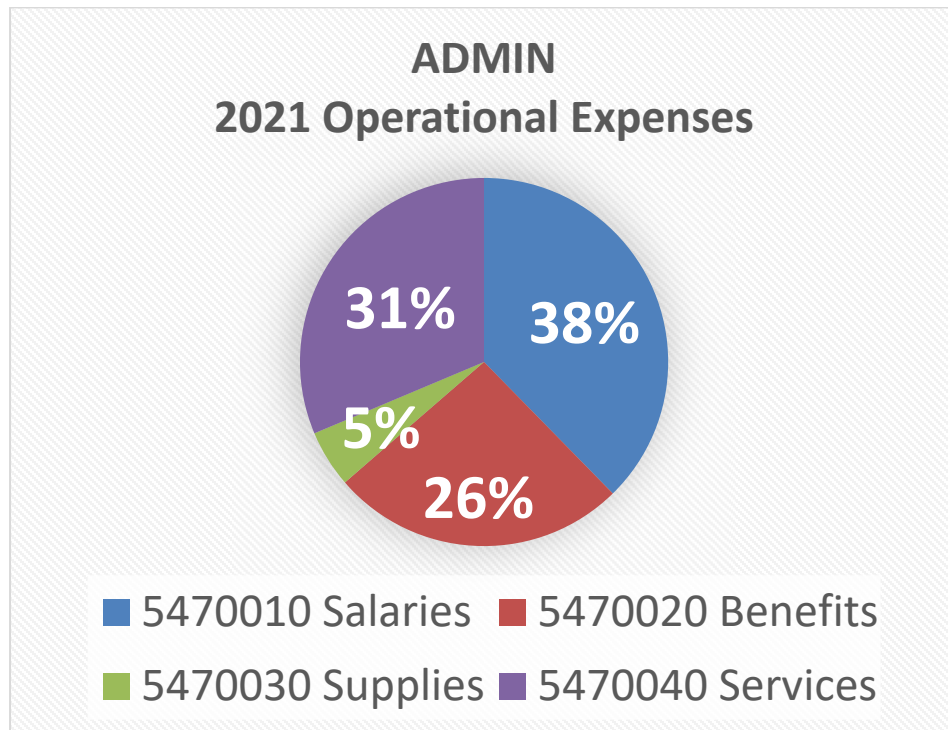


Fleet Department expenses increased in the amount of \$117,440 in the fiscal year 2021 compared to 2020. Fleet expenses increased from 13.2% to 16.4% of the total operating budget. Salaries/wages increased 36.6% and fringe benefits increased 11.4% (disregarding pension expense adjustment). Supplies increased by 14.7% and services increased by 46.0% when compared to 2020. An additional full-time mechanic and a part-time mechanic intern were both hired in Spring 2021 and existing employees experienced an annual pay increase. Services including fuel costs and external repairs increased due to inflation and additional miles driven for DARTT and fixed route services. An additional \$9,809 was spent for electrical charging utility costs for Twin Transit's new electric buses.

Given the current fuel prices, Twin Transit is expected to experience an increase of \$32,000 over budgeted expenses; \$208,000 was budgeted in 2022 for fuel costs, and year-to-date we have spent \$130,000. Due to expansion and rising costs, the agency will be forced to budget \$369,000 in the coming year for fuel expenses, which is a year-over-year percentage increase of 77.4%. We do anticipate off-setting some of this expense with the arrival of our new zero-emission vehicles beginning in late 2023 or early 2024. An example of this is our current preliminary analysis of fuel consumption costs versus electrical consumption costs; fuel consumption costs range \$4,000-5,000 per week for fixed route only, while electrical costs for our current electric fleet average \$2,000 per month.



Administration Department expenses increased 49.5% in the amount of \$695,536 during the fiscal year 2021 compared to 2020. Salaries/wages increased 28.0% and fringe benefits increased 70.7% (disregarding pension expense adjustment). Supplies increased 24.3%, and services decreased 12.3% when compared to 2020. In the fiscal year 2021, Twin Transit continued to realign its organizational structure, introducing two Communications Specialists, an HR Manager, and an IT Specialist, which accounts for the increase in salary and benefit distribution for this class. Overall, management elected to allocate its available resources to the following areas of need within the organization: legal and financial management, advertising and community relations, and technology.



### ***Construction Commitments***

Twin Transit had multiple projects in progress as of December 31, 2021. These projects include:

<b>Project</b>	<b>Expenditure</b>	<b>Projected Cost</b>	<b>Status</b>
<b>212 Locust Bldg #1 Remodel</b>	<b>\$643,883</b>	<b>\$692,767</b>	<b>Completed 02/2022</b>
The Twin Transit Fleet and Operations center located at 212 E. Locust St has been upgraded and is now a more functional and appropriate building to manage the everyday aspects of our daily transit operations.			
<b>212 E Locust Stormwater &amp; Paving</b>	<b>\$413,649</b>	<b>\$421,007</b>	<b>In progress - Estimated completion 06/2022</b>
A gravel lot has served as the Twin Transit bus yard and employee parking area at 212 E Locust Street since its original construction; as part of the facility upgrades, Twin Transit has installed a new stormwater treatment and infiltration facility. The site utilizes an onsite infiltration pond and soils for flow control for all paved runoff. The fenced area was paved and striped to support employee parking needs and to meet ADA compliance standards.			
<b>212 E Locust Parts Room</b>	<b>\$1,855</b>	<b>\$35,855</b>	<b>In progress - Estimated completion 07/2022</b>
To support Twin Transit's expanding fleet and workforce, it became apparent that additional space was needed to store vehicle parts and tools in order to make way for additional office space and a designated training/conference space for Operations and Maintenance staff. Due to supply chain issues and rising costs, a design change was requested to construct an addition to the existing 212 E Locust Street Building 1 facility rather than erecting a larger addition within an adjacent pole barn building. Twin Transit will supply all materials and a local contractor has been selected to provide labor and equipment only.			
<b>212 E Locust Level 2 EV Chargers</b>	<b>\$22,984</b>	<b>\$40,984</b>	<b>In progress - Estimated completion 06/2023</b>
As Twin Transit transitions its gas-powered passenger vans and admin vehicles to battery electric, it will be necessary to install EV charging at the 212 E Locust Street facility to allow for overnight charging. Twin Transit purchased two Level 2 EV chargers to be installed for this purpose; these chargers will also be available to employees at no cost, during service hours when the chargers are not being utilized by Twin Transit fleet. The chargers have been received by Twin Transit, but the remainder of the asset cost is for the labor to install the chargers and the purchase of a transformer that contains the power needed to connect this equipment.			
<b>Transit Station - 1820 National Ave</b>	<b>\$50,074</b>	<b>\$50,074</b>	<b>On hold as of 1/1/2022</b>
Twin Transit is using this site as a transfer point on our north and south connector route along the primary city routes. Although on hold for the foreseeable future, this site has provided a much-improved experience for moving riders between the Twin Cities to locations such as Amtrak, Centralia College, medical offices, and other intra-city service providers.			

<b>Mellen Street Restroom</b>	<b>\$11,760</b>	<b>\$133,946</b>	<b>In progress - Estimated completion 08/2022</b>
Twin Transit is installing a pre-fabricated restroom at the Mellen Street e-Transit Station. intended to serve both employees and customers. The structure also includes a mechanical room where Twin Transit will store irrigation control system equipment, as well as Wi-Fi electrical systems. This will allow free Wi-Fi access at the Mellen Street e-Transit Station for employees and customers to use while they wait. Such amenities are particularly enticing to customers who are utilizing the electric vehicle chargers or passengers who are waiting for their bus connection.			
<b>Exit 68 e-Transit Station</b>	<b>\$10,255</b>	<b>\$2,697,238</b>	<b>In progress - Estimated completion 06/2023</b>
This location will provide a much needed and necessary connection point for north / south route transfers as well as east / west connections. At any given point in the day, buses, demand response vehicles and park and ride uses will be simultaneously using this integral transit station to access commuter connections, charge their vehicles and ride share from the same location.			
<b>Chehalis Library Bus Pullout</b>	<b>\$11,582</b>	<b>\$111,582</b>	<b>In progress - Estimated completion in 2025</b>
The bus pullout will be located in proximity to the Chehalis Library. It will include an ADA-compliant ramp that will provide access for mobility-impaired riders while providing them significant improvement in accessing library resources.			
<b>Borst &amp; Scheuber Bus Pullout</b>	<b>\$4,808</b>	<b>\$108,078</b>	<b>In progress - Estimated completion 12/2022</b>
This bus pullout will be located near the intersection of Borst Avenue and Scheuber Rd N in Centralia, WA. This pullout is a partnership with a local faith-based organization that provides counseling and addiction services to our community and will give those participants a safe place to board and exit our buses.			
<b>Port of Chehalis Energy Station</b>	<b>\$11,414</b>	<b>\$2,484,914</b>	<b>In progress - Estimated completion 06/2023</b>
This hydrogen fueling station will be the first of its kind in Washington State and will be located at the Port of Chehalis Research and Business Development Park, just off the I-5 corridor at Exit 74. The station will incorporate 350 and 700 Bahr dispensers and an on-site electrolyzer that will allow Twin Transit to produce its own hydrogen fuel. The Port of Chehalis Energy Station will be used to serve transit buses, commercial truck traffic, drayage, and potential rail traffic currently located in the POC. Upon completion, Twin Transit will ultimately use the energy station for its electric hydrogen fuel cell buses. Additionally, Twin Transit has agreements with Toyota of North America to receive Toyota Mirai for in-use fleet testing to further establish their operating capabilities in the region.			
<b>Morton e-Transit Station</b>	<b>\$600</b>	<b>\$340,600</b>	<b>In progress - Estimated completion 09/2023</b>
Twin Transit is currently in the preliminary stages of design for the Morton e-Transit Station. A lease agreement for the designated parcel of land has been executed with the private landowner. Once complete, the Morton e-Transit Station will include electric vehicle charging, vanpool, bicycle and pedestrian access, and visual enhancements.			

## Personnel

The total number of positions remained steady in 2021; provided below is the number of FTEs by department as of the end of 2021 and projected FTEs for years 2022-2027:

	2021	2022	2023	2024	2025	2026	2027
<b>Administration</b>	8	6	7	7	8	8	9
<b>Maintenance</b>	6	7	7	8	8	8	9
<b>Operations</b>	28	30	32	33	35	35	37
<b>TOTAL</b>	42	43	46	48	51	51	55

In analyzing the effects of plans for county-wide route expansion and ongoing dial-a-ride service, management foresees that six additional full-time bus operators will be hired between 2022 and 2027 to accommodate future route expansions.





## STATE AND AGENCY GOALS, OBJECTIVES, AND ACTION STRATEGIES

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As part of the annual report and six-year transit development plan, the Washington State Department of Transportation (WSDOT) requires that transit agencies report their progress toward accomplishing the state's six Transportation System Policy Goals identified in RCW 47.04.280 as well as identify action strategies for upcoming years.

### ***2021 Overview and Progress Update***

Following the social and economic aftermath of the COVID-19 pandemic, Twin Transit leadership has remained focused on its fixed route, paratransit, and dial-a-ride service expansion. There was also a focus on capital improvements related to future park and ride structures and hydrogen fueling stations. Lewis County, Washington is a highly rural area where residents often struggle with access to reliable transportation. While fixed route transit service assists those living along the main thoroughfares within the cities of Centralia and Chehalis, those outside main city corridors often find themselves isolated. This is especially true for elderly residents who no longer have the ability to drive, youth who haven't yet begun driving, individuals living with a disability, and low-income residents who can't afford a reliable vehicle, fuel, or repairs. In November of 2020, Twin Transit started a door-to-door transportation program, called DARTT, to alleviate the transportation burden and connect residents in need with employment, education, and life-essential services. This program provided 20 rides during its first month of operation; today there are 1,000 monthly rides provided throughout the Lewis County region. As demand increased, Twin Transit expanded the DARTT service area to encompass a much wider region, including Napavine, Morton, Pe Ell, Mossyrock, and Toledo. DARTT also began providing rides to the regional population centers of Tumwater, Olympia, and Lacey.

In early May 2021, Twin Transit updated and enhanced its fixed route services to support local K-12 school districts, the community college, and local businesses as they made adjustments in the post-pandemic era. In July, Twin Transit further expanded its fixed routes to include a route to Olympia, utilizing Regional Mobility state grant funding to offset increased operational costs. The collaborative implementation effort between Twin Transit and Intercity Transit provided a smooth start to the project by ensuring all parties were familiar with the various system intricacies and their operational impacts. The initial roll-out of the project had the primary location for boardings, exits, and transfers at the Labor & Industries building in Tumwater. Given that state employees are still predominantly working from remote locations, ridership objectives were impacted. Both teams concluded that moving to the Olympia Transit Center would be a more effective model for the initial project roll-out. Ridership numbers were also impacted by weather-related events such as snow and flooding; however, Twin Transit did start to experience an overall increase in ridership throughout the fourth quarter of 2021. Ridership on Twin Transit's fixed route transit service has steadily increased since the COVID-19 shutdown, reaching nearly 50% of pre-pandemic ridership levels in 2021. Currently, the ridership on the Olympia routes has reached a significant level, demonstrating the need and timeliness of this expanded corridor route enhancement. In addition, all signage was updated to reflect a more intuitive route identification strategy. Along with geographic area identification, routes have now been color-coded to be more easily identified by the public.



As previously stated, the foundation for our 2022-2027 action strategies was set through the following activities: Twin Transit's initiative of introducing green technologies into its everyday operations was realized with two important milestones in 2021. Twin Transit combined three grant sources to initiate Phase 1 of the Zero-Emissions by 2030 Plan. Diesel Emission Reductions Act (DERA) and Volkswagen Settlement dollars were used to convert two diesel buses into electric. Meanwhile, a 2019 Green Transportation Capital Grant was awarded to fund the construction of our first e-Transit Station at the Mellen Street Park and Ride, just off Exit 81. Both electric buses arrived in May 2021 and the Mellen Street e-Transit Station was completed in early June 2021. The Mellen Street e-Transit Station was restored from a dilapidated park-and-ride to a place of community pride, complete with electric public transit, induction charging, vanpool, bicycle, and pedestrian access, and electric car charging. It also services the new fixed route between Centralia and Tumwater, Washington, where Twin Transit connects with Olympia's Intercity Transit. This has effectively expanded individual opportunity and economic development along this previously unserved section of I-5, also known as the northern half of the "transit broken link." These activities generated an additional \$6.8 million in economic development within the I-5 Zero-Emission Corridor.

This is only the beginning of Twin Transit's long-term strategic plan in correcting the broken link and implementing green technologies throughout the region. Over the next five years, the following set of action strategies entails \$38.2 million worth of capital improvements and a subsequent \$11 million in operational expansion. Although a substantial undertaking, the results will lead to the first hydrogen fueling station in the state, the addition of five e-Transit Stations located at park-and-rides across a 40-mile section of Interstate 5, the transition of all heavy-duty equipment to zero-emission vehicles, and the necessary staff, skills, and expertise to manage and implement this vision.

In 2021, Twin Transit was awarded a second Green Transportation Capital Grant to fund the construction of a second e-Transit Station. Like the Mellen Street e-Transit Station, the Exit 68 e-Transit Station will include electric car charging, vanpool, bicycle and pedestrian access, and visual enhancements. As the Mellen Street e-Transit Station facilitates transit between Centralia and Tumwater/Olympia, the Exit 68 e-Transit Station will support transit between Chehalis and Castle Rock, where Twin Transit will connect with RiverCities Transit and in early 2023 this site will facilitate our routes to Morton. This will effectively close the entirety of the broken link through the use of green technologies. In addition, the Exit 68 e-Transit Station will help provide transit services to the rural communities south of the Twin Cities, like Winlock, Toledo, and Napavine, which currently have none. This model will significantly reduce Twin Transit's carbon footprint, area pollution, and traffic congestion while stimulating economic development and linking underserved communities with dependable, efficient, and reliable transportation services. Furthermore, Twin Transit is working with a local fueling station owner and distributor to develop and retail viable hydrogen fueling station on this site using Public – Private Partnership (P3) to develop one of the initial stops on Washington's Hydrogen Highway. This fueling station when complete will provide hydrogen fueling for both light duty vehicles all the way up to Class 8 heavy-duty vehicles. With 80,000 cars passing through this high traffic corridor daily, this hydrogen fueling station will pave the way for fuel cell electric vehicles traveling north and south on Interstate Freeway I-5 and east and west on State Highway 12.

**Economic Vitality – *To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.***

**2021 Progress:**

- Continued transit service to major employers in the community including the two industrial land ports.
- Twin Transit, by way of a legislative appropriation for \$2,550,000, will be constructing the first Hydrogen fueling station in the state to facilitate the continued growth and use of renewable energy resources in transit operations.  
Development of a memorandum of understanding between the Port of Chehalis and Twin Transit for land to be used for construction of a hydrogen fueling station.
- Continued coordination with Centralia College on a cooperative program to allow registered college students to ride transit at no charge.
- Ongoing development of bus stops and pull-outs to better serve the downtown areas of both cities.
- Expanded advertising services to numerous businesses and business partners that provide a broader community outreach component platform.
- Developed a more collaborative partnership with the Economic Development Council, County and City governments to extend our services further into areas to provide needed transportation services throughout the existing LPTBA designation.
- Applied for and received the Governor's Green Technology grant for \$2,109,586 to use for the construction of an e-Transit Station at the intersection of Interstate 5 and State Highway 12, two major state traffic corridors.
- Applied for and received the Department of Ecology's DERA grant funding for the purchase of one electric bus.
- Applied for and received Regional Mobility dollars to cover operating costs of establishing a fixed route between Centralia at Exit 81 and Olympia Exit 101 for a period of four years.

**2022 – 2027 Action Strategies:**

- Continue to assist residents seeking employment opportunities by offering fixed route bus service during the day, every day of the week.
- Expand Transit and DARTT services to the Olympia and Longview/ Kelso areas that generate job opportunities in economic sectors previously not available in Lewis County. In addition, these same fixed route and on-demand services bring needed trained workforce candidates into the greater Lewis County area to fill needed positions for a variety of businesses.
- Examine additional services for employees and employers to assist in the under-served labor market and provide access to job opportunities to those living in more rural areas of Lewis County.
- Work to increase service hours for Saturday as well as Sunday service. Adjust bus schedules to match ridership needs and grow ridership in our service area.

- As a local employer, Twin Transit will strive to increase its current number of employees earning and spending within the community.
- Support local businesses by purchasing goods and services within the community whenever possible.
- When possible, source DBE-certified business for Twin Transit needs, thereby stimulating small business activity and growth in our community.
- Implement the expansion of bus services and education of county-wide transit services.
- Develop a market feasibility analysis to determine the revenue opportunities for Hydrogen fuel throughout the western state's region.
- Create a comprehensive plan to install electric vehicle stations throughout the county to provide EV charging services to the public and to generate revenue to offset the associated costs of operating EV charging facilities.
- Explore the construction of a hydrogen electrolyzer for the development of hydrogen fuel to be used in Twin Transit buses and vehicles.
- Apply for and receive Regional Mobility dollars to cover operating costs of establishing a fixed route between Centralia at Exit 81 and Castle Rock at Exit 49 for a period of four years.
- Apply for capital grant funding from local, state, and federal resources to support the construction of a Morton e-Transit Station, Exit 77 e-Transit Station, Exit 88 e-Transit Station, EV charging throughout Lewis County, and the procurement of hydrogen fuel-cell buses.

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

**2021 Progress:**

- Twin Transit continued to provide stable bus service in and around Centralia and Chehalis.
- Twin Transit completed the Mellen Street e-Transit Station located at Exit 81 in Centralia.
- Twin Transit completed the first three phases of construction on its Fleet and Operations center located at 212 E. Locust St.
- Tenant improvements were made at the leased Administration Offices to accommodate the Executive, Finance, and Communications personnel of Twin Transit.
- Twin Transit began the construction of a stormwater system and parking lot paving project at the Fleet and Operation center.

## **2022 – 2027 Action Strategies:**

- Apply for additional operating grant assistance in the forthcoming grant periods in order to increase fixed route service.
- Participate in discretionary grant programs offering funding assistance for bus and bus facilities. Funding may be sought for either unfunded projects contained in this plan or projects that were not adequately funded by other sources.
- Maintain adequate vehicle depth by replacing buses that have reached their useful life with new or used buses. Between 2022 and 2027, Twin Transit intends to seek capital funding for nine (9) wheelchair-equipped transit vans, and four (4) hydrogen fuel cell heavy-duty buses.
- Budget accordingly each year to replace aged office equipment and information technology resources.
- Build a hydrogen electrolyzer to provide hydrogen fuel for both Twin Transit and non-Twin Transit hydrogen-powered vehicles.
- Create an on-demand community-based micro-transit system throughout Lewis County to decrease annual operating costs while providing a more customized transit solution to our client base.
- Continue to integrate technology-based solutions into our Fleet and Operations Divisions to increase the efficiency and effectiveness of our operational and agency goals.
- Continuously work and improve our 5-year strategic plan to guide and evaluate the efficacy of our agency.
- Update and involve our Board of Directors to assist them in making informed and productive decisions.

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

## **2021 Progress:**

- Refresher and remedial trainings were provided to employees on topics related to safe service delivery and customer service. Management held two “all-hands” meetings during 2021.
- Staff attended several training events including the Annual ADA Conference, Reasonable Suspicion training, and the State Transit Conference.
- Revitalized the employee Safety Committee and held monthly meetings with posted minutes.

- Replaced flag bus stops with conventional roadside bus stops in areas approved by local engineering departments.
- Refreshed the customer complaint procedure to ensure responsiveness on all safety-related comments and concerns.
- Continued a comprehensive audit of onboard digital recording systems (cameras) and initiated the replacement of damaged or outdated components.

#### **2022 – 2027 Action Strategies:**

- Participate in supervisory training necessary to stay current on industry standards and best practices.
- Make continued progress to improve facility security.
- Strengthen our safety committee practices as well as complete our agency safety plan.
- Continue to invest in all-staff safety and first-aid training and maintain stock of personal protective equipment.

#### **Mobility – *To improve the predictable movement of goods and people throughout Washington State.***

##### **2021 Progress:**

- Twin Transit is converting from a flag-stop to a designated stop model and has made significant progress in this effort.
- Using expanded fixed-route service, provide additional collection and express routes to reduce time-on-bus travel to key areas of the community.
- Expanded weekend service hours to provide broader access to services during off-peak hours.
- The development and planning of a more comprehensive client-friendly paratransit system.
- Remodeled existing Building 1 structure located at 212 E. Locust St. for use as the Centralia Regional Transit Center, to improve the quality of transit service and access to transit support staff and management.
- Completed successful pilot of Dial-a-Ride services to improve ridership opportunities within and outside of current service areas.

## **2022 – 2027 Action Strategies:**

- Establish an I-5 corridor transit model focusing on the use of existing and re-developed park and ride sites.
- Over the next five years, complete the construction of five transit stations – the attributes of which are transit, parking, and electric car charging – to provide decongestion strategies in the growth areas of our current service footprint.
- Improve or maintain existing service connections with neighboring service providers.
- Increase all routes to 30-minute frequencies during peak time periods.
- Identify underserved areas within the community and assess options on fixed route bus service.
- Explore the expansion of bus service to a larger geographic area including county-wide service.
- Increased technological capabilities through the adoption of web-based and client-based tools to route plan and purchase bus passes.
- Integration of bus pass purchasing with social service agencies to assist customers with a more streamlined pass acquisition process.

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

## **2021 Progress:**

- Twin Transit reduced local carbon emissions by giving 101,201 rides in 2021 that may have otherwise occurred inside a single-occupancy vehicle.
- Encouraged public knowledge of the transit system via online articles and media releases.
- Continued internal recycling of paper, plastic, aluminum, and steel; as well as reusing old engine oil to heat the vehicle maintenance shop.
- Successfully awarded grants for the development of e-Transit Stations and the purchase of zero-emission buses. In total, one-third of our fixed route fleet was zero-emission by 2021, our intended target. This initiative will continue to markedly reduce the number of vehicles on the road, resulting in untold carbon savings. Preliminary calculations indicate that we can reduce carbon emissions by 184.4 tons per year. In the first two years (2021- 2022) that equates to 371.016 tons. Over the next ten years, the replacement of four heavy-duty diesel buses with carbon-free electric buses will translate to 3339.144 metric tons of emission reductions.

## **2022 – 2027 Action Strategies:**

- Encourage improvements to pedestrian amenities and transit-related development within the community to develop transportation corridor models as alternative forms of transportation.
- Increase public information and awareness in an effort to promote the use of public transportation as an alternative to the single-occupancy vehicle.
- Continue to work toward our goal of reaching 100% zero-emission by 2030 through the addition of zero-emission buses to the fleet, including BEV electric buses, hydrogen FCEV buses sourced through grant opportunities.
- Replacement of existing fuel tanks to ensure environmental safety and improve vehicle performance.
- Develop a shop cleanliness program that includes fluid management process, shop safety and organization, training, and awareness.

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

## **2021 Progress:**

- Continued development of updated administrative policies and procedures that contain contemporary provisions and current industry best practices.
- Existing service levels were preserved, and efforts were made to encourage and incentivize new ridership.
- Continued to develop more detailed financial models and reporting to provide a higher level of information and transparency to our board, our employees, and our community.

## **2022 – 2027 Action Strategies:**

- Consider the aging population and be mindful of accessibility when considering fixed route changes and paratransit demand.
- Emphasize the importance of customer service in retaining passengers and continue to strive for improved quality.
- Continue to encourage transit-oriented development as well as purchase/acquire additional transit-friendly infrastructure to support reliable and accessible transit service.
- The organizational engagement with our community continues to create awareness of our role as a transit agency in providing not only transportation but support to those who are seeking education, employment, or economic development.

- Continue to examine the impacts and effects of COVID-19 on the organization and to develop contingency plans that allow for measured reaction to unforeseen circumstances.

**Community Relations & Outreach – *To increase ridership and improve public perception and brand identity.***

**2021 Progress:**

Throughout 2021, Twin Transit engaged in extensive community outreach. This has taken several forms, including:

- Involvement in community events
- Newspaper articles and ads
- Radio ads and special promotions
- Website and social media promotion
- Coverage in online news media

The goal of this community outreach has been to increase ridership and promote Twin Transit's new programs, such as:

- Dial-a-Ride Twin Transit (DARTT), our new direct, door-to-door transportation service
- Twin Transit's new Green Line, which provides express weekday and weekend service from the Mellen Street e-Transit Station to Tumwater and Olympia, Washington
- The newly dedicated Mellen Street e-Transit Station, which serves as Twin Transit's main hub and offers electric car charging, ample parking, bicycle, and pedestrian access, and includes induction charging for our electric buses
- Ongoing COVID-19 health and safety precautions

**2022 – 2027 Action Strategies:**

Moving forward, Twin Transit plans to continue promotion of these items and expand to include 2021 and 2022 projects, such as:

- Twin Transit's recent incorporation of two new electric buses and our commitment to transition to a 100% zero-emission fleet
- Twin Transit's upcoming construction of Western Washington's first hydrogen refueling station, and what this milestone will mean for our local community
- Construction of Twin Transit's second e-Transit Station
- The anticipated roll-out of a new route between Chehalis and Kelso/Longview.
- Extensive community involvement in local events, parades, and organizations

We also plan to expand communications to include:

- Multiple collaborative promotions with other agencies and organizations
- Innovative new promotions, including a find-the-bus contest and radio promos
- A partnership with our local libraries to offer story-time on the bus
- Increased participation in community organizations such as our local Chambers of Commerce, Economic Development Council, Downtown Associations, and Civic Clubs
- An expanded advertising program
- A "Why I Ride" page on the Twin Transit website



- Helpful videos and tutorials on how to ride the bus and how best to access various key destinations
- A series of articles detailing how to ride public transit to key locations throughout the region
- A Travel Trainer program which offers direct ridership education and promotion in schools, local colleges, senior centers, independent living centers, and organizations for those living with a disability in our community
- Twin Transit-hosted events

## LOCAL PERFORMANCE MEASURES AND TARGETS

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

Performance Measure	Target
<b>Operations</b>	
On-Time Performance of Transit Vehicles	Currently, on-time performance is 78.1% with 21% of our stop times being late, 0.9% of stop times being early. We will continue to monitor this information on an annual basis, and should our performance levels begin to decrease, we will use this data to make the appropriate stop time modifications.
Amenities	Install shelters at the top 25% most active stops and benches at 50% of the most active stops by 2025. 80 stops = 20 stops/shelters, 10 stops/benches in shelters
Connectivity	On a percentage basis develop a scale to reduce from 28.7% to less than 5% in the next five years.
Collisions	2022: 4.98 collisions per 100,000 revenue miles 2023: 6.92 collisions per 100,000 revenue miles 2024: 8.11 collisions per 100,000 revenue miles 2025: 8.87 collisions per 100,000 revenue miles 2026: 10.22 collisions per 100,000 revenue miles 2027: 10.55 collisions per 100,000 revenue miles
Transit Productivity	Fixed route: Currently 6.4 passengers/revenue hour with a target of 10 by end of 2027. Demand response: Currently 0.83 passengers/revenue hour with a target of 1.6 by end of 2027.

Span of Service	2022: Complete 29,568 total revenue service hours (increase of 11,421) 2023: Complete 45,760 total revenue service hours (increase of 16,192) 2024: Complete 54,912 total revenue service hours (increase of 9,152) 2025: Complete 59,488 total revenue service hours (increase of 4,576) 2026: Complete 73,920 total revenue service hours (increase of 14,432) 2027: Complete 79,200 total revenue service hours (increase of 5,280)
Coverage	Using GIS data and analysis, we are able to create demographic profiles of each stop and stop area. We will be using multiple concentric circles between 1-5 miles to provide the demographic and socio-economic attributes of our ridership.
Vehicle Utilization	Often ridership is used as a benchmark for measuring the efficacy of a transit system; our analysis shows that we are transporting more riders but in a more efficient and effective fashion. With this in mind, we are examining utilization rates as a metric for more accurately determining the measure of pre-pandemic versus post-pandemic levels. To that end, our utilization rate is approaching 50-70% fleet capacity on a daily basis.

Fleet/Facilities	
Alternative Fuels	Convert 100% of the existing vehicle fleet to green, environmentally friendly propulsion technologies by 2030
Vehicle State of Good Repair	2022-2024: Maintain 95% or greater of the rolling stock within a state of good repair
Equipment State of Good Repair	2022-2024: Maintain 100% of non-revenue equipment vehicles and other equipment with greater than \$50,000 within a state of good repair
Facility State of Good Repair	2022-2024: Maintain a minimum overall state of good repair of 75% or greater

Finance	
Operating Capital	2022: Increase operating fund balance by \$26,288 2023: Increase operating fund balance by \$143,939 2024: Increase operating fund balance by \$372,145 2025: Increase operating fund balance by \$389,914 2026: Increase operating fund balance by \$367,456 2027: Increase operating fund balance by \$355,428
Asset Value	2022: Increase asset value by \$2,265,610 2023: Increase asset value by \$32,310,433 2024: Increase asset value by \$1,350,000 2025: Increase asset value by \$1,200,000 2026: Increase asset value by \$1,350,000 2027: Increase asset value by \$1,425,000
Budget Variance	2022-2024: Maintain operating budget variance of 4.5% or less of total operating expenditures
Cost/Revenue Service Hour	2022: \$111.39/revenue service hour 2023: \$90.36/revenue service hour 2024: \$82.13/revenue service hour 2025: \$79.88/revenue service hour 2026: \$65.08/revenue service hour 2027: \$62.43/revenue service hour
Current Ratio	2022-2027: Maintain current ratio (current assets to liabilities) of 2.0 or greater
Debt Ratio	2022-2027: Maintain debt ratio (total liabilities to total assets) of 21% or lower

## PLAN CONSISTENCY

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Coordination of our local comprehensive plans for transit begin with our Board of Directors. Our Board is represented by the Lewis County Board of County Commissioners, the City of Centralia, and the City of Chehalis. Each of our three Board Members is directly involved in the comprehensive plans, projects, and activities that we have developed and implemented over the last three years. This Board structure brings with it staff recommendations and expertise that provides recommendations and suggestions that have significant influence in the development and revision of our comprehensive plans. This ensures alignment between local transportation plans and Twin Transit's comprehensive transportation development plan.

Twin Transit is a member of the Southwest Washington Regional Transportation Planning Organization (SWRTPO). It is the responsibility of the RTPO to award funding to agencies within the five-county area for the Transportation Alternatives (TA) Program, develop the Regional Transportation Plan, develop a Coordinated Public Transportation – Human Services Transportation Plan and maintain the Regional Transportation Improvement program for the region. The RTPO also works with local agencies to ensure their comprehensive plan transportation elements are consistent with the Regional Transportation Plan. The Lewis County Commissioners, City of Centralia, and City of Chehalis are represented on the Twin Transit Board of Directors and as members of the SWRTPO, which provides further consistency in Twin Transit's planning development. As a member, Twin Transit participates in policy and programming decisions for transportation projects and services. Twin Transit coordinates with other member agencies to prepare and regularly update the regional transportation plan. This coordination promotes integration between land use, public transit, and other transportation modes.

In addition, Twin Transit's programs, services, and capital improvement priorities are consistent with the following transportation goal and policies in the 2045 Regional Transportation Plan:

- Goal 1: Promote and support a transportation system that strengthens the region's economic competitiveness.
- Goal 2: Preserve and enhance the region's existing transportation infrastructure and facilities.
- Goal 3: Develop an integrated non-motorized transportation system.
- Goal 4: Maintain, modernize, and enhance a sustainable and comprehensive public transportation system.
- Goal 5: Maintain and enhance a regional transportation system that is safe and accessible for multiple travel modes.

Twin Transit has committed to forming partnerships throughout the Southwest Washington region to expand service and support access to jobs, services, and other essential destinations. On February 7, 2020, Twin Transit hosted a gathering of Western Washington transit agencies and representatives from the Southwest Washington RTPO, WSDOT, the Department of Ecology, local government, and nonprofits at the first Southwest Washington Interagency Summit. Previous inter-agency coordination has been limited simply because there were no connecting services. Due to this lack of service, there was no motivation to work in a strategic fashion to provide economies of scale, shared route planning, shared fare costs, or other important customer-centric

collaborations. This event proved to be a turning point in the relationships between Twin Transit and other regional agencies; here it was determined that inter-agency connector service is desperately needed in our region. This further fueled Twin Transit's mission to develop the Southwest Washington e-Transit Corridor and bridging the gap in service between Lewis County, Thurston County, and Cowlitz County public transit. Phase I of the initiative began with the construction of the Mellen Street e-Transit Station and implementation of a new express route to Tumwater/Olympia; successful completion of this phase resulted in a real-world connection that stimulated coordination between regional public transit providers.

To continue the spirit of inter-agency collaboration, in March 2022 Twin Transit held another meeting amongst regional transit providers to provide an update on Twin Transit's planned activities for route expansion and capital improvements. These agencies included Intercity Transit, Grays Harbor Transit, Mason Transit, RiverCities Transit, and other key providers in the Southwest region, as well as representatives of the Cowlitz-Wahkiakum Council of Governments. During the meeting, all agencies contributed to a roundtable discussion regarding service gaps, renewable energy, and resource sharing for staff and training, resource technology, funding and grants, and zero-emission transition planning. A key discussion point was how the new Mellen Street e-Transit Station can reach its fullest potential as a connection point with other agencies. Naturally this further justified Twin Transit's initiative of completing the second phase of the Southwest Washington e-Transit Corridor, an express route to Castle Rock where Twin Transit will connect with RiverCities Transit, Lower Columbia CAP, and other providers. Twin Transit met once more with the Southwest Regional Transportation Planning Organization (SWRTPO), and it was agreed by all members to move forward with Phase II, in that it would service a significant need from Centralia/Chehalis to the Longview/Kelso area.

## PLANNED CAPITAL EXPENSES

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Over the last year and beyond, Twin Transit has made significant strides in addressing plans for increased service area coverage, capital projects, and transit-related infrastructure upgrades. Twin Transit has made a concerted effort to increase revenue allocations by engaging in a strong and intentional effort to seek out and find federal, state, and local grant opportunities. Twin Transit is in a solid financial position because the awards from various grants are already in place for the 2021-2023 biennium, providing for a stable revenue stream for the upcoming biennium.

Those opportunities to date include:

- Local sales tax
- WSDOT Consolidated & Formula grants
- WSDOT Regional Mobility grants
- Federal Transit Administration's 5311 CRRSAA and ARPA grants
- Federal Transit Administration's 5339B and 5339C grants
- Governor's Green Transportation grants
- Department of Ecology Diesel Emissions Reduction Act (DERA) grants
- Local agency grants such as the TransAlta Centralia Coal Transition Board
- Washington State Capital Budget Legislative Appropriations
- Federally-Directed Congressional Spending Grants
- Public-Private Partnerships (P3) with local, state, and national corporations
- An ongoing examination of the agency's bonding capacity

These revenue opportunities will significantly contribute to the development of a model for potential county-wide expansion. The expansion will be predicated on the increase in service area progression, population, and ridership growth related to the eventual growth of the Twin Transit geographic area.

As described previously, Twin Transit has completed and initiated the design for a second green technology-infused transit station. The e-Transit Station model is an extremely effective solution for the coordination and replication of modular, sustainable, zero-emission infrastructure. It is the ideal prototype for the systemic development of zero-emission mass transit along the I-5 corridor. We believe that these transit stations will soon become the model for all park and rides throughout the state. The majority of auto and vehicle manufacturers throughout the country have identified 2035 as the point of no return. No longer will fossil fuel vehicles be made or imported into our county after this point. With this in mind, the capacity of electric vehicle (EV) charging must be expanded in an intentional and rapid way. Twin Transit has begun a partnership with Energy Northwest, Lewis County, and local city governments to establish ubiquitous EV charging for the benefit of all citizenry. EV charging should be equally accessible, without the barriers of vehicle type, location, or budget limitations.

Electric buses reduce carbon emissions, noise pollution, air space toxicity, and road congestion. In addition, they maximize taxpayer dollars and expand opportunities to improve service. Twin Transit is actively transitioning its diesel bus fleet to renewable electric and hydrogen. Twin Transit's goal is to convert 50% of its service fleet to zero-emission vehicles by the year 2025. We plan to achieve a 100% zero-emission fleet by the year 2030. Given our current rate of procurement, the organization is poised to achieve this goal.

As the world begins to evaluate alternative fuel types, hydrogen has clearly become the leader in exploration, research, and ultimately, adoption. Twin Transit is revolutionizing clean, eco-efficient transportation through the development of a hydrogen fueling network spanning Lewis County. This initiative will create the first 20-mile corridor of hydrogen fueling along Interstate 5 in Washington State and begin the zero-emission transition for transport vehicles. It will also inject economic development from the emerging renewable energy market into the Lewis County community. Three strategically located hydrogen fueling stations will establish hydrogen fuel access along main arterial corridors and support hydrogen adoption in the aviation, transport, public transit, and personal vehicle industries. The three hydrogen fueling stations include the Port of Chehalis Energy Station, the Exit 68 Energy Station, and the Chehalis-Centralia Airport Hydrogen Refueling Station. These projects will provide a three-pronged model to be replicated along major corridors throughout the Pacific Northwest. This model of hydrogen distribution will open the door to new business and industry, bringing economic development, funding, and educational and career opportunities to our coal transition community.

The first hydrogen fueling station in the Pacific Northwest, the Port of Chehalis Energy Station, will be located at the Port of Chehalis Research and Business Development Park, just off the I-5 corridor on the Port of Chehalis (POC) property. Funding has already been secured through a capital legislative appropriation contracted through the Washington State Department of Commerce of \$2.55 million, and a \$1.8075 local grant awarded by the TransAlta Centralia Coal Transition Board for the purchase of an on-site electrolyzer. When complete, this location will offer hydrogen fueling, electric vehicle charging, and zero-emission public transit access. It will also support the development of the Energy Innovation Center and related business and industry, all dedicated to forwarding clean energy implementation in the Pacific Northwest. The Port of Chehalis Energy Station will be used to serve commercial truck traffic, drayage, and potential rail traffic currently located in the POC. Twin Transit and the Port of Chehalis are currently in discussions for the future development of a hydrogen incubator, research, and business development center, which would create additional customers and uses for the POC Energy Station. Immediately upon completion, Twin Transit will use the energy station for its two electric hydrogen fuel cell buses, which will complement Twin Transit's fleet of low-emission diesel and electric buses. This provides an opportunity to not only see which are most economical but also how typography influences the efficiency of these three bus fuel types. As we obtain, operate, and evaluate our hydrogen buses, Twin Transit will contribute data and experience to the creation of a sustainable transit model. Additionally, Twin Transit has agreements with Toyota of North America to receive up to five hydrogen Toyota Mirai for fleet use and in-use testing to further establish their operating capabilities in the region.

Twin Transit and Douglas County PUD have developed the first steps in a green hydrogen infrastructure network and supply chain. Douglas County PUD will deploy a 5 MW electrolyzer powered by renewable hydroelectric power. The electrolyzer will produce renewable hydrogen for local and state economic development and to sell hydrogen to customers including Twin Transit. The green hydrogen will be sold to the public in the Chelan-Douglas County region and Lewis County through public refueling stations. This effort is designed to rejuvenate both Lewis County's coal-dependent community and the Douglas County economies as we transition away from traditional carbon-based fuels and embrace renewable energy technologies as an economic driver to achieve a post-carbon economy in Washington State.



In the development of the hydrogen highway along the I-5 corridor, a fuel transportation and distribution system will be necessary to deliver hydrogen fuel from the Douglas County PUD electrolyzer to the hydrogen fueling station operated by Twin Transit in the Port of Chehalis. In partnership with the Kenworth Truck Company, Twin Transit has requested grant funding for the purchase of two zero-emission vehicles that will both be used for operational testing while facilitating the delivery process. The objective of the project is to demonstrate the fuel efficiency and effectiveness of hydrogen fuel-cell electric engines and battery electric engines in heavy-duty trucks by applying these models in a real-world situation. In addition, Twin Transit, working with the Kenworth Truck Company, will identify opportunities to recruit drivers and technicians from our local economically disadvantaged areas and underrepresented communities. Initially, our team will work with a local fleet operator to train drivers to operate the vehicles. Collaborations will be formed with local dealerships that may provide the first level of technical support. Local expertise will also be generated through partnerships with local technician training programs offered by Centralia College and its Center of Excellence for Clean Energy. The Center of Excellence is responsible for developing clean energy curricula and initiatives for collegiate and technical school programs throughout Washington State. This effort will culminate in a program development strategy that coordinates workforce development with multiple channels in the renewable energy industry. Kenworth Truck Company and Twin Transit's plan to incorporate zero-emission technology pairs this curriculum with practical learning components. This collaboration will provide Centralia College students in multiple programs the opportunity to learn from real-life, actively functioning, zero-emission vehicles and related infrastructure – an opportunity unlike any other in the State.

The table below outlines Twin Transit's planned capital expenses for 2022-2027:

Year Received/ Expensed	Type	Preservation/ Replacement (Quantity)	Expansion/ Improvement (Quantity)
<b>Rolling Stock</b>			
2023	Fixed Route heavy-duty buses (with electric vehicle)	2	
2023	Fixed Route heavy-duty buses (with hydrogen vehicle)	4	
2024	Fixed Route heavy-duty buses (with hydrogen vehicle)	1	
2025	Fixed Route heavy-duty buses (with hydrogen vehicle)	1	
2026	Fixed Route heavy-duty buses (with hydrogen vehicle)	1	
2027	Fixed Route heavy-duty buses (with hydrogen vehicle)	1	
2023	Demand Response vehicle	2	
2024	Demand Response vehicle	2	
2026	Demand Response vehicle	2	
2027	Demand Response vehicle	3	

Equipment			
2022	Admin Vehicle	2	1
2022	Rotary Vehicle Lift		1
2022	212 E Locust Street transformer for electric charging		1
2023	Vehicle Camera System Upgrades		4
2023	High Lift Transmission Jack	1	
2023	Heavy Duty Scan Tool	1	
2023	Bus/Vehicle/Equipment Lift		1
2023	Admin Vehicle	2	
2023	Vehicle Fabrication Equipment	1	
2023	Fluid Filling System (Air)	1	
2023	Induction Charger for Fixed Route Buses		1
2023	Electric Vehicle Chargers		27
2024	Induction Charger for Fixed Route Buses		1
Facilities & Infrastructure			
2022	212 E Locust Street Remodel		1
2022	212 E Locust Street Stormwater & Paving		1
2022	212 E Locust Street Facilities Storage/Parts Room		1
2022	Public restroom at Mellen Street e-Transit Station		1
2022	Bus Pullout		1
2022	Bus Shelters		1
2022	Bus Stop ADA Improvements		6
2023	Bus Pullout		2
2023	Exit 68 e-Transit Station		1
2023-2024	Exit 77 e-Transit Station		1
2023-2024	Exit 63 e-Transit Station		1
2023-2024	Exit 88 e-Transit Station		1
2023-2024	Morton e-Transit Station		1
2023-2024	Port of Chehalis Energy Station		1
2023-2024	Exit 68 Hydrogen Fueling Station		1

## PLANNED OPERATING CHANGES

The table below outlines Twin Transit's planned operating changes for 2022-2027:

Year	Type	Reduction	Expansion/ Improvement
2022	Integrate transportation services with local school districts to provide opportunities for students		X
2022	Implement new express weekday route to Castle Rock		X
2022	Implement new demand response software, allowing passengers to schedule online trips		X
2022	Updated web, social media, and outreach services to improve community connections.		X
2022	The development of a coordinated SW Washington Regional Transit Network		X
2023	Implement weekend service to Castle Rock		X
2023	Implement weekday route to Morton/Packwood		X
2023	New AVL/CAD software for fixed route		X
2024	Implement weekend service to Morton/Packwood		X
2024	Implement weekday service to Elma		X
2024	Implement weekday service to Pe Ell		X
2025	Implement weekend service to Elma		X
2025	Implement weekend service to Pe Ell		X
2026	Implement car-share services		X

The diagram below outlines Twin Transit's strategic planning forecast over the next 10 years:



## MULTIYEAR FINANCIAL PLAN

### ***Capital Improvement Program & Cash Flow Analysis***

	2021	2022	2023	2024	2025	2026	2027
Estimated Beginning Fund Balance	\$1,789,984	\$500,699	\$576,091	\$541,569	\$500,000	\$500,000	\$500,000
<b>Revenue</b>							
Grants							
WSDOT Discretionary 5339 Grant*		\$91,543		\$120,000	\$0	\$120,000	\$180,000
WSDOT Paratransit/Special Needs Formula		\$423,645					
DOE Grant - DERA	\$555,022		\$337,500				
DOE Grant - Volkswagen State Settlement	\$400,000						
Green Technologies*	\$1,260,310	\$253,956	\$2,298,684	\$960,000	\$960,000	\$960,000	\$960,000
Commerce Capital Grant		\$444,000	\$2,029,500				
Bonneville Environmental Foundation		\$150,000					
TransAlta Capital Grant		\$500,000	\$1,300,000				
Grants - Other*			\$25,662,878				
Grants Total	\$2,215,332	\$1,863,144	\$31,628,562	\$1,080,000	\$960,000	\$1,080,000	\$1,140,000
Local Transit Sales Tax (Matching Funds)	\$372,000	\$372,000	\$372,000	\$372,000	\$372,000	\$372,000	\$372,000
Interest & Other Earnings	\$16,488	\$509					
Real Estate Sales	\$0	\$225,000					
Transfer from Operating	\$360,000	\$105,000	\$500,000	\$81,082	\$92,651	\$122,651	\$137,651
Total Revenue	\$4,753,804	\$3,066,353	\$33,076,653	\$2,074,651	\$1,924,651	\$2,074,651	\$2,149,651
<b>Expenses</b>							
Land							
Service Development							

Bus Shelters		\$9,541					
Bus Pullouts	\$16,390	\$104,621	\$180,000				
<i>Market St. Bus Stop</i>	\$113,318						
<i>TRSTN 1 - Mellen St. P&amp;R</i>	\$1,159,466		\$228,000				
<i>Mellen St. Restroom</i>		\$253,956					
Transit Stations*			\$17,122,661				
TRSTN 2 - 1820 N. National Ave	\$24,854						
TRSTN 3 - Exit 68 P&R	\$8,425	\$49,750	\$1,861,808				
Port of Chehalis Energy Station	\$11,414	\$999,610	\$3,172,311				
Airport Hydrogen Fueling		\$3,750	\$750,000				
Facility Improvements							
212 Locust Bldg #1 Remodel	\$495,050	\$48,884					
Paving & Stormwater 212 E Locust	\$413,650	\$5,986					
Facilities Storage/Parts Room		\$41,985					
Security Cameras	\$4,085						
480V 3 Phase Building 1	\$3,485						
Bishop Rd. Bldg B	\$70,420						
Shop Charger - Electric Bus	\$9,140						
Electric Vehicle Chargers	\$22,984						
Revenue Service Vehicles (buses)							
Paratransit Specialty Vehicle		\$543,396					
Electric Bus	\$1,476,275		\$1,952,470				
Hydrogen Bus			\$6,400,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Camera Upgrade			\$52,000				
Passenger Vans	\$139,106	\$126,587	\$150,000	\$150,000		\$150,000	\$225,000
Fleet Contingency		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Non-Revenue Service Vehicles							
Administrative Vehicle		\$66,544	\$70,000				
Vehicle Fabrication Equipment			\$107,083				
Fluid Filling System (Air)			\$30,000				

2-Post Lift		\$11,000					
Hydraulic Vehicle Lift			\$221,000				
Heavy Duty Scan Tool			\$7,600				
High Lift Transmission Jack			\$5,500				
Floor Scrubber	\$3,791						
Forklift/Tractor	\$9,084						
Driver Barriers	\$48,000						
RouteMatch Software	\$49,517						
Bond Payment	\$174,651	\$174,651	\$174,651	\$174,651	\$174,651	\$174,651	\$174,651
Transfer to Operating							
Total Expenses	\$4,253,105	\$2,490,261	\$32,535,084	\$1,574,651	\$1,424,651	\$1,574,651	\$1,649,651
Estimated Ending Fund Balance	\$500,699	\$576,091	\$541,569	\$500,000	\$500,000	\$500,000	\$500,000

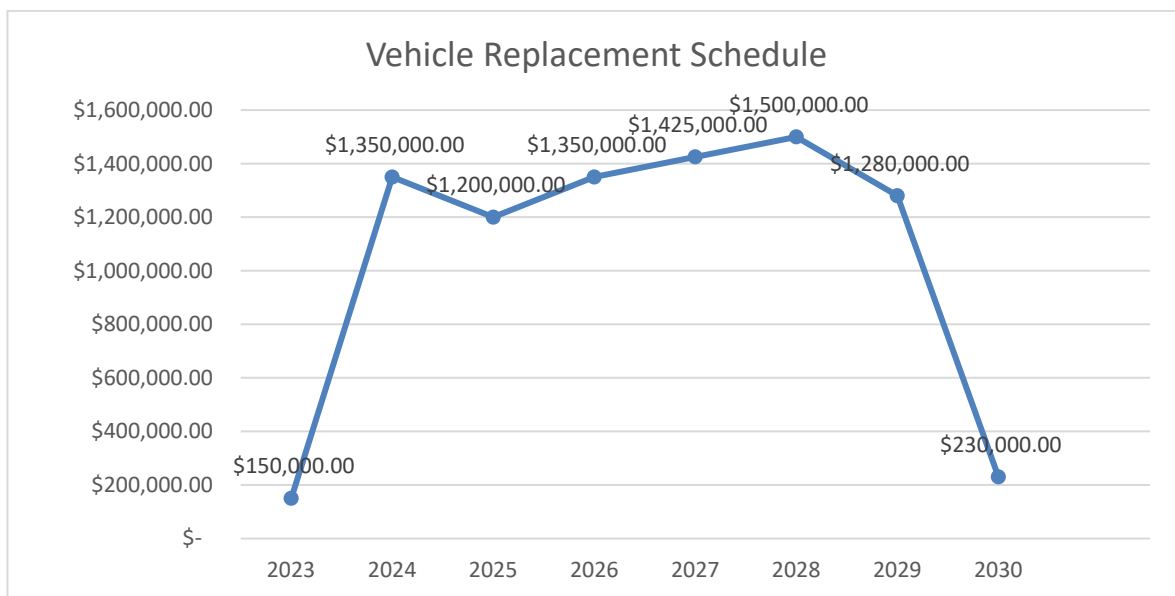
*\* Indicates that the project assumes successful grant award*



## Vehicle Replacement

Twin Transit has developed a fleet replacement schedule to address vehicles and buses beyond their useful lifetime. Our fixed route fleet will be comprised of a combination of 35-foot Gillig battery-electric and hydrogen fuel cell and will be replaced on an incremental level. Our paratransit and DARTT fleet will begin to migrate away from the typical industry standard cutaway bus to a non-CDL transit-style van that provides much more versatility and flexibility in meeting the needs of our on-demand clients.

Department	Vehicle #	Timeline	Cost
Demand Response	351	2023	\$ 75,000.00
Demand Response	352	2023	\$ 75,000.00
Demand Response	330	2024	\$ 75,000.00
Demand Response	331	2024	\$ 75,000.00
Fixed Route	444	2024	\$ 1,200,000.00
Fixed Route	447	2025	\$ 1,200,000.00
Fixed Route	448	2026	\$ 1,200,000.00
Fixed Route	373	2026	\$ 75,000.00
Fixed Route	374	2026	\$ 75,000.00
Fixed Route	450	2027	\$ 1,200,000.00
Fixed Route	375	2027	\$ 75,000.00
Fixed Route	376	2027	\$ 75,000.00
Fixed Route	377	2027	\$ 75,000.00
Demand Response	108	2028	\$ 75,000.00
Demand Response	110	2028	\$ 75,000.00
Demand Response	371	2028	\$ 75,000.00
Demand Response	372	2028	\$ 75,000.00
Fixed Route	449	2028	\$ 1,200,000.00
Admin / Maint	109	2029	\$ 80,000.00
Fixed Route	443	2029	\$ 1,200,000.00
Admin / Maint	104	2030	\$ 30,000.00
Admin / Maint	106	2030	\$ 30,000.00
Admin / Maint	107	2030	\$ 80,000.00
Security	111	2030	\$ 30,000.00
Admin / Maint	112	2030	\$ 30,000.00
Admin / Maint	113	2030	\$ 30,000.00



### ***Facilities***

In the near-term, the completion of the Locust Street remodel will allow for a minimal continued investment. The office building, paving, and facilities work area was completed in early 2022. In fiscal years 2022-2023, major projects include a hydrogen fueling station at the Port of Chehalis, an Exit 68 e-Transit Station, two major bus pullouts (one in the city of Centralia, the other in Chehalis), and the beginning design of the Morton and Packwood transit centers. These projects are anticipated to continue until the end of fiscal year 2023. From fiscal year 2024 through 2027, Twin Transit will transition to primarily a facilities maintenance mode and a limited number of large capital projects will be undertaken. Given the uncertainty of interest rates, budgeted revenues, and resources, it is difficult to determine the extent of these projects.



### Operating Financial Plan & Cash Flow Analysis

	2022	2022	2023	2024	2025	2026	2027
	Budget	Projected	Proposed	Forecast	Forecast	Forecast	Forecast
<b>REVENUE</b>							
Beginning Fund Balance (estimated)	\$789,458	\$829,906	\$856,194	\$1,000,133	\$1,372,278	\$1,762,193	\$2,129,648
Revenue							
Sales Tax	\$1,755,113	\$1,845,225	\$1,797,655	\$1,841,048	\$1,885,309	\$1,930,456	\$1,976,505
Projected Sales Tax Revenue Increase	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grants	\$931,210	\$785,128	\$3,532,348	\$3,312,303	\$3,855,429	\$4,116,594	\$4,580,186
Paratransit/Special Needs Formula	\$214,256	\$264,256	\$141,078	\$339,025	\$339,025	\$339,025	\$339,025
Regional Mobility Grant*	\$717,564	\$419,831	\$583,500	\$778,000	\$583,500	\$389,000	\$389,000
CRRSAA 5311/ARPA	\$1,536,822	\$1,654,822	\$333,951	\$0	\$0	\$0	\$0
Local Grants & Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Passenger Fare	\$70,000	\$50,743	\$150,454	\$150,454	\$150,454	\$150,454	\$150,454
Interest	\$2,000	\$2,845	\$2,000	\$2,040	\$2,081	\$2,122	\$2,165
Advertising	\$93,750	\$123,665	\$93,750	\$117,188	\$146,484	\$146,484	\$149,414
Other/Misc. Revenue	\$10,000	\$19,730	\$10,000	\$84,000	\$84,000	\$84,000	\$84,000
Route Enhancement Grants*	\$0	\$0	\$0	\$250,000	\$250,000	\$257,500	\$257,500
Transfer from Capital Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total [new] Revenue	\$6,120,173	\$5,996,150	\$7,500,930	\$7,874,191	\$8,668,561	\$9,177,828	\$10,057,897
<b>EXPENSES</b>							
Administration Expenses							
Total Salaries & Wages	\$457,578	\$494,208	\$483,515	\$516,332	\$611,924	\$642,033	\$753,562
Total Fringe Benefits	\$312,965	\$357,592	\$297,035	\$292,857	\$330,768	\$336,332	\$374,518
Total Materials & Supplies	\$54,893	\$38,457	\$73,513	\$74,248	\$74,991	\$75,741	\$76,498
Total Services	\$558,885	\$601,470	\$748,740	\$756,227	\$763,790	\$771,428	\$771,428
Total Administration Budget	\$1,384,321	\$1,491,727	\$1,602,803	\$1,639,664	\$1,781,472	\$1,825,533	\$1,976,005

Facilities Expenses							
Total Salaries & Wages	\$103,267	\$121,042	\$109,784	\$114,814	\$120,555	\$126,583	\$132,912
Total Fringe Benefits	\$73,509	\$78,047	\$80,205	\$81,797	\$83,613	\$85,521	\$87,523
Total Materials and Supplies	\$24,800	\$17,744	\$27,401	\$27,949	\$28,508	\$29,078	\$29,660
Total Services	\$26,250	\$32,701	\$45,650	\$46,563	\$47,494	\$48,444	\$49,413
Total Facilities Budget	\$227,826	\$249,534	\$263,039	\$271,123	\$280,170	\$289,625	\$299,508
Fleet Expenses							
Total Salaries & Wages	\$219,529	\$266,185	\$279,427	\$357,372	\$375,240	\$394,003	\$475,353
Total Fringe Benefits	\$154,144	\$183,748	\$205,834	\$251,681	\$257,335	\$263,272	\$310,197
Total Materials and Supplies	\$348,000	\$329,165	\$525,500	\$536,010	\$546,730	\$557,665	\$568,818
Total Services	\$62,775	\$76,505	\$97,475	\$99,425	\$101,413	\$103,441	\$105,510
Total Fleet Budget	\$784,448	\$855,603	\$1,108,236	\$1,244,488	\$1,280,719	\$1,318,381	\$1,459,878
Operations Expenses							
Total Operator Wages	\$1,134,153	\$1,140,598	\$1,470,269	\$1,583,581	\$1,692,793	\$1,692,793	\$1,802,006
Total Other Salaries & Wages	\$220,212	\$234,876	\$242,289	\$254,403	\$267,124	\$280,480	\$294,504
Total Salaries & Wages	\$1,354,365	\$1,375,474	\$1,712,558	\$1,837,984	\$1,959,917	\$1,973,273	\$2,096,510
Total Fringe Benefits	\$1,020,084	\$1,041,013	\$1,283,891	\$1,396,999	\$1,480,560	\$1,487,529	\$1,571,770
Total Materials and Supplies	\$8,100	\$6,147	\$8,400	\$8,484	\$8,569	\$8,655	\$8,741
Total Services	\$7,000	\$15,459	\$21,870	\$22,089	\$22,310	\$22,533	\$22,758
Total Operations Budget	\$2,389,549	\$2,438,093	\$3,026,719	\$3,265,556	\$3,471,356	\$3,491,989	\$3,699,779
Total Expenses	\$4,001,696	\$5,034,957	\$6,000,797	\$6,420,830	\$6,813,717	\$6,925,529	\$7,435,170
Transfer to Capital Fund	\$503,015	\$105,000	\$500,000	\$81,082	\$92,651	\$122,651	\$137,651
Change in Fund Balance	\$2,118,477	\$961,194	\$1,500,133	\$1,372,278	\$1,854,844	\$2,252,299	\$2,622,727
Ending Fund Balance (estimated)	\$1,615,462	\$856,194	\$1,000,133	\$1,372,278	\$1,762,193	\$2,129,648	\$2,485,076

## REVENUE

Like other public entities, Twin Transit experienced a significant drop in sales tax revenues beginning in February 2020 due to the COVID-19 pandemic. However, in 2021 sales tax revenues were \$2,318,195, an increase of \$312,088 or 15.6% over 2020. This amount even exceeds pre-pandemic 2019 sales tax revenues of \$2,126,523. This is a positive indication for future revenue streams.

Below is a table that displays operating and non-operating revenue sources as a percentage of Twin Transit's total revenue for the past three fiscal years:

Revenue Source	2021	Percent of Total Revenue	2020	Percent of Total Revenue	2019	Percent of Total Revenue
<b>Operating Revenues:</b>						
Passenger fares	\$29,764	0.4%	\$62,624	1.4%	\$137,202	3.8%
Supplementary transportation	120,185	1.8%	43,860	1.0%	13,929	0.4%
<b>Total Operating Revenues</b>	<b>149,949</b>	<b>2.2%</b>	<b>106,484</b>	<b>2.4%</b>	<b>151,131</b>	<b>4.2%</b>
<b>Non-Operating Revenues:</b>						
Gain (loss) on disposal of assets	(213,912)	-3.2%	(125,855)	-2.9%	(101,668)	-2.8%
Sales tax	2,318,195	34.3%	2,006,107	45.6%	2,126,523	59.1%
External operating subsidies:						
Indirect federal grants	2,523,192	37.4%	1,871,224	42.5%	1,090,086	30.3%
State grants	1,924,510	28.5%	497,807	11.3%	287,863	8.0%
Local grants	39,417	0.6%	-	0.0%	-	0.0%
Investment income	3,029	0.0%	25,132	0.6%	40,467	1.1%
Other income	9,249	0.1%	16,899	0.4%	2,903	0.1%
<b>Total Non-Operating Revenues</b>	<b>6,603,680</b>	<b>97.8%</b>	<b>4,291,314</b>	<b>97.6%</b>	<b>3,446,174</b>	<b>95.8%</b>
<b>Total Revenues</b>	<b>\$6,753,629</b>	<b>100.0%</b>	<b>\$4,397,798</b>	<b>100.0%</b>	<b>\$3,597,305</b>	<b>100.0%</b>

### *Sales Tax Forecast*

A local transit sales tax of .2% is a major revenue source for the agency, accounting for 34.3% of total revenues in 2021. In 2021, total sales tax revenues were \$2,318,195, an increase of \$312,088 or 15.6% over 2020. It is typical to expect an increase in sales tax from year to year due to inflation and consumer spending habits; however, from 2020 through 2021, consumer spending was largely impacted when emergency measures were put into place to require citizens to stay home unless necessary to access an essential function. The decrease in revenue may have been catastrophic if it had not been for online sales and specialized services in construction and manufacturing. According to sources from the Department of Revenue, total state revenues are expected to grow 16.1% between the 2019-21 and 2021-23 biennia and 6.0% between the 2021-23 and 2023-25 biennia. This is primarily due to higher inflation, residential construction, and stronger-than-expected growth in retail sales and real estate transactions. Nevertheless, due to the volatility of sales tax revenues, Twin Transit will continue to budget a conservative increase in sales tax revenues of 2% annually, as reflected in the sales tax forecast below.

Twin Transit directly deposits a portion of monthly sales tax revenue into a *Capital Replacement Fund*; the remaining amount is deposited into an *Operations Fund*. Between 2022 and 2027, Twin Transit expects to deposit a total of \$2,604,000 into the Capital Fund which will be used to fund

significant facility improvements, as well as provide matching funds for grant-funded capital purchases.

	2021 Actual	2022 Adopted	2022 Projected	2023 Forecast	2024 Forecast	2025 Forecast	2026 Forecast	2027 Forecast
Operating	\$1,946,194.76	\$1,755,113.00	\$1,755,113.04	\$1,797,655.30	\$1,841,048.41	\$1,885,309.37	\$1,930,455.56	\$1,976,504.67
Capital	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00
Total	\$2,318,194.76	\$2,127,113.00	\$2,127,113.04	\$2,169,655.30	\$2,213,048.41	\$2,257,309.37	\$2,302,455.56	\$2,348,504.67

**Changes to Tax Rate:** At .2% the LPTBA has the lowest tax of any of the public transit districts in the state of Washington. Given the geographic location, the Twin Cities enjoy an above-average amount of non-resident sales activity. Recognizing the volatility of the economy as well as the importance of keeping a competitive regional advantage, the current Board of Directors does not have any firm intentions of proposing to local voters an increase to the rate.

### ***State & Federal Grants***

Intergovernmental [Grant] awards increased substantially in 2021 compared to 2020, due to Twin Transit's success in competitively obtaining those awards for capital improvements. The increase in intergovernmental [Grant] awards for 2021 was \$2,118,088 or 89.4% greater than in 2020. The primary source of grant assistance in 2021 originated from capital grant assistance awarded through the Washington State Department of Transportation's Green Transportation Capital Assistance program. These funds were utilized for the installation of induction bus charging and electric vehicle charging at the Mellen Street Park & Ride. Capital assistance in 2021 also consisted of an indirect federal grant from the Environmental Protection Agency (EPA), and a state grant from the State of Washington Department of Ecology for the purchase of two zero-emissions transit buses to replace two diesel-powered transit buses. Overall, capital grant assistance increased from \$303,984 in 2020 to \$2,250,332 in 2021.

Twin Transit received a new funding stream under the Federal 5311 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). The funding of \$1,197,885 was awarded to offset payroll costs, personal protective equipment, and other operational costs. Funding was provided at a 100% federal share with no required local match. Twin Transit was able to take advantage of the 0% match in lieu of a 60% match that would have ordinarily been required under WSDOT's Consolidated Formula Grant for Rural Areas.

**Consolidated Transit Grant Program:** Through the Consolidated Program in 2021, Twin Transit received \$695,285 in State/Federal operating assistance; by comparison, Twin Transit received \$845,782 in 2020, which results in a decrease of \$150,497. Twin Transit will continue to participate aggressively in the *Consolidated Transit Grant* program administered by the Washington State Department of Transportation. The Consolidated Grant program combines State and Federal funds and has historically provided Twin Transit with 20-40% of the revenue necessary for Transit operations. Additionally, Twin Transit intends to purchase replacement and service expansion buses through capital grants administered through WSDOT (i.e. Consolidated Program or Federal Discretionary) as much as practicable.



Twin Transit's active grant activity as of the publish date of this report is summarized below.

General Operating Assistance Awards	2021-2023 (PTD0265)	2021-2023 (PTD0503)	2023 Supplemental Awarded	2021 Awarded (PTD0239)	2021-2024 Awarded	2021-2023 (PTD0458)	2023-2025 (PTD0458) Projected	2023-2027 Application
Consolidated Grant Program	\$ 1,489,595	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Formula (Special Needs)	\$ -	\$ 264,256	\$ 141,078	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311 CRRSAA	\$ -	\$ -	\$ -	\$ 2,282,756	\$ -	\$ -	\$ -	\$ -
FTA 5311 ARPA	\$ -	\$ -	\$ -	\$ -	\$ 451,951	\$ -	\$ -	\$ -
Regional Mobility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 778,000	\$ 778,000	\$ 1,595,912
Total Operating Awards	\$ 1,489,595	\$ 264,256	\$ 141,078	\$ 2,282,756	\$ 451,951	\$ 778,000	\$ 778,000	\$ 1,595,912

Capital Projects Awards	2019-2022 (PTD0203)	2021-2023 (AQDERA-2021- LePuTr-00001)	2021-2023 (PTD0463)	2021-2023 (PTD0466)	2021-2023 (PTD0502)	2021-2023 (21-92201-047)	2021-2023 Awarded	2023-2027 Application
Consolidated Grant Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,984,946
State Formula (Special Needs)	\$ -	\$ -	\$ -	\$ -	\$ 413,793	\$ -	\$ -	\$ -
FTA Discretionary 5339(b)	\$ -	\$ -	\$ -	\$ 91,543	\$ -	\$ -	\$ -	\$ -
Green Transportation	\$ 1,935,000	\$ -	\$ 2,109,586	\$ -	\$ -	\$ -	\$ -	\$ 3,444,111
Regional Mobility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,560,000
Dept. of Ecology DERA	\$ -	\$ 337,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Legislative Local Community Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,473,500	\$ -	\$ 11,635,000
Private Local Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,500	\$ 1,112,661
Economic Development Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,561,160
Total Capital Awards	\$ 1,935,000	\$ 337,500	\$ 2,109,586	\$ 91,543	\$ 413,793	\$ 2,473,500	\$ 1,807,500	\$ 21,312,932

**Regional Mobility Grant Program:** As of 2020, there was no direct public transit on I-5 between Kelso/Longview and Tumwater/Olympia, Washington. One could ride public transit from Tumwater northward and from Kelso/Longview southward, but not between these two key points. Twin Transit's vision was to create a Southwest Washington e-Transit Corridor, establishing long-term public transit along this unserved section of I-5. Doing so will correct this "transit broken link" by connecting existing transit agencies in Lewis, Thurston, Cowlitz, Grays Harbor, and Pacific Counties.

As with any project of this size and scope, the Southwest Washington e-Transit Corridor must be implemented in phases. The first phase was to establish a route between Centralia at exit 81 and Olympia at exit 101. Leveraging the capital funds gained from the Department of Ecology's Diesel Emission Reduction Act (DERA) Grant, Volkswagen settlement dollars, and a \$1.9 million Green Transportation grant, Twin Transit purchased two electric buses and completed the first I-5 e-Transit station at Exit 81 in Centralia. Twin Transit was awarded Regional Mobility Grant dollars to fund the operational costs of this route for the 2021-2025 project cycle. The requested funds of \$1,555,854 will help cover driver salaries, maintenance, and other associated expenses of operating this route for the duration of the project.

Twin Transit has requested additional Regional Mobility dollars to fund phase two of the project, \$1,595,912 over the 2023-2027 project cycle. Twin Transit is piloting this route starting on August 15, 2022, and if operating costs are funded by the Regional Mobility Grant, Twin Transit's anticipated window of route operation will extend through June 30, 2027, at which time management will complete an evaluation of route effectiveness and potential expansion.

**Federal Discretionary Grants:** Between 2022 and 2027, Twin Transit will participate in all applicable grant programs offered by the State and Federal governments that provide funding assistance for capital or operating projects contained in this plan. Of particular interest are programs such as the Green Transportation or WSDOT 5339(b) equivalent grant funding

opportunities, which are intended to offer capital funding assistance for zero-emission vehicles and related infrastructure. Twin Transit seeks to replace as many vehicles as practicable with new electric or hydrogen fuel-cell vehicles. Twin Transit intends to migrate to a 65/35% ratio of zero-emission vehicles versus conventional powered vehicles in the fleet. However, our aging cutaway fleet required attention, and therefore we submitted and were successfully awarded a 5339(b) grant in the amount of \$91,543 to purchase a new paratransit replacement vehicle in 2022-2023.

Emergency Preparedness Grants: Southwest Washington is subject to flooding as well as earthquake/volcano activity and fires. Moreover, Lewis County could be a refuge area during a large-scale evacuation of highly populated communities to the north/south or coastal communities. As a result, Twin Transit is a recognized local agency in the Lewis County Emergency Management Plan and owns a variety of unique and valuable resources that could be used during the recovery period following a natural disaster. Between 2022 and 2027, Twin Transit intends to explore emergency preparedness grants administered by agencies such as the Federal Emergency Management Agency (FEMA). Potential grant projects include the replacement of fuel tanks and pumps, property security, and flood/earthquake mitigation. In 2020, Twin Transit appointed a new Emergency Management Coordinator (EMC) to work with county and state agencies in coordinating emergency management efforts.

Energy Efficiency & Solar Grants: Between 2022 and 2027, Twin Transit intends to explore the Energy Efficiency & Solar Grants program administered by the Washington State Department of Commerce, the Department of Ecology, and the Department of Transportation. Potential project(s) would include the installation of roof-top solar panels on our existing Maintenance facility; the energy produced would be used to mitigate the expense of introducing 100% zero-emission vehicles into the bus fleet.

### ***Passenger Fare***

Twin Transit charges a base fare of \$1.00 to ride the fixed route bus one-way. Paratransit trips are \$2.00 one-way. Historically, fare revenue provided approximately 1.4% of the revenue needed to support the transit system. In 2015, Twin Transit removed all discounts on monthly bus passes and implemented a flat fare structure for all passengers. Paratransit monthly passes increased from \$10 to \$25.

Passenger fares decreased in 2021 to \$29,764 compared to \$62,624 in 2020; a drop of \$32,860 or 52.5%. In an effort to mitigate the risk of transmission of the COVID-19 virus, all fares were suspended for approximately eight months of the year. This was the reason for the sharp decrease in fare revenue from 2020 to 2021. In addition, the COVID-19 shutdown caused Twin Transit ridership numbers to decrease exponentially, in turn, negatively impacting fare revenue.

As mentioned previously, Twin Transit has ceased fare collection for its fixed route and LIFTT services until further notice. Fares are still collected for DARTT service. In March 2022, the Washington State Legislature approved \$3 billion in additional funding for transit that will be distributed over the next 16 years, as part of the Move Ahead Washington package. As part of this package, agencies that adopt a zero-fare for passengers 18 years of age or younger are eligible to receive a share of \$1.45 billion in new transit support grants. Twin Transit is eligible for \$130,454 in the first round of transit support grants, which more than compensates for the loss of fare revenue for its fixed route and LIFTT services. At this time, it is unlikely that Twin Transit will reinstate fare collection for these services.

The forecast below assumes the addition of transit support grant funding and continued collection of DARTT fares for passengers 19 or older.

2021 Actual	2022 Budget	2022 Projected	2023 Forecast	2024 Forecast	2025 Forecast	2026 Forecast	2027 Forecast
\$ 29,764	\$ 70,000	\$ 50,743	\$ 150,454	\$ 150,454	\$ 150,454	\$ 150,454	\$ 150,454

### ***DARTT Voucher Programs***

In 2021, Twin Transit established DARTT voucher programs with Cascade Community Healthcare and CHOICE Regional Health Network. These programs are similar, in that both partner agencies are using grant funding to purchase DARTT rides, via DARTT vouchers. Each program's unique components are outlined below:

Cascade Community Healthcare: Cascade Community Healthcare's voucher program is designed for whole health. Using grant funding, they purchased DARTT vouchers, as well as regular bus pass vouchers. Their providers can give these vouchers to any client who needs help with transportation. The client can then use the bus voucher to hop on the bus or use the DARTT voucher to book a trip to a medical appointment, pharmacy, the grocery store, to visit a friend or family member, or anywhere else they need to go. Cascade wanted to leave the destination options flexible, in order to best serve their clients.

CHOICE Regional Health Network: CHOICE Regional Health is administering a grant-funded program designed to help those who are addicted to opiates. Twin Transit provides CHOICE with DARTT vouchers, which CHOICE then distributes to their local community health partners (Valley View Health, Cascade Community Healthcare, and Gather Church). These providers can use the DARTT vouchers to book rides for their clients in the opiate program to get to and from appointments, the pharmacy, and (if it is included in another trip) the grocery store.

### ***Advertising***

Twin Transit leases space temporarily on the exterior of buses and vans to organizations for the purpose of commercial advertising. As of 2020, advertising is primarily sold in the form of vehicle wraps or interior placards. Advertising revenue resulted in an estimated 1.78% of the agency's total revenues in 2021, or \$120,185. This was an increase of \$76,326 or 174.0% in comparison with 2020. Twin Transit's goal over the next six years is to grow advertising revenues by 35% over the next five-year period.

## **EXPENDITURES**

Several variables will impact expenditures between 2022 and 2027. The remodel of the existing structures at 212 E. Locust St. is expected to increase utility expenses as well as office furnishings. Lastly, approximately 30% of the existing employee group will reach retirement age by 2021. As a result, management is expecting increased costs related to recruitment, selection, and training. In response to COVID-19, Twin Transit implemented a thorough fleet and facility sterilization process that calls for nightly sterilization of the buses. Unfortunately, there is not a clear line of sight as to when this will end or what will occur with sales tax and other funding sources in the future. Due to this reality, Twin Transit continues to take a very conservative budgeting approach.

### ***Operating Expenses***

Each fiscal year, management prepares a budget of expected revenue and expenses which separates forecasted purchases between the Operations function and investments in capital assets. Throughout the year as purchases are made, expenses are recorded by class (i.e., Administration, Fleet, Facilities, Operating, COVID-19) within the Operations function. Twin Transit, in conjunction with our external accounting firm, developed a new budget tracking format and method for tracing expenditures to specific budget categories. This has aided management in projecting a more accurate representation of annual revenues and expenditures. These efforts also promote transparency and accountability throughout the operational departments.

The percent of each operating expense classification in relation to total operating expenses is presented in the following table:

<b>Operating Expenses</b>	<b>2021</b>	<b>Percent of Total Expenses</b>	<b>2020</b>	<b>Percent of Total Expenses</b>	<b>2019</b>	<b>Percent of Total Expenses</b>
Operations	\$1,855,290	46.3%	\$804,197	19.6%	\$804,197	19.6%
Administration	899,626	22.5%	1,125,394	27.4%	1,125,394	27.4%
Facilities	228,149	5.7%	186,835	4.6%	186,835	4.6%
Fleet	658,602	16.4%	541,162	13.2%	541,162	13.2%
COVID-19	55,111	1.4%	1,195,252	29.1%	1,195,252	29.1%
Depreciation	309,375	7.7%	252,013	6.1%	252,013	6.1%
<b>Total Operating Expenses</b>	<b>\$4,006,153</b>	<b>100.0%</b>	<b>\$4,104,853</b>	<b>100.0%</b>	<b>\$4,104,853</b>	<b>100.0%</b>

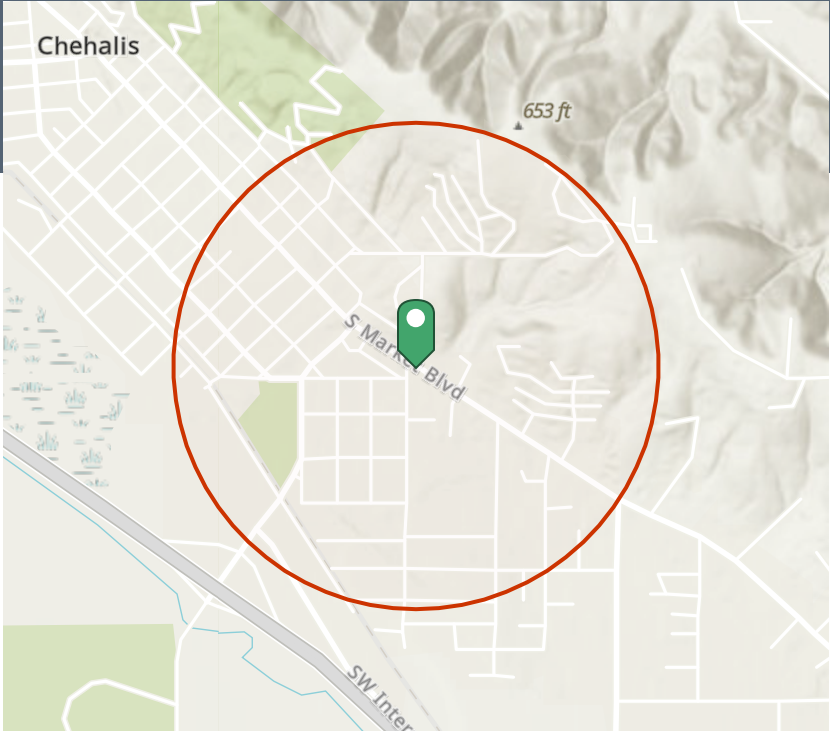
### ***Wages and Benefits***

Twin Transit bus operators are represented by Teamsters Local No. 252 and are under a collective bargaining agreement through December 31, 2024. Modest increases for all positions are forecasted each year in order to compensate for changes due to inflation and cost of living. In 2015, Twin Transit increased the health and welfare benefits package offered to employees and began an employee contribution toward the insurance premium in January 2017. The Director of Transit Services maintains an open-ended written employment agreement with the Authority Board that specifies annual increases to salary based on performance. In the fiscal year 2021, Twin Transit continued to realign its organizational structure, introducing two Communications Specialists, an HR Manager, an IT Specialist, an additional full-time mechanic, and a part-time mechanic intern.

## **APPENDIX A-1: STOP DEMOGRAPHIC DATA**

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Using GIS data and analysis, Twin Transit is able to create demographic profiles of each stop and stop area. We will be using multiple concentric circles between 1-5 miles to provide the demographic and socio-economic attributes of our ridership. Current stop analyses are contained as an appendix to Twin Transit's 2022-2027 Transit Development Plan.



# Red Route

## 16th & Market - WF West



Ring of 0.5 miles

2,203

Population

799

Households

2.69

Avg Size  
Household

38.8

Median  
Age

\$76,358

Median  
Household Income

\$284,118

Median  
Home Value

69

Wealth  
Index

123

Housing  
Affordability

49

Diversity  
Index

### AT RISK POPULATION



336

Households With  
Disability



450

Population 65+



85

Households  
Without Vehicle

### POVERTY AND LANGUAGE



10%

Households Below  
the Poverty Level



82

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,139

Daytime  
Population



124

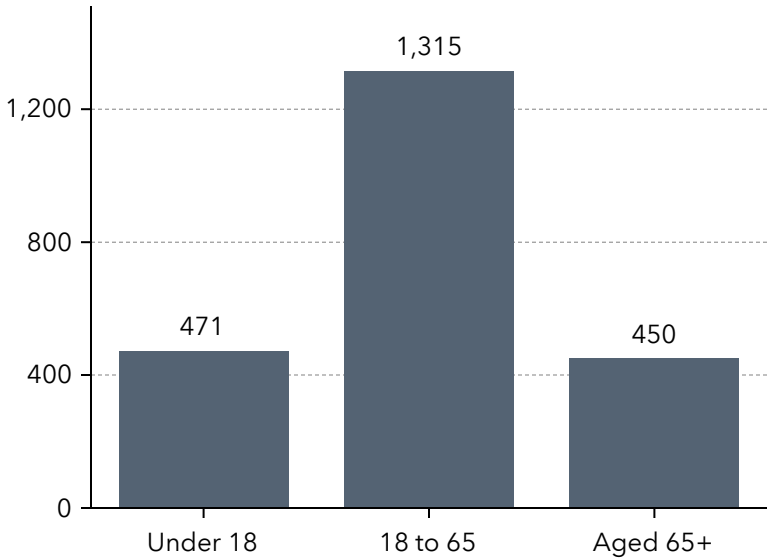
Total  
Businesses



1,344

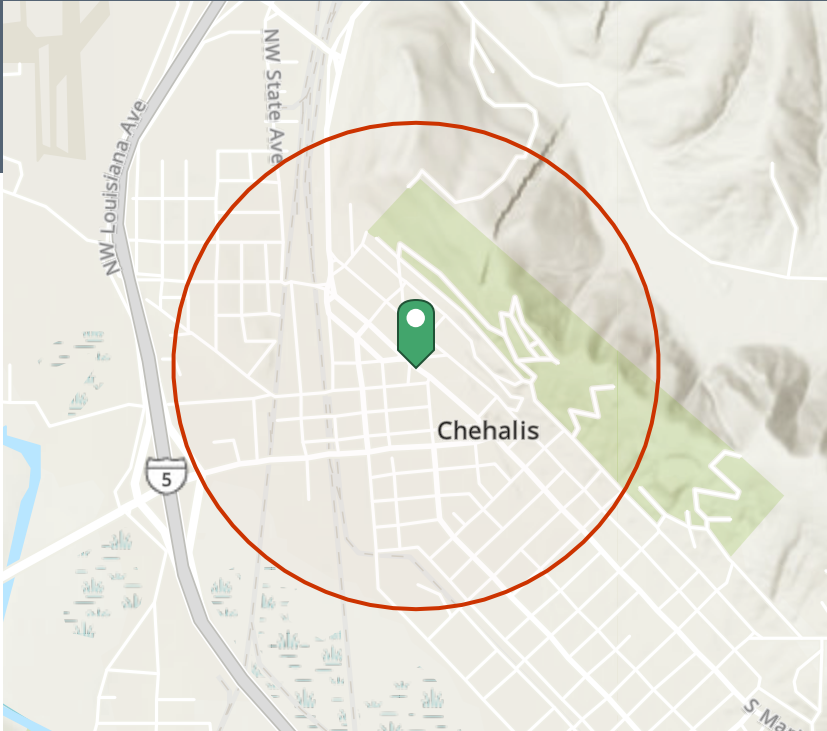
Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	317	1,302	425	2,044
Spanish	5	62	6	73
Spanish & English Well	5	15	6	26
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	46	0	46
Indo-European	0	10	4	14
Indo-European & English Well	0	10	4	14
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	1	0	0	1
Other Language & English Well	1	0	0	1
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Red Route

## 349 N Market Blvd



Ring of 0.5 miles

2,567

Population

1,217

Households

2.04

Avg Size  
Household

36.7

Median  
Age

\$56,566

Median  
Household Income

\$252,155

Median  
Home Value

57

Wealth  
Index

103

Housing  
Affordability

49

Diversity  
Index

### AT RISK POPULATION



492

Households With  
Disability



440

Population 65+



240

Households  
Without Vehicle

### POVERTY AND LANGUAGE



15%

Households Below  
the Poverty Level



187

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,977

Daytime  
Population



271

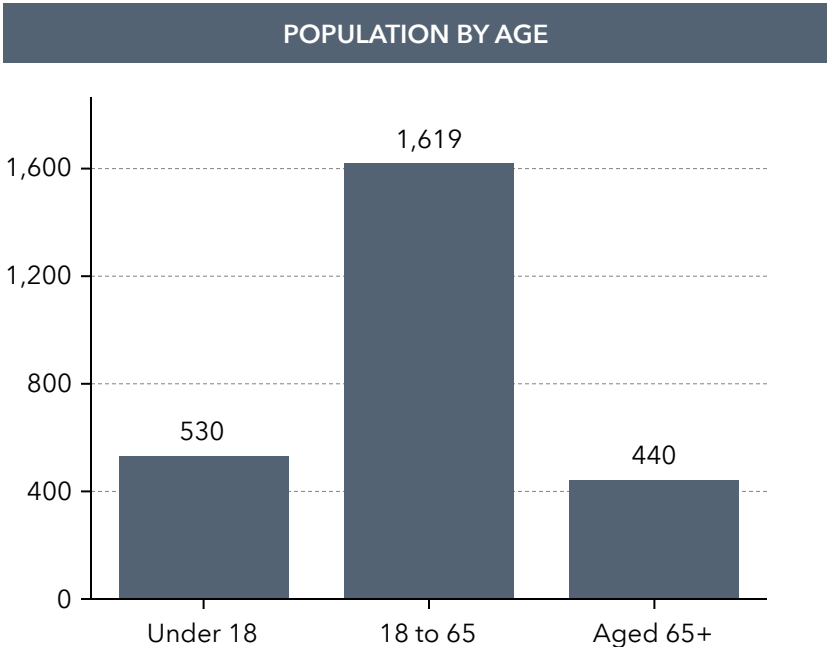
Total  
Businesses

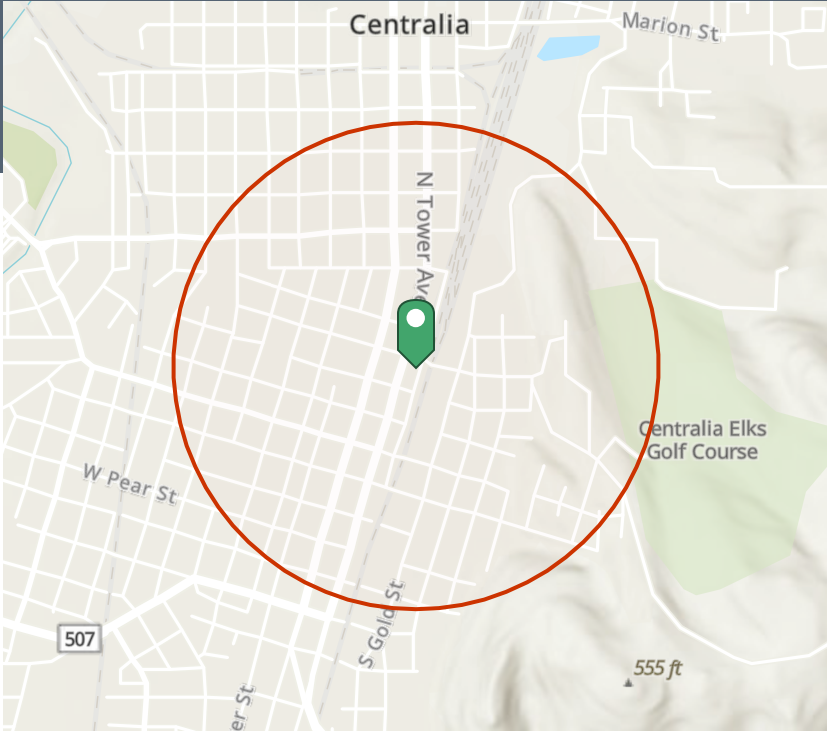


2,772

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	269	1,425	453	2,147
Spanish	102	275	4	381
Spanish & English Well	102	173	4	279
Spanish & English Not Well	0	59	0	59
Spanish & No English	0	42	0	42
Indo-European	0	12	2	14
Indo-European & English Well	0	12	2	14
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	1	0	0	1
Other Language & English Well	1	0	0	1
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Yellow & Blue Route

## Amtrak



Ring of 0.5 miles

2,796

Population

1,203

Households

2.30

Avg Size  
Household

36.4

Median  
Age

\$60,988

Median  
Household Income

\$212,500

Median  
Home Value

61

Wealth  
Index

129

Housing  
Affordability

55

Diversity  
Index

### AT RISK POPULATION



490

Households With  
Disability



432

Population 65+



86

Households  
Without Vehicle

### POVERTY AND LANGUAGE



22%

Households Below  
the Poverty Level



280

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,079

Daytime  
Population



260

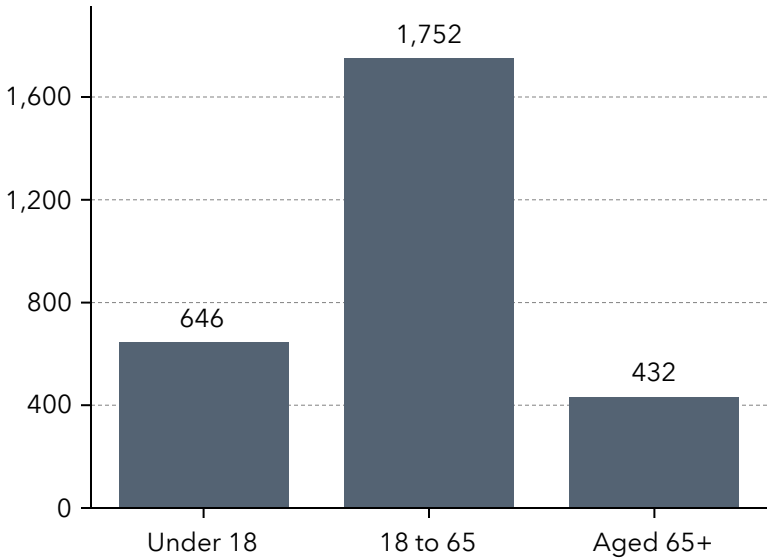
Total  
Businesses



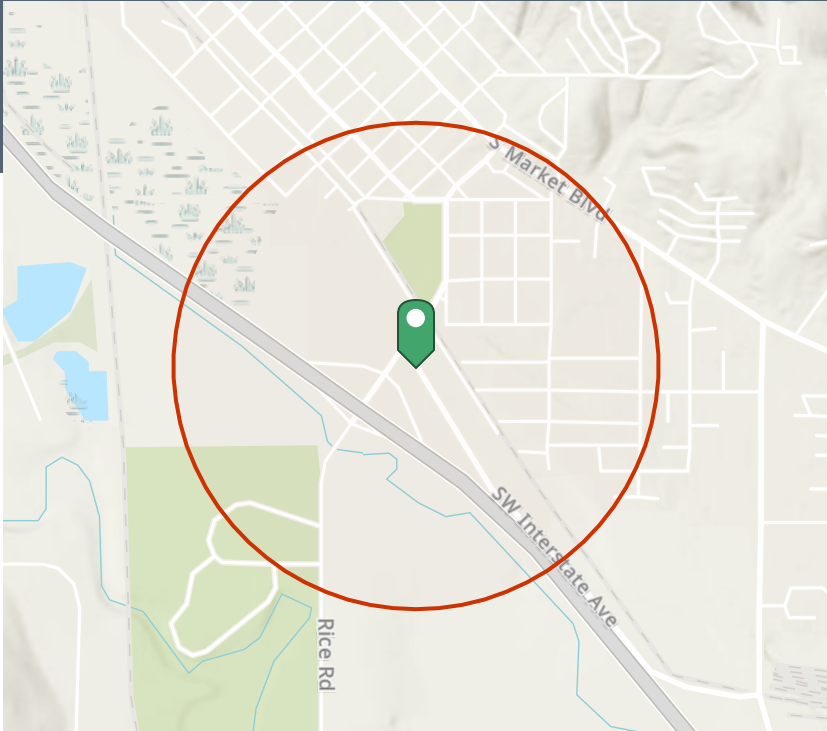
1,644

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	325	1,521	332	2,178
Spanish	20	84	0	104
Spanish & English Well	20	62	0	82
Spanish & English Not Well	0	9	0	9
Spanish & No English	0	13	0	13
Indo-European	0	31	1	32
Indo-European & English Well	0	31	1	32
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	28	0	28
Asian-Pacific Isl & English Well	0	19	0	19
Asian-Pacific Isl & English Not Well	0	9	0	9
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	2	0	2
Other Language & English Well	0	2	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Red Route

## 104 SW Interstate - Arco



Ring of 0.5 miles

1,250

Population

429

Households

2.81

Avg Size  
Household

35.6

Median  
Age

\$66,957

Median  
Household Income

\$263,596

Median  
Home Value

53

Wealth  
Index

116

Housing  
Affordability

55

Diversity  
Index

### AT RISK POPULATION



173

Households With  
Disability



223

Population 65+



21

Households  
Without Vehicle

### POVERTY AND LANGUAGE



10%

Households Below  
the Poverty Level



43

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,501

Daytime  
Population



83

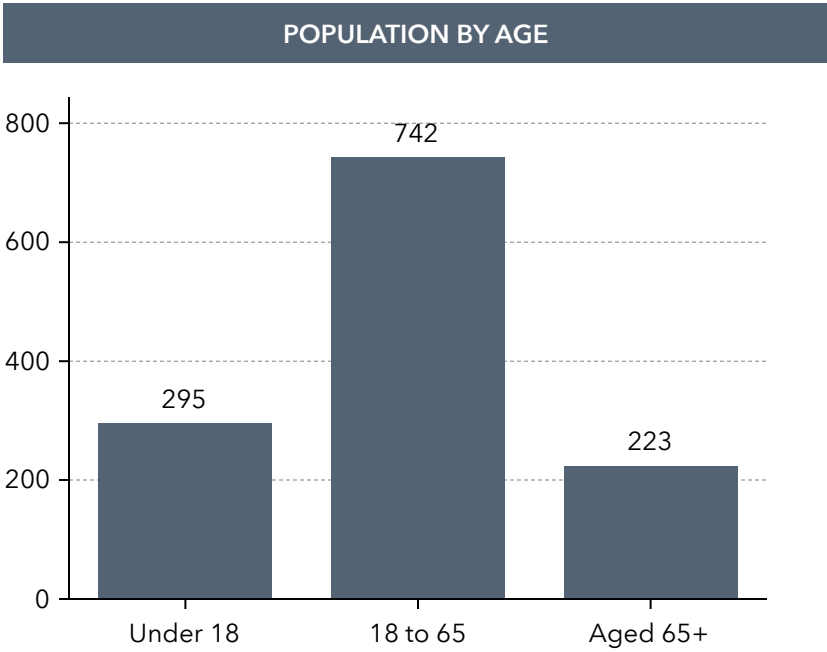
Total  
Businesses

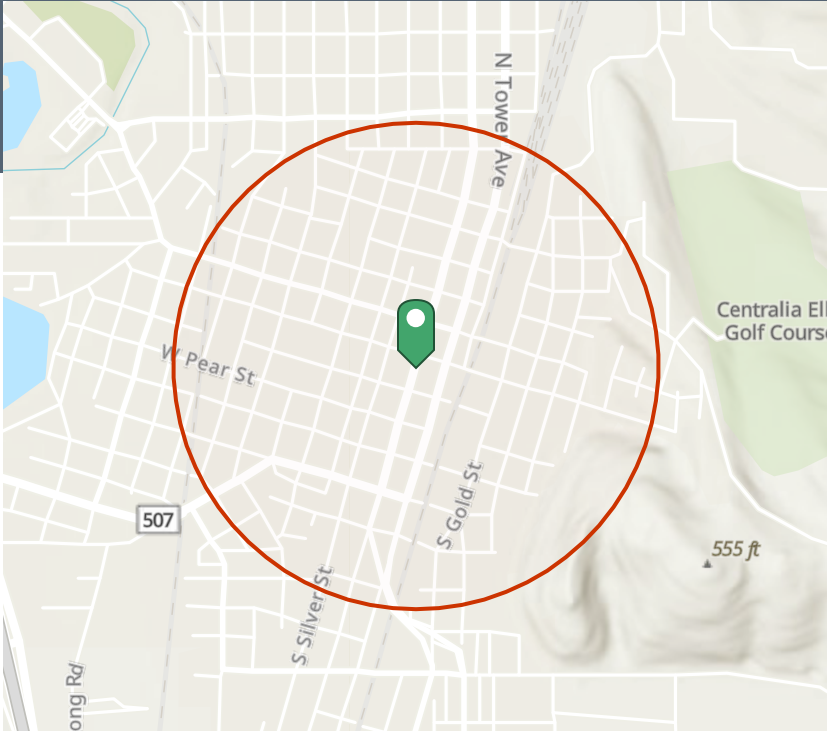


975

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	175	795	187	1,157
Spanish	6	6	1	13
Spanish & English Well	6	5	1	12
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	1	0	1
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	1	0	0	1
Other Language & English Well	1	0	0	1
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Orange & Blue Route

## Berry Fields



Ring of 0.5 miles

3,326

Population

1,340

Households

2.47

Avg Size  
Household

35.3

Median  
Age

\$58,309

Median  
Household Income

\$201,724

Median  
Home Value

58

Wealth  
Index

130

Housing  
Affordability

58

Diversity  
Index

### AT RISK POPULATION



570

Households With  
Disability



474

Population 65+



88

Households  
Without Vehicle

### POVERTY AND LANGUAGE



19%

Households Below  
the Poverty Level



275

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,645

Daytime  
Population



270

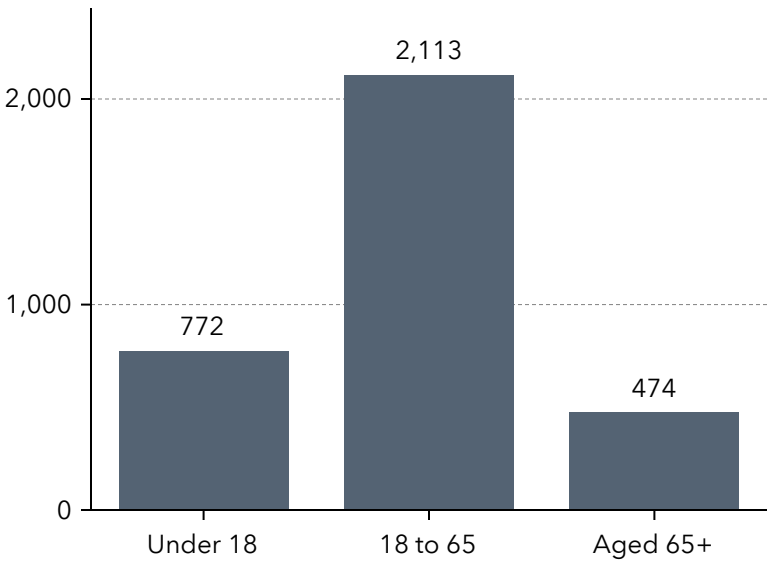
Total  
Businesses



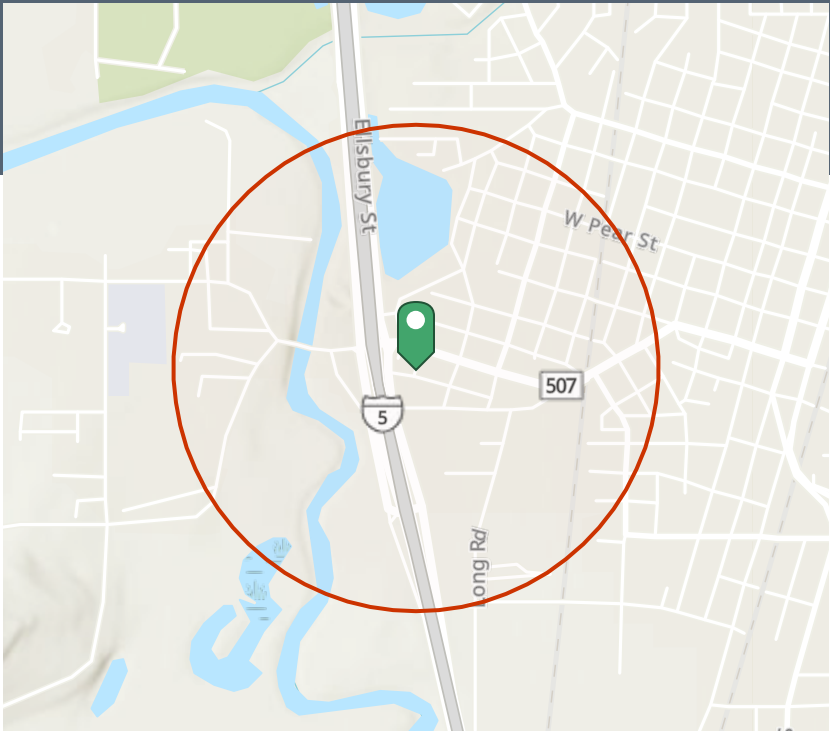
1,726

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	378	1,919	404	2,701
Spanish	32	114	0	146
Spanish & English Well	32	95	0	127
Spanish & English Not Well	0	8	0	8
Spanish & No English	0	11	0	11
Indo-European	0	51	0	51
Indo-European & English Well	0	51	0	51
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	26	0	26
Asian-Pacific Isl & English Well	0	17	0	17
Asian-Pacific Isl & English Not Well	0	9	0	9
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



**1,626**

Population

**543**

Households

**2.95**

Avg Size Household

**33.4**

Median Age

**\$53,562**

Median Household Income

**\$230,392**

Median Home Value

**48**

Wealth Index

**105**

Housing Affordability

**65**

Diversity Index

### AT RISK POPULATION



**201**

Households With Disability



**238**

Population 65+



**22**

Households Without Vehicle

### POVERTY AND LANGUAGE



**17%**

Households Below the Poverty Level



**95**

Households Below the Poverty Level



**0**

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



**1,161**

Daytime Population



**33**

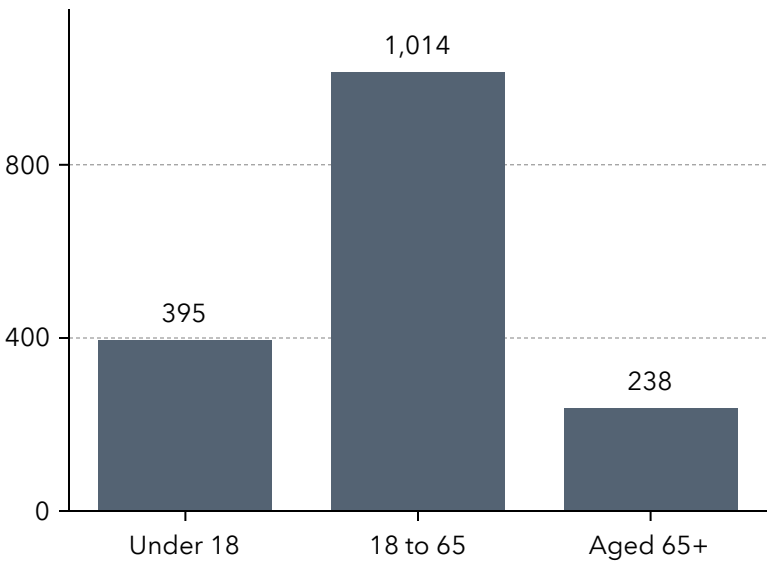
Total Businesses



**258**

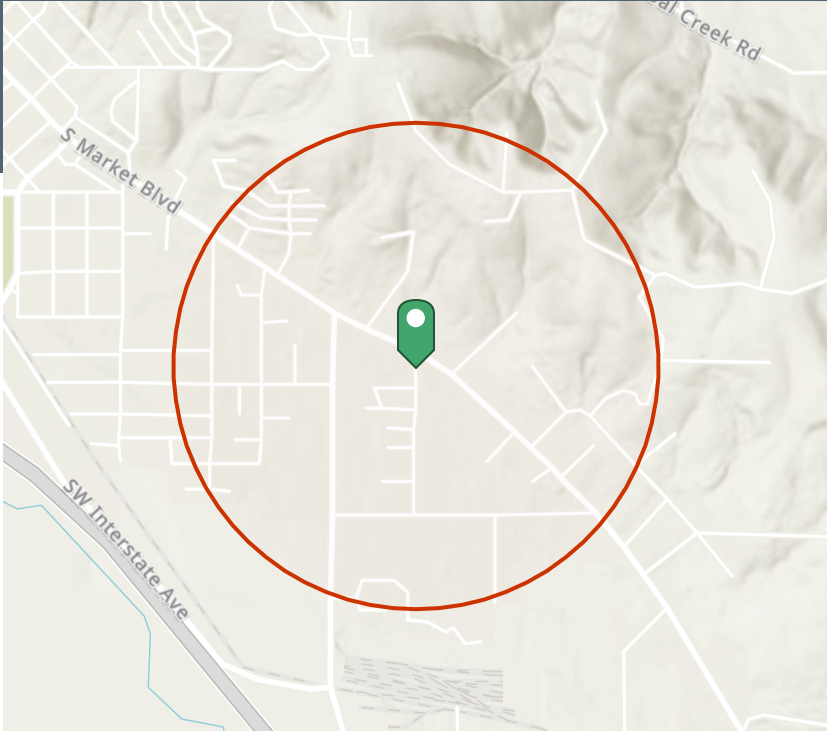
Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	144	976	234	1,354
Spanish	78	82	1	161
Spanish & English Well	57	52	1	110
Spanish & English Not Well	21	13	0	34
Spanish & No English	0	17	0	17
Indo-European	0	2	0	2
Indo-European & English Well	0	2	0	2
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	9	0	9
Asian-Pacific Isl & English Well	0	6	0	6
Asian-Pacific Isl & English Not Well	0	3	0	3
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Red Route

## Boys & Girls Club



Ring of 0.5 miles

1,535

Population

591

Households

2.57

Avg Size Household

40.2

Median Age

\$79,624

Median Household Income

\$288,559

Median Home Value

71

Wealth Index

127

Housing Affordability

44

Diversity Index

### AT RISK POPULATION



228

Households With Disability



328

Population 65+



99

Households Without Vehicle

### POVERTY AND LANGUAGE



7%

Households Below the Poverty Level



42

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



1,403

Daytime Population



51

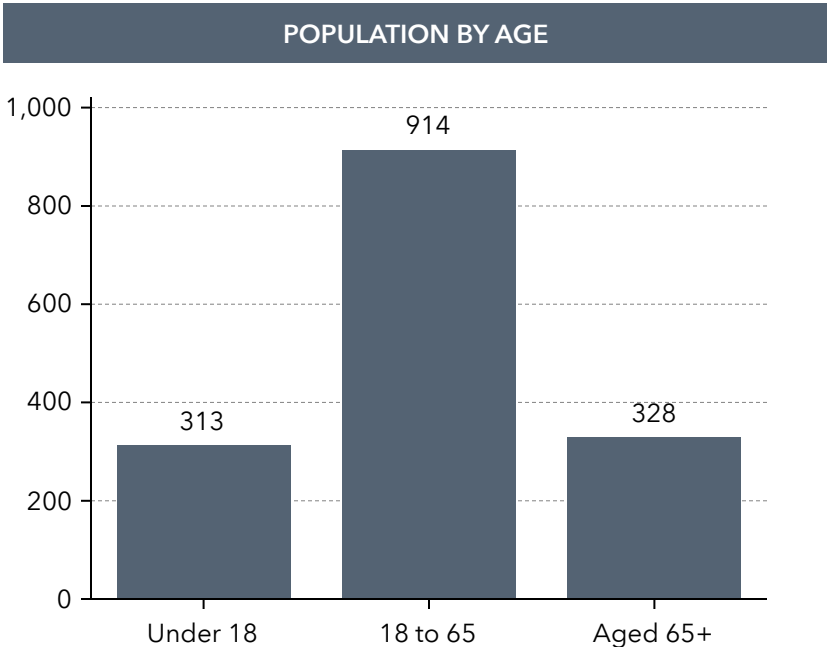
Total Businesses

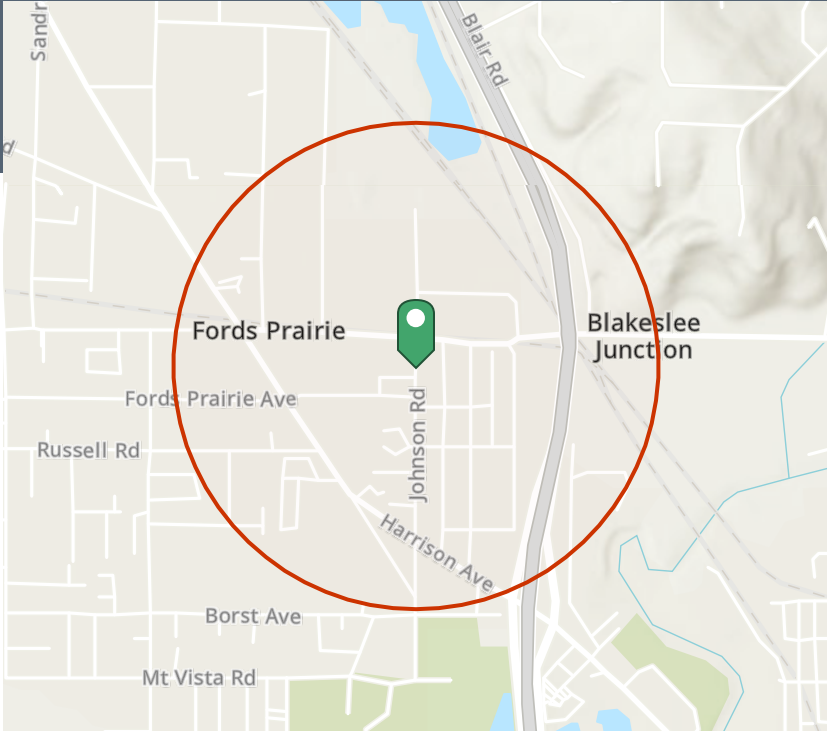


586

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	175	785	339	1,299
Spanish	0	70	6	76
Spanish & English Well	0	36	6	42
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	34	0	34
Indo-European	0	15	6	21
Indo-European & English Well	0	15	6	21
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Orange Route

## Cascade Health



Ring of 0.5 miles

2,393

Population

1,071

Households

2.21

Avg Size Household

37.8

Median Age

\$43,889

Median Household Income

\$217,773

Median Home Value

37

Wealth Index

91

Housing Affordability

56

Diversity Index

### AT RISK POPULATION



474

Households With Disability



536

Population 65+



141

Households Without Vehicle

### POVERTY AND LANGUAGE



30%

Households Below the Poverty Level



364

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



3,241

Daytime Population



155

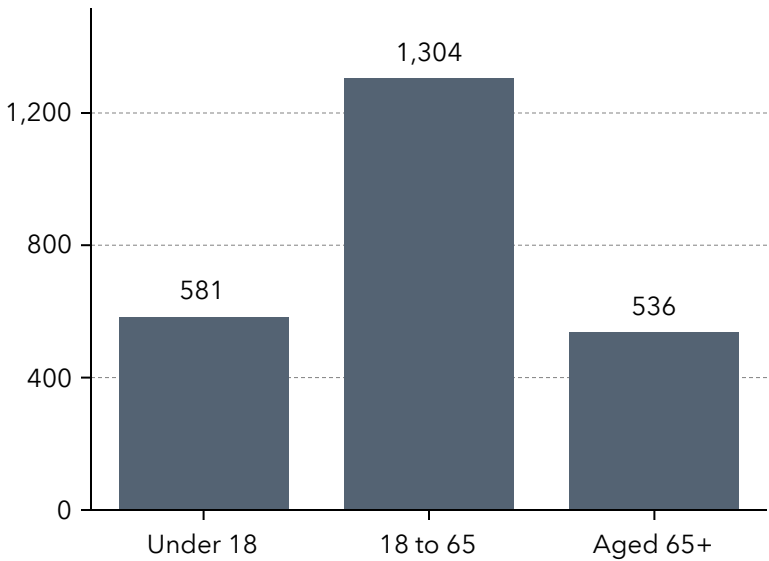
Total Businesses



1,577

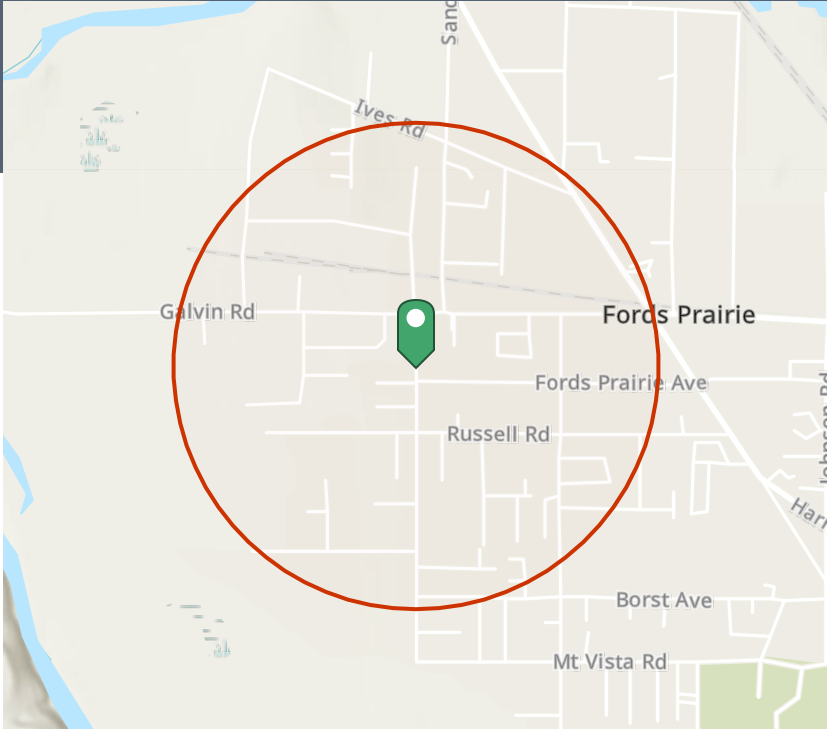
Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	328	1,417	288	2,033
Spanish	138	327	55	520
Spanish & English Well	127	310	55	492
Spanish & English Not Well	11	12	0	23
Spanish & No English	0	4	0	4
Indo-European	0	2	0	2
Indo-European & English Well	0	2	0	2
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	24	0	24
Asian-Pacific Isl & English Well	0	24	0	24
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





**1,511**

Population

**572**

Households

**2.60**

Avg Size Household

**43.6**

Median Age

**\$55,088**

Median Household Income

**\$265,254**

Median Home Value

**65**

Wealth Index

**94**

Housing Affordability

**60**

Diversity Index

### AT RISK POPULATION



**156**

Households With Disability



**385**

Population 65+



**13**

Households Without Vehicle

### POVERTY AND LANGUAGE



**15%**

Households Below the Poverty Level



**72**

Households Below the Poverty Level



**0**

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



**1,610**

Daytime Population



**39**

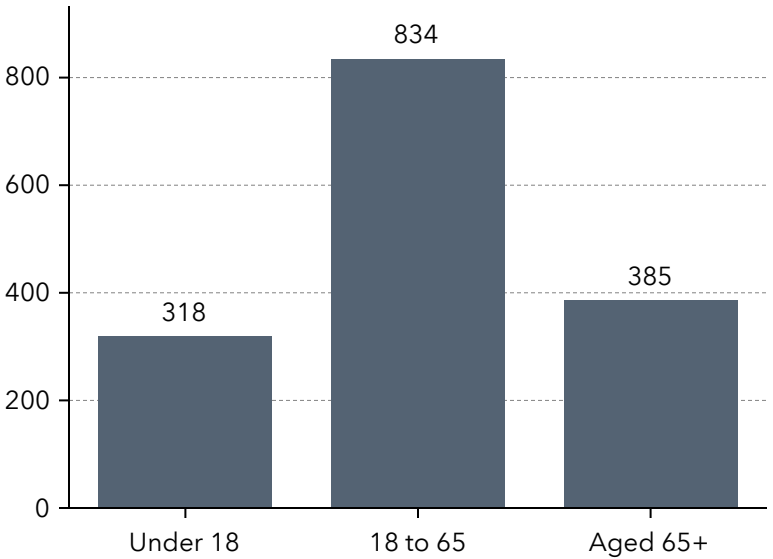
Total Businesses



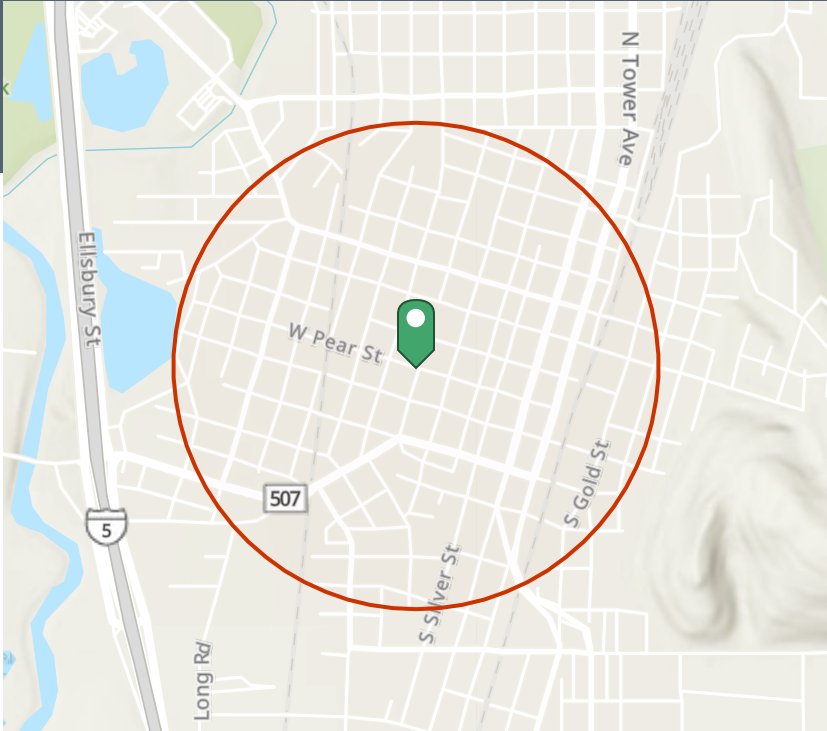
**498**

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	242	603	211	1,056
Spanish	40	112	8	160
Spanish & English Well	40	55	8	103
Spanish & English Not Well	0	41	0	41
Spanish & No English	0	15	0	15
Indo-European	0	19	0	19
Indo-European & English Well	0	19	0	19
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	3	11	14
Asian-Pacific Isl & English Well	0	3	6	9
Asian-Pacific Isl & English Not Well	0	0	6	6
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Yellow, Orange & Blue Route

## Centralia College



Ring of 0.5 miles

3,578

Population

1,409

Households

2.52

Avg Size Household

34.2

Median Age

\$54,100

Median Household Income

\$200,269

Median Home Value

49

Wealth Index

122

Housing Affordability

61

Diversity Index

### AT RISK POPULATION



614

Households With Disability



479

Population 65+



87

Households Without Vehicle

### POVERTY AND LANGUAGE



19%

Households Below the Poverty Level



285

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



3,714

Daytime Population



262

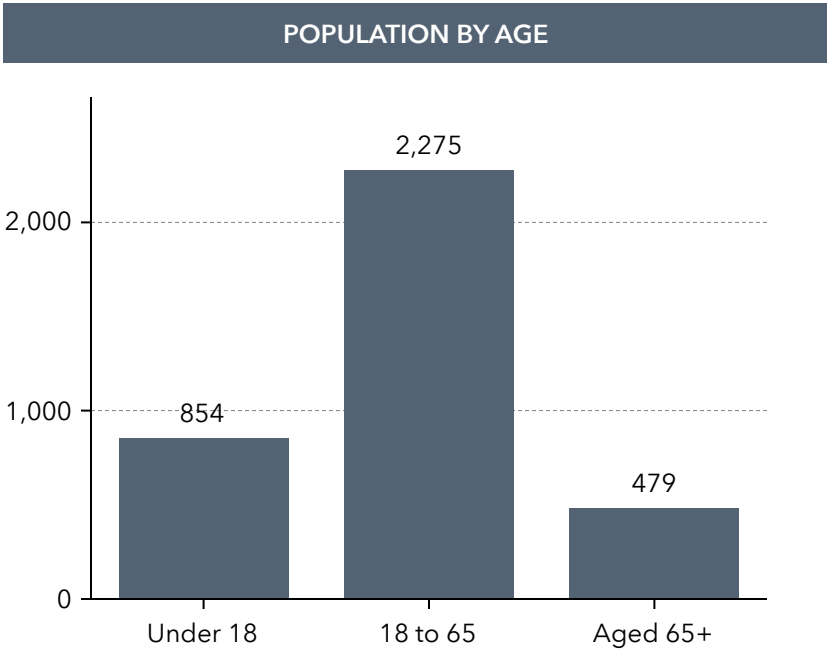
Total Businesses



1,711

Total Employees

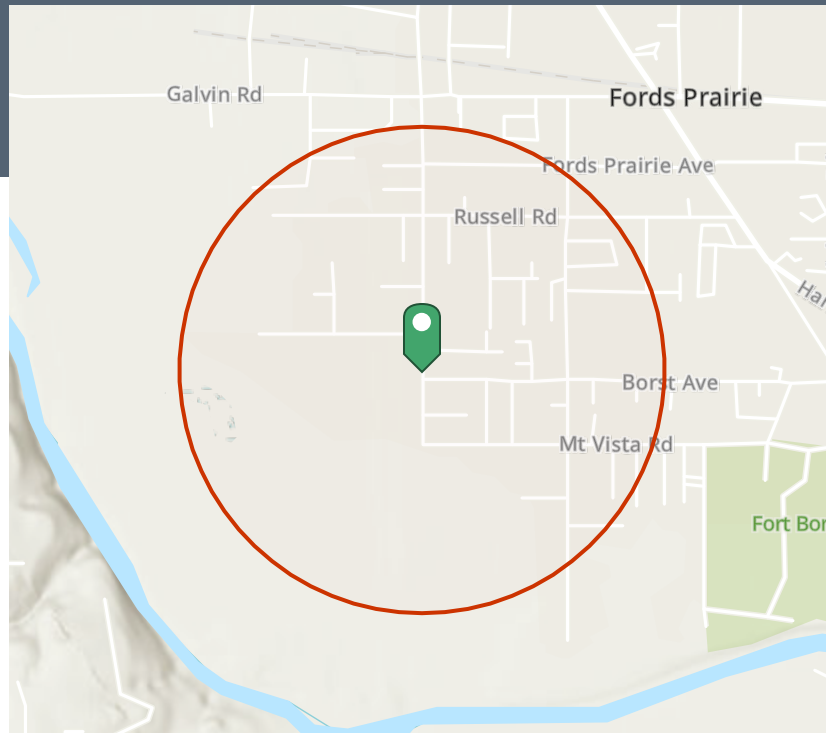
Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	305	2,084	486	2,875
Spanish	63	122	1	186
Spanish & English Well	38	81	1	120
Spanish & English Not Well	25	12	0	37
Spanish & No English	0	29	0	29
Indo-European	0	14	0	14
Indo-European & English Well	0	14	0	14
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	39	0	39
Asian-Pacific Isl & English Well	0	24	0	24
Asian-Pacific Isl & English Not Well	0	15	0	15
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Centralia High School

Ring of 0.5 miles

**1,108**

Population

**404**

Households

**2.72**Avg Size  
Household**42.4**Median  
Age**\$56,505**Median  
Household Income**\$242,333**Median  
Home Value**60**Wealth  
Index**105**Housing  
Affordability**51**Diversity  
Index

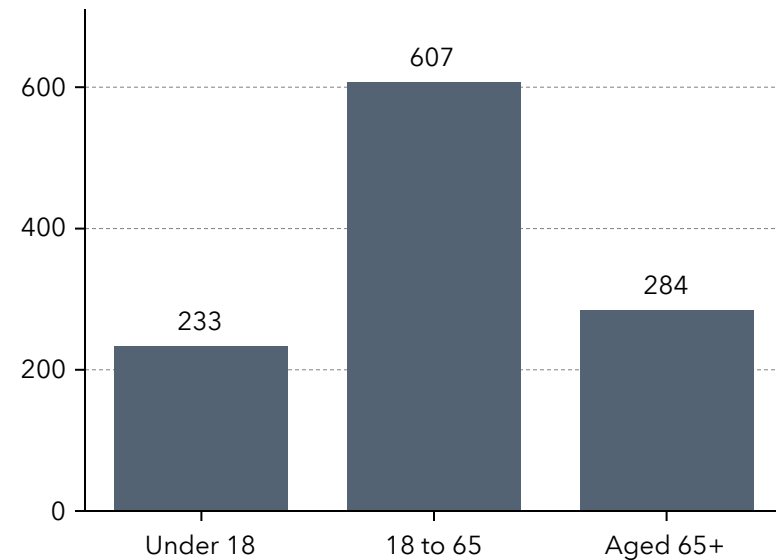
### AT RISK POPULATION

**123**Households With  
Disability**284**

Population 65+

**23**Households  
Without Vehicle

### POPULATION BY AGE



### POVERTY AND LANGUAGE

**17%**Households Below  
the Poverty Level**57**Households Below  
the Poverty Level**0**Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES

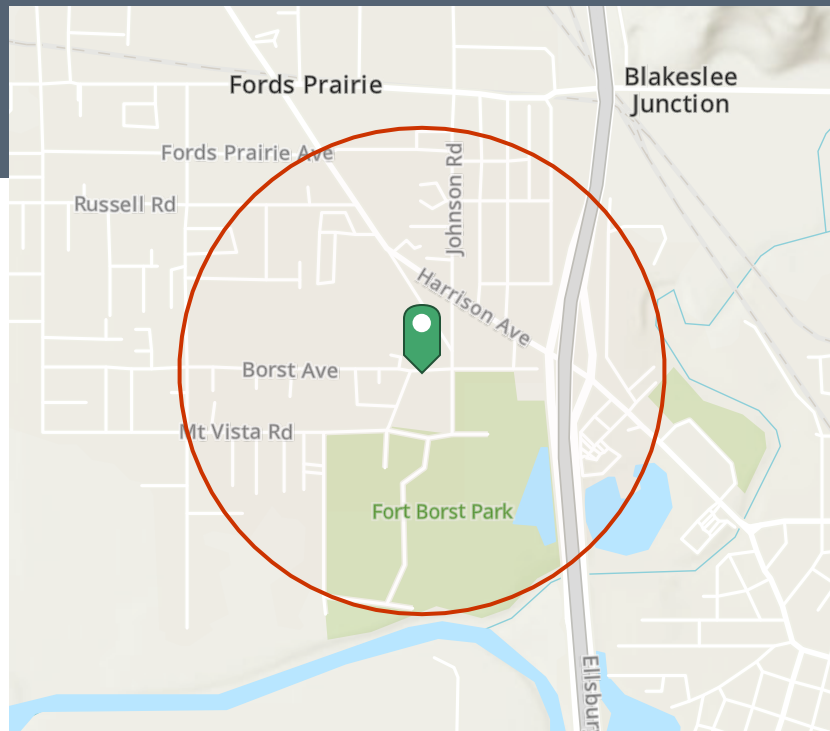
**829**Daytime  
Population**16**Total  
Businesses**194**Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	68	371	185	624
Spanish	14	45	8	67
Spanish & English Well	14	36	8	58
Spanish & English Not Well	0	5	0	5
Spanish & No English	0	3	0	3
Indo-European	0	26	0	26
Indo-European & English Well	0	26	0	26
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	3	19	22
Asian-Pacific Isl & English Well	0	3	10	13
Asian-Pacific Isl & English Not Well	0	0	10	10
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0

# Orange Route

## Centralia Middle School

Ring of 0.5 miles



**2,218**

Population

**1,009**

Households

**2.18**

Avg Size Household

**37.2**

Median Age

**\$48,496**

Median Household Income

**\$216,964**

Median Home Value

**39**

Wealth Index

**101**

Housing Affordability

**54**

Diversity Index

### AT RISK POPULATION



**385**

Households With Disability



**482**

Population 65+



**107**

Households Without Vehicle

### POVERTY AND LANGUAGE



**28%**

Households Below the Poverty Level



**306**

Households Below the Poverty Level



**0**

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



**3,221**

Daytime Population



**172**

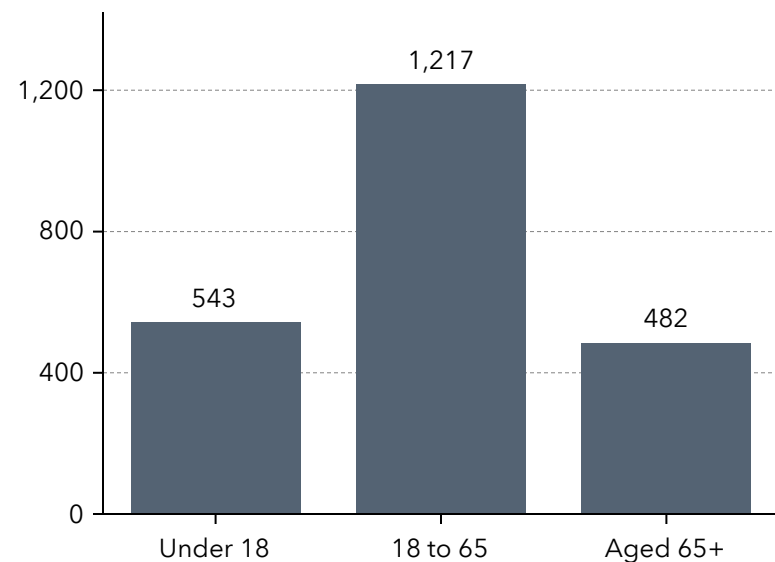
Total Businesses



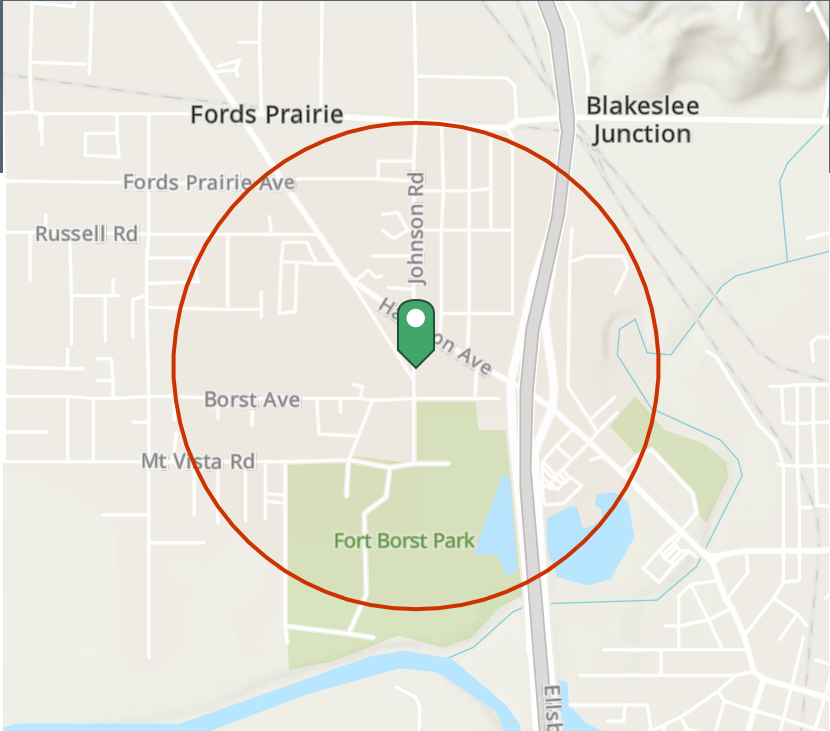
**1,747**

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	236	1,161	264	1,661
Spanish	108	277	55	440
Spanish & English Well	102	276	55	433
Spanish & English Not Well	6	0	0	6
Spanish & No English	0	1	0	1
Indo-European	0	14	0	14
Indo-European & English Well	0	14	0	14
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	24	10	34
Asian-Pacific Isl & English Well	0	24	5	29
Asian-Pacific Isl & English Not Well	0	0	5	5
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Yellow & Orange Route

## Centralia Safeway - Borst Park



Ring of 0.5 miles

2,483

Population

1,081

Households

2.28

Avg Size  
Household

36.9

Median  
Age

\$48,684

Median  
Household Income

\$217,061

Median  
Home Value

39

Wealth  
Index

101

Housing  
Affordability

54

Diversity  
Index

### AT RISK POPULATION



411

Households With  
Disability



526

Population 65+



111

Households  
Without Vehicle

### POVERTY AND LANGUAGE



28%

Households Below  
the Poverty Level



327

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,465

Daytime  
Population



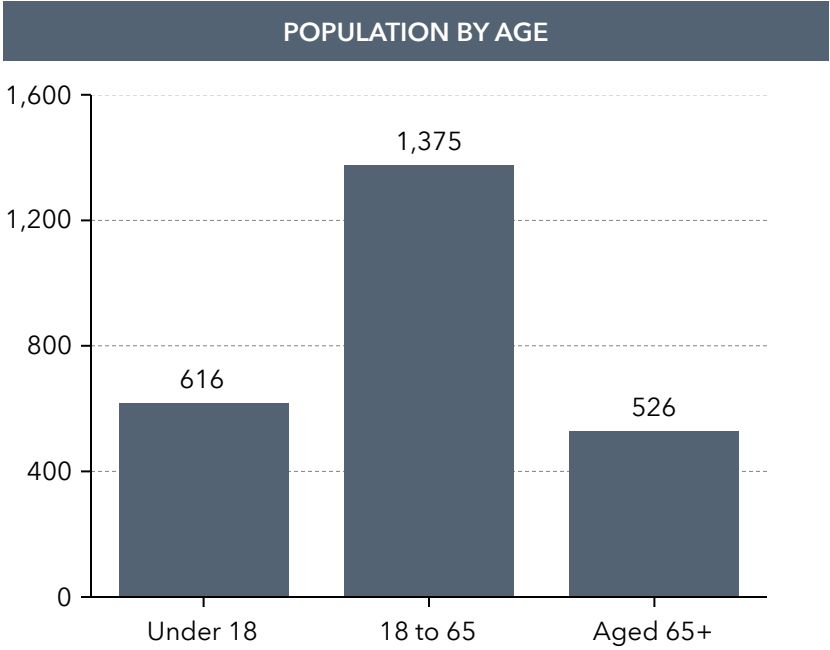
183

Total  
Businesses

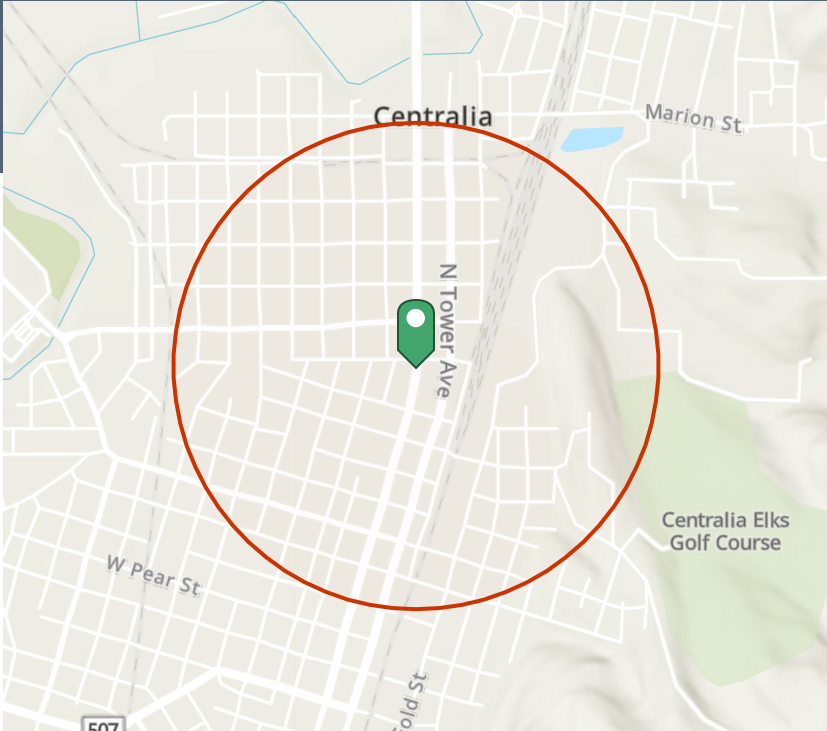


1,854

Total  
Employees



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	266	1,296	300	1,862
Spanish	120	311	61	492
Spanish & English Well	113	309	61	483
Spanish & English Not Well	7	1	0	8
Spanish & No English	0	1	0	1
Indo-European	0	14	1	15
Indo-European & English Well	0	14	1	15
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	27	9	36
Asian-Pacific Isl & English Well	0	27	5	32
Asian-Pacific Isl & English Not Well	0	0	5	5
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	2	0	2
Other Language & English Well	0	2	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



Blue Route

N Pearl & W Handson - Centralia Splash Pad

Ring of 0.5 miles



3,227

Population

1,360

Households

2.34

Avg Size  
Household

36.6

Median  
Age

\$62,317

Median  
Household Income

\$222,902

Median  
Home Value

61

Wealth  
Index

126

Housing  
Affordability

54

Diversity  
Index

AT RISK POPULATION



541

Households With  
Disability



503

Population 65+



96

Households  
Without Vehicle

POVERTY AND LANGUAGE



23%

Households Below  
the Poverty Level



328

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

POPULATION AND BUSINESSES



3,317

Daytime  
Population



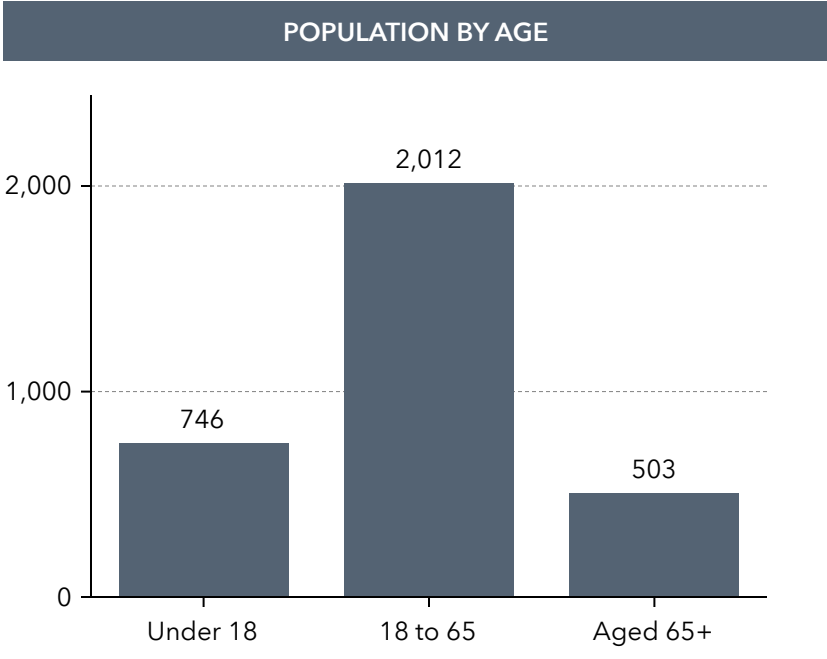
239

Total  
Businesses



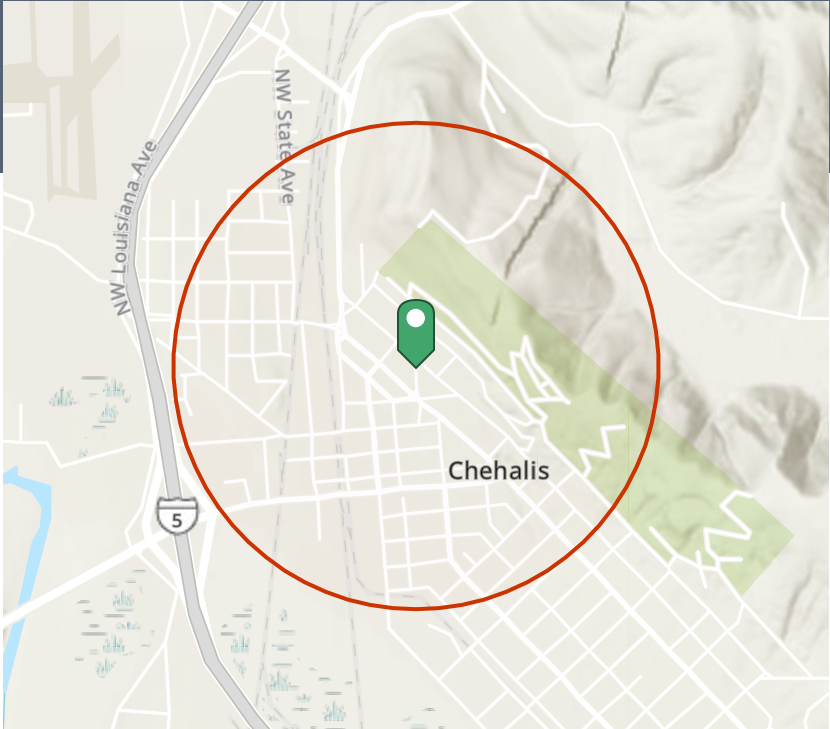
1,490

Total  
Employees



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	351	1,706	414	2,471
Spanish	17	81	0	98
Spanish & English Well	17	51	0	68
Spanish & English Not Well	0	14	0	14
Spanish & No English	0	16	0	16
Indo-European	0	9	2	11
Indo-European & English Well	0	9	2	11
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	38	0	38
Asian-Pacific Isl & English Well	0	26	0	26
Asian-Pacific Isl & English Not Well	0	12	0	12
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	6	0	6
Other Language & English Well	0	6	0	6
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





2,243

Population

1,061

Households

2.06

Avg Size  
Household

37.3

Median  
Age

\$59,555

Median  
Household Income

\$265,385

Median  
Home Value

60

Wealth  
Index

103

Housing  
Affordability

48

Diversity  
Index

AT RISK POPULATION



396

Households With  
Disability



397

Population 65+



211

Households  
Without Vehicle

POVERTY AND LANGUAGE



15%

Households Below  
the Poverty Level



157

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

POPULATION AND BUSINESSES



3,802

Daytime  
Population



285

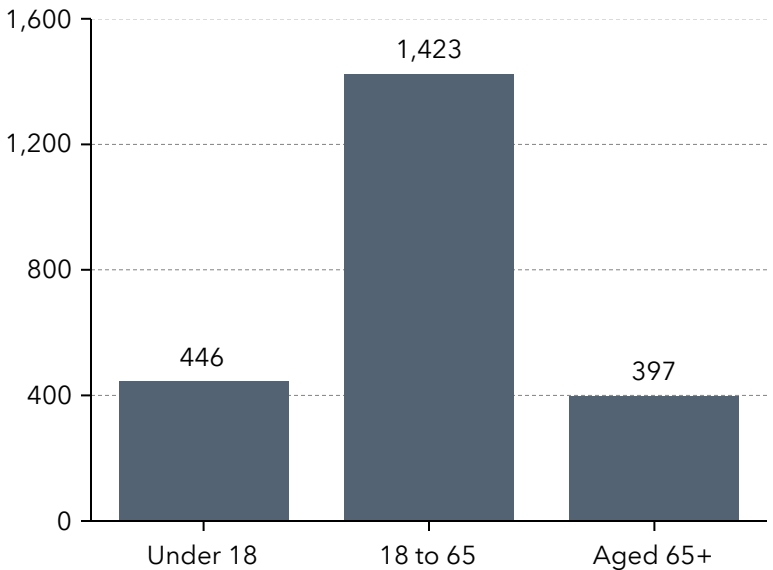
Total  
Businesses



2,953

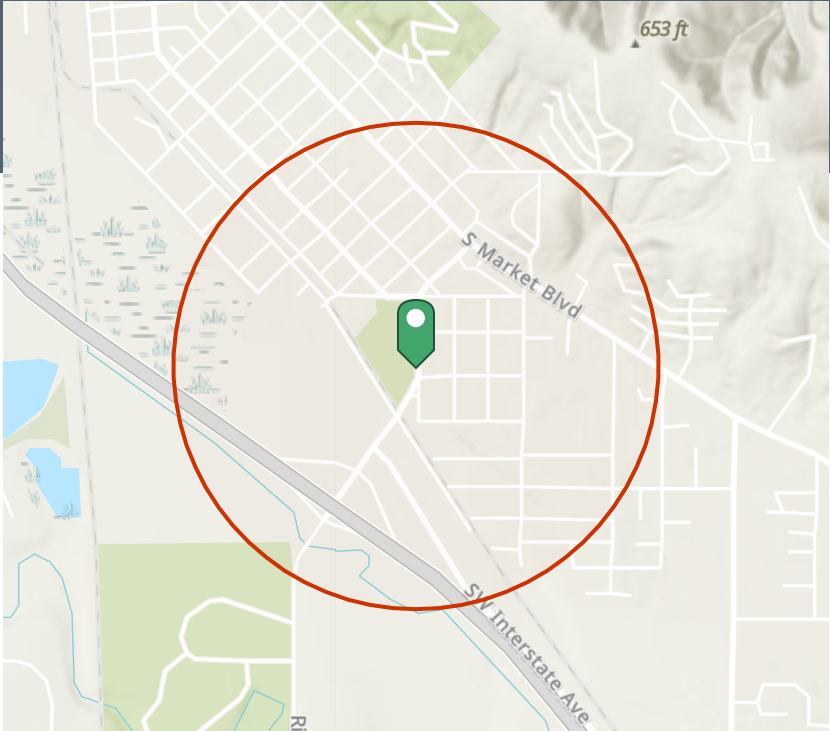
Total  
Employees

POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	207	1,210	380	1,797
Spanish	89	265	3	357
Spanish & English Well	89	166	3	258
Spanish & English Not Well	0	61	0	61
Spanish & No English	0	38	0	38
Indo-European	0	13	2	15
Indo-European & English Well	0	13	2	15
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Red Route

## Chehalis Recreation Park



Ring of 0.5 miles

2,080

Population

701

Households

2.82

Avg Size  
Household

35.1

Median  
Age

\$64,570

Median  
Household Income

\$261,364

Median  
Home Value

55

Wealth  
Index

113

Housing  
Affordability

55

Diversity  
Index

### AT RISK POPULATION



306

Households With  
Disability



366

Population 65+



53

Households  
Without Vehicle

### POVERTY AND LANGUAGE



12%

Households Below  
the Poverty Level



84

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,299

Daytime  
Population



119

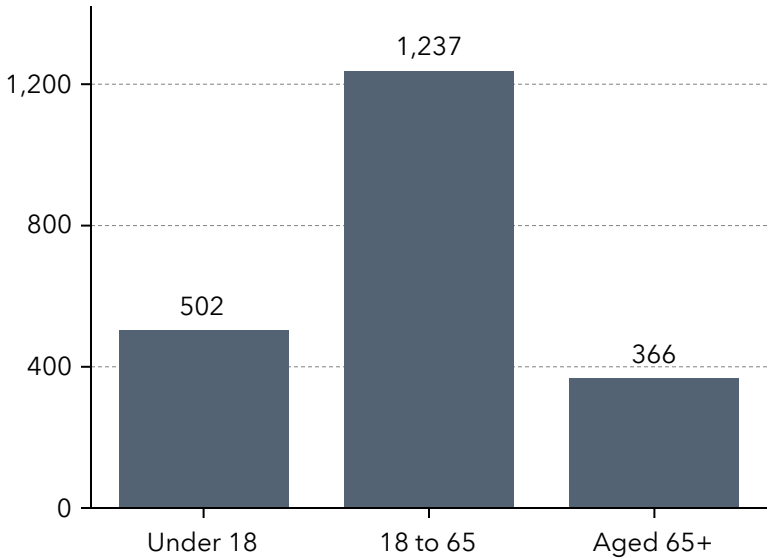
Total  
Businesses



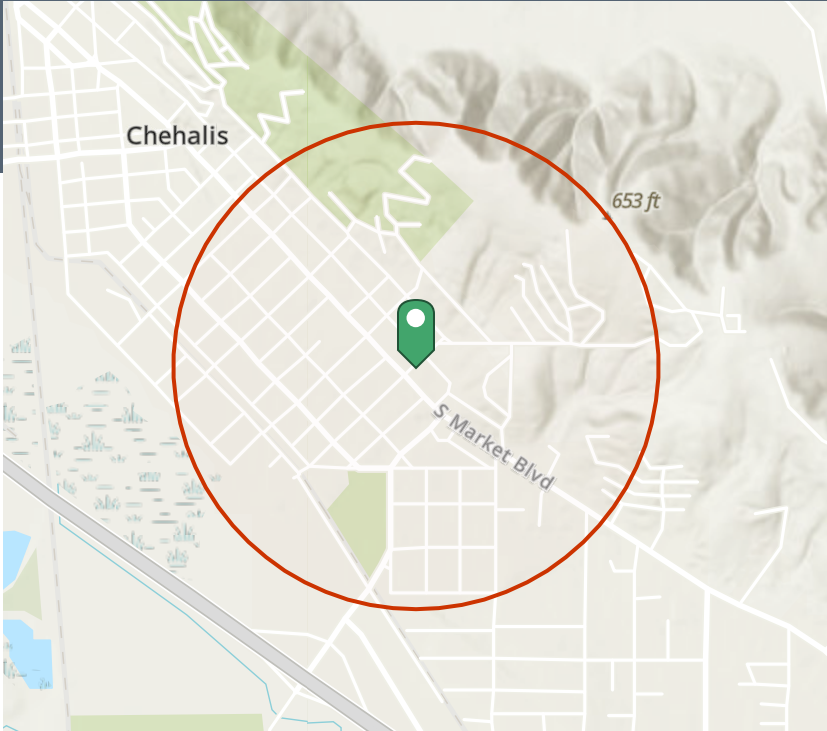
1,386

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	297	1,303	338	1,938
Spanish	15	30	4	49
Spanish & English Well	15	16	4	35
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	13	0	13
Indo-European	0	4	1	5
Indo-European & English Well	0	4	1	5
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	2	0	0	2
Other Language & English Well	2	0	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Red Route

## Chehalis Safeway



Ring of 0.5 miles

2,824

Population

1,057

Households

2.56

Avg Size  
Household

36.3

Median  
Age

\$62,311

Median  
Household Income

\$263,793

Median  
Home Value

60

Wealth  
Index

108

Housing  
Affordability

52

Diversity  
Index

### AT RISK POPULATION



496

Households With  
Disability



513

Population 65+



125

Households  
Without Vehicle

### POVERTY AND LANGUAGE



13%

Households Below  
the Poverty Level



145

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,704

Daytime  
Population



125

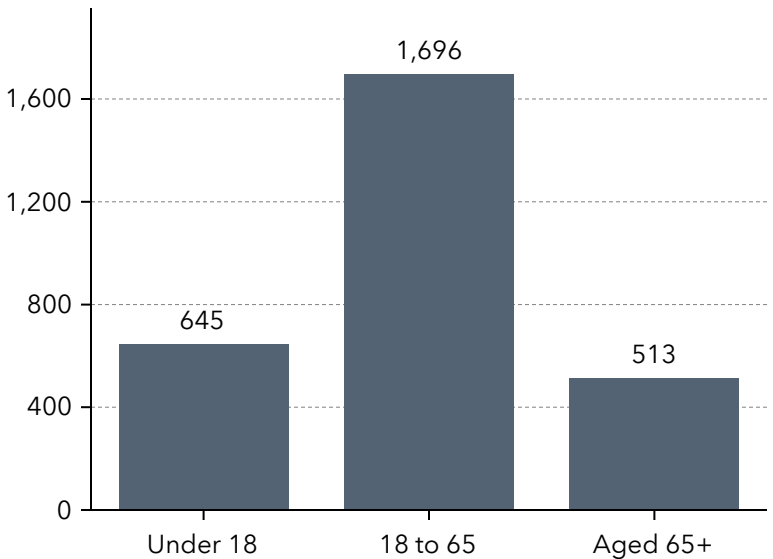
Total  
Businesses



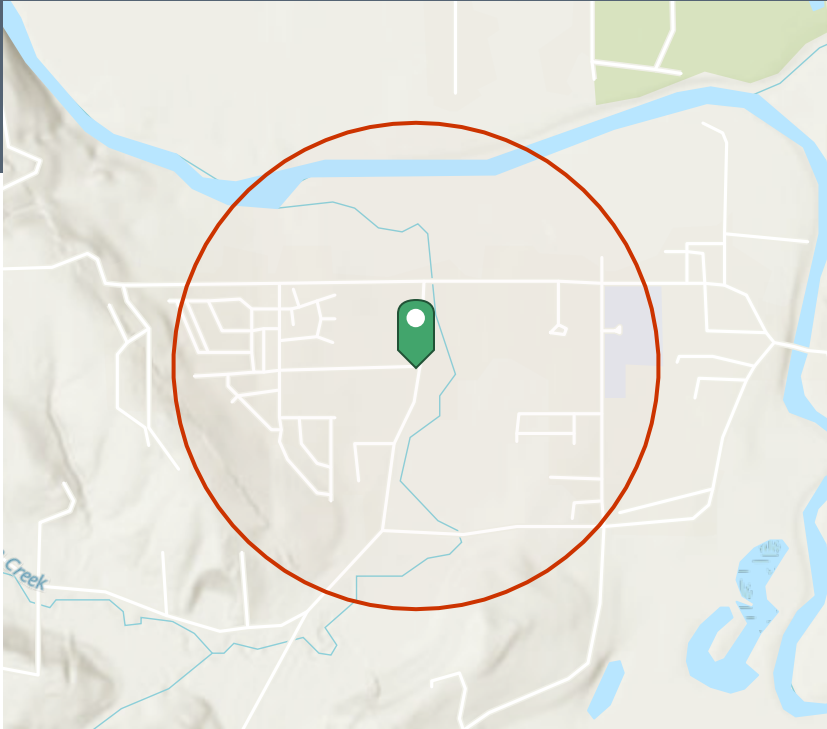
1,281

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	439	1,728	527	2,694
Spanish	37	88	7	132
Spanish & English Well	37	35	7	79
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	53	0	53
Indo-European	0	7	3	10
Indo-European & English Well	0	7	3	10
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	2	0	0	2
Other Language & English Well	2	0	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Colonial & Scammon Creek



Ring of 0.5 miles

1,821

Population

789

Households

2.22

Avg Size  
Household

58.0

Median  
Age

\$62,957

Median  
Household Income

\$377,612

Median  
Home Value

78

Wealth  
Index

76

Housing  
Affordability

51

Diversity  
Index

### AT RISK POPULATION



228

Households With  
Disability



765

Population 65+



79

Households  
Without Vehicle

### POVERTY AND LANGUAGE



12%

Households Below  
the Poverty Level



89

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,022

Daytime  
Population



32

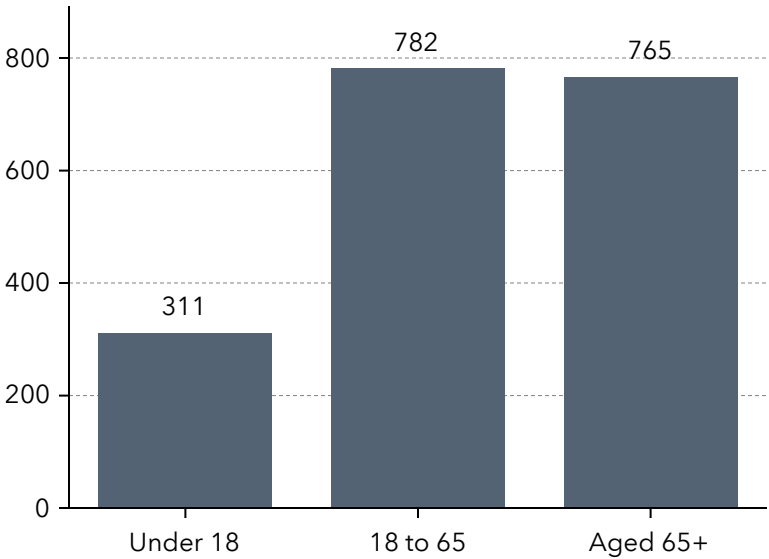
Total  
Businesses



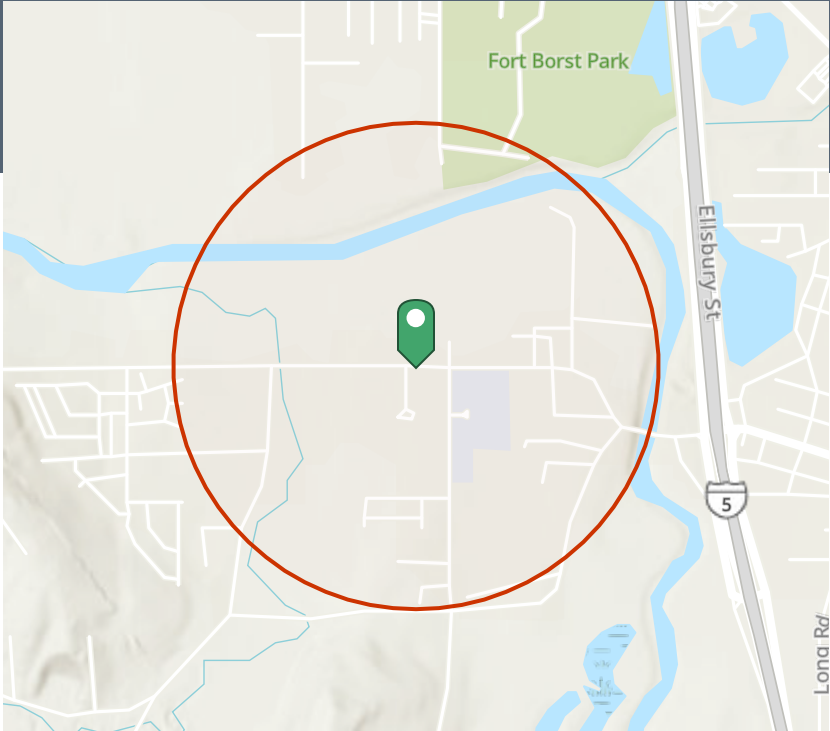
798

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	276	422	809	1,507
Spanish	0	32	0	32
Spanish & English Well	0	24	0	24
Spanish & English Not Well	0	8	0	8
Spanish & No English	0	0	0	0
Indo-European	0	1	0	1
Indo-European & English Well	0	1	0	1
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Cooks Hill Landing



Ring of 0.5 miles

880

Population

394

Households

2.16

Avg Size  
Household

56.8

Median  
Age

\$63,630

Median  
Household Income

\$375,714

Median  
Home Value

79

Wealth  
Index

77

Housing  
Affordability

54

Diversity  
Index

### AT RISK POPULATION



99

Households With  
Disability



354

Population 65+



29

Households  
Without Vehicle

### POVERTY AND LANGUAGE



8%

Households Below  
the Poverty Level



28

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,201

Daytime  
Population



55

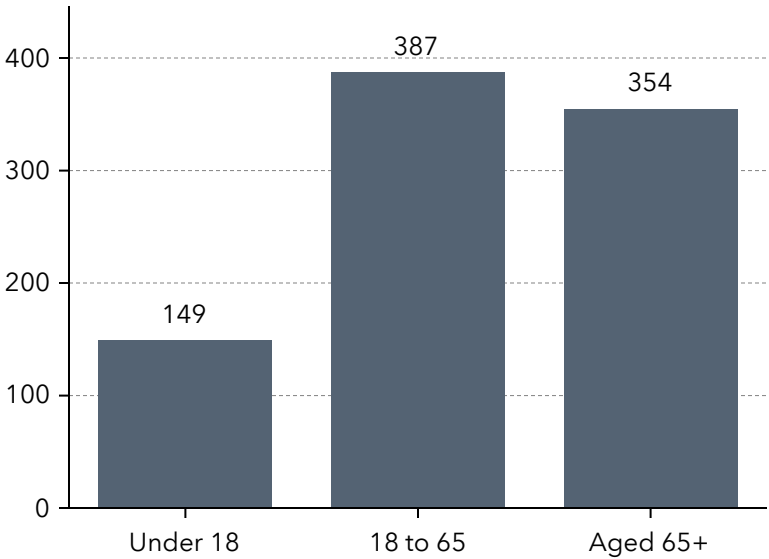
Total  
Businesses



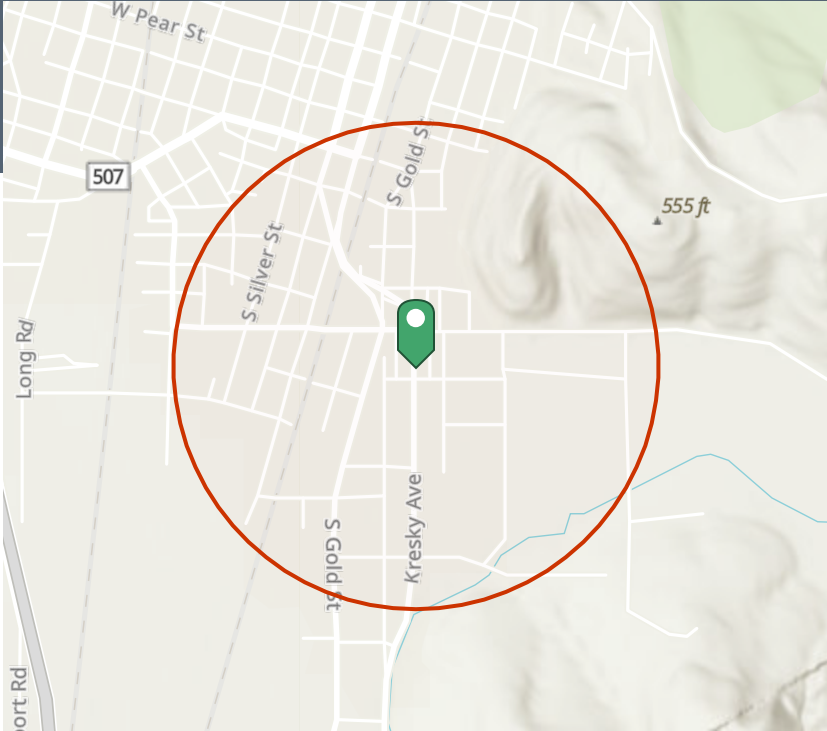
1,194

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	123	277	285	685
Spanish	0	30	0	30
Spanish & English Well	0	16	0	16
Spanish & English Not Well	0	15	0	15
Spanish & No English	0	0	0	0
Indo-European	0	2	0	2
Indo-European & English Well	0	2	0	2
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## NE Kresky & E Summa St - DOL



Ring of 0.5 miles

1,683

Population

635

Households

2.63

Avg Size  
Household

33.1

Median  
Age

\$52,193

Median  
Household Income

\$205,859

Median  
Home Value

46

Wealth  
Index

115

Housing  
Affordability

65

Diversity  
Index

### AT RISK POPULATION



251

Households With  
Disability



211

Population 65+



31

Households  
Without Vehicle

### POVERTY AND LANGUAGE



16%

Households Below  
the Poverty Level



95

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,861

Daytime  
Population



138

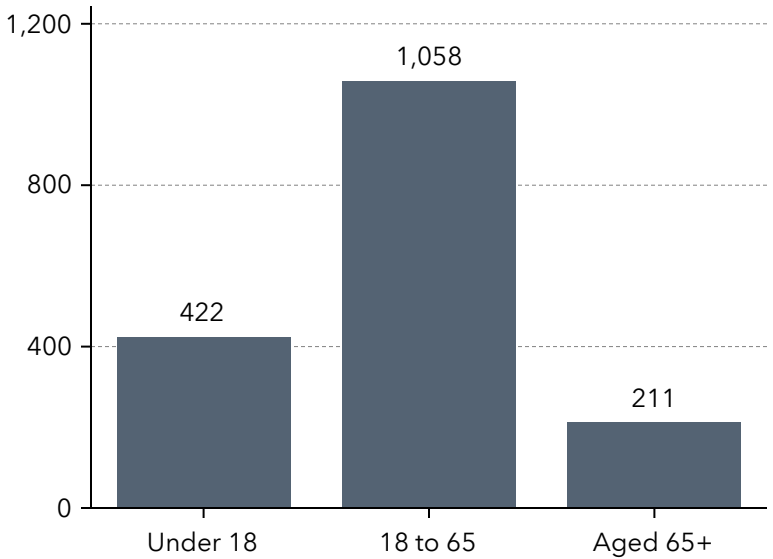
Total  
Businesses



878

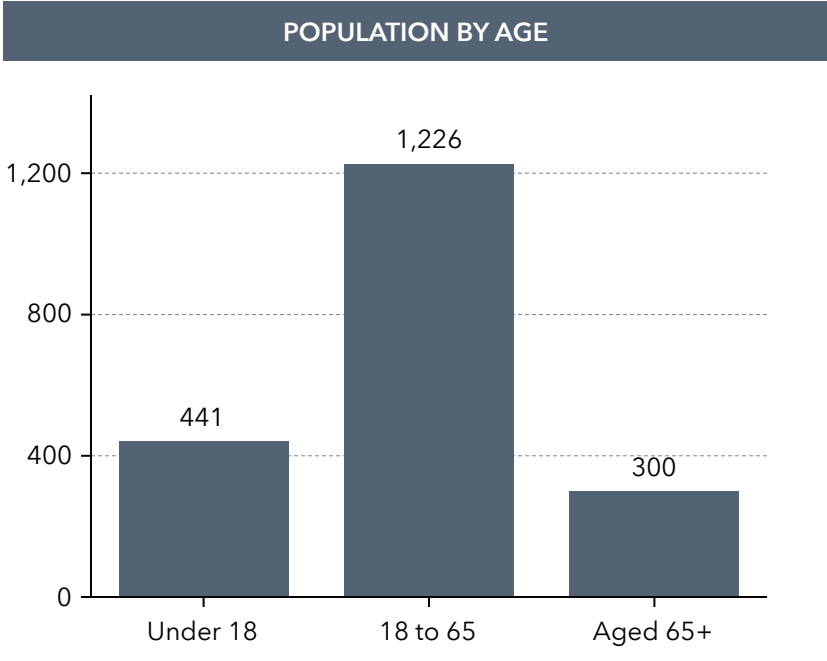
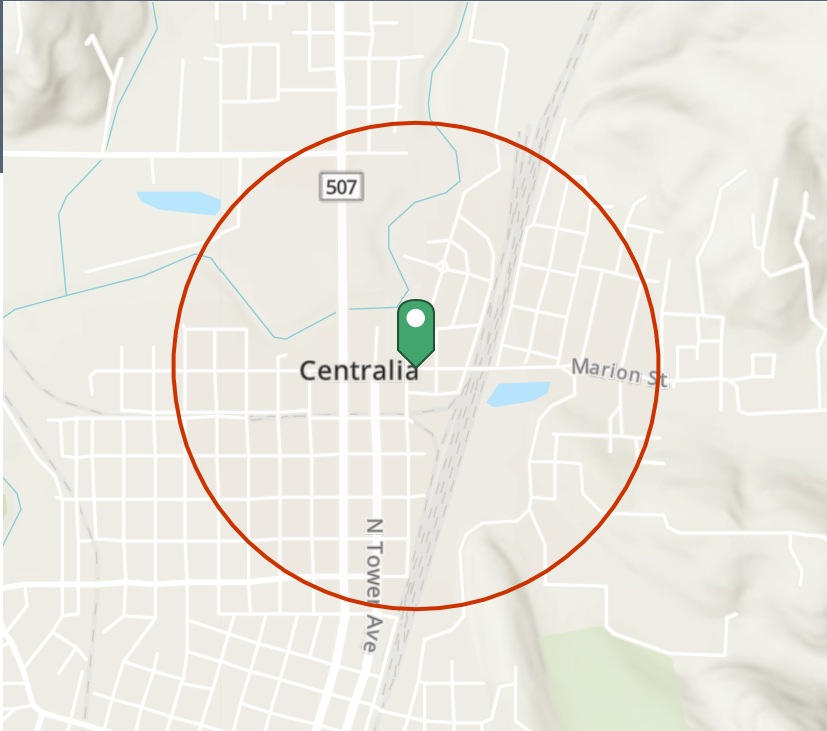
Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	229	799	185	1,213
Spanish	80	116	0	196
Spanish & English Well	80	104	0	184
Spanish & English Not Well	0	12	0	12
Spanish & No English	0	1	0	1
Indo-European	0	49	0	49
Indo-European & English Well	0	49	0	49
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	1	0	1
Asian-Pacific Isl & English Well	0	1	0	1
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

## E 6th & B



Ring of 0.5 miles

1,947

Population

695

Households

2.75

Avg Size Household

37.0

Median Age

\$61,953

Median Household Income

\$236,397

Median Home Value

55

Wealth Index

118

Housing Affordability

58

Diversity Index

### AT RISK POPULATION



277

Households With Disability



300

Population 65+



19

Households Without Vehicle

### POVERTY AND LANGUAGE



17%

Households Below the Poverty Level



117

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



1,559

Daytime Population



53

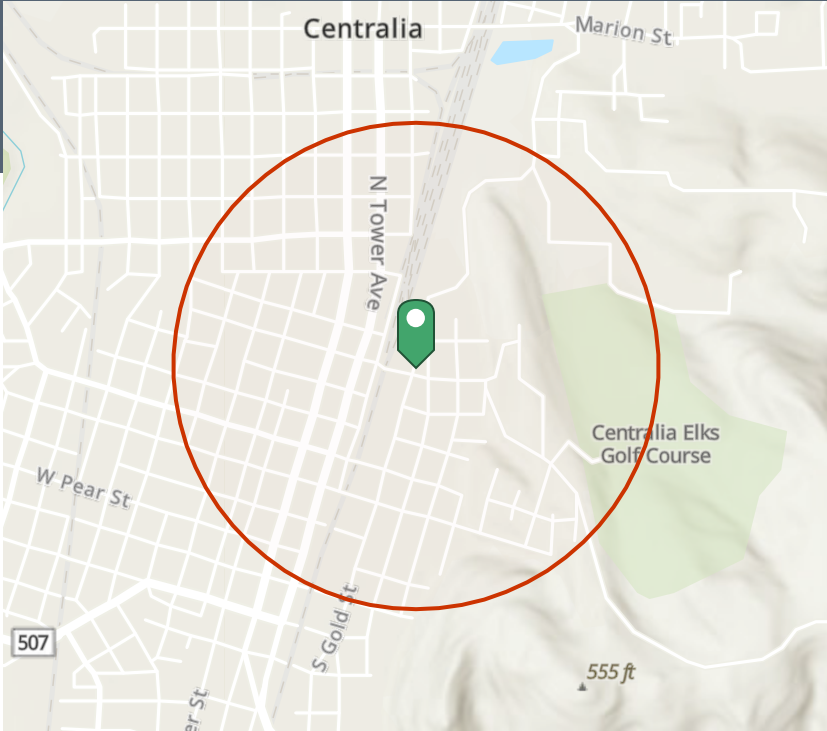
Total Businesses



359

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	150	853	313	1,316
Spanish	4	64	0	68
Spanish & English Well	4	46	0	50
Spanish & English Not Well	0	10	0	10
Spanish & No English	0	8	0	8
Indo-European	0	9	3	12
Indo-European & English Well	0	9	3	12
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	4	0	4
Asian-Pacific Isl & English Well	0	4	0	4
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	8	0	8
Other Language & English Well	0	8	0	8
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## E Maple & N Gold



Ring of 0.5 miles

2,400

Population

1,051

Households

2.26

Avg Size  
Household

36.6

Median  
Age

\$61,474

Median  
Household Income

\$209,524

Median  
Home Value

62

Wealth  
Index

132

Housing  
Affordability

55

Diversity  
Index

### AT RISK POPULATION



420

Households With  
Disability



376

Population 65+



74

Households  
Without Vehicle

### POVERTY AND LANGUAGE



22%

Households Below  
the Poverty Level



246

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,693

Daytime  
Population



226

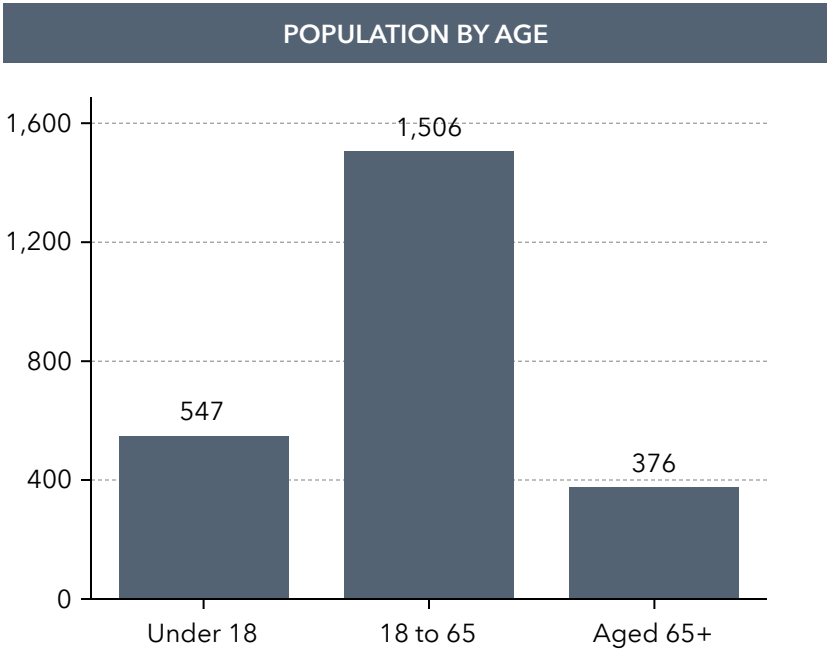
Total  
Businesses

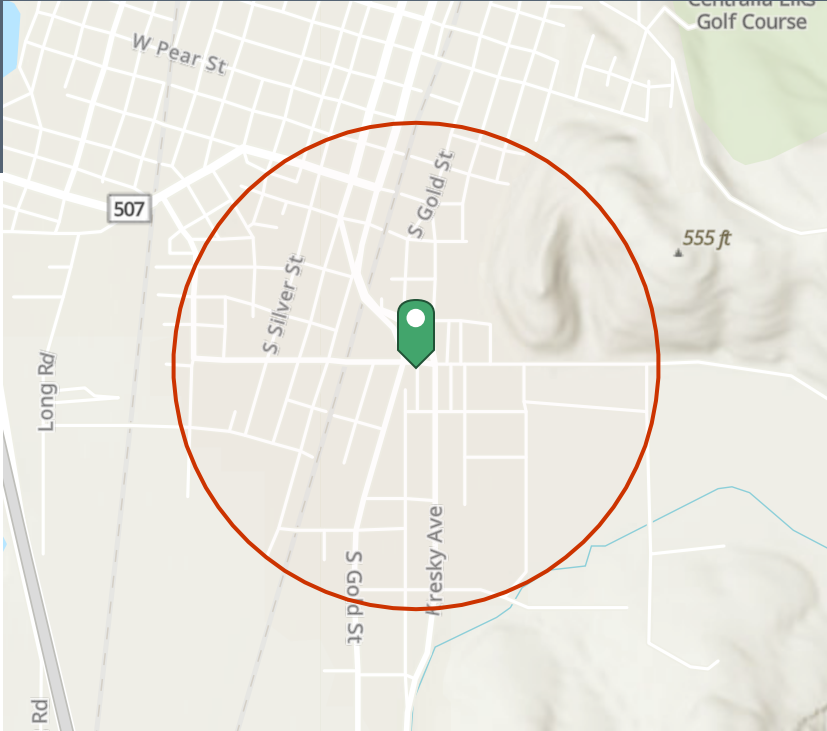


1,402

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	291	1,302	274	1,867
Spanish	19	74	0	93
Spanish & English Well	19	56	0	75
Spanish & English Not Well	0	7	0	7
Spanish & No English	0	11	0	11
Indo-European	0	30	0	30
Indo-European & English Well	0	30	0	30
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	21	0	21
Asian-Pacific Isl & English Well	0	14	0	14
Asian-Pacific Isl & English Not Well	0	7	0	7
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	1	0	1
Other Language & English Well	0	1	0	1
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

## E Summa & N Kresky - Dollar General



Ring of 0.5 miles

1,942

Population

731

Households

2.64

Avg Size  
Household

33.2

Median  
Age

\$51,669

Median  
Household Income

\$204,452

Median  
Home Value

45

Wealth  
Index

115

Housing  
Affordability

65

Diversity  
Index

### AT RISK POPULATION



288

Households With  
Disability



250

Population 65+



34

Households  
Without Vehicle

### POVERTY AND LANGUAGE



15%

Households Below  
the Poverty Level



106

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,007

Daytime  
Population



129

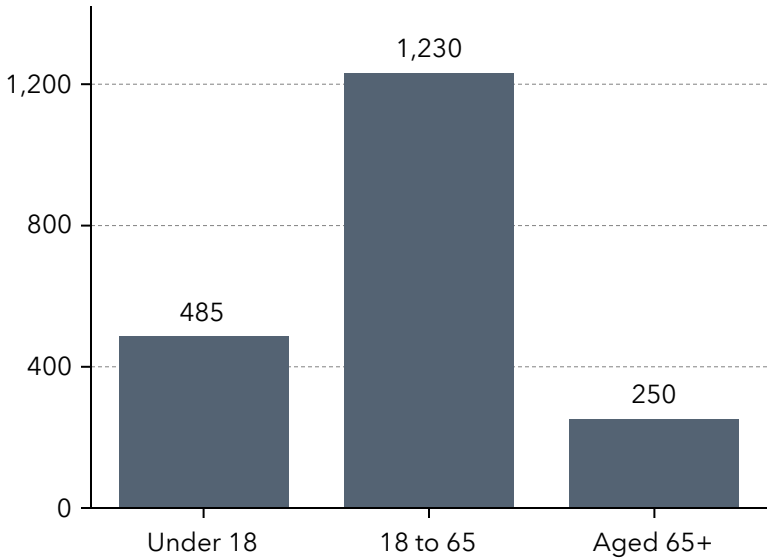
Total  
Businesses



834

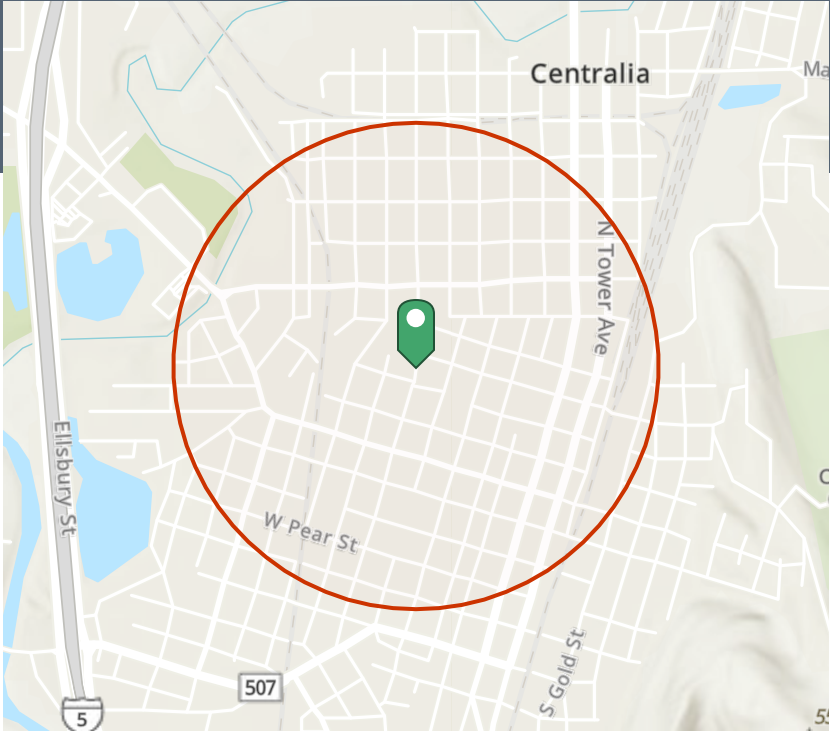
Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	262	913	214	1,389
Spanish	90	134	0	224
Spanish & English Well	90	120	0	210
Spanish & English Not Well	0	13	0	13
Spanish & No English	0	1	0	1
Indo-European	0	53	0	53
Indo-European & English Well	0	53	0	53
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	1	0	1
Asian-Pacific Isl & English Well	0	1	0	1
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Orange Route

## Edison Elementary



Ring of 0.5 miles

3,672

Population

1,531

Households

2.36

Avg Size  
Household

35.8

Median  
Age

\$60,143

Median  
Household Income

\$222,759

Median  
Home Value

56

Wealth  
Index

122

Housing  
Affordability

55

Diversity  
Index

### AT RISK POPULATION



580

Households With  
Disability



558

Population 65+



96

Households  
Without Vehicle

### POVERTY AND LANGUAGE



20%

Households Below  
the Poverty Level



325

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,727

Daytime  
Population



268

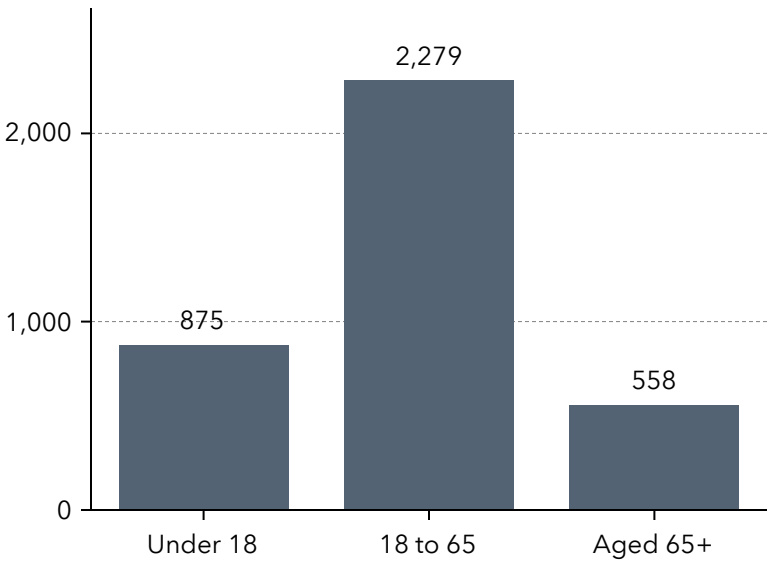
Total  
Businesses



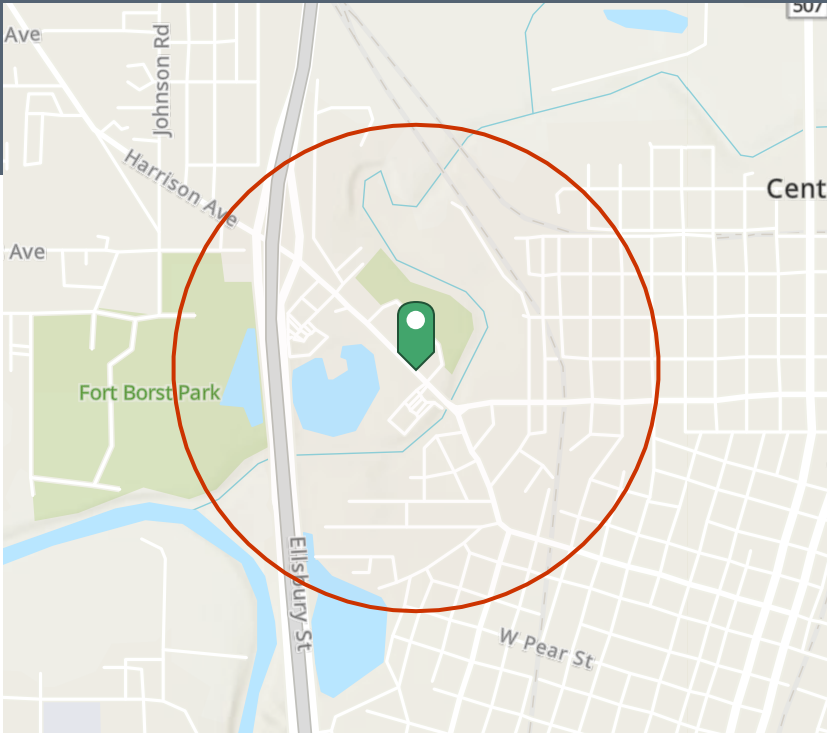
1,687

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	368	2,043	504	2,915
Spanish	32	74	2	108
Spanish & English Well	3	24	2	29
Spanish & English Not Well	28	16	0	44
Spanish & No English	0	34	0	34
Indo-European	0	3	1	4
Indo-European & English Well	0	3	1	4
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	45	0	45
Asian-Pacific Isl & English Well	0	31	0	31
Asian-Pacific Isl & English Not Well	0	14	0	14
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	4	0	4
Other Language & English Well	0	4	0	4
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Harrison & Bridge - Goodwill



Ring of 0.5 miles

1,912

Population

692

Households

2.66

Avg Size  
Household

35.8

Median  
Age

\$58,395

Median  
Household Income

\$238,462

Median  
Home Value

54

Wealth  
Index

110

Housing  
Affordability

56

Diversity  
Index

### AT RISK POPULATION



213

Households With  
Disability



314

Population 65+



31

Households  
Without Vehicle

### POVERTY AND LANGUAGE



16%

Households Below  
the Poverty Level



106

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,276

Daytime  
Population



96

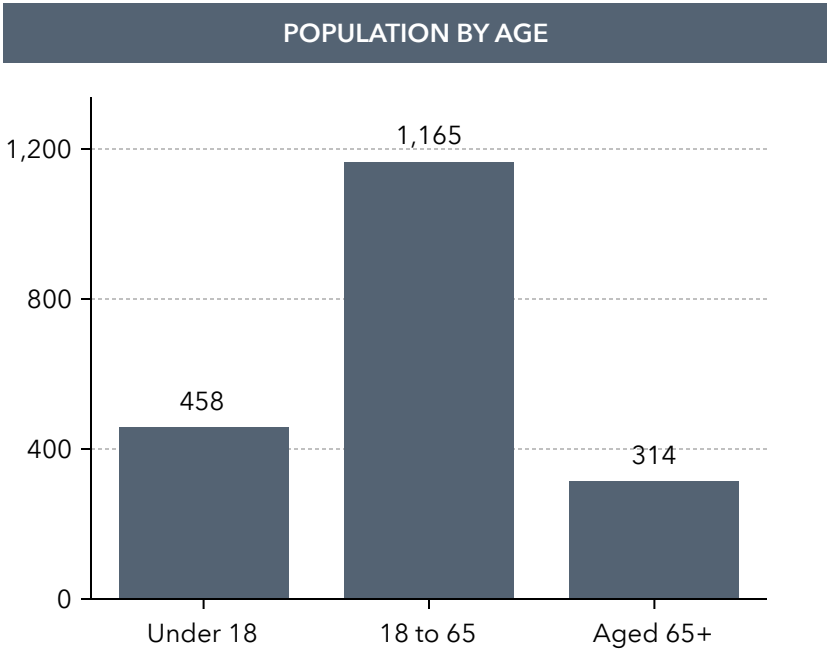
Total  
Businesses

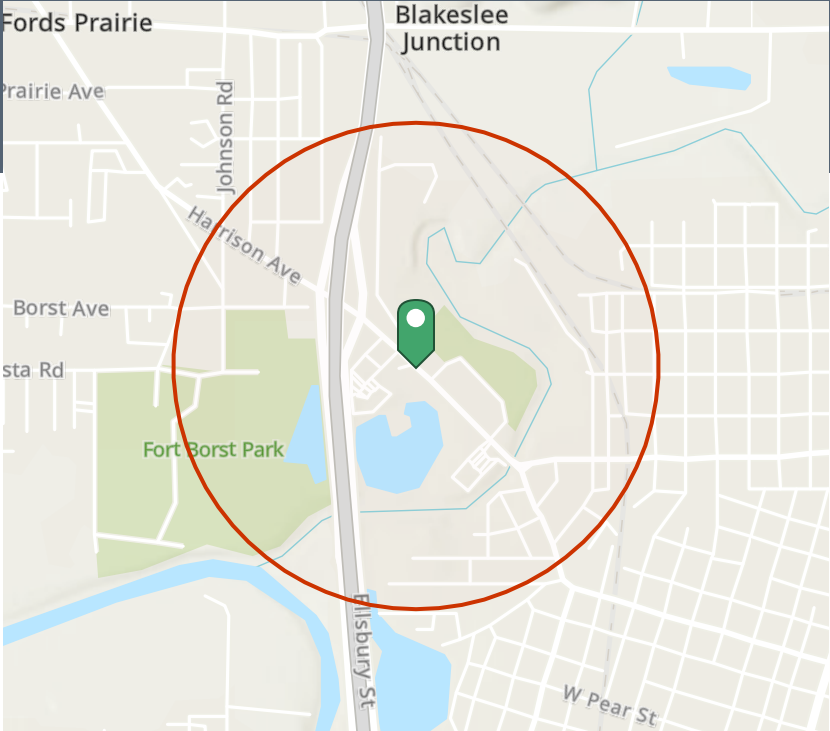


852

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	163	927	276	1,366
Spanish	72	62	4	138
Spanish & English Well	0	4	4	8
Spanish & English Not Well	72	7	0	79
Spanish & No English	0	51	0	51
Indo-European	0	2	1	3
Indo-European & English Well	0	2	1	3
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	19	1	20
Asian-Pacific Isl & English Well	0	13	0	13
Asian-Pacific Isl & English Not Well	0	6	0	6
Asian-Pacific Isl & No English	0	0	1	1
Other Language	0	2	0	2
Other Language & English Well	0	2	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





Orange Route

Harrison & E High Street - Centralia Outlets East

Ring of 0.5 miles

1,253

Population

414

Households

2.88

Avg Size Household

36.1

Median Age

\$57,014

Median Household Income

\$239,535

Median Home Value

50

Wealth Index

107

Housing Affordability

56

Diversity Index

AT RISK POPULATION



94

Households With Disability



218

Population 65+



5

Households Without Vehicle

POVERTY AND LANGUAGE



10%

Households Below the Poverty Level



37

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES



2,469

Daytime Population



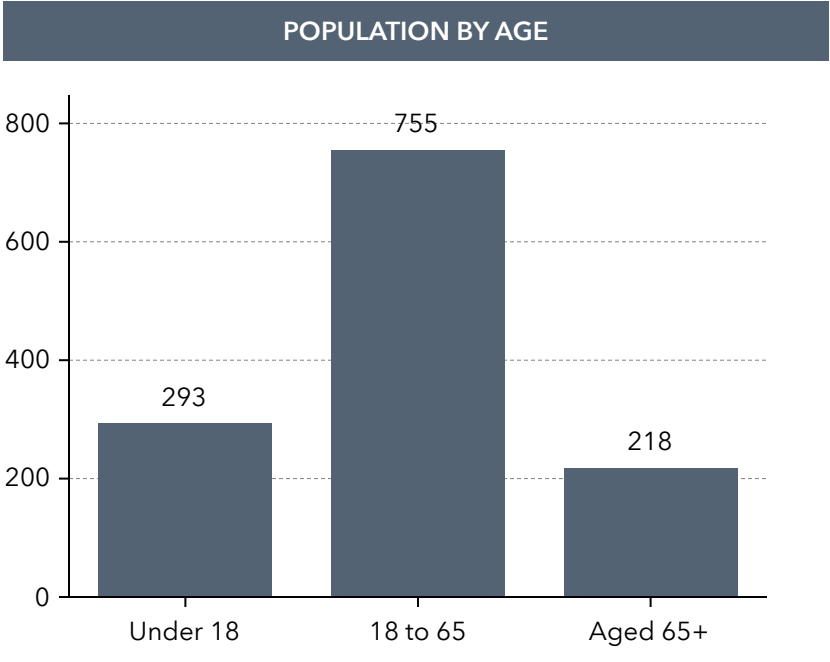
143

Total Businesses

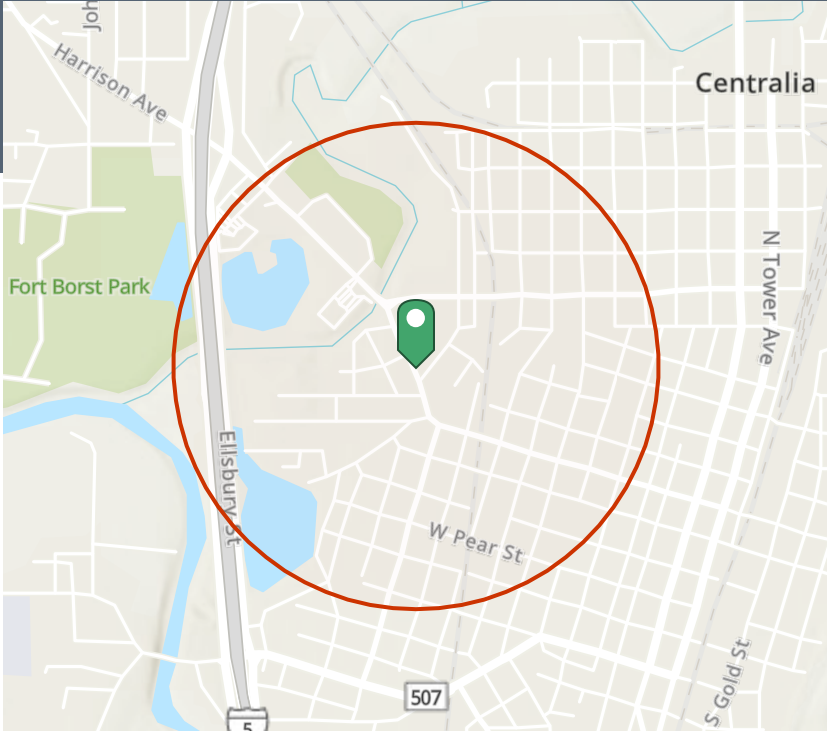


1,391

Total Employees



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	106	536	186	828
Spanish	69	66	8	143
Spanish & English Well	6	22	8	36
Spanish & English Not Well	63	3	0	66
Spanish & No English	0	42	0	42
Indo-European	0	2	1	3
Indo-European & English Well	0	2	1	3
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	5	1	6
Asian-Pacific Isl & English Well	0	5	0	5
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	1	1
Other Language	0	2	0	2
Other Language & English Well	0	2	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Harrison & M



Ring of 0.5 miles

2,739

Population

1,060

Households

2.52

Avg Size  
Household

35.2

Median  
Age

\$58,495

Median  
Household Income

\$233,611

Median  
Home Value

55

Wealth  
Index

112

Housing  
Affordability

57

Diversity  
Index

### AT RISK POPULATION



383

Households With  
Disability



428

Population 65+



67

Households  
Without Vehicle

### POVERTY AND LANGUAGE



19%

Households Below  
the Poverty Level



212

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,779

Daytime  
Population



120

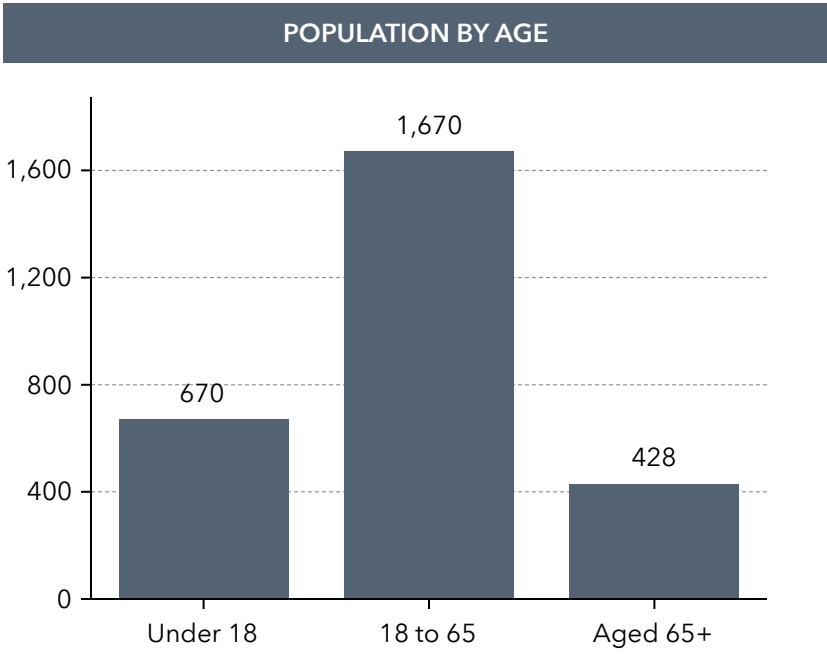
Total  
Businesses



883

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	233	1,526	374	2,133
Spanish	75	73	4	152
Spanish & English Well	0	3	4	7
Spanish & English Not Well	75	11	0	86
Spanish & No English	0	59	0	59
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	40	1	41
Asian-Pacific Isl & English Well	0	26	0	26
Asian-Pacific Isl & English Not Well	0	14	0	14
Asian-Pacific Isl & No English	0	0	1	1
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0

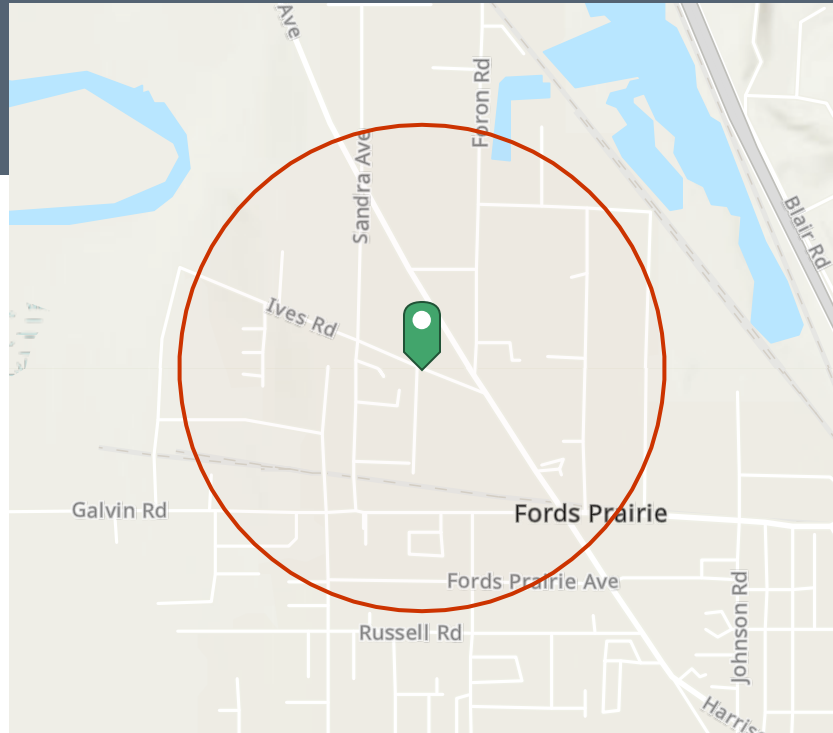




# Orange Route

## Ives & Washington

Ring of 0.5 miles



1,529

Population

603

Households

2.49

Avg Size  
Household

45.9

Median  
Age

\$45,650

Median  
Household Income

\$287,000

Median  
Home Value

61

Wealth  
Index

72

Housing  
Affordability

63

Diversity  
Index

### AT RISK POPULATION



249

Households With  
Disability



418

Population 65+



49

Households  
Without Vehicle

### POVERTY AND LANGUAGE



22%

Households Below  
the Poverty Level



123

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,797

Daytime  
Population



51

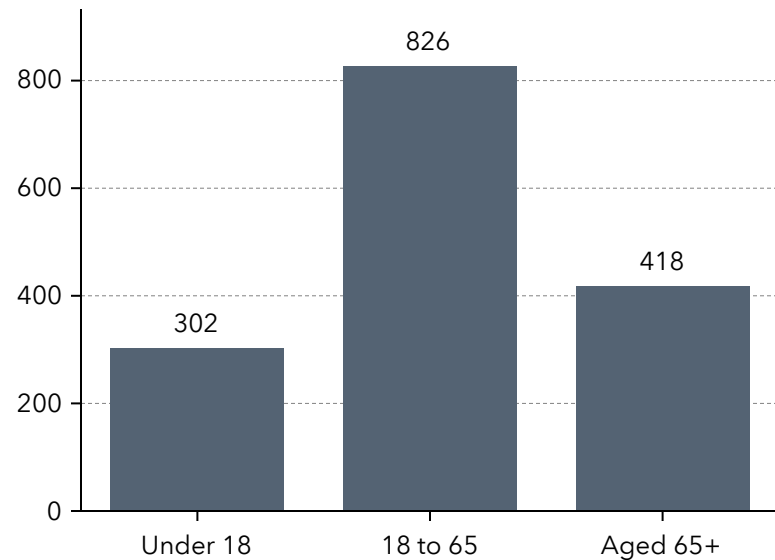
Total  
Businesses



622

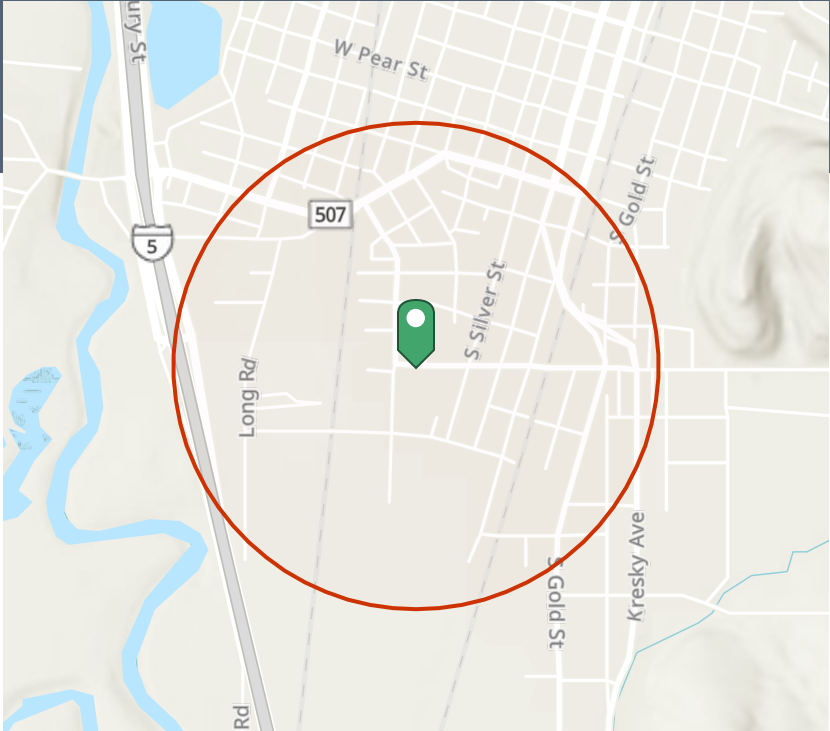
Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	326	783	227	1,336
Spanish	61	131	0	192
Spanish & English Well	57	54	0	111
Spanish & English Not Well	4	57	0	61
Spanish & No English	0	20	0	20
Indo-European	0	6	0	6
Indo-European & English Well	0	6	0	6
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

## Jefferson - Lincoln School



Ring of 0.5 miles

2,591

Population

940

Households

2.74

Avg Size  
Household

32.3

Median  
Age

\$48,484

Median  
Household Income

\$212,955

Median  
Home Value

38

Wealth  
Index

104

Housing  
Affordability

68

Diversity  
Index

### AT RISK POPULATION



348

Households With  
Disability



316

Population 65+



36

Households  
Without Vehicle

### POVERTY AND LANGUAGE



16%

Households Below  
the Poverty Level



140

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,026

Daytime  
Population



87

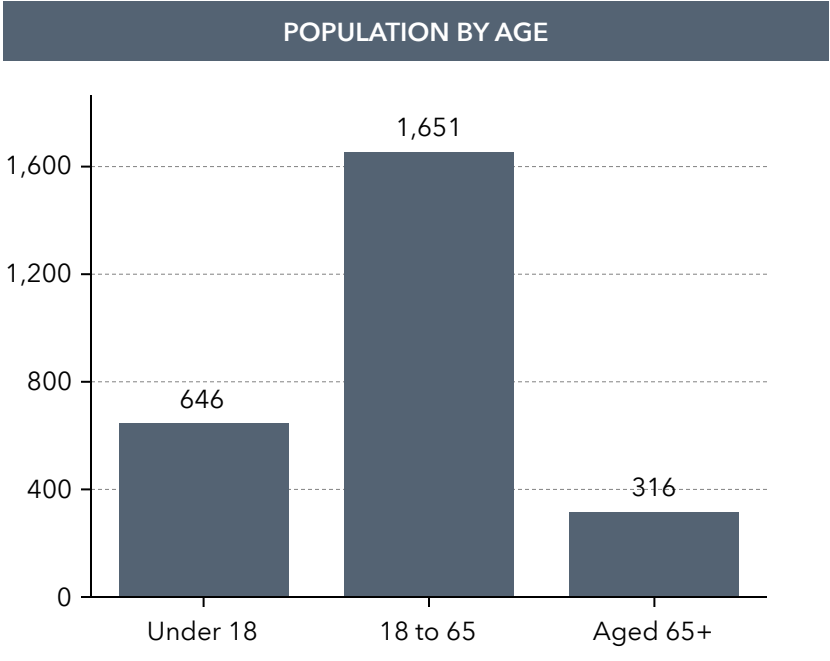
Total  
Businesses

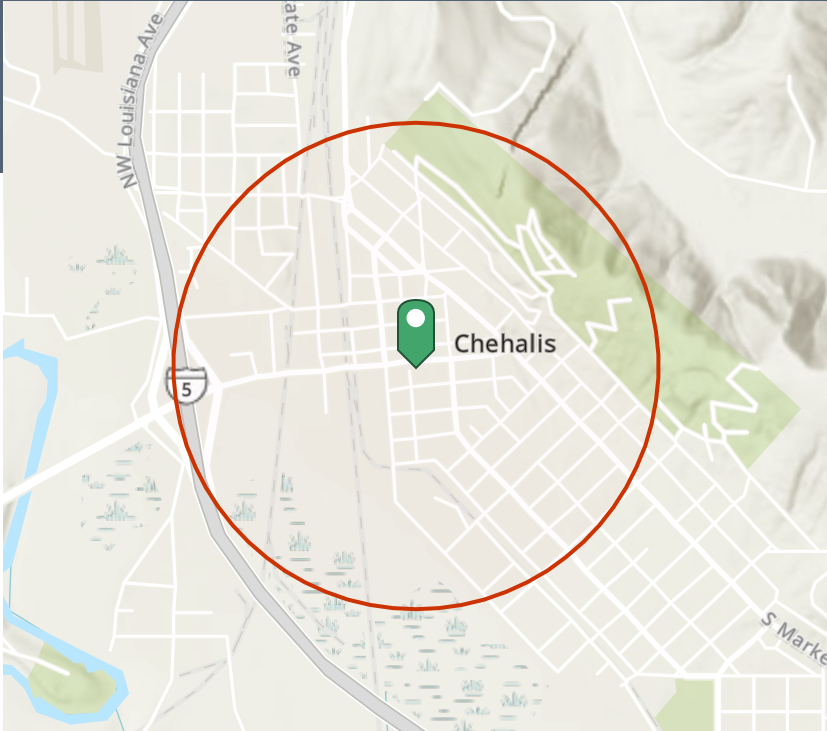


543

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	307	1,305	305	1,917
Spanish	156	199	0	355
Spanish & English Well	154	173	0	327
Spanish & English Not Well	2	23	0	25
Spanish & No English	0	3	0	3
Indo-European	0	9	0	9
Indo-European & English Well	0	9	0	9
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	2	0	2
Asian-Pacific Isl & English Well	0	2	0	2
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Yellow Route

## Lewis County Courthouse



Ring of 0.5 miles

2,569

Population

1,120

Households

2.18

Avg Size  
Household

34.5

Median  
Age

\$49,023

Median  
Household Income

\$223,000

Median  
Home Value

42

Wealth  
Index

101

Housing  
Affordability

53

Diversity  
Index

### AT RISK POPULATION



476

Households With  
Disability



389

Population 65+



220

Households  
Without Vehicle

### POVERTY AND LANGUAGE



17%

Households Below  
the Poverty Level



190

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



4,105

Daytime  
Population



267

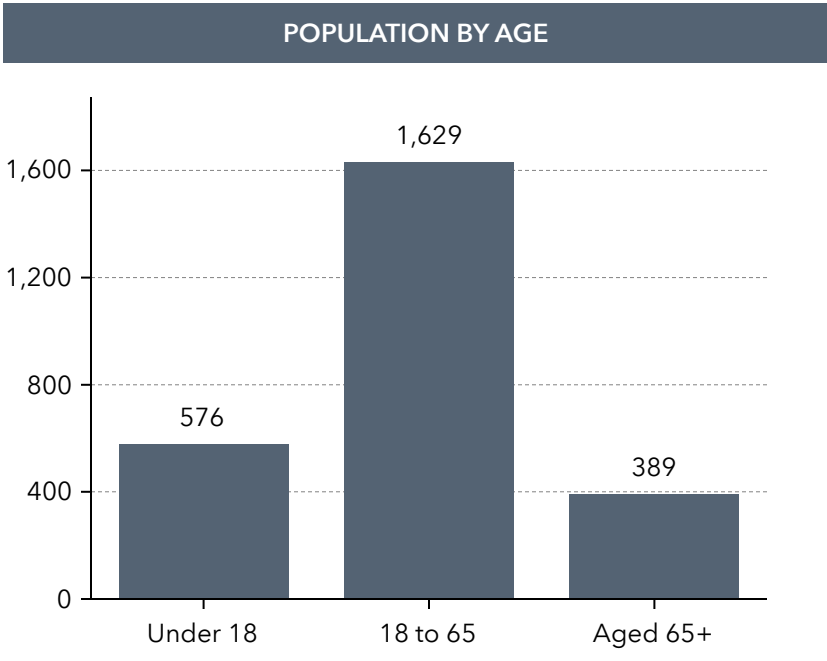
Total  
Businesses

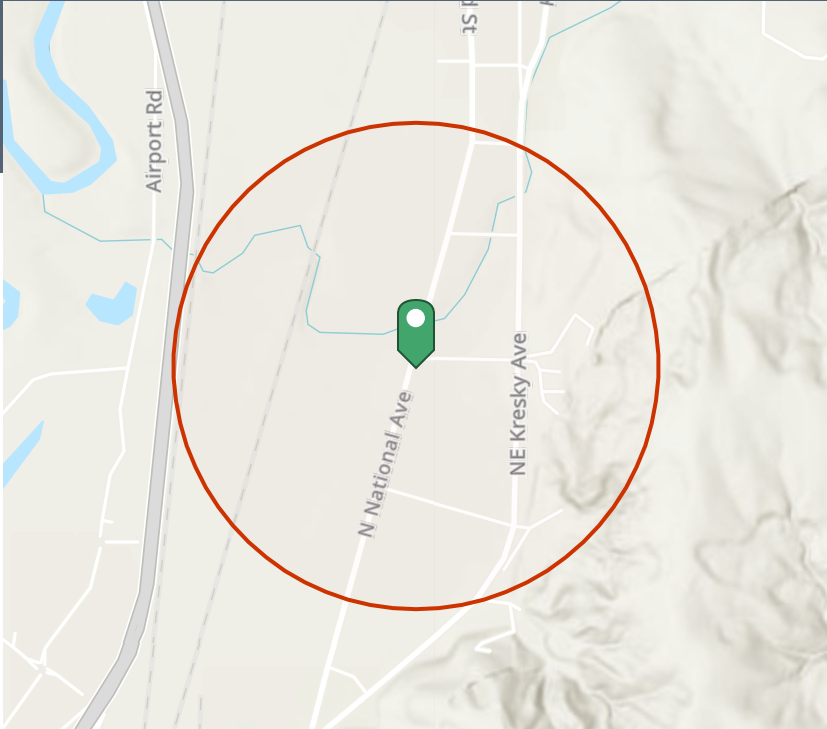


2,773

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	268	1,484	418	2,170
Spanish	119	257	3	379
Spanish & English Well	119	184	3	306
Spanish & English Not Well	0	59	0	59
Spanish & No English	0	13	0	13
Indo-European	0	6	1	7
Indo-European & English Well	0	6	1	7
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	1	0	0	1
Other Language & English Well	1	0	0	1
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

## Lewis County Mall - Social Services



Ring of 0.5 miles

58

Population

26

Households

2.19

Avg Size Household

37.5

Median Age

\$80,241

Median Household Income

\$361,111

Median Home Value

70

Wealth Index

0

Housing Affordability

58

Diversity Index

AT RISK POPULATION

7

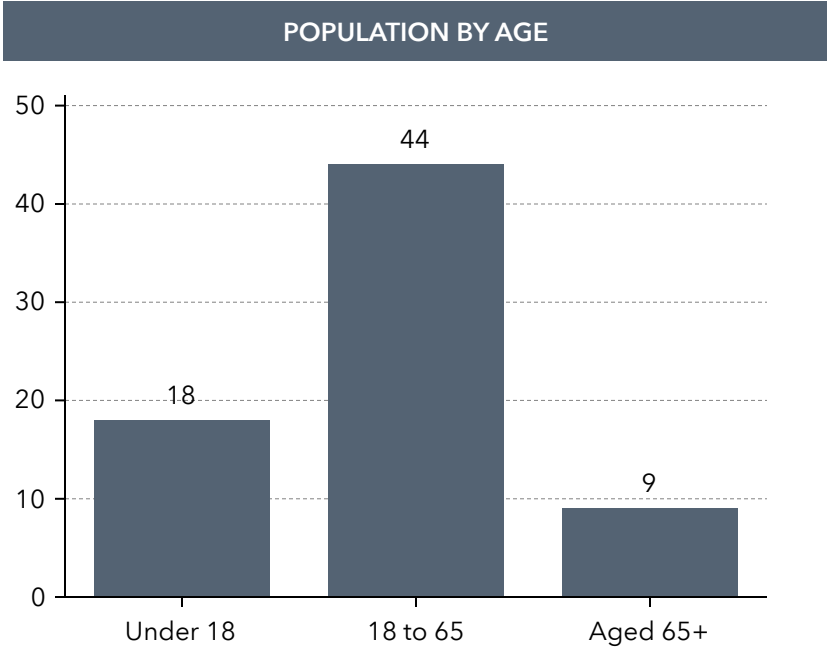
Households With Disability

9

Population 65+

0

Households Without Vehicle



POVERTY AND LANGUAGE

0%

Households Below the Poverty Level

0

Households Below the Poverty Level

0

Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES

639

Daytime Population

74

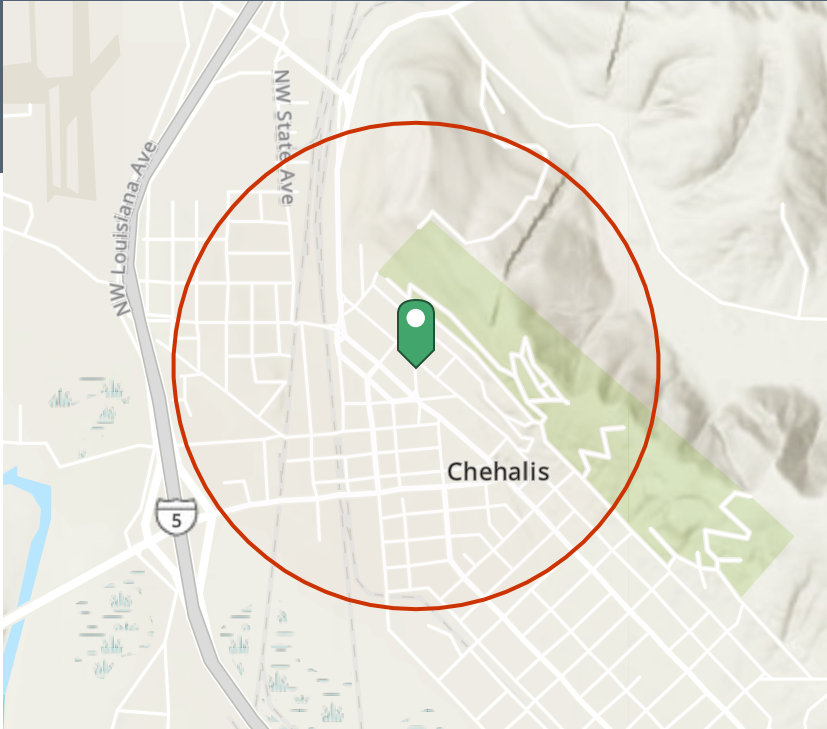
Total Businesses

519

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	25	37	6	68
Spanish	3	6	0	9
Spanish & English Well	3	6	0	9
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Orange Route

## Main St. & S Silver - Library



Ring of 0.5 miles

2,243

Population

1,061

Households

2.06

Avg Size  
Household

37.3

Median  
Age

\$59,555

Median  
Household Income

\$265,385

Median  
Home Value

60

Wealth  
Index

103

Housing  
Affordability

48

Diversity  
Index

### AT RISK POPULATION



396

Households With  
Disability



397

Population 65+



211

Households  
Without Vehicle

### POVERTY AND LANGUAGE



15%

Households Below  
the Poverty Level



157

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,802

Daytime  
Population



285

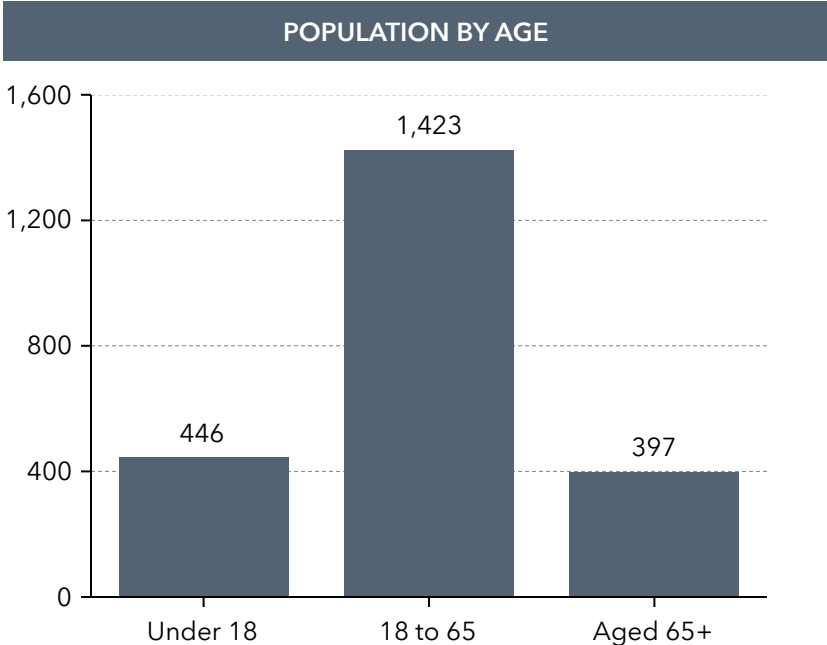
Total  
Businesses

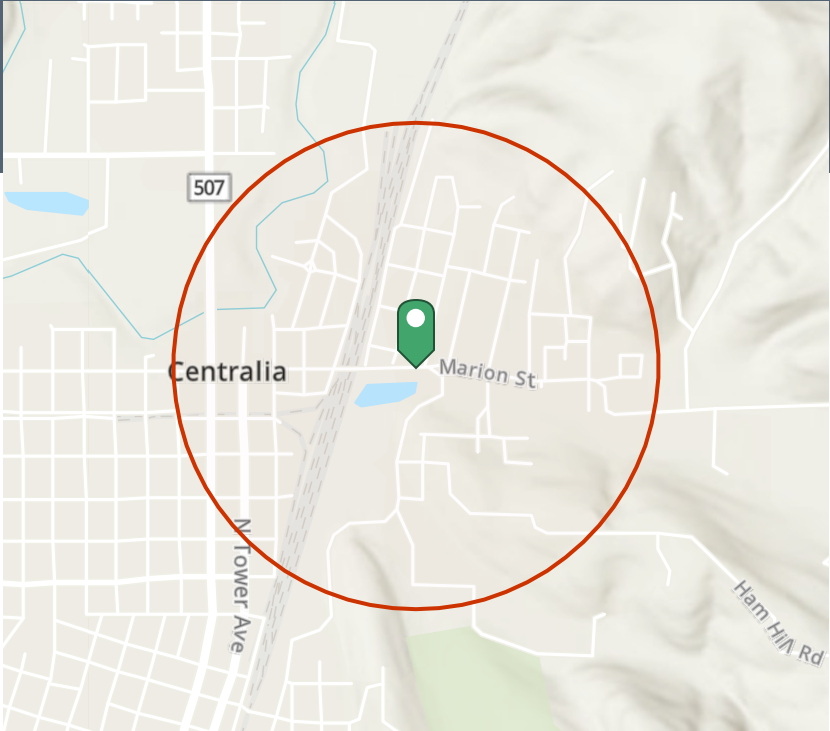


2,953

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	207	1,210	380	1,797
Spanish	89	265	3	357
Spanish & English Well	89	166	3	258
Spanish & English Not Well	0	61	0	61
Spanish & No English	0	38	0	38
Indo-European	0	13	2	15
Indo-European & English Well	0	13	2	15
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





1,639

Population

549

Households

2.95

Avg Size  
Household

36.3

Median  
Age

\$56,627

Median  
Household Income

\$234,615

Median  
Home Value

49

Wealth  
Index

108

Housing  
Affordability

65

Diversity  
Index

AT RISK POPULATION



233

Households With  
Disability



240

Population 65+



10

Households  
Without Vehicle

POVERTY AND LANGUAGE



14%

Households Below  
the Poverty Level



73

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

POPULATION AND BUSINESSES



1,374

Daytime  
Population



36

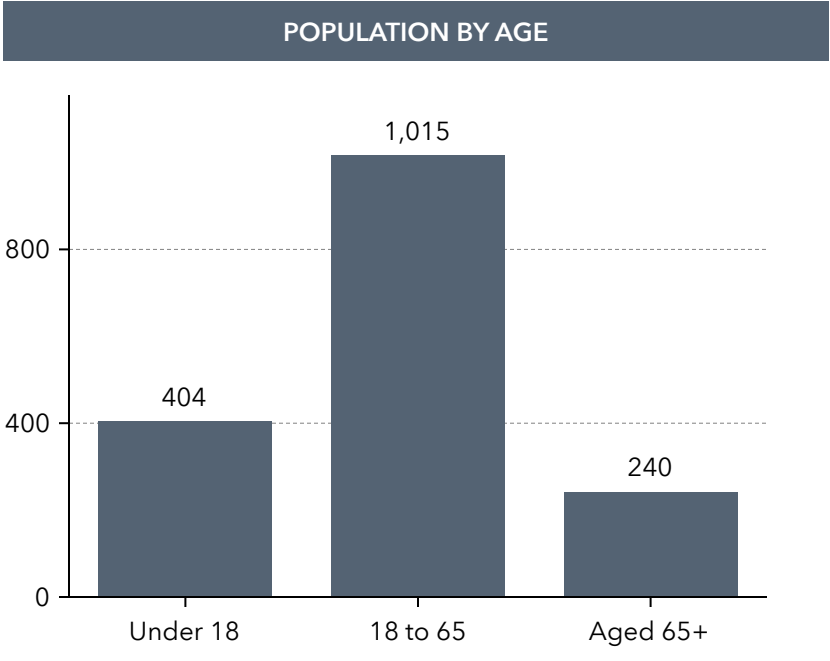
Total  
Businesses

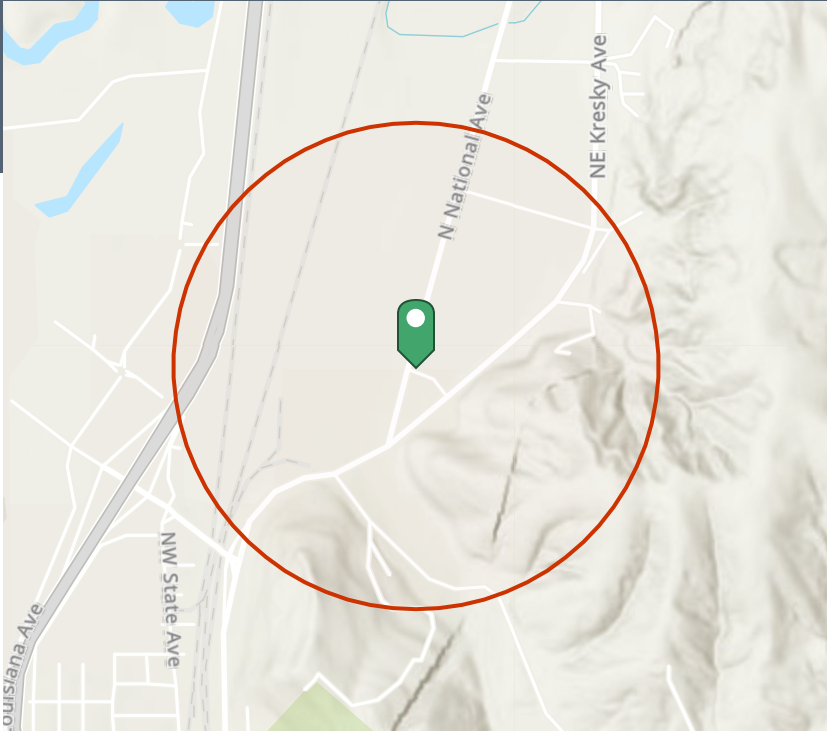


215

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	109	789	223	1,121
Spanish	6	89	0	95
Spanish & English Well	6	73	0	79
Spanish & English Not Well	0	9	0	9
Spanish & No English	0	6	0	6
Indo-European	0	7	0	7
Indo-European & English Well	0	7	0	7
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





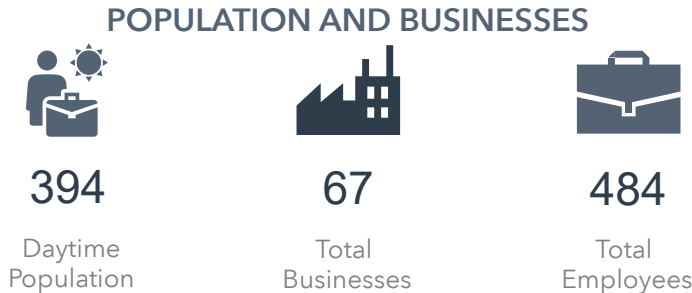
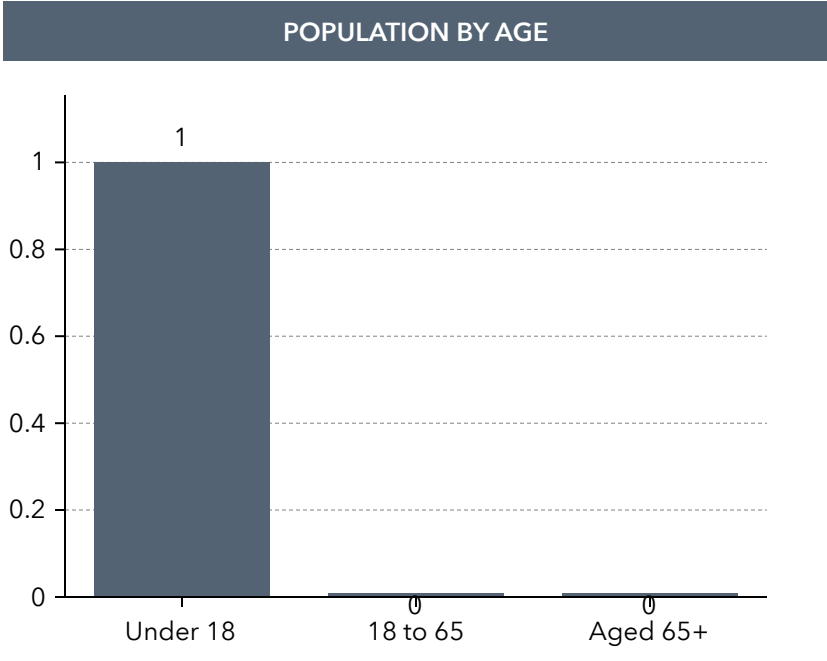
# Yellow, Red & Blue Route

## Median & N National

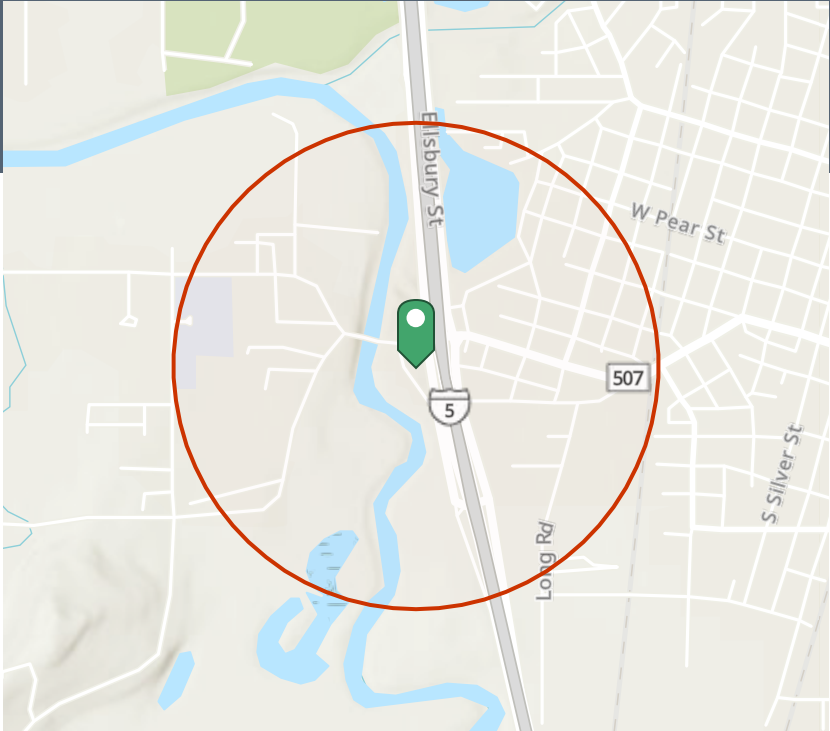


Ring of 0.5 miles

25	16	1.50	38.8	\$69,342	\$350,000	71	0	56
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	12	17	3	32
Spanish	1	2	0	3
Spanish & English Well	1	2	0	3
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



1,207

Population

391

Households

3.01

Avg Size  
Household

38.1

Median  
Age

\$56,050

Median  
Household Income

\$265,833

Median  
Home Value

58

Wealth  
Index

95

Housing  
Affordability

62

Diversity  
Index

AT RISK POPULATION



121

Households With  
Disability



264

Population 65+



15

Households  
Without Vehicle

POVERTY AND LANGUAGE



13%

Households Below  
the Poverty Level



47

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

POPULATION AND BUSINESSES



1,934

Daytime  
Population



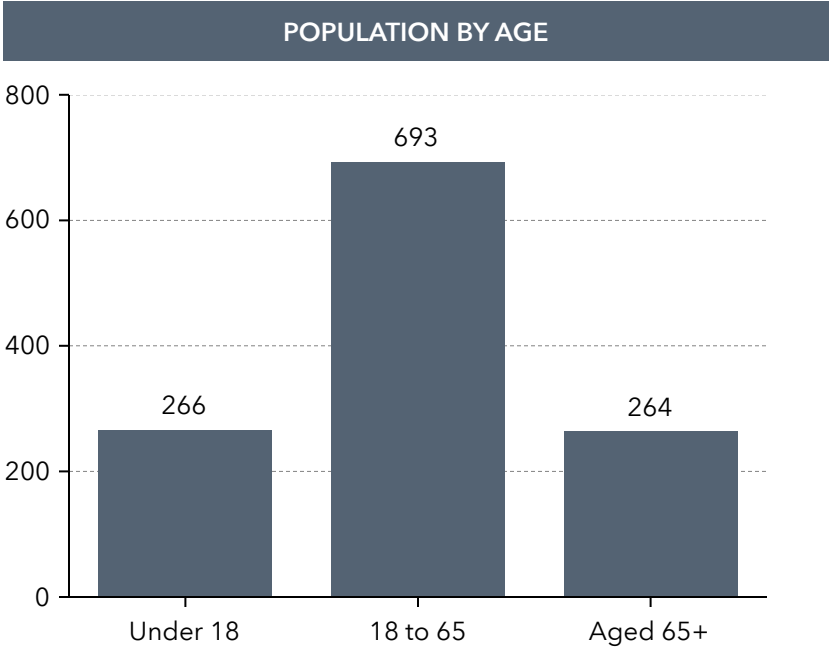
63

Total  
Businesses

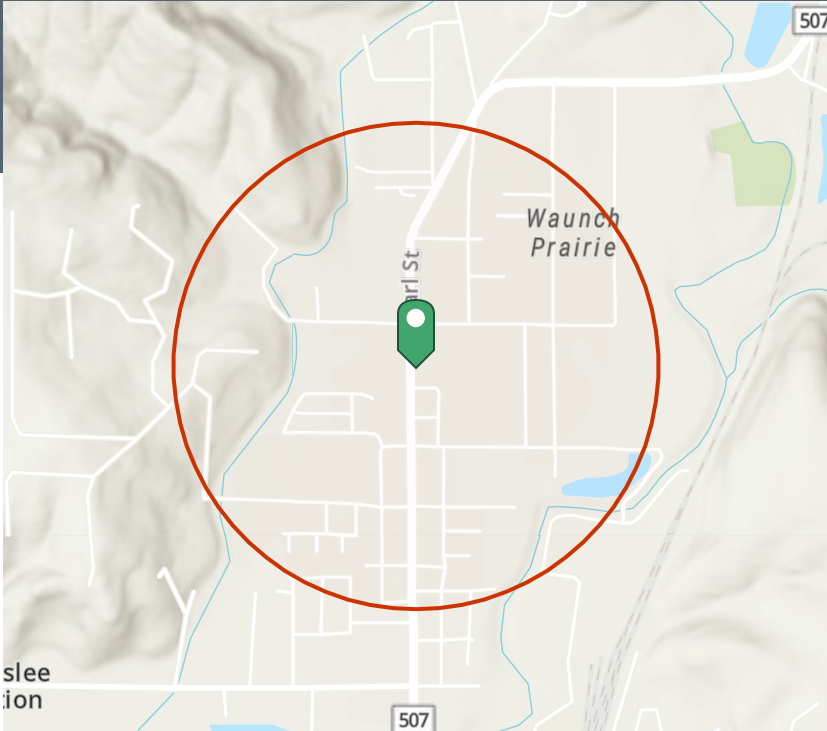


896

Total  
Employees



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	111	633	189	933
Spanish	42	59	1	102
Spanish & English Well	21	27	1	49
Spanish & English Not Well	21	16	0	37
Spanish & No English	0	16	0	16
Indo-European	0	3	1	4
Indo-European & English Well	0	3	1	4
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	6	0	6
Asian-Pacific Isl & English Well	0	4	0	4
Asian-Pacific Isl & English Not Well	0	2	0	2
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## N Pearl & E Carson - Pearl St. Market



Ring of 0.5 miles

1,661

Population

611

Households

2.69

Avg Size  
Household

36.8

Median  
Age

\$72,011

Median  
Household Income

\$239,931

Median  
Home Value

71

Wealth  
Index

134

Housing  
Affordability

64

Diversity  
Index

### AT RISK POPULATION



261

Households With  
Disability



275

Population 65+



21

Households  
Without Vehicle

### POVERTY AND LANGUAGE



34%

Households Below  
the Poverty Level



274

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,238

Daytime  
Population



15

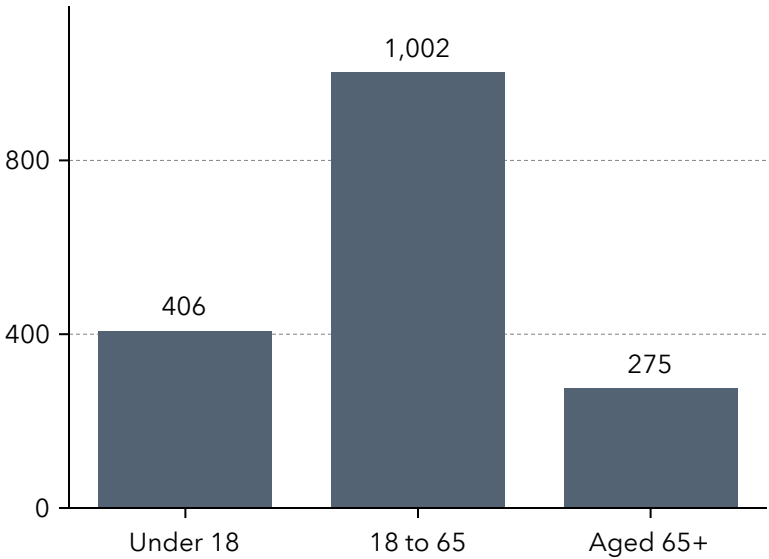
Total  
Businesses



129

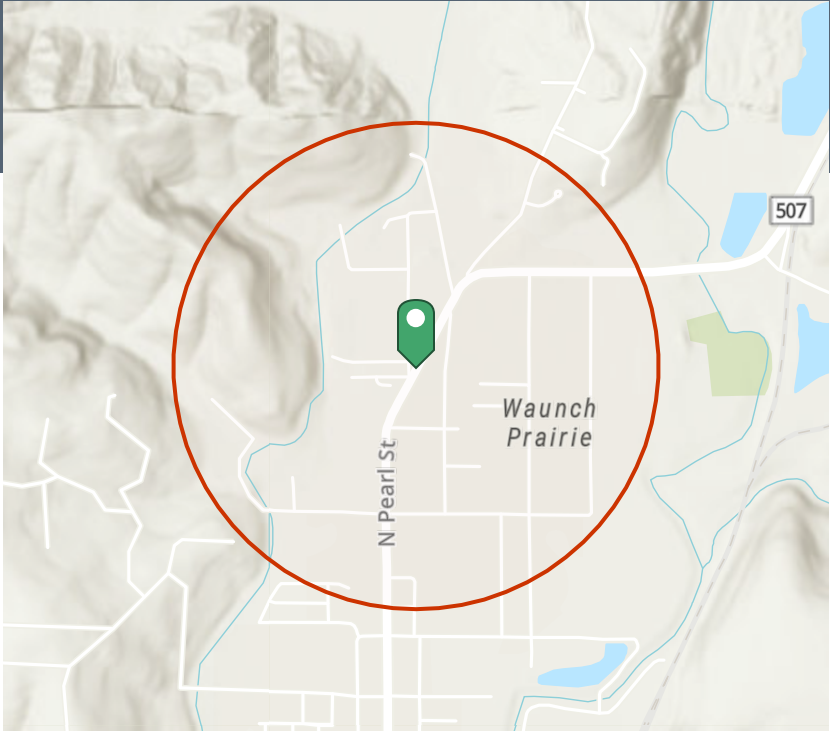
Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	363	920	400	1,683
Spanish	65	119	0	184
Spanish & English Well	65	83	0	148
Spanish & English Not Well	0	33	0	33
Spanish & No English	0	3	0	3
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

## N Pearl & Sawall



Ring of 0.5 miles

759

Population

259

Households

2.92

Avg Size Household

36.8

Median Age

\$73,174

Median Household Income

\$249,242

Median Home Value

74

Wealth Index

131

Housing Affordability

65

Diversity Index

### AT RISK POPULATION



114

Households With Disability



128

Population 65+



10

Households Without Vehicle

### POVERTY AND LANGUAGE



35%

Households Below the Poverty Level



125

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



605

Daytime Population



11

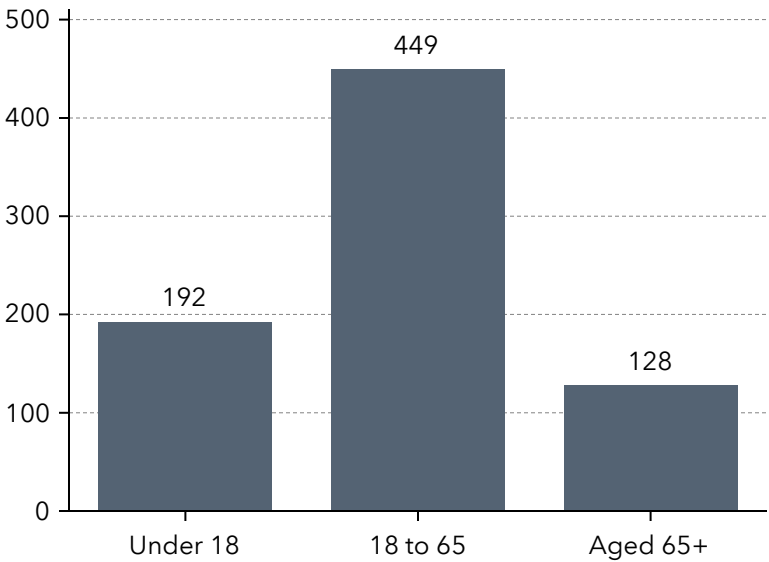
Total Businesses



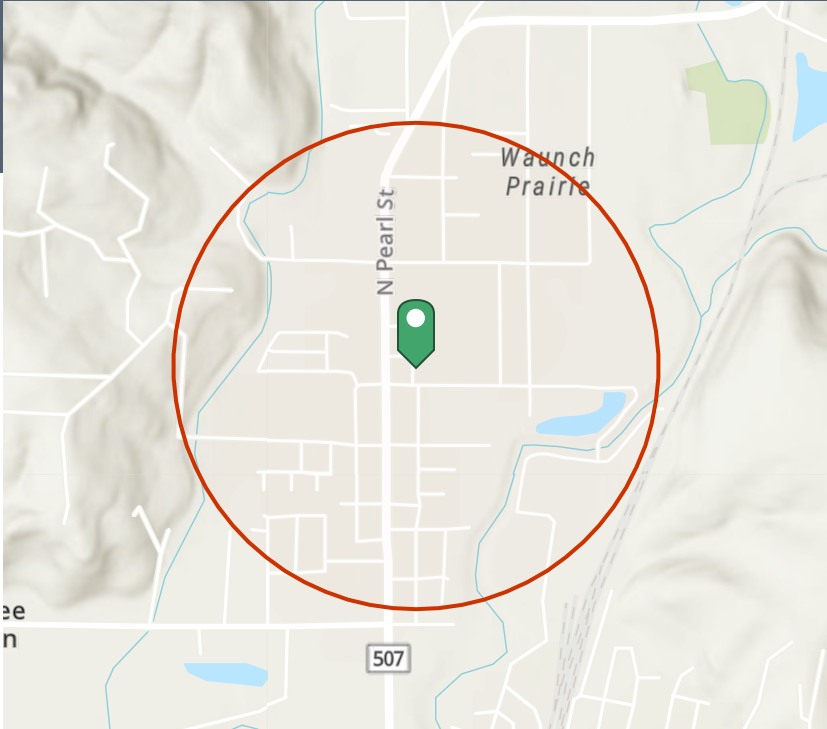
102

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	182	437	200	819
Spanish	35	61	0	96
Spanish & English Well	35	44	0	79
Spanish & English Not Well	0	18	0	18
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## Oakview Elementary



Ring of 0.5 miles

1,944

Population

708

Households

2.72

Avg Size Household

36.8

Median Age

\$71,519

Median Household Income

\$239,024

Median Home Value

70

Wealth Index

133

Housing Affordability

63

Diversity Index

### AT RISK POPULATION



301

Households With Disability



322

Population 65+



25

Households Without Vehicle

### POVERTY AND LANGUAGE



34%

Households Below the Poverty Level



312

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



1,555

Daytime Population



21

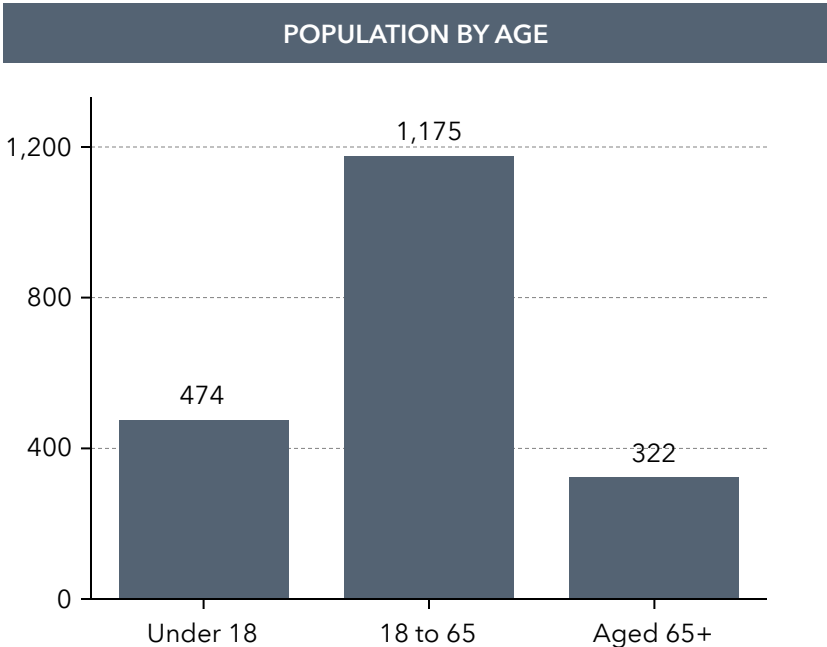
Total Businesses



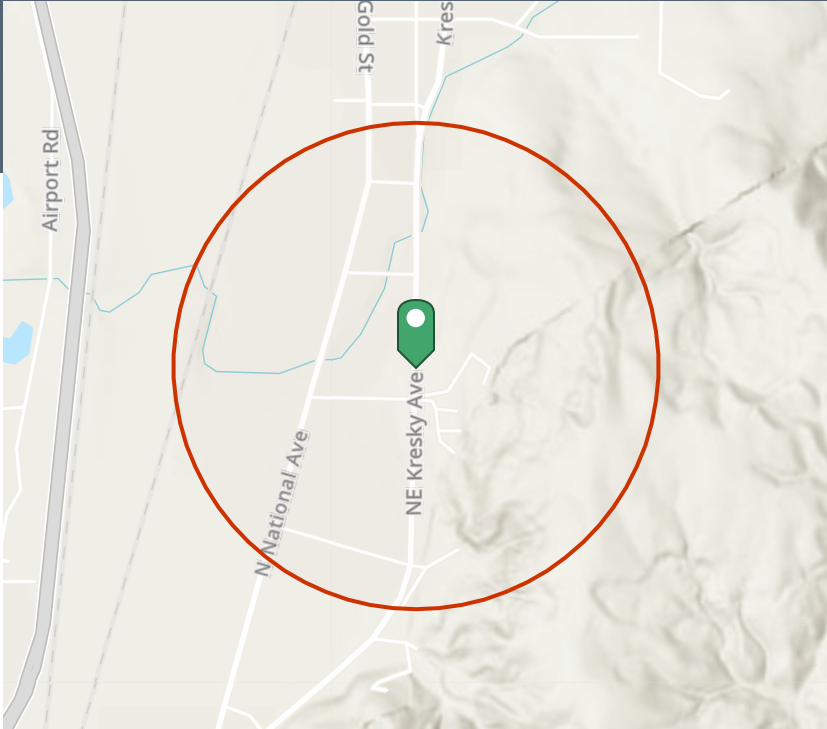
185

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	418	1,069	460	1,947
Spanish	74	136	0	210
Spanish & English Well	74	94	0	168
Spanish & English Not Well	0	38	0	38
Spanish & No English	0	4	0	4
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0







# Blue Route

## Pacific Cataract



Ring of 0.5 miles

72

Population

27

Households

2.59

Avg Size Household

37.5

Median Age

\$69,290

Median Household Income

\$360,000

Median Home Value

70

Wealth Index

0

Housing Affordability

60

Diversity Index

AT RISK POPULATION

7

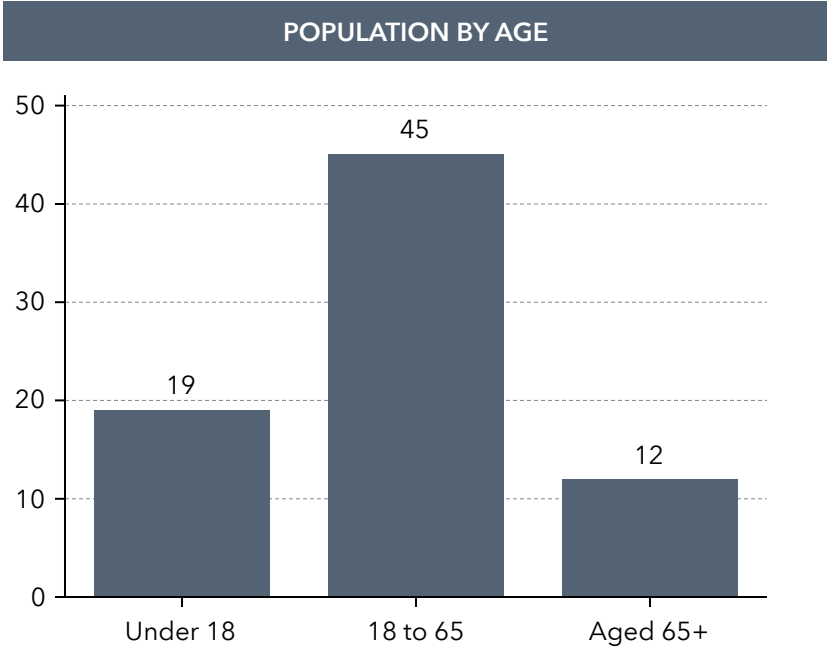
Households With Disability

12

Population 65+

0

Households Without Vehicle



POVERTY AND LANGUAGE

0%

Households Below the Poverty Level

0

Households Below the Poverty Level

0

Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES

648

Daytime Population

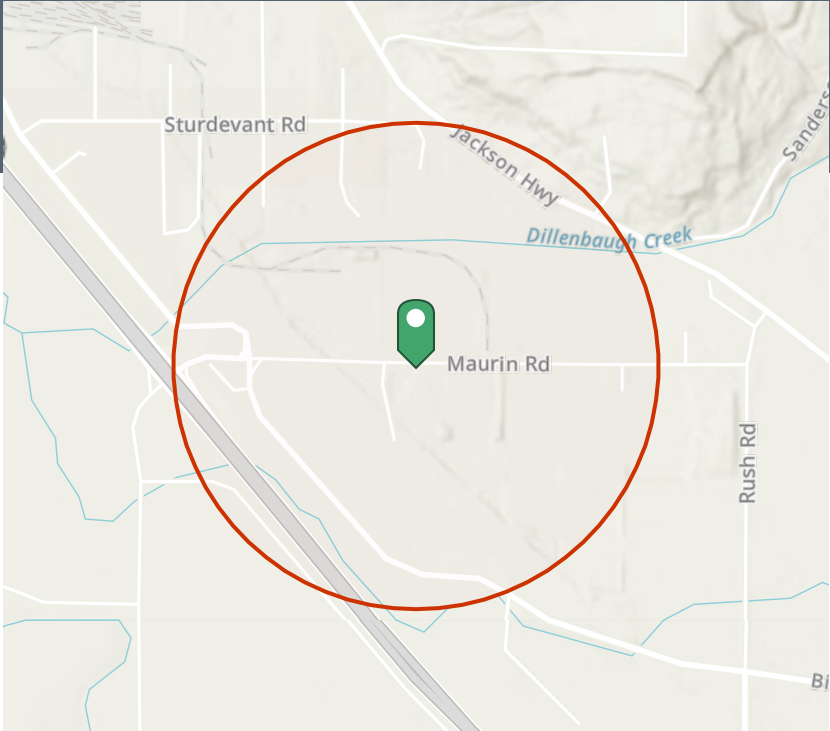
74

Total Businesses

519

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	32	46	8	86
Spanish	4	7	0	11
Spanish & English Well	4	7	0	11
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Red Route

## Port of Chehalis 1 - Imperial



Ring of 0.5 miles

33

Population

9

Households

3.56

Avg Size Household

41.2

Median Age

\$100,000

Median Household Income

\$350,000

Median Home Value

120

Wealth Index

0

Housing Affordability

43

Diversity Index

### AT RISK POPULATION



4

Households With Disability



1

Population 65+



0

Households Without Vehicle

### POVERTY AND LANGUAGE



13%

Households Below the Poverty Level



1

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



750

Daytime Population



25

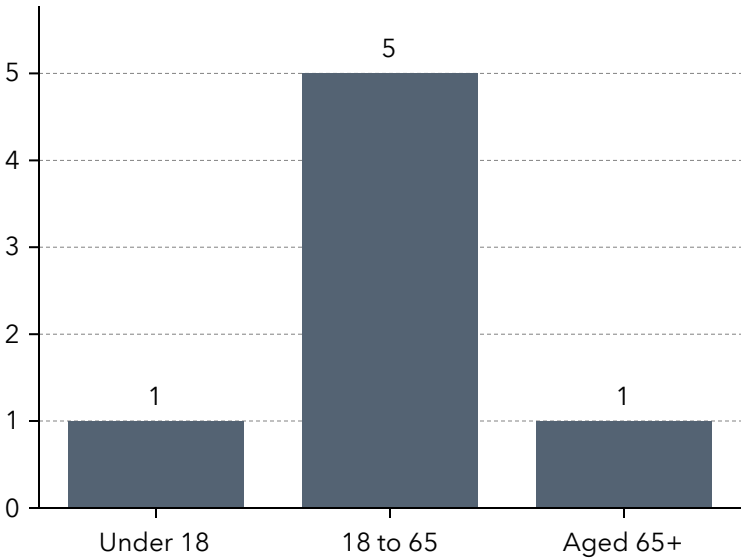
Total Businesses



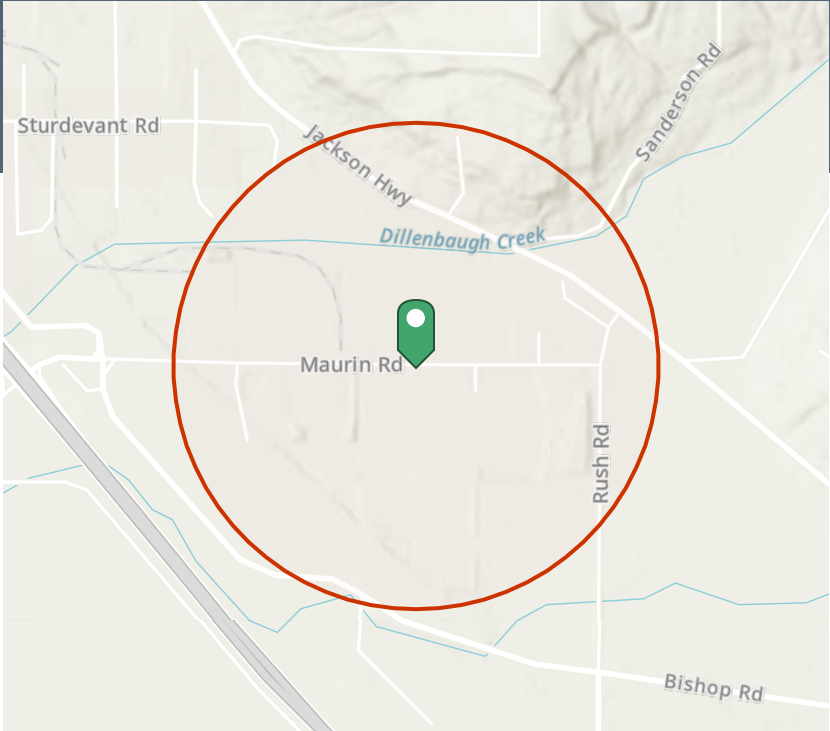
378

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	4	14	7	25
Spanish	0	1	0	1
Spanish & English Well	0	1	0	1
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	2	0	2
Asian-Pacific Isl & English Well	0	2	0	2
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



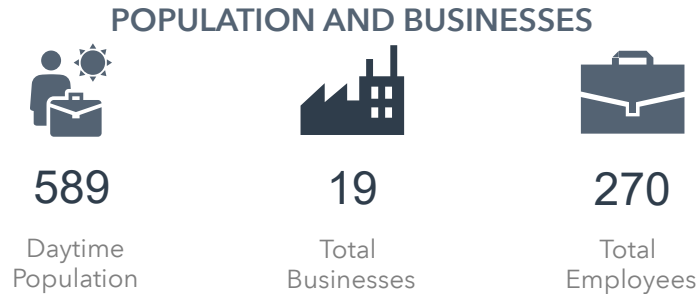
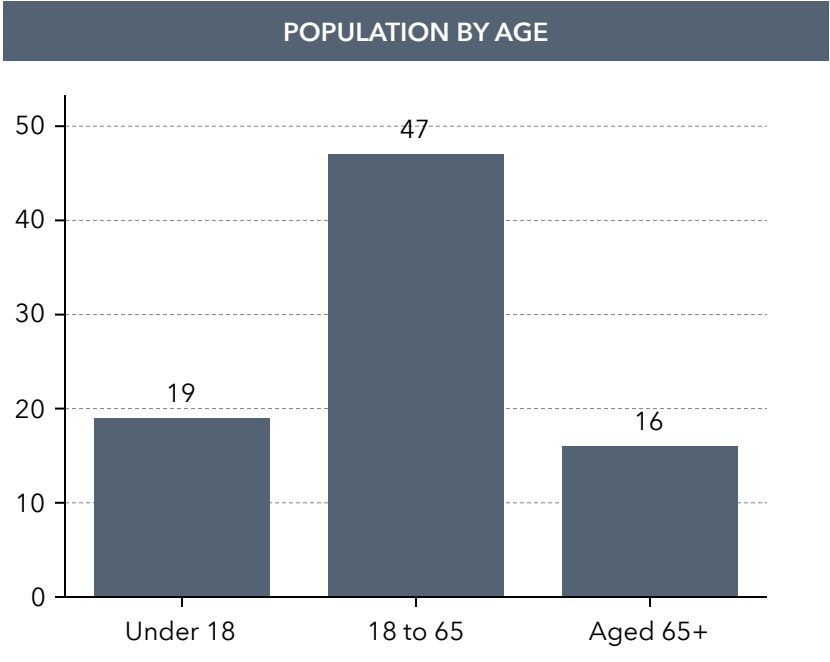
# Red Route

## Port of Chehalis 2 - Fred Meyer

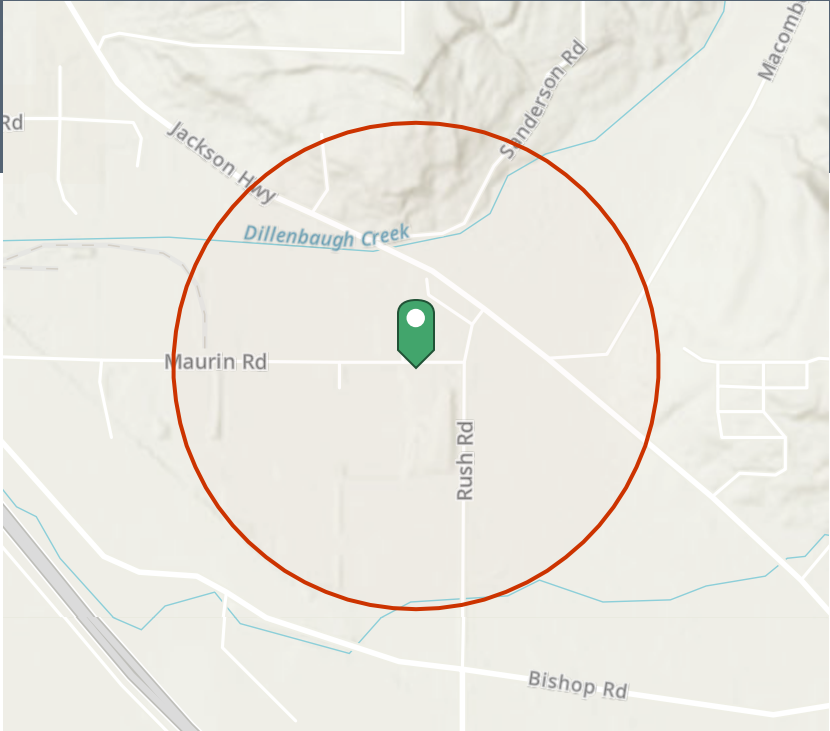


Ring of 0.5 miles

75	30	2.47	39.6	\$75,000	\$344,444	84	0	52
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	31	46	10	87
Spanish	3	6	0	9
Spanish & English Well	3	6	0	9
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	2	0	2
Asian-Pacific Isl & English Well	0	2	0	2
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



120

Population

34

Households

3.47

Avg Size  
Household

40.9

Median  
Age

\$77,458

Median  
Household Income

\$354,545

Median  
Home Value

83

Wealth  
Index

0

Housing  
Affordability

50

Diversity  
Index

### AT RISK POPULATION



11

Households With  
Disability



20

Population 65+



0

Households  
Without Vehicle

### POVERTY AND LANGUAGE



3%

Households Below  
the Poverty Level



1

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



617

Daytime  
Population



21

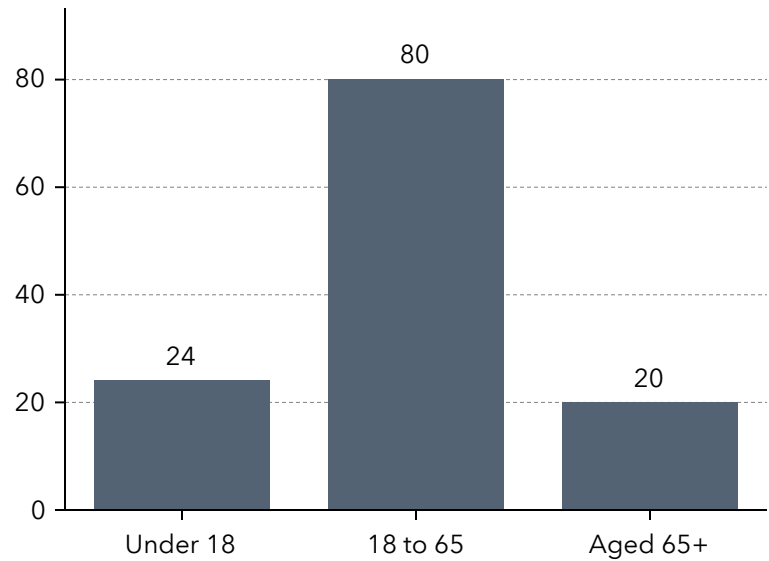
Total  
Businesses



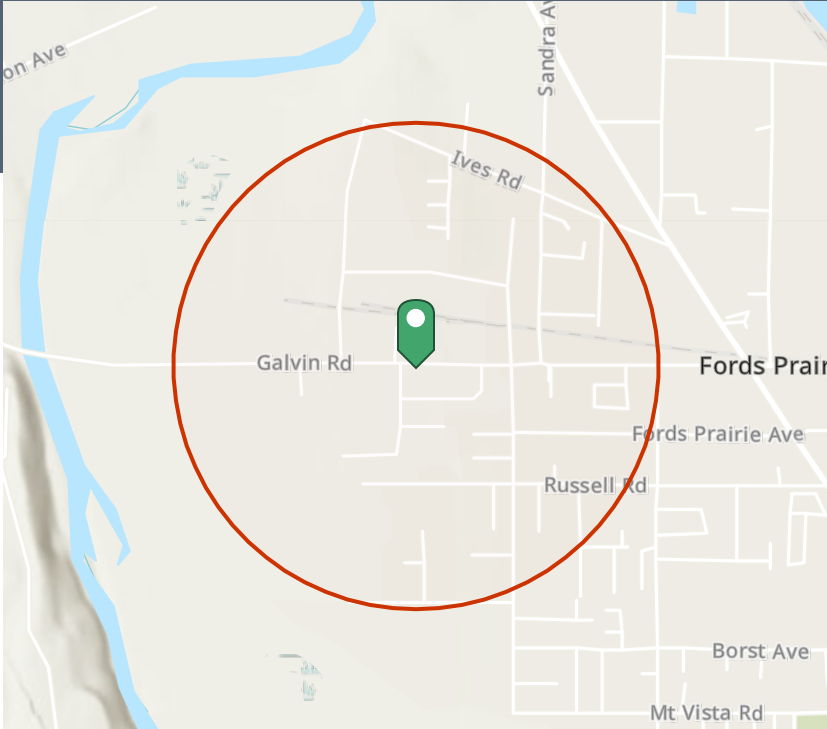
276

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	42	69	18	129
Spanish	4	9	0	13
Spanish & English Well	4	9	0	13
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	2	0	2
Asian-Pacific Isl & English Well	0	2	0	2
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Port of Centralia



Ring of 0.5 miles

874

Population

317

Households

2.71

Avg Size Household

45.5

Median Age

\$55,129

Median Household Income

\$281,250

Median Home Value

70

Wealth Index

88

Housing Affordability

61

Diversity Index

### AT RISK POPULATION



89

Households With Disability



232

Population 65+



6

Households Without Vehicle

### POVERTY AND LANGUAGE



13%

Households Below the Poverty Level



34

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



919

Daytime Population



33

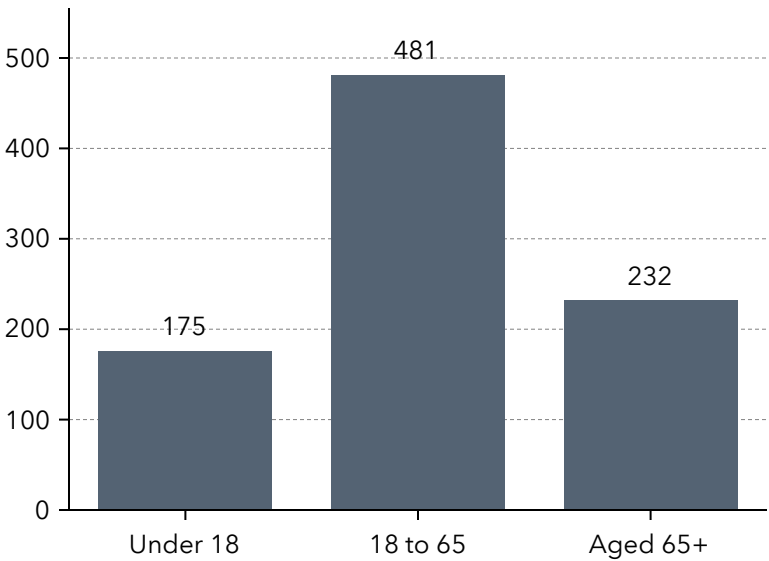
Total Businesses



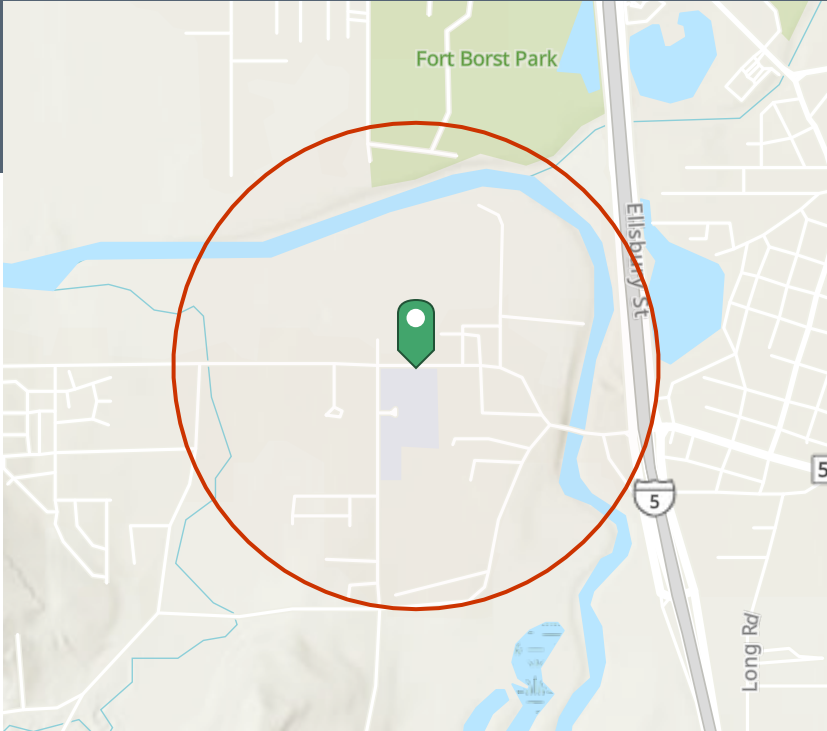
418

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	158	347	128	633
Spanish	21	57	0	78
Spanish & English Well	21	16	0	37
Spanish & English Not Well	0	30	0	30
Spanish & No English	0	11	0	11
Indo-European	0	11	0	11
Indo-European & English Well	0	11	0	11
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	6	6
Asian-Pacific Isl & English Well	0	0	3	3
Asian-Pacific Isl & English Not Well	0	0	3	3
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Providence Hospital



Ring of 0.5 miles

830

Population

361

Households

2.22

Avg Size  
Household

56.2

Median  
Age

\$63,223

Median  
Household Income

\$369,697

Median  
Home Value

78

Wealth  
Index

78

Housing  
Affordability

54

Diversity  
Index

### AT RISK POPULATION



88

Households With  
Disability



333

Population 65+



24

Households  
Without Vehicle

### POVERTY AND LANGUAGE



7%

Households Below  
the Poverty Level



23

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,137

Daytime  
Population



56

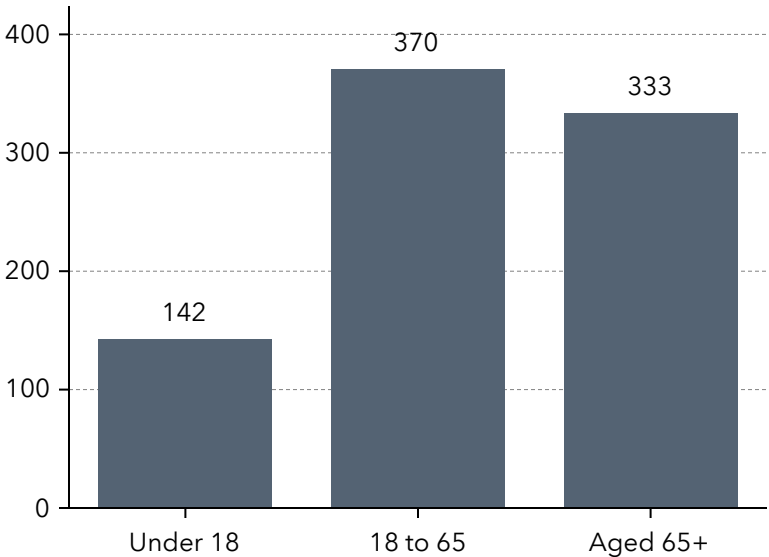
Total  
Businesses



1,178

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	113	272	252	637
Spanish	2	30	0	32
Spanish & English Well	0	15	0	15
Spanish & English Not Well	2	15	0	17
Spanish & No English	0	1	0	1
Indo-European	0	3	1	4
Indo-European & English Well	0	3	1	4
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Red Route

## Providence Medical



Ring of 0.5 miles

2,737

Population

986

Households

2.66

Avg Size  
Household

35.3

Median  
Age

\$57,677

Median  
Household Income

\$249,505

Median  
Home Value

54

Wealth  
Index

105

Housing  
Affordability

53

Diversity  
Index

### AT RISK POPULATION



475

Households With  
Disability



471

Population 65+



121

Households  
Without Vehicle

### POVERTY AND LANGUAGE



14%

Households Below  
the Poverty Level



144

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,556

Daytime  
Population



115

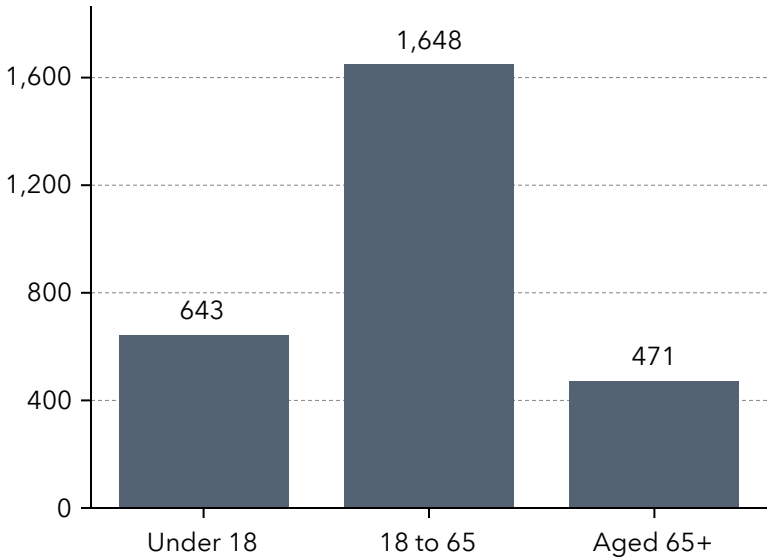
Total  
Businesses



1,145

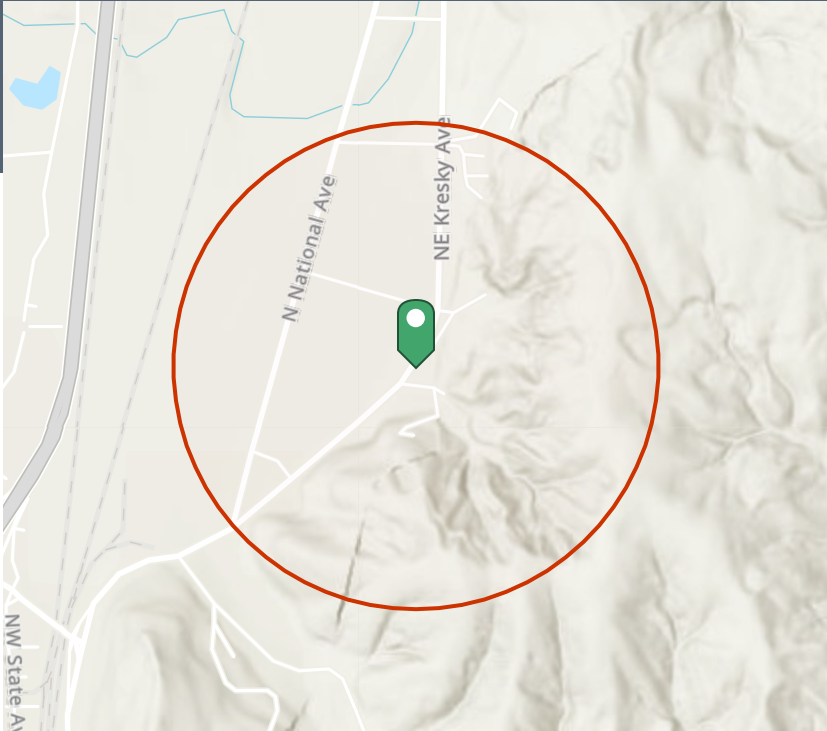
Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	422	1,681	496	2,599
Spanish	45	84	6	135
Spanish & English Well	45	44	6	95
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	40	0	40
Indo-European	0	6	2	8
Indo-European & English Well	0	6	2	8
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	2	0	0	2
Other Language & English Well	2	0	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

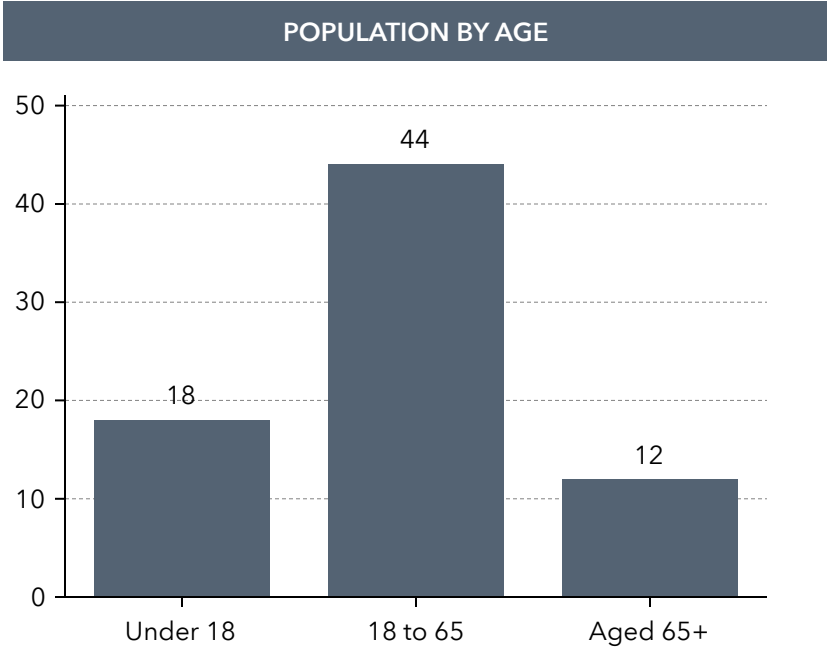
## Public Works



Ring of 0.5 miles

70	40	1.73	38.5	\$78,438	\$357,143	70	0	56
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

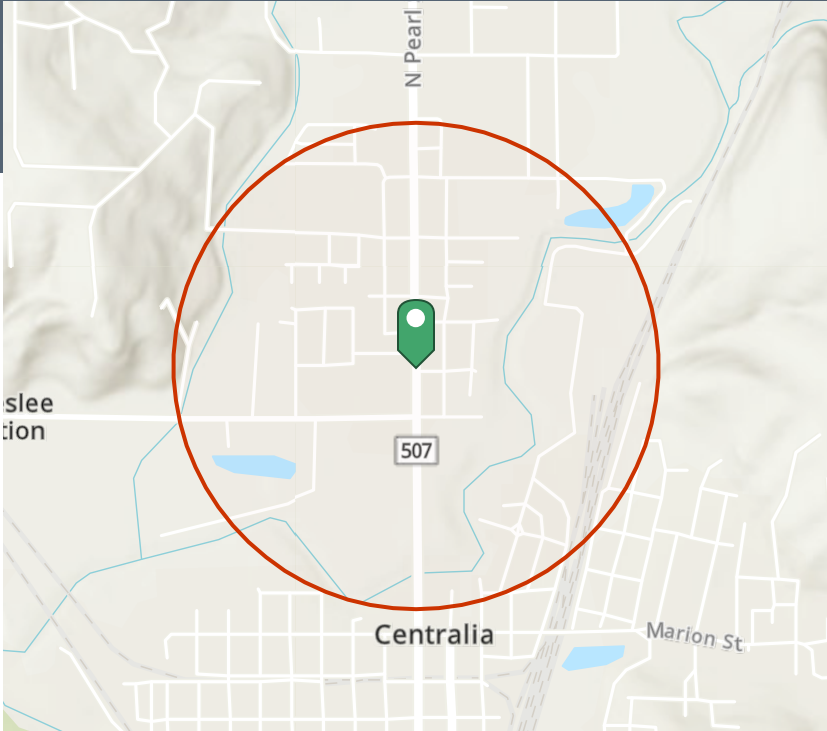
AT RISK POPULATION		
11	12	0
Households With Disability	Population 65+	Households Without Vehicle



POVERTY AND LANGUAGE		
0%	0	0
Households Below the Poverty Level	Households Below the Poverty Level	Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES		
636	78	564
Daytime Population	Total Businesses	Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	35	47	8	90
Spanish	4	7	0	11
Spanish & English Well	4	7	0	11
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## N Pearl & Fremont - Reliable



Ring of 0.5 miles

1,669

Population

606

Households

2.71

Avg Size Household

36.8

Median Age

\$69,604

Median Household Income

\$226,562

Median Home Value

66

Wealth Index

137

Housing Affordability

62

Diversity Index

### AT RISK POPULATION



249

Households With Disability



270

Population 65+



21

Households Without Vehicle

### POVERTY AND LANGUAGE



33%

Households Below the Poverty Level



241

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



1,364

Daytime Population



26

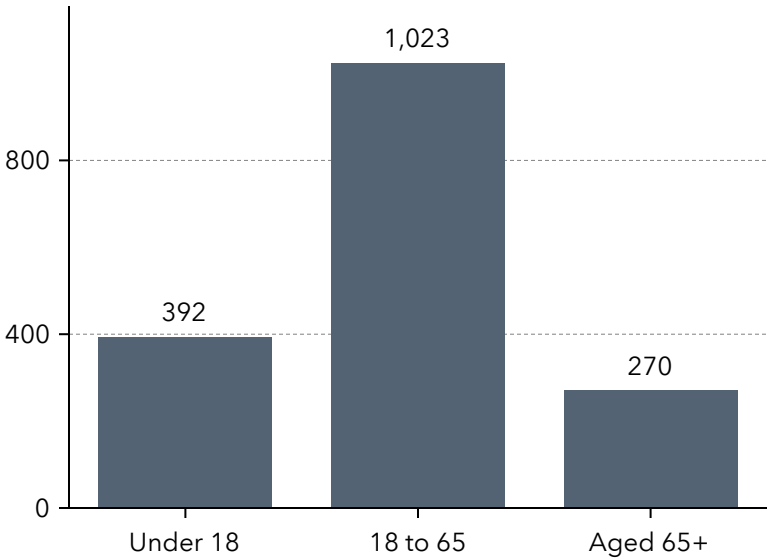
Total Businesses



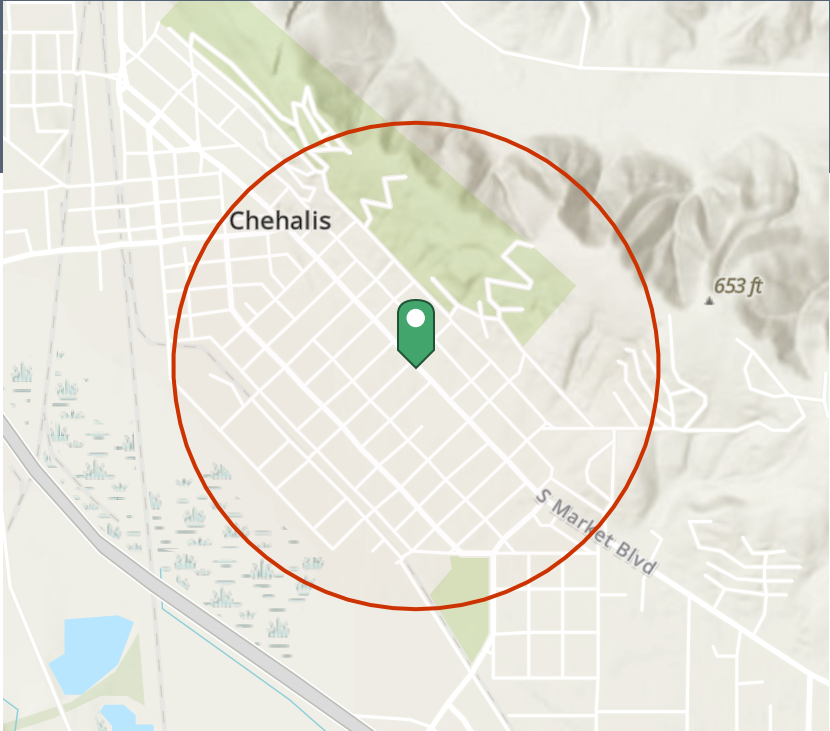
207

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	316	872	352	1,540
Spanish	50	99	0	149
Spanish & English Well	50	66	0	116
Spanish & English Not Well	0	26	0	26
Spanish & No English	0	6	0	6
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Red Route

## S Market & SW 6th - Rite Aid



Ring of 0.5 miles

3,002

Population

1,124

Households

2.52

Avg Size  
Household

34.2

Median  
Age

\$52,696

Median  
Household Income

\$236,449

Median  
Home Value

48

Wealth  
Index

102

Housing  
Affordability

54

Diversity  
Index

### AT RISK POPULATION



553

Households With  
Disability



473

Population 65+



168

Households  
Without Vehicle

### POVERTY AND LANGUAGE



15%

Households Below  
the Poverty Level



185

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,021

Daytime  
Population



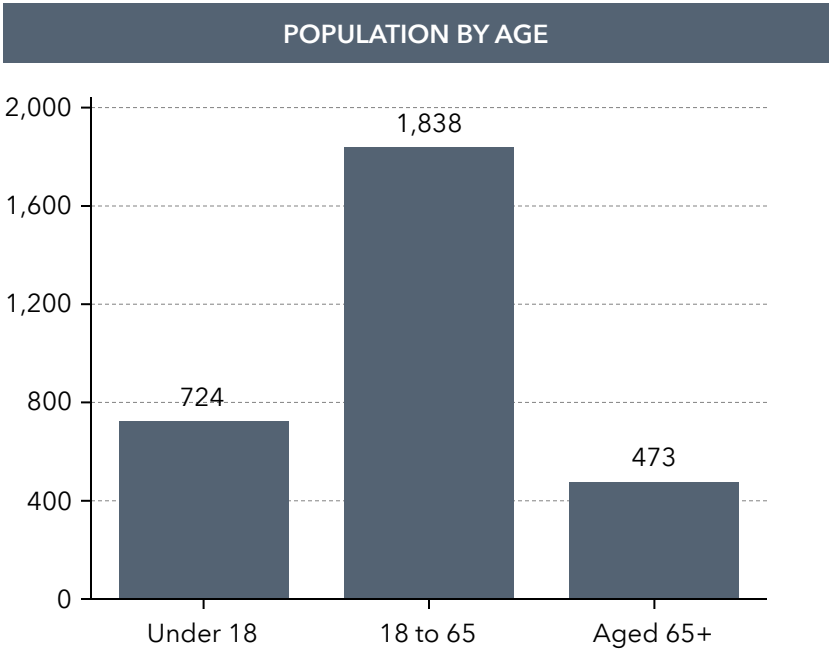
143

Total  
Businesses

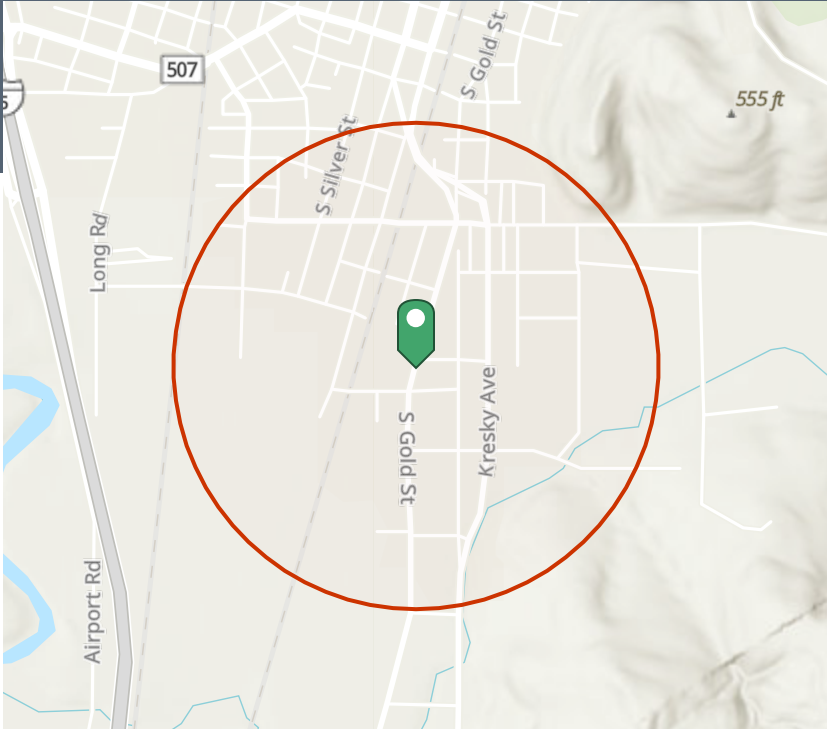


1,424

Total  
Employees



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	435	1,851	525	2,811
Spanish	79	136	6	221
Spanish & English Well	79	91	6	176
Spanish & English Not Well	0	16	0	16
Spanish & No English	0	29	0	29
Indo-European	0	4	2	6
Indo-European & English Well	0	4	2	6
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	3	0	0	3
Other Language & English Well	3	0	0	3
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## S Gold & E Union - Twin Star



Ring of 0.5 miles

1,152

Population

448

Households

2.55

Avg Size  
Household

31.9

Median  
Age

\$49,174

Median  
Household Income

\$219,545

Median  
Home Value

41

Wealth  
Index

102

Housing  
Affordability

69

Diversity  
Index

### AT RISK POPULATION



166

Households With  
Disability



142

Population 65+



22

Households  
Without Vehicle

### POVERTY AND LANGUAGE



18%

Households Below  
the Poverty Level



76

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,462

Daytime  
Population



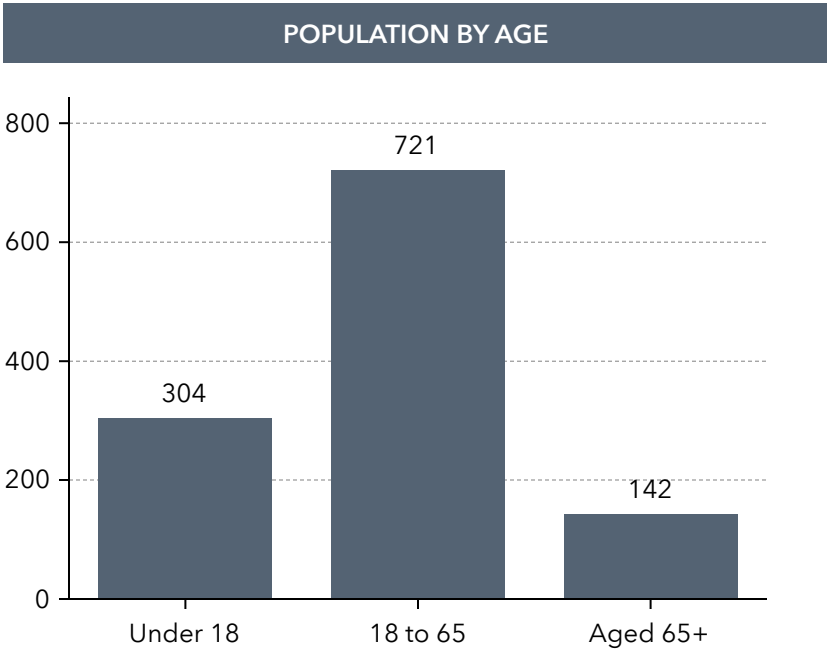
155

Total  
Businesses

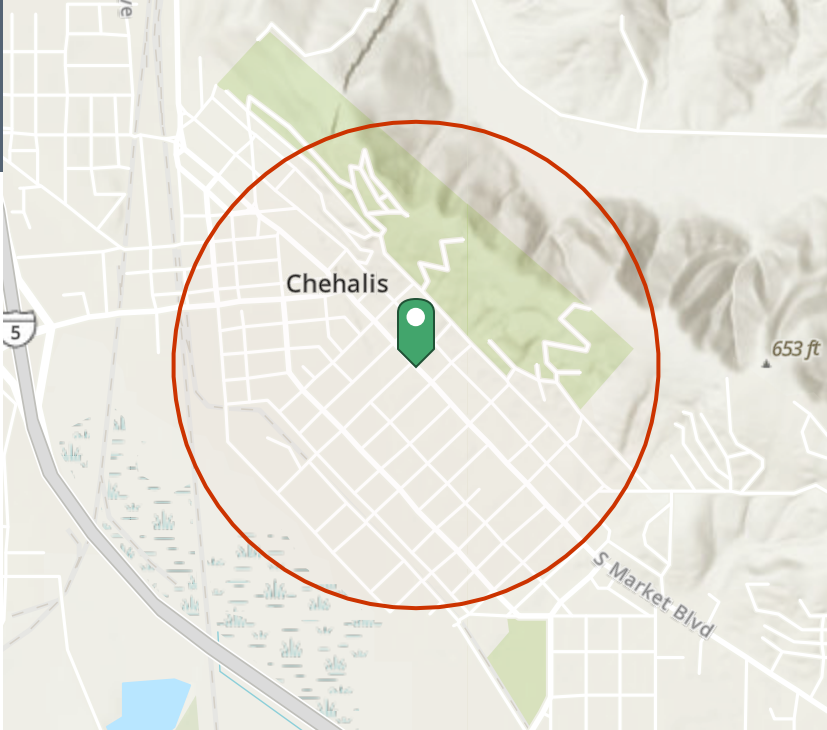


932

Total  
Employees



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	158	530	119	807
Spanish	83	99	0	182
Spanish & English Well	83	86	0	169
Spanish & English Not Well	0	13	0	13
Spanish & No English	0	1	0	1
Indo-European	0	21	0	21
Indo-European & English Well	0	21	0	21
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	1	0	1
Asian-Pacific Isl & English Well	0	1	0	1
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



3,002

Population

1,158

Households

2.44

Avg Size  
Household

34.4

Median  
Age

\$52,465

Median  
Household Income

\$239,000

Median  
Home Value

50

Wealth  
Index

100

Housing  
Affordability

54

Diversity  
Index

AT RISK POPULATION



571

Households With  
Disability



479

Population 65+



198

Households  
Without Vehicle

POVERTY AND LANGUAGE



16%

Households Below  
the Poverty Level



197

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

POPULATION AND BUSINESSES



3,941

Daytime  
Population



197

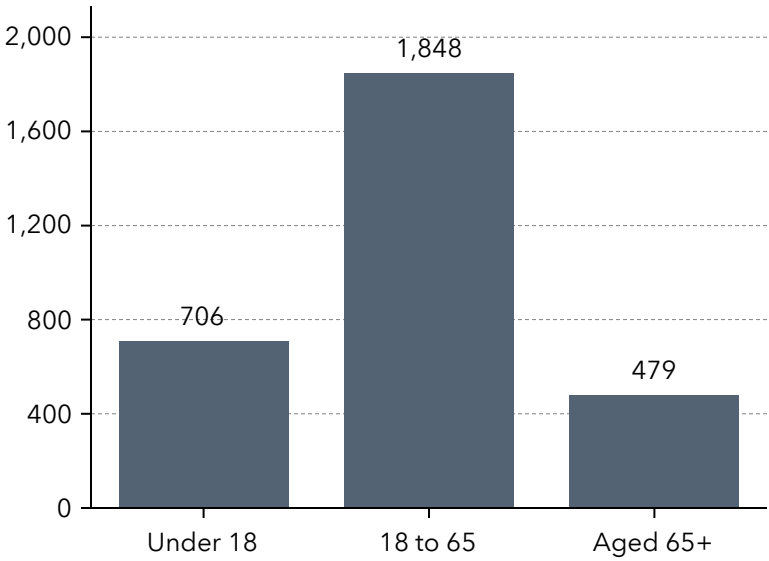
Total  
Businesses



1,985

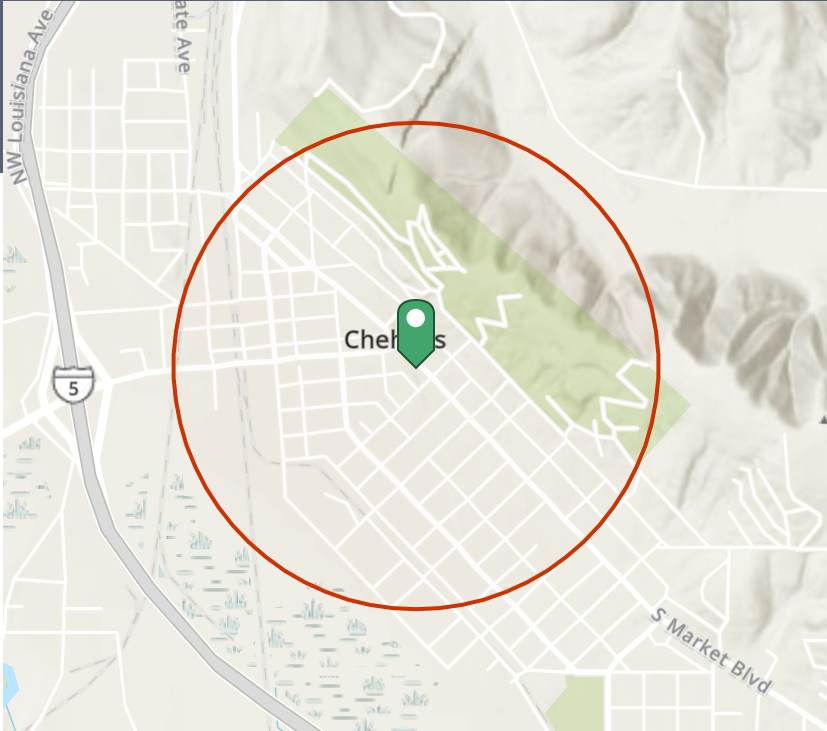
Total  
Employees

POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	417	1,831	546	2,794
Spanish	99	195	7	301
Spanish & English Well	99	123	7	229
Spanish & English Not Well	0	32	0	32
Spanish & No English	0	39	0	39
Indo-European	0	6	2	8
Indo-European & English Well	0	6	2	8
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	3	0	0	3
Other Language & English Well	3	0	0	3
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Red Route

## S Market & SW 1st - Napa



Ring of 0.5 miles

2,670

Population

1,123

Households

2.24

Avg Size  
Household

34.2

Median  
Age

\$52,014

Median  
Household Income

\$228,505

Median  
Home Value

47

Wealth  
Index

104

Housing  
Affordability

53

Diversity  
Index

### AT RISK POPULATION



506

Households With  
Disability



405

Population 65+



197

Households  
Without Vehicle

### POVERTY AND LANGUAGE



17%

Households Below  
the Poverty Level



191

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



4,044

Daytime  
Population



260

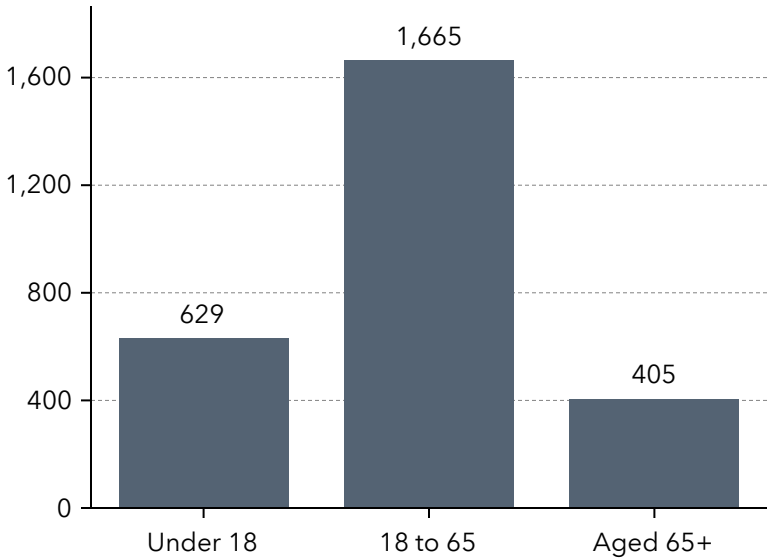
Total  
Businesses



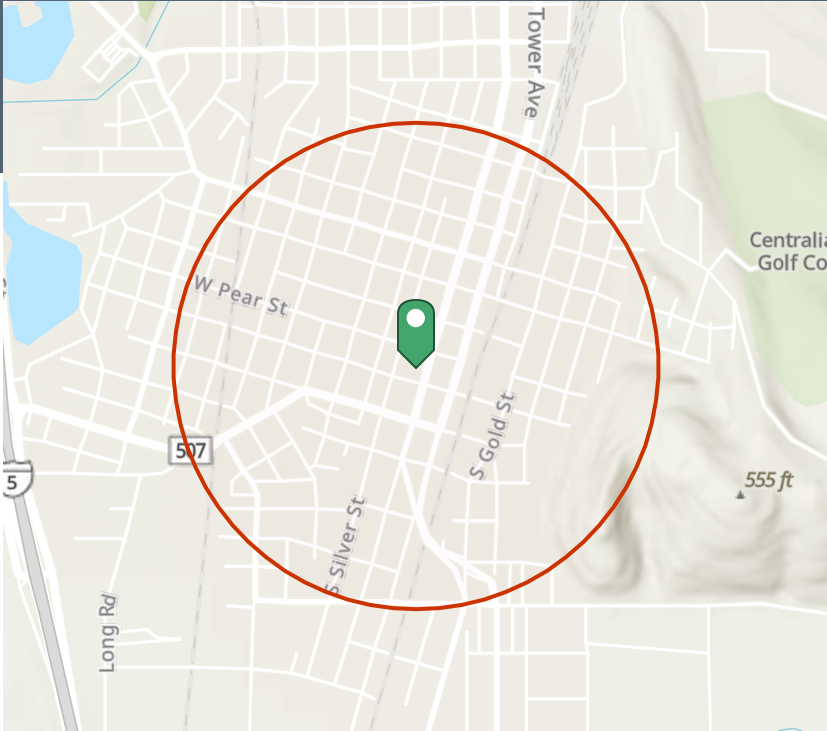
2,670

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	337	1,567	459	2,363
Spanish	100	209	5	314
Spanish & English Well	100	143	5	248
Spanish & English Not Well	0	37	0	37
Spanish & No English	0	30	0	30
Indo-European	0	8	2	10
Indo-European & English Well	0	8	2	10
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	2	0	0	2
Other Language & English Well	2	0	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## S Pearl & Plum - Fullers



Ring of 0.5 miles

3,337

Population

1,318

Households

2.52

Avg Size Household

34.4

Median Age

\$55,175

Median Household Income

\$196,242

Median Home Value

52

Wealth Index

127

Housing Affordability

61

Diversity Index

### AT RISK POPULATION



573

Households With Disability



447

Population 65+



76

Households Without Vehicle

### POVERTY AND LANGUAGE



18%

Households Below the Poverty Level



251

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



3,538

Daytime Population



257

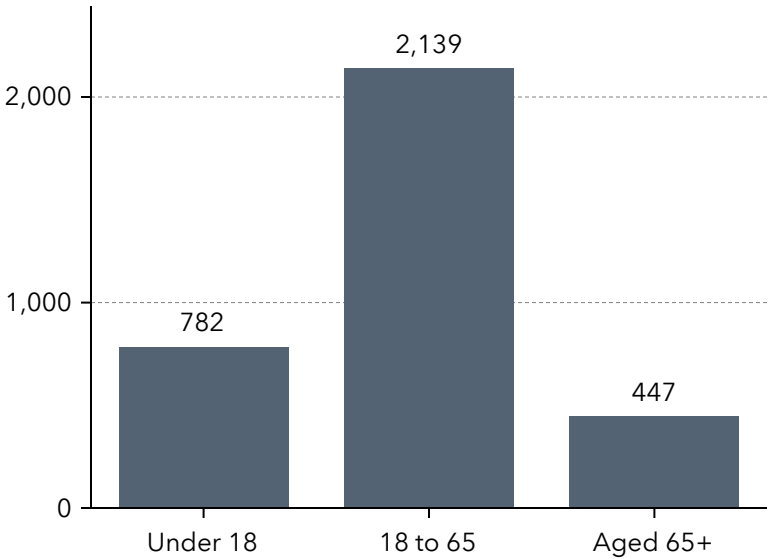
Total Businesses



1,662

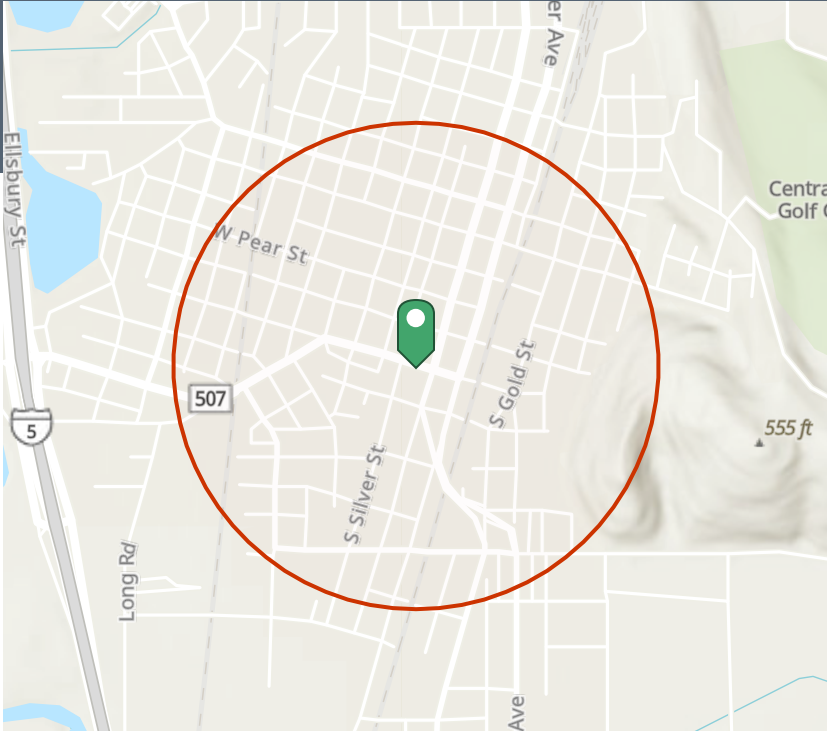
Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	359	1,892	418	2,669
Spanish	61	138	0	199
Spanish & English Well	61	119	0	180
Spanish & English Not Well	0	10	0	10
Spanish & No English	0	9	0	9
Indo-European	0	53	0	53
Indo-European & English Well	0	53	0	53
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	20	0	20
Asian-Pacific Isl & English Well	0	12	0	12
Asian-Pacific Isl & English Not Well	0	7	0	7
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

## S Silver & W Cherry - Fullers



Ring of 0.5 miles

3,317

Population

1,266

Households

2.61

Avg Size Household

33.5

Median Age

\$53,608

Median Household Income

\$201,802

Median Home Value

48

Wealth Index

120

Housing Affordability

63

Diversity Index

### AT RISK POPULATION



525

Households With Disability



423

Population 65+



61

Households Without Vehicle

### POVERTY AND LANGUAGE



16%

Households Below the Poverty Level



208

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



3,313

Daytime Population



230

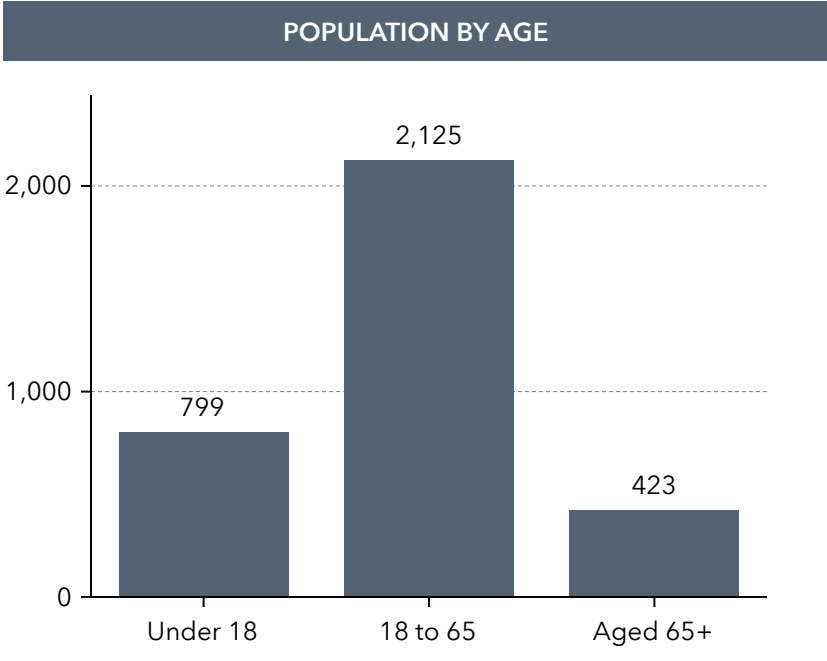
Total Businesses

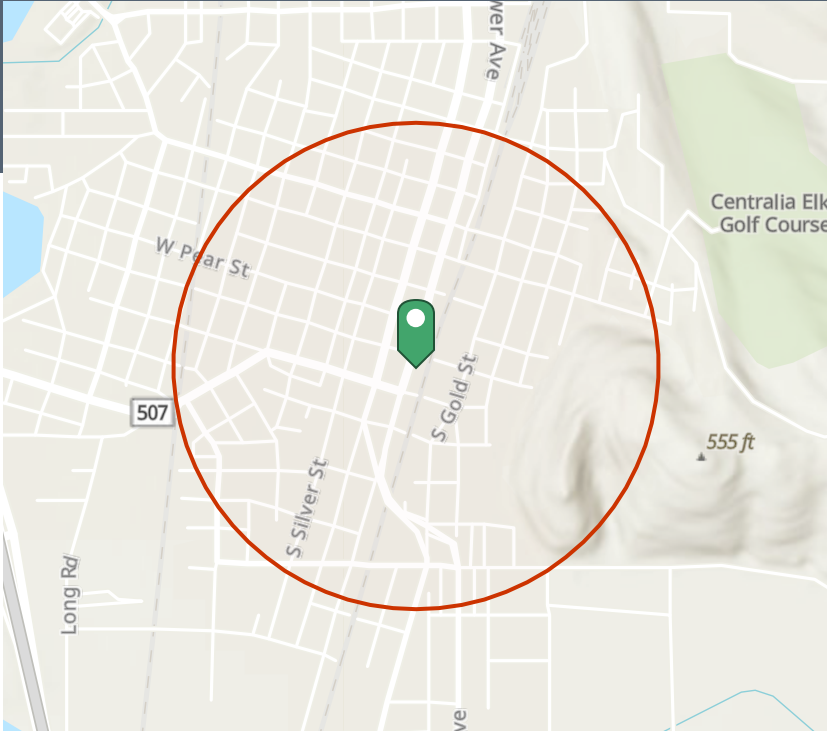


1,505

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	377	1,867	419	2,663
Spanish	108	174	0	282
Spanish & English Well	108	154	0	262
Spanish & English Not Well	0	16	0	16
Spanish & No English	0	4	0	4
Indo-European	0	55	0	55
Indo-European & English Well	0	55	0	55
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	9	1	10
Asian-Pacific Isl & English Well	0	6	1	7
Asian-Pacific Isl & English Not Well	0	3	0	3
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Blue Route

## S Tower Ave & W Cherry Street - Fullers



Ring of 0.5 miles

2,917

Population

1,205

Households

2.41

Avg Size  
Household

34.4

Median  
Age

\$55,045

Median  
Household Income

\$197,638

Median  
Home Value

52

Wealth  
Index

126

Housing  
Affordability

61

Diversity  
Index

### AT RISK POPULATION



505

Households With  
Disability



396

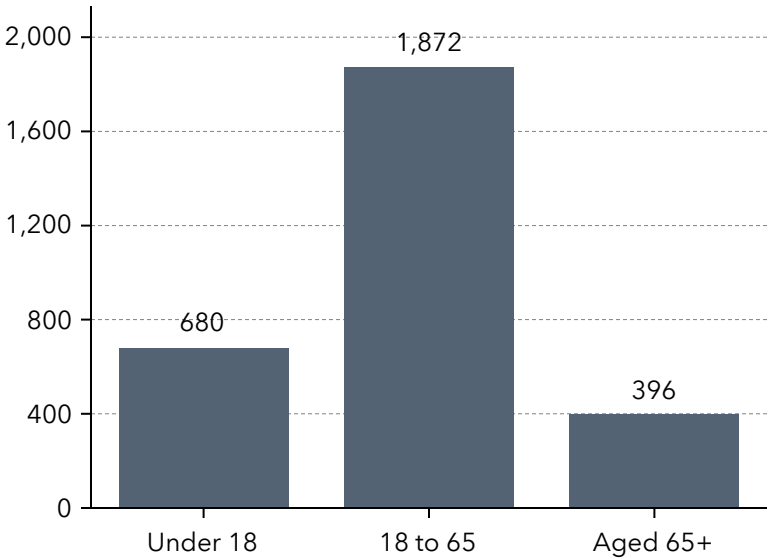
Population 65+



64

Households  
Without Vehicle

### POPULATION BY AGE



### POVERTY AND LANGUAGE



17%

Households Below  
the Poverty Level



209

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,198

Daytime  
Population



248

Total  
Businesses



1,603

Total  
Employees

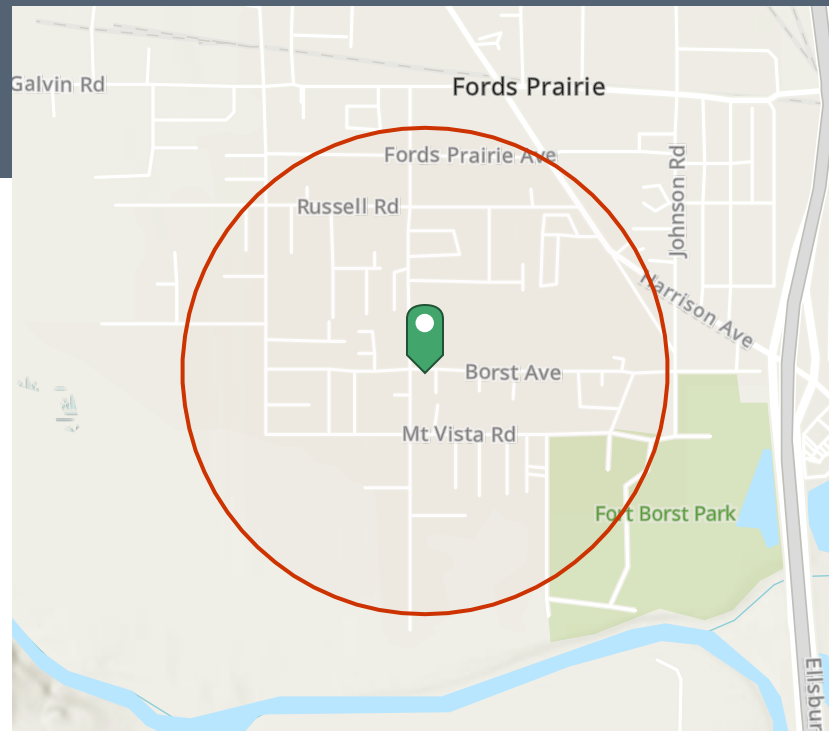
Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	348	1,598	353	2,299
Spanish	72	147	0	219
Spanish & English Well	72	133	0	205
Spanish & English Not Well	0	9	0	9
Spanish & No English	0	4	0	4
Indo-European	0	58	0	58
Indo-European & English Well	0	58	0	58
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	7	1	8
Asian-Pacific Isl & English Well	0	5	1	6
Asian-Pacific Isl & English Not Well	0	3	0	3
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Scheuber N & Borst - Grace Church

Ring of 0.5 miles

**2,269**

Population

**953**

Households

**2.36**Avg Size  
Household**37.9**Median  
Age**\$54,612**Median  
Household Income**\$227,591**Median  
Home Value**50**Wealth  
Index**108**Housing  
Affordability**53**Diversity  
Index

### AT RISK POPULATION

**222**Households With  
Disability**500**

Population 65+

**30**Households  
Without Vehicle

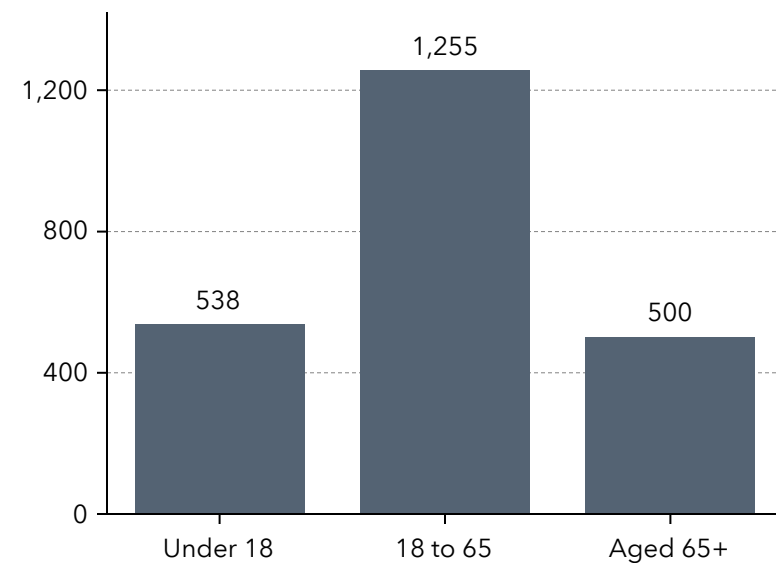
### POVERTY AND LANGUAGE

**20%**Households Below  
the Poverty Level**179**Households Below  
the Poverty Level**0**Pop 65+ Speak  
Spanish & No English

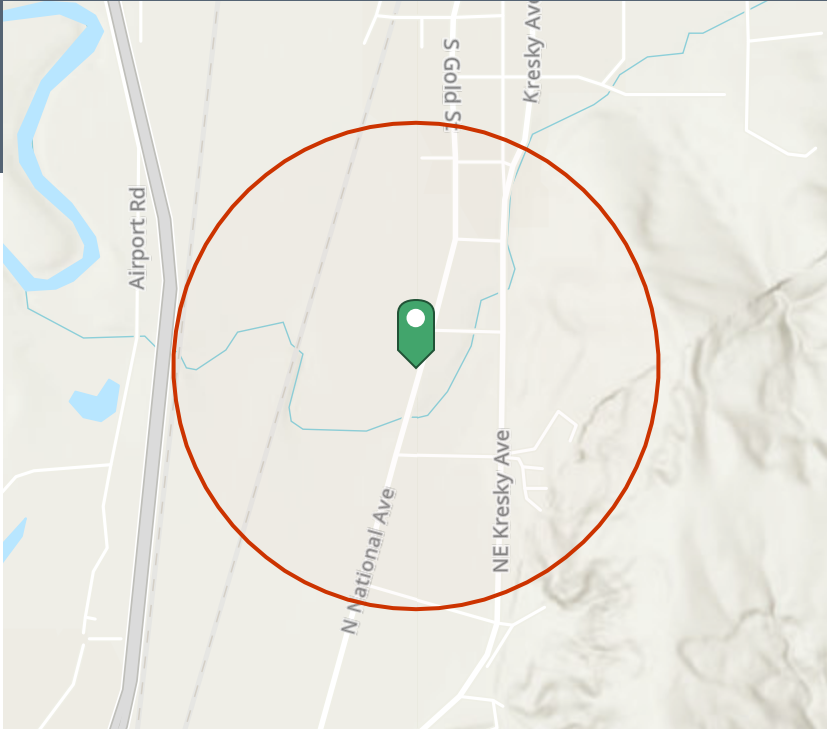
### POPULATION AND BUSINESSES

**1,729**Daytime  
Population**51**Total  
Businesses**567**Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	210	908	273	1,391
Spanish	71	220	46	337
Spanish & English Well	71	206	46	323
Spanish & English Not Well	0	9	0	9
Spanish & No English	0	5	0	5
Indo-European	0	33	0	33
Indo-European & English Well	0	33	0	33
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	20	24	44
Asian-Pacific Isl & English Well	0	20	12	32
Asian-Pacific Isl & English Not Well	0	0	12	12
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



**95**

Population

**31**

Households

**3.00**

Avg Size Household

**35.7**

Median Age

**\$66,805**

Median Household Income

**\$355,000**

Median Home Value

**66**

Wealth Index

**0**

Housing Affordability

**63**

Diversity Index

### AT RISK POPULATION



**9**

Households With Disability



**16**

Population 65+



**0**

Households Without Vehicle

### POVERTY AND LANGUAGE



**4%**

Households Below the Poverty Level



**1**

Households Below the Poverty Level



**0**

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



**809**

Daytime Population



**108**

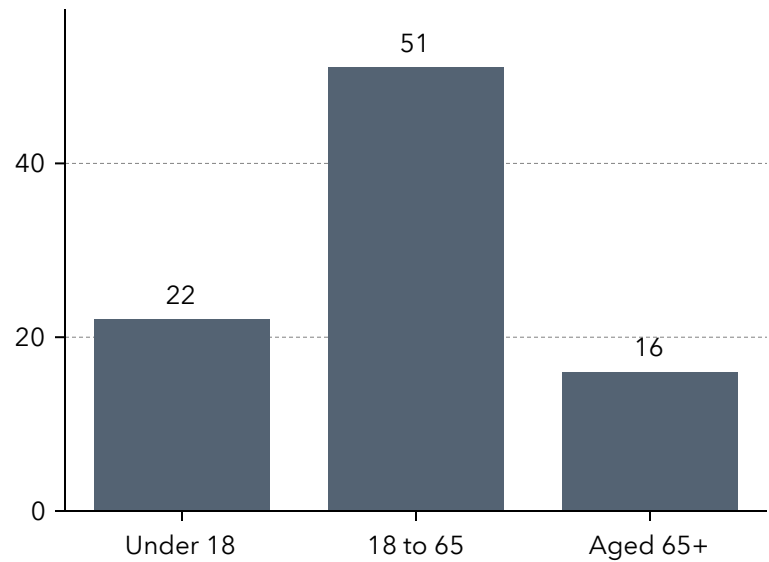
Total Businesses



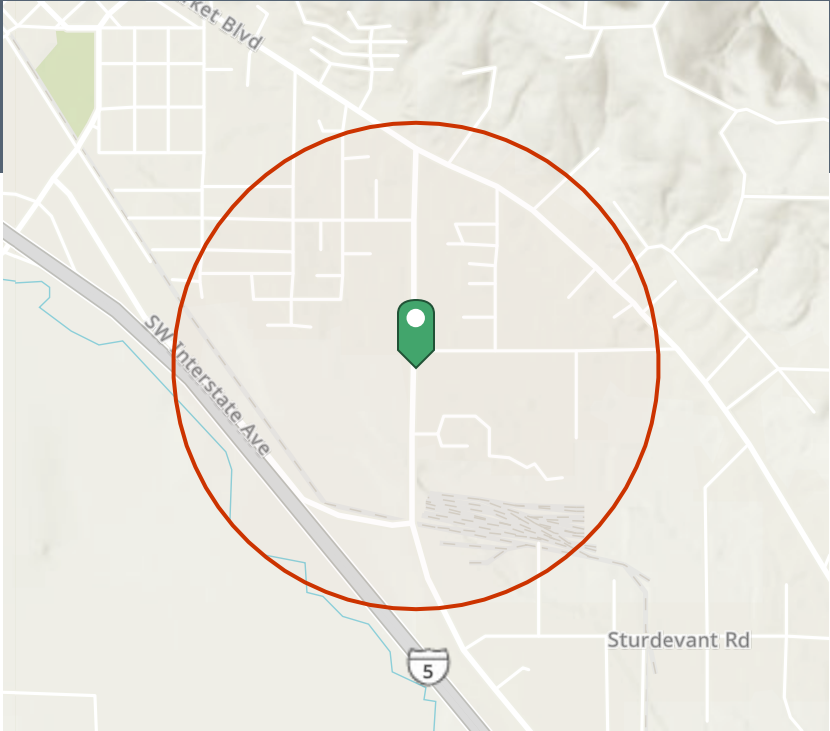
**723**

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	35	56	10	101
Spanish	7	10	0	17
Spanish & English Well	7	9	0	16
Spanish & English Not Well	0	1	0	1
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Red Route

## Shaw Learning Campus - Chehalis Schools



Ring of 0.5 miles

1,470

Population

605

Households

2.40

Avg Size  
Household

37.8

Median  
Age

\$70,597

Median  
Household Income

\$261,957

Median  
Home Value

53

Wealth  
Index

123

Housing  
Affordability

47

Diversity  
Index

### AT RISK POPULATION



219

Households With  
Disability



289

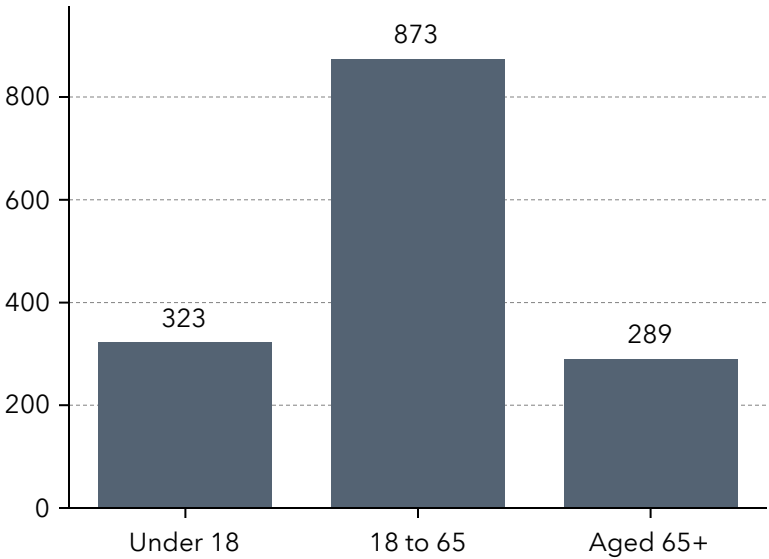
Population 65+



96

Households  
Without Vehicle

### POPULATION BY AGE



### POVERTY AND LANGUAGE



6%

Households Below  
the Poverty Level



35

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,786

Daytime  
Population



47

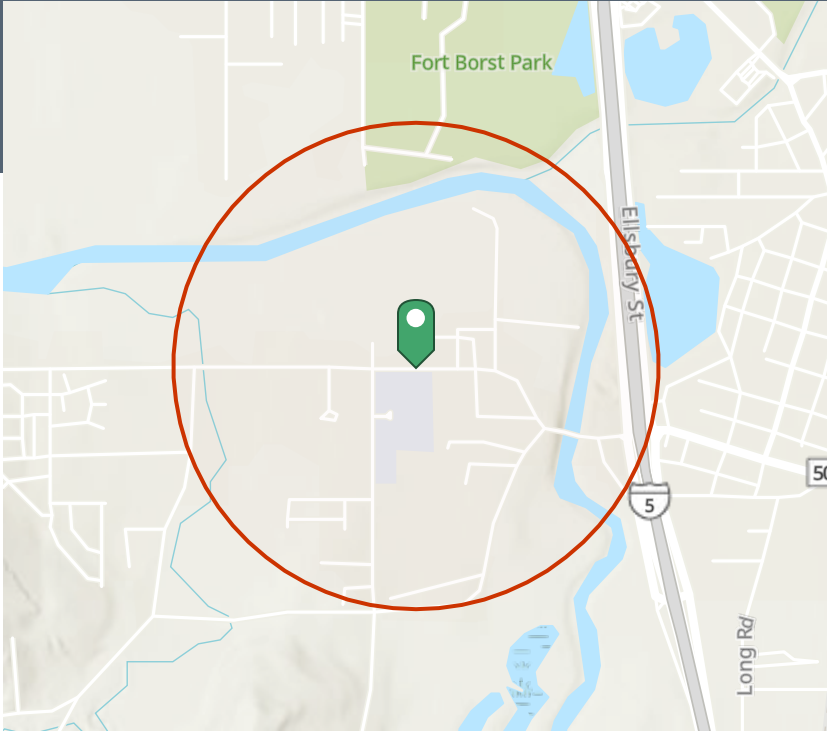
Total  
Businesses



824

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	132	742	284	1,158
Spanish	0	48	4	52
Spanish & English Well	0	46	4	50
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	2	0	2
Indo-European	0	13	5	18
Indo-European & English Well	0	13	5	18
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Social Security Office



Ring of 0.5 miles

822

Population

361

Households

2.20

Avg Size  
Household

56.1

Median  
Age

\$63,223

Median  
Household Income

\$369,697

Median  
Home Value

78

Wealth  
Index

78

Housing  
Affordability

54

Diversity  
Index

### AT RISK POPULATION



88

Households With  
Disability



323

Population 65+



24

Households  
Without Vehicle

### POVERTY AND LANGUAGE



7%

Households Below  
the Poverty Level



23

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,141

Daytime  
Population



57

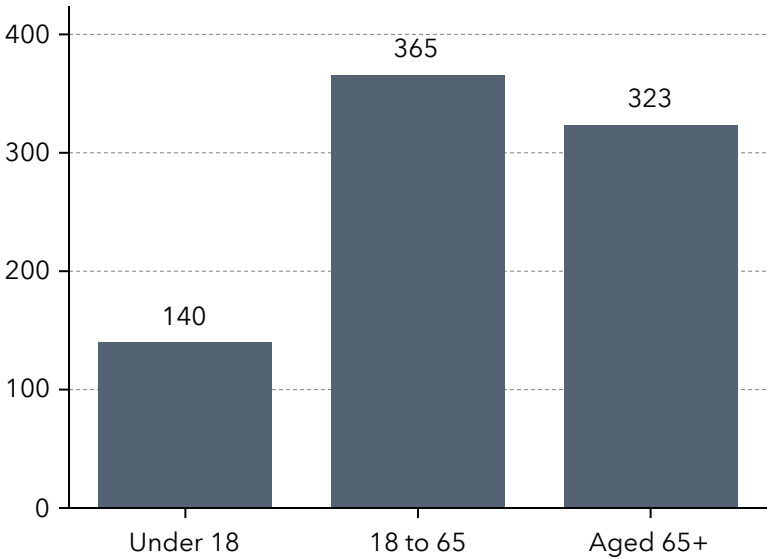
Total  
Businesses



1,182

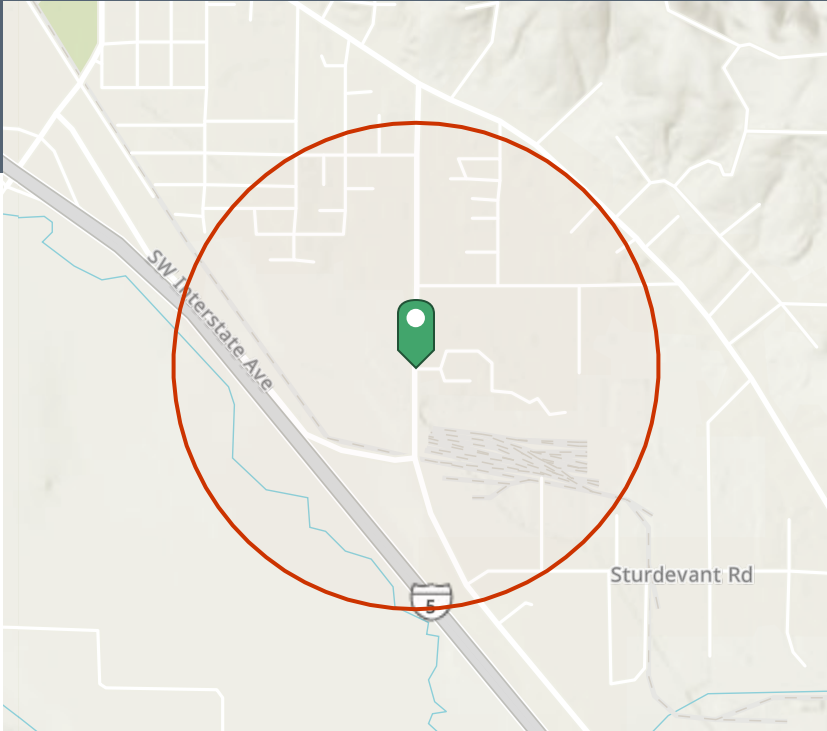
Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	112	268	251	631
Spanish	2	30	0	32
Spanish & English Well	0	15	0	15
Spanish & English Not Well	2	15	0	17
Spanish & No English	0	1	0	1
Indo-European	0	2	0	2
Indo-European & English Well	0	2	0	2
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





1,135

Population

472

Households

2.38

Avg Size  
Household

37.7

Median  
Age

\$70,191

Median  
Household Income

\$260,909

Median  
Home Value

52

Wealth  
Index

123

Housing  
Affordability

47

Diversity  
Index

AT RISK POPULATION



171

Households With  
Disability



223

Population 65+



73

Households  
Without Vehicle

POVERTY AND LANGUAGE



6%

Households Below  
the Poverty Level



28

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

POPULATION AND BUSINESSES



1,630

Daytime  
Population



39

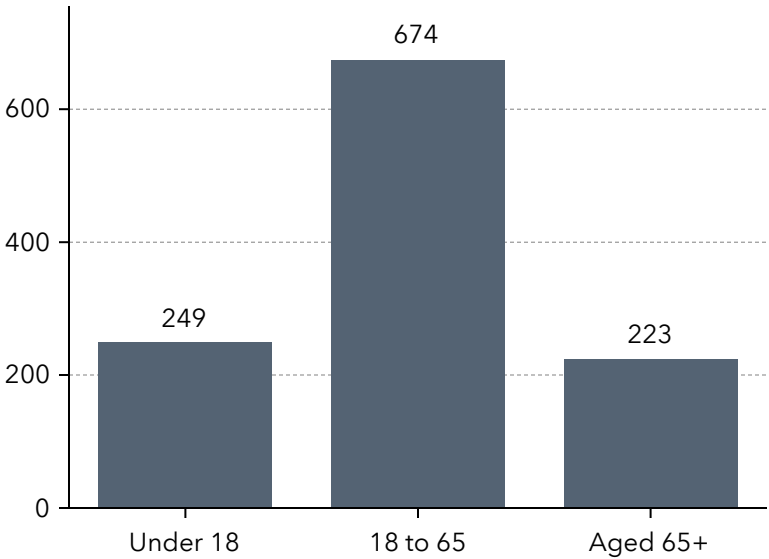
Total  
Businesses



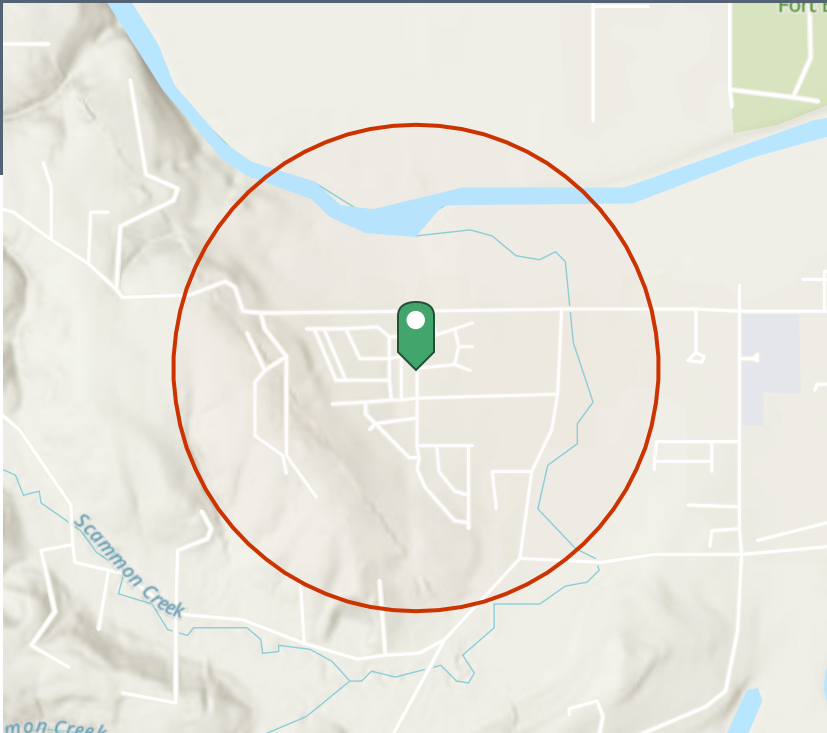
671

Total  
Employees

POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	103	579	216	898
Spanish	0	35	3	38
Spanish & English Well	0	34	3	37
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	1	0	1
Indo-European	0	10	4	14
Indo-European & English Well	0	10	4	14
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Stillwaters & Colonial - Stillwaters



Ring of 0.5 miles

1,515

Population

618

Households

2.35

Avg Size  
Household

58.2

Median  
Age

\$62,865

Median  
Household Income

\$378,846

Median  
Home Value

78

Wealth  
Index

75

Housing  
Affordability

51

Diversity  
Index

### AT RISK POPULATION



183

Households With  
Disability



640

Population 65+



65

Households  
Without Vehicle

### POVERTY AND LANGUAGE



13%

Households Below  
the Poverty Level



75

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,279

Daytime  
Population



11

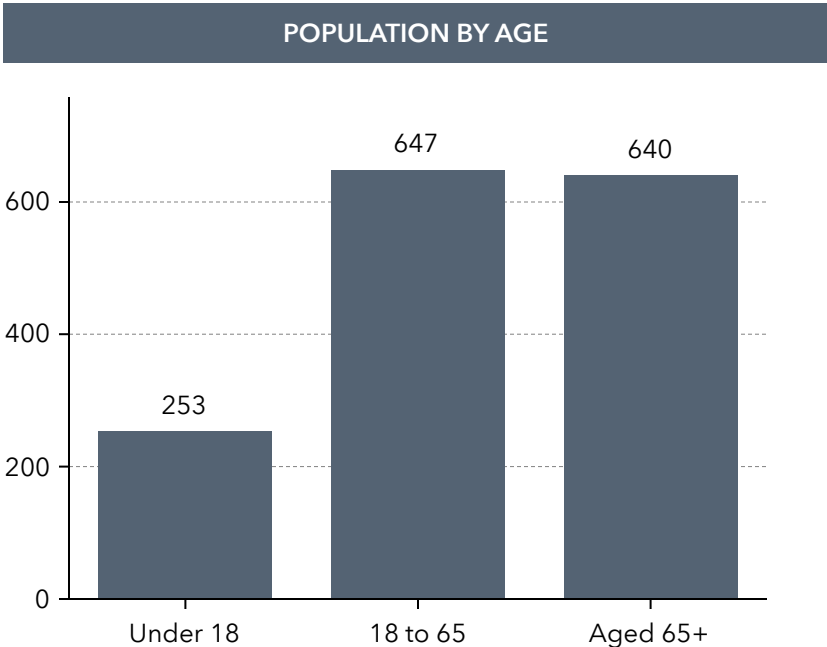
Total  
Businesses

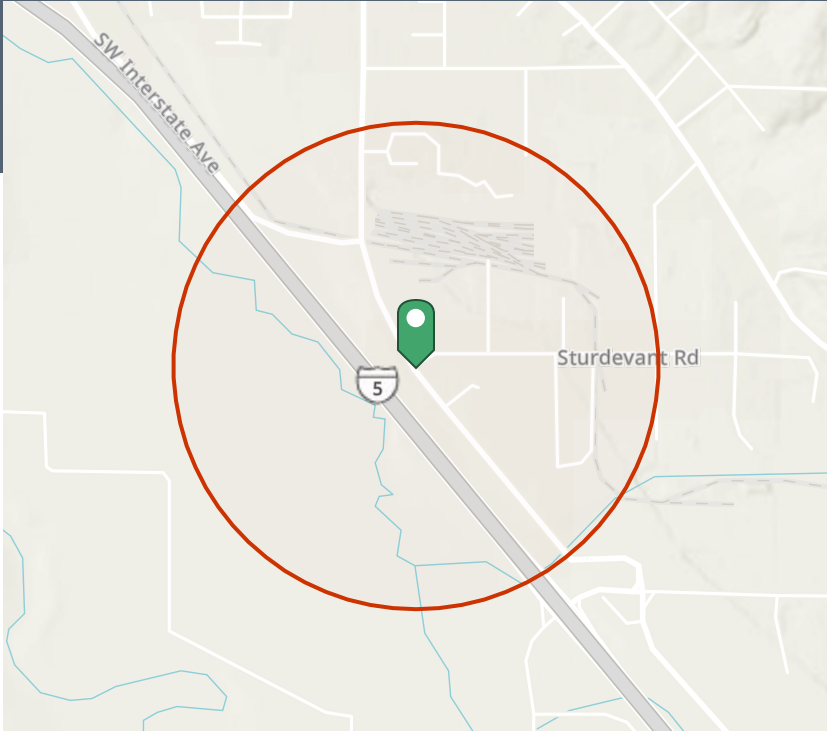


321

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	231	338	690	1,259
Spanish	0	25	0	25
Spanish & English Well	0	19	0	19
Spanish & English Not Well	0	5	0	5
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Red Route

## Sturdevant & Bishop



Ring of 0.5 miles

280

Population

142

Households

1.94

Avg Size  
Household

38.0

Median  
Age

\$71,344

Median  
Household Income

\$255,357

Median  
Home Value

52

Wealth  
Index

128

Housing  
Affordability

42

Diversity  
Index

### AT RISK POPULATION



48

Households With  
Disability



53

Population 65+



34

Households  
Without Vehicle

### POVERTY AND LANGUAGE



3%

Households Below  
the Poverty Level



5

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,019

Daytime  
Population



47

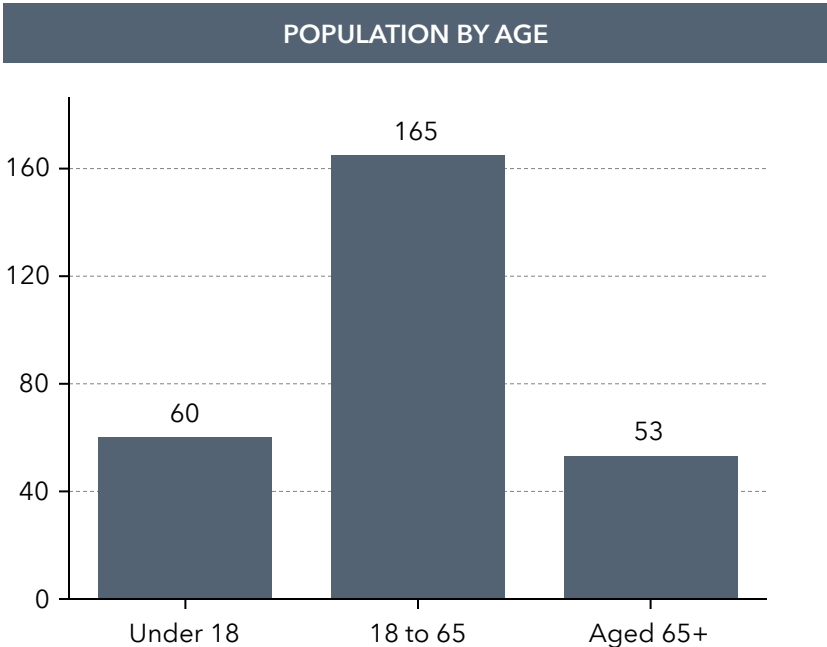
Total  
Businesses

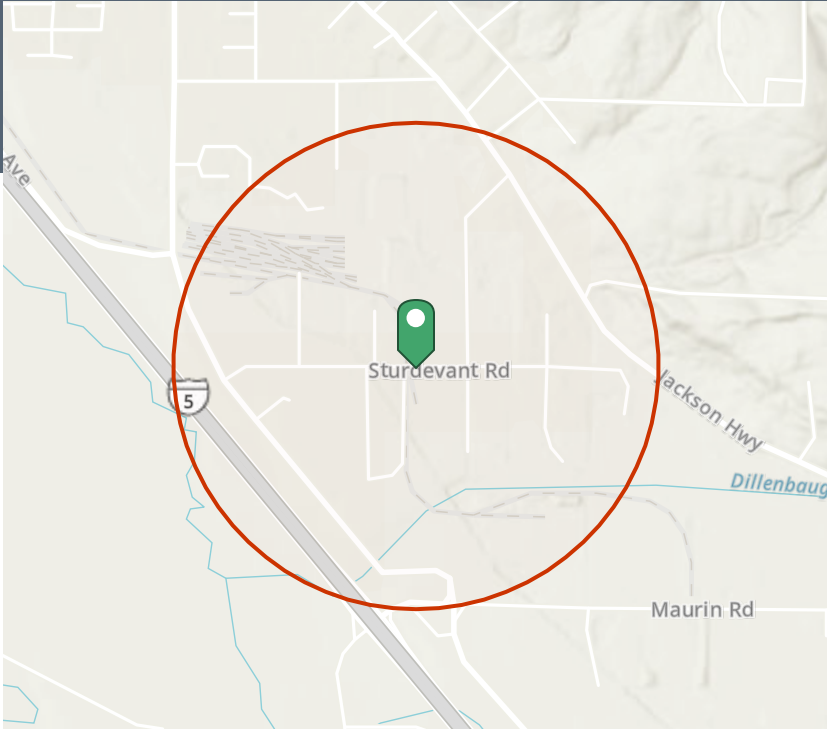


902

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	16	117	62	195
Spanish	0	15	1	16
Spanish & English Well	0	15	1	16
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	4	2	6
Indo-European & English Well	0	4	2	6
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Red Route

## Sturdevant & Chase - National



Ring of 0.5 miles

645

Population

297

Households

2.14

Avg Size Household

37.8

Median Age

\$70,392

Median Household Income

\$254,464

Median Home Value

52

Wealth Index

127

Housing Affordability

41

Diversity Index

### AT RISK POPULATION



100

Households With Disability



126

Population 65+



72

Households Without Vehicle

### POVERTY AND LANGUAGE



3%

Households Below the Poverty Level



10

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



1,869

Daytime Population



55

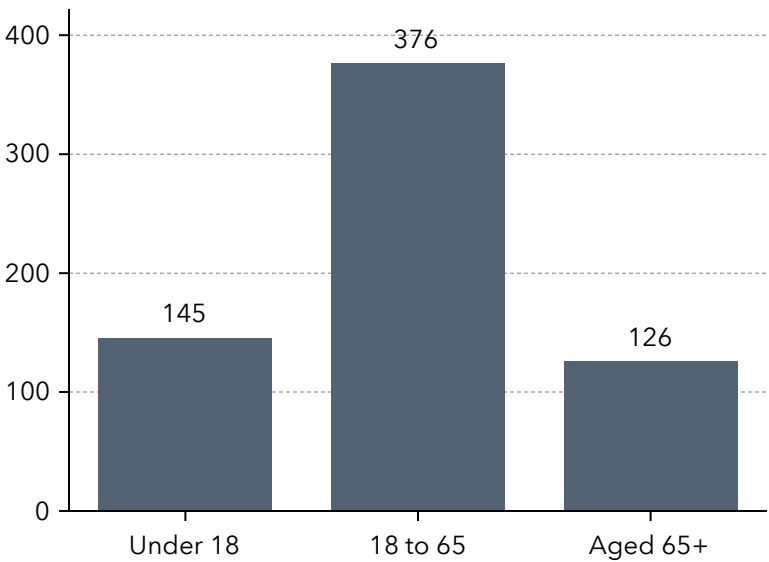
Total Businesses



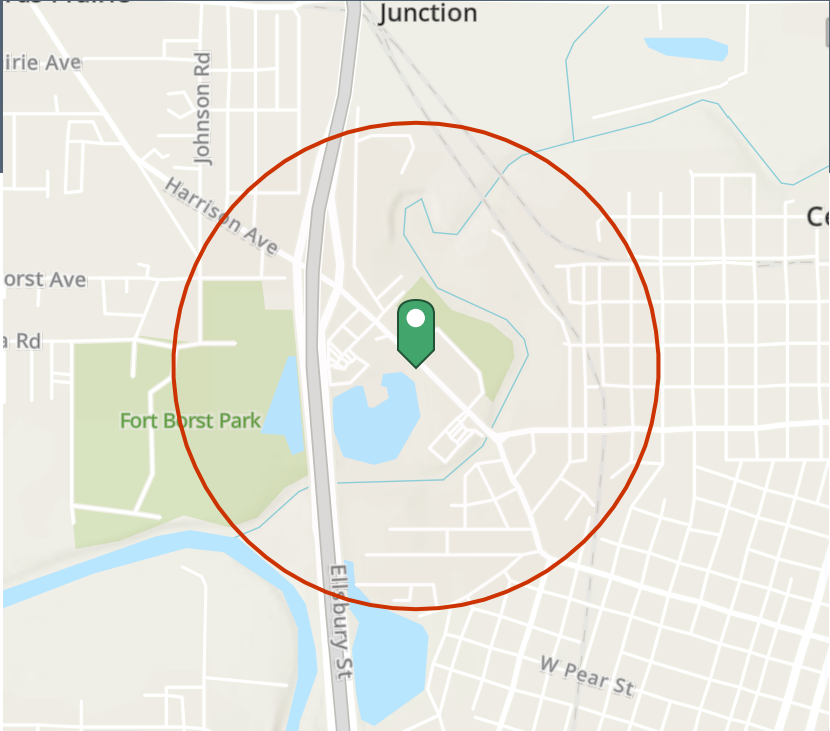
1,047

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	34	266	144	444
Spanish	0	35	3	38
Spanish & English Well	0	35	3	38
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	10	4	14
Indo-European & English Well	0	10	4	14
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Orange Route

## Valley View Dental



Ring of 0.5 miles

1,526

Population

546

Households

2.67

Avg Size  
Household

36.0

Median  
Age

\$57,710

Median  
Household Income

\$241,038

Median  
Home Value

52

Wealth  
Index

108

Housing  
Affordability

56

Diversity  
Index

### AT RISK POPULATION



147

Households With  
Disability



261

Population 65+



16

Households  
Without Vehicle

### POVERTY AND LANGUAGE



13%

Households Below  
the Poverty Level



63

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,513

Daytime  
Population



138

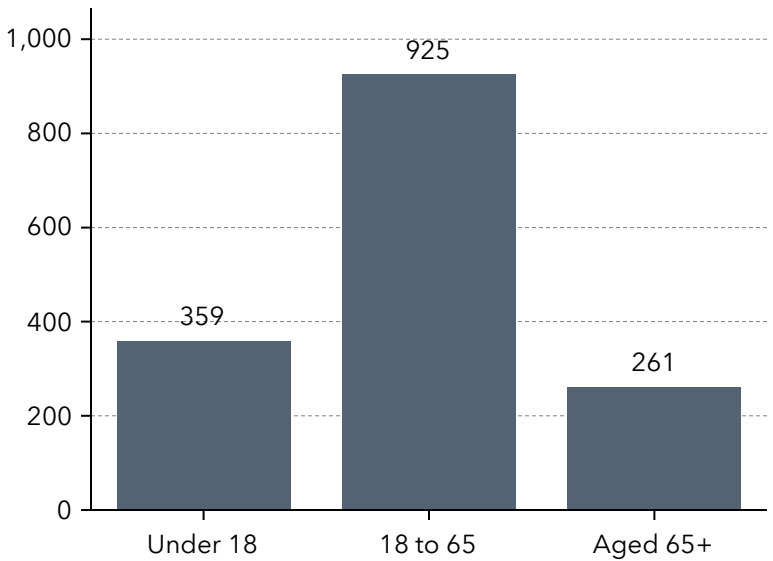
Total  
Businesses



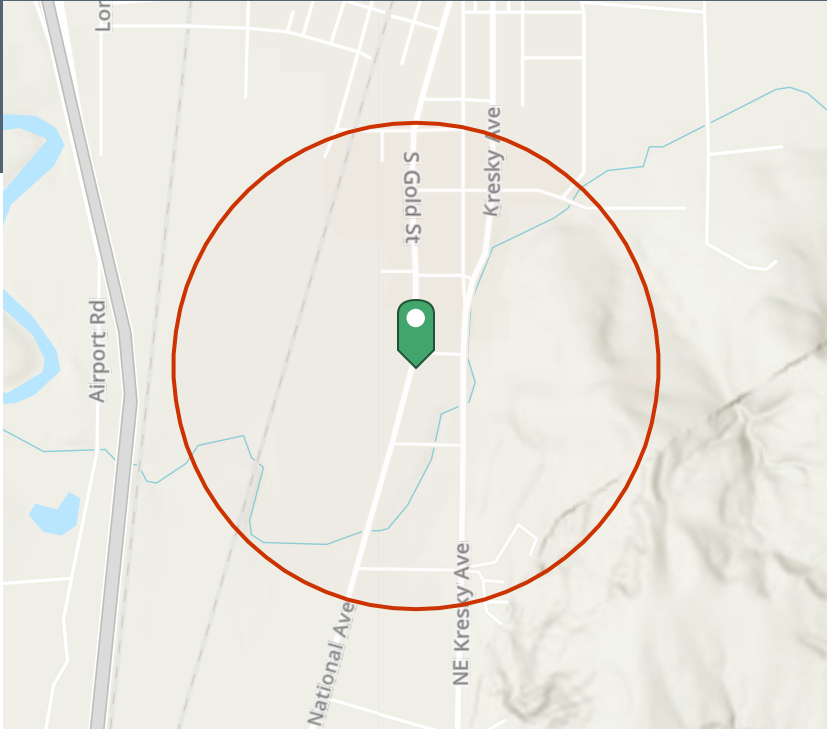
1,316

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	127	684	227	1,038
Spanish	74	63	5	142
Spanish & English Well	2	10	5	17
Spanish & English Not Well	72	4	0	76
Spanish & No English	0	49	0	49
Indo-European	0	2	1	3
Indo-European & English Well	0	2	1	3
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	9	1	10
Asian-Pacific Isl & English Well	0	7	0	7
Asian-Pacific Isl & English Not Well	0	2	0	2
Asian-Pacific Isl & No English	0	0	1	1
Other Language	0	2	0	2
Other Language & English Well	0	2	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## Valley View



Ring of 0.5 miles

157

Population

38

Households

4.11

Avg Size Household

30.7

Median Age

\$46,758

Median Household Income

\$233,333

Median Home Value

37

Wealth Index

0

Housing Affordability

72

Diversity Index

### AT RISK POPULATION



13

Households With Disability



18

Population 65+



2

Households Without Vehicle

### POVERTY AND LANGUAGE



20%

Households Below the Poverty Level



7

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



673

Daytime Population



100

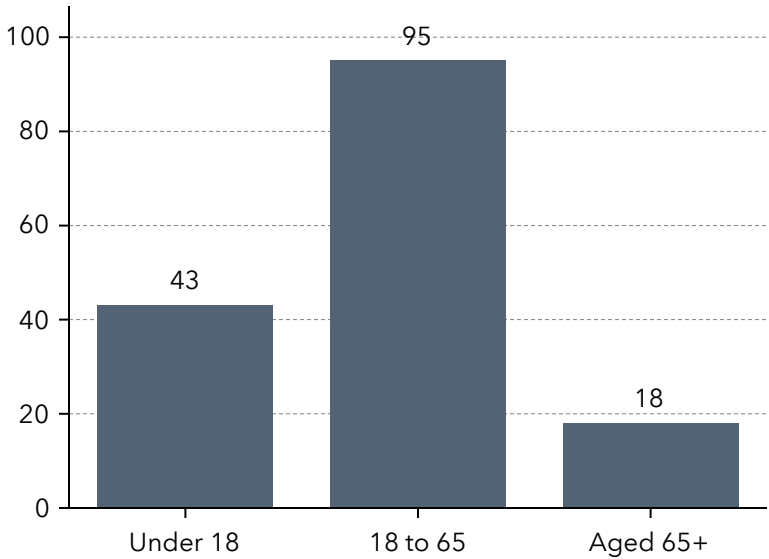
Total Businesses



606

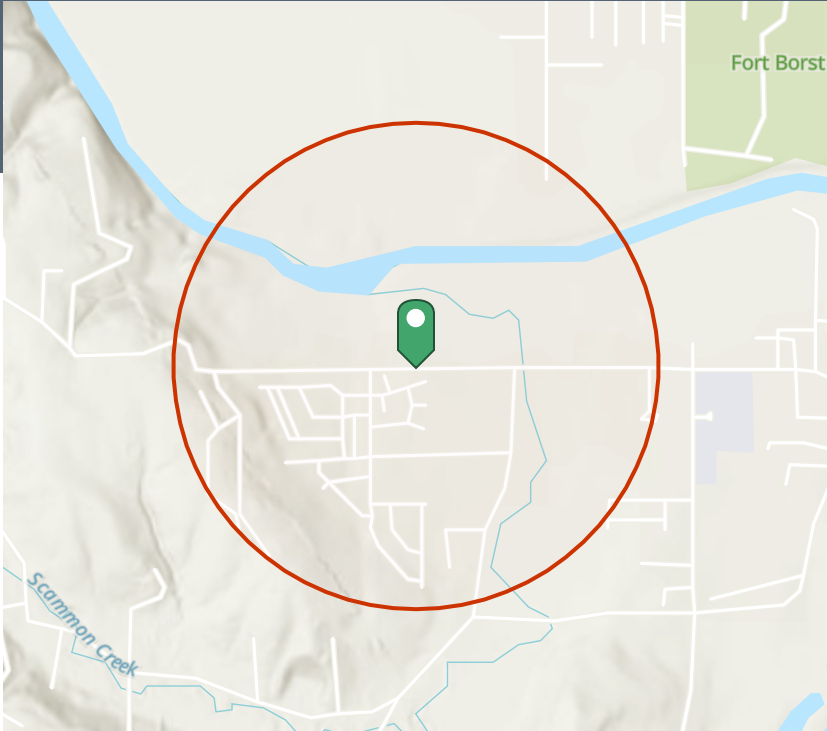
Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	26	72	15	113
Spanish	16	17	0	33
Spanish & English Well	16	15	0	31
Spanish & English Not Well	0	2	0	2
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Orange Route

## Villa San Juan Bautista



Ring of 0.5 miles

1,722

Population

734

Households

2.25

Avg Size  
Household

58.2

Median  
Age

\$62,885

Median  
Household Income

\$376,613

Median  
Home Value

78

Wealth  
Index

76

Housing  
Affordability

51

Diversity  
Index

### AT RISK POPULATION



218

Households With  
Disability



722

Population 65+



78

Households  
Without Vehicle

### POVERTY AND LANGUAGE



13%

Households Below  
the Poverty Level



90

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,724

Daytime  
Population



15

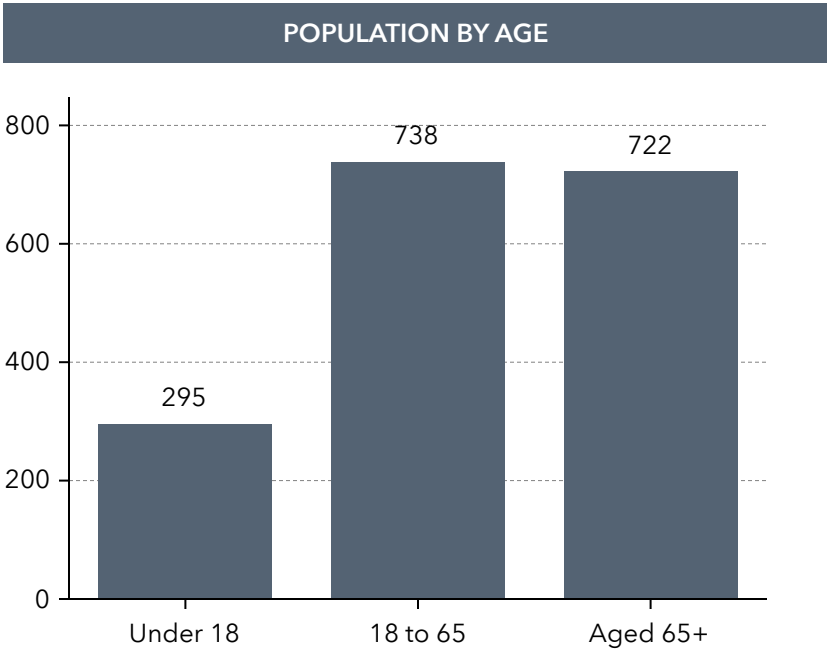
Total  
Businesses

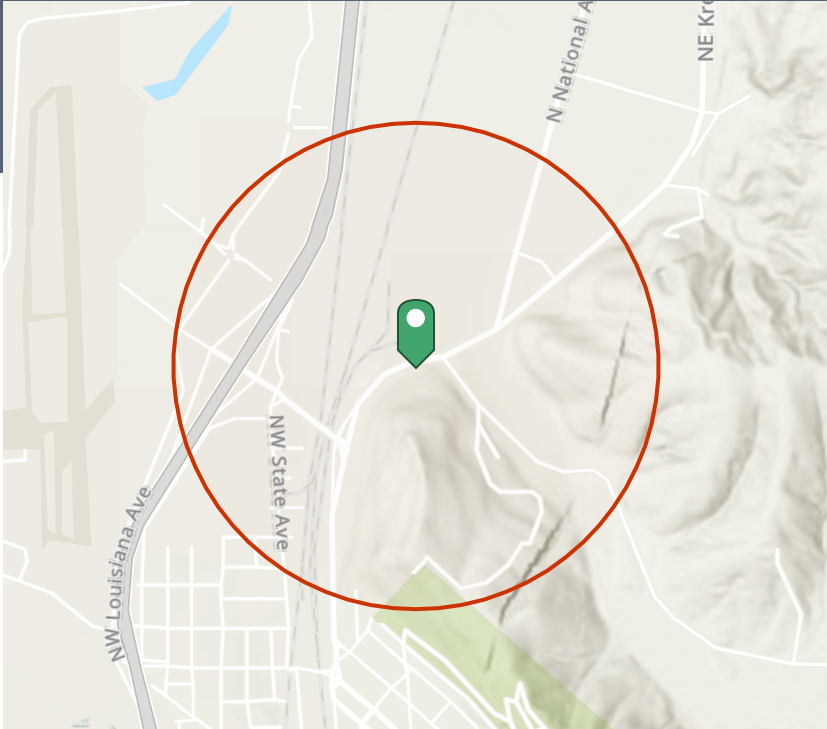


445

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	263	380	791	1,434
Spanish	0	27	0	27
Spanish & English Well	0	22	0	22
Spanish & English Not Well	0	5	0	5
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Yellow & Red Route

## N National & Coal Creek - Vintage



Ring of 0.5 miles

325

Population

213

Households

1.52

Avg Size Household

46.3

Median Age

\$105,310

Median Household Income

\$402,500

Median Home Value

118

Wealth Index

121

Housing Affordability

38

Diversity Index

### AT RISK POPULATION



94

Households With Disability



85

Population 65+



40

Households Without Vehicle

### POVERTY AND LANGUAGE



8%

Households Below the Poverty Level



21

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



819

Daytime Population



96

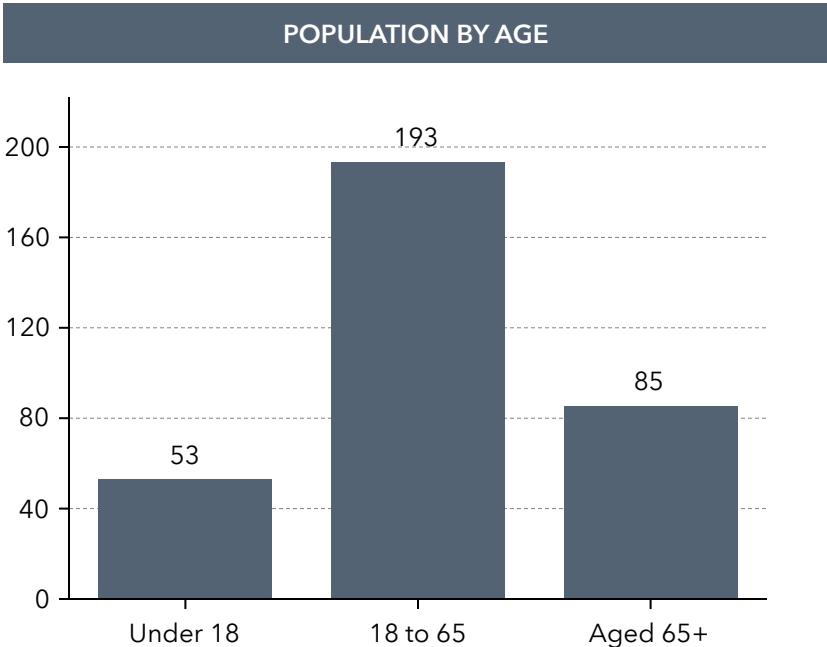
Total Businesses

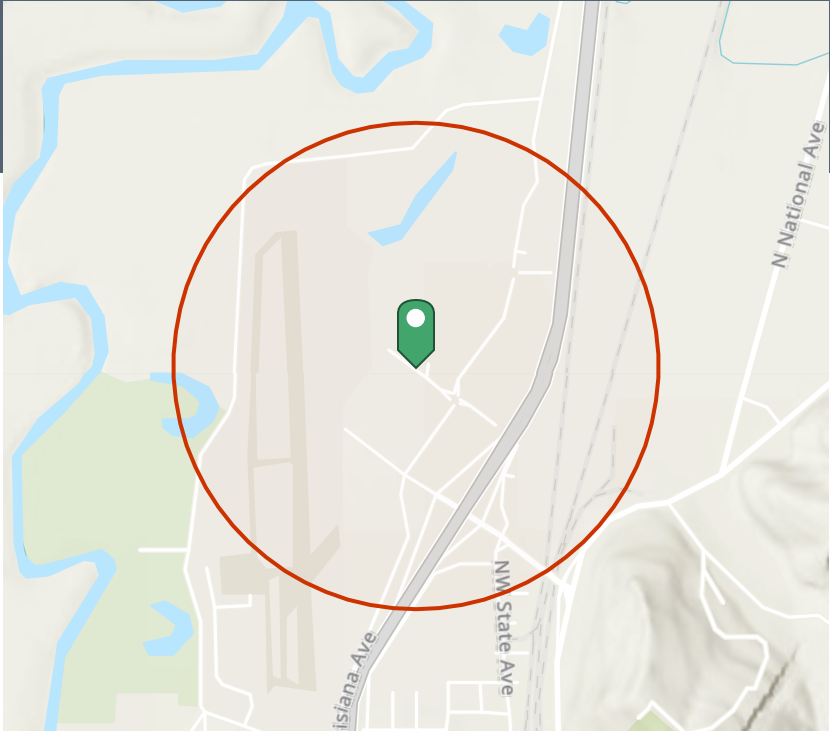


829

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	65	176	91	332
Spanish	1	27	2	30
Spanish & English Well	1	2	2	5
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	25	0	25
Indo-European	0	4	1	5
Indo-European & English Well	0	4	1	5
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Yellow & Red Route

## Walmart



Ring of 0.5 miles

6

Population

2

Households

3.00

Avg Size Household

35.0

Median Age

\$0

Median Household Income

\$0

Median Home Value

53

Wealth Index

0

Housing Affordability

48

Diversity Index

### AT RISK POPULATION



0

Households With Disability



0

Population 65+



0

Households Without Vehicle

### POVERTY AND LANGUAGE



0%

Households Below the Poverty Level



0

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



1,303

Daytime Population



98

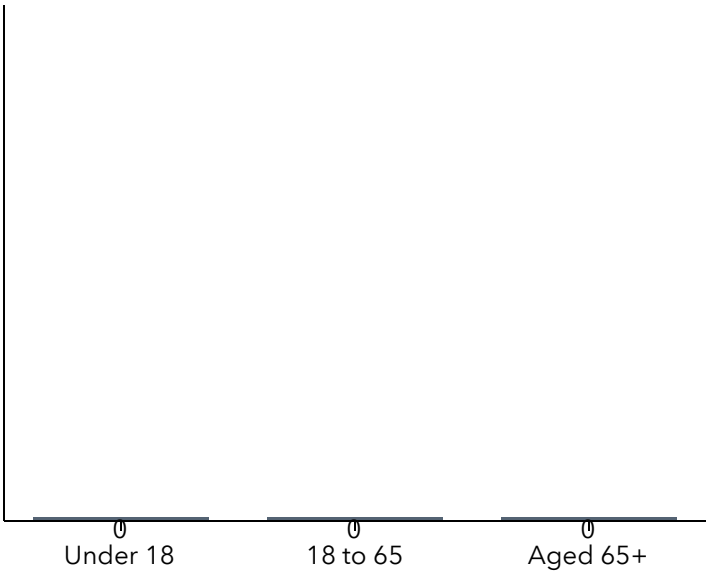
Total Businesses



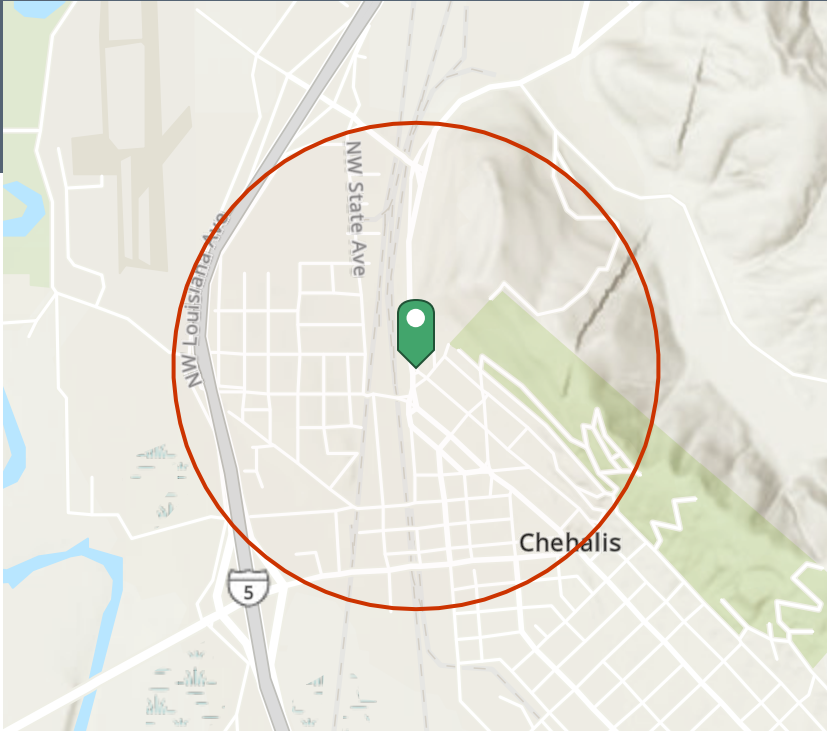
990

Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	0	3	0	3
Spanish	0	0	0	0
Spanish & English Well	0	0	0	0
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Red Route

## Washington & Division



Ring of 0.5 miles

1,844

Population

876

Households

2.05

Avg Size  
Household

37.8

Median  
Age

\$65,252

Median  
Household Income

\$276,744

Median  
Home Value

65

Wealth  
Index

109

Housing  
Affordability

47

Diversity  
Index

### AT RISK POPULATION



300

Households With  
Disability



335

Population 65+



165

Households  
Without Vehicle

### POVERTY AND LANGUAGE



15%

Households Below  
the Poverty Level



126

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,640

Daytime  
Population



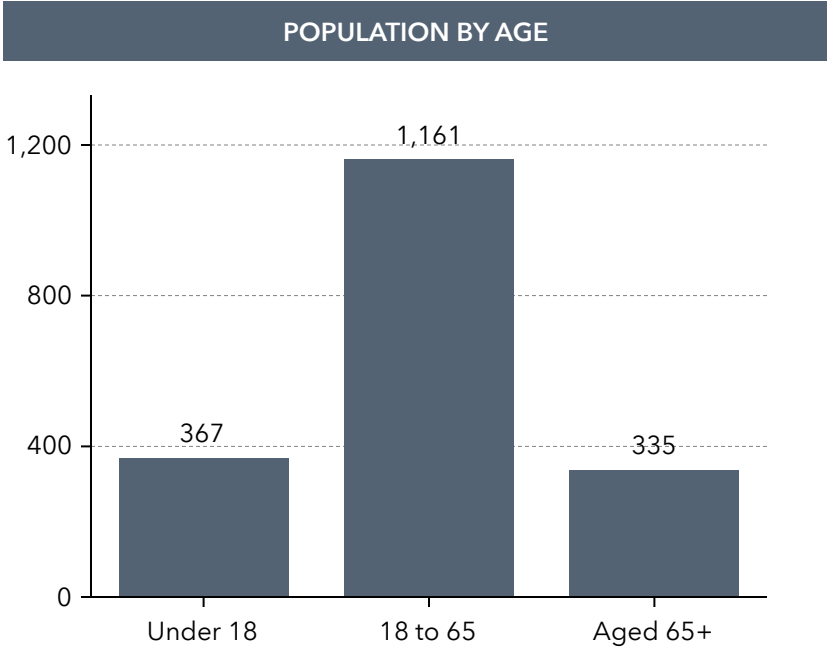
286

Total  
Businesses

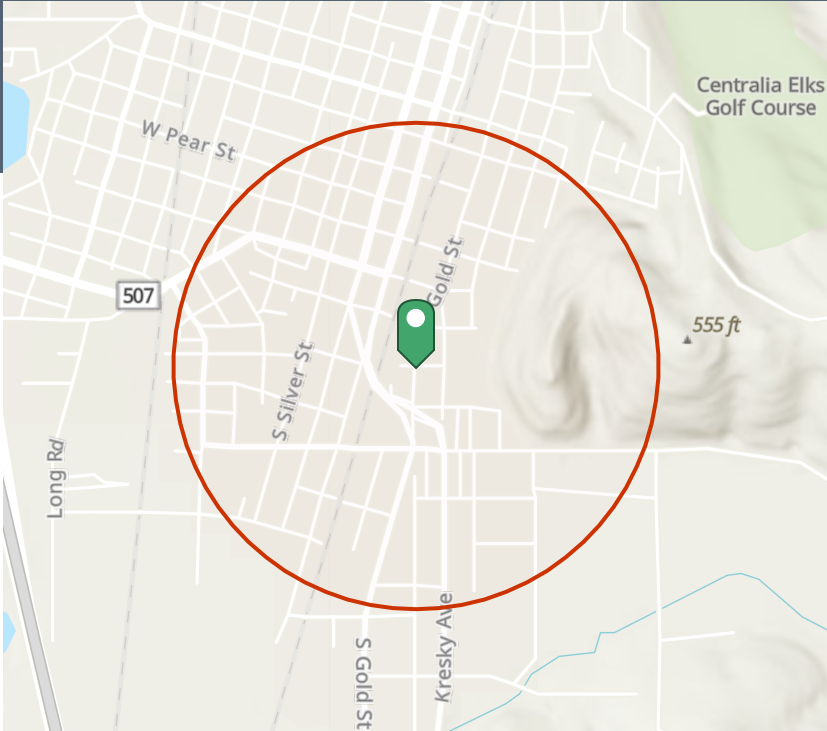


3,004

Total  
Employees



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	153	964	291	1,408
Spanish	63	225	3	291
Spanish & English Well	63	137	3	203
Spanish & English Not Well	0	53	0	53
Spanish & No English	0	35	0	35
Indo-European	0	14	2	16
Indo-European & English Well	0	14	2	16
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0



# Blue Route

## Washington Elementary



Ring of 0.5 miles

2,579

Population

953

Households

2.69

Avg Size  
Household

33.3

Median  
Age

\$52,485

Median  
Household Income

\$199,367

Median  
Home Value

46

Wealth  
Index

120

Housing  
Affordability

64

Diversity  
Index

### AT RISK POPULATION



379

Households With  
Disability



327

Population 65+



42

Households  
Without Vehicle

### POVERTY AND LANGUAGE



14%

Households Below  
the Poverty Level



132

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,513

Daytime  
Population



147

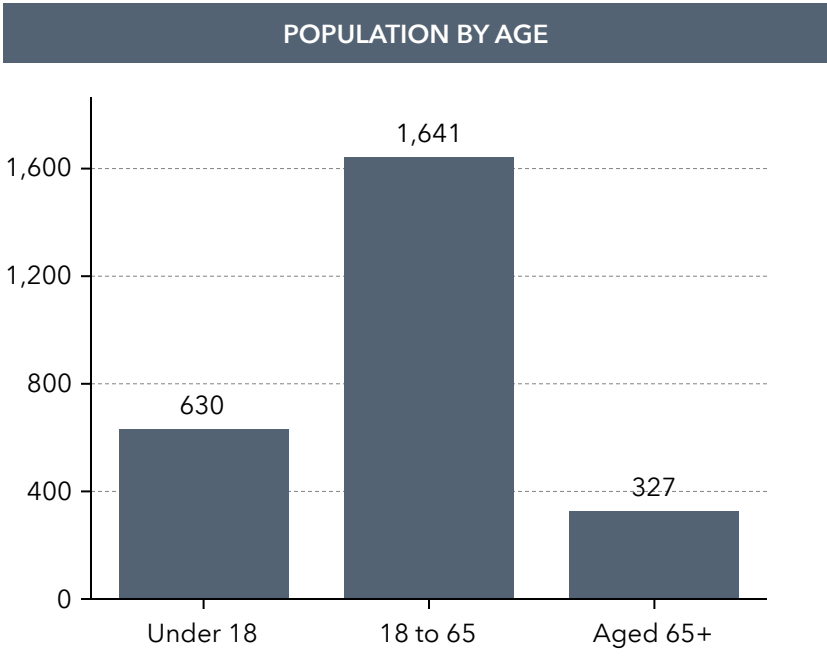
Total  
Businesses



998

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	333	1,286	301	1,920
Spanish	103	162	0	265
Spanish & English Well	103	146	0	249
Spanish & English Not Well	0	14	0	14
Spanish & No English	0	1	0	1
Indo-European	0	66	0	66
Indo-European & English Well	0	66	0	66
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	1	1	2
Asian-Pacific Isl & English Well	0	1	1	2
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0

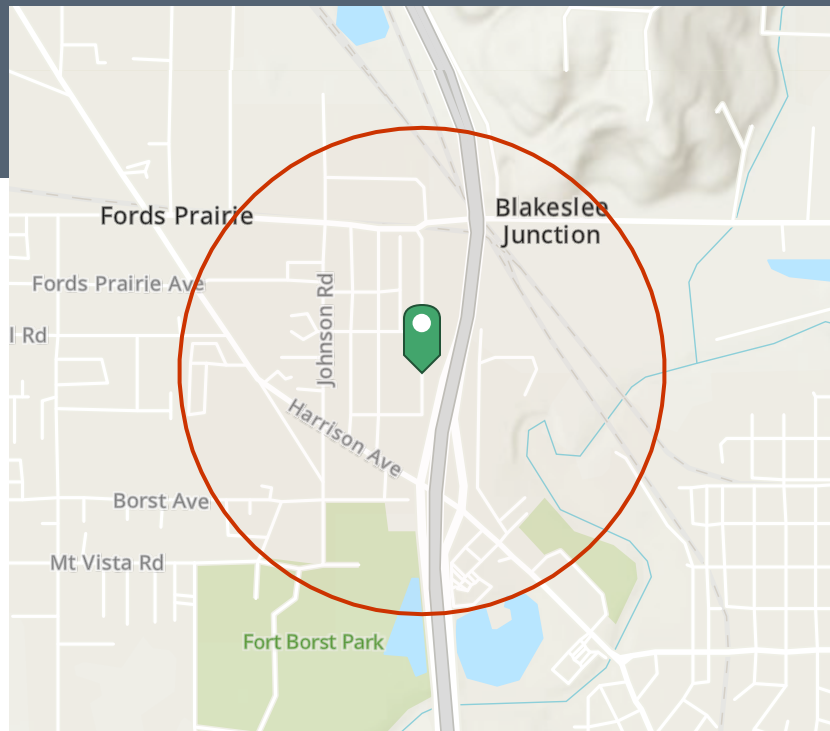




# Orange Route

## West Outlets

Ring of 0.5 miles

**1,185**

Population

**481**

Households

**2.44**Avg Size  
Household**39.8**Median  
Age**\$39,800**Median  
Household Income**\$226,596**Median  
Home Value**35**Wealth  
Index**79**Housing  
Affordability**53**Diversity  
Index

### AT RISK POPULATION

**307**Households With  
Disability**283**

Population 65+

**104**Households  
Without Vehicle

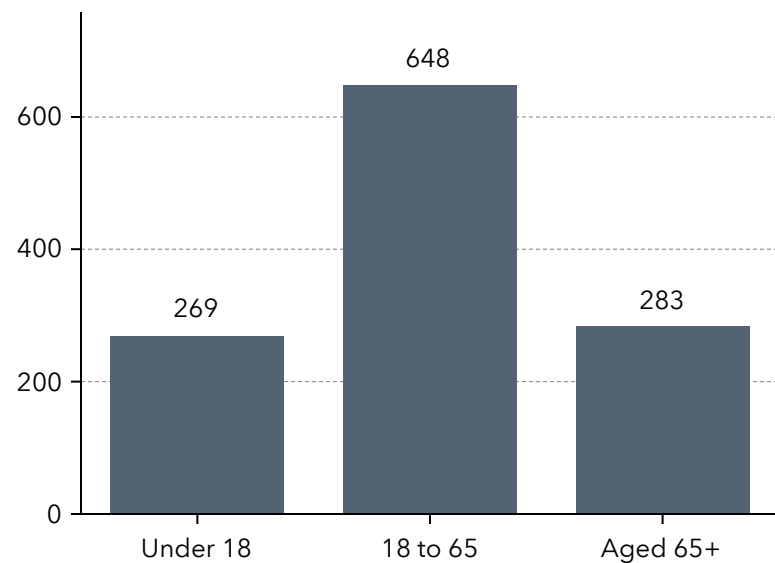
### POVERTY AND LANGUAGE

**33%**Households Below  
the Poverty Level**195**Households Below  
the Poverty Level**0**Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES

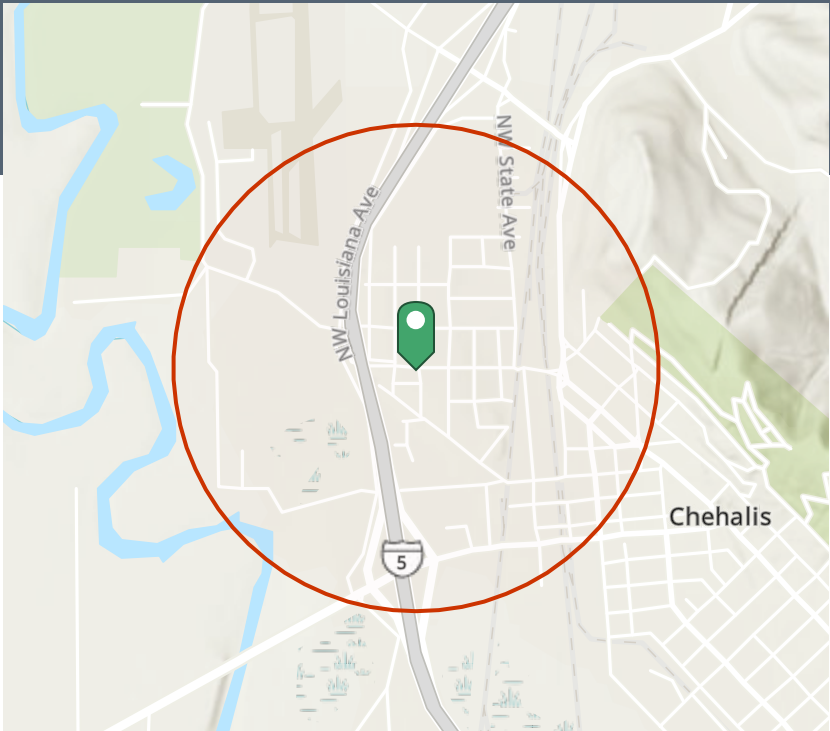
**2,479**Daytime  
Population**151**Total  
Businesses**1,496**Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	129	728	200	1,057
Spanish	61	121	17	199
Spanish & English Well	53	120	17	190
Spanish & English Not Well	8	1	0	9
Spanish & No English	0	0	0	0
Indo-European	0	3	1	4
Indo-European & English Well	0	3	1	4
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	8	1	9
Asian-Pacific Isl & English Well	0	8	0	8
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	2	0	2
Other Language & English Well	0	2	0	2
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





**1,125**

Population

**497**

Households

**2.21**

Avg Size Household

**35.6**

Median Age

**\$55,624**

Median Household Income

**\$220,690**

Median Home Value

**44**

Wealth Index

**116**

Housing Affordability

**49**

Diversity Index

### AT RISK POPULATION



**135**

Households With Disability



**170**

Population 65+



**78**

Households Without Vehicle

### POVERTY AND LANGUAGE



**18%**

Households Below the Poverty Level



**75**

Households Below the Poverty Level



**0**

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



**2,258**

Daytime Population



**201**

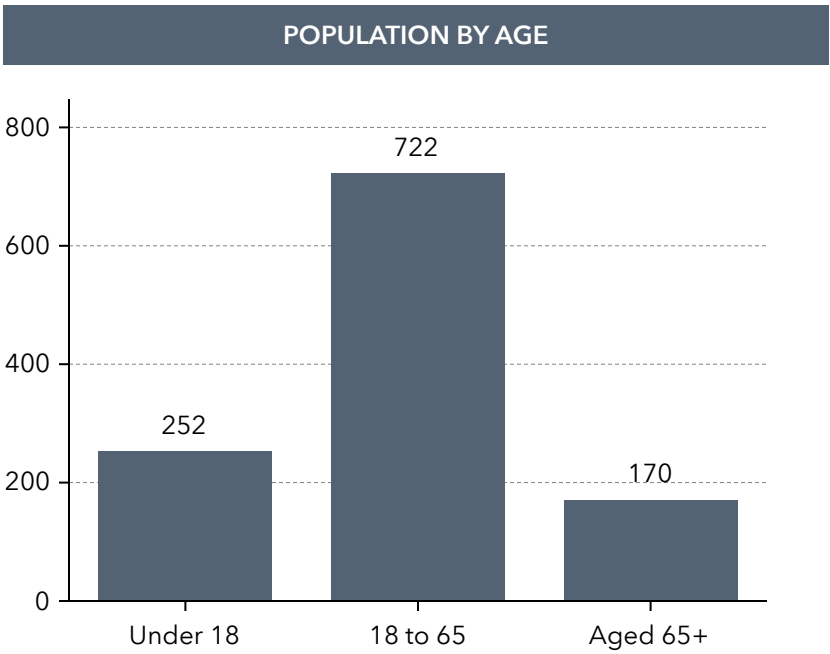
Total Businesses

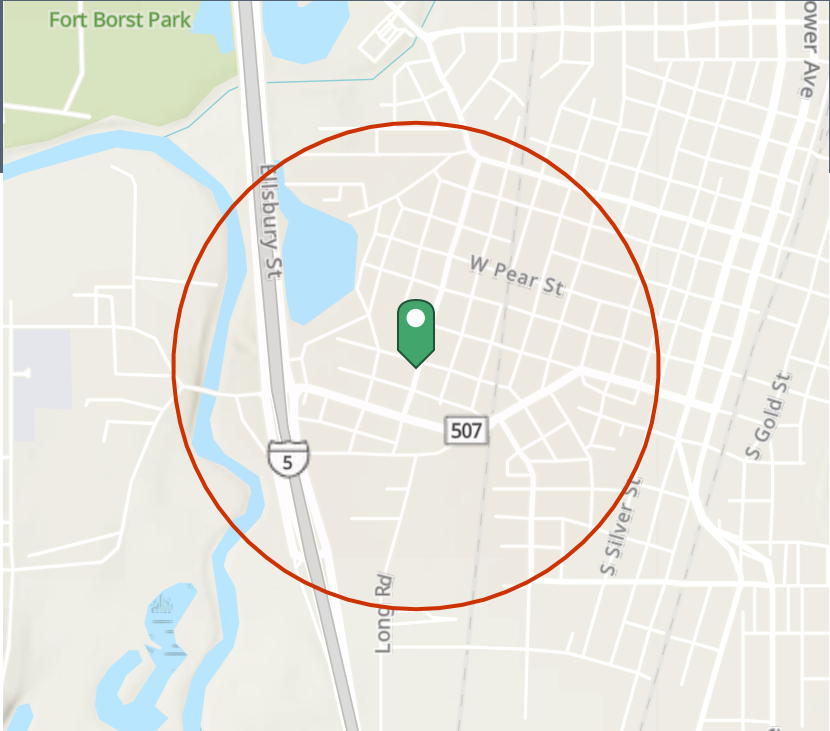


**2,167**

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	65	557	115	737
Spanish	37	126	0	163
Spanish & English Well	37	95	0	132
Spanish & English Not Well	0	31	0	31
Spanish & No English	0	0	0	0
Indo-European	0	10	0	10
Indo-European & English Well	0	10	0	10
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	0	0
Asian-Pacific Isl & English Well	0	0	0	0
Asian-Pacific Isl & English Not Well	0	0	0	0
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0





# Orange Route

## Yew & Chestnut



Ring of 0.5 miles

2,856

Population

1,010

Households

2.76

Avg Size  
Household

33.3

Median  
Age

\$52,665

Median  
Household Income

\$221,629

Median  
Home Value

45

Wealth  
Index

107

Housing  
Affordability

64

Diversity  
Index

### AT RISK POPULATION



361

Households With  
Disability



393

Population 65+



34

Households  
Without Vehicle

### POVERTY AND LANGUAGE



15%

Households Below  
the Poverty Level



151

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



2,217

Daytime  
Population



70

Total  
Businesses



468

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	236	1,596	406	2,238
Spanish	149	149	4	302
Spanish & English Well	81	85	4	170
Spanish & English Not Well	68	14	0	82
Spanish & No English	0	49	0	49
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	12	1	13
Asian-Pacific Isl & English Well	0	8	0	8
Asian-Pacific Isl & English Not Well	0	4	0	4
Asian-Pacific Isl & No English	0	0	1	1
Other Language	0	0	0	0
Other Language & English Well	0	0	0	0
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0

