



*Connecting Our Communities*

# **2023 Annual Report & Transit Development Plan 2024 – 2029**



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Adopted in Public Hearing by LPTBA Board:  
August 27, 2024

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## INTRODUCTION

As a requirement of RCW 35.58.2795, Lewis County Transit has prepared and submitted this Annual Report for 2023 and a subsequent Transit Development Plan (TDP) for years 2024 through 2029.

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 Lewis County 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



## PLAN ADOPTION, PUBLIC HEARING, AND DISTRIBUTION

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### ***Plan Adoption***

The Lewis County Transit Board of Directors adopted the 2023 Annual Report and 2024-2029 Transit Development Plan on August 27, 2024.

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

Public Hearing: Lewis County Transit held a public hearing on the Transit Development Plan on August 27, 2024, at 3:30 pm in person at the Port of Chehalis, located at 321 Maurin Road, Chehalis, WA 98532.

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

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

Requests for Digital Copies: Lewis County Transit allowed the public to request a paper or digital copy of the Transit Development Plan on and after August 20, 2024, by emailing [joe@lewiscountytransit.org](mailto:joe@lewiscountytransit.org) or calling 360-330-2072.

### ***Plan Distribution***

On August 28, 2024, Lewis County 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 Lewis County Transit operates.

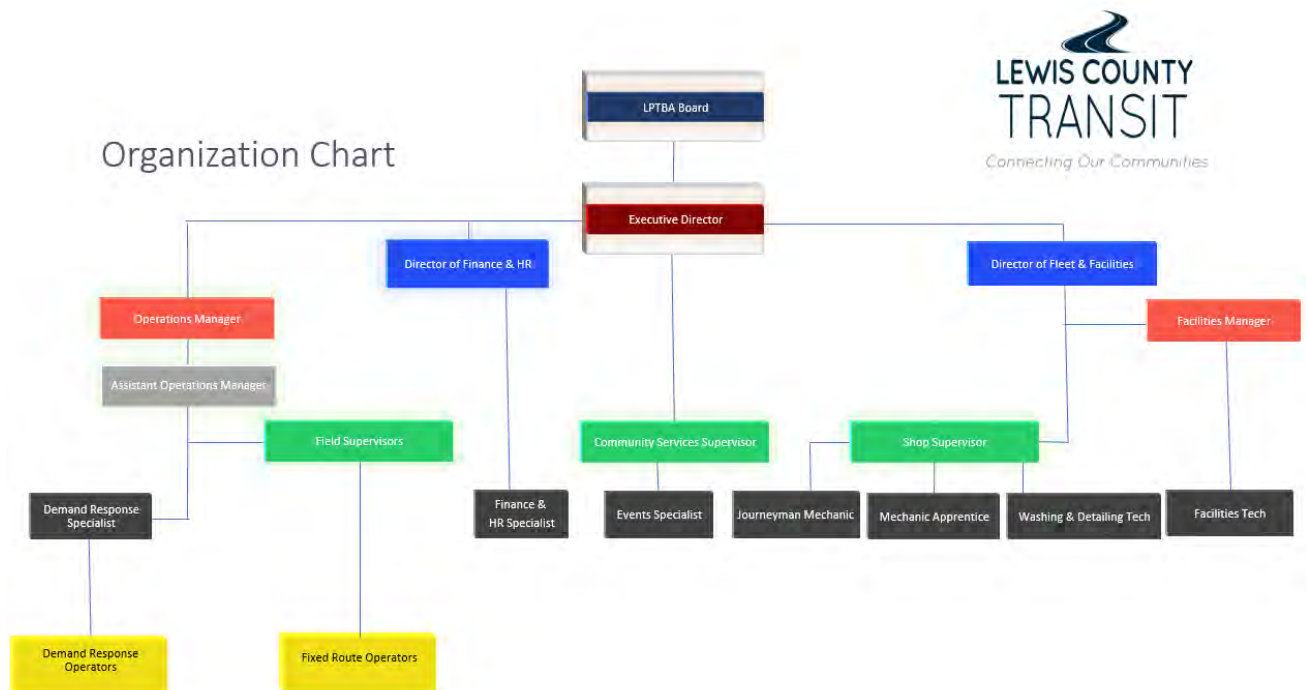
# DESCRIPTION OF SERVICE AREA, OPERATIONS, AND FACILITIES

## 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, Lewis County Transit operated as a public transit agency funded through a “household tax.” Doing business as Lewis County Transit, the benefit area was established in order to provide public transit services in and around the communities of Centralia and Chehalis, Washington. Today, Lewis County Transit operates four in-city fixed bus routes, three corridor express fixed bus routes, paratransit (LIFTT) service, and dial-a-ride (DARTT) services. Lewis County Transit is governed by a three-member board of directors. The Board members as of August 27, 2024, are:

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

At 2023 year-end, Lewis County Transit employed 46 individuals (42.7 FTEs) throughout three divisions of responsibility common to the transit industry which include: Operations, Maintenance, and Administration. The Executive 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 27, 2024.





## ***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 27,429 spread over 13.69 square miles, which translates into a population density of 2,004 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, Lewis County Transit (previously known as Twin Transit) operated two coaches on its two routes. Today, the fleet has expanded to seven 35' Gillig low-floor diesel buses, two refurbished 35' low-floor electric buses, and three new 40' low-floor hydrogen fuel-cell buses that are designated for fixed route. Additionally, there are five Ford Transit vans, five ProMaster vans, four Dodge Caravans, two MV-1 multi-purpose vehicles, and four light-duty cutaway buses used on the corridor routes or as spare. The ADA vans are used for the dial-a-ride program (DARTT) and for paratransit services (LIFTT). Lewis County Transit plans on bringing on three additional hydrogen buses in early 2026 to replace diesel buses approaching the end of their useful life. These electric and hydrogen fuel-cell buses are the first step toward achieving our goal of a completely zero-emission fleet by 2030.

In 2023, Lewis County Transit provided an estimated 26,963 hours of fixed route transit service with ADA complementary paratransit to the Centralia and Chehalis community, as well as 7,867 hours of demand response services to the Lewis County community for a total of 34,830 service hours. In comparison with 28,912 hours in 2022, Lewis County Transit experienced an increase of 5,918 hours or 20.5%. This is primarily due to the addition of a new express route to Morton in March 2023 as well as the continuation of an express route to Kelso/Longview which was first introduced in August 2022. Furthermore, 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 1,691 monthly rides on average. As demand increased, Lewis County 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.

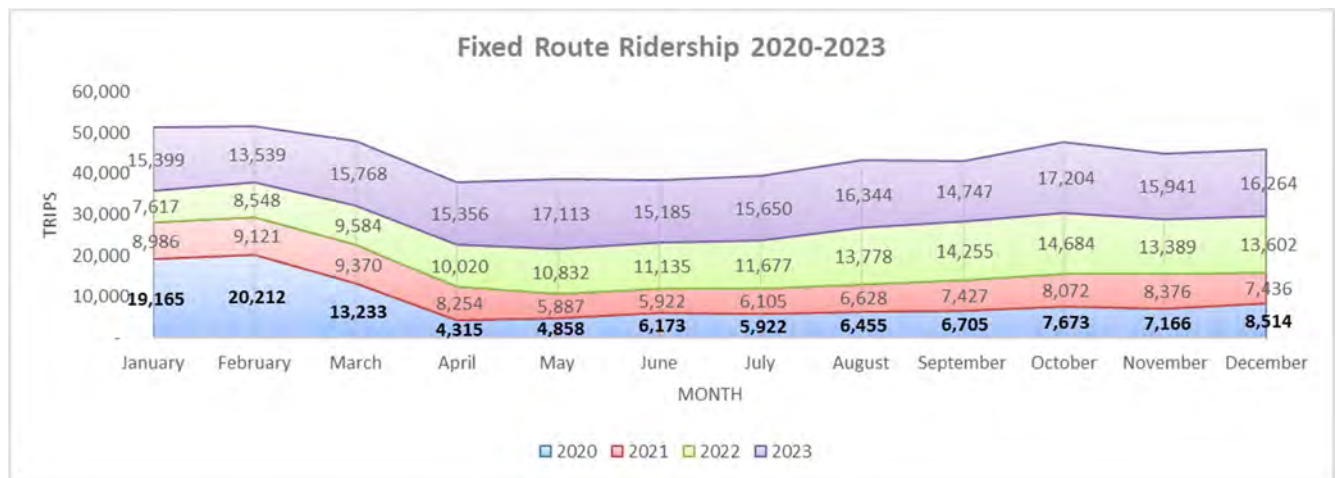
### ***(Deviated) Fixed Route Transit***

As of August 27, 2024, Lewis County 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 Lewis County Transit connects with Intercity Transit, Grays Harbor Transit, Mason Transit, and Rural Transit, express weekday service to Kelso/Longview, Washington where Lewis County Transit connects with RiverCities Transit, Lower Columbia CAP, and Cowlitz Tribe transportation services, and express weekday service to Morton, Washington. 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. Lewis County 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. In August 2022,

Lewis County Transit began to pilot a fixed route and on-demand service to Castle Rock; as of March 2023, this service now extends to Kelso, which provides greater connectivity for riders traveling to Vancouver, WA. The addition of the Kelso/Longview 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.

Lewis County 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 2023 was 200,501 in comparison with 149,575 fixed route and demand response passenger trips during 2022. Ridership on Lewis County Transit’s fixed route transit service has steadily increased since the COVID-19 shutdown, reaching nearly 50% of pre-pandemic ridership levels in 2021. In 2023 we had a 70.8% increase in total fixed route boardings in comparison to 2020 and a 35.5% increase in total boardings compared to 2022. Monthly fluctuations and comparisons in ridership are better reflected in the graph below.

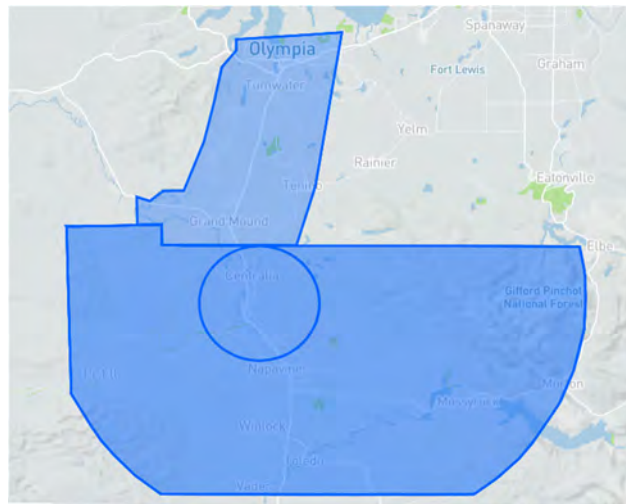


Provided below is a table illustrating fixed route boardings by year:

Month	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
January	21,835	20,470	19,128	18,303	19,899	19,394	19,956	19,165	8,986	7,617	15,399	16,418
February	21,043	19,334	19,335	19,241	18,794	19,182	18,507	20,212	9,121	8,548	13,539	17,235
March	22,517	22,031	20,132	19,574	20,110	20,311	19,418	13,233	9,370	9,584	15,768	18,962
April	22,829	22,662	19,466	18,993	17,503	18,561	18,700	4,315	8,254	10,020	15,356	19,067
May	23,040	23,176	17,728	18,340	19,847	19,635	18,322	4,858	5,887	10,832	17,113	19,168
June	19,991	20,488	17,669	18,043	19,004	17,227	16,333	6,173	5,922	11,135	15,185	16,898
July	20,914	21,512	18,722	15,903	15,669	15,336	16,972	5,922	6,105	11,677	15,650	17,107
August	21,172	21,726	16,773	19,709	18,362	18,196	18,568	6,455	6,628	13,778	16,344	
September	18,655	20,671	18,291	17,651	17,054	17,088	15,313	6,705	7,427	14,255	14,747	
October	22,590	24,798	20,011	18,323	19,324	19,702	18,086	7,673	8,072	14,684	17,204	
November	19,703	20,354	17,136	18,434	18,642	17,730	17,187	7,166	8,376	13,389	15,941	
December	17,468	20,936	17,802	18,894	17,875	17,164	16,196	8,514	7,436	13,602	16,264	
<b>TOTAL</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>139,121</b>	<b>188,510</b>	<b>124,855</b>

Lewis County Transit's DARTT service has seen a dramatic increase in riders since it first hit the streets in November 2020. During its first full month of operation, Lewis County Transit recorded 20 trips. Since the expansion of the service boundary in 2021, 900-950 trips per month is typical. This is a significant increase with regards to rider trips and miles and has placed some staffing and scheduling pressures 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. 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:

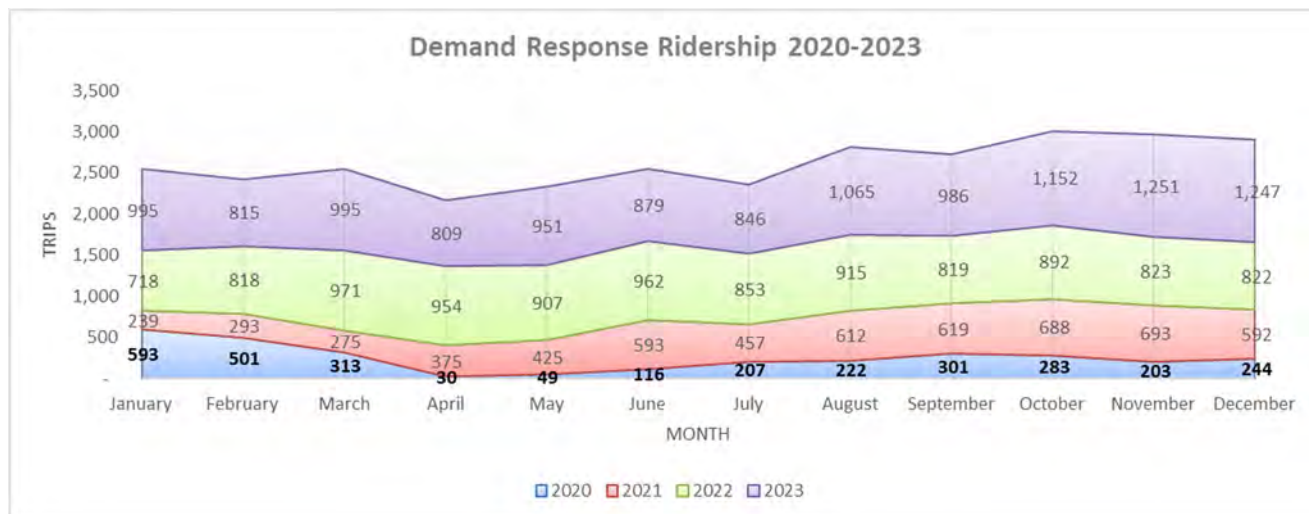


Demand response ridership (LIFTT and DARTT combined) was 104.6% greater than recorded previously in 2021 and 14.7% greater than in 2022, at a total of 11,991 trips in 2023. This can be attributed to the expansion of the DARTT service area and level of demand from Lewis County residents for micro-transit service.

Provided below is a table illustrating demand response boardings:

Month	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
January	841	897	1,001	933	736	779	502	593	239	718	995	1,479
February	752	894	1,029	913	728	686	420	501	293	818	815	1,577
March	885	1,082	1,036	1,085	755	897	553	313	275	971	995	1,667
April	839	1,120	1,105	975	621	821	523	30	375	954	809	1,846
May	865	1,150	971	996	683	795	535	49	425	907	951	2,069
June	754	1,056	972	944	651	561	425	116	593	962	879	1,611
July	744	1,072	955	765	527	520	478	207	457	853	846	1,585
August	795	1,053	889	848	654	469	429	222	612	915	1,065	
September	709	1,182	899	805	700	441	436	301	619	819	986	
October	876	1,303	967	844	761	573	461	283	688	892	1,152	
November	834	906	776	772	794	464	439	203	693	823	1,251	
December	895	1,052	805	809	674	416	388	244	592	822	1,247	
<b>TOTAL</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>	<b>10,454</b>	<b>11,991</b>	<b>11,834</b>





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

The MOVE Ahead Washington legislation provided funding for transit agencies statewide to transport all riders 18 years old and younger. Using this funding in conjunction with a minor surplus of sales tax revenue, Lewis County Transit has elected to go fare free for all fixed route and paratransit riders regardless of age. Initial feedback from our community has been very positive, particularly from those that are socio-economically disadvantaged and low-income senior households. For the foreseeable future, Lewis County Transit plans on collecting fares only on its DARTT premium service. As of October 1, 2022, Lewis County Transit no longer charges 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 Lewis County 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 Lewis County 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 Lewis County 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 was 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. Lewis County Transit owns 102 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, Lewis County 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 fixed route between Centralia and Olympia, Washington, where Lewis County Transit connects with multiple regional transit providers including:

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

Beginning in August 2022, Lewis County Transit added an express route from the Mellen Street e-Transit Station to the Castle Rock Information Center at Exit 49; as of March 2023, the route now extends to Kelso/Longview at Exit 39. These new stop locations support connections with:

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

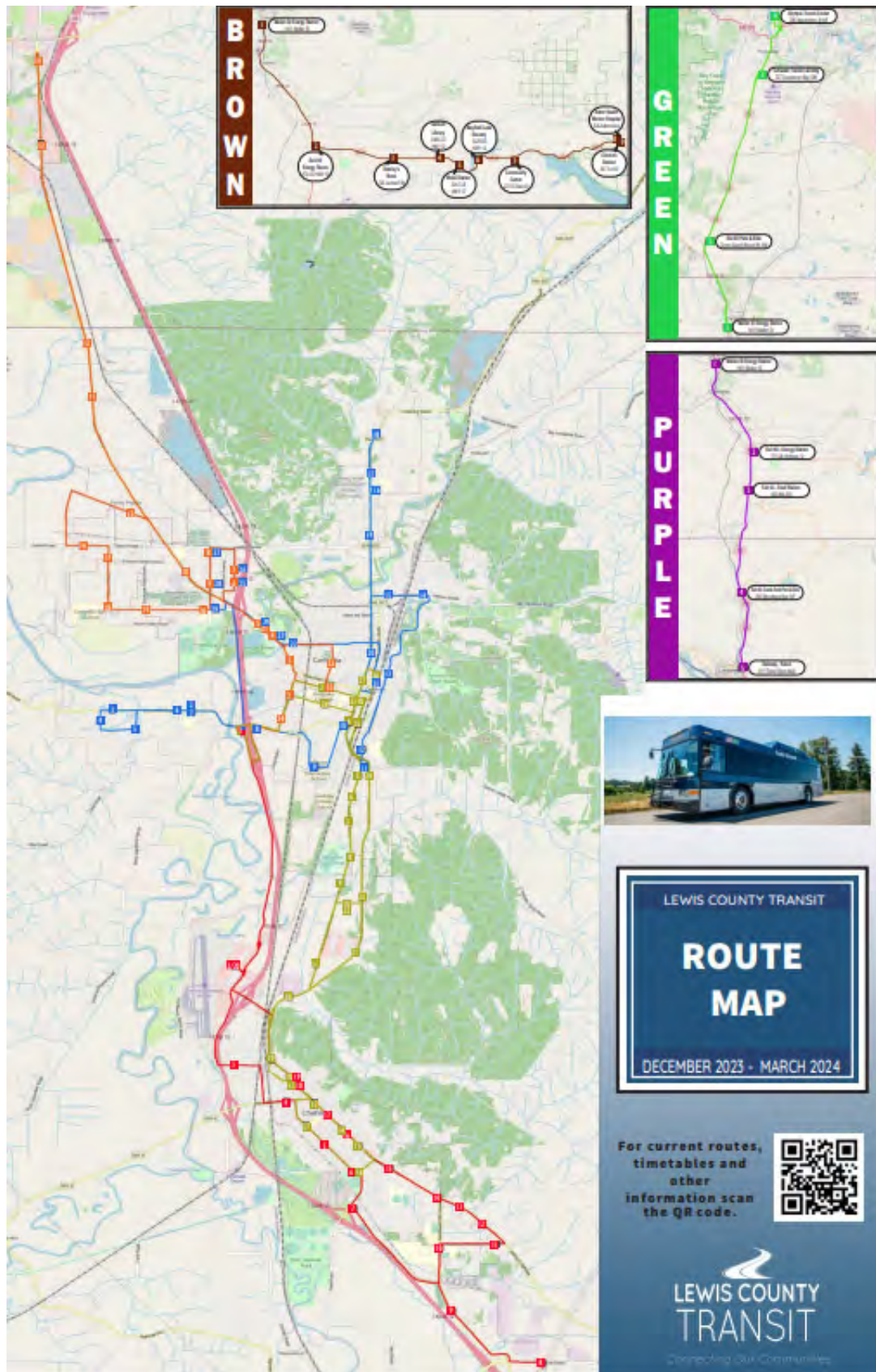
Regional service providers also continue to utilize the Centralia Amtrak Station to allow passengers traveling to/from locations outside Lewis County Transit's service area to connect with Lewis County Transit services. The Amtrak Station facilitates service connections with:

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





**Lewis County Transit System Map (updated versions kept here:  
<https://lewiscountyttransit.org/bus-routes/>)**



North Central		Central		South Central		Central		Central-North	
BLUE		YELLOW		ORANGE		RED		PURPLE	
MON - FRI 6 AM - 7 PM SAT & SUN 7 AM - 4 PM		MON - FRI 6:00 AM - 7 PM SAT & SUN 7:00 AM - 4 PM		MON - FRI 6 AM - 7 PM SAT & SUN 7 AM - 4 PM		MON - FRI 6 AM - 7 PM SAT - SUN 7 AM - 4 PM		MON - FRI 6 AM - 7 PM Purple Line departs every 2 hours with a break from Monday 12pm - 12pm, 12:30pm - 12:30pm on weekends and all holidays	
BUS STOP	TIME	BUS STOP	TIME	BUS STOP	TIME	BUS STOP	TIME	BUS STOP	TIME
1 Mellen Street Energy Station (Transfer to all lines)	6:00	1 Mellen Street Energy Station (Transfer to all lines)	6:00	1 Mellen Street Energy Station (Transfer to all lines)	6:00	1 Mellen Street Energy Station (Transfer to all lines)	6:00	1 Mellen Street Energy Station (Transfer to all lines)	6:00
2 1821 Cooks Hill Rd. (Cooks Hill Station)		2 Central College Blvd & S Washington Ave.	6:05	2 Yew & Pear St. (Central College)		2 Walmart		2 Exit 68 - Energy Station (1875 N. 1st St.)	6:05
3 2613 Cooks Hill Rd. (Cooks Hill Station)		3 201 S Pearl St. (Pearl Station)		3 Harrison & M St.		3 Westside Park		3 Exit 68 - Energy Station (1875 N. 1st St.)	6:10
4 Stillwaters Ave & Colonial Dr. (Colonial Station)		4 S Pearl St & W Plum St. (Pearl Station)		4 Harrison Ave. & Bridge St. (Harrison Station)		4 Lewis County Courthouse	6:14	4 Exit 68 - Energy Station (1875 N. 1st St.)	6:15
5 Colonial Dr & Scanlon Crk.		5 1039 S Gold St. (Gold Station)		5 Harrison Ave. & E. High St. (Harrison Station)		5 583 SW Cascade Ave. (R. Joseph Church)		5 Exit 63 - Shell Station (1875 N. 1st St.)	6:20
6 Cooks Hill & Landing Way		6 S Gold St & E Union St. (Gold Station)	6:10	6 1301 Lum Rd. (New Queen's L. Church)		6 1181 SW Cascade Ave. (R. Joseph Church)		6 Exit 63 - Shell Station (1875 N. 1st St.)	6:25
7 1820 Cooks Hill Rd. (Cooks Hill Station)	6:05	7 1511 S Gold St. (Gold Station)		7 1342 Lum Rd. (New Queen's L. Church)		7 227 SW 13th St. (R. Joseph Church)		7 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	6:30
8 Bortwick & Noble Ave. (Bortwick Station)		8 1810 S Gold St. (Gold Station)		8 1221 Johnson Rd. (Johnson Station)		8 1501 Rice Rd. (R. Joseph Church)		8 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	6:35
9 355 W Summa St. (Jefferson-Lynch University)	6:11	9 2544 N National Ave. (New Queen's L. Church)		9 2502 Harrison Ave. (Harrison Station)		9 104 SW Interstate Ave. (Harrison Station)		9 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	6:40
10 S Silver St. & W Cherry St.		10 121 NE Hampe Way (Hampe Station)	6:14	10 3812 Harrison Ave. (Harrison Station)		10 Nalley Rd & Maun Rd (Hampe Station)		10 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	6:45
11 400 E Summa St. (Cooks Hill Station)		11 195 E National Ave. (Hampe Station)		11 205 Old Hwy 99 SW. (Hampe Station)	6:18	11 Bishop Rd & Stardevant Rd (Hampe Station)		11 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	6:50
12 S Gold St. & Spruce St. (Washington Station)		12 340 N Market Blvd. (Hampe Station)		12 19410 Old Hwy 99 SW (Hampe Station)		12 Shaw Learning Campus	6:20	12 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	6:55
13 E Maple St. & N Gold St. (Washington Station)		13 S Market Blvd. & SW 1st St.		13 Ives Rd. & Washington Way		13 2467 SW Salisbury Ave. (Hampe Station)		13 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:00
14 Marion St. & Oxford Ave. (Hampe Station)		14 Markee Blvd. & SW 1st St.		14 3810 Galvin Rd. (Hampe Station)	6:24	14 2190 Jackson Hwy (St. John's Lutheran Church)		14 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:05
15 E 4th St. & B St.		15 931 S Market Blvd. (Hampe Station)		15 1504 Eshom Rd. (Hampe Station)		15 2088 Jackson Hwy (Hampe Station)	6:31	15 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:10
16 2207 N Tower Ave. (Hampe Station)	6:22	16 1270 SW Williams Ave. (Hampe Station)	6:24	16 Schreiber Rd. & Bortwick Ave. (Hampe Station)		16 1986 S Market Blvd. (Hampe Station)		16 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:15
17 N Pearl St. & E Carson St. (Hampe Station)		17 SW Cascade Ave & 2nd St.		17 2473 Bortwick Ave. (Hampe Station)		17 16th St. & Market Blvd. (Hampe Station)		17 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:20
18 N Pearl St. & Sawall Ave.		18 75 NE Cascade Ave. (Hampe Station)		18 1157 Harrison Ave. (Hampe Station)	6:28	18 634 S Market Blvd. (Hampe Station)		18 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:25
19 N Pearl St. & Fremont Ave. (Hampe Station)		19 602 NE Washington Ave. (Hampe Station)		19 711 Harrison Ave. (Hampe Station)		19 Market Blvd. & 3rd St.	6:37	19 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:30
20 N Pearl St. & W Harrison St. (Hampe Station)		20 National Ave. & Coal Creek (Hampe Station)	6:31	20 312 N Washington Ave. (Hampe Station)		20 75 NE Cascade Ave. (Hampe Station)		20 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:35
21 327 Railroad Ave. (Hampe Station)	6:38	21 2025 NE Kresky Ave. (Hampe Station)		21 705 Central College Blvd (Hampe Station)	6:35	21 602 NE Washington Ave. (Hampe Station)		21 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:40
22 1119 W 1st St. (Hampe Station)		22 121 NE Hampe Way (Hampe Station)		22 New St. & Chestnut		22 Walmart	6:43	22 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:45
23 Harrison & E Bridge St. (Hampe Station)		23 2517 NE Kresky Ave. (Hampe Station)		23 Mellen Street Energy Station (Transfer to all lines)	6:50	23 Mellen Street Energy Station (Transfer to all lines)	6:50	23 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:50
24 Harrison & E High St. (Hampe Station)		24 Kresky Ave. & Summa St. (Hampe Station)						24 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	7:55
25 1301 Lum Rd. (Hampe Station)	6:40	25 S Tower Ave & Cherry St. (Hampe Station)						25 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	8:00
26 1342 Lum Rd. (Hampe Station)		26 327 Railroad Ave. (Hampe Station)	6:41					26 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	8:05
27 1605 Johnson Rd. (Hampe Station)		27 209 N Pearl St. (Hampe Station)						27 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	8:10
28 1221 Johnson Rd. (Hampe Station)		28 201 S Pearl St. (Hampe Station)						28 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	8:15
29 1167 Harrison Ave. (Hampe Station)	6:45	29 615 W Pearl St. (Hampe Station)						29 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	8:20
30 Mellen Street Energy Station (Transfer to all lines)	6:50	30 Mellen Street Energy Station (Transfer to all lines)	6:50					30 Exit 49 - Castle Rock Pk & Ride (1875 N. 1st St.)	8:25



## ACTIVITIES AS OF DECEMBER 31, 2023

### *Service*

In 2023, Lewis County Transit provided an estimated 26,963 hours of fixed route service and 188,510 trips to residents and visitors to the community. In addition, Lewis County Transit provided 11,991 demand response trips to passengers with its combined dial-a-ride (DARTT) and paratransit (LIFTT) services.



### *Revenue Miles and Hours*

In 2023, Lewis County Transit recorded the following:

	Fixed Route (including Deviated)	Demand Response
Revenue Hours	26,963	7,867
Revenue Miles	543,388	160,500

### *Injuries, Fatalities, Collisions*

In 2023, Lewis County Transit experienced fourteen collisions, seven being non-fault. There were no major injuries or fatalities.

## *Facilities*

With the completion of construction at our Fleet and Operations center, all Lewis County Transit employees are located in the same facility. 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 were completed in April 2023. Additional office space and a facility storage area was constructed in 2023, and a new training/conference area completed the renovation in January 2024.

Lewis County Transit used a variety of state and local grants (Green Transportation, Commerce, and TransAlta), local tax dollars, and other local revenues to continue several capital construction projects. The first project included a bus pull-out at the Lewis County Mall, which has become a center of services for our community, particularly in the area of work source development and job search. Utilizing funds from the state WSDOT Bus & Bus Facilities program, we were able to improve the safety and accessibility of this site and improve transit services for both our riders and operators. Upon completion of the pullout in April 2024, Lewis County Transit has reduced vehicle trips to access this site and will utilize it to coordinate transfers from various routes.



Lewis County Transit received and installed the second WAVE induction charging pad at the Mellen e-transit station in May 2023. There are now two charging pads available for electric buses. The charging pad has been tested and accepted.

Lewis County Transit approved final drawings for a prefabricated restroom to be installed at the Mellen Street e-Transit Station, which now provides a comfort station for Lewis County Transit's drivers. The building also has a mechanical room to house Wi-Fi equipment so that the public may have access to internet while they wait at the Mellen Street e-Transit Station; users will experience uninterrupted internet service as they board Lewis County Transit's electric buses, which also offer Wi-Fi. The prefabricated restroom was delivered on December 6, 2022, and installation of water and sewer connections to the building was completed in mid-April 2023.

Lewis County 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 began in the Fall of 2020 and continued developing through 2023. The zero-emission corridor 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 six e-Transit Stations, located off Interstate 5 at Exit 81, Exit 68, Morton off Highway 12, Exit 77, Exit 74, and Exit 88.

**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 Lewis County 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, Lewis County 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 routes between Centralia, Olympia, and Kelso/Longview, Washington, where Lewis County 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 northern half of the "transit broken link."



**Phase 2 of the I-5 Zero-Emission Transit Corridor.** In 2021, Lewis County Transit was awarded a second Green Transportation Capital Grant to fund the construction of a second e-Transit Station. Operationally complete as of January 2024, the Exit 68 e-Transit Station replicates the Mellen Street e-Transit Station model and includes intermodal connectivity such as electric car charging, bicycle and pedestrian access, and visual enhancements. This location also provides a parking area for carpool vehicles, a bus pull-out to pick up and drop off passengers, and a transit island with ADA-accessible pathways. The Exit 68 station links surrounding rural communities east of the Twin Cities with limited transit access to education and employment opportunities such as Mossyrock, Salkum, and Morton. The Green Transportation Capital Grant Program contributed more than \$2.1 million in the 2021-2023 biennium for Lewis County Transit's Exit 68 e-Transit Station as well as the purchase of two zero-emission buses, 80 percent of the project cost.



Also included in Phase 2 of the I-5 Zero-Emission Transit Corridor is the Morton e-Transit Station at Hwy 12 and Hwy 7. The town of Morton is a rural community, situated at the intersection of Hwy 12 East and Hwy 7. The town of Morton offers rural Lewis County residents access to a satellite campus for Centralia College, grocery and dining options, and is home to one of the largest lumber mills in Washington State. This portion of Hwy 12 belongs to the White Pass Scenic Byway and is heavily trafficked, year-round, by tourists from around the world. Over the last few years, the Eastern region of Lewis County has seen a considerable increase in highway congestion. Commencing in 2023, permits for this project have been awarded upon successful completion of SEPA, NEPA, and DAHP. Construction of the e-Transit station began in June 2024 upon successful bid award to a qualified contractor, and construction is expected to continue through October 2024.





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

Lewis County 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 electric buses in 2021. Secondly, we have migrated from a traditional cutaway bus for DARTT/paratransit services 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.

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, Lewis County Transit will be incorporating three hydrogen fuel cell buses into its fleet in 2024, following the construction of the first hydrogen fueling station. 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, Lewis County 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. In May 2024, Lewis County Transit accepted the three hydrogen buses and is currently training staff and local first responders on safety protocols before implementing these new buses on our fixed route/corridor services.





During 2023, two 2022 Ford Transit vans were purchased to support the expansion of Lewis County 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. Lewis County 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 a greater variety of vehicle types.

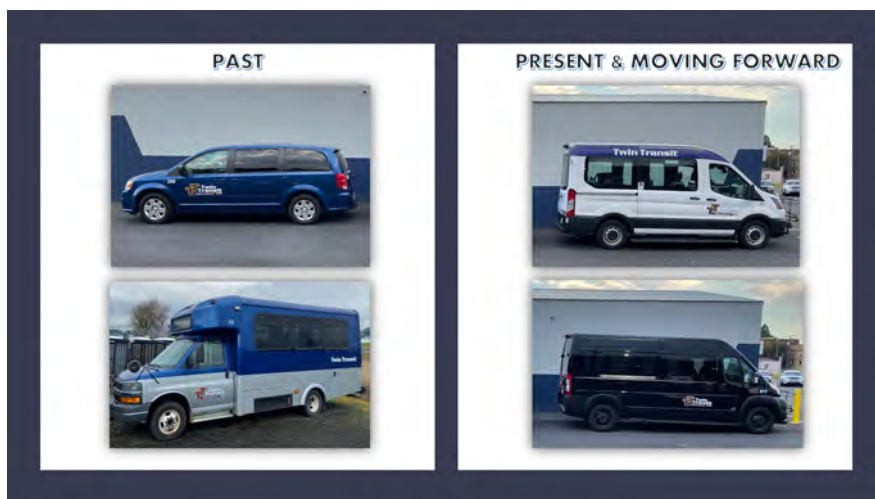


In addition, three cutaway buses were purchased to support the expansion of Lewis County Transit's corridor express routes to Olympia, Kelso/Longview, and Morton. While initially Lewis County Transit chose to utilize vehicles with greater fuel economy and a lower acquisition price on these routes, increased ridership on these fixed routes has required vehicles with greater capacity. Lewis County Transit will repurpose the ADA vans for our paratransit (LIFTT) and DARTT services. Currently we are utilizing the new cutaway buses on these corridor routes until

we are able to implement the hydrogen fuel-cell buses, which will support a greater number of passengers and wheelchairs.

Lewis County Transit seeks to replace as many vehicles as practicable with new electric or hydrogen fuel-cell vehicles. As stated throughout this document, Lewis County Transit intends to meet its 100% zero-emission goal by the year 2030. We anticipate that by the end of 2024, we will have reached a 15% transition to zero-emissions across the entire fleet, and 45.5% of the fixed route dedicated fleet.

From 2026-2030 the focus of Lewis County Transit's procurement strategy will shift to light-duty vehicles. Currently Lewis County Transit owns fifteen light-duty vehicles designated for the purpose of LIFTT and DARTT services. Lewis County Transit also utilizes eight administrative vehicles that will be replaced with zero-emission models as well. With the availability of Battery Electric Vehicles (BEV) becoming more prominent, Lewis County Transit plans to purchase three BEV in 2026 to begin the transition of our demand response fleet to zero emissions. At that point, Lewis County Transit's total fleet of 34 vehicles will be nearly 38% zero-emissions. In conjunction with purchasing brand new BEV replacements for our light-duty fleet, Lewis County Transit is also exploring the option of retrofitting current gasoline powered demand response vehicles to BEV as technology continues to evolve.



The following equipment/property was declared surplus in 2023:

- 1820 N National Ave (vacant land)
- Bishop Road Admin Office Improvements
- High Pressure Washer
- Honda Generator
- Table Saw
- Exhaust Fan Circuit
- Public Bay Nets
- Card Lock System
- Wheelchair
- Scan Coin SC 22 Coin Sorter
- Tone Remote
- RouteMatch Software

Assets anticipated to be declared surplus in 2024 are as follows:

- 2022 Ford Transit Van #379
- 2006 Gillig 29 Ft. Low-Floor Bus #440
- 2006 Gillig 29 Ft. Low-Floor Bus #441
- 2006 Gillig 29 Ft. Low-Floor Bus #442
- Steam Pressure Washer
- Savin 9120 Copier
- Server

### ***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 Lewis County 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
- Training focused on first aid, bloodborne pathogens, fire safety, hazardous materials, and Lock Out Tag Out procedures.

### ***Fuel & Energy Consumption***

In 2023, Lewis County Transit consumed the following amounts of fuel (gallons) and electricity (kWh):

	Fixed Route (including Deviated)	Demand Response
Gasoline	15,796	9,919
Diesel	44,594	0
Electricity	35,794	0

### ***Personnel***

The total number of positions remained steady in 2023; provided below is the number of FTEs by department as of the end of 2023 and projected FTEs for years 2024-2029:

	2023	2024	2025	2026	2027	2028	2029
Administration	5	6	7	7	7	7	7
Maintenance	6	6	7	7	7	7	7
Operations Staff	5	8	6	6	8	8	8
Operators	30	30	37	41	46	46	46
<b>TOTAL</b>	46	50	57	61	68	68	68

In analyzing the effects of plans for county-wide route expansion and ongoing dial-a-ride service, management foresees that at least sixteen additional full-time bus operators will be hired between 2024 and 2029 to accommodate future route expansions.

### ***Financial Results***

In 2023, Lewis County Transit experienced yet another substantial increase in net position of \$1,453,858, a reflection of the capital investment activity that took place during the year. Lewis County Transit completed the construction of an office addition and facility storage area at 212 E Locust Street at a cost of \$124,084. Lewis County Transit also completed the construction of the Mellen Street Restroom at a cost of \$319,323 and installed a second electric bus induction charger at \$271,422. Lewis County Transit purchased two light-duty commercial ADA vans to supplement our revenue service fleet and a tractor to support facility maintenance at the various bus stops and park and ride locations. These projects were completed in 2023 and are reported on the Statement of Net Position as non-current assets.

Lewis County Transit received \$662,400 in additional capital assistance for the design and permitting costs related to the Port of Chehalis Hydrogen Fueling Station, a project currently in process and anticipated for completion in early 2025. Another major capital project that progressed during the 2023 year was the construction of the Exit 68 e-Transit Station and the Lewis County Mall bus pullout. In addition, preliminary design and permitting were initiated in 2023 for the e-Transit Stations at Exit 77 and Morton, as well as bus stop improvements at the Chehalis Boys & Girls Club and SW 16th & Market Blvd. With completion slated for 2024-2025, these capital expenditures are reported on the Statement of Net Position as construction in progress.

In fiscal year 2023, Lewis County Transit received \$451,951 in operational assistance under the American Rescue Plan Act (ARPA) apportioned through the Federal Transit Administration's 5311 program. This grant was used to offset unexpected operational costs, COVID-19-related capital items, and/or any operating cost that was not charged to another state or federal program retroactive to January 20, 2020. Funding was provided at a 100% federal share with no required local match for the ARPA grant. Lewis County Transit was able to take advantage of the 0% match in lieu of a 71% match that would have ordinarily been required under WSDOT's Consolidated Formula Grant for Rural Areas.

Lewis County Transit's operating reserves decreased from \$381,977 in 2022 to \$188,816 in 2023, and capital reserves decreased from \$864,503 in 2022 to \$269,094 in 2023. A major factor behind the decrease in reserves was due to the prepayment of annual insurance in the amount of \$166,228 and the prepayment of two subscription software services of \$125,536 as of the end of fiscal year 2023. However, Lewis County Transit's grant receivables increased from \$917,585 in 2022 to \$1,371,400 in 2023, a difference of \$453,815. Grant receivables consisted of approved grant reimbursable invoices that were awaiting remittance from the Washington State Department of Transportation, Department of Ecology, and Department of Employment Security. The speed of collection on grant invoices has improved during 2022-2023, with a delay of approximately 30-45 days rather than 120 days as was experienced during the COVID-19 pandemic. Lewis County Transit's ability to invoice on a monthly basis rather than quarterly has also helped the organization maintain a stable cash flow during the year.

As explained throughout this analysis, Lewis County Transit continues to invest heavily in its capital facility improvements and zero-emission technologies. Lewis County Transit was able to use its capital cash reserves and bond proceeds to fund projects not subsidized by grants, which included construction for the Lewis County Transit office addition and facility storage area at 212 E Locust Street, and bus stop enhancements. Although these projects have an impact on cash flow, investments in capital assets help to improve Lewis County Transit's financial position. Lewis County Transit's debt ratio (total liabilities to total assets) equals 26.4%, and its current ratio



(current assets to current liabilities) is 2.38. 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. Although the current ratio has weakened from 3.35 in 2022, 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. Lewis County Transit's interest coverage ratio is 1.19 for fiscal year 2023, meaning that it can pay its obligations using only its operating revenues (fares and advertising) for one full year. However, when only factoring interest payable on the bond liability and not interest related to leases and right to use assets, the interest coverage ratio is 2.98. A ratio of at least 2 is considered the minimum acceptable amount for a company that has consistent revenues.

The initial adopted budget for FY2023 was \$6,000,797 for Operations—which did not include depreciation expense. In 2023, total operating expenses were \$6,227,382, less depreciation costs of \$760,848. The actual operating expenses were \$5,466,534; however, this includes a pension adjustment reduction of \$346,772 and a lease and subscription adjustment reduction of \$214,199. When comparing total operational expenditures without the adjustments, there was an increase in spending of \$26,708 for the FY2023 budget. Although associated costs for fuel, vehicle parts, and salaries/benefits to support Lewis County Transit's fixed route, DARTT, and LIFTT services experienced a substantial increase, Lewis County Transit had adequately forecasted expenditures for the fiscal year based on planned service expansion and personnel levels as outlined in our 6-year Transit Development Plan. Fuel costs increased by \$75,266, and tires/tubes increased by \$23,729 in comparison to 2022. As of the end of FY 2023, Lewis County Transit employed a total of 46 employees in comparison with 43 employees in FY 2022. Lewis County Transit's cost of salaries and wages increased by \$278,345 or 13.2%, and benefits increased by \$294,273 or 18.4% (not including the pension expense adjustment of \$346,772). Lewis County Transit still provides Social Security coverage for all Lewis County Transit employees, which began in 2022; this equates to a contribution rate of 6.2% of the employee's gross wage. Per the current Teamsters Local 252 Collective Bargaining Agreement, wages for Operators and other union-represented employees also increased by 5% in fiscal year 2023.

Department-specific details are provided below:

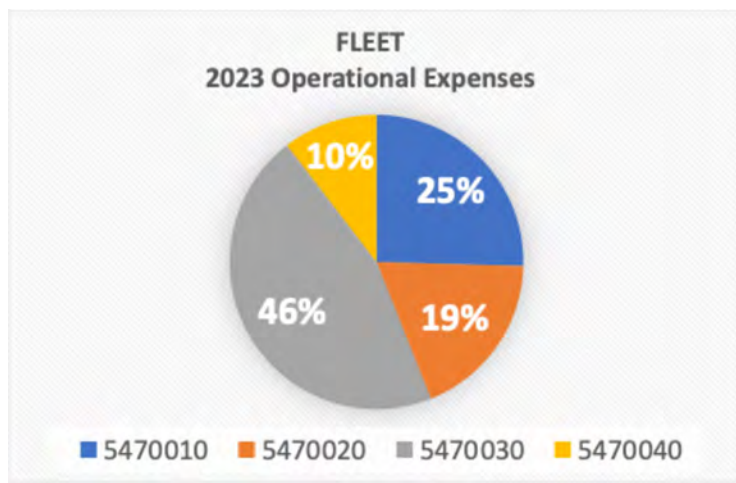
Operations Department expenses increased in the amount of \$485,105 in the fiscal year 2023 compared to 2022. Operations expenses increased slightly from 47.5% to 48.0% of the total operating expenses. Operator salaries/wages increased by 30.7%, but operations admin staff salaries decreased by 9.7% after the elimination of a Road Supervisor position. Fringe benefits increased by 13.8% (disregarding pension expense adjustment). As explained above, this increase was attributable to the recruitment of additional Operators and the wage increases set forth in the 2022-2024 Collective Bargaining Agreement. Supplies decreased by 50.0%, and services increased by 78.2% compared to 2022. Supplies consisted of employee appreciation and on-board supplies such as gloves and sanitizer. Services included training and travel for Lewis County Transit staff and operators. At the end of 2023, Lewis County Transit purchased a driver simulation station and training software to assist newly recruited Operators in studying and preparing for Commercial Driving License certification, which would enable the employees to drive a fixed route 30+ passenger bus.



Facilities Department expenses increased in the amount of \$22,829 in the fiscal year 2023 compared to 2022. Facilities expenses decreased from 4.3% to 4.0% of total operating expenses. Salaries/wages increased by 3.9%, and fringe benefits increased by 2.6% (disregarding pension expense adjustment). Supplies increased by 97.6%, and services decreased by 12.9% compared to 2022. Supplies consisted of route signage materials, landscaping supplies and gravel, flooring and plywood for facility repairs, a new lawn mower, and passenger amenities at the Mellen Street e-Transit Station.



Fleet Department expenses increased in the amount of \$230,189 in the fiscal year 2023 compared to 2022. Fleet expenses increased from 14.3% to 15.8% of total operating expenses. Salaries/wages increased by 2.4%, and fringe benefits decreased by 1.9% (disregarding pension expense adjustment). Supplies increased by 67.4%, and services increased by 90.0% compared to 2022. The main contributors behind the increase in supplies included an increase in the costs of fuel, tires/tubes, and vehicle parts as explained above. An inventory adjustment of \$6,171 was recorded against total vehicle maintenance costs for FY 2023 in comparison to an adjustment of \$79,642 that decreased 2022 expenses. Similarly, expenditures related to services, including travel and external repairs, increased due to inflation and additional miles driven for DARTT and fixed route services. A total of \$22,013 was spent on electrical charging utility costs for Lewis County Transit's electric buses and EV chargers.



Administration Department expenses increased 3.8% in the amount of \$45,115 during the fiscal year 2023 compared to 2022, including the pension, lease, and subscription adjustments mentioned previously. Disregarding the adjustments, expenses increased 30.0% or \$417,702. Admin expenses decreased from 22.8% to 20.0% of total operating expenses. Salaries/wages decreased by 9.9%, and fringe benefits decreased by 15.4% (disregarding pension expense adjustment). Supplies increased by 18.6%, and services increased by 48.2% compared to 2022 (disregarding lease and subscription adjustments). In the fiscal year 2023, Lewis County Transit did not hire additional administrative staff; the increase in salaries/wages is attributable to annual pay adjustments. 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, including new demand response and fixed route dispatch software and rider applications. The professional services category experienced the most substantial increase of \$154,357, primarily due to legal services concerning personnel matters, tax credit consultation, hydrogen fueling station equipment RFP development, contract review, and procurement support. Lewis County Transit also continued to contract for security officer services in 2023 and requested the services of one additional officer to ensure full weekday service coverage. An increase in expenditure of \$112,389 was attributable to the development and pilot of the Renewable Energy Vehicle and Infrastructure Technician (REVIT) training program. The REVIT training program is a concerted effort to develop a statewide curriculum in grades 6-12 STEM programs in partnership with Centralia School District 401 and Chehalis School District 302. This program will introduce, make aware, and guide students to educational and career options in the renewable energy industry. The costs related to the curriculum are paid in entirety with grant funding received from the WA Department of Ecology and Employment Security Department (Career Connect Washington) to develop the curriculum and resources for the REVIT program.



### ***Construction Commitments***

Lewis County Transit had multiple projects in progress as of December 31, 2023. These projects include:

<b>Project</b>	<b>Expenditure as of 12/31/2023</b>	<b>Projected Cost</b>	<b>Status</b>
<b>Driver Training Station</b>	<b>\$13,270</b>	<b>\$21,535</b>	<b>Completed 03/2024</b>
To supplement Operator training, Lewis County Transit purchased a driving simulator to be installed in the designated training room at 212 E Locust St. While its primary purpose is to prepare operators for their CDL examination, the driver simulator also provides modules for ongoing training such as bicycle awareness, driving in different weather conditions, or cornering/backing a bus.			
<b>212 E Locust Training Room/Office</b>	<b>\$10,533</b>	<b>\$36,022</b>	<b>Completed 01/2024</b>
An additional office was constructed to accommodate additional staff and a designated training/conference space for Operations and Maintenance staff.			
<b>212 E Locust Level 2 EV Chargers</b>	<b>\$22,984</b>	<b>\$40,984</b>	<b>In progress - Estimated completion 06/2026</b>
As Lewis County 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. Lewis County 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 Lewis County Transit fleet. The chargers have been received by Lewis County 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>Exit 68 e-Transit Station</b>	<b>\$712,008</b>	<b>\$1,919,983</b>	<b>Operationally complete 01/2024</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>\$129,350</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>Lewis County Mall Bus Pullout</b>	<b>\$107,675</b>	<b>\$129,350</b>	<b>Operationally complete 04/2024</b>
This bus pullout will be located in the parking lot of the Lewis County Mall in Chehalis, WA. The Lewis County Mall has become a center of services for our community, particularly in the area of work source development and job search. Upon completion of this pullout, Lewis County Transit will improve the accessibility, coordination of transfers from various routes, and reduce vehicle trips to access this site.			
<b>Port of Chehalis Energy Station</b>	<b>\$397,168</b>	<b>\$6,665,000</b>	<b>In progress - Estimated completion 06/2025</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 Lewis County 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, Lewis County Transit will ultimately use the energy station for its electric hydrogen fuel cell buses. Additionally, Lewis County 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>\$67,525</b>	<b>\$495,309</b>	<b>In progress - Estimated completion 10/2024</b>
Lewis County Transit is currently finalizing the construction of 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.			
<b>Main Street e-Transit Station at Exit 77</b>	<b>\$26,613</b>	<b>\$1,193,492</b>	<b>In progress - Estimated completion 06/2025</b>
Lewis County Transit is currently in the preliminary stages of design for the Main Street e-Transit Station, located at Exit 77. A lease agreement for the designated parcel of land has been executed with the private landowner. Once complete, the Main Street e-Transit Station will include electric vehicle charging, vanpool, bicycle and pedestrian access, and visual enhancements.			
<b>ADA &amp; Crosswalk B&amp;GC Chehalis</b>	<b>\$7,069</b>	<b>\$225,000</b>	<b>In progress - Estimated completion 06/2026</b>
Lewis County Transit is currently in the preliminary states of design to construct 610 feet of curb, gutter, and sidewalk improvements to provide pedestrians and transit riders with safe, ADA-compliant walkways and crosswalks. This project will connect the gap between SW 20th Street and SW 21st Street in Chehalis, WA, where there is no existing sidewalk or traffic signal crosswalks.			

## 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.

### *2023 Overview and Progress Update*

Lewis County Transit (LCT) continued its commitment to our growing service area as well as our goal of a zero-emission fleet by FY2030. In terms of additional route expansion, we completed our connection to the city of Morton and the greater east Lewis County to connect and provide residents with a predictable and dependable transit system. With these additional services in place, east Lewis County can now access educational opportunities, family-waged jobs, and life-essential services not available in the passes. LCT continues to grow our Green Line to downtown Olympia by serving an increasing number of workers and commuters to this area. The purple line to Longview / Kelso has provided significant improvement for our neighbors to the south, giving them access and connections to a vastly improved multi-modal system along the I-5 corridor from Vancouver, BC, to Vancouver, WA, on public transportation. The opportunities this connection has brought to those who work, commute, and live along this economic and commercial thoroughfare have been immeasurable. Coupled with our continued growth in our micro-transit program, Lewis County Transit has become a trusted source of reliable transportation options.

In FY 2023, our regional planning efforts allowed our organization to attend several transit-centric symposiums, conferences, and webinars. In the spring, we participated in a regional symposium that brought together transit operations, fleet, and technology managers from around Southwest Washington. This symposium focused on scheduling, route planning, and communication that can improve our service offerings, provide more flexibility for our riders, and increase coverage areas to better serve the region. In the summer of 2023, we attended the WSTA Transit Conference and presented to fellow transit providers our plan for the implementation of both battery electric vehicles (BEV) and fuel cell electric vehicles using hydrogen. We participated in the PNWH2 Hydrogen Hub proposal, which was successful and will bring multiple hydrogen fueling stations to the I-5 corridor. In 2023, LCT launched our first-ever H2 Transit Network, bringing together Transit, transportation, aviation, rail, and marine partners to discuss the mutual benefits of laying out the future of H2 infrastructure, devices, and, most importantly, workforce development. As we started 2023, we received a grant from the WA Department of Ecology and Employment Security Department (Career Connect Washington) to develop the curriculum and resources for a grade 6-12 STEM program.

FY 2022 saw LCT order its first three Hydrogen buses, which will be placed into service in the Spring of 2024 and added to our already existing fixed-route electric bus operations. Lewis County Transit will have achieved a 36% zero-emission fixed route fleet by the end of calendar year 2024.

Finally, our strategy to convert existing WSDOT park and rides into new and innovative e-Transit stations continues to move forward. In FY 2023, our focus was planning, permitting, and designing to ensure we would be ready for the construction season as we progressed into 2024. These projects included Exit #68 (intersection of I-5 and Hwy 12), Exit #77 (Main St Station in

Chehalis), and the start of Exit #74 (Port of Chehalis Hydrogen Facility). In addition to these projects, we continued to plan for future projects in 2024, such as the Lewis County Mall e-Transit Station, the Morton e-Transit station, and transit stations at exits #77 and #88. These locations will include either EV and Hydrogen recharging or EV and induction charging. By late 2025, we will have completely remodeled every I-5 park and ride in Lewis County, providing services and access to the transportation needs of almost 80,000 vehicles a day.



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

**2023 Progress:**

- Continued transit service to major employers in the community including the two industrial land ports.
- Lewis County 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. In 2024, Lewis County Transit completed the design and submitted for site construction permitting, for construction to begin Q1 2025.
- Ongoing development of bus stops and pull-outs to better serve the downtown, rural, and corridor areas of Lewis County.
- Ongoing expansion of advertising services to numerous businesses and business partners that provide a broader community outreach component platform.
- Developed a more collaborative partnership with local municipalities, County and City governments, Chambers of Commerce, service organizations, and medical and mental health providers 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 to be used for the construction of an e-Transit Station at the intersection of Interstate 5 and State Highway 12, two major state traffic corridors and the purchase of one zero-emission bus.
- Applied for and received the Department of Ecology’s DERA grant funding for the purchase of one zero-emission bus for \$337,500.
- Using consolidated grant funds, established an east Lewis County fixed route between Centralia at Exit 81 and the Morton e-Transit Station at the intersection of State Highway 12 and State Highway 7.
- Established a new corridor route between Centralia at Exit 81 and Longview/Kelso at Exit 39 where we connect with RiverCities Transit, Lower Columbia CAP, and Cowlitz Tribal Transit. The pilot was funded through Lewis County Transit local sales tax dollars and reserves. We have since applied for and were awarded Regional Mobility dollars in 2023 to cover operating costs of maintaining this route for a period of four years. Weekend service on this fixed route will be added in 2025 based on increased vehicle inventory.
- Utilizing Paratransit Special Needs Formula funds to cover operating costs, we have continued to expand our dial-a-ride (DARTT) services and to purchase two additional ADA commercial vans to continue this service.
- We completed our Zero-Emission Transition Plan, including our fleet replacement schedule that generates the pathway to our ZEV transition to be completed by 2030.
- Continued stakeholder engagement to determine location, size, and cost of a new fleet and operations center. Working with civil engineering and environmental engineering firms for preliminary site layout in conjunction with hydrogen production and fueling station facilities at the same site in the Port of Chehalis.

## **2024 – 2029 Action Strategies:**

- Assisting clients seeking employment, education, and essential life services by offering fixed route bus service and demand response service every day of the week in an equitable and inclusive fashion. As the labor market provides more hiring opportunities, Lewis County Transit will begin a transition to full demand response service seven days per week.
- Expand Transit and demand response services throughout our service area that generate job opportunities in economic sectors previously not available in Lewis County. In addition, these same fixed route and demand response services bring needed trained workforce candidates into the greater Lewis County area to fill needed positions for a variety of businesses.
- Work to increase service hours and adjust bus schedules to match ridership needs and grow ridership in our service area. We will begin this effort in 2024 by increasing our daily service hours to 14-hour service days, 6 am to 8 pm Monday through Friday, and 7 am to 4 pm Saturday and Sunday.
- As a local employer, Lewis County Transit will continue to increase its current number of employees earning and spending within the community. LCT has increased its employee numbers from 29 in 2019 to 46 in 2023.
- Lewis County Transit continues to support local businesses by purchasing goods and services within the community whenever possible. When possible, source DBE-certified business for Lewis County Transit needs, thereby stimulating small business activity and growth in our community.
- Continue work on a market feasibility analysis to determine the revenue opportunities for Hydrogen fuel throughout the western state's region. Develop off-take agreements with regional transits and municipal fleets that are in the process of transitioning to hydrogen fuels.
- Continue the design and equipment procurement for the construction of a hydrogen electrolyzer that will produce hydrogen fuel to be used in Lewis County Transit buses and vehicles. 60% of the design has been completed and the major components of our hydrogen project are now under contract as of 2024.
- Apply for capital grant funding from local, state, and federal resources to support the construction of an e-Transit Station at Exit 74 (Port of Chehalis) and Exit 88, EV charging at e-Transit Stations, and the procurement of five additional hydrogen fuel-cell buses in addition to the three buses received and three on order for anticipated delivery in 2025.
- Applied for and received the Governor's Green Technology grant to be used for the construction of an e-Transit Station at Exit 77, the intersection of Interstate 5 and State Highway 6, two major state traffic corridors.

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

**2023 Progress:**

- Lewis County Transit continued to provide reliable, predictable, and sustainable bus service throughout Lewis County and surrounding areas.
- Lewis County Transit began construction of the Exit 68 e-Transit Station located at the intersection of State Highway 12 and Interstate 5. This station was completed in the Spring of 2024 and is now online servicing local and regional transit operations.
- Continued educational training for fleet service technicians on zero-emission bus maintenance to ensure standard of good repair objectives are met.
- Began the development of an enhanced organizational structure to support the increase in management of driver training, route monitoring, and service area oversight with the expectation of filling this position in the Fall of 2024. Additional staffing requirements may need to be addressed including an Events Specialist, additional Field Supervisory staff, and Demand Response support staff.

**2024 – 2029 Action Strategies:**

- Apply for additional operating grant assistance in the forthcoming grant periods in order to improve financial stability in both the short- and long-term.
- 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 an adequate number of vehicles by replacing vehicles that have reached their useful life with zero-emission vehicles. Between 2024 and 2029, Lewis County Transit intends to seek capital funding for twelve (12) wheelchair-equipped transit vans, four (4) cutaway buses, and ten (10) 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 Lewis County Transit and non-Lewis County Transit hydrogen-powered vehicles.
- Create an on-demand community-based micro-transit system throughout Lewis County to provide 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.***

**2023 Progress:**

- Training was provided to employees on topics related to the following topics: daily vehicle inspections, drug and alcohol awareness, de-escalation, fire safety, human trafficking, and active shooter/workplace violence prevention. Lewis County Transit conducted three separate all-staff meetings throughout 2023 to communicate key issues and provide updates on strategic initiatives.
- Staff attended several training events including the Annual ADA Conference, Reasonable Suspicion training, FTA Drug & Alcohol training, and the State Transit Conference.
- Conducted monthly employee Safety Committee meetings with posted minutes.
- Refined the customer complaint procedure to ensure responsiveness on all safety-related comments and concerns.
- Vendor-sponsored training for fleet service technicians and area first responders on the technology and potential hazards related to our zero-emission buses.
- Continued a comprehensive evaluation of onboard digital recording systems (cameras) and initiated the replacement of damaged or outdated components.
- Improved overall facility safety through our remodeling process that includes code-compliant stairways, improved HVAC and air filtering systems, along with ADA access to ingress and egress of the building.
- Completely secured Fleet & Operations Center with fencing, alarm panels, cameras, lighting, and electronic door locks.
- Contracted professional security personnel to provide additional safety and security for our operators, riders, and transit centers.

## **2024 – 2029 Action Strategies:**

- Participate in ongoing supervisory training necessary to stay current on industry standards and best practices.
- Strengthen our safety committee practices as well as complete our agency safety plan.
- Develop metrics for tracking the effectiveness of our safety protocols as they relate to our Fleet, Facilities, & Operational processes.
- Continue to invest in all-staff safety and first-aid training and maintain stock of personal protective equipment.
- Monitor inventory of ADA-compliant stops and transit center amenities, as well as complete our ADA Transition Plan.
- Continued to train community first responders on the protocols for addressing vehicle crashes/incidents involving zero-emission vehicles.
- Remained actively involved in the Emergency Management Plan development with Lewis County and Cities of Centralia and Chehalis. With the expansion of our service area, we will reach out to other regional municipalities, cities, and unincorporated areas to provide first responder and emergency management information.
- In 2024, Lewis County Transit has increased their security personnel presence across the service area to work collaboratively with local and state law enforcement officials and to provide first tier response to onboard and transit station situations.

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

## **2023 Progress:**

- Using expanded fixed-route service, provided additional collection and express routes to reduce time-on-bus travel to key areas of the community.
- Maintained 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.
- Lewis County Transit constructed additional e-Transit Stations at existing park and rides along the I-5 Corridor. These stations allow LCT to broaden our collect-and-connect approach to corridor and rural ridership.
- Increased demand response services to improve ridership opportunities within and outside of current service areas.

## **2024 – 2029 Action Strategies:**

- Continue to develop along the I-5 corridor e-Transit Stations focused on the use of existing and re-developed park and ride sites.
- Over the next three years, complete the construction of three e-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. Working with the CWCOG, develop coordinated service models across multiple Southwest Washington transit providers.
- Identify underserved areas within the community and assess options on fixed route bus service. Begin the development of our T-O-W-N route (Toledo, Onalaska, Winlock, Napavine) in an effort to complete our county-wide service delivery model. Begin the route planning process for western Lewis County communities of Adna and Pe Ell.
- Continue to increase technological capabilities through the adoption of web-based technology, client-based applications, route planning tools, and organizational management software.

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

## **2023 Progress:**

- Lewis County Transit reduced local carbon emissions by giving 188,510 fixed route rides in 2023 that may have otherwise occurred inside a single-occupancy vehicle.
- Lewis County Transit further reduced local carbon emissions by providing 11,991 demand response rides in 2023 that may have otherwise occurred inside a single-occupancy vehicle.
- Encouraged public knowledge of the transit system through a strong community presence, participation in non-profit and service organizations, and continued updates through online articles and social media.
- Through facility energy enhancement efforts, we have lowered our power consumption and improved our decarbonization efforts using LEEDS standards and guidance.
- Continued internal recycling of paper, plastic, aluminum, and steel; as well as reusing old engine oil to heat the vehicle maintenance shop.
- Completed our initial Zero-Emission Transition Plan which will guide us to our goal of a 100% zero-emission fleet by 2030. Updated our fleet replacement schedule to reflect our funding and procurement strategies.

- Received grants for the development of e-Transit Stations and the purchase of zero-emission buses. This initiative will continue to markedly reduce the number of vehicles on the road, resulting in untold carbon savings. Preliminary calculations indicate that we have reduced carbon emissions by 102.35 tons per year per vehicle. In the first four years (2021-2024) that equates to 818.8 tons. Over the next six years through the end of 2030, the elimination of eleven heavy-duty buses and twenty-three light-duty vehicles will result in the reduction of 12,883.1 metric tons.

#### **2024 – 2029 Action Strategies:**

- In the further development of our transit corridor model, the integration of multi-modal transportation components will enhance our riders' experience and provide broader access to our overall community.
- Additional integration of Blue Zone methodologies to allow human and vehicle interaction in a wellness-oriented environment will provide opportunity for a healthier community.
- Continue to increase public information and awareness of transit access 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 and hydrogen FCEV buses sourced through grant opportunities.
- Upgrading and replacing fleet and operations equipment that is beyond its useful lifetime and has certain detrimental qualities to the physical environment of our facilities and our community.
- Continue evaluating our shop cleanliness program that includes fluid management process, shop safety and organization, training, and awareness.
- Continue to evaluate various solar options that can provide a reduction in dependence on grid power, further supporting our initiatives around clean energy usage.

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

#### **2023 Progress:**

- Continued development of updated administrative policies and procedures that contain contemporary provisions and current industry best practices.
- Expansion of service area to increase and incentivize new ridership with fixed route upgrades, increased demand response availability, and ADA paratransit accessibility.
- 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.

## **2024 – 2029 Action Strategies:**

- Given the considerable change in our community’s demographic population, we continue to be mindful of accessibility when considering fixed route and demand response changes to service.
- 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 develop, design, and maintain transit-friendly infrastructure to support reliable and accessible transit service.
- Effective community engagement continues to create awareness of our role as a transit agency to provide transportation support to those who are seeking education, employment, or economic opportunities.

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

### **2023 Progress:**

Throughout 2023, Lewis County Transit engaged in extensive community outreach. This has taken several forms, including:

- Involvement in community events
- Community-based surveys
- 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 Lewis County Transit’s new and expanded programs, such as:

- Dial-a-Ride Lewis County Transit (DARTT), our direct, door-to-door transportation service
- Lewis County Transit’s new Brown Line, which provides express weekday service from the Mellen Street e-Transit Station to Morton.
- The soon to be dedicated Exit 68 e-Transit Station will offer electric car charging, ample parking, and bicycle and pedestrian access.



## **2024 – 2029 Action Strategies:**

Moving forward, Lewis County Transit plans to continue promotion of these items and expand to include 2024-2029 projects, such as:

- Lewis County Transit's continued commitment of transitioning to a 100% zero-emission fleet
- Lewis County Transit's upcoming construction of Western Washington's first hydrogen refueling station, and what this milestone will mean for our local community
- Construction of Lewis County Transit's e-Transit Stations
- The anticipated roll-out of new routes to Morton, Onalaska, Winlock, and Toledo.
- Extensive community involvement in local events, parades, and organizations

We also plan to expand communications to include:

- Increased participation in community organizations such as our local Chambers of Commerce, Economic Development Council, Downtown Associations, and Civic Clubs
- An expanded advertising program
- 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
- Lewis County Transit-sponsored events throughout our region.
- Continue to explore opportunities for engagement with our east Lewis County partners.

## LOCAL PERFORMANCE MEASURES AND TARGETS

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

PERFORMANCE MEASURE	TARGET
<b>Operations</b>	
<b>On-Time Performance of Transit Vehicles</b>	<p>Local Fixed Route: 80% Demand Response: 80%</p> <p><i>On-time service is defined as follows:</i></p> <ul style="list-style-type: none"> <li>• Any trips departing all non-terminal time points within zero minutes early and five (5) minutes late.</li> <li>• Any trips departing terminal time points within zero minutes early and one (1) minute late.</li> </ul>
<b>Amenities</b>	<p>Install shelters at the top 25% most active stops and benches at 50% of the most active stops by 2029. 102 stops = 26 stops/shelters, 13 stops/benches in shelters</p>
<b>Connectivity</b>	<p>On a percentage basis develop a scale to reduce from 28.7% to less than 5% in the next five years.</p>
<b>Collisions</b>	<p>2024: 6.77 collisions per 100,000 revenue miles 2025: 9.37 collisions per 100,000 revenue miles 2026: 10.41 collisions per 100,000 revenue miles 2027: 11.19 collisions per 100,000 revenue miles 2028: 11.19 collisions per 100,000 revenue miles 2029: 11.19 collisions per 100,000 revenue miles</p>
<b>Transit Productivity</b>	<p>Fixed route: Currently 7.69 passengers/revenue hour with a target of 12 passengers/revenue hour by end of 2029. Demand response: Currently 0.39 passengers/revenue hour with a target of 1.6 by end of 2029.</p>
<b>Span of Service</b>	<p>2024: Complete 43,822 total revenue service hours (increase of 8,992) 2025: Complete 59,908 total revenue service hours (increase of 16,086) 2026: Complete 70,714 total revenue service hours (increase of 10,806) 2027: Complete 79,866 total revenue service hours (increase of 9,152) 2028: Complete 79,866 total revenue service hours (increase of 0) 2029: Complete 79,866 total revenue service hours (increase of 0)</p>

<b>Coverage</b>	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.
<b>Vehicle Utilization</b>	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 target is 30% of fleet capacity on a daily basis by 2024 and 38.5% by the end of 2029.

<b>Fleet/Facilities</b>	
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	2025: Increase operating fund balance by \$106,520 2026: Increase operating fund balance by \$42,808 2027: Increase operating fund balance by \$124,207 2028: Increase operating fund balance by \$47,017 2029: Increase operating fund balance by \$23,373
Asset Value	2024: Increase asset value by \$10,642,867 2025: Increase asset value by \$25,113,559 2026: Increase asset value by \$3,942,162 2027: Increase asset value by \$3,189,820 2028: Increase asset value by \$2,217,034 2029: Increase asset value by \$763,021
Budget Variance	2022-2024: Maintain operating budget variance of 4.5% or less of total operating expenditures
Cost/Revenue Service Hour	2024: \$137.88/revenue service hour 2025: \$116.64/revenue service hour 2026: \$98.25/revenue service hour 2027: \$94.74/revenue service hour 2028: \$98.08/revenue service hour 2029: \$98.70/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 30% or lower

## PLAN CONSISTENCY

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Coordination of our local comprehensive plans for transit begins 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 Lewis County Transit's comprehensive transportation development plan.

Lewis County 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 Lewis County Transit Board of Directors and as members of the SWRTPO, which provides further consistency in Lewis County Transit's planning development. As a member, Lewis County Transit participates in policy and programming decisions for transportation projects and services. Lewis County 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, Lewis County 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.

Lewis County 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, Lewis County 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 Lewis County Transit and other regional agencies; here it was determined that inter-agency connector service is desperately needed in our region. This further fueled Lewis County 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 Lewis County Transit held another meeting amongst regional transit providers to provide an update on Lewis County 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 Lewis County Transit's initiative of completing the second phase of the Southwest Washington e-Transit Corridor, an express route to Castle Rock where Lewis County Transit will connect with RiverCities Transit, Lower Columbia CAP, and other providers. Lewis County 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.

Over the course of the last year, Lewis County Transit held discussions with Rural Transit, Intercity Transit, Lower Columbia CAP, Cowlitz Tribal Transit, Grays Harbor Transit, Kitsap Transit, and RiverCities Transit to discuss route changes and service gaps.

Program support staff continue their involvement in the Transportation Advocacy Workgroup and partnership efforts with both the Thurston Regional Planning Council and the Cowlitz-Wahkiakum Council of Governments, collaboratively addressing transportation needs and improve transportation services to our partner agencies in Cowlitz, Grays Harbor, Thurston, Pacific, and Wahkiakum counties.

## PLANNED CAPITAL EXPENSES

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Over the last year and beyond, Lewis County Transit has made significant strides in addressing plans for increased service area coverage, capital projects, and transit-related infrastructure upgrades. Lewis County 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. The organization is in a solid financial position because the awards from various grants are already in place for the 2023-2025 biennium, providing a stable revenue stream for the upcoming biennium. Furthermore, our focus on grant writing has allowed us to secure sustainable funding for both our operational and capital costs through the 2025-2027 biennium.

Those opportunities to date include:

- Local sales tax
- WSDOT Consolidated & Formula grants.
- WSDOT Regional Mobility 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
- 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 county-wide expansion. The expansion will increase the service area progression, population, and ridership growth related to the eventual population increase of Lewis County.

As described previously, Lewis County Transit has completed and initiated the design for a third green technology-infused transit station(s). 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 electric mass transit along the I-5 corridor. We believe these transit stations will soon become the model for 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. Lewis County Transit has completed the electrification of Highway 12 East through a partnership with Energy Northwest, Lewis County, and local city governments to establish ubiquitous EV charging for the benefit of all citizenries. 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. Lewis County Transit is actively transitioning its diesel bus fleet to renewable electric and hydrogen. Lewis County Transit's goal is 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. Lewis County 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. 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 is partially secured through a capital legislative appropriation through the Washington State Department of Commerce of \$2.55 million and a \$1.8 million 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. Lewis County 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, Lewis County Transit will use the energy station for its two electric hydrogen fuel cell buses, which will complement Lewis County Transit's fleet of low-emission diesel and electric buses. This provides an opportunity not only to 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, Lewis County Transit will contribute data and experience to the creation of a sustainable transit model. Additionally, Lewis County 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.



As federal, state, and local governments incentivize more energy from alternative sources, the nation could generate three to five million more green jobs over the next decade. These jobs are high-skill, high-wage, and in high demand. They exist in a variety of industries, such as automotive manufacturing, construction, or engineering. Unfortunately, there is a tremendous shortage of individuals with the essential skills to implement, repair, or utilize these technologies. Programs are needed to introduce, familiarize, and engage students and community members at large with the adoption of renewable energy technologies and strategies to fill the workforce gaps that exist for these green career paths.

Lewis County Transit, Centralia School District 401, and Chehalis School District 302 are implementing the next phase of the Renewable Energy Vehicle and Infrastructure Technician (REVIT) training program. The REVIT training program is a concerted effort to develop a statewide curriculum in grades 6-12 STEM programs. This will introduce, make aware, and guide students to educational and career options in the renewable energy industry. Students will participate in firsthand instruction using emerging technologies such as hydrogen fuel-cell vehicles, electric vehicle charging infrastructure, solar power systems, and wind turbines. This classroom instruction is to prepare students for jobs created by zero-emission transitioning of fleets and other clean energy technologies.

The REVIT program is designed to inspire students to advance to secondary educational opportunities. The Pacific Northwest Center of Excellence for Clean Energy at Centralia College will prove to be a strong partner that will help students transition to a college-level curriculum that specializes in renewable energies. The Pacific Northwest Center of Excellence for Clean Energy, housed at Centralia College, supports clean energy and clean technology programs throughout Washington's 34 Community and Technical colleges. It exists to narrow the gap between employers' demands for a highly skilled workforce and the colleges' ability to supply work-ready graduates. The Center offers resources, news, trends, gaps, and labor market data. The Center will help promote the program and disseminate the finished curriculum to other colleges. The Center staff will track the number of graduates and their placements and will continue to work as an industry intermediary – tracking news, trends, and labor market demand and sharing those across the college system to enhance educational programs. This program will serve as an industry leader in education, analytics, and research to better equip the State of Washington in the development and expansion of the hydrogen network.



The table below outlines Lewis County Transit's planned capital expenses for 2024-2029:

Year Received/ Expensed	Type	Preservation/ Replacement (Quantity)	Expansion/ Improvement (Quantity)
<b>Rolling Stock</b>			
2024	Fixed Route heavy-duty buses (with hydrogen vehicle)	3	
2025	Fixed Route heavy-duty buses (with hydrogen vehicle)	3	
2026	Fixed Route heavy-duty buses (with hydrogen vehicle)	1	
2026	Fixed Route cutaway buses (with hydrogen/electric vehicle)	1	
2026	Fixed Route light-duty BEV vehicles	2	
2026	Demand Response vehicle	1	
2027	Fixed Route heavy-duty buses (with hydrogen vehicle)	1	
2027	Demand Response vehicle	5	
2028	Fixed Route heavy-duty buses (with hydrogen vehicle)	1	
2028	Demand Response vehicle	3	
2029	Demand Response vehicle	1	
2030	Fixed Route cutaway buses (with hydrogen/electric vehicle)	3	
<b>Equipment</b>			
2024	Vehicle Annunciators		12
2024	Bus/Vehicle/Equipment Lift		1
2024	Induction Charger for Fixed Route Buses		1
2024	Electric Vehicle Chargers		12
2024	Admin Vehicle (Hydrogen)		5
2029	Admin Vehicle - Zero Emission	3	
2030	Admin Vehicle - Zero Emission	4	
<b>Facilities &amp; Infrastructure</b>			
2024	Exit 68 e-Transit Station		1
2024	Bus Washing Facility & Automatic Washer		1
2024	Morton e-Transit Station		1
2024-2025	Port of Chehalis Energy Station		1
2025	Exit 77 e-Transit Station		1
2025	Bus Pullout		1
2026	Exit 88 e-Transit Station		1
2027	Lewis County Transit Operations & Fleet Center	1	



## PLANNED OPERATING CHANGES

The table below outlines Lewis County Transit's planned operating changes for 2024-2029:

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 extended weekday service to Kelso/Longview		X
2023	Implement weekday route to Morton		X
2023	New AVL/CAD software for fixed route		X
2024	Implement weekday service pilot between Morton and Packwood		X
2025	Implement weekend service to Morton		X
2025	Additional frequency on weekday service to Olympia		X
2025	Implement weekday service pilot for T-O-W-N (Toledo, Onalaska, Winlock, Napavine)		X
2026	Implement weekend demand response service		X
2026	Implement pilot weekday service to Pe Ell		X
2027	Implement weekend service to Packwood		X
2027	Implement weekend service for T-O-W-N (Toledo, Onalaska, Winlock, Napavine)		X
2027	Implement weekend service to Pe Ell		X

The diagram below outlines Lewis County Transit's strategic planning forecast over the next 3 years:



## MULTIYEAR FINANCIAL PLAN

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

	2023	2024	2025	2026	2027	2028	2029
Estimated Beginning Fund Balance	\$1,272,545	\$1,068,795	\$1,989,810	\$1,563,905	\$1,360,062	\$1,193,836	\$1,316,249
<b>Revenue</b>							
Grants							
WSDOT Discretionary 5339 Grant*	\$91,543	\$77,126					
WSDOT State Bus & Bus Facilities	\$213,037	\$456,214	\$12,622,516	\$410,094	\$1,170,367	\$246,220	\$82,073
WSDOT Regional Mobility		\$1,049,812	\$2,719,379				
WSDOT Paratransit/Special Needs Formula	\$83,648	\$1,851,570					
Transit Support Grant*		\$722,708	\$231,284				
DOE Grant - DERA*	\$0	\$337,500	\$1,166,458	\$337,500	\$337,500	\$337,500	
Green Technologies*	\$753,193	\$990,363	\$1,371,308	\$2,608,725	\$1,133,727	\$1,133,727	\$0
Commerce Capital Grant		\$1,675,005	\$1,794,708				
Commerce Carbon Decarbonization			\$2,750,000				
TransAlta Capital Grant	\$0	\$807,500					
Grants - Other*	\$759,246					\$240,000	\$240,000
Grants Total	\$1,900,667	\$7,967,798	\$22,655,653	\$3,356,319	\$2,641,594	\$1,957,447	\$322,073
Local Transit Sales Tax (Matching Funds)	\$372,000	\$372,000	\$372,000	\$372,000	\$372,000	\$372,000	\$372,000
Interest & Other Earnings	\$31,725	\$24,084	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Sale of Capital Assets	\$152,992		\$1,650,000				
Bond/Financing		\$3,200,000					
Transfer from Operating							
Total Revenue	\$3,729,929	\$12,632,677	\$26,677,463	\$5,302,224	\$4,383,655	\$3,533,283	\$2,020,322

Expenses							
Land							
Service Development							
Bus Shelters/ADA Improvements	\$13,349	\$60,383	\$13,000				
Bus Pullouts*	\$111,675	\$251,861	\$2,012,354		\$800,000		
<i>Mellen St. Restroom</i>	\$165,224						
Transit Stations*	\$68,704	\$581,235	\$2,171,267	\$1,552,630			
Induction Charging	\$271,422						
TRSTN 3 - Exit 68 P&R	\$686,253	\$31,387					
Port of Chehalis Energy Station	\$203,975	\$4,160,543	\$2,177,402				
Hydrogen Tube Trailer			\$1,000,000				
Hydrogen Class 8 Tractor Trailer			\$746,000				
1MW Solar Array			\$1,254,000				
Facility Improvements							
Lewis County Transit Fleet & Operations Center*			\$10,000,000				
212 Locust Office Addition/Facilities Storage	\$111,027	\$25,490					
Driver Training Station	\$13,270	\$8,265					
Bus Washing Facility & Automatic Washer		\$43,226	\$43,226				
480V 3 Phase Building 1							
Electric Vehicle Chargers*		\$137,000	\$272,000				
Revenue Service Vehicles (buses)							
Cutaway Bus*	\$1,000	\$575,798	\$345,000	\$172,499			
Zero-Emission Bus*	\$7,059	\$3,888,378	\$4,413,682	\$1,471,227	\$1,471,227	\$1,471,227	
Zero-Emission Bus Diagnostics & Tools		\$242,947					
Annunciators			\$144,000				
Light-Duty Vehicles/Vans*	\$146,093	\$86,270		\$259,179	\$431,965	\$259,179	\$86,393
Fleet Contingency			\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Non-Revenue Service Vehicles							
Administrative Vehicle*		\$9,064					\$190,000
Hydraulic Vehicle Lift		\$297,280					

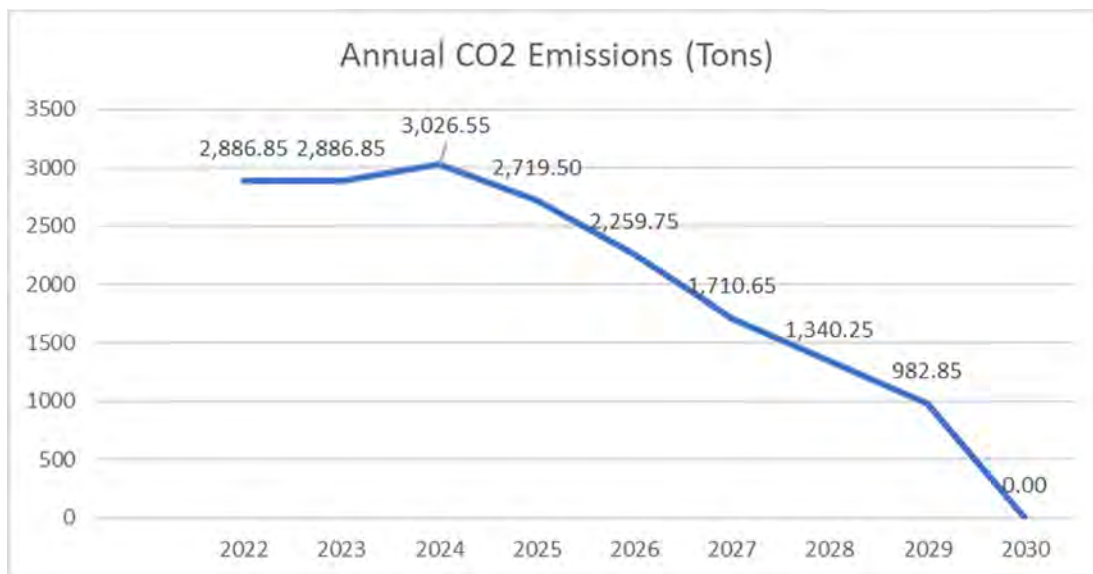
Tractor/Trailer	\$29,775	\$7,609					
Security Equipment, Shop Tools*		\$11,481	\$35,000				
Bond Payment	\$174,651	\$174,651	\$436,628	\$436,628	\$436,628	\$436,628	\$436,628
Transfer to Operating	\$657,655	\$50,000					
Total Expenses	\$2,661,133	\$10,642,867	\$25,113,559	\$3,942,162	\$3,189,820	\$2,217,034	\$763,021
Estimated Ending Fund Balance	\$1,068,795	\$1,989,810	\$1,563,905	\$1,360,062	\$1,193,836	\$1,316,249	\$1,257,301
<i>* Indicates that the project assumes successful grant award</i>							

## Vehicle Replacement

Lewis County 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 #	Cost	Zero-Emission Fleet Percentage	Vehicle Type	Timeline
Fixed Route	500	\$ 726,647.75	3%	Heavy-Duty BEV Fixed Route	2021
Fixed Route	501	\$ 726,647.75	6%	Heavy-Duty BEV Fixed Route	2021
Fixed Route	440	\$ 1,296,064.79	9%	Heavy-Duty HCFB Fixed Route	2024
Fixed Route	441	\$ 1,296,064.79	12%	Heavy-Duty HCFB Fixed Route	2024
Fixed Route	442	\$ 1,296,064.79	15%	Heavy-Duty HCFB Fixed Route	2024
Fixed Route	444	\$ 1,296,064.79	18%	Heavy-Duty HCFB Fixed Route	2025
Fixed Route	447	\$ 1,296,064.79	21%	Heavy-Duty HCFB Fixed Route	2025
Fixed Route	448	\$ 1,296,064.79	24%	Heavy-Duty HCFB Fixed Route	2025
Demand Response	370	\$ 86,393.00	26%	Light-Duty BEV Demand Response	2026
Fixed Route	373	\$ 86,393.00	29%	Light-Duty BEV Fixed Route	2026
Fixed Route	374	\$ 86,393.00	32%	Light-Duty BEV Fixed Route	2026
Fixed Route	229	\$ 172,499.05	35%	Cutaway Fixed Route	2026
Fixed Route	449	\$ 1,296,064.79	38%	Heavy-Duty HCFB Fixed Route	2026
Fixed Route	450	\$ 1,296,064.79	41%	Heavy-Duty HCFB Fixed Route	2027
Demand Response	375	\$ 86,393.00	44%	Light-Duty BEV Demand Response	2027
Demand Response	376	\$ 86,393.00	47%	Light-Duty BEV Demand Response	2027
Demand Response	377	\$ 86,393.00	50%	Light-Duty BEV Demand Response	2027
Demand Response	378	\$ 86,393.00	53%	Light-Duty BEV Demand Response	2027
Demand Response	108	\$ 86,393.00	56%	Light-Duty BEV Demand Response	2027
Fixed Route	443	\$ 1,296,064.79	59%	Heavy-Duty HCFB Fixed Route	2028
Demand Response	371	\$ 86,393.00	62%	Light-Duty BEV Demand Response	2028
Demand Response	372	\$ 86,393.00	65%	Light-Duty BEV Demand Response	2028
Demand Response	380	\$ 86,393.00	68%	Light-Duty BEV Demand Response	2028
Admin / Maint	106	\$ 30,000.00	71%	Light-Duty BEV Admin/Maint	2029
Admin / Maint	107	\$ 80,000.00	74%	Light-Duty BEV Admin/Maint	2029
Admin / Maint	109	\$ 80,000.00	76%	Light-Duty BEV Admin/Maint	2029
Demand Response	110	\$ 86,393.00	79%	Light-Duty BEV Demand Response	2029
Fixed Route	230	\$ 172,499.05	82%	Cutaway Fixed Route	2030
Fixed Route	231	\$ 172,499.05	85%	Cutaway Fixed Route	2030
Fixed Route	232	\$ 172,499.05	88%	Cutaway Fixed Route	2030
Admin / Maint	104	\$ 30,000.00	91%	Light-Duty BEV Admin/Maint	2030
Security	111	\$ 30,000.00	94%	Light-Duty BEV Admin/Maint	2030
Admin / Maint	112	\$ 30,000.00	97%	Light-Duty BEV Admin/Maint	2030
Admin / Maint	113	\$ 30,000.00	100%	Light-Duty BEV Admin/Maint	2030





### ***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 2024. In fiscal years 2024-2025, major projects include a hydrogen fueling station at the Port of Chehalis, a Morton e-Transit Station, a Main Street e-Transit Station at Exit 77, and ADA/crosswalk improvements. These projects are anticipated to continue until early 2025. When awarded funding, Lewis County Transit plans to construct a new Fleet & Operations Center in the Port of Chehalis, adjacent to the hydrogen fueling and production site. From fiscal year 2026 through 2029, Lewis County 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***

	2024	2024	2025	2026	2027	2028	2029
	Budget	Projected	Proposed	Forecast	Forecast	Forecast	Forecast
REVENUE							
Beginning Fund Balance (estimated)	\$1,017,253	\$1,025,725	\$1,193,617	\$1,300,137	\$1,342,945	\$1,467,152	\$1,514,169
Revenue							
Sales Tax	\$1,841,048	\$1,938,627	\$1,992,537	\$2,039,827	\$2,088,064	\$2,137,265	\$2,187,451
Federal Grants	\$3,453,205	\$3,147,562	\$3,484,552	\$3,329,634	\$4,438,272	\$4,543,528	\$4,988,888
Paratransit/Special Needs Formula	\$946,201	\$1,311,871	\$969,643	\$993,085	\$993,085	\$1,012,947	\$1,012,947
Regional Mobility Grant*	\$821,093	\$560,757	\$1,256,033	\$1,506,230	\$1,142,115	\$1,167,000	\$778,000
Local/Private Grants	\$-	\$173,864	\$-	\$-	\$-	\$-	\$-
Passenger Fare	\$30,737	\$42,666	\$41,604	\$41,604	\$41,604	\$41,604	\$41,604
Interest	\$4,000	\$6,849	\$4,000	\$4,080	\$4,162	\$4,245	\$4,330
Advertising	\$93,750	\$71,091	\$93,750	\$117,188	\$146,484	\$146,484	\$149,414
Other/Misc. Revenue	\$10,000	\$25,476	\$14,400	\$18,000	\$22,500	\$28,125	\$35,156
Transfer from Capital Investments	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total [new] Revenue	\$8,217,287	\$8,304,488	\$9,050,136	\$9,349,785	\$10,219,231	\$10,548,350	\$10,711,958
EXPENSES							
Administration Expenses							
Total Salaries & Wages	\$492,543	\$477,766	\$552,104	\$579,709	\$608,695	\$639,129	\$671,086
Total Fringe Benefits	\$317,565	\$334,892	\$356,469	\$313,319	\$322,260	\$331,648	\$341,505
Total Materials & Supplies	\$80,902	\$61,324	\$83,830	\$84,668	\$85,515	\$86,370	\$87,234
Total Services	\$947,337	\$1,369,158	\$1,108,753	\$1,119,841	\$1,131,039	\$1,142,349	\$1,142,349
Total Administration Budget	\$1,838,347	\$2,243,140	\$2,101,156	\$2,097,537	\$2,147,508	\$2,199,497	\$2,242,174

Facilities Expenses							
Total Salaries & Wages	\$114,332	\$135,349	\$136,195	\$143,005	\$150,155	\$157,663	\$165,546
Total Fringe Benefits	\$81,497	\$86,217	\$90,971	\$88,072	\$90,277	\$92,593	\$95,025
Total Materials and Supplies	\$50,079	\$48,124	\$59,154	\$60,337	\$61,544	\$62,775	\$64,030
Total Services	\$16,822	\$9,978	\$24,915	\$25,413	\$25,922	\$26,440	\$26,969
Total Facilities Budget	\$262,730	\$279,668	\$311,235	\$316,827	\$327,898	\$339,471	\$351,570
Fleet Expenses							
Total Salaries & Wages	\$255,397	\$272,305	\$323,896	\$384,083	\$403,287	\$423,451	\$444,624
Total Fringe Benefits	\$172,139	\$180,891	\$227,960	\$228,375	\$234,299	\$240,519	\$247,050
Total Materials and Supplies	\$482,501	\$665,881	\$685,033	\$698,734	\$712,708	\$726,962	\$741,502
Total Services	\$151,204	\$94,596	\$171,094	\$174,516	\$178,006	\$181,566	\$185,198
Total Fleet Budget	\$1,061,241	\$1,213,673	\$1,407,983	\$1,485,708	\$1,528,301	\$1,572,499	\$1,618,373
Operations Expenses							
Total Operator Wages	\$1,638,187	\$1,586,756	\$1,777,433	\$1,866,309	\$2,086,176	\$2,190,577	\$2,190,577
Total Other Salaries & Wages	\$255,931	\$236,959	\$390,386	\$409,906	\$562,072	\$590,176	\$619,685
Total Salaries & Wages	\$1,894,118	\$1,823,715	\$2,167,819	\$2,276,215	\$2,648,248	\$2,780,753	\$2,810,262
Total Fringe Benefits	\$1,388,865	\$1,480,081	\$1,667,376	\$1,735,181	\$2,003,799	\$2,044,673	\$2,053,775
Total Materials and Supplies	\$8,400	\$4,717	\$7,725	\$7,802	\$7,880	\$7,959	\$8,039
Total Services	\$63,874	\$65,877	\$86,703	\$87,570	\$88,446	\$89,330	\$90,223
Total Operations Budget	\$3,355,257	\$3,374,390	\$3,929,624	\$4,106,768	\$4,748,373	\$4,922,715	\$4,962,299
Total Expenses	\$6,517,575	\$7,110,871	\$7,749,998	\$8,006,839	\$8,752,079	\$9,034,181	\$9,174,416
Transfer to Capital Fund							
Change in Fund Balance	\$1,699,712	\$1,193,617	\$1,300,137	\$1,342,945	\$1,467,152	\$1,514,169	\$1,537,542
Ending Fund Balance (estimated)	\$1,699,712	\$1,193,617	\$1,300,137	\$1,342,945	\$1,467,152	\$1,514,169	\$1,537,542

## REVENUE

Lewis County Transit's operating reserves decreased from \$381,977 in 2022 to \$188,816 in 2023, and capital reserves decreased from \$864,503 in 2022 to \$269,094 in 2023. A major factor behind the decrease in reserves was due to the prepayment of annual insurance in the amount of \$166,228 and the prepayment of two subscription software services of \$125,536 as of the end of fiscal year 2023. However, Lewis County Transit's grant receivables increased from \$917,585 in 2022 to \$1,371,400 in 2023, a difference of \$453,815. Grant receivables consisted of approved grant reimbursable invoices that were awaiting remittance from the Washington State Department of Transportation, Department of Ecology, and Department of Employment Security. The speed of collection on grant invoices has improved during 2022-2023, with a delay of approximately 30-45 days rather than 120 days as was experienced during the COVID-19 pandemic. Lewis County Transit's ability to invoice on a monthly basis rather than quarterly has also helped the organization maintain a stable cash flow during the year.

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

Revenue Source	2023	Percent of Total Revenue	2022	Percent of Total Revenue	2021	Percent of Total Revenue
<b>Operating Revenues:</b>						
Passenger fares	\$34,209	0.4%	\$32,655	0.5%	\$29,764	0.4%
Supplementary transportation	58,100	0.7%	97,850	1.4%	120,185	1.8%
<b>Total Operating Revenues</b>	<b>92,309</b>	<b>1.2%</b>	<b>130,505</b>	<b>1.9%</b>	<b>149,949</b>	<b>2.2%</b>
<b>Non-Operating Revenues:</b>						
Gain (loss) on disposal of assets	(105,579)	-1.4%	(104,683)	-1.5%	(213,912)	-3.2%
Sales tax	2,674,705	34.4%	2,541,302	36.1%	2,318,195	34.3%
External operating subsidies:						
Indirect federal grants	2,389,759	30.8%	1,951,064	27.7%	2,523,192	37.4%
State grants	1,892,113	24.3%	1,304,673	18.5%	1,924,510	28.5%
Local grants/capital contributions	759,246	9.8%	1,150,000	16.3%	39,417	0.6%
Investment income	48,716	0.6%	15,147	0.2%	3,029	0.0%
Other income	19,381	0.2%	48,539	0.7%	9,249	0.1%
<b>Total Non-Operating Revenues</b>	<b>7,678,341</b>	<b>98.8%</b>	<b>6,906,042</b>	<b>98.1%</b>	<b>6,603,680</b>	<b>97.8%</b>
<b>Total Revenues</b>	<b>\$7,770,650</b>	<b>100.0%</b>	<b>\$7,036,547</b>	<b>100.0%</b>	<b>\$6,753,629</b>	<b>100.0%</b>

### *Sales Tax Forecast*

A local transit sales tax of .2% is a major revenue source for Lewis County Transit, accounting for 34.4% of total revenues in 2023. Sales tax revenues increased \$133,403 or 5.3% compared to revenues in 2022. According to sources from the Department of Revenue, total retail sales tax receipt growth is forecasted at 1.0% in FY 2024, 4.4% FY 2025, 3.5% FY 2026, and 4.0% in FY 2027.

Economic growth recovered quickly from the pandemic with the help of fiscal and monetary policy. The February 2024 economic forecast projects slightly higher personal income after 2025 and housing permits after 2024, and slightly higher employment throughout. This has resulted in slight increases in forecasted Revenue Act taxes. In the last months of FY 2020 and continuing

into FY 2021, the trend of increasing purchases of nontaxable services reversed due to pandemic-related shutdowns of services and stimulus payments to households. With the limited availability of services, consumers opted to buy goods. Car sales and construction activity also increased. These trends continued into FY 2022, which, coupled with a slowdown in FY 2022 income growth after the stimulus-boosted income levels of FY 2021, caused the ratio of sales to income to jump to 38.1%. While taxable sales growth slowed in FY 2023, they still grew slightly faster than personal income, causing the ratio to increase to 38.5%. After FY 2023, however, the ratio is forecasted to continue its historical downward trend through FY 2029 as income once again grows faster than taxable sales.

Due to the volatility of sales tax revenues, Lewis County Transit will continue to budget a conservative increase in sales tax revenues of 2% annually, as reflected in the sales tax forecast below.

Lewis County 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 2024 and 2029, Lewis County Transit expects to deposit a total of \$2,232,000 into the Capital Fund which will be used to fund significant facility improvements, as well as provide matching funds for grant-funded capital purchases.

	2024 Forecast	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
<b>Operating</b>	\$1,946,173.18	\$1,992,536.64	\$2,039,827.38	\$2,088,063.92	\$2,137,265.20	\$2,187,450.51
<b>Capital</b>	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00	\$372,000.00
<b>Total</b>	\$2,318,173.18	\$2,364,536.64	\$2,411,827.38	\$2,460,063.92	\$2,509,265.20	\$2,559,450.51

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 remained stable in 2023 compared to 2022 due to Lewis County Transit's success in competitively obtaining those awards for capital improvements. There was an increase in intergovernmental [Grant] awards and capital contributions for 2023 of \$635,381 or 14.4% than in 2022. The primary source of operating grant assistance in 2023 originated from Formula Grants for Rural Areas Section 5311 federal funding in conjunction with state WSDOT funding through the Regional Mobility and Paratransit Special Needs Formula grant programs. 2023 capital grant assistance consisted of two grants awarded under the WSDOT Green Transportation Capital Assistance program, one grant awarded under the WSDOT State Bus & Bus Facilities grant program, one grant awarded under the federal 5339 Bus and Bus Facilities Formula program, and two grants awarded under state Paratransit Special Needs Formula grant programs. These funds were utilized for a variety of projects, including the installation of a prefabricated restroom at the Mellen Street Park & Ride, the installation of a second induction charger for Lewis County Transit's electric buses, construction of the second e-Transit Station at Exit 68, construction of a bus pullout at Lewis County Mall, and the purchase of replacement and expansion vehicles. Capital assistance in 2023 also consisted of local funding from the Bonneville Environmental Foundation for permitting and installation of a hydrogen fueling station at the Port

of Chehalis. Lewis County Transit also received capital assistance from Energy Northwest, with whom Lewis County Transit partnered to install Level 3 EVH charging at Exit 68. Overall, capital assistance increased from \$1,799,468 in 2022 to \$1,900,667 in 2023.

**Consolidated Transit Grant Program:** Lewis County 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 Lewis County Transit with 20-40% of the revenue necessary for Transit operations. Additionally, Lewis County Transit intends to purchase replacement and service expansion buses, fleet maintenance equipment, and ADA compliant bus pullouts through capital grants administered through WSDOT (i.e. Consolidated Program or Federal Discretionary) as much as practicable.

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

General Operating Assistance Awards 2023-2029 Biennia	2023-2025 (PTD0458)	2023-2025 (PTD0752)	2023-2025 (PTD0678)	2023-2025 (PTD0679)	2023-2025 (PTD0680)	2025-2027 Awarded
Consolidated Grant Program - Operating	\$ -	\$ -	\$ -	\$ -	\$ 6,455,727	\$ 7,800,602
Consolidated Grant Program - Mobility Management	\$ -	\$ -	\$ 450,684	\$ -	\$ -	\$ 475,534
State Formula (Special Needs)	\$ -	\$ -	\$ -	\$ 1,892,401	\$ -	\$ 1,986,170
Regional Mobility	\$ 778,000	\$ 864,186	\$ -	\$ -	\$ -	\$ 797,956
Total Operating Awards	\$ 778,000	\$ 864,186	\$ 450,684	\$ 1,892,401	\$ 6,455,727	\$ 11,060,262

Capital Projects/Planning Awards 2023-2029 Biennia	2021-2025 (AQDERA-2021- LePuTr-00001)	2021-2025 (PTD0463)	2022-2023 (AQCD-2223- LePuTr-00015)	2022-2024 (6150-7622-77)	2023-2025 (PTD0681)	2021-2025 (21-92201-047)	TransAlta Coal Transition Board
State Formula (Special Needs)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Support Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Bus & Bus Facilities	\$ -	\$ -	\$ -	\$ -	\$ 907,720	\$ -	\$ -
DOT Charging & Fueling Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Green Transportation	\$ -	\$ 2,109,586	\$ -	\$ -	\$ -	\$ -	\$ -
Regional Mobility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dept. of Ecology DERA	\$ 337,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dept. of Ecology Clean Diesel Vocational Training	\$ -	\$ -	\$ 225,782	\$ -	\$ -	\$ -	\$ -
ESD Career Connect Washington	\$ -	\$ -	\$ -	\$ 149,794	\$ -	\$ -	\$ -
Legislative Local Community Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,473,500	\$ -
Transportation Alternatives	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Community Decarbonization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Private Local Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,500
Total Capital Awards	\$ 337,500	\$ 2,109,586	\$ 225,782	\$ 149,794	\$ 907,720	\$ 2,473,500	\$ 1,807,500

Capital Projects/Planning Awards 2023-2029 Biennia	Bonneville Environmental Foundation	2023-2025 PTD0941	2023-2025 PTD0942	2023-2025 PTD0943	2023-2025 PTD0945	2023-2025 PTD0944	2023-2025 PTD0764	2023-2025 PTD0974
State Formula (Special Needs)	\$ -	\$ 300,000	\$ 63,538	\$ 495,308	\$ -	\$ 1,050,689	\$ -	\$ -
Transit Support Grant	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 422,708	\$ -	\$ -
State Bus & Bus Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,658,316
DOT Charging & Fueling Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Green Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Regional Mobility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,772,480	\$ -
Dept. of Ecology DERA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dept. of Ecology Clean Diesel Vocational Training	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ESD Career Connect Washington	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Legislative Local Community Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Community Decarbonization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Private Local Grants	\$ 812,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Capital Awards	\$ 812,400	\$ 300,000	\$ 63,538	\$ 495,308	\$ 300,000	\$ 1,473,397	\$ 2,772,480	\$ 1,658,316



<b>Capital Projects/Planning Awards 2023-2027 Biennia</b>	<b>2024-2027 Awarded</b>	<b>2025-2027 Application</b>
State Formula (Special Needs)	\$ -	\$ -
Transit Support Grant	\$ -	\$ -
State Bus & Bus Facilities	\$ -	\$ -
DOT Charging & Fueling Infrastructure	\$ -	\$ -
Green Transportation	\$ -	\$ -
Regional Mobility	\$ -	\$ 5,122,331
Dept. of Ecology DERA	\$ 1,166,458	\$ -
Dept. of Ecology Clean Diesel Vocational Training	\$ 276,452	\$ -
ESD Career Connect Washington	\$ -	\$ -
Legislative Local Community Projects	\$ -	\$ -
Transportation Alternatives	\$ 194,625	\$ -
Community Decarbonization	\$ 2,750,000	\$ -
Private Local Grants	\$ 173,864	\$ -
<b>Total Capital Awards</b>	<b>\$ 4,561,399</b>	<b>\$ 5,122,331</b>

**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. Lewis County 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 was 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, Lewis County Transit purchased two electric buses and completed the first I-5 e-Transit station at Exit 81 in Centralia. Lewis County 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.

As of 2023, Lewis County Transit has been awarded additional Regional Mobility dollars to fund phase two of the project, \$1,662,142 over the 2023-2027 project cycle. Lewis County Transit piloted this route starting on August 15, 2022, and now that operating costs are funded by the Regional Mobility Grant, Lewis County 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. Also in 2023, Lewis County Transit was awarded capital Regional Mobility funding for the purchase of two hydrogen fuel-cell buses in the amount of \$2,772,480. As indicated above, Lewis County Transit expects to receive these buses in early 2024, at which time they will be placed into service on the fixed route express service to Olympia and to Kelso/Longview.

Federal Discretionary Grants: Between 2024 and 2029, Lewis County 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. In 2023, Lewis County Transit was awarded \$907,720 through the WSDOT Bus and Bus Facilities funding opportunity, for the purchase of one bus/vehicle/equipment lift, induction charging equipment, two bus pullouts, and 12 in-vehicle annunciators and monitors. Also during 2023, Lewis County Transit exhausted the funds awarded through a 5339(b) grant in the amount of \$91,543 to purchase two new Ford Transit vans to replace our aging cutaway fleet.

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, Lewis County 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 2024 and 2029, Lewis County 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, Lewis County 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 2024 and 2029, Lewis County 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***

Passenger fares increased slightly in 2023 to \$34,209 compared to \$32,655 in 2022, an increase of \$1,554 or 4.8%. With surging COVID-19 cases and the inability of our current technologies to adopt a contactless payment system, Lewis County Transit was forced to cease fare collection for its fixed route and paratransit services in 2020 and again in September 2021 through 2022. Given the demographics of our riders, it is unlikely that Lewis County Transit will reinstate fare collection for its fixed route and paratransit services. At present, the funding amounts, provided in conjunction with the Move Ahead Washington program funds and Lewis County Transit reserve funds, the increase in operational costs has been adequately covered. After having exhausted the ARPA funds in 2023, additional revenues from the Transit Support and Climate Commitment Act grant funding distributed through the Move Ahead Washington program are being used to sustain operations. Lewis County Transit's dial-a-ride service (DARTT) does continue to collect a fare per trip, which constituted \$34,127 of total fare revenues in 2023.

Initially, reduced demand for customary operations influenced Lewis County Transit's decision to consolidate its existing routes and temporarily suspend weekend services. In 2020, Lewis County Transit coordinated county-wide transit operations to promote access to essential commodities and services during the Washington State Governor's proclamation of Stay Home, Stay Healthy.

However, with the lifting of COVID-19 restrictions beginning in 2022, Lewis County Transit resumed its focus on route expansion for both the deviated fixed route and demand response services. Lewis County Transit continued to expand its routes and services in 2023, introducing a new route to east Lewis County in Morton, WA. In 2023, Lewis County Transit experienced a 70.8% increase in total fixed route boardings in comparison to 2020 and a 35.5% increase in total fixed route boardings compared to 2022. There was a 14.7% increase in demand response service ridership in comparison with 2022.

Lewis County Transit's dial-a-ride service (DARTT) does continue to collect a fare per trip, which constituted \$32,655 of total fare revenues in 2023. The forecast below assumes the continued collection of DARTT fares for passengers 19 or older.

<b>2023 Actual</b>	<b>2024 Budget</b>	<b>2025 Projected</b>	<b>2026 Projected</b>	<b>2027 Projected</b>	<b>2028 Projected</b>	<b>2029 Projected</b>
\$ 32,655	\$30,737	\$ 41,604	\$ 42,436	\$ 43,285	\$ 44,150	\$ 45,034

### ***Advertising***

Lewis County 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 0.76% of the agency's total revenues in 2023, or \$58,100. This was a decrease of \$39,750 or 40.6% in comparison with 2022. Lewis County Transit's goal over the next six years is to increase advertising revenues by 25% over the next five-year period.

## EXPENDITURES

Several variables will impact expenditures between 2024 and 2029. The primary impacts will come from the addition of 22 employees in this timeframe due to the expected service expansion. In addition, approximately seven employees, or 15% of the existing employee group, will have reached retirement age by the end of 2024. As a result, management is expecting increased costs related to recruitment, selection, and training.

### *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) within the Operations function. Lewis County 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:

Operating Expenses	2023	Percent of Total Expenses	2022	Percent of Total Expenses	2021	Percent of Total Expenses
Operations	\$2,986,400	48.0%	\$2,501,295	47.5%	\$1,855,290	46.3%
Administration	1,247,673	20.0%	1,202,558	22.8%	899,626	22.4%
Facilities	249,563	4.0%	226,734	4.3%	228,149	5.7%
Fleet	982,898	15.8%	752,709	14.3%	658,602	16.4%
COVID-19	-	0.0%	-	0.0%	55,111	1.4%
Capital Outlay	-	0.0%	-	0.0%	28,500	0.7%
Depreciation	760,848	12.2%	583,511	11.1%	284,311	7.1%
<b>Total Operating Expenses</b>	<b>\$6,227,382</b>	<b>100.0%</b>	<b>\$5,266,807</b>	<b>100.0%</b>	<b>\$4,009,589</b>	<b>100.0%</b>

### *Wages and Benefits*

Lewis County 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, Lewis County 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, Lewis County Transit refreshed its policy and procedure for conducting annual performance reviews for non-represented staff. Each employee's performance review score dictates the percent increase of their gross pay for the following year. For forecasting purposes, Lewis County Transit has estimated an increase of 5% per employee each year, which is the maximum amount of wage increase that a performance review score may achieve.

## PROJECTS OF REGIONAL SIGNIFICANCE

Projects identified with an asterisk in the table below are either federally funded or regionally significant. Lewis County Transit will coordinate with the Southwest Washington Regional Transportation Planning Organization (SWRTPO) to incorporate these into the Transportation Improvement Program.

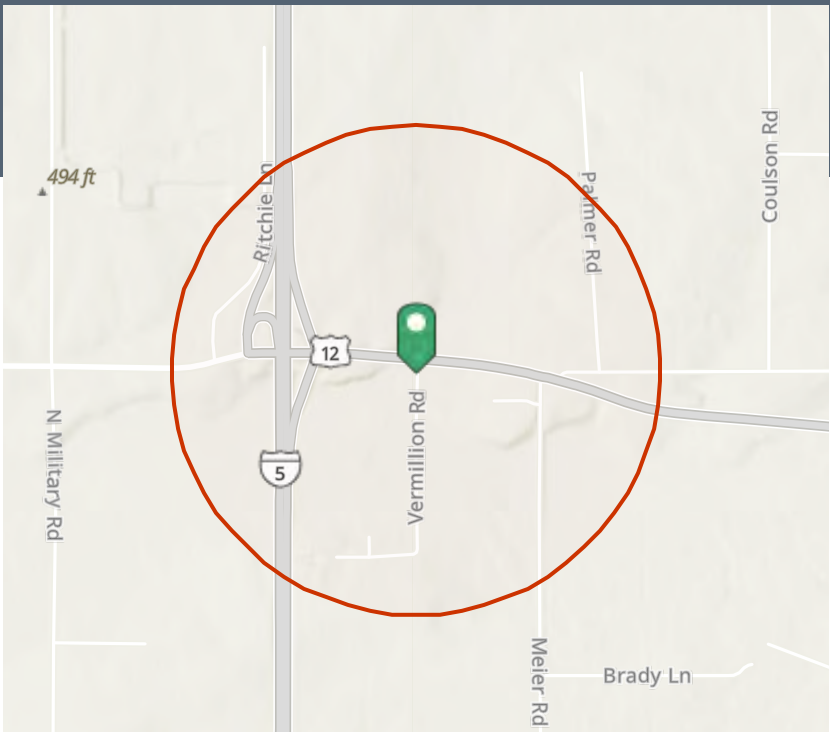
Year Received/ Expensed	Type	Preservation/ Replacement (Quantity)	Expansion/ Improvement (Quantity)
<b>Rolling Stock</b>			
2024	Fixed Route heavy-duty buses (with hydrogen vehicle)*	3	
2025	Fixed Route heavy-duty buses (with hydrogen vehicle)*	3	
2026	Fixed Route heavy-duty buses (with hydrogen vehicle)*	1	
2026	Fixed Route cutaway buses (with hydrogen/electric vehicle)	1	
2026	Fixed Route light-duty BEV vehicles	2	
2026	Demand Response vehicle	1	
2027	Fixed Route heavy-duty buses (with hydrogen vehicle)*	1	
2027	Demand Response vehicle	5	
2028	Fixed Route heavy-duty buses (with hydrogen vehicle)*	1	
2028	Demand Response vehicle	3	
2029	Demand Response vehicle	1	
2030	Fixed Route cutaway buses (with hydrogen/electric vehicle)	3	
<b>Equipment</b>			
2024	Vehicle Annunciators		12
2024	Bus/Vehicle/Equipment Lift		1
2024	Induction Charger for Fixed Route Buses		1
2024	Electric Vehicle Chargers		12
2024	Admin Vehicle (Hydrogen)		5
2029	Admin Vehicle - Zero Emission	3	
2030	Admin Vehicle - Zero Emission	4	
<b>Facilities &amp; Infrastructure</b>			
2024	Exit 68 e-Transit Station*		1
2024	Bus Washing Facility & Automatic Washer		1
2024	Morton e-Transit Station*		1
2024-2025	Port of Chehalis Energy Station*		1
2025	Exit 77 e-Transit Station*		1
2025	Bus Pullout		1
2026	Exit 88 e-Transit Station*		1
2027	Lewis County Transit Operations & Fleet Center	1	

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

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Using GIS data and analysis, Lewis County 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 Lewis County Transit's 2024-2029 Transit Development Plan.





**53**  
Population

**16**  
Households

**3.31**  
Avg Size Household

**46.7**  
Median Age

**\$86,237**  
Median Household Income

**\$416,667**  
Median Home Value

**145**  
Wealth Index

**0**  
Housing Affordability

**37**  
Diversity Index

### AT RISK POPULATION



**7**

Households With Disability



**14**

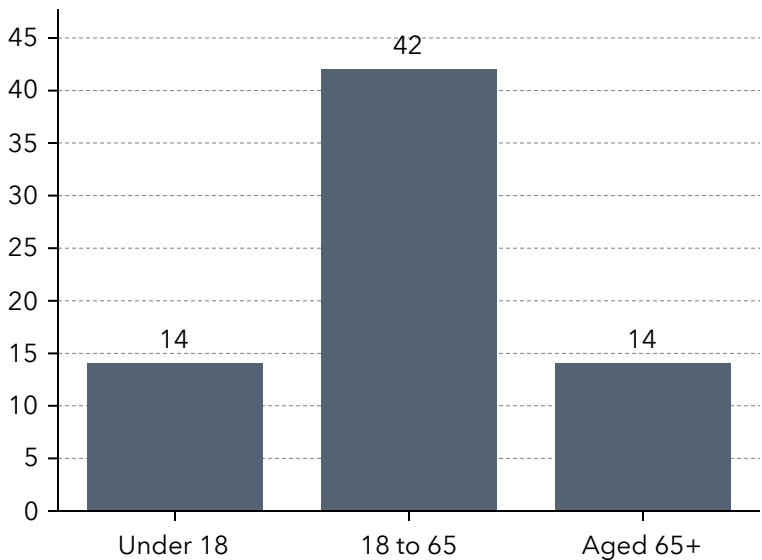
Population 65+



**1**

Households Without Vehicle

### POPULATION BY AGE



### POVERTY AND LANGUAGE



**6%**

Households Below the Poverty Level



**1**

Households Below the Poverty Level



**0**

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



**122**

Daytime Population



**9**

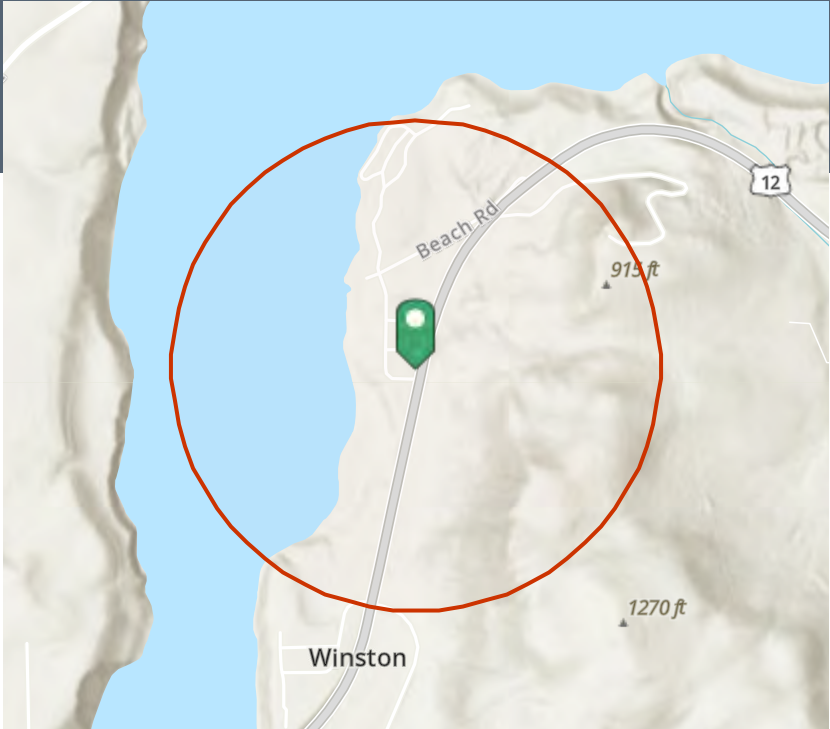
Total Businesses



**56**

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	14	32	7	53
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	1	0	1
Indo-European & English Well	0	1	0	1
Indo-European & English Not Well	0	1	0	1
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



**65**  
Population

**23**  
Households

**2.83**  
Avg Size Household

**54.5**  
Median Age

**\$50,000**  
Median Household Income

**\$375,000**  
Median Home Value

**66**  
Wealth Index

**0**  
Housing Affordability

**56**  
Diversity Index

### AT RISK POPULATION



**10**

Households With Disability



**17**

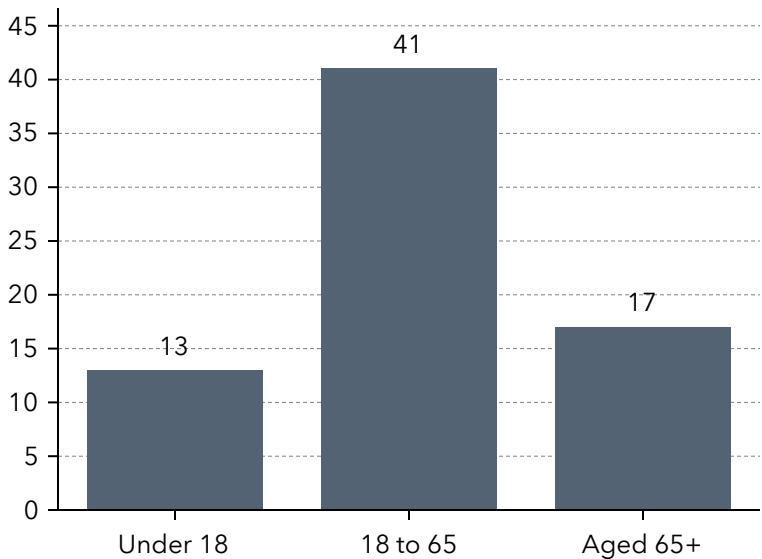
Population 65+



**1**

Households Without Vehicle

### POPULATION BY AGE



### POVERTY AND LANGUAGE



**9%**

Households Below the Poverty Level



**2**

Households Below the Poverty Level



**1**

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



**43**

Daytime Population



**2**

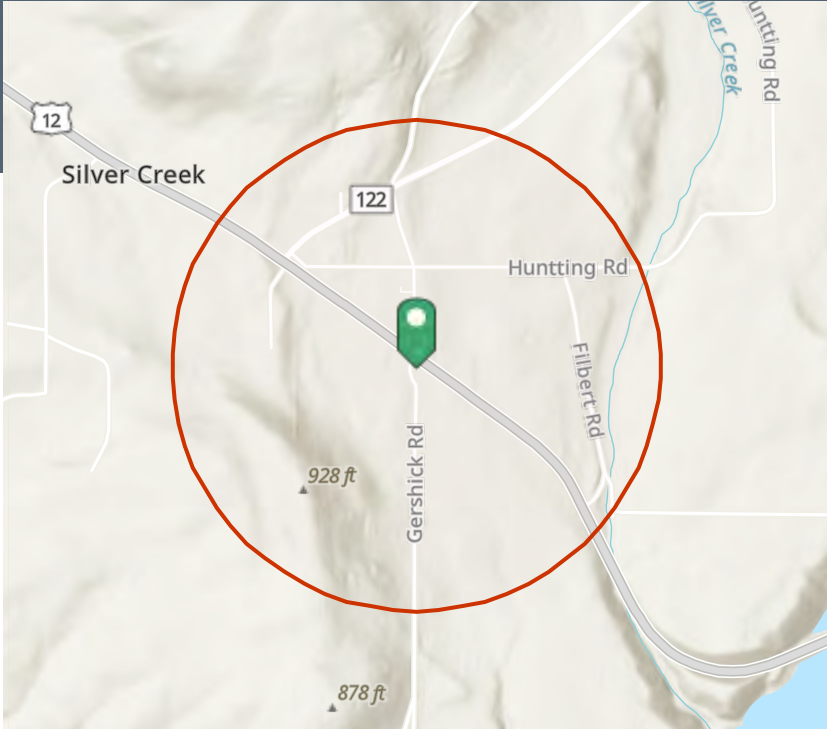
Total Businesses



**13**

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	4	16	18	38
Spanish	2	6	2	10
Spanish & English Well	2	5	1	8
Spanish & English Not Well	0	2	0	2
Spanish & No English	0	0	1	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	1	1
Asian-Pacific Isl & English Well	0	0	1	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



61

Population

13

Households

4.69

Avg Size Household

54.4

Median Age

\$77,912

Median Household Income

\$337,500

Median Home Value

75

Wealth Index

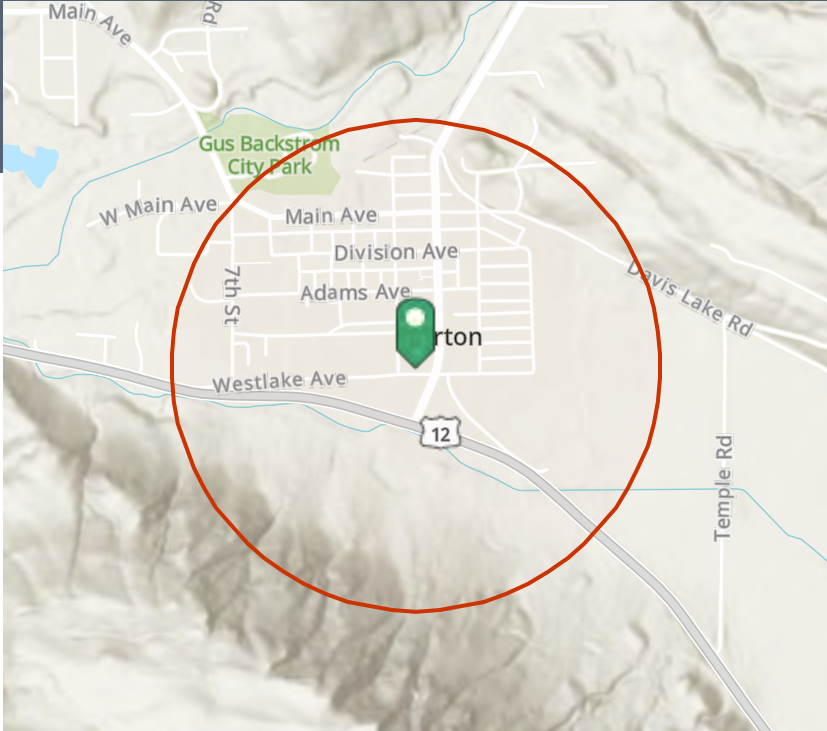
0

Housing Affordability

26

Diversity Index





# Brown Route

## Chevron - 497 2nd St. - Morton



Ring of 0.5 miles

781

Population

332

Households

2.29

Avg Size  
Household

49.1

Median  
Age

\$42,359

Median  
Household Income

\$322,857

Median  
Home Value

45

Wealth  
Index

53

Housing  
Affordability

33

Diversity  
Index

### AT RISK POPULATION



167

Households With  
Disability



208

Population 65+



11

Households  
Without Vehicle

### POVERTY AND LANGUAGE



17%

Households Below  
the Poverty Level



50

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



1,427

Daytime  
Population



77

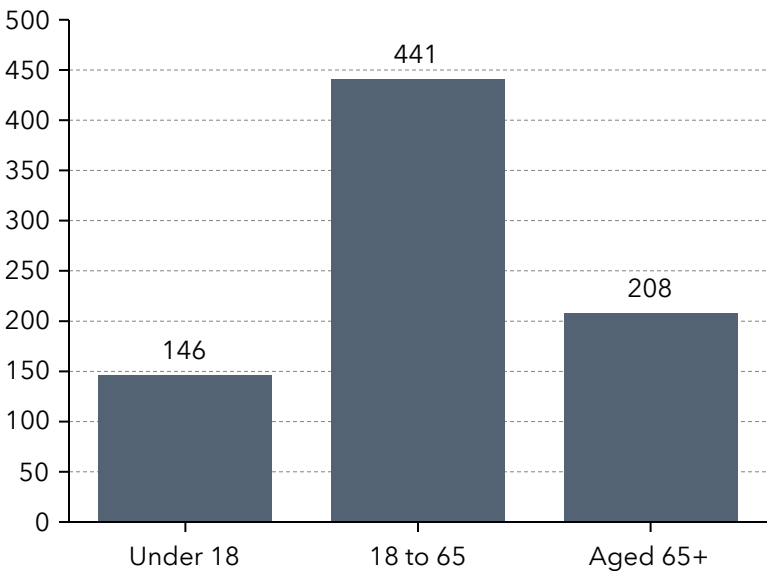
Total  
Businesses



735

Total  
Employees

### POPULATION BY AGE

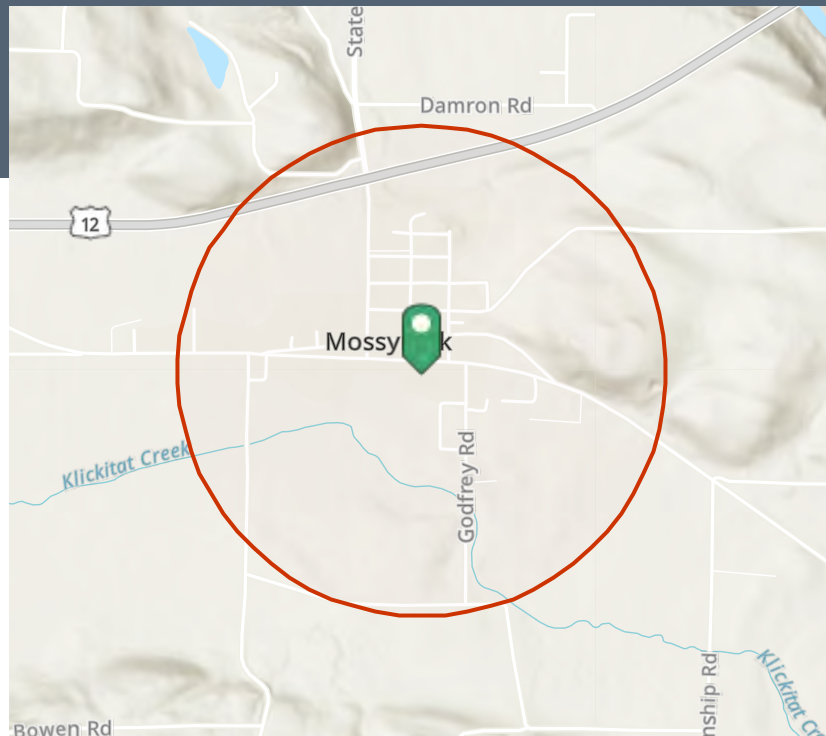


Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	86	386	175	647
Spanish	19	54	0	73
Spanish & English Well	18	15	0	33
Spanish & English Not Well	1	39	0	40
Spanish & No English	0	0	0	0
Indo-European	0	3	4	7
Indo-European & English Well	0	3	4	7
Indo-European & English Not Well	0	0	0	0
Indo-European & 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



# Brown Route

Community Center - 227 E State St- Mossyrock Ring of 0.5 miles

**577**

Population

**200**

Households

**2.88**Avg Size  
Household**46.1**Median  
Age**\$46,018**Median  
Household Income**\$327,273**Median  
Home Value**84**Wealth  
Index**57**Housing  
Affordability**57**Diversity  
Index

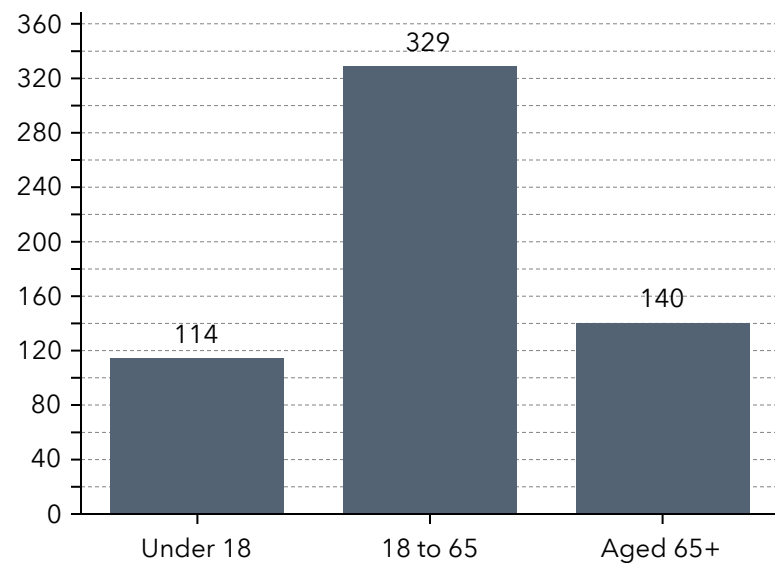
## AT RISK POPULATION

**110**Households With  
Disability**140**

Population 65+

**5**Households  
Without Vehicle

## POPULATION BY AGE



## POVERTY AND LANGUAGE

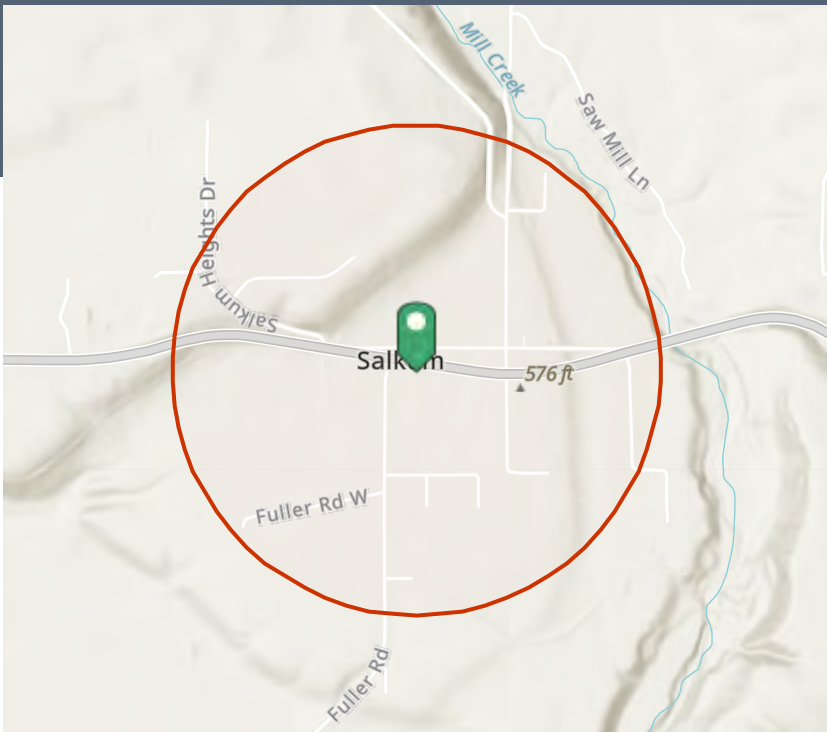
**7%**Households Below  
the Poverty Level**17**Households Below  
the Poverty Level**0**Pop 65+ Speak  
Spanish & No English

## POPULATION AND BUSINESSES

**473**Daytime  
Population**21**Total  
Businesses**101**Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	64	261	188	513
Spanish	14	46	3	63
Spanish & English Well	14	31	2	47
Spanish & English Not Well	0	7	0	7
Spanish & No English	0	7	0	7
Indo-European	5	4	0	9
Indo-European & English Well	5	4	0	9
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





248

Population

91

Households

2.73

Avg Size  
Household

49.8

Median  
Age

\$67,403

Median  
Household Income

\$412,500

Median  
Home Value

91

Wealth  
Index

68

Housing  
Affordability

30

Diversity  
Index

## AT RISK POPULATION



23

Households With  
Disability

69

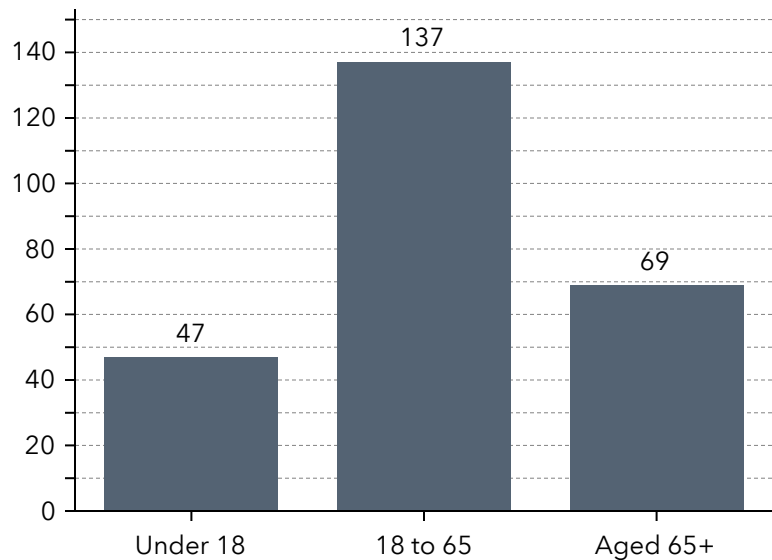
Population 65+



1

Households  
Without Vehicle

## POPULATION BY AGE



## POVERTY AND LANGUAGE



8%

Households Below  
the Poverty Level

5

Households Below  
the Poverty Level

0

Pop 65+ Speak  
Spanish & No English

## POPULATION AND BUSINESSES



189

Daytime  
Population

6

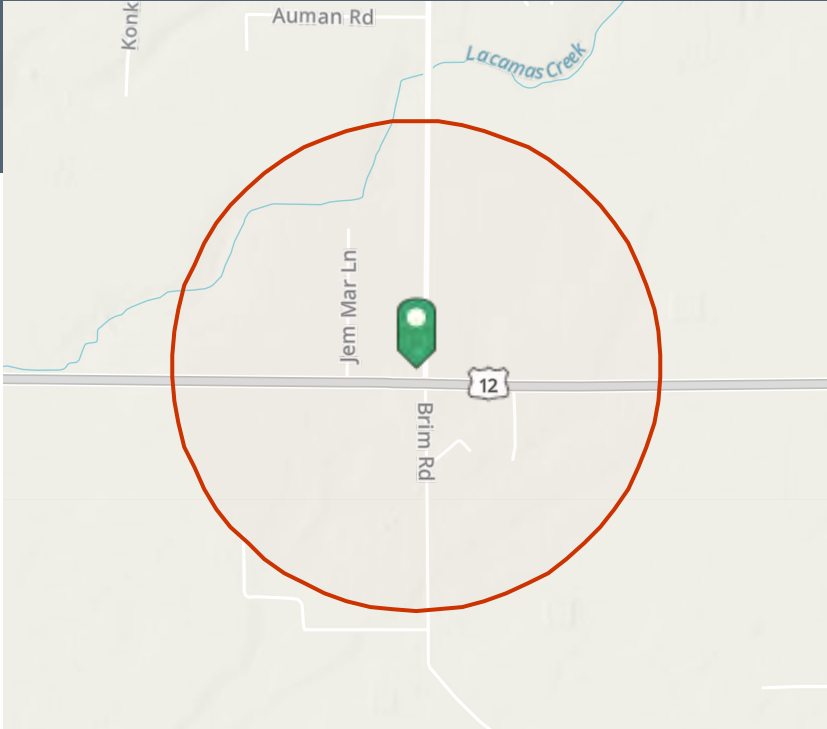
Total  
Businesses

21

Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	18	79	49	146
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	5	0	5
Asian-Pacific Isl & English Well	0	2	0	2
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





# Brown Route

## Stanley's Store - 728 Leonard Rd



Ring of 0.5 miles

21	2	10.50	52.5	\$0	\$625,000	69	0	33
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

### AT RISK POPULATION

1	0	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

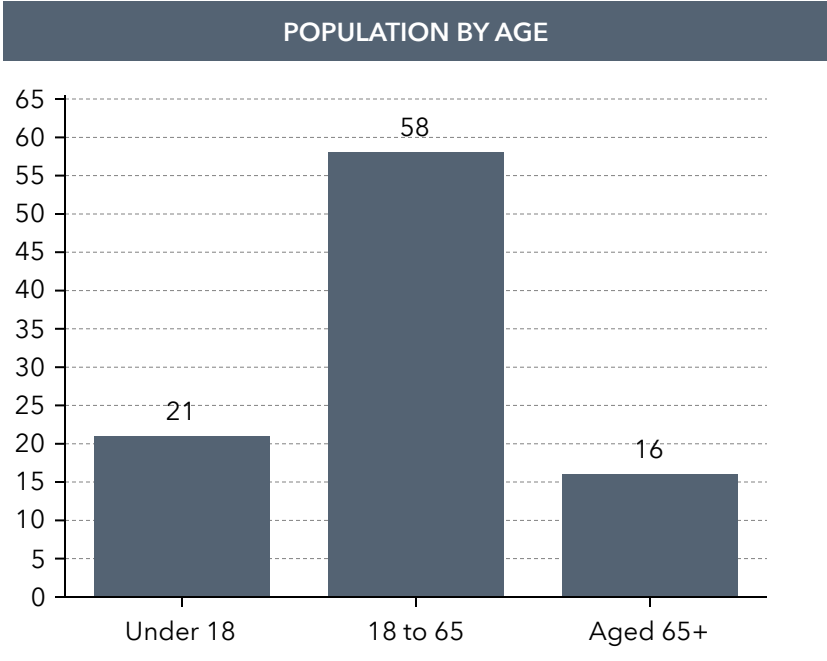
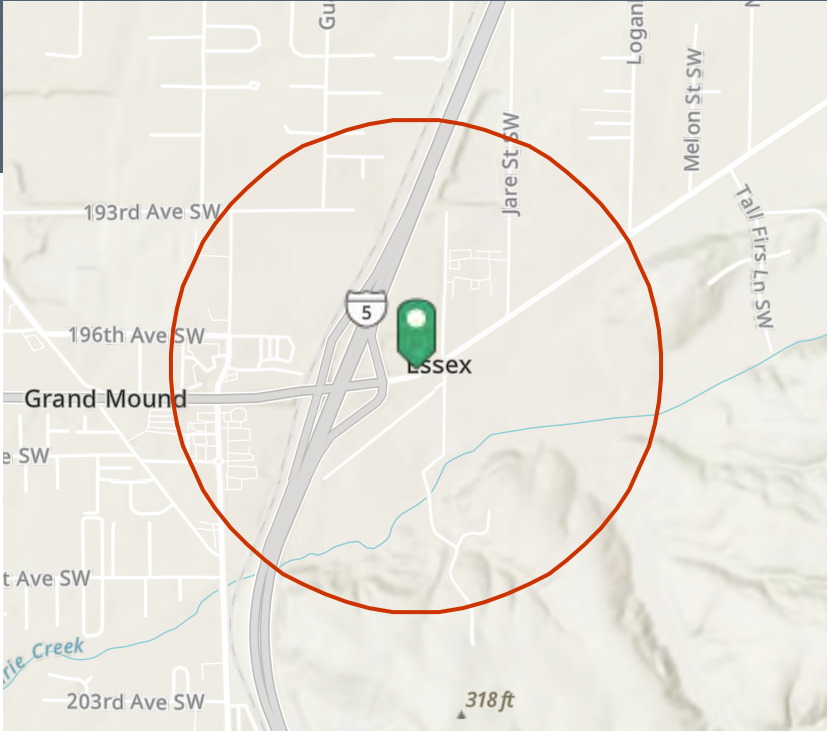
### POPULATION AND BUSINESSES

13	1	6
Daytime Population	Total Businesses	Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	1	11	4	16
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

### POPULATION BY AGE





# Green Route

## Grand Mound Park & Ride - Tenino Grand Mound Rd 5 miles



**109**  
Population

**27**  
Households

**4.04**  
Avg Size Household

**41.6**  
Median Age

**\$69,231**  
Median Household Income

**\$400,000**  
Median Home Value

**61**  
Wealth Index

**0**  
Housing Affordability

**45**  
Diversity Index

AT RISK POPULATION

**10**  
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

**444**  
Daytime Population

**44**  
Total Businesses

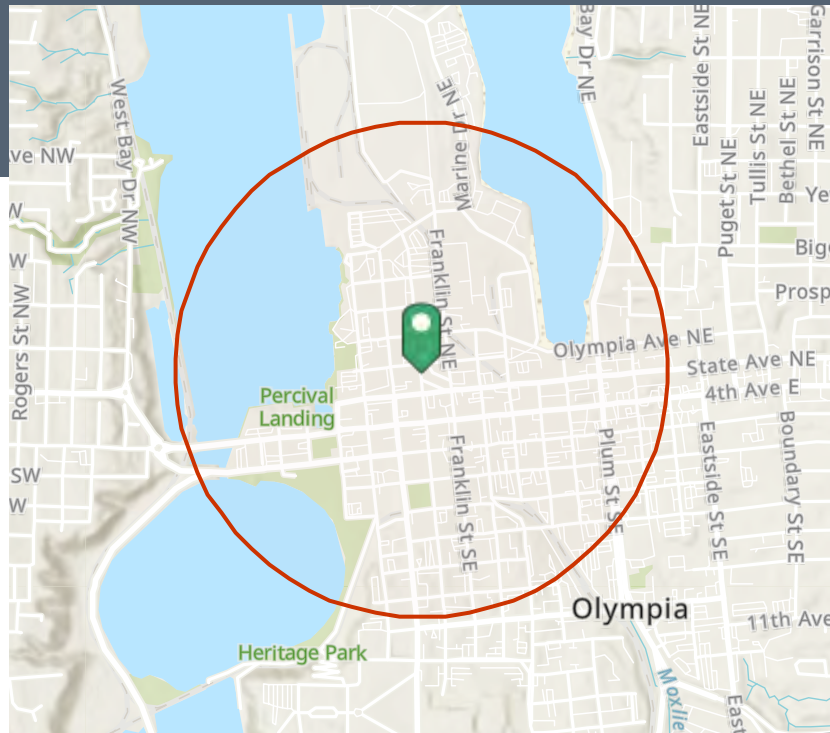
**478**  
Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	17	65	20	102
Spanish	2	3	0	5
Spanish & English Well	2	3	0	5
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



# Green Route

## Olympia Transit Center - 280 Washington St NE Ring of 0.5 miles

**2,207**

Population

**1,540**

Households

**1.36**Avg Size  
Household**46.0**Median  
Age**\$31,168**Median  
Household Income**\$421,429**Median  
Home Value**32**Wealth  
Index**30**Housing  
Affordability**46**Diversity  
Index

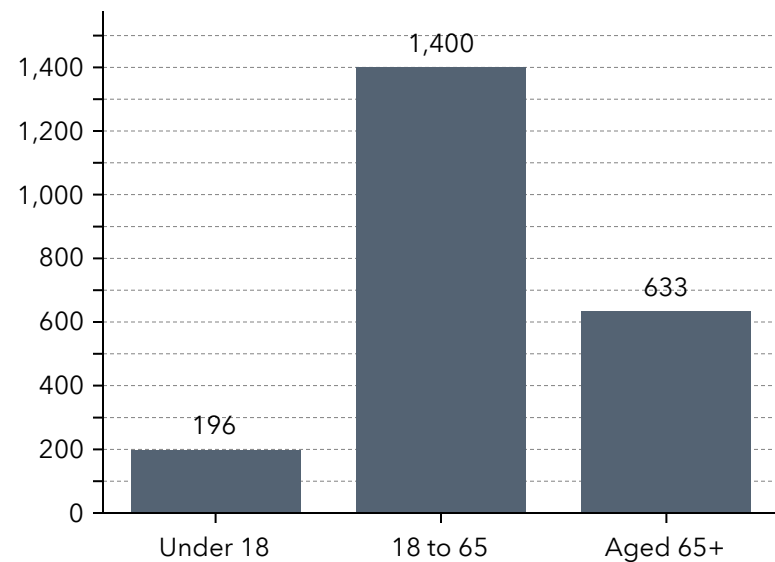
### AT RISK POPULATION

**257**Households With  
Disability**633**

Population 65+

**131**Households  
Without Vehicle

### POPULATION BY AGE



### POVERTY AND LANGUAGE

**22%**Households Below  
the Poverty Level**204**Households Below  
the Poverty Level**0**Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES

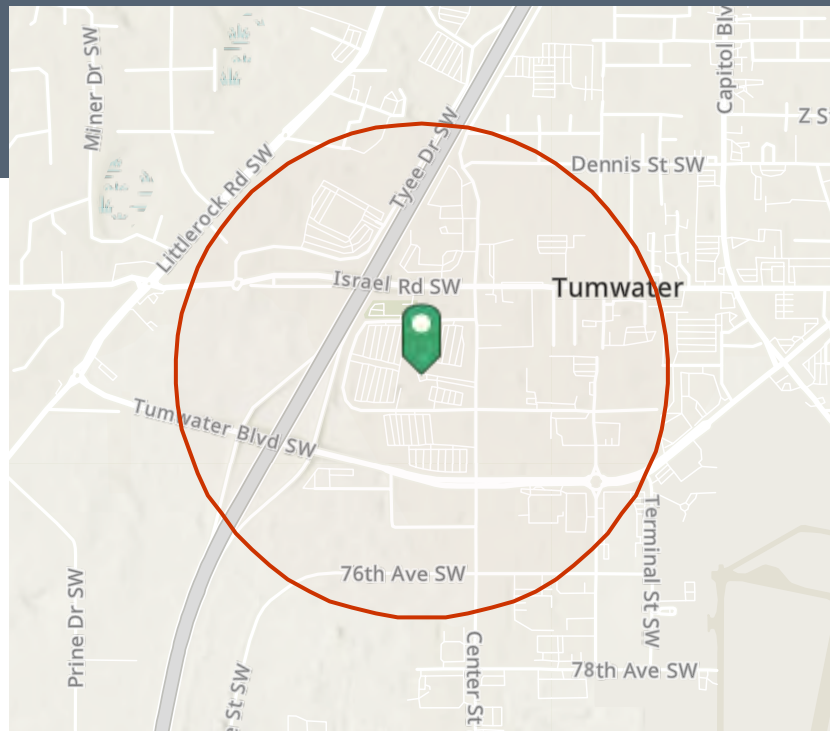
**10,574**Daytime  
Population**767**Total  
Businesses**11,535**Total  
Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	21	870	294	1,185
Spanish	0	12	16	28
Spanish & English Well	0	12	16	28
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	3	8	0	11
Indo-European & English Well	3	8	0	11
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	33	3	36
Asian-Pacific Isl & English Well	0	23	3	26
Asian-Pacific Isl & English Not Well	0	10	0	10
Asian-Pacific Isl & No English	0	0	0	0
Other Language	0	2	0	2
Other Language & English Well	0	1	0	1
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	1	0	1



# Green Route

Tumwater Transit Hub - L&I Bldg. 7273 Linderson Way SW



**874**

Population

**358**

Households

**2.43**

Avg Size  
Household

**40.5**

Median  
Age

**\$73,140**

Median  
Household Income

**\$327,612**

Median  
Home Value

**61**

Wealth  
Index

**89**

Housing  
Affordability

**50**

Diversity  
Index

## AT RISK POPULATION



**143**

Households With  
Disability



**183**

Population 65+



**9**

Households  
Without Vehicle

## POVERTY AND LANGUAGE



**14%**

Households Below  
the Poverty Level



**50**

Households Below  
the Poverty Level



**0**

Pop 65+ Speak  
Spanish & No English

## POPULATION AND BUSINESSES



**4,490**

Daytime  
Population



**86**

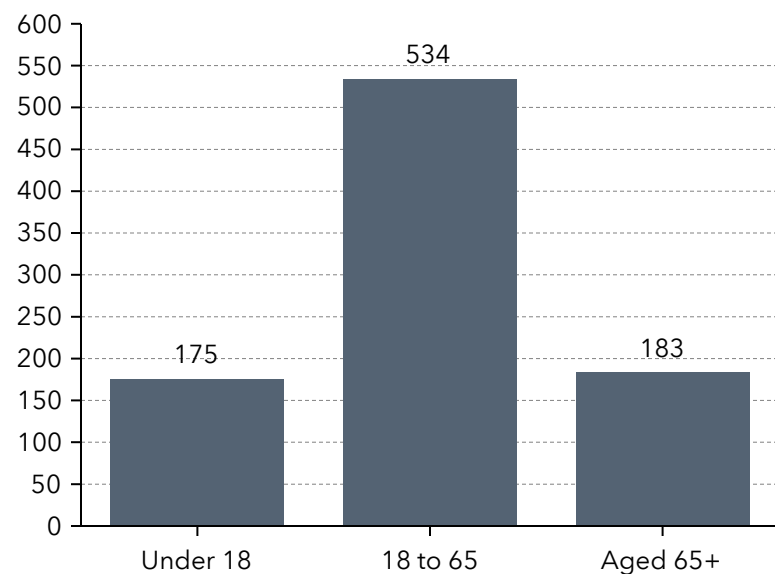
Total  
Businesses



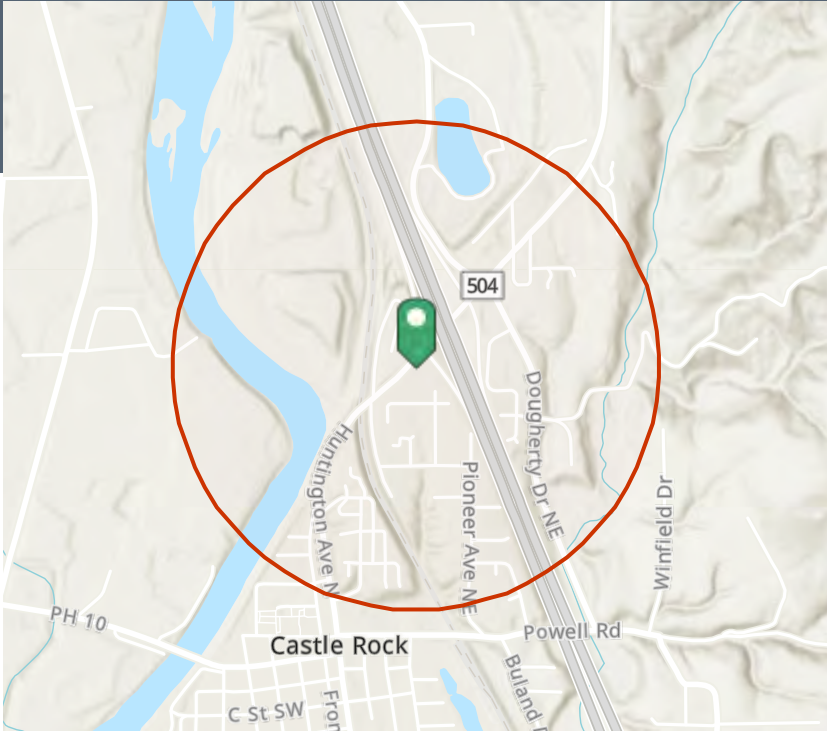
**2,343**

Total  
Employees

## POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	142	623	117	882
Spanish	7	47	0	54
Spanish & English Well	7	23	0	30
Spanish & English Not Well	0	15	0	15
Spanish & No English	0	8	0	8
Indo-European	0	3	0	3
Indo-European & English Well	0	3	0	3
Indo-European & English Not Well	0	0	0	0
Indo-European & No English	0	0	0	0
Asian-Pacific Island	0	0	4	4
Asian-Pacific Isl & English Well	0	0	4	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



Purple Route

Castle Rock Park and Ride - 845 Woodward Ave NE

Radius of 0.5 miles

736Population

288Households

2.56Avg Size Household

47.2Median Age

\$64,667Median Household Income

\$373,913Median Home Value

88Wealth Index

71Housing Affordability

28Diversity Index

AT RISK POPULATION



90

Households With Disability



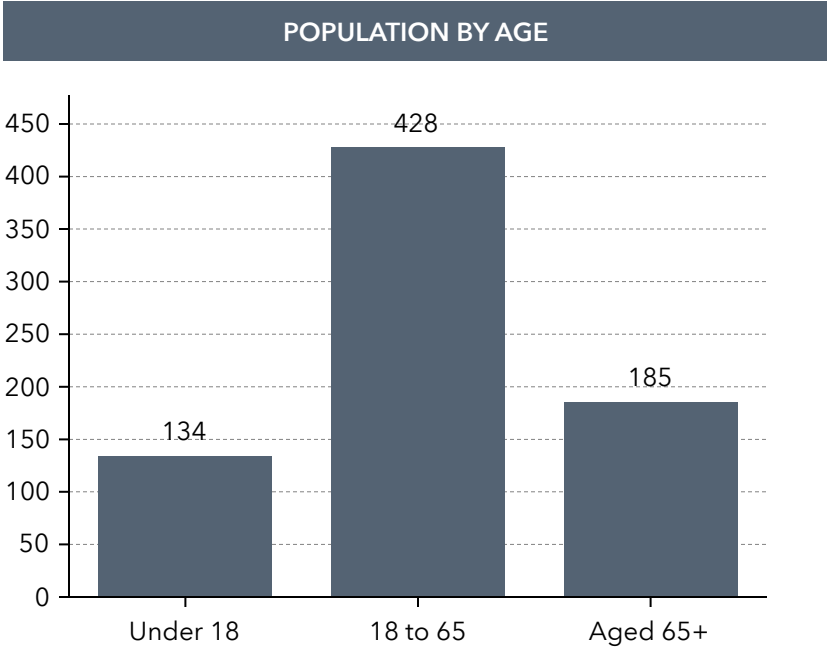
185

Population 65+



11

Households Without Vehicle



POVERTY AND LANGUAGE



7%

Households Below the Poverty Level



17


Households Below the Poverty Level



0


Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES




730

Daytime Population



35

Total Businesses

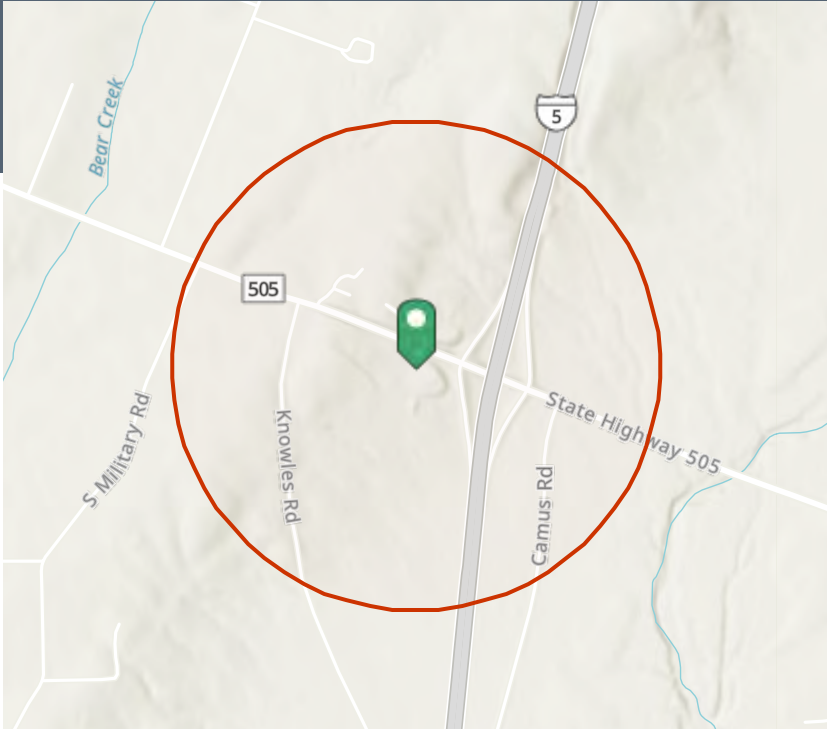


240

Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	52	415	110	577
Spanish	0	5	0	5
Spanish & English Well	0	5	0	5
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





**16**

Population

**3**

Households

**5.33**

Avg Size Household

**40.0**

Median Age

**\$200,001**

Median Household Income

**\$450,000**

Median Home Value

**196**

Wealth Index

**0**

Housing Affordability

**40**

Diversity Index

### AT RISK POPULATION



**1**

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



**58**

Daytime Population



**3**

Total Businesses



**15**

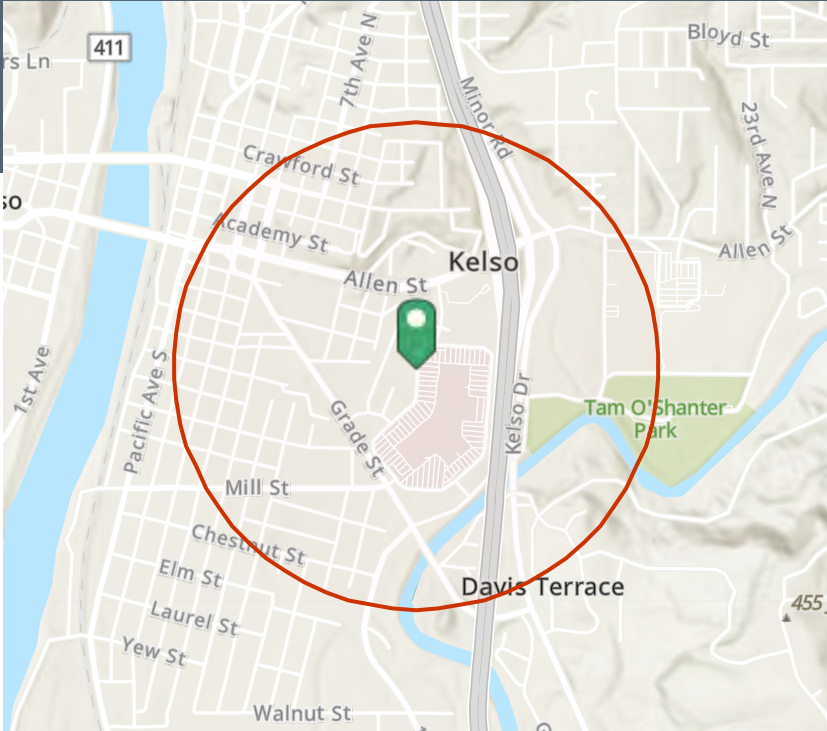
Total Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	3	9	4	16
Spanish	0	1	0	1
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





# Purple Route

## Safeway - 411 Three Rivers Mall, Kelso



Ring of 0.5 miles

3,011

Population

1,220

Households

2.46

Avg Size  
Household

35.5

Median  
Age

\$39,083

Median  
Household Income

\$126,378

Median  
Home Value

30

Wealth  
Index

129

Housing  
Affordability

61

Diversity  
Index

### AT RISK POPULATION



518

Households With  
Disability



441

Population 65+



137

Households  
Without Vehicle

### POVERTY AND LANGUAGE



29%

Households Below  
the Poverty Level



378

Households Below  
the Poverty Level



0

Pop 65+ Speak  
Spanish & No English

### POPULATION AND BUSINESSES



3,602

Daytime  
Population



156

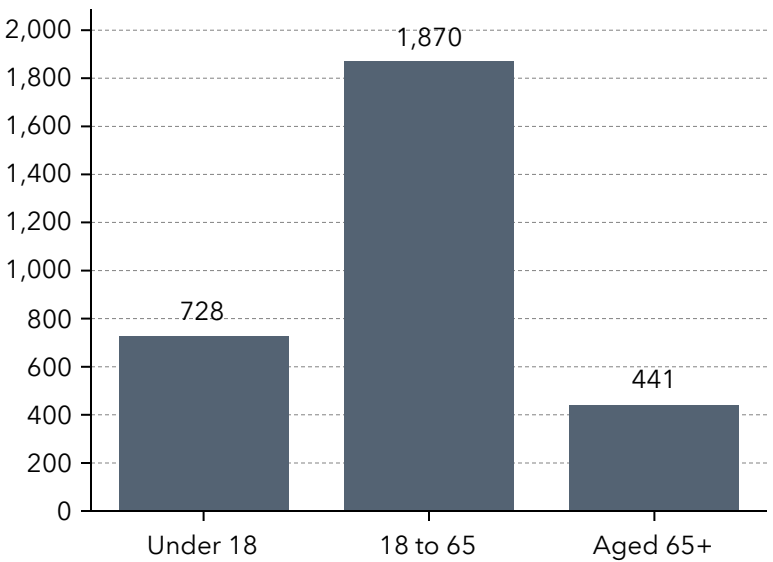
Total  
Businesses



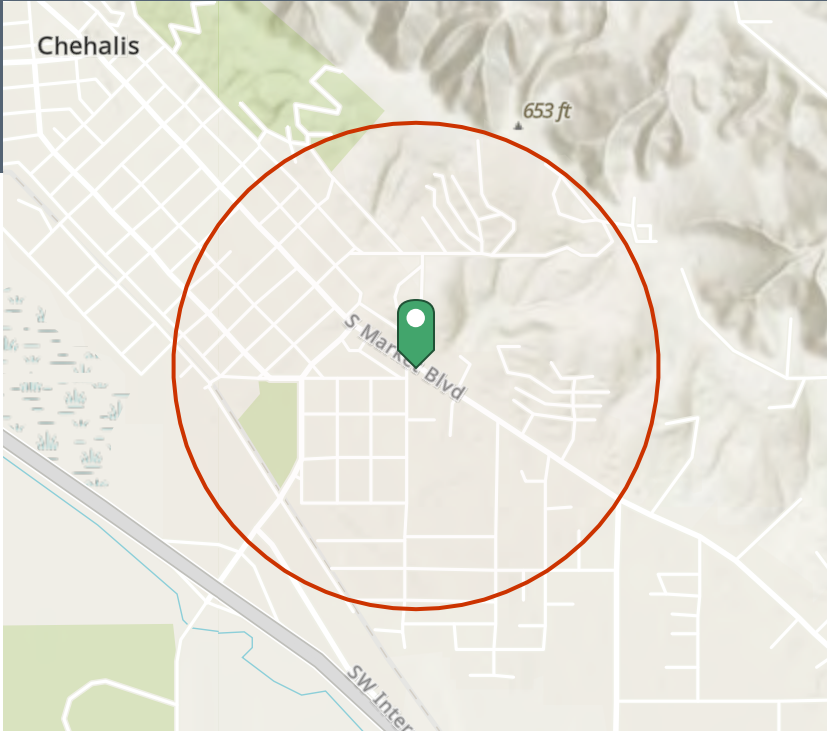
2,116

Total  
Employees

### POPULATION BY AGE



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	302	1,697	414	2,413
Spanish	78	105	0	183
Spanish & English Well	78	59	0	137
Spanish & English Not Well	0	26	0	26
Spanish & No English	0	19	0	19
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	14	0	14
Asian-Pacific Isl & English Well	0	14	0	14
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

## 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

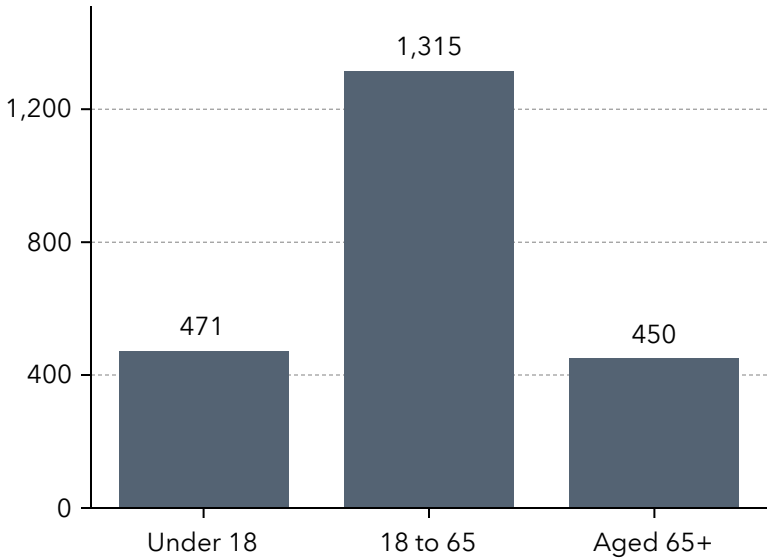
Total  
Businesses



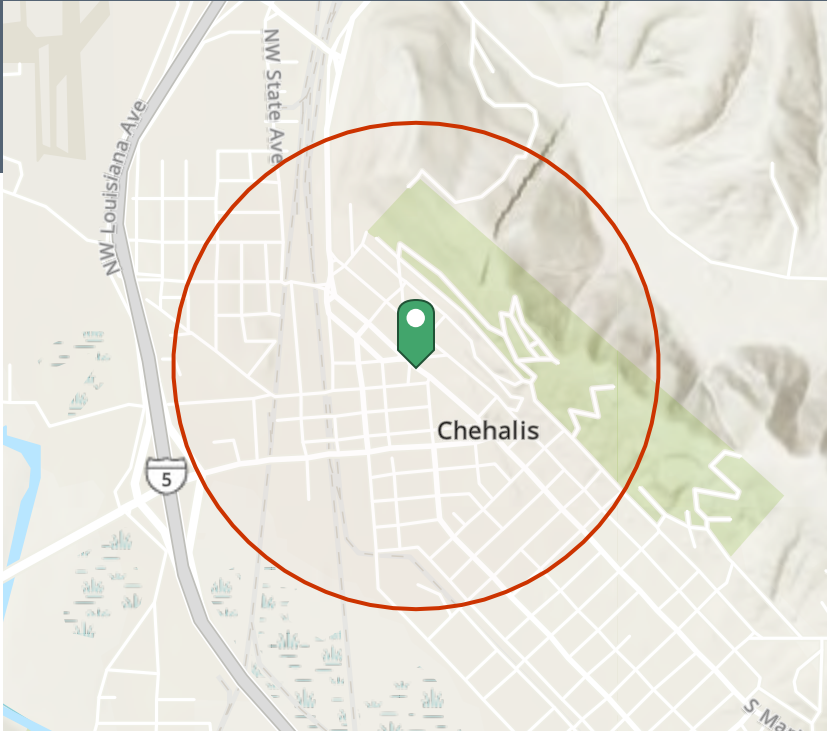
1,344

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



492

Households With  
Disability

### AT RISK POPULATION



440

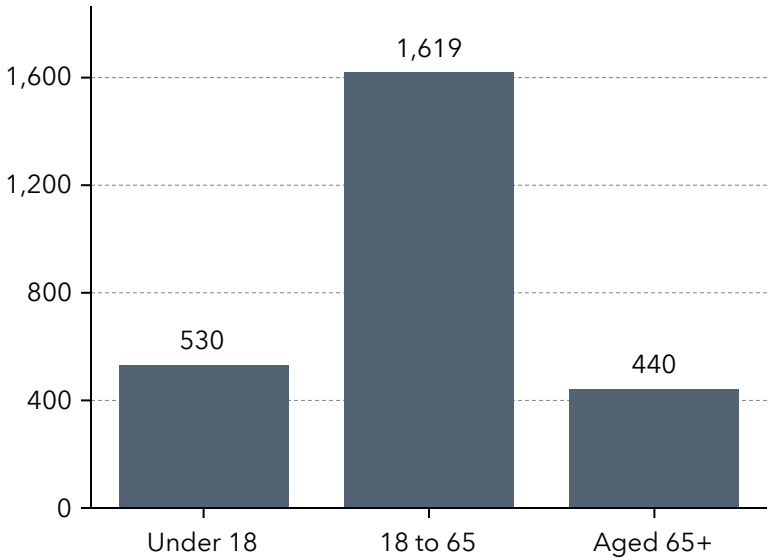
Population 65+



240

Households  
Without Vehicle

### POPULATION BY AGE



### 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

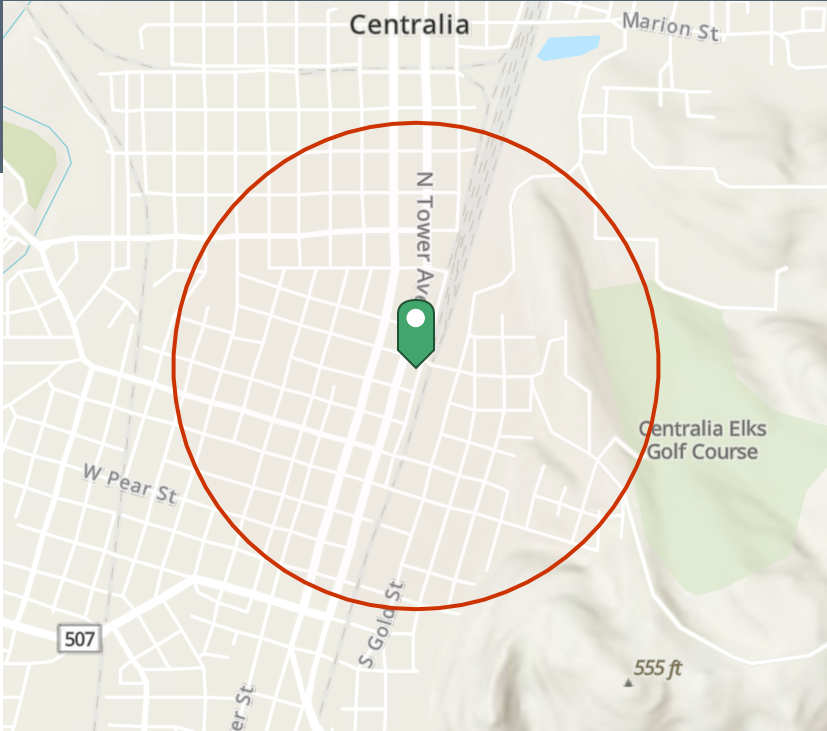
Total  
Businesses



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

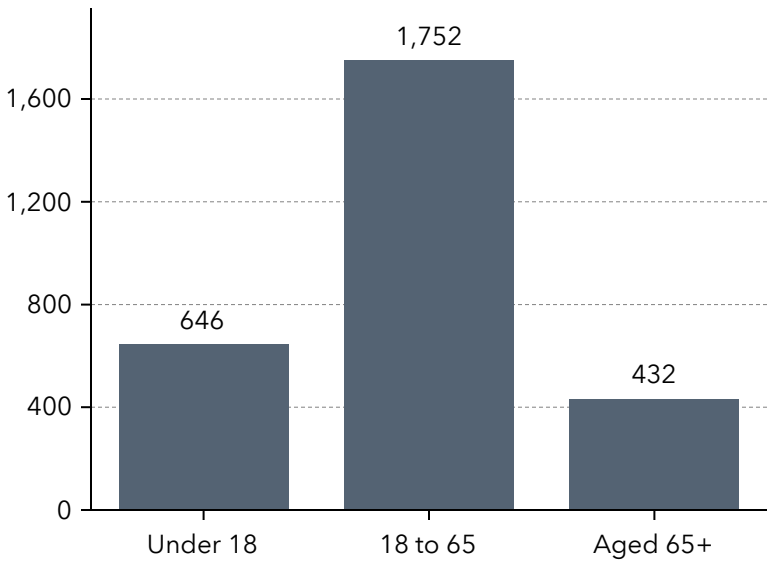
Total  
Businesses



1,644

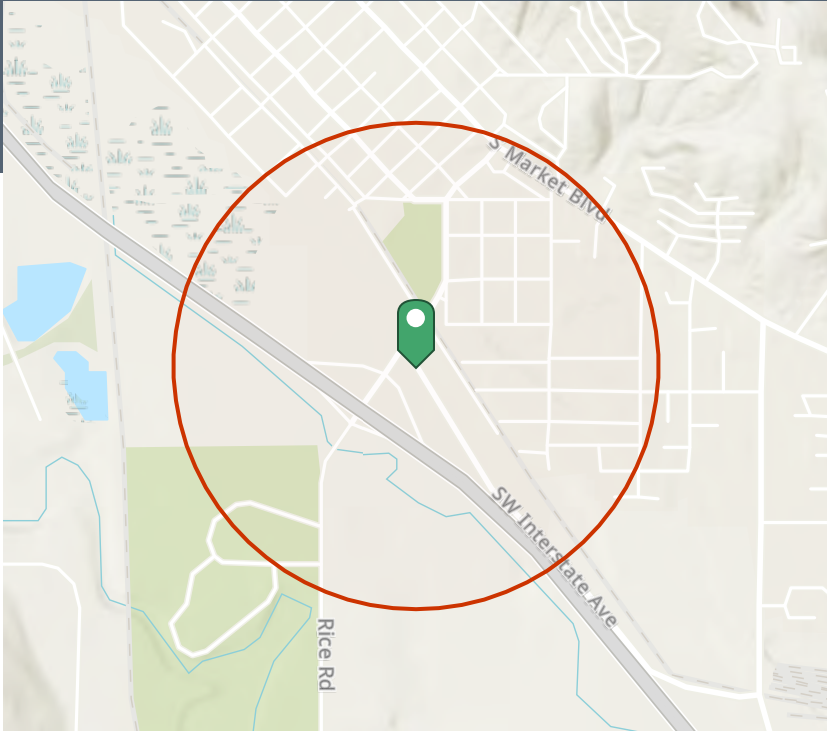
Total  
Employees

### 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



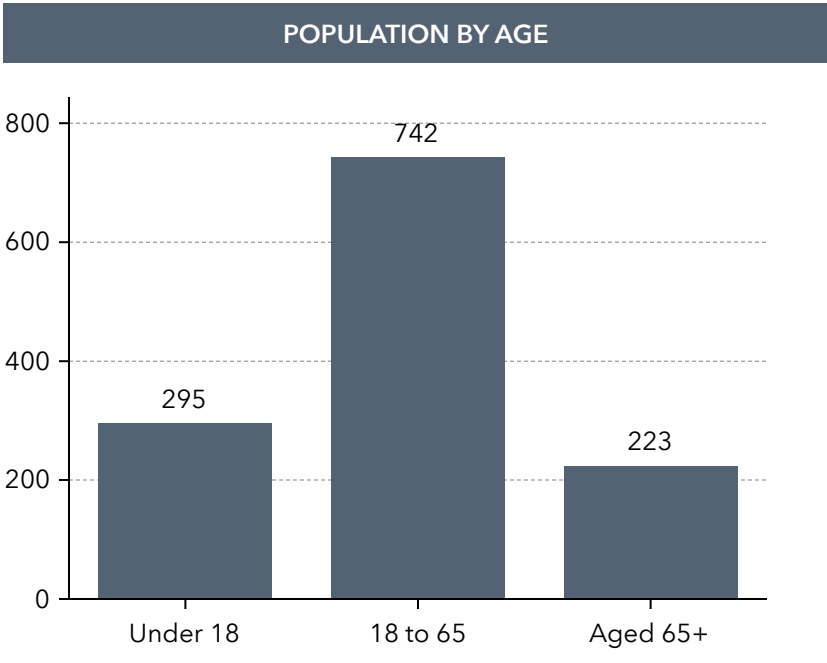
83

Total Businesses

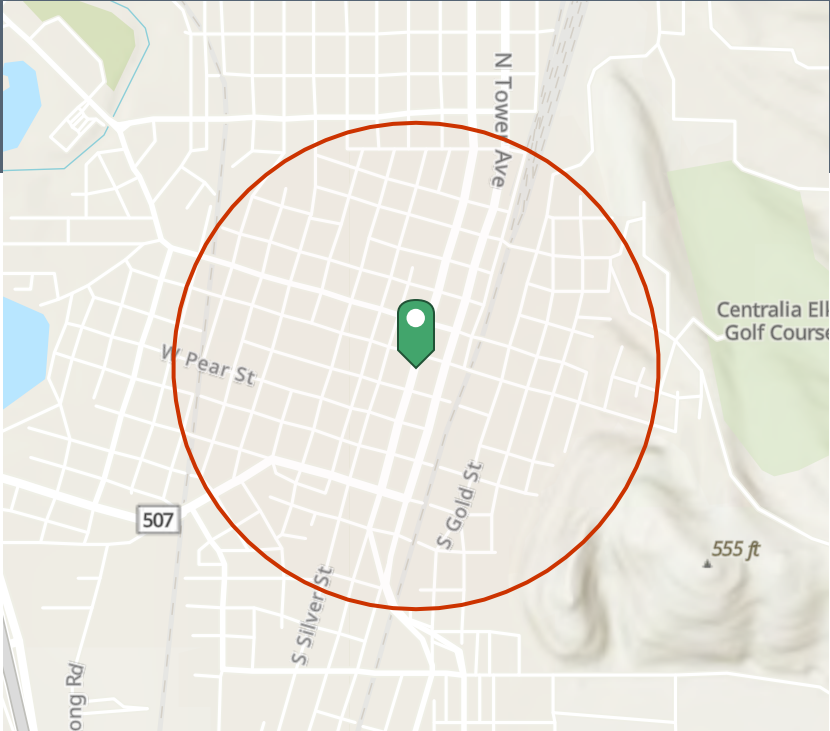


975

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

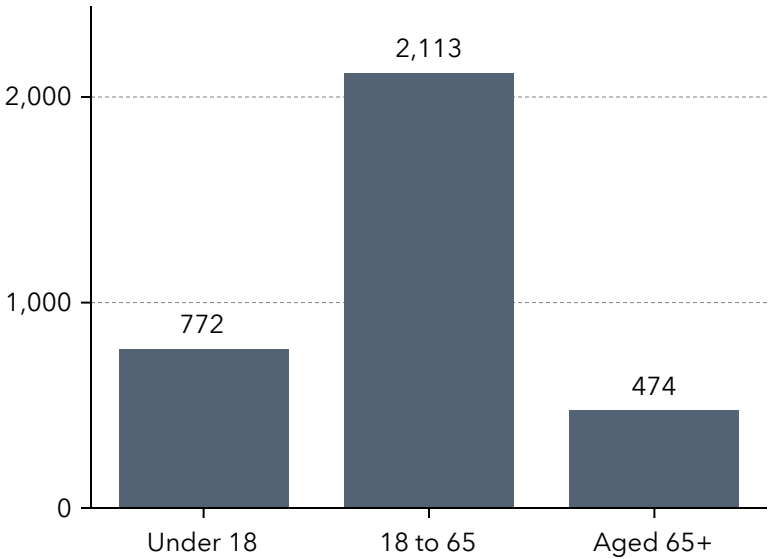
Total Businesses



1,726

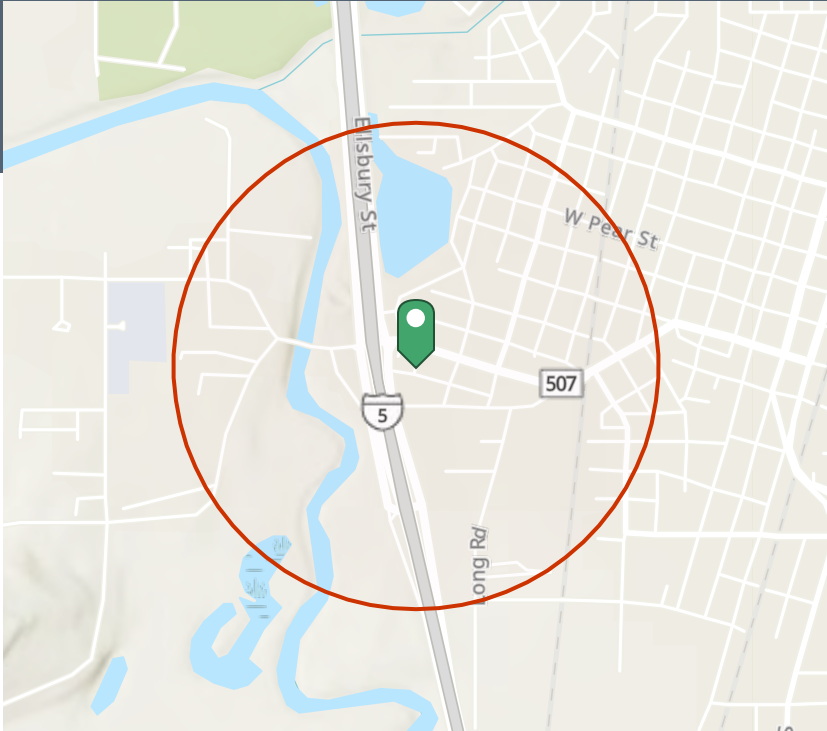
Total Employees

### 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





# Orange Route

## Borthwick & Noble - Fiddlers



Ring of 0.5 miles

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

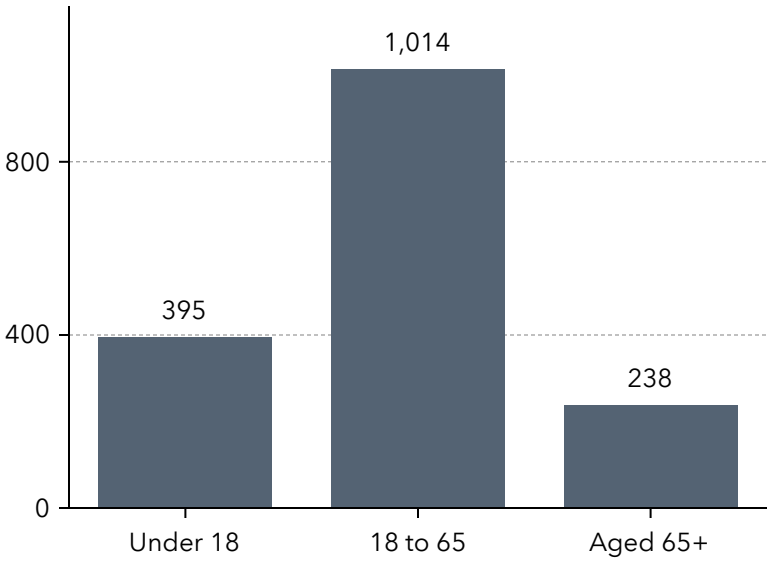
Total  
Businesses



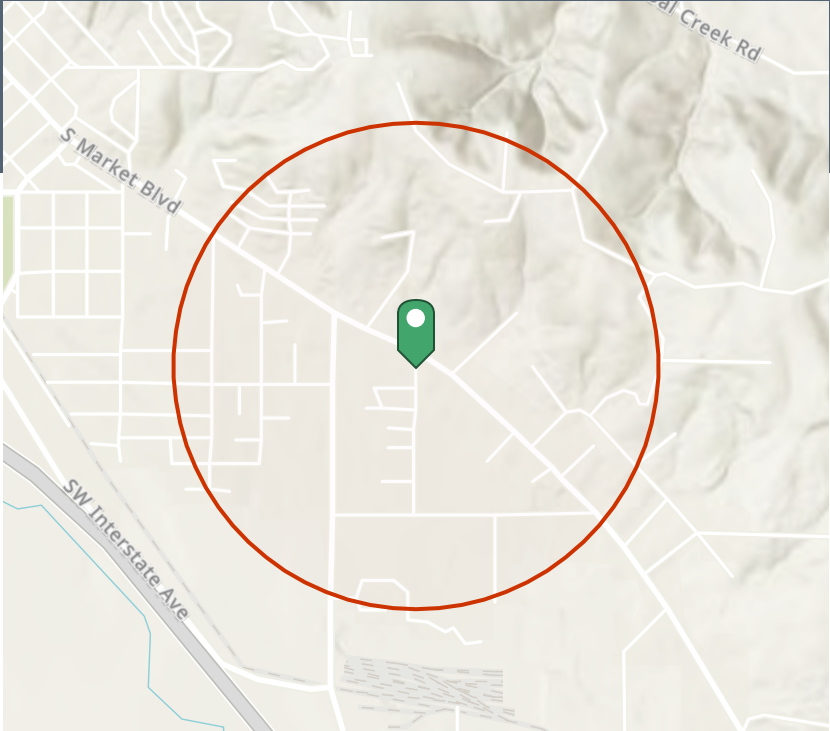
258

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

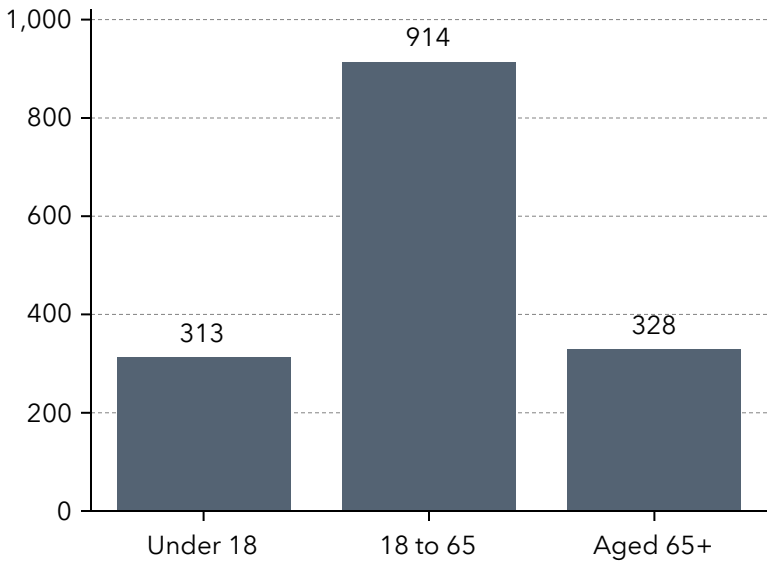
Total Businesses



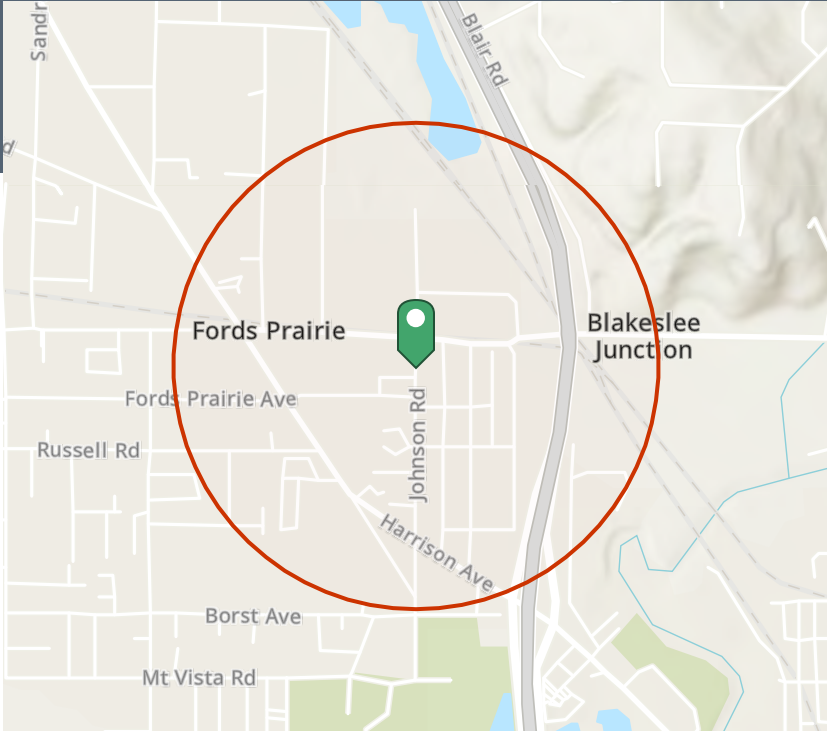
586

Total Employees

### POPULATION BY AGE



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

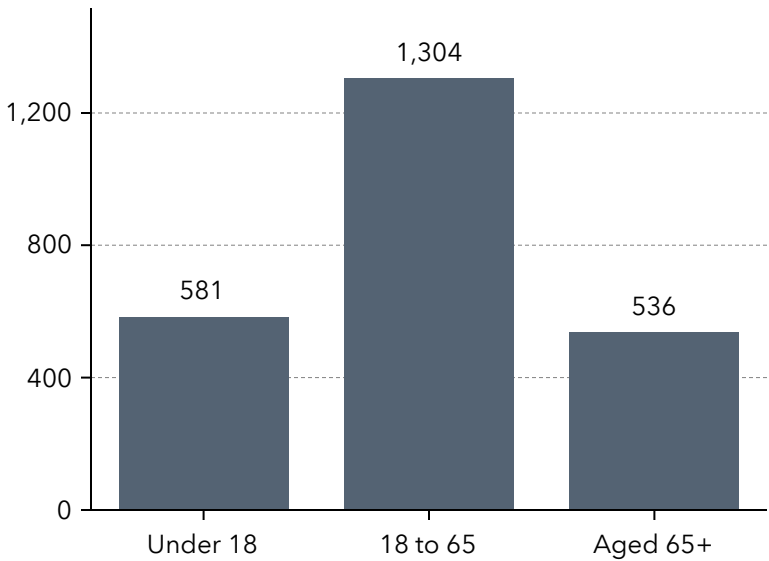
Total Businesses



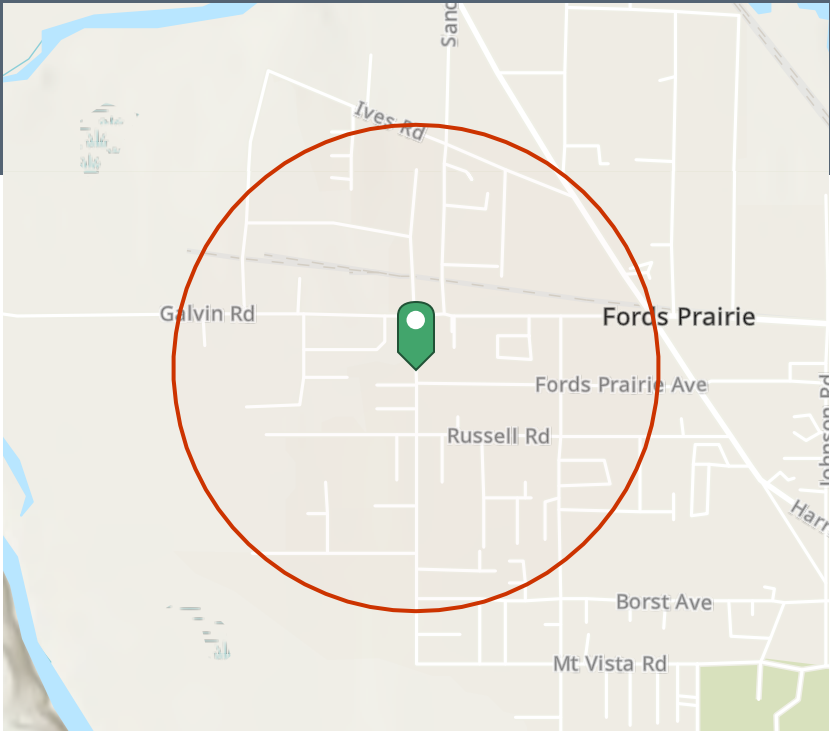
1,577

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

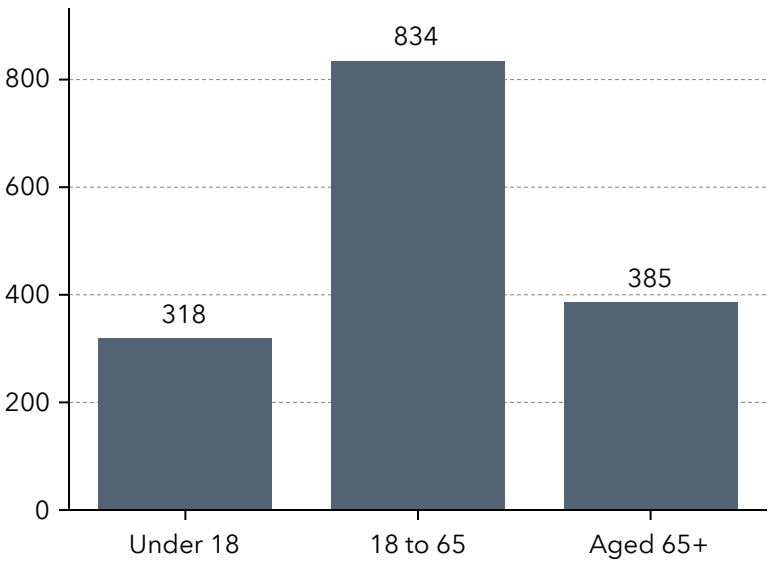
Total  
Businesses



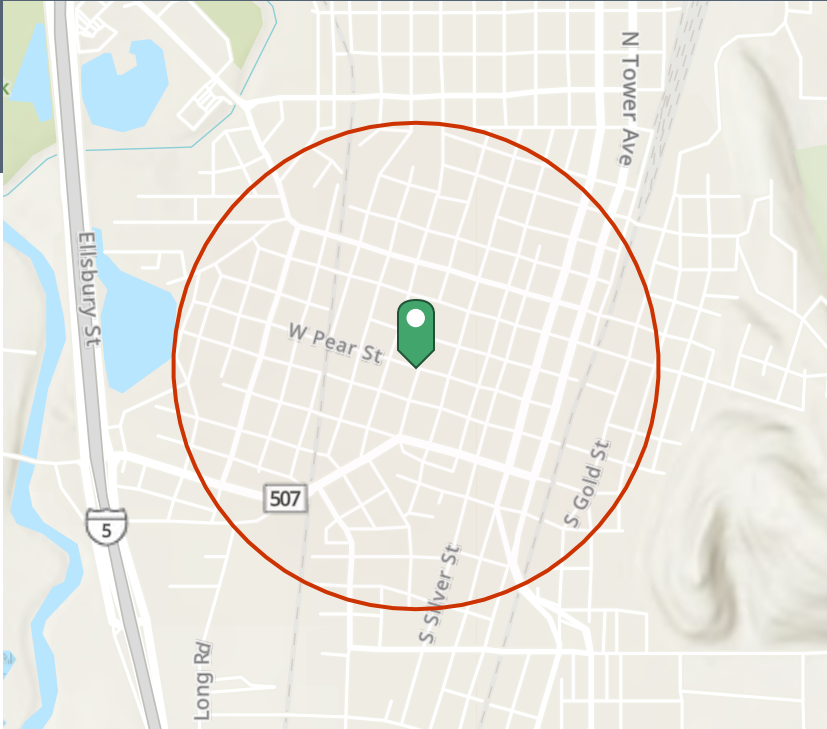
498

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

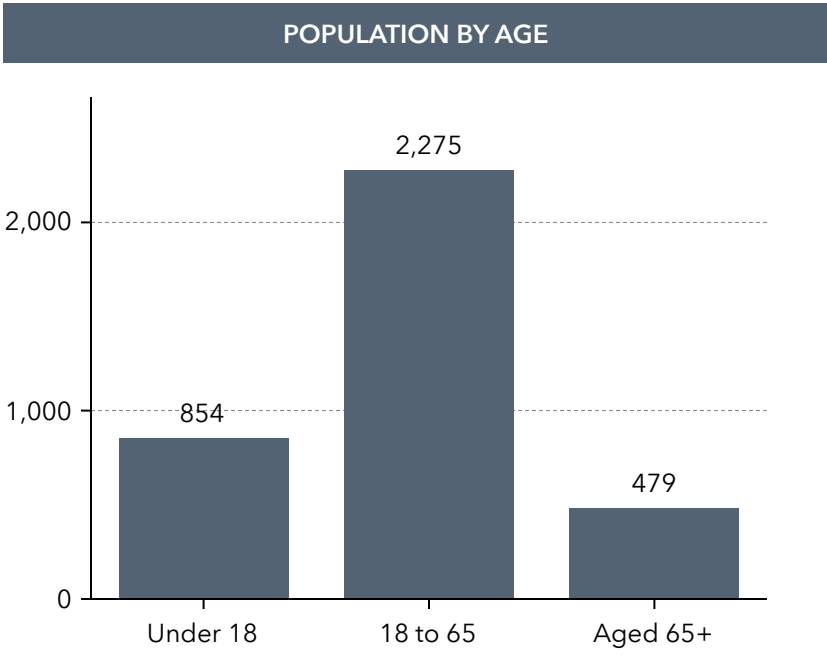
Total Businesses



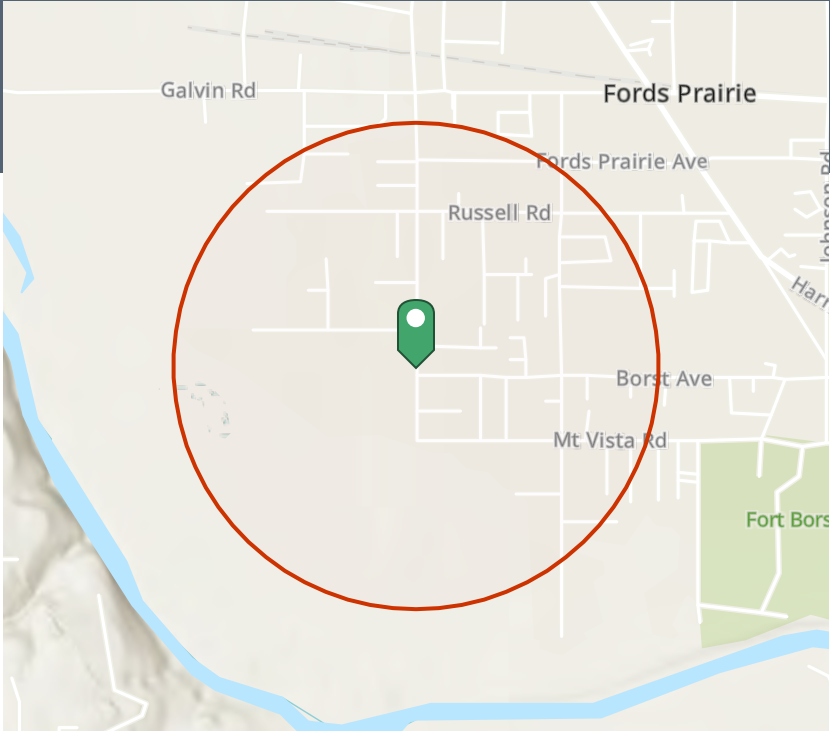
1,711

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







**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

### 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**

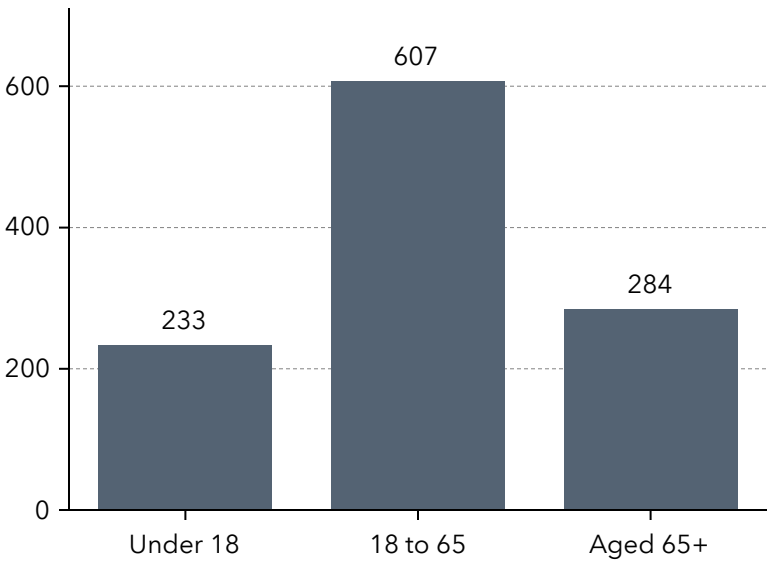
Total Businesses



**194**

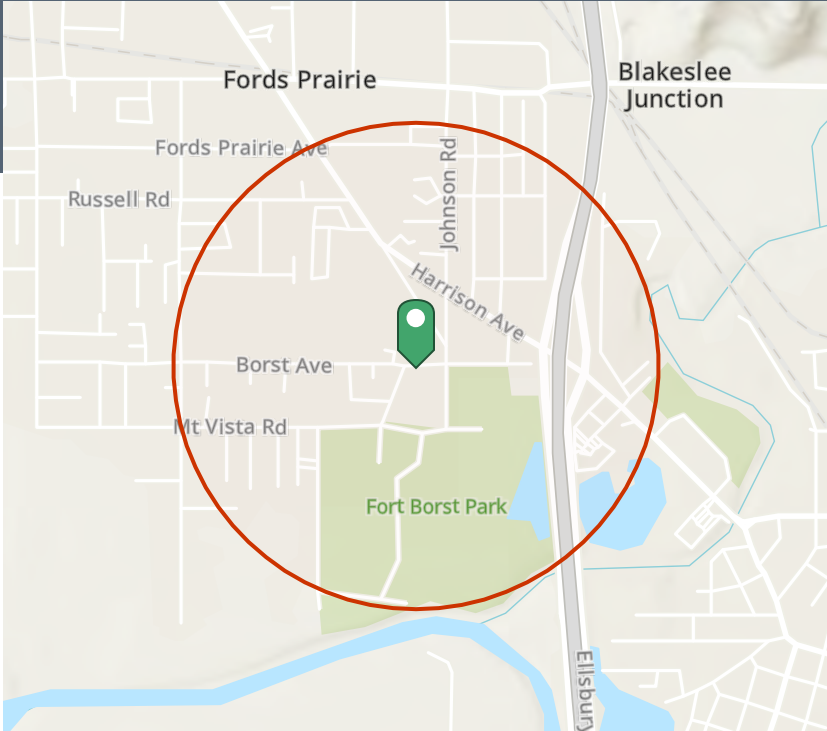
Total Employees

### POPULATION BY AGE



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

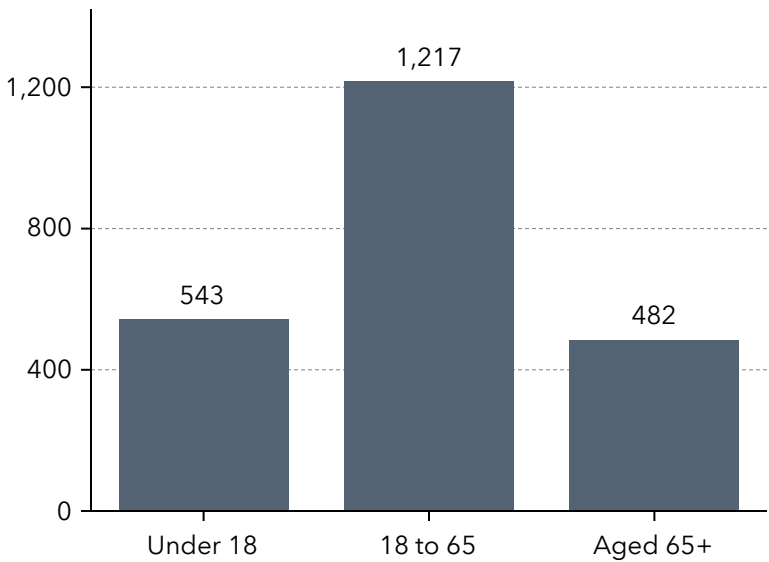
Total  
Businesses



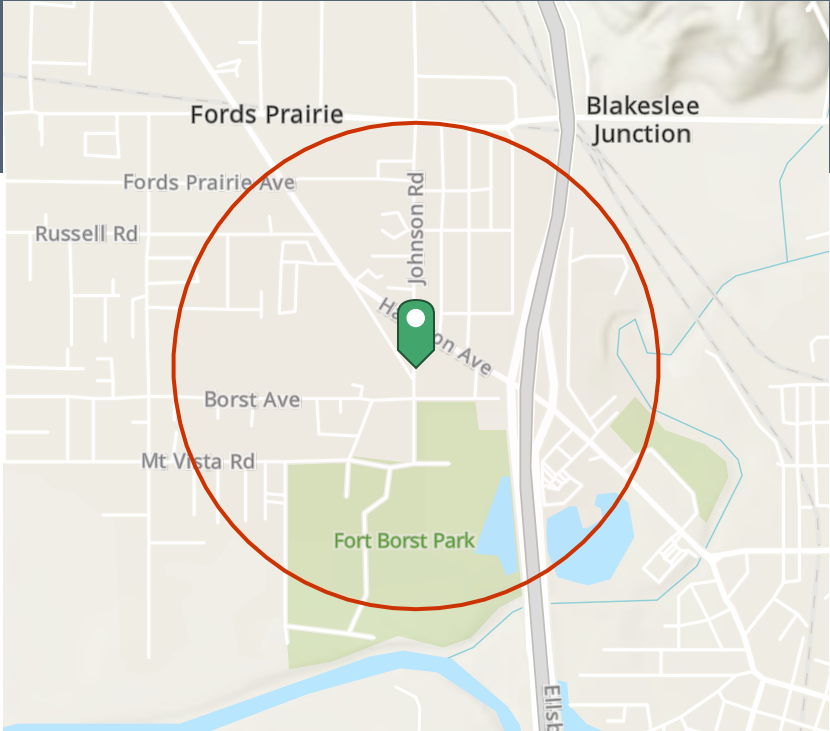
1,747

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



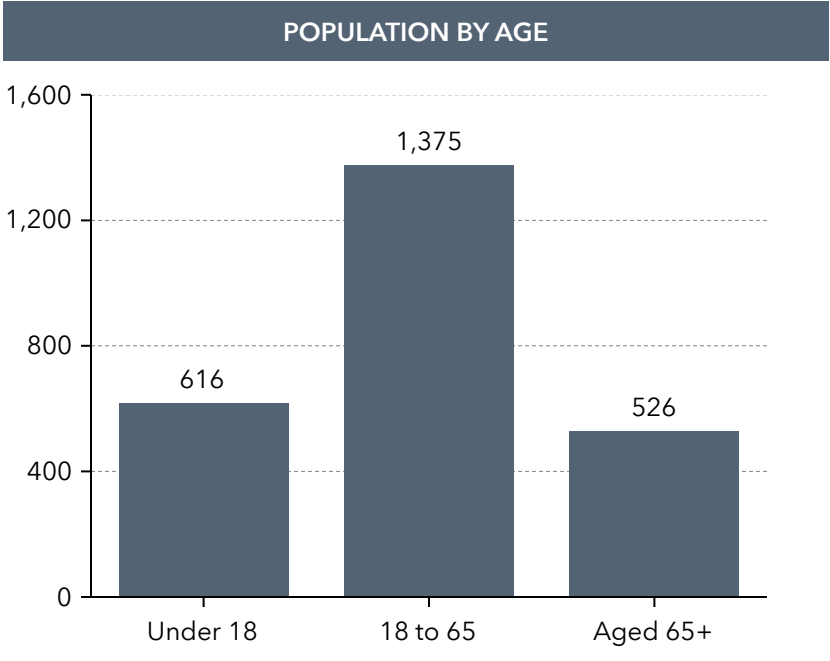
183

Total  
Businesses

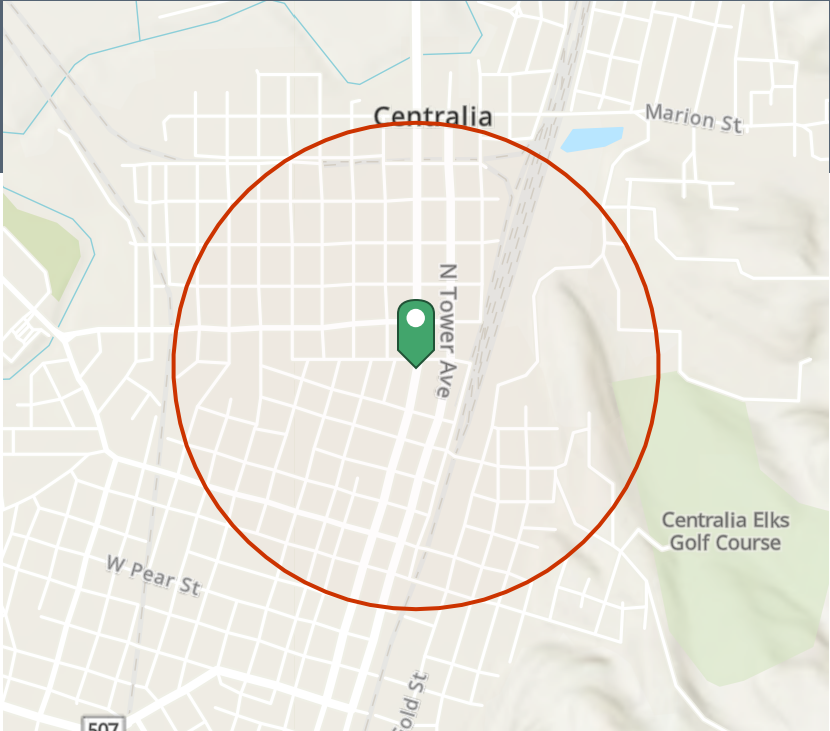


1,854

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



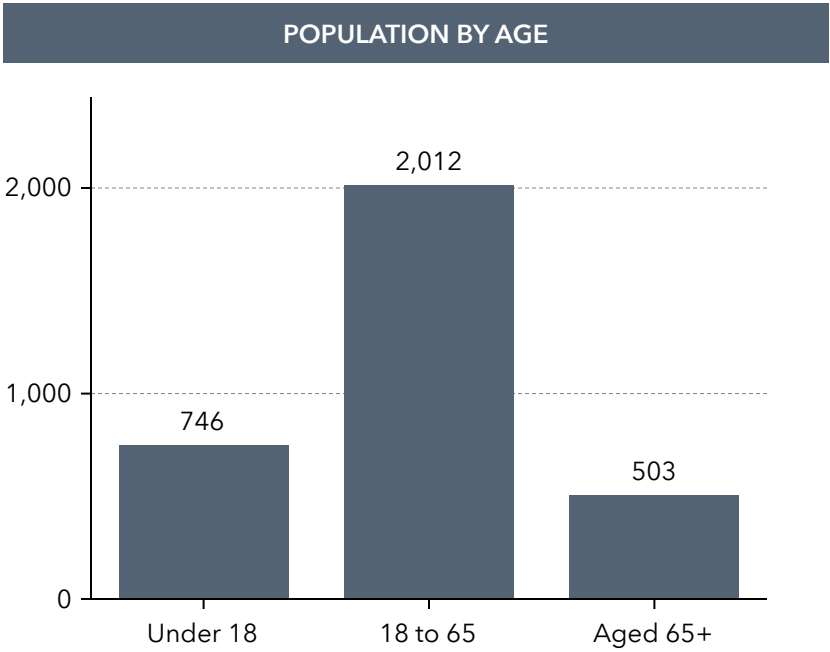
239

Total  
Businesses

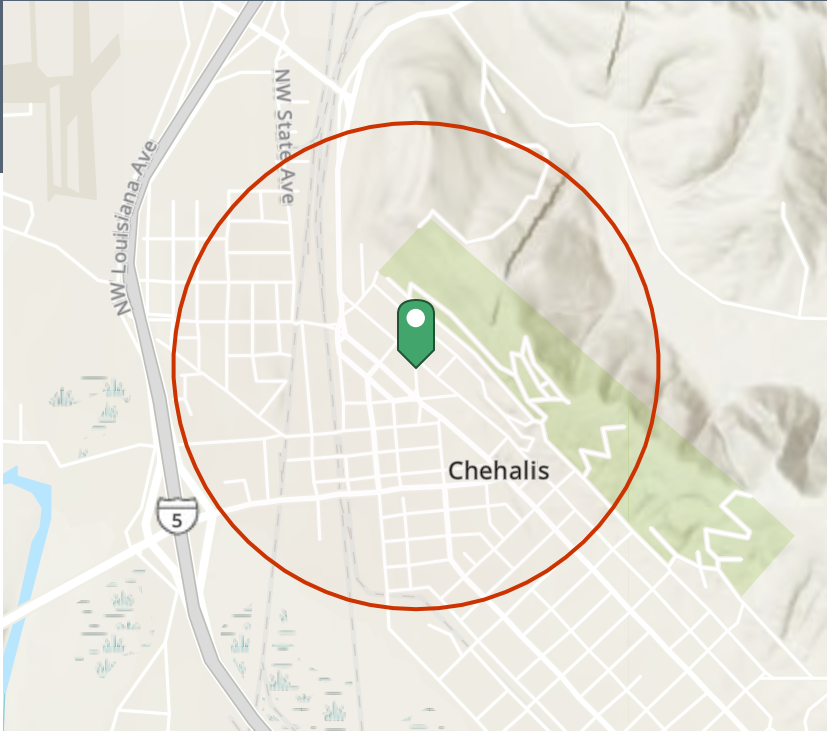


1,490

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



# Red Route

## Chehalis 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

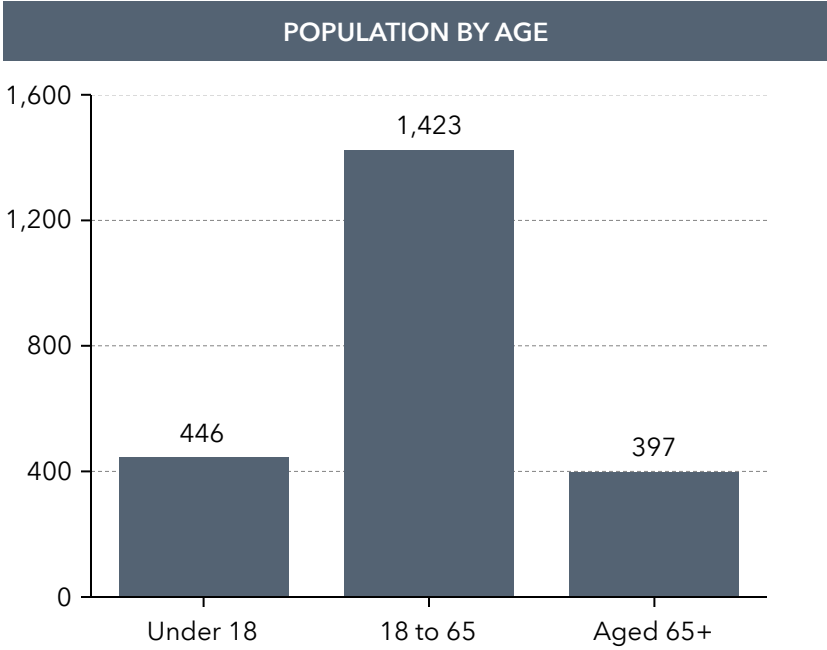
Total  
Businesses

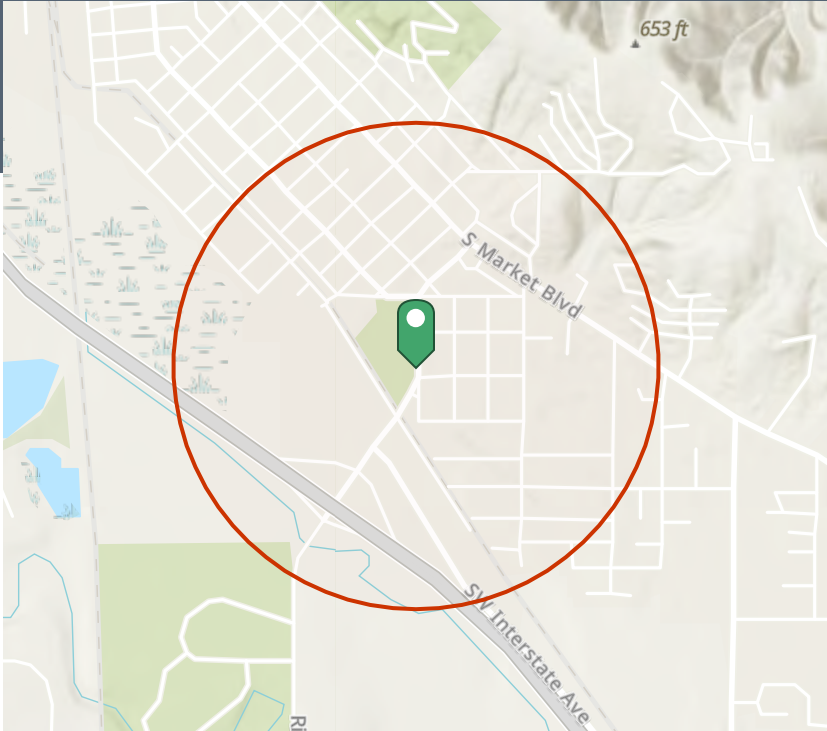


2,953

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





# 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

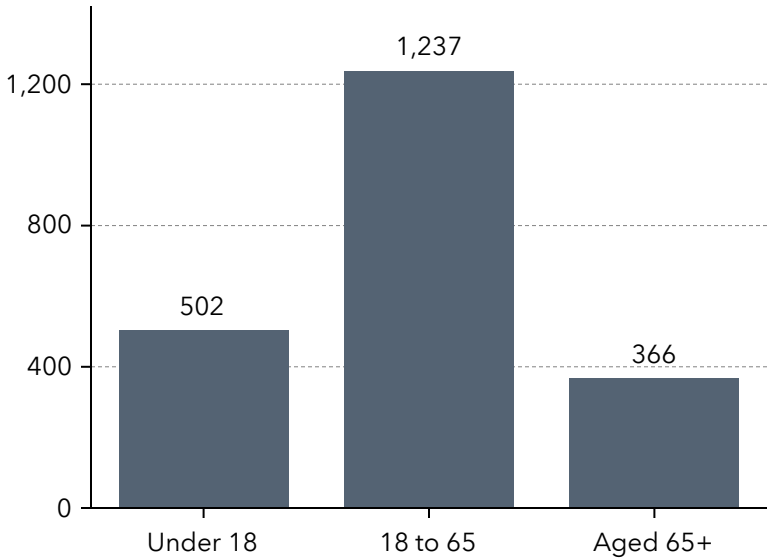
Total  
Businesses



1,386

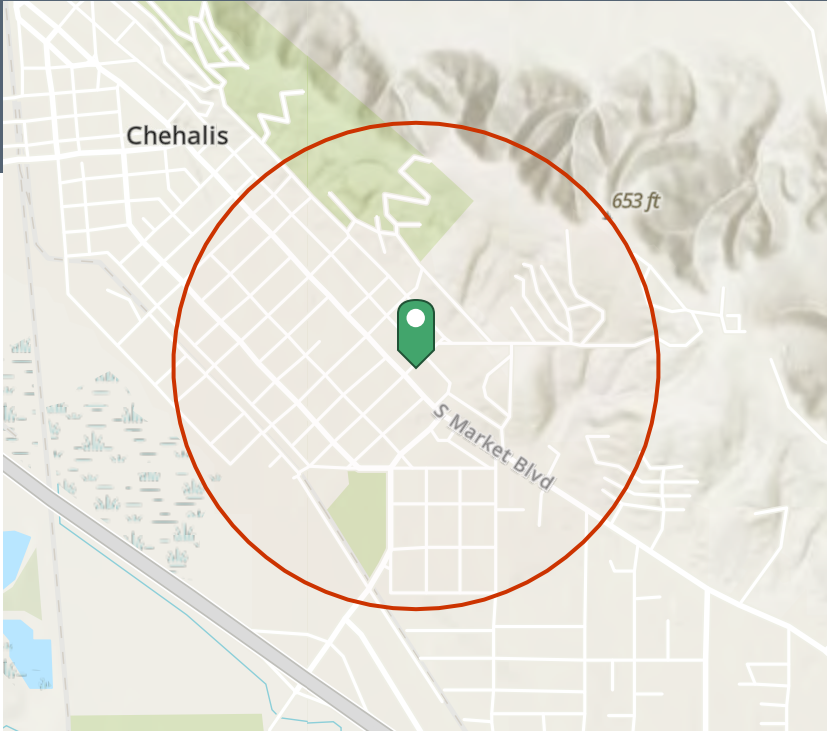
Total  
Employees

### 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

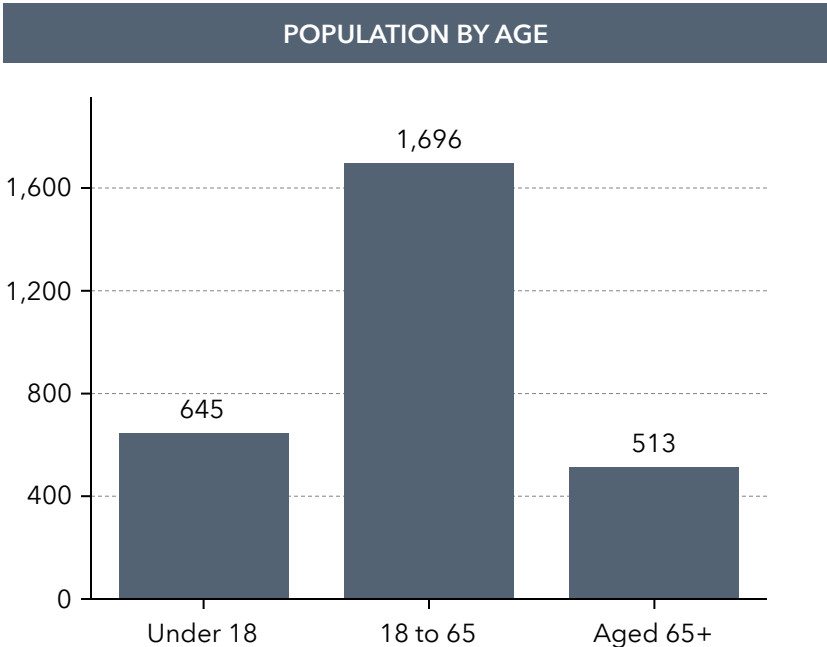
Total  
Businesses



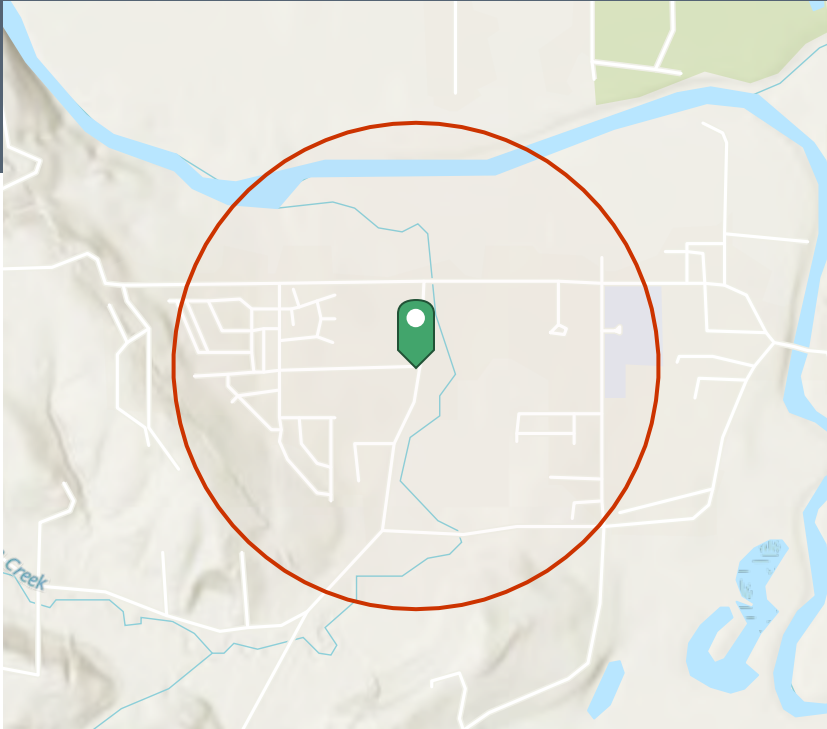
1,281

Total  
Employees

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

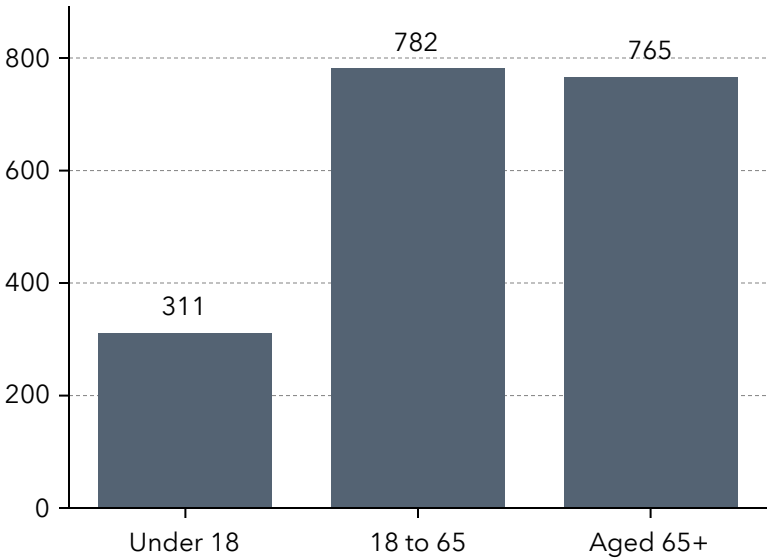
Total  
Businesses



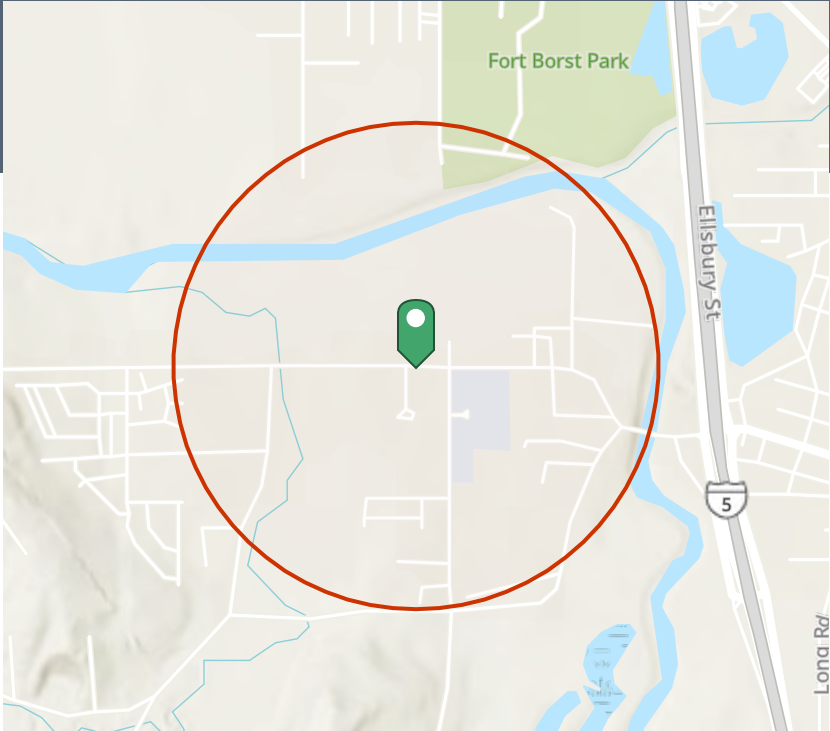
798

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

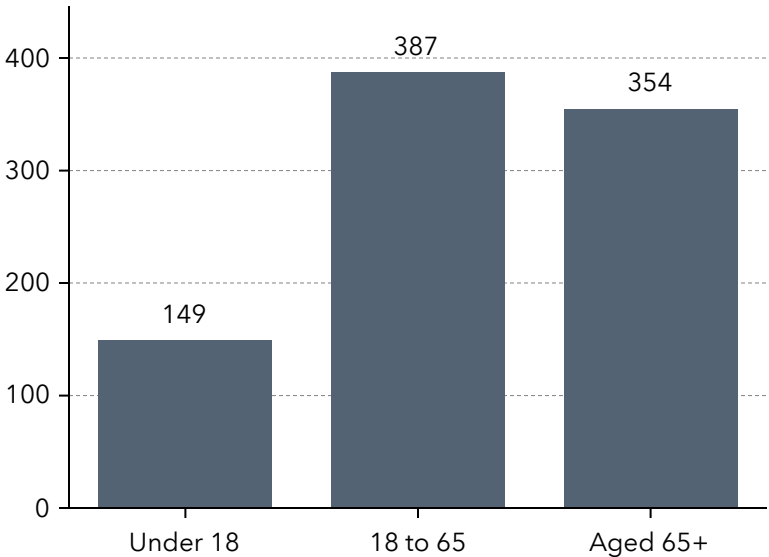
Total Businesses



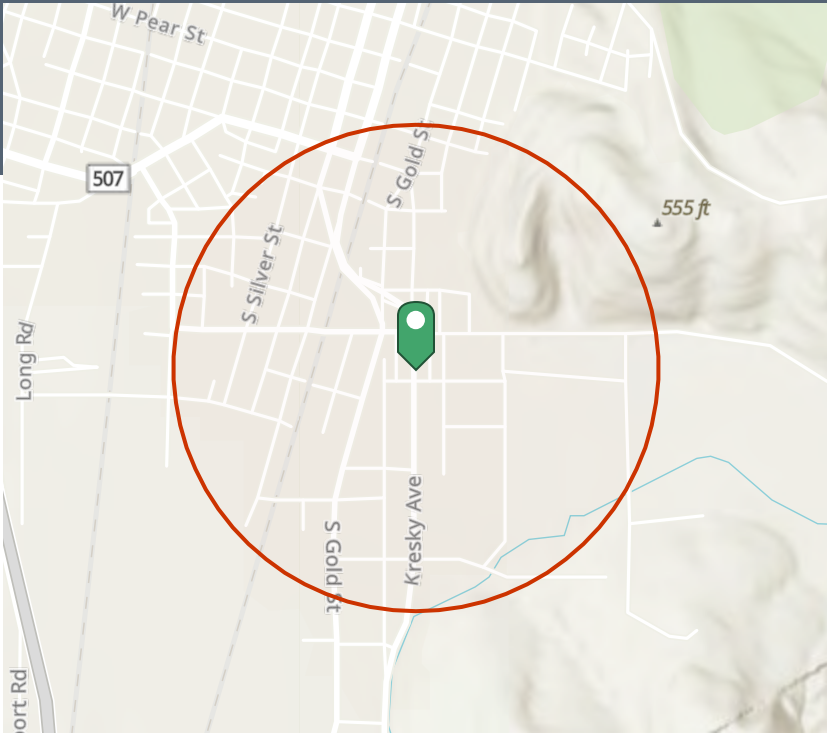
1,194

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

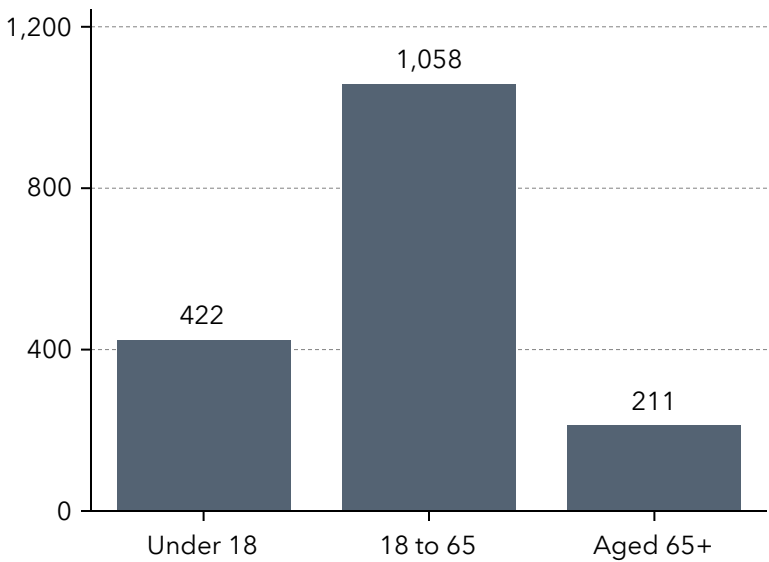
Total  
Businesses



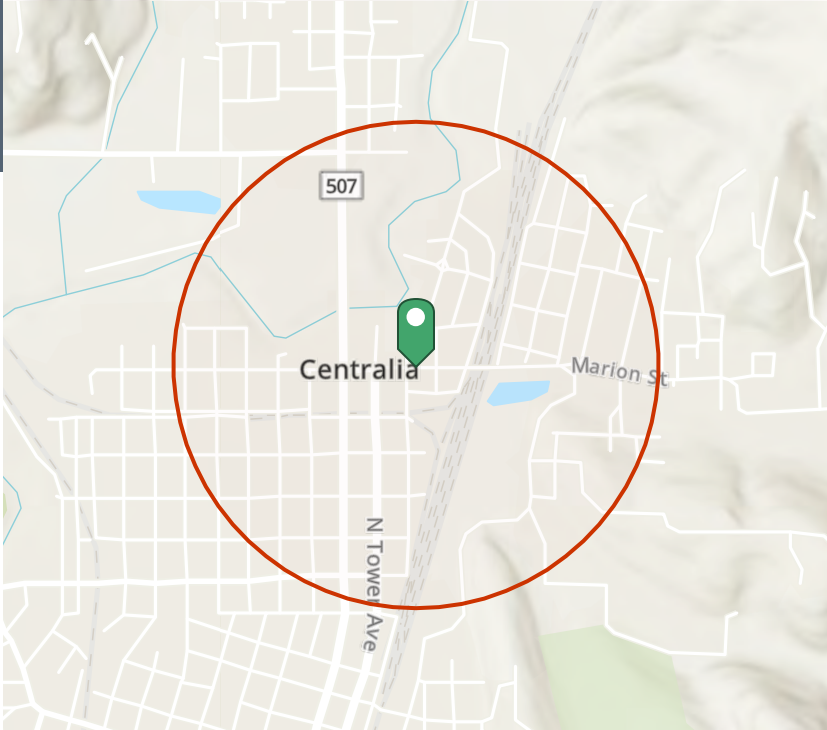
878

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



**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**

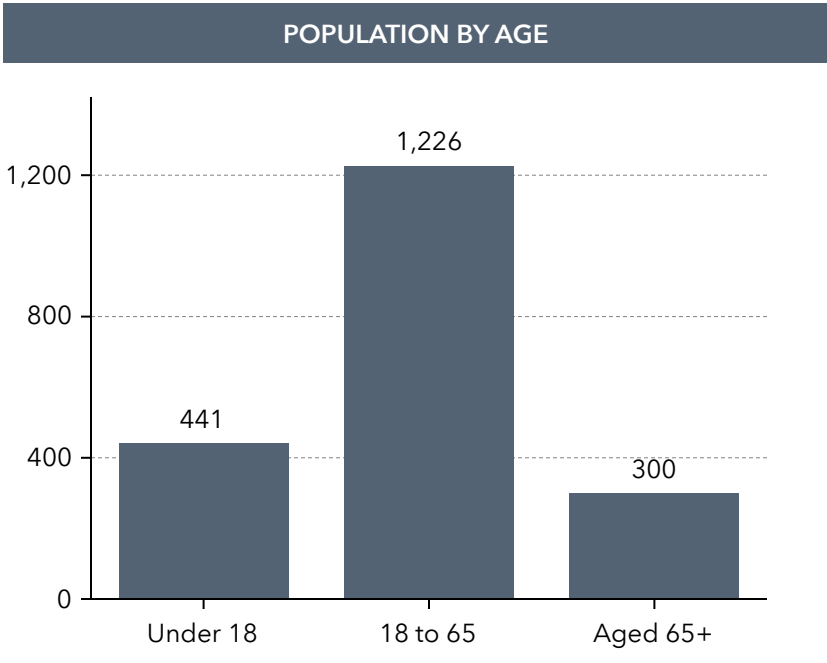
Total Businesses

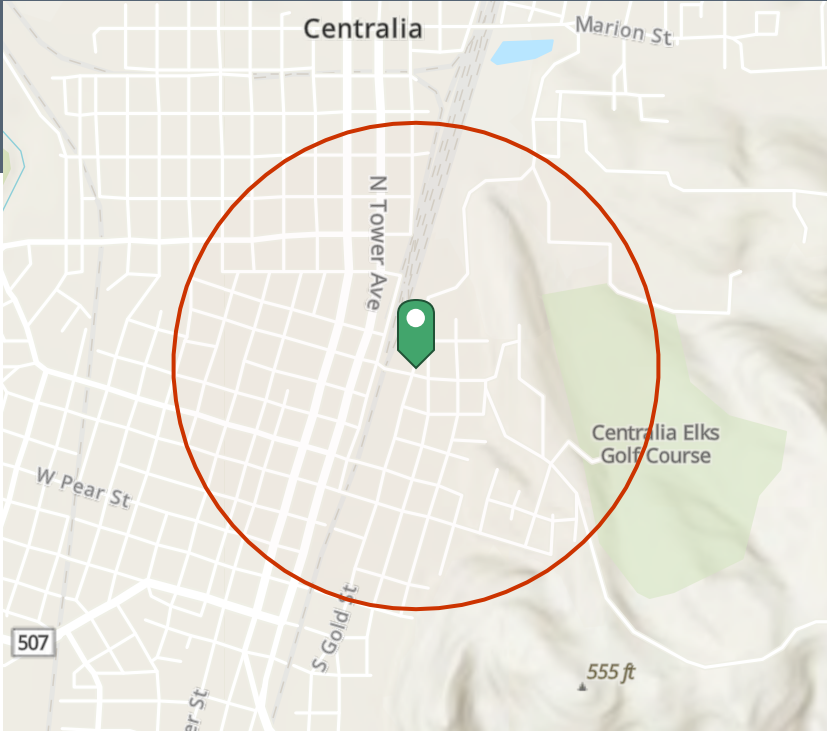


**359**

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

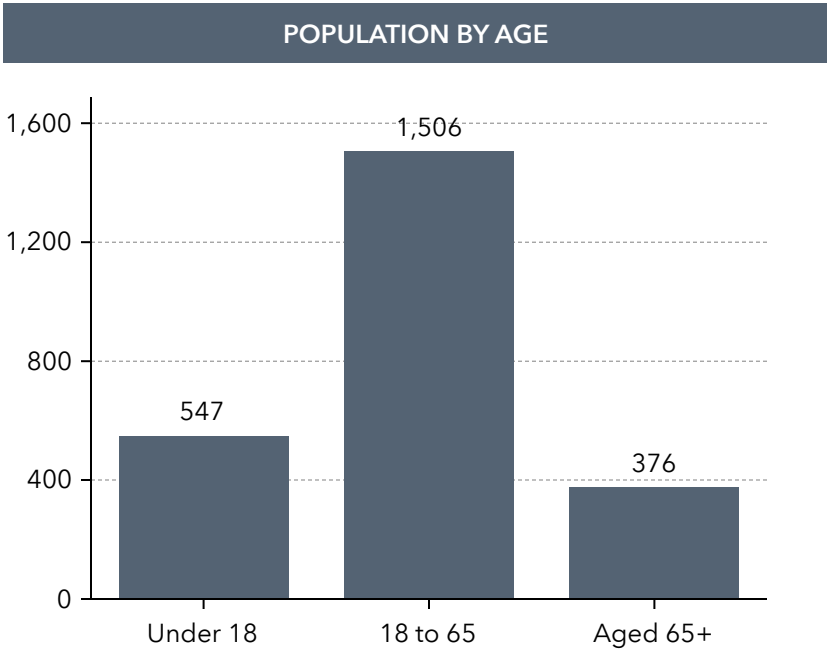
Total  
Businesses



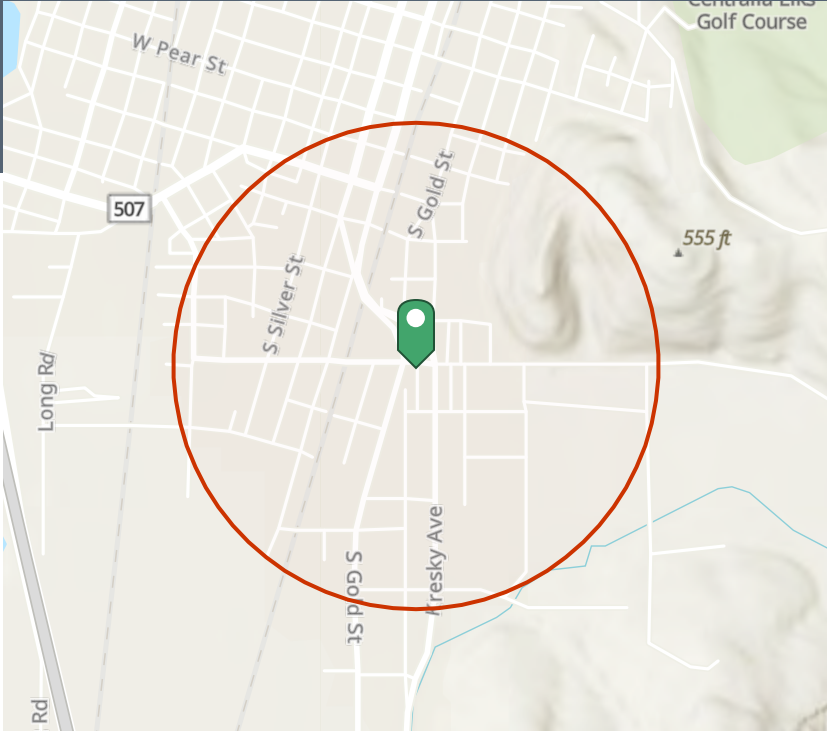
1,402

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

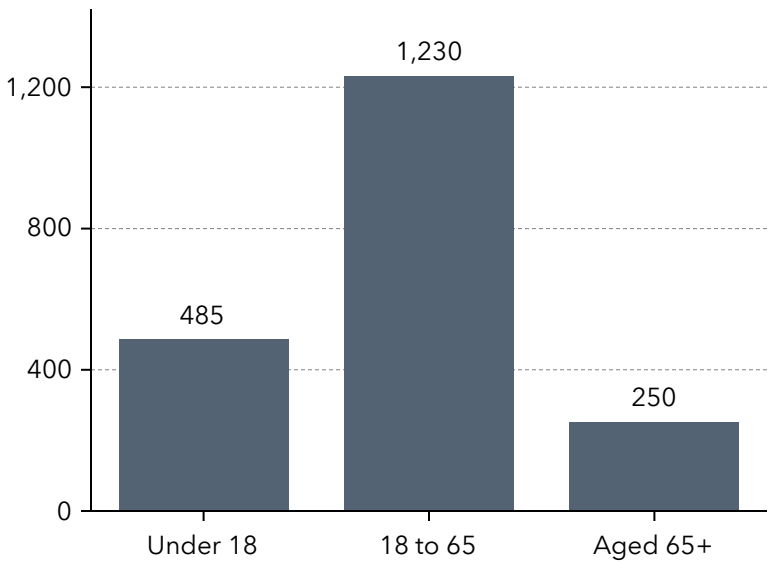
Total  
Businesses



834

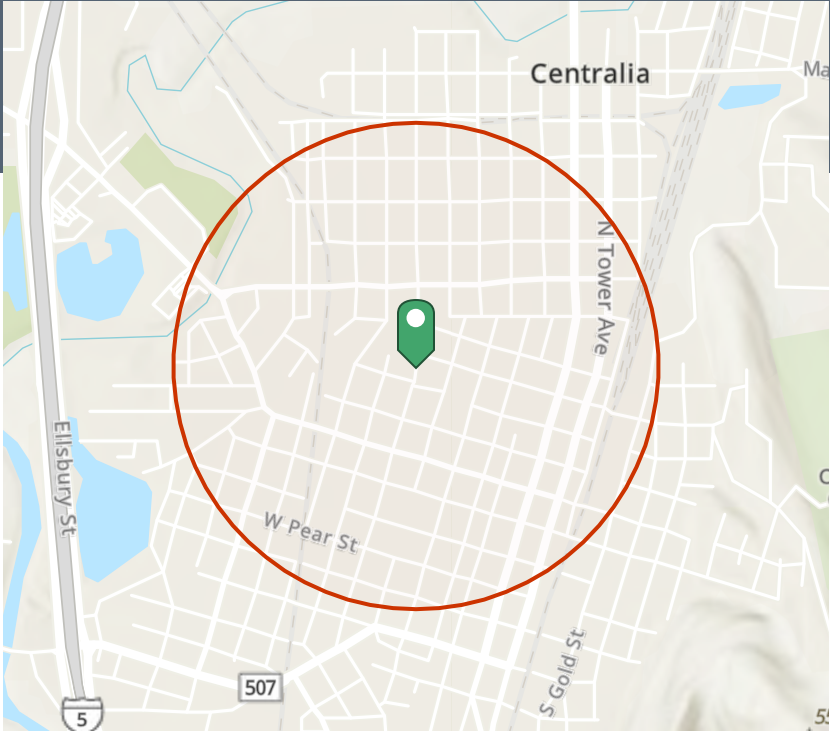
Total  
Employees

### 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

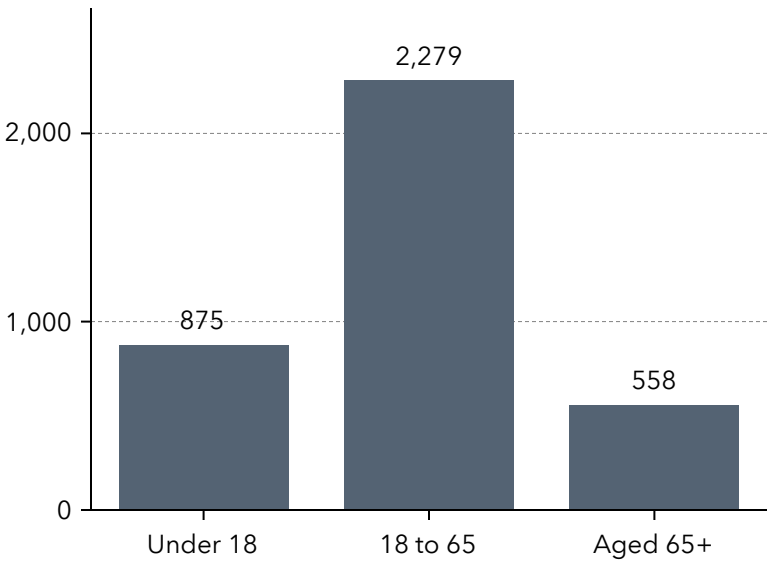
Total  
Businesses



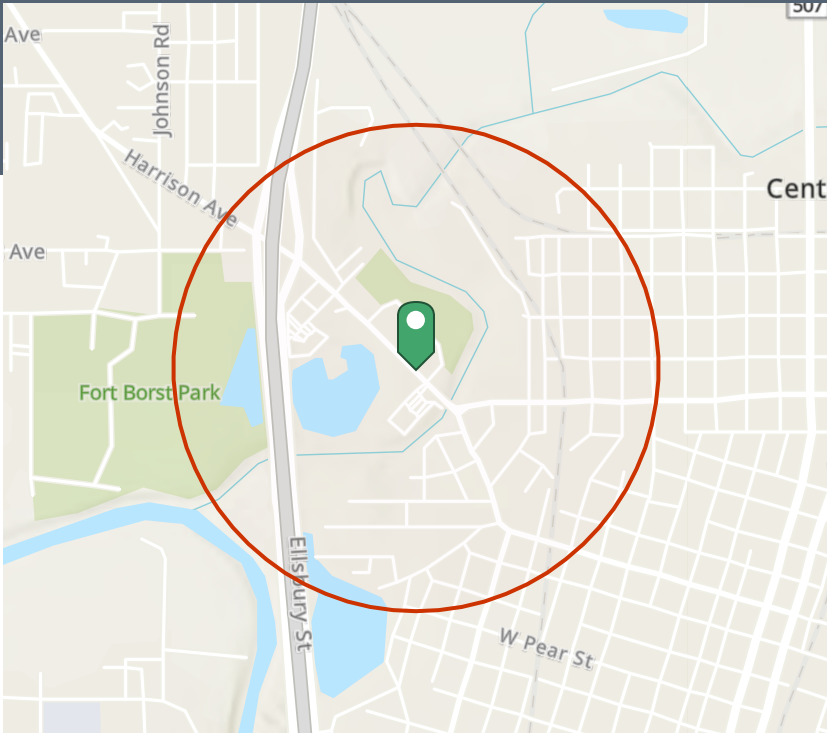
1,687

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

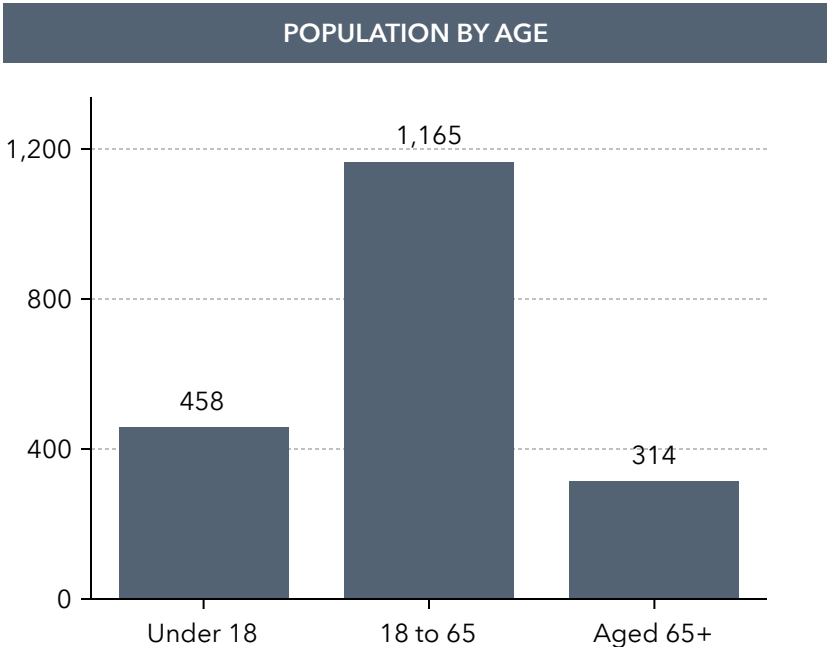
Total  
Businesses

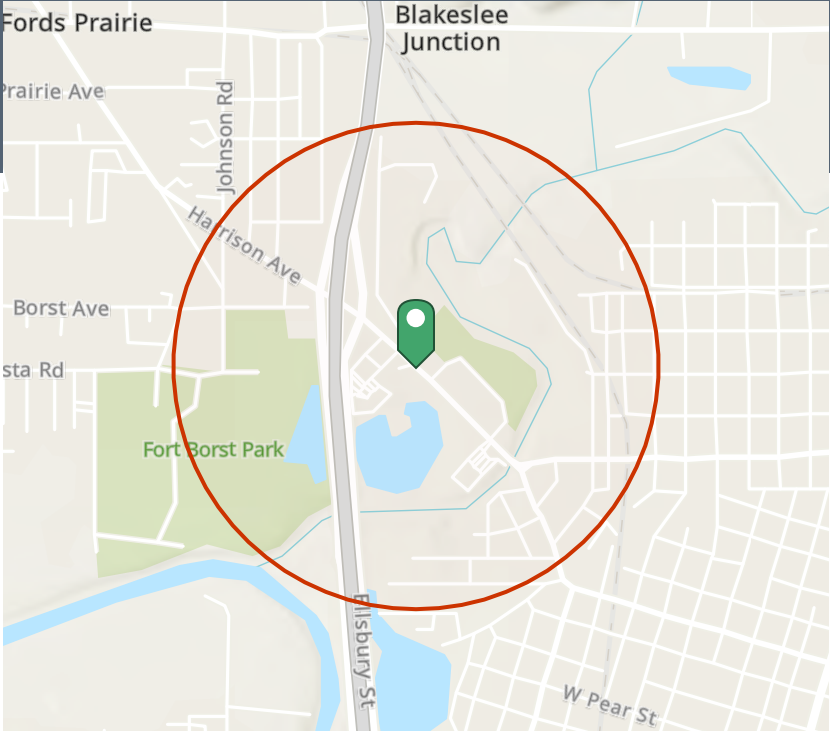


852

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

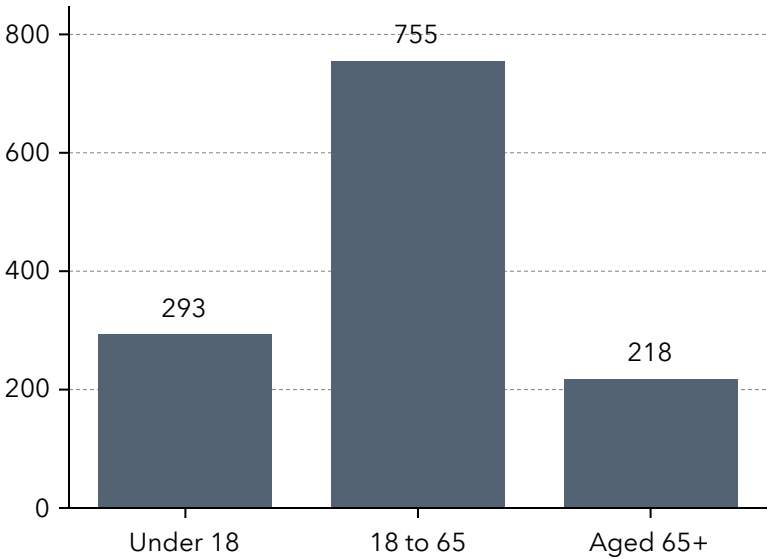
Population 65+



5

Households  
Without Vehicle

POPULATION BY AGE



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

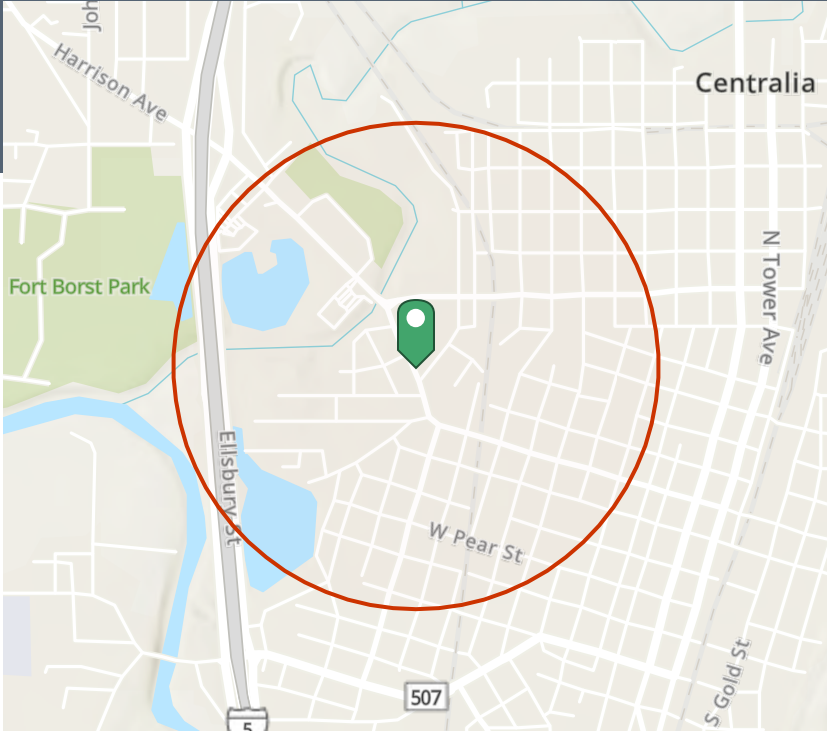
Total  
Businesses



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

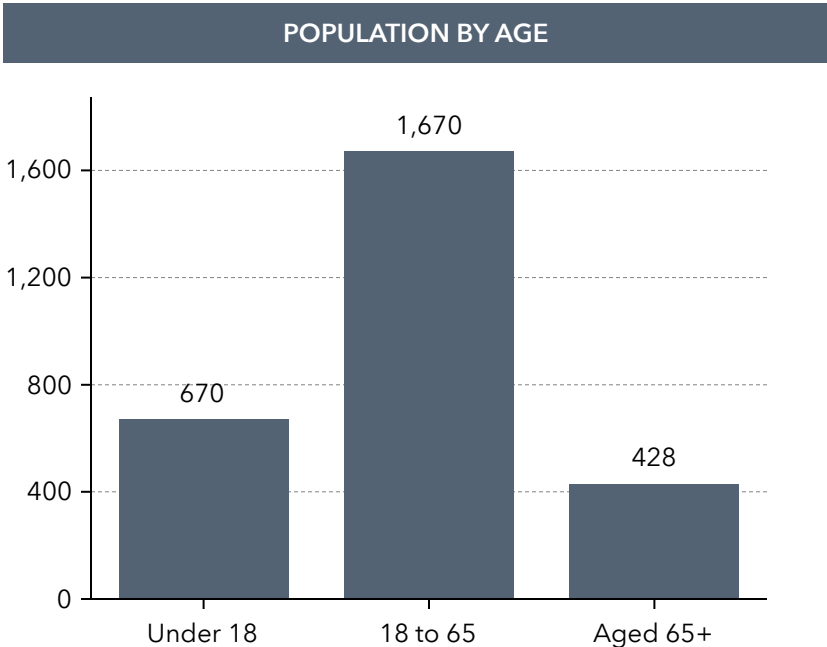
Total  
Businesses

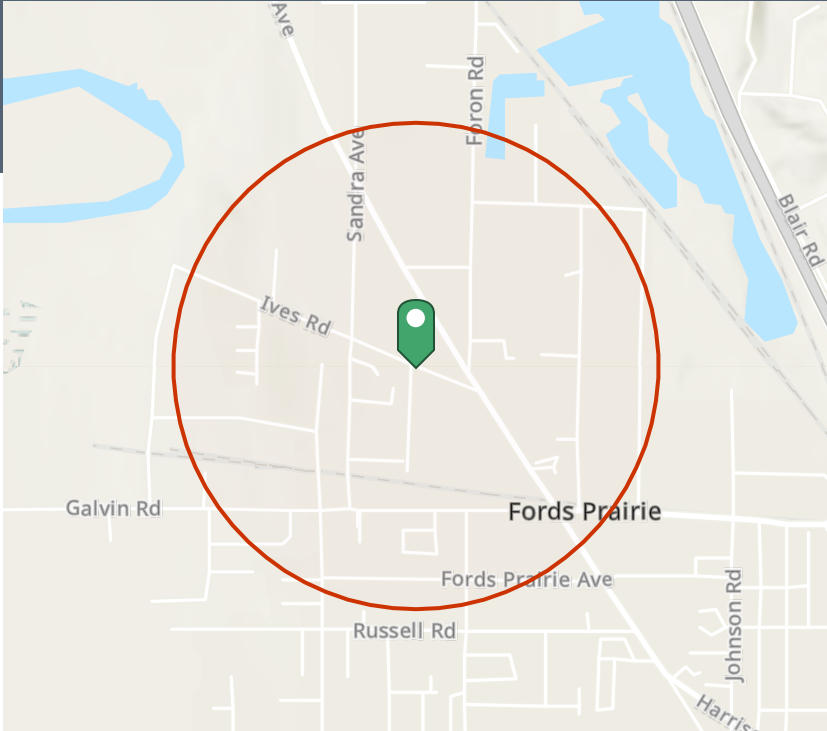


883

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

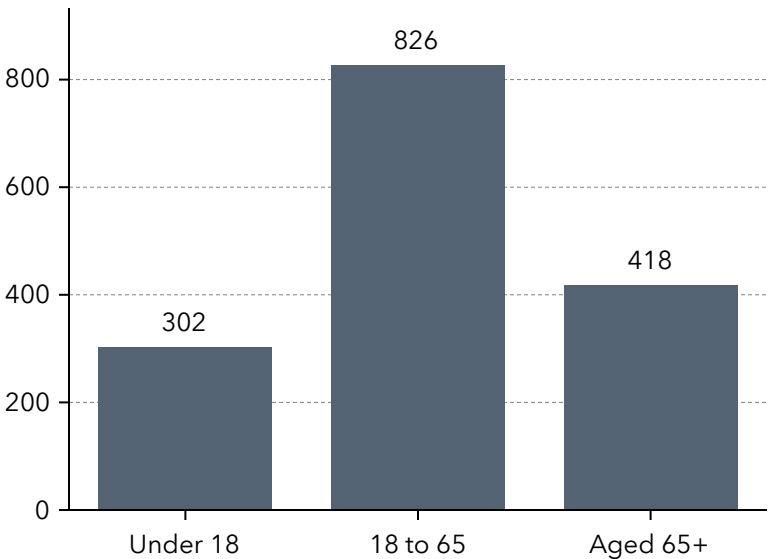
Total  
Businesses



622

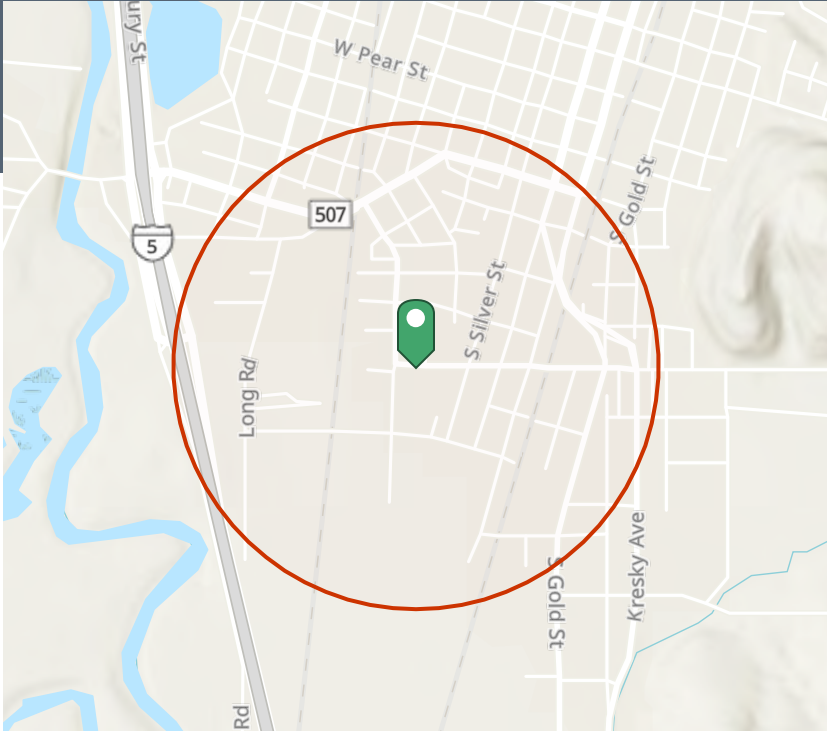
Total  
Employees

### 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





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

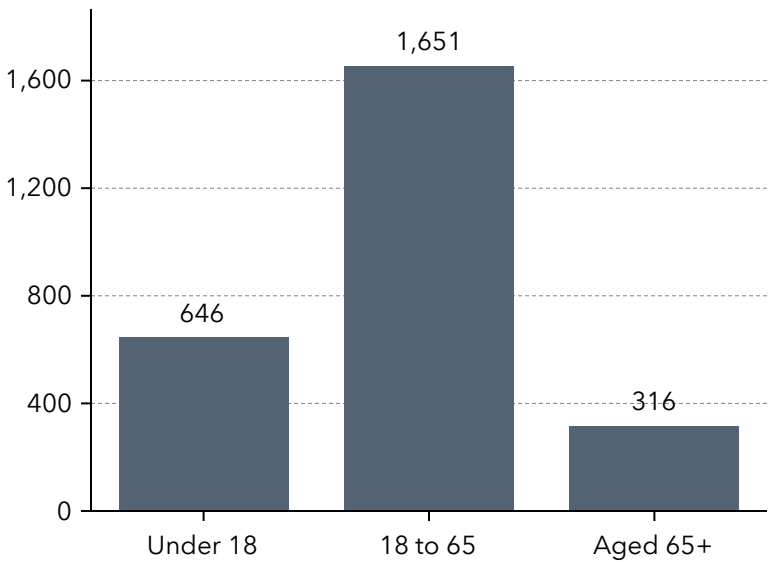
Total  
Businesses



543

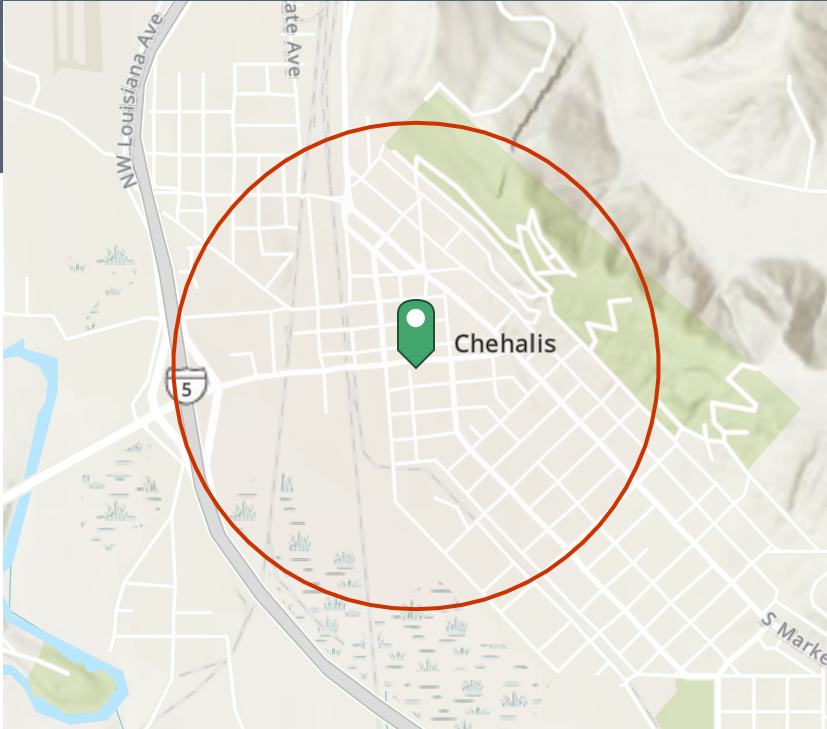
Total  
Employees

### POPULATION BY AGE



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

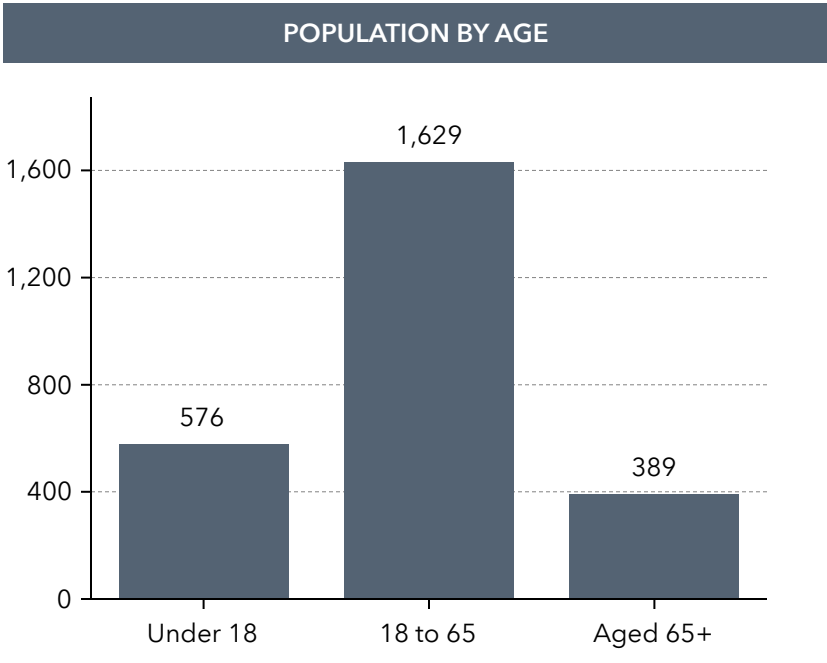
Total  
Businesses

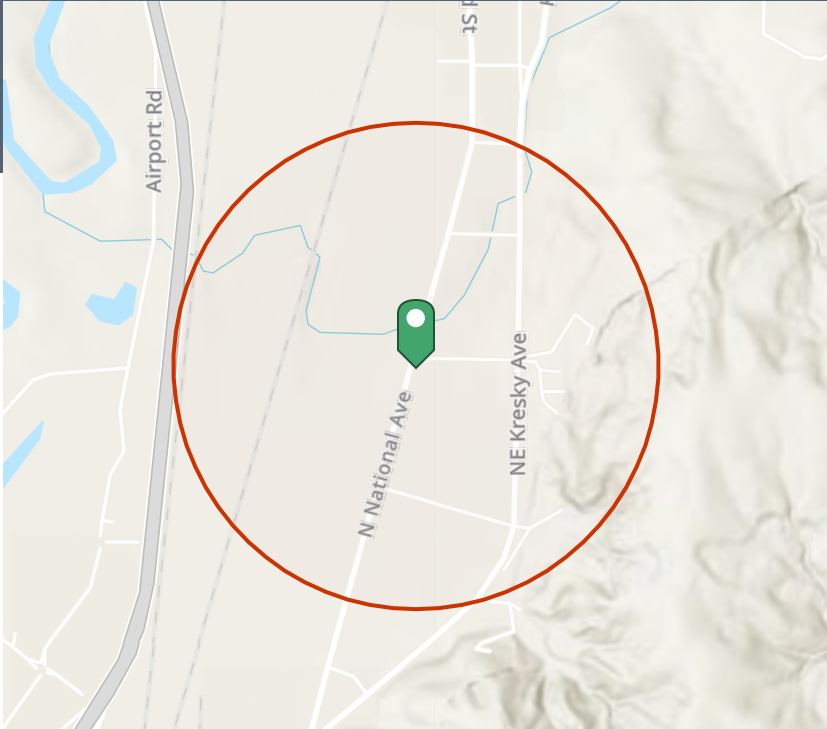


2,773

Total  
Employees

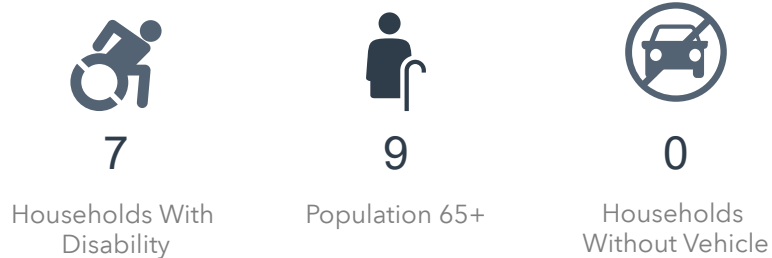
Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	268	1,484	418	2,170
Spanish	119	257	3	379
Spanish & English Well	119	184	3	306
Spanish & English Not Well	0	59	0	59
Spanish & No English	0	13	0	13
Indo-European	0	6	1	7
Indo-European & English Well	0	6	1	7
Indo-European & English Not Well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





<b>58</b>	<b>26</b>	<b>2.19</b>	<b>37.5</b>	<b>\$80,241</b>	<b>\$361,111</b>	<b>70</b>	<b>0</b>	<b>58</b>
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

### AT RISK POPULATION



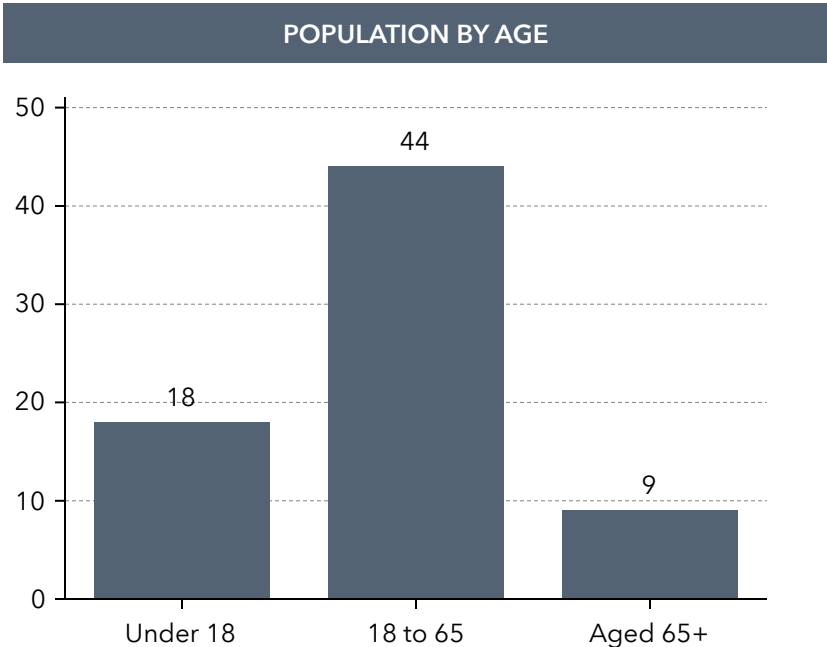
### POVERTY AND LANGUAGE

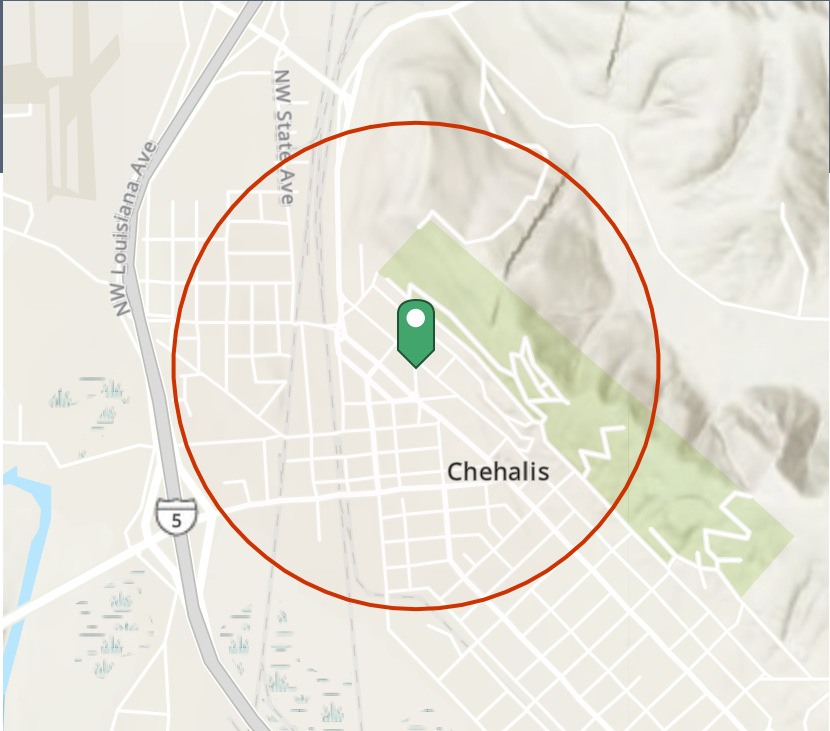


### POPULATION AND BUSINESSES



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

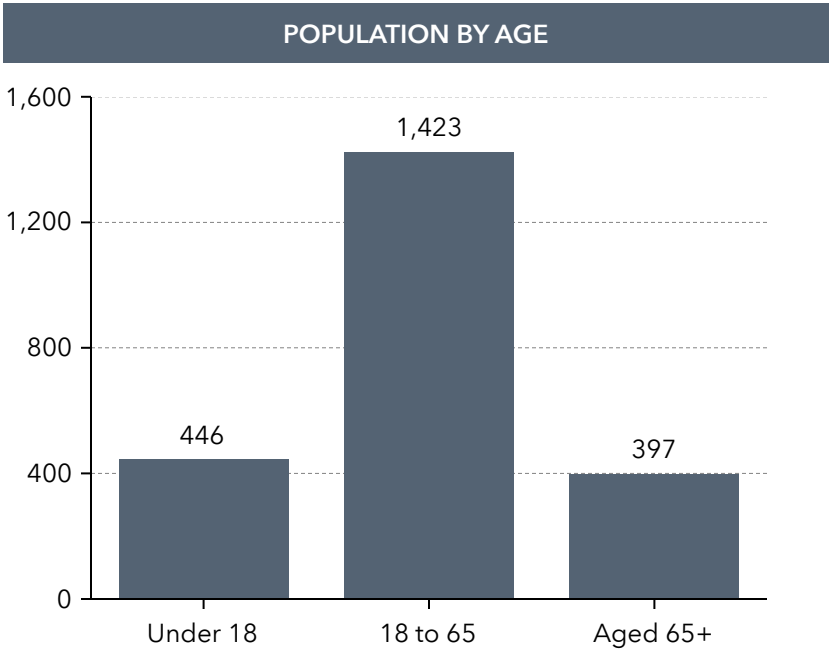
Total Businesses

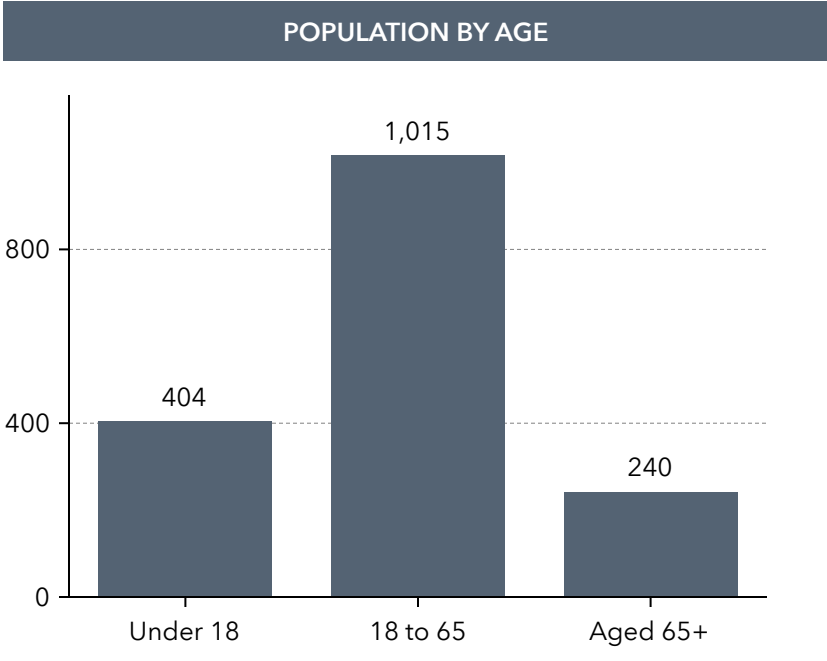
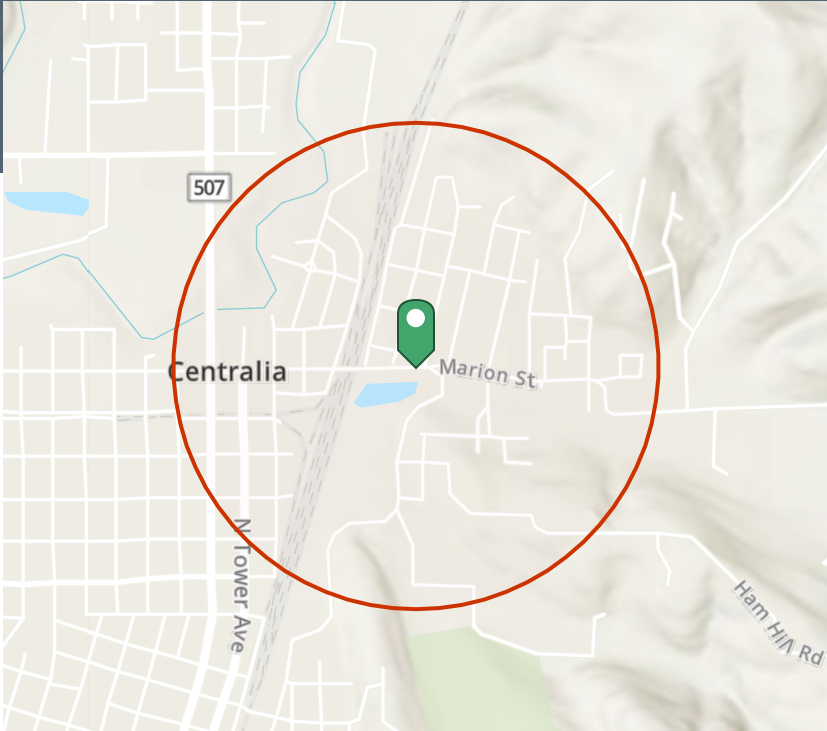


2,953

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





# Blue Route

## Marion & Oxford



Ring of 0.5 miles

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

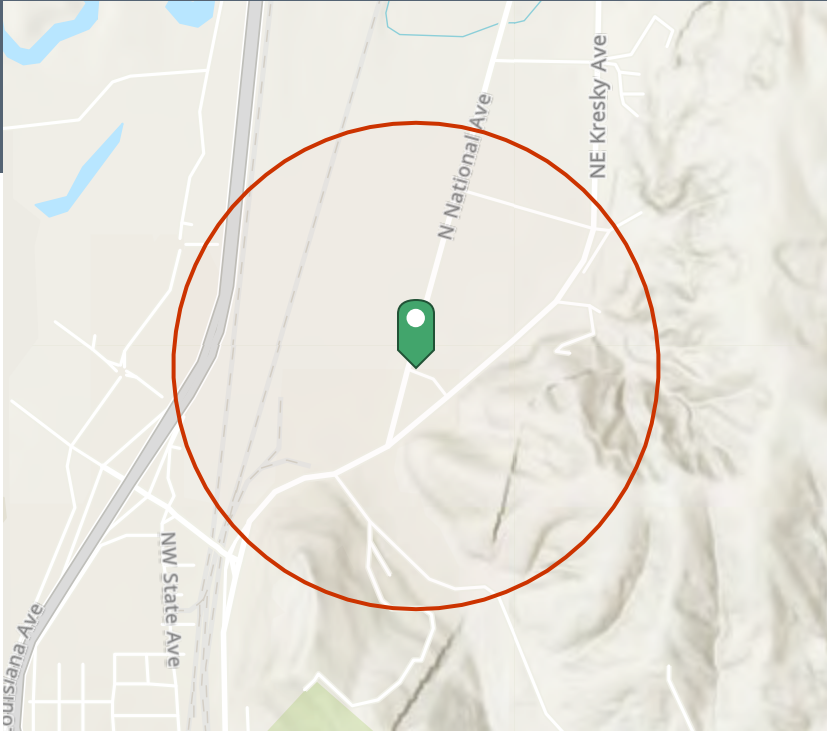
Total Businesses



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

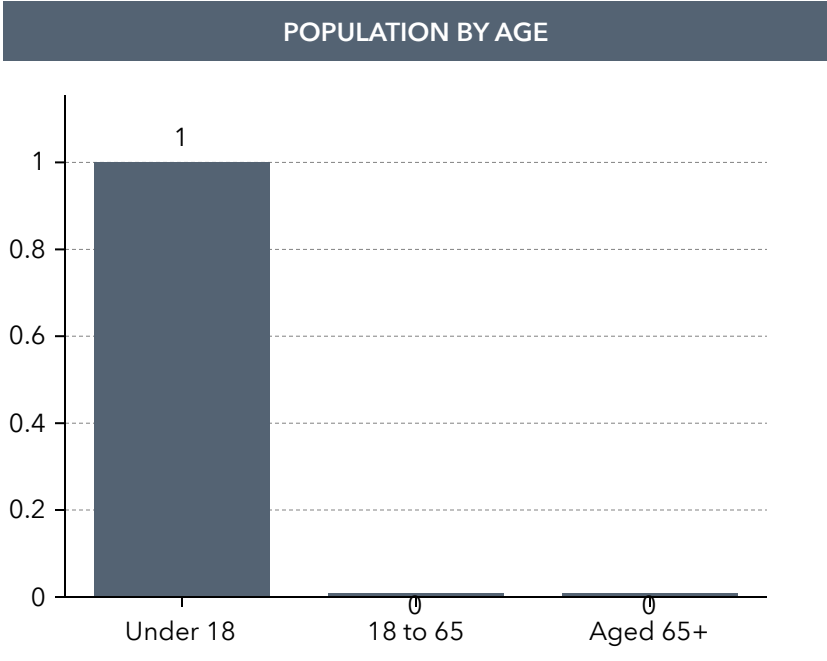


Ring of 0.5 miles

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

AT RISK POPULATION		
4	0	0
Households With Disability	Population 65+	Households Without Vehicle

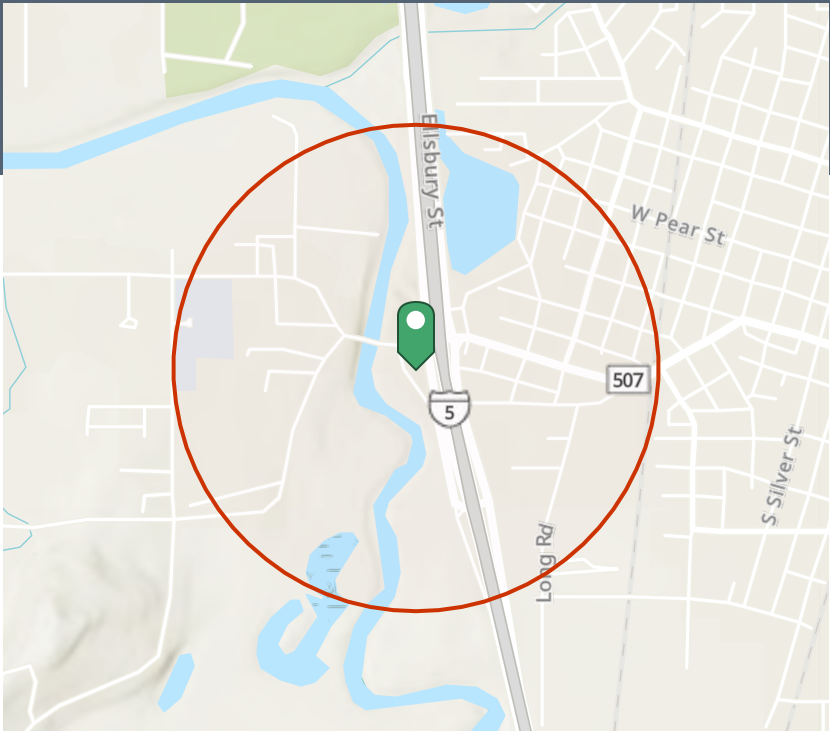
Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	12	17	3	32
Spanish	1	2	0	3
Spanish & English Well	1	2	0	3
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	0	0	0	0
Indo-European & English Well	0	0	0	0
Indo-European & English Not Well	0	0	0	0
Indo-European &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



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		
394	67	484
Daytime Population	Total Businesses	Total Employees





**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**

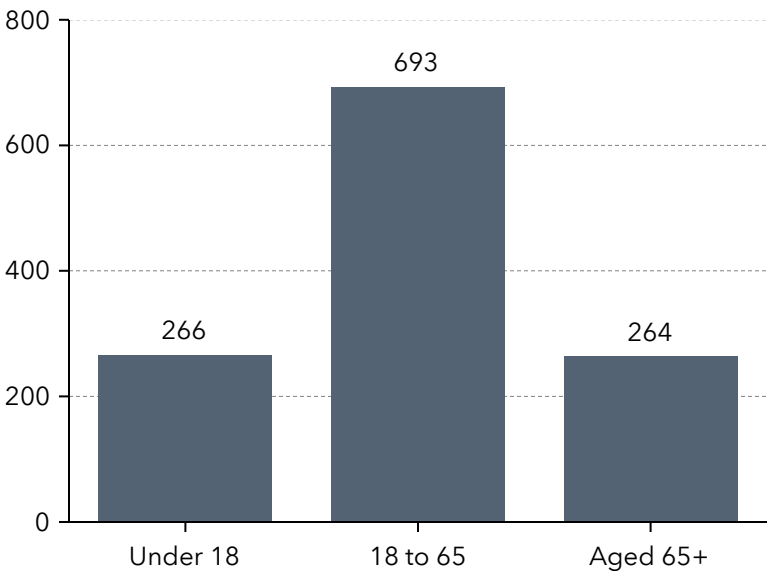
Total Businesses



**896**

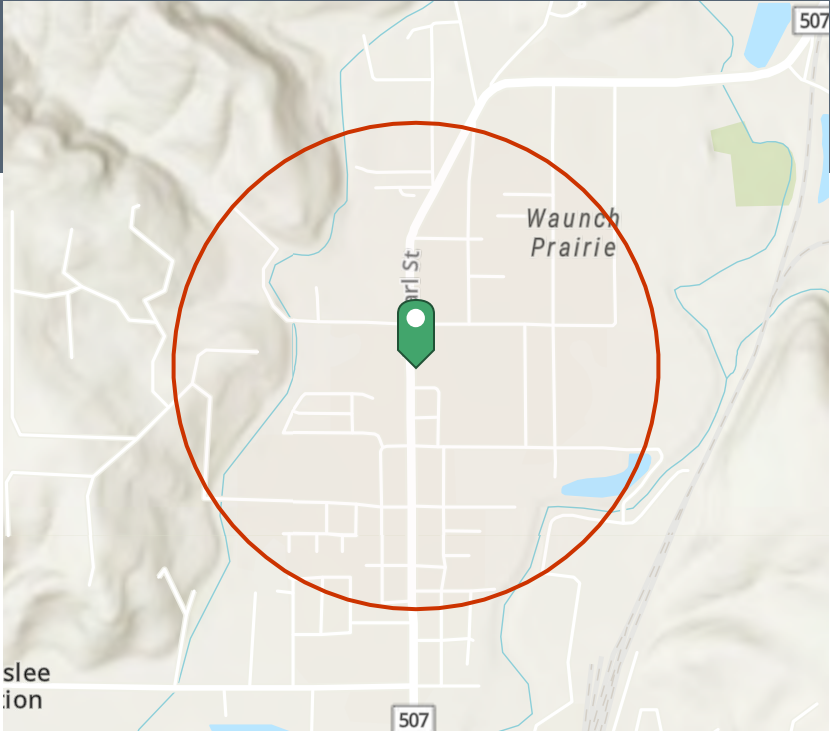
Total Employees

### POPULATION BY AGE



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

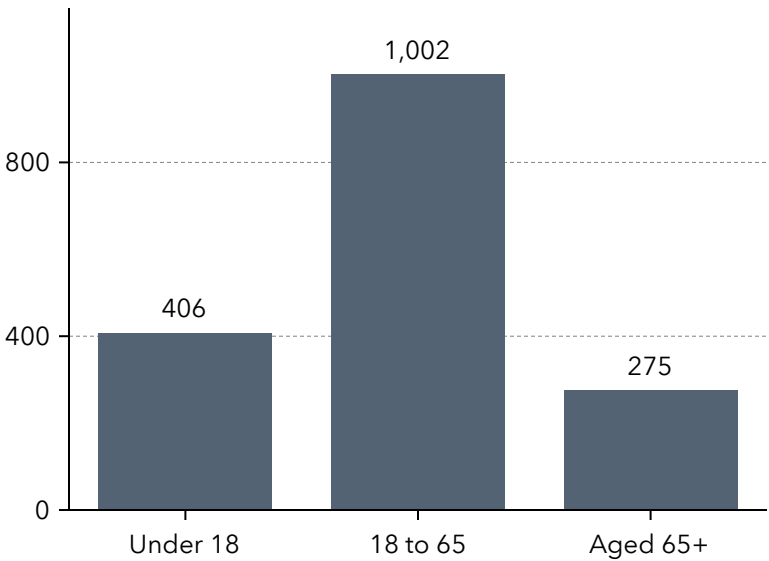
Total  
Businesses



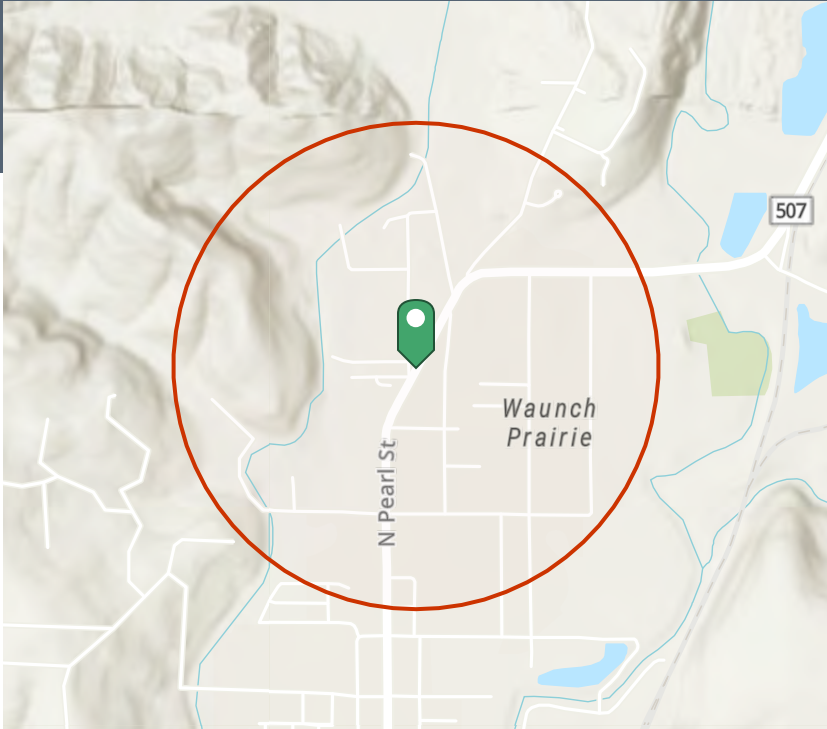
129

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



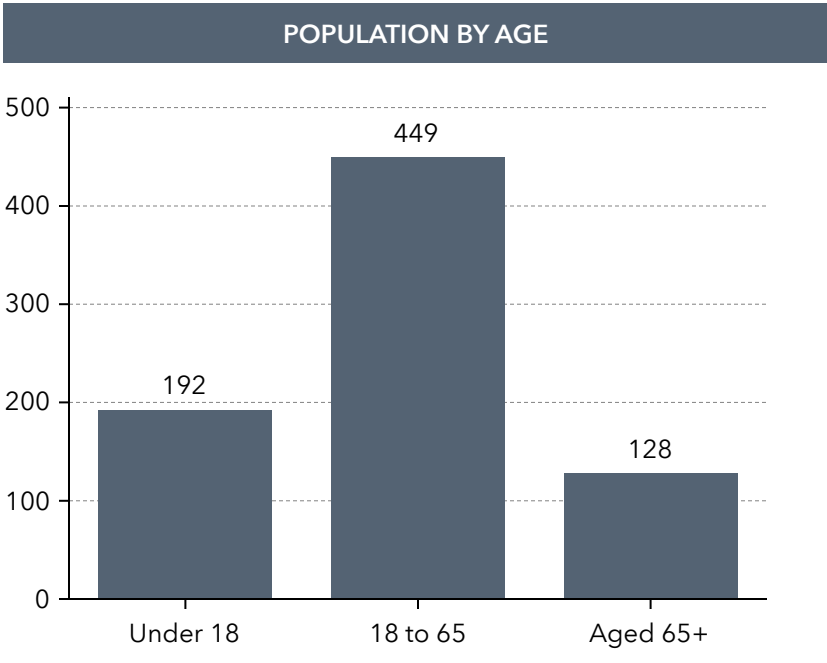
11

Total Businesses

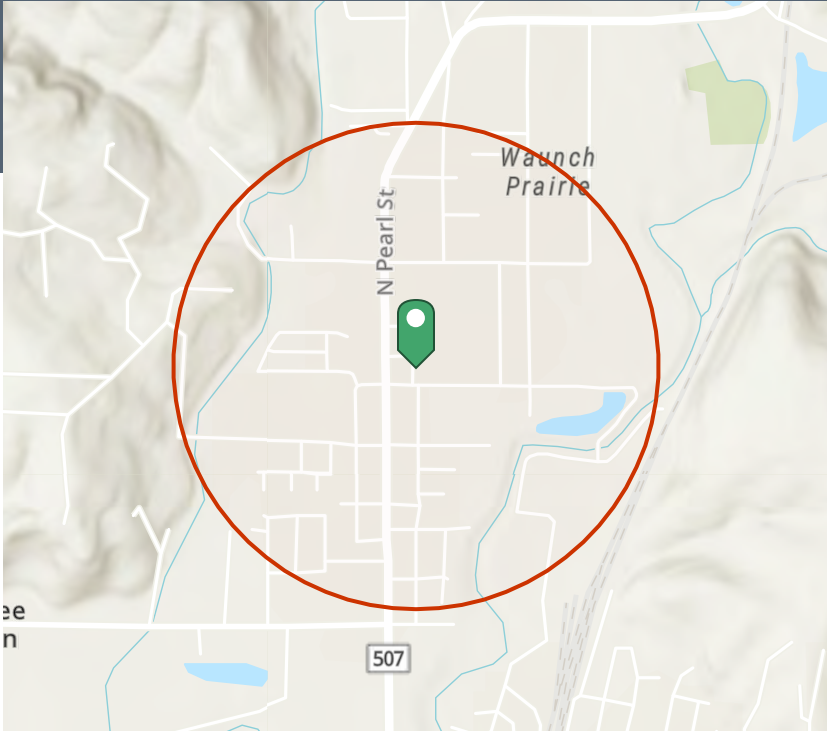


102

Total Employees



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

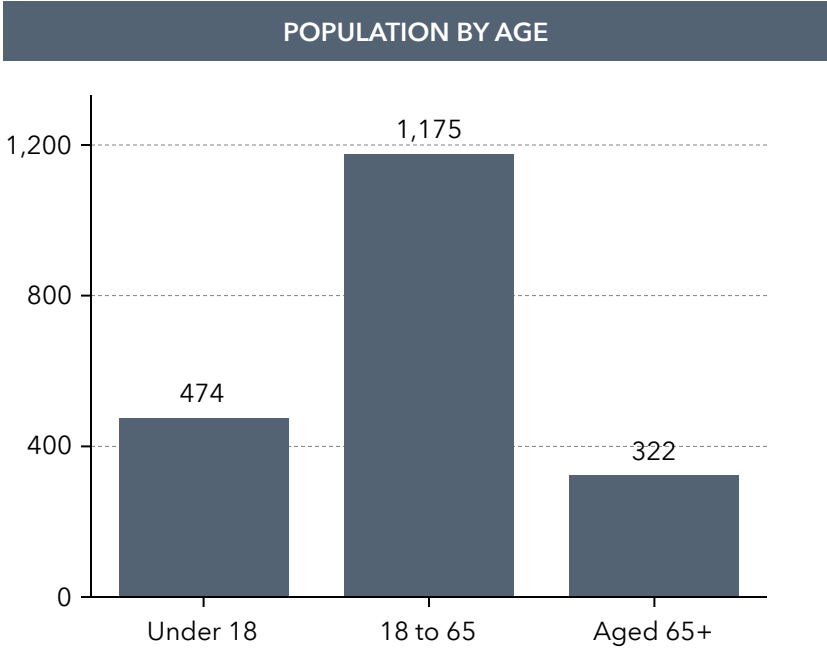
Total Businesses

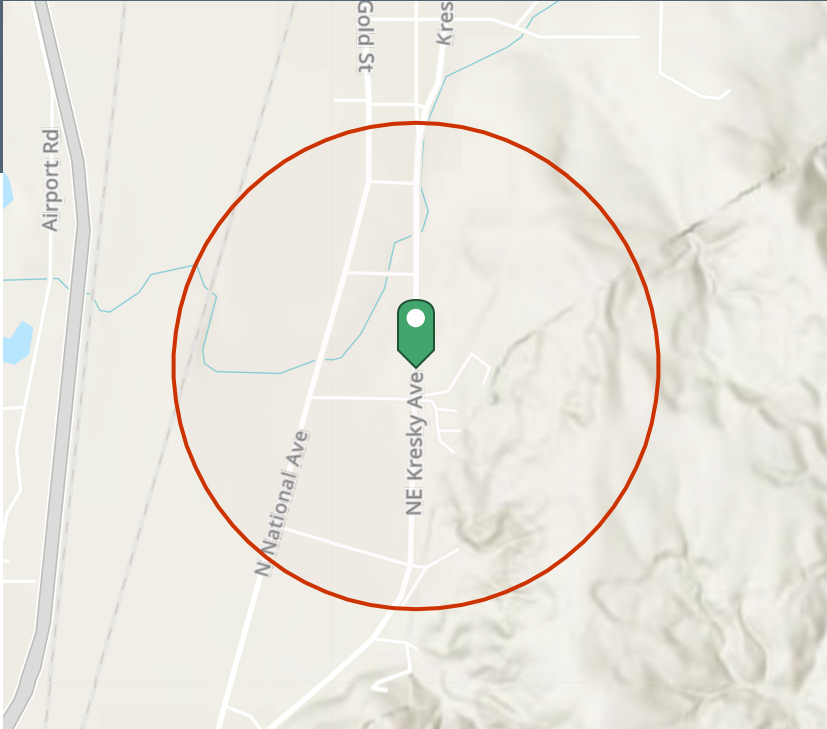


185

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

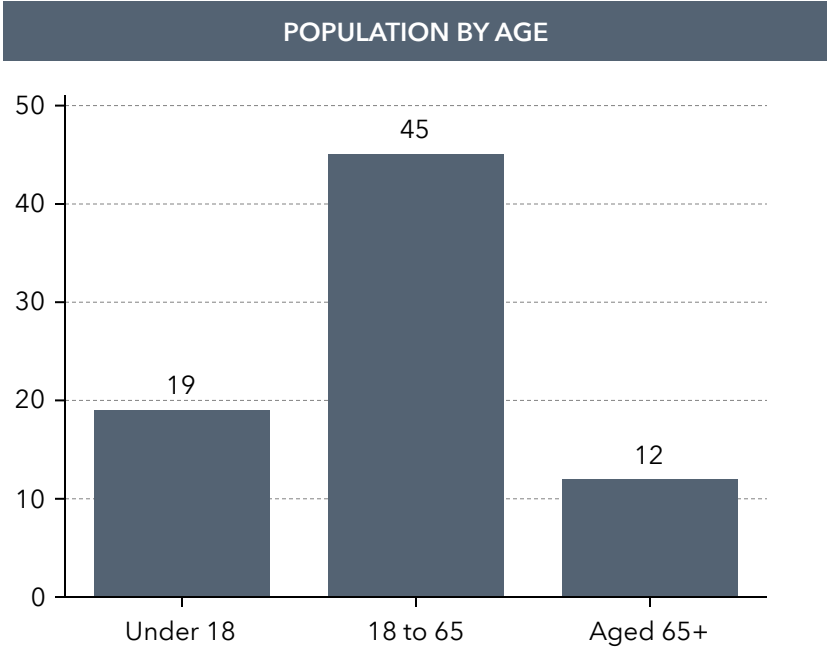
Households With Disability

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

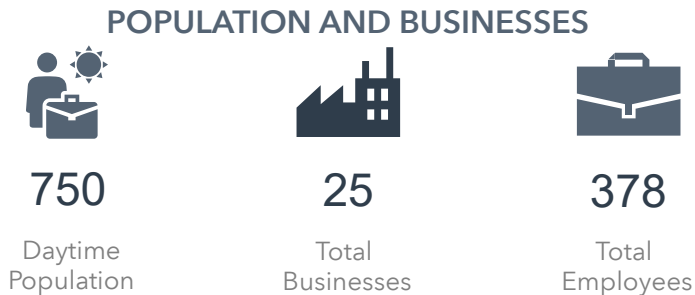
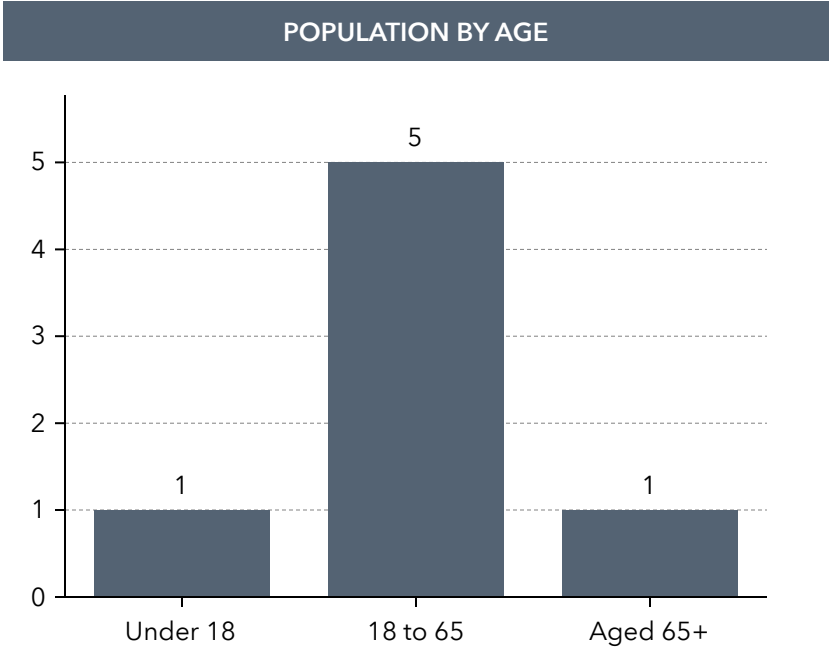
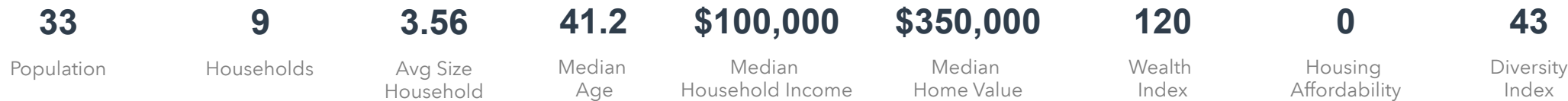
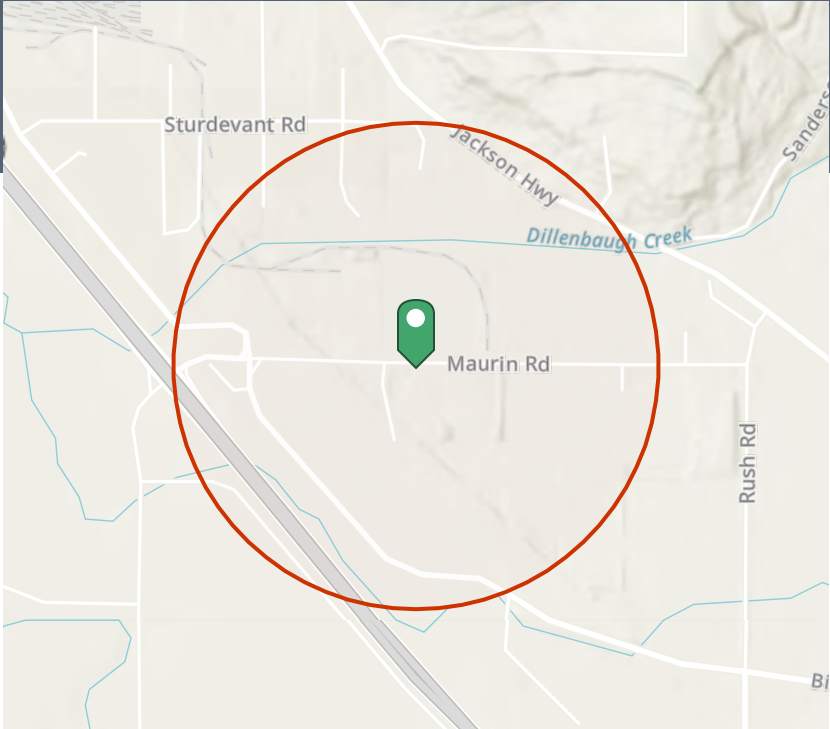
74

Total Businesses

519

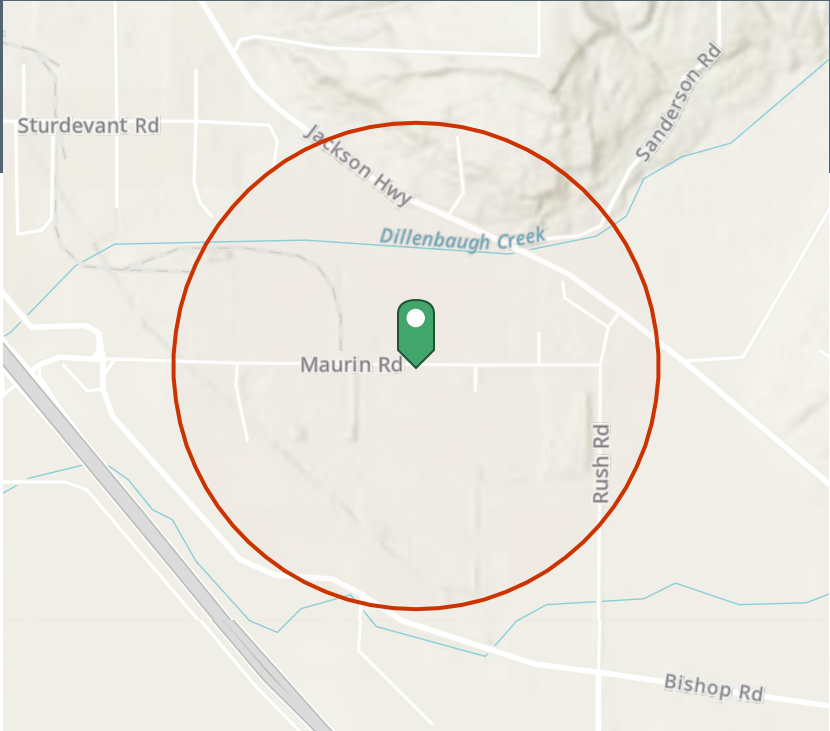
Total Employees

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



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

Population

30

Households

2.47

Avg Size  
Household

39.6

Median  
Age

\$75,000

Median  
Household Income

\$344,444

Median  
Home Value

84

Wealth  
Index

0

Housing  
Affordability

52

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



589

Daytime  
Population



19

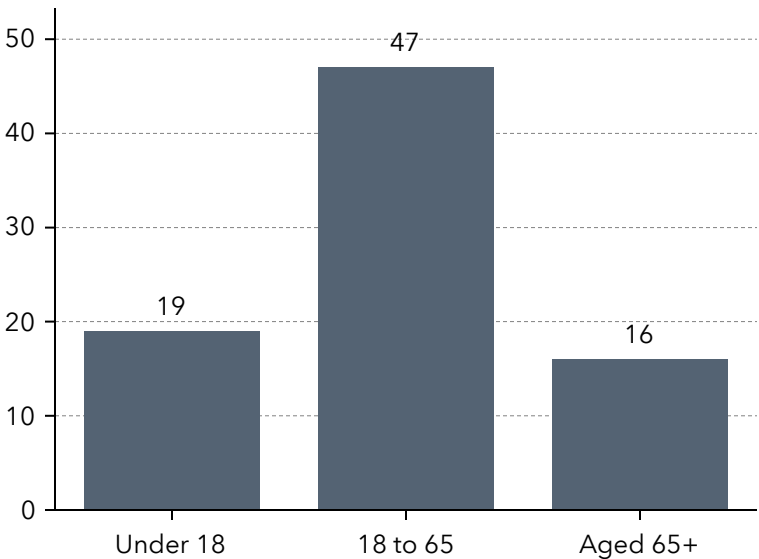
Total  
Businesses



270

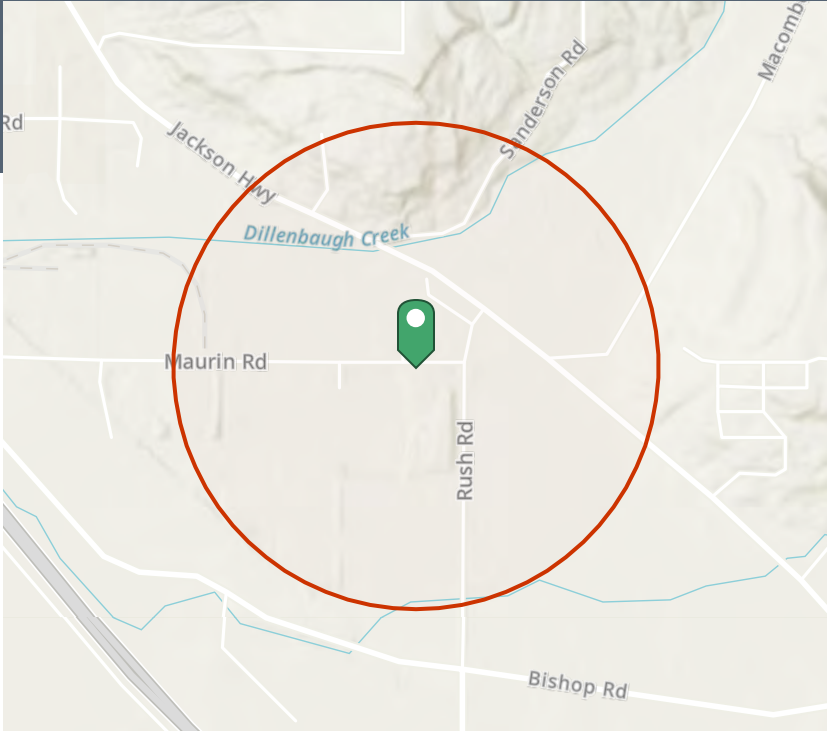
Total  
Employees

### POPULATION BY AGE



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

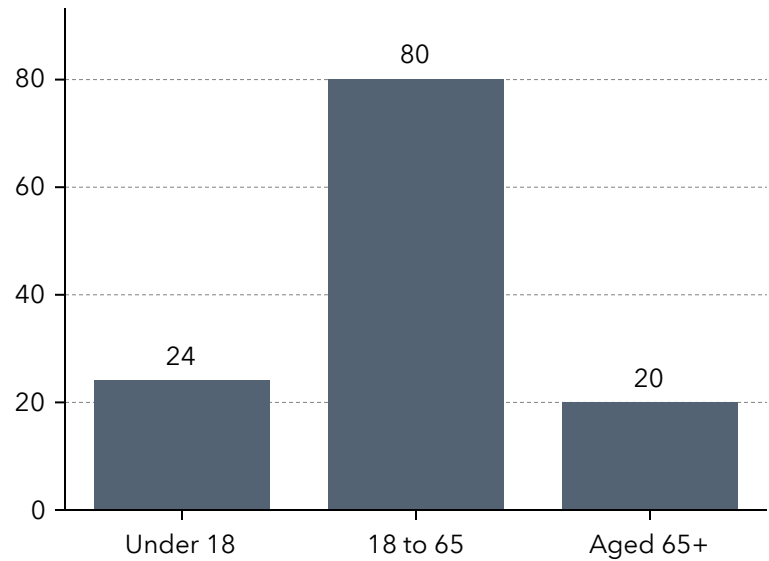
Total  
Businesses



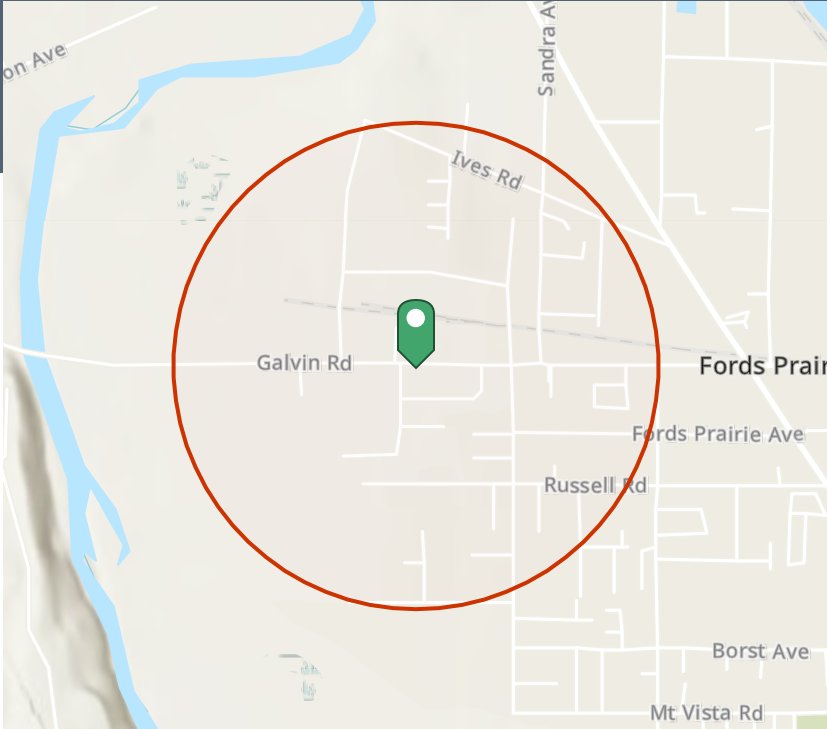
276

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

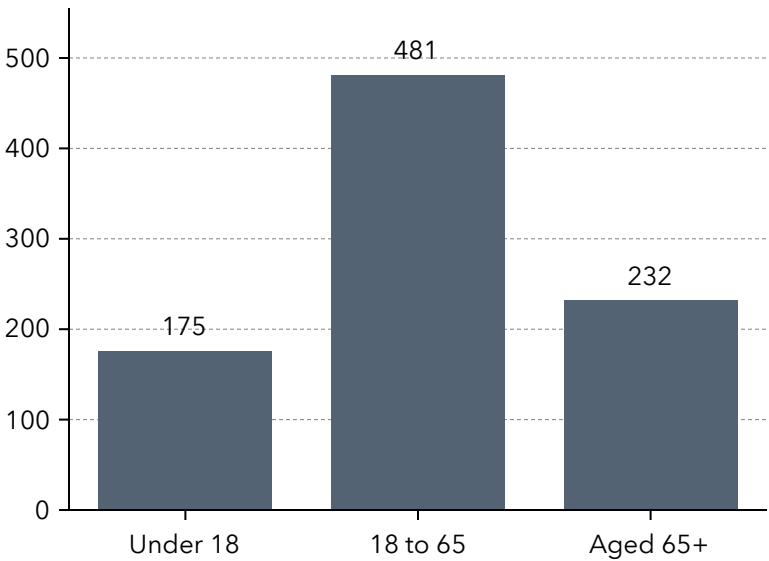
Total Businesses



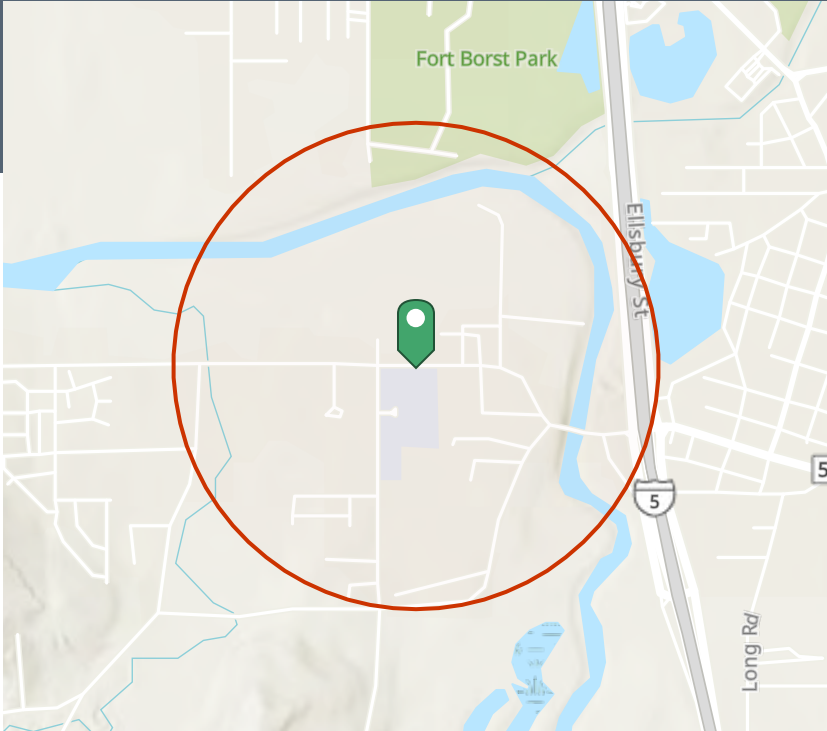
418

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

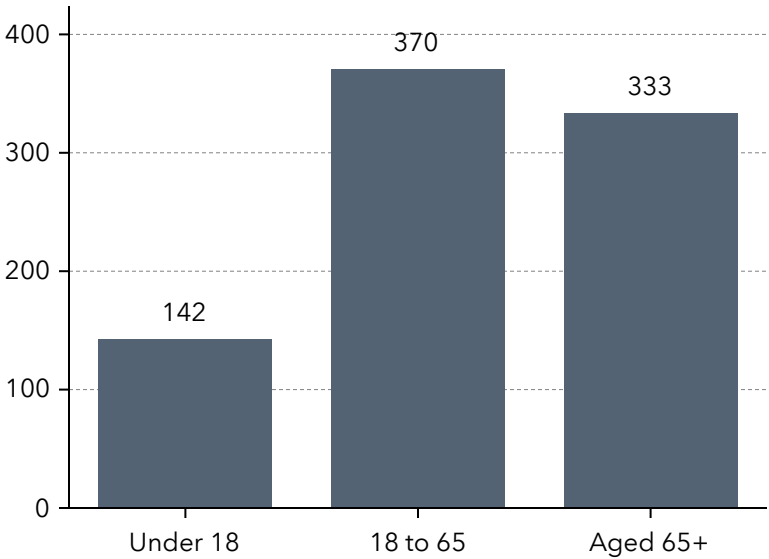
Total Businesses



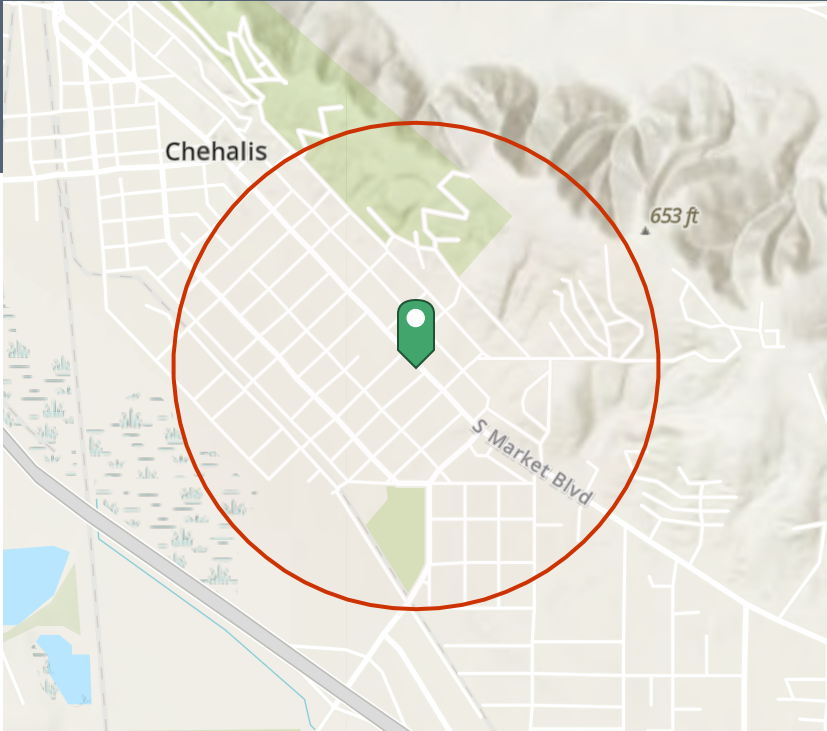
1,178

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

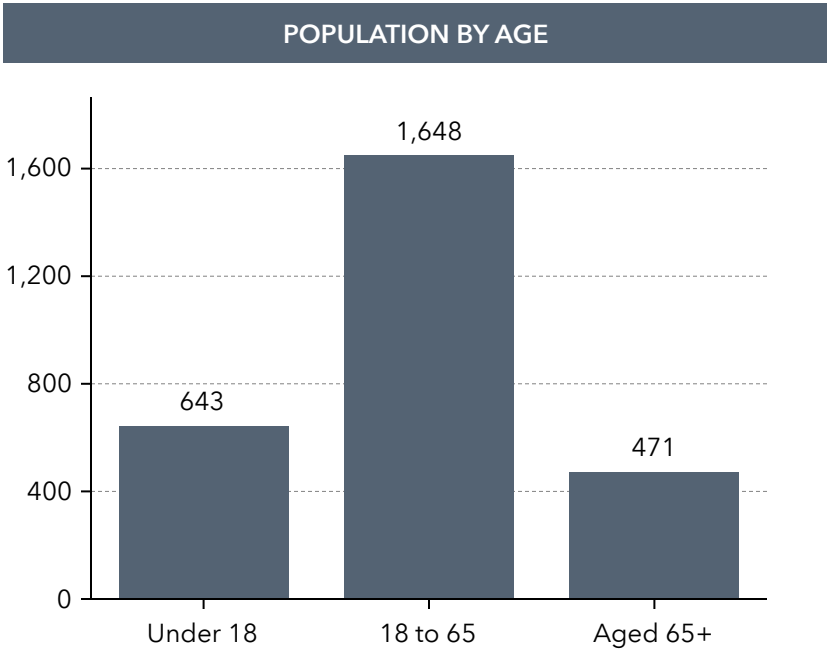
Total  
Businesses

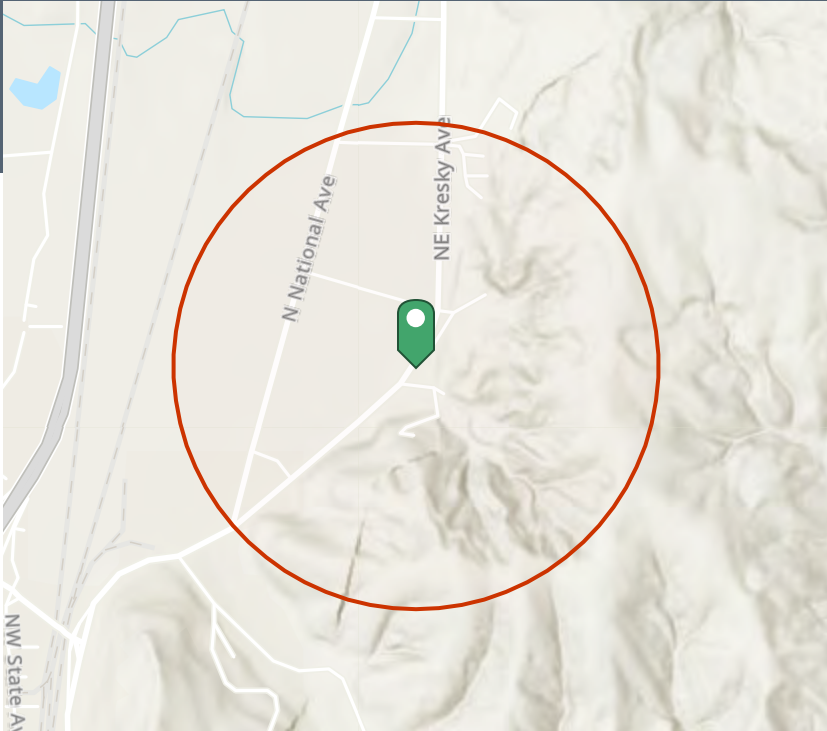


1,145

Total  
Employees

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





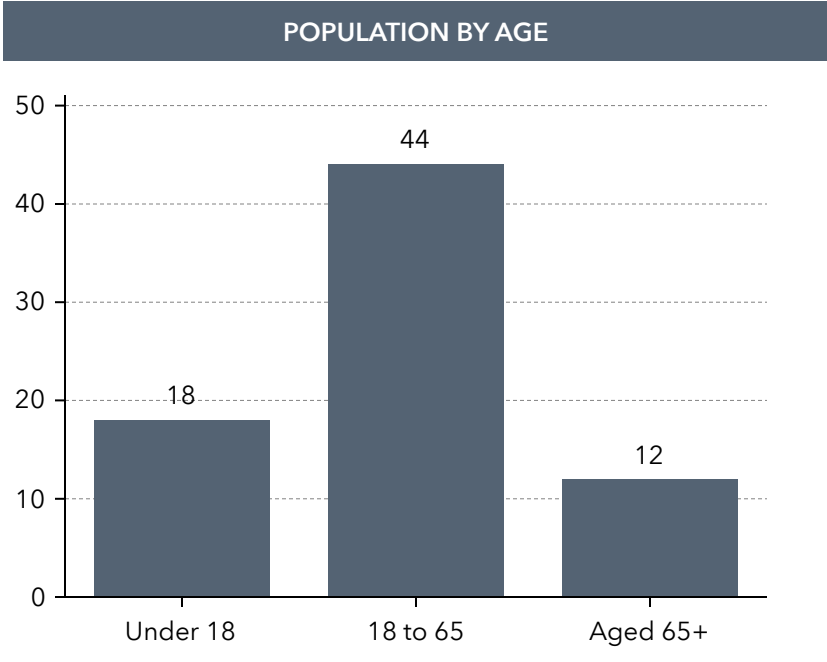
# Blue Route Public Works



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

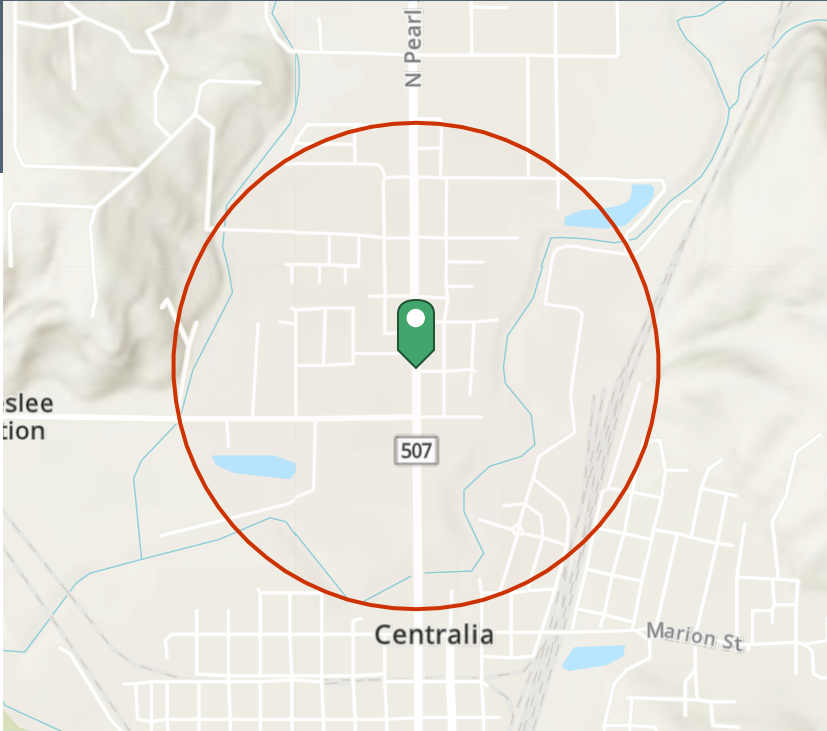


POVERTY AND LANGUAGE		
0%	0	0
Households Below the Poverty Level	Households Below the Poverty Level	Pop 65+ Speak Spanish & No English

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

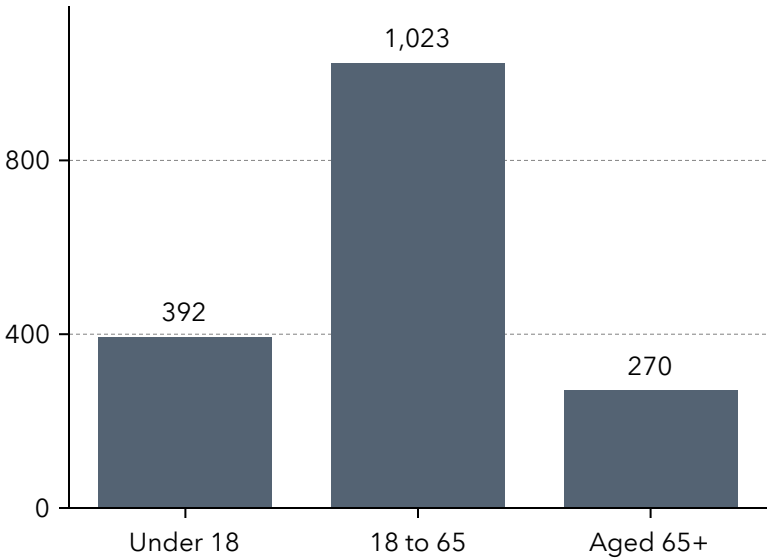
Total  
Businesses



207

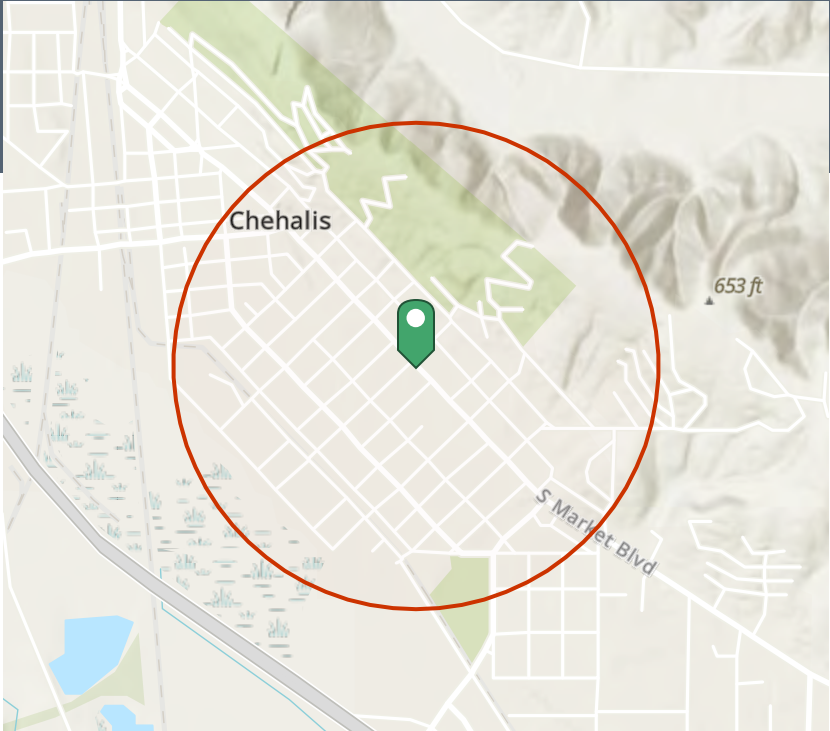
Total  
Employees

### 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



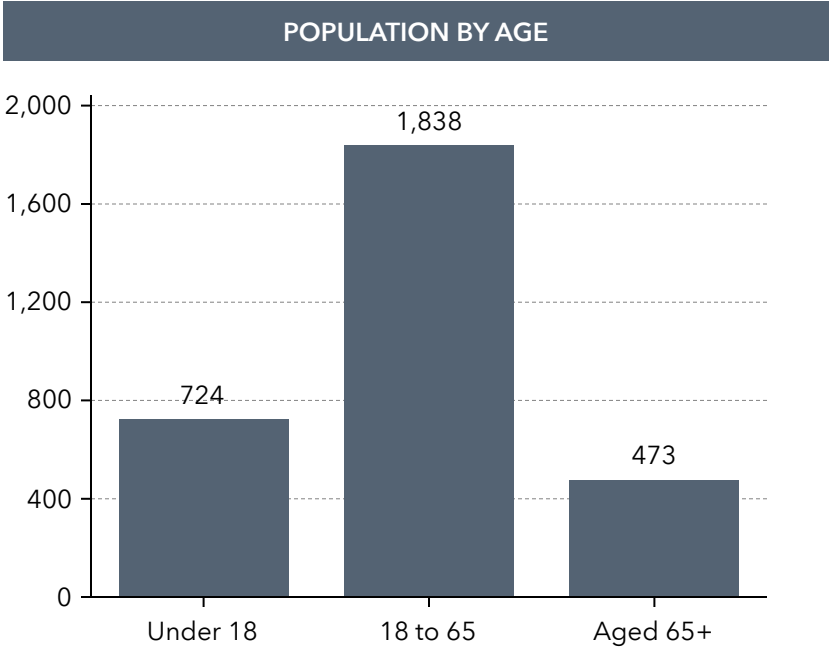
143

Total Businesses

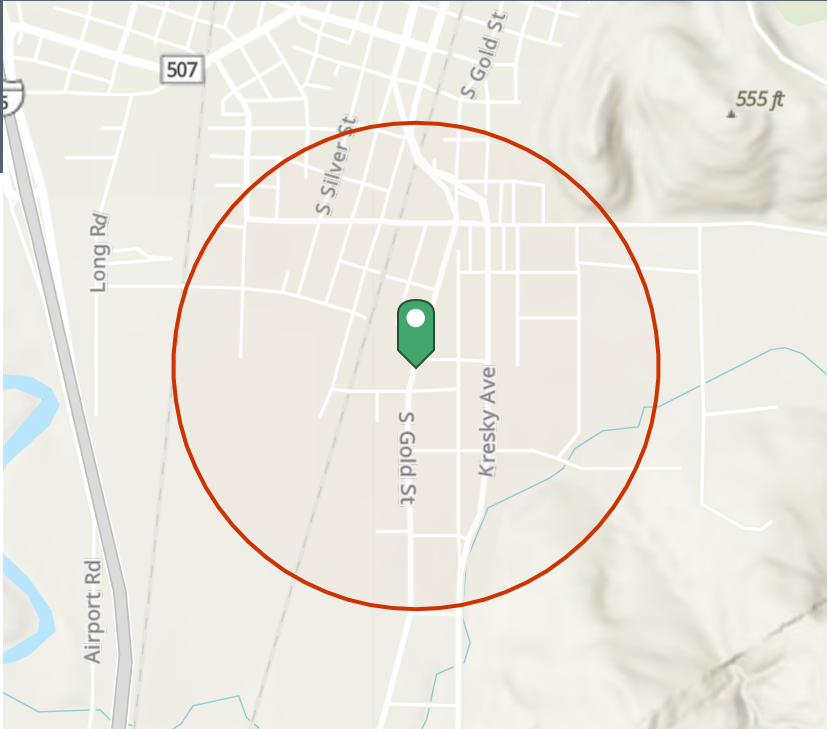


1,424

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

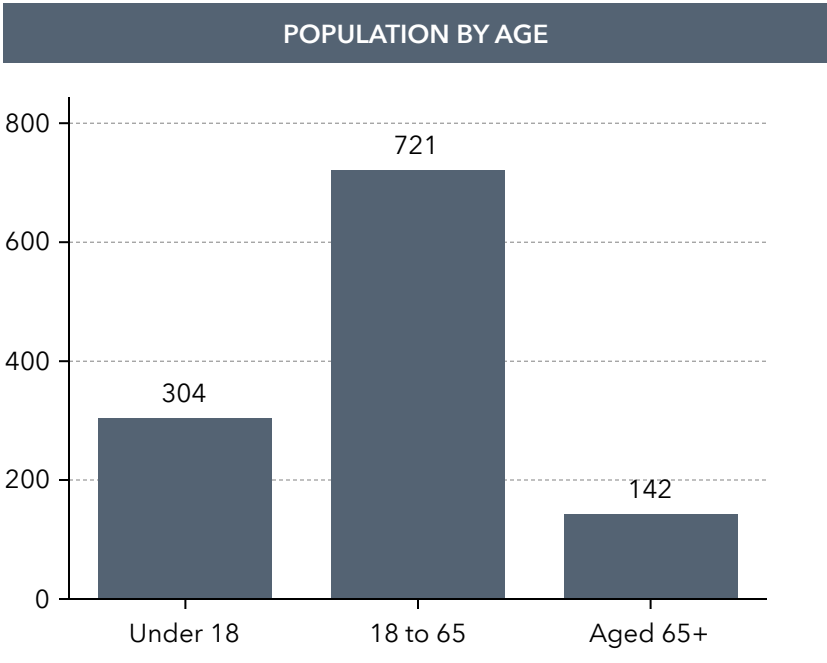
Total Businesses

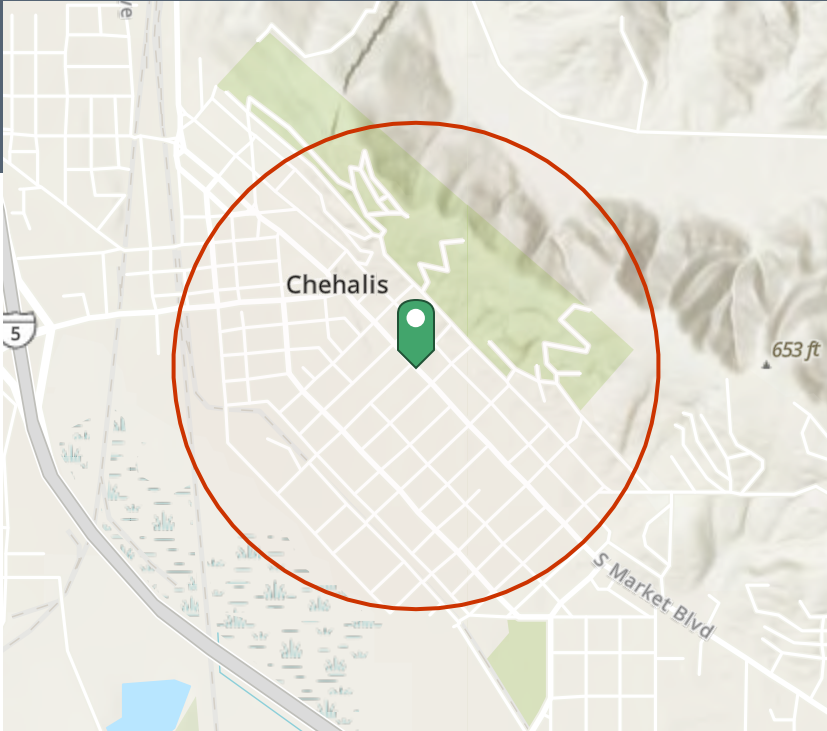


932

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





# Red Route

## S Market & 3rd Street



Ring of 0.5 miles

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

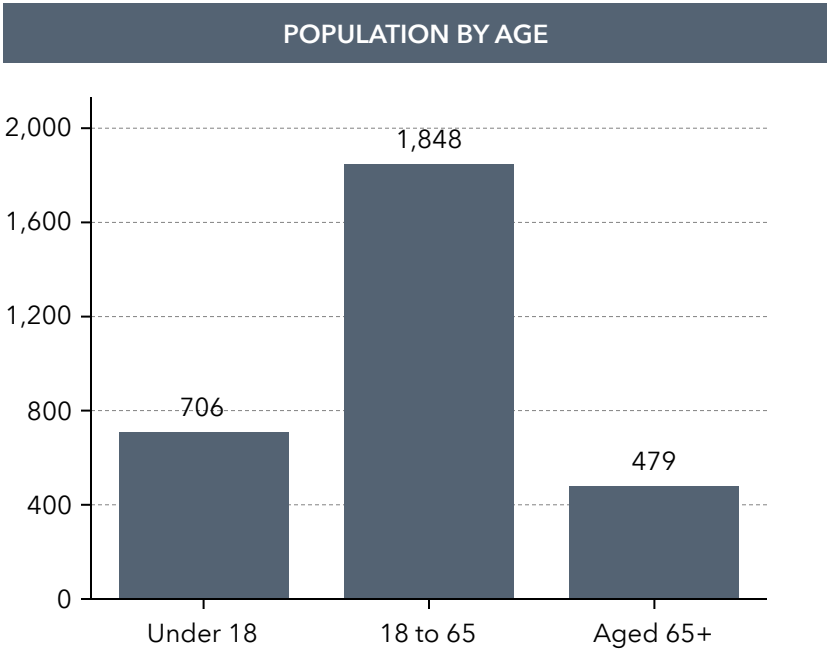
Total  
Businesses

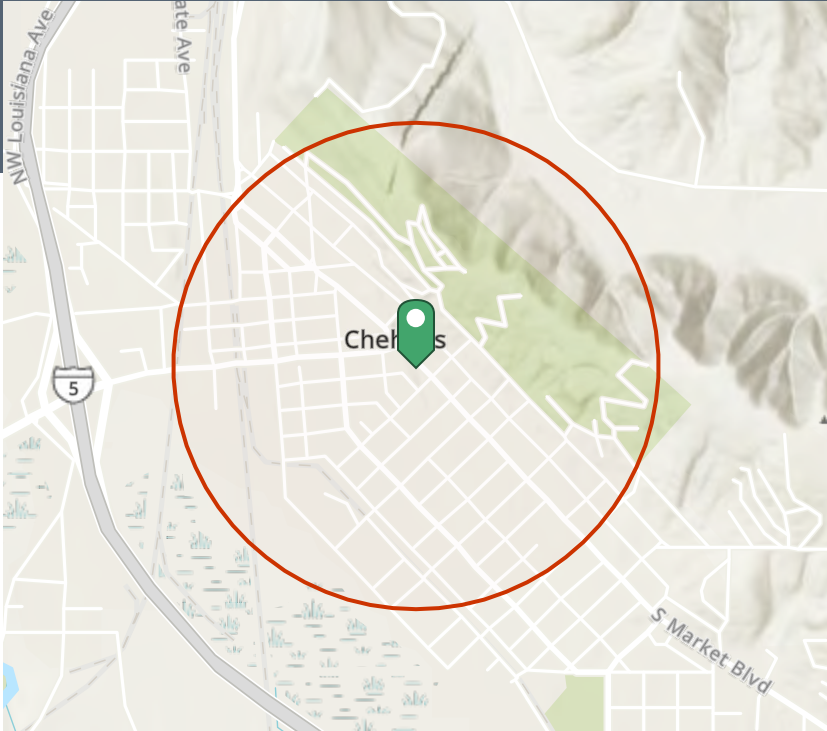


1,985

Total  
Employees

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

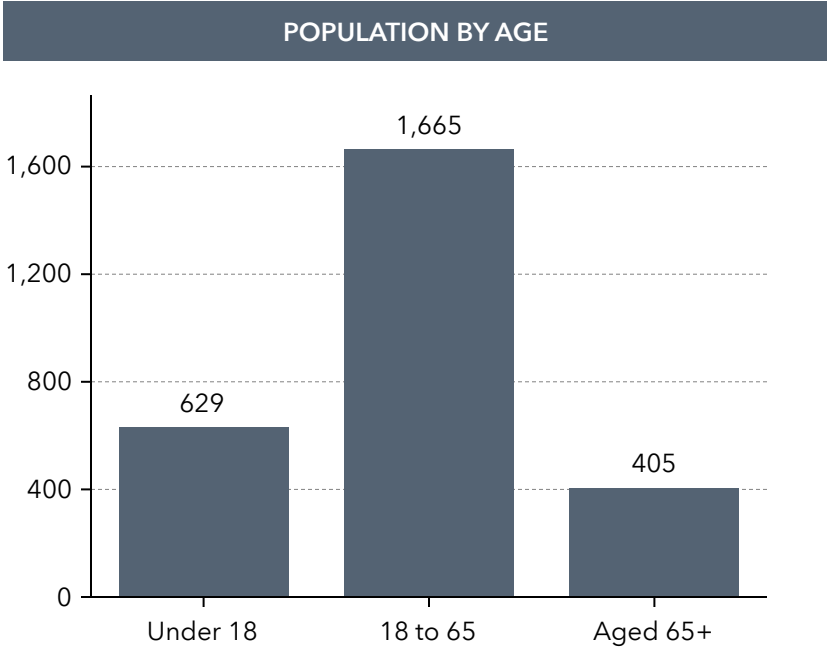
Total Businesses



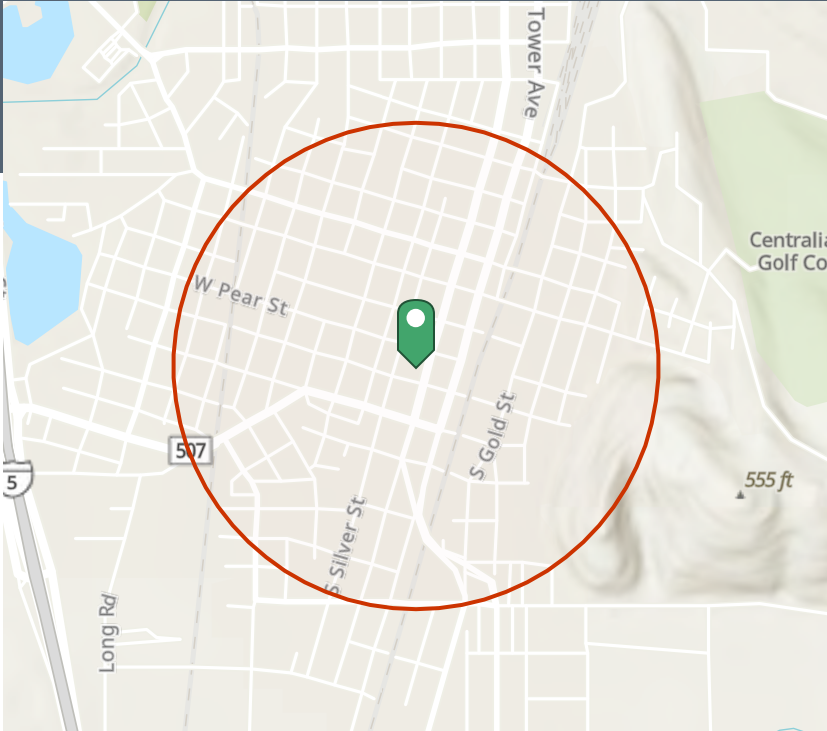
2,670

Total Employees

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

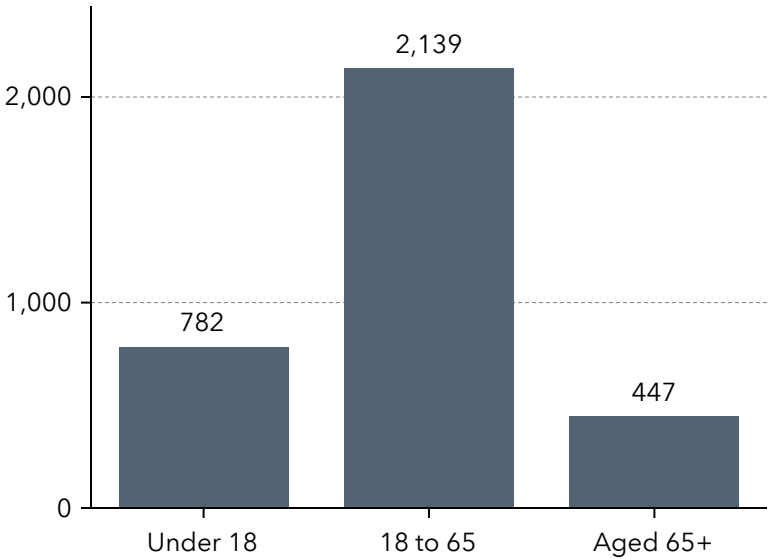
Total Businesses



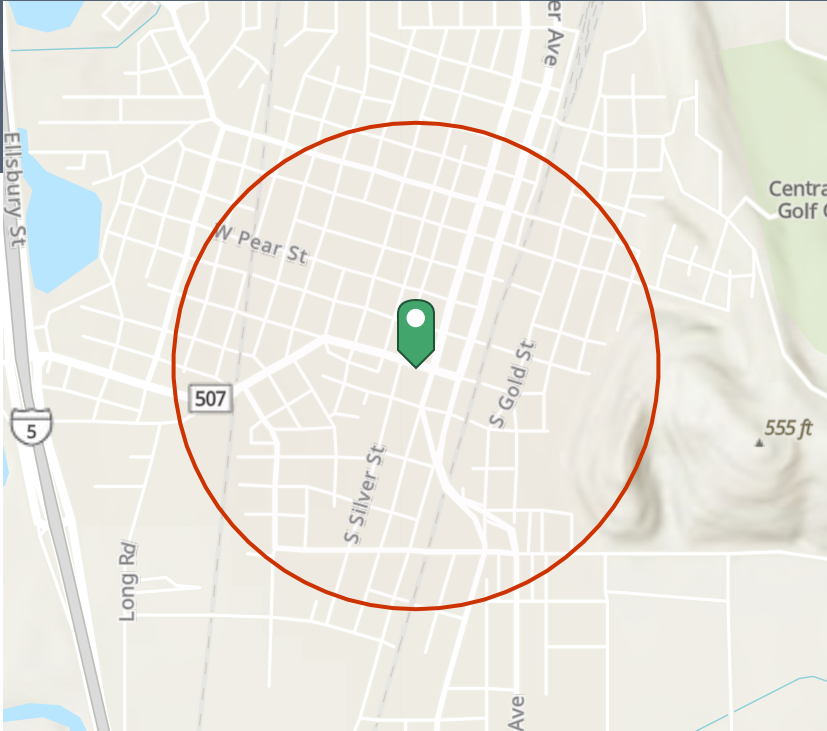
1,662

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

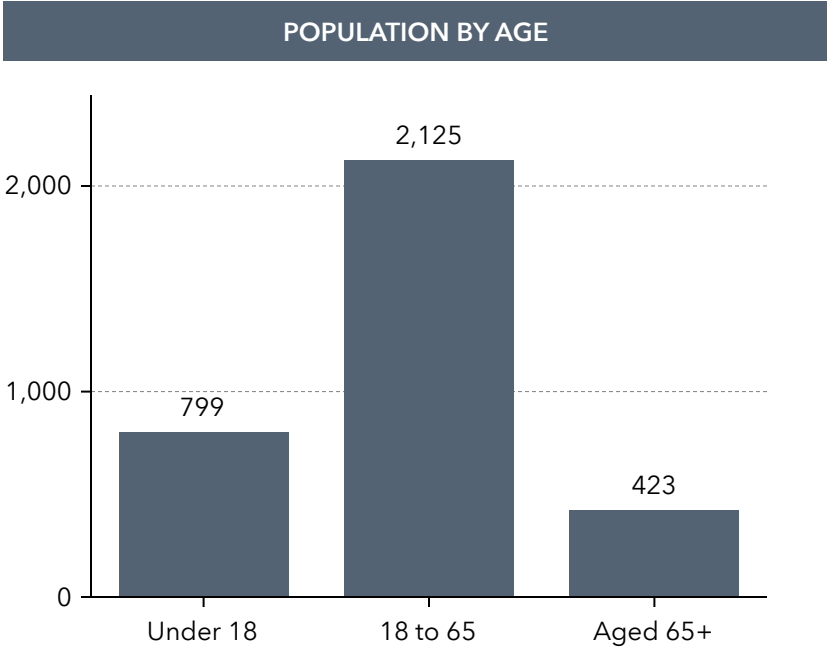
Total Businesses



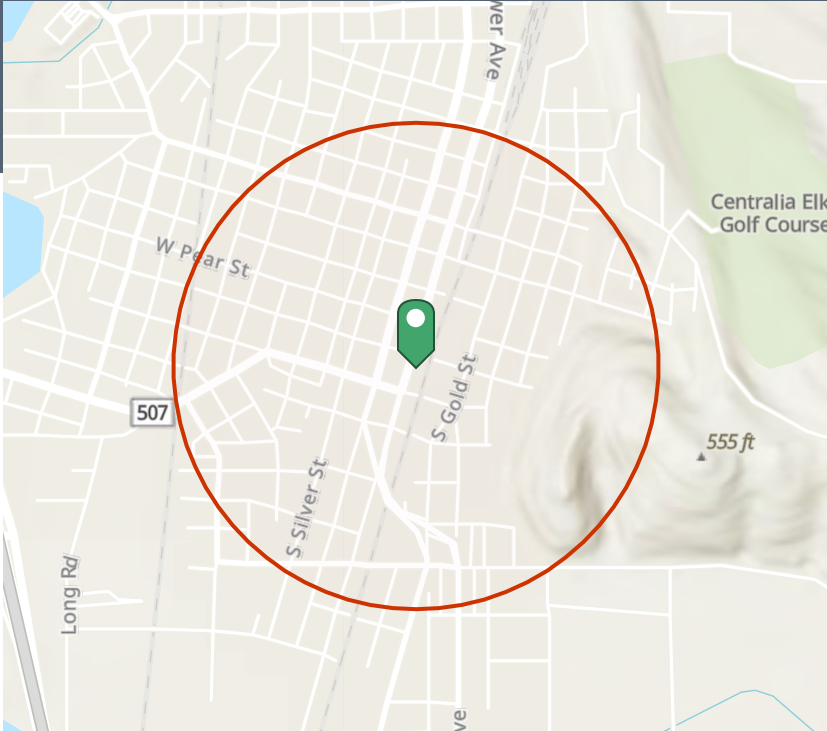
1,505

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

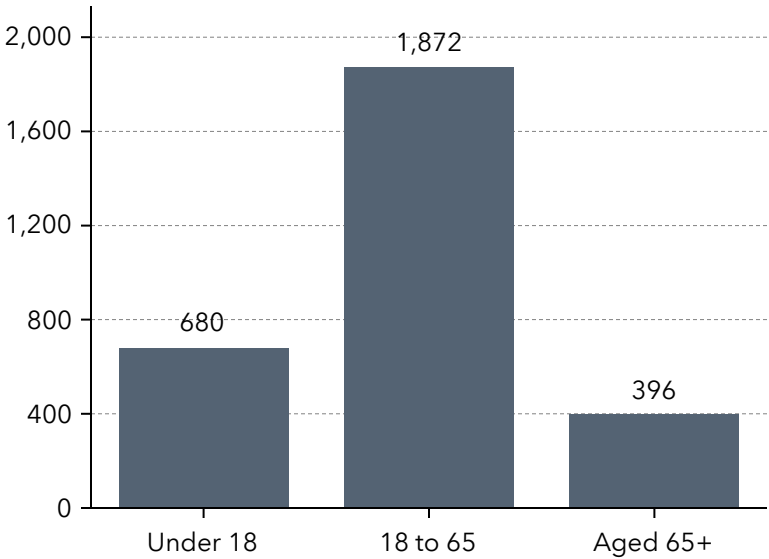
Population 65+



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

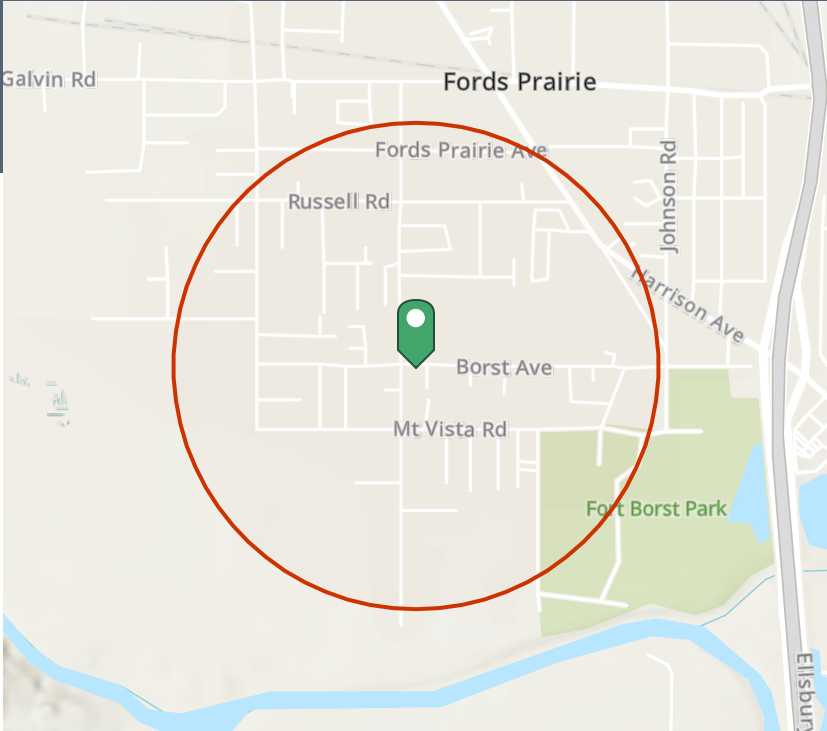
Total Businesses



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

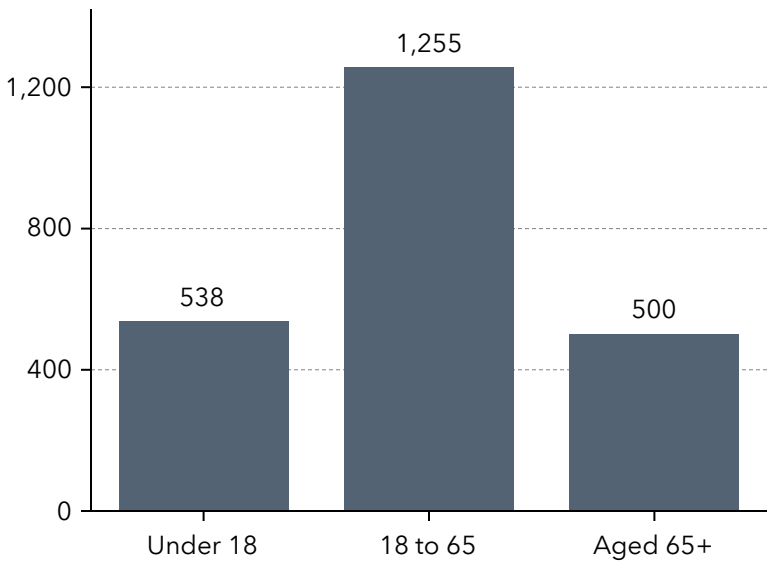
Total Businesses



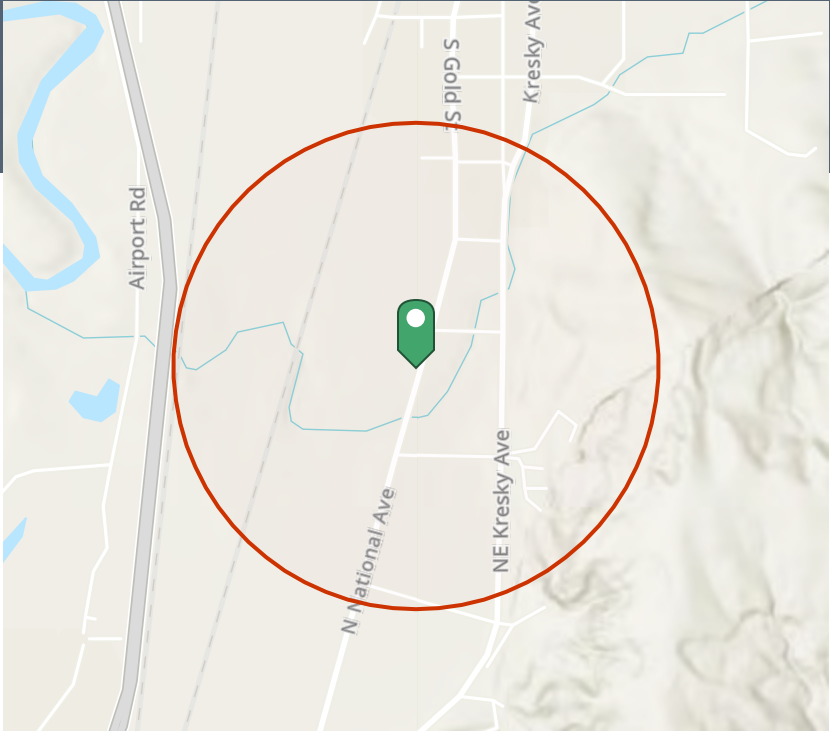
567

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



# Blue Route

## Senior Center - Lewis County Seniors



Ring of 0.5 miles

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

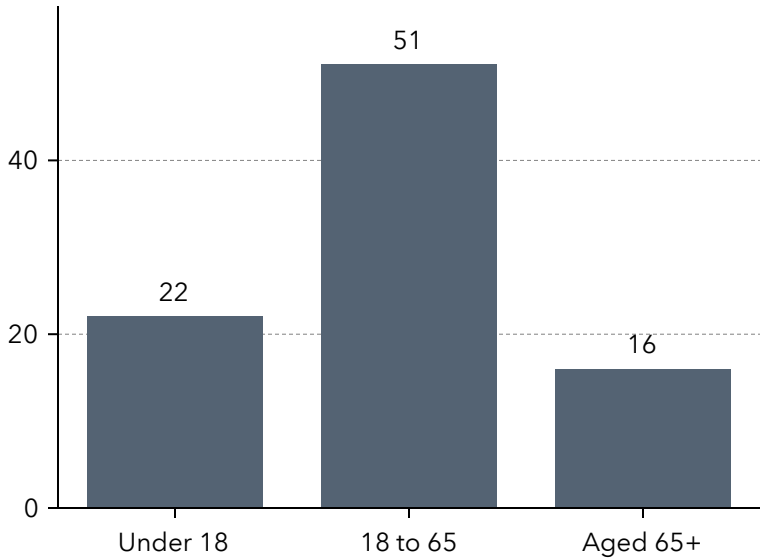
Total  
Businesses



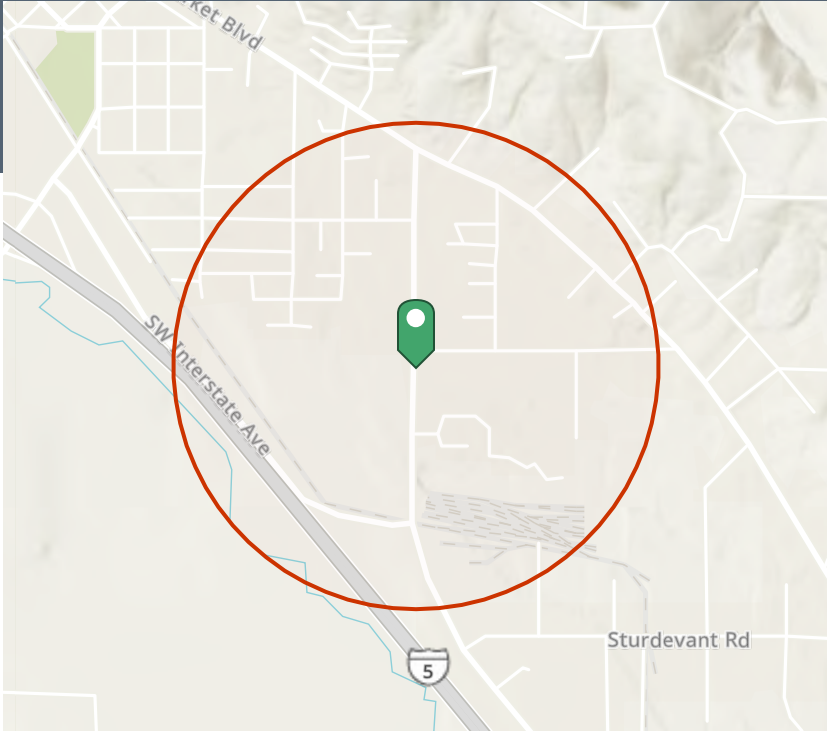
723

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

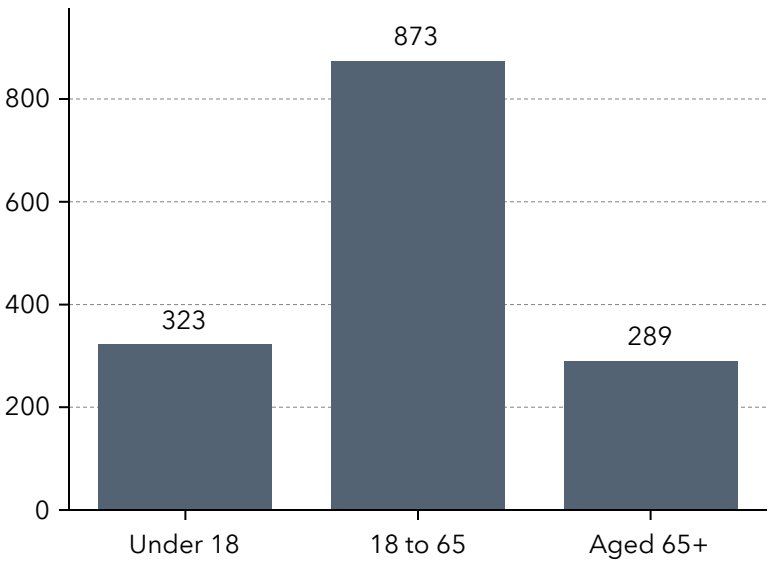
Population 65+



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

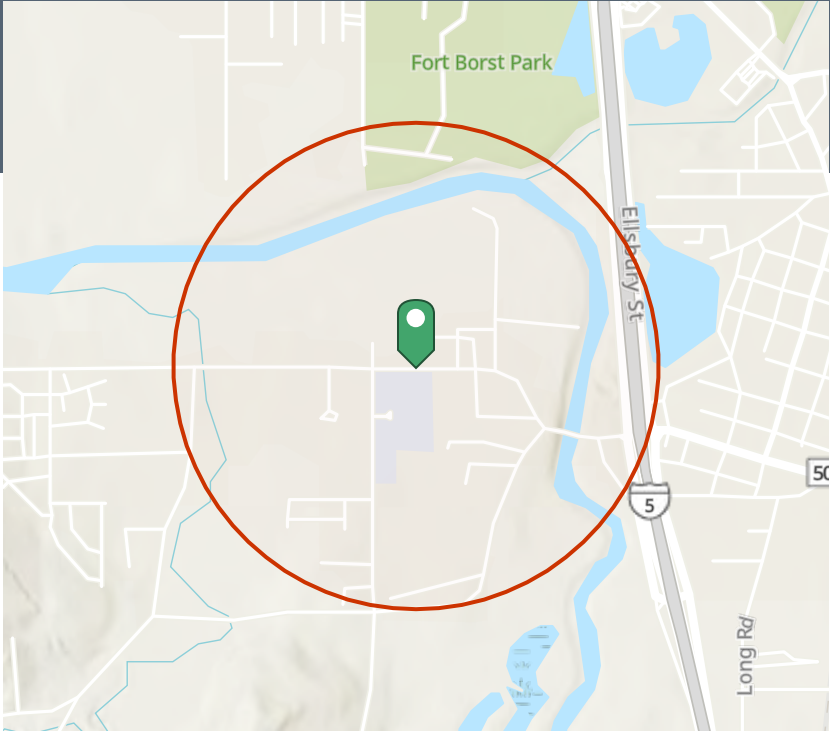
Total  
Businesses



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

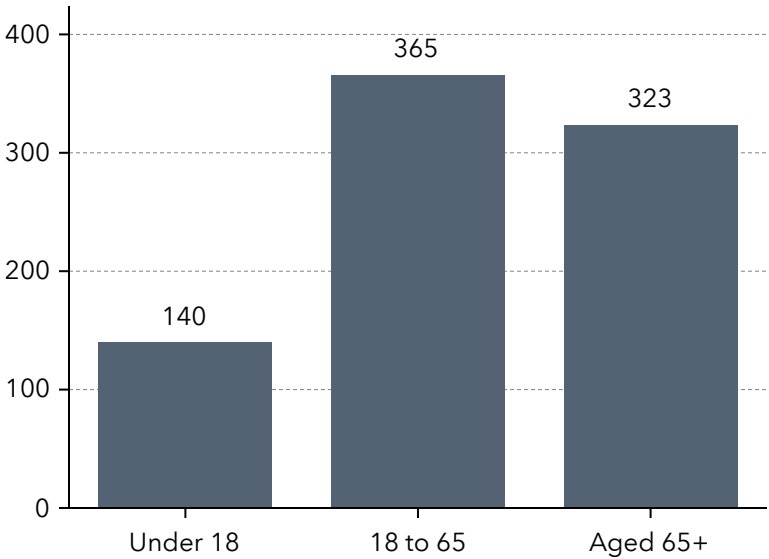
Total  
Businesses



1,182

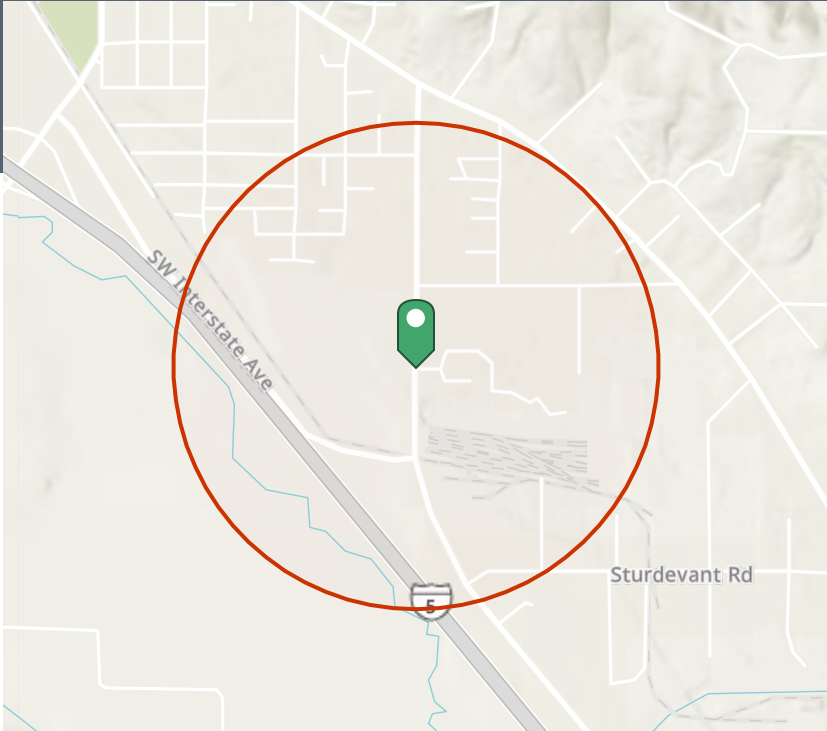
Total  
Employees

### 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





# Red Route

## Steck Medical



Ring of 0.5 miles

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

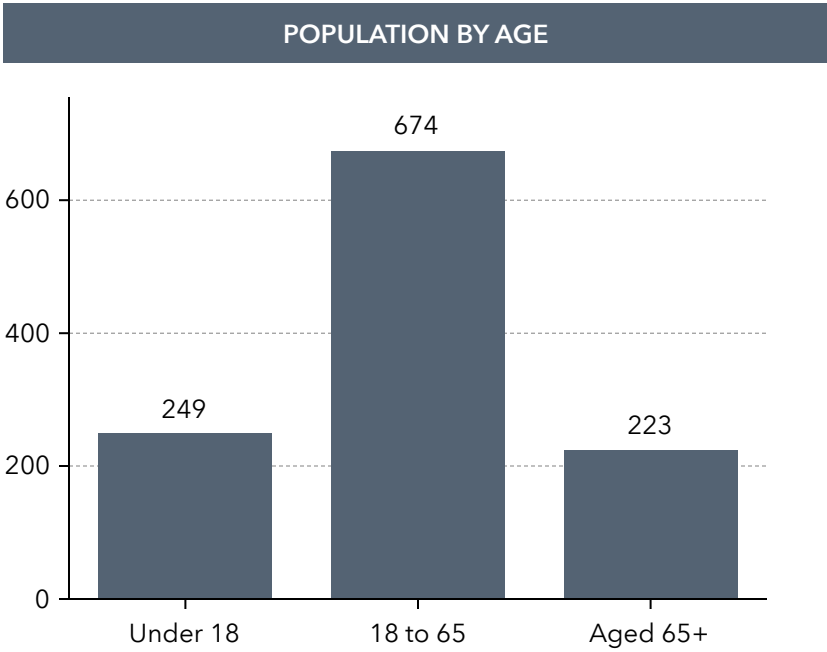
Total  
Businesses



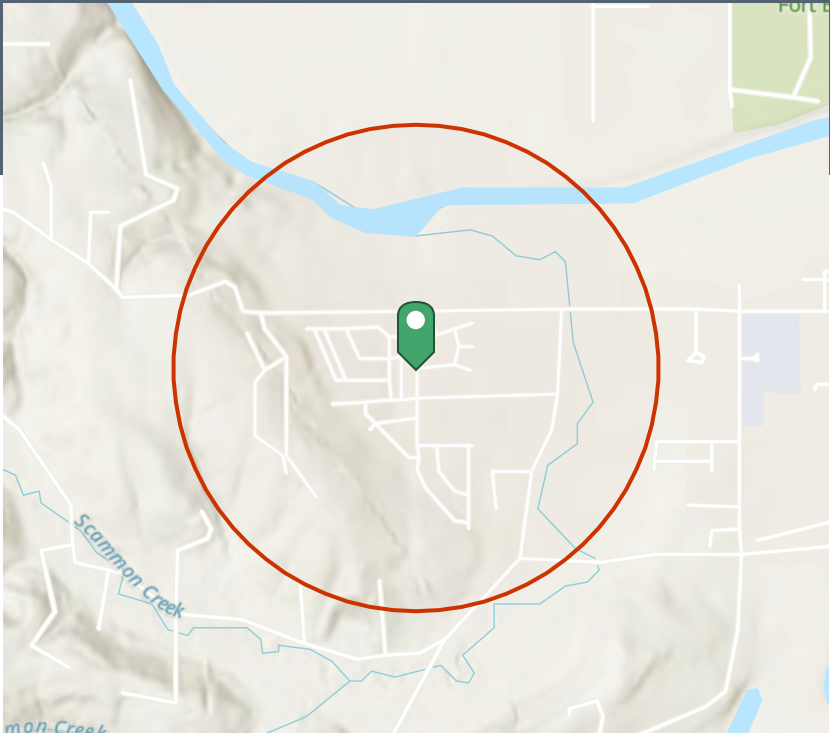
671

Total  
Employees

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

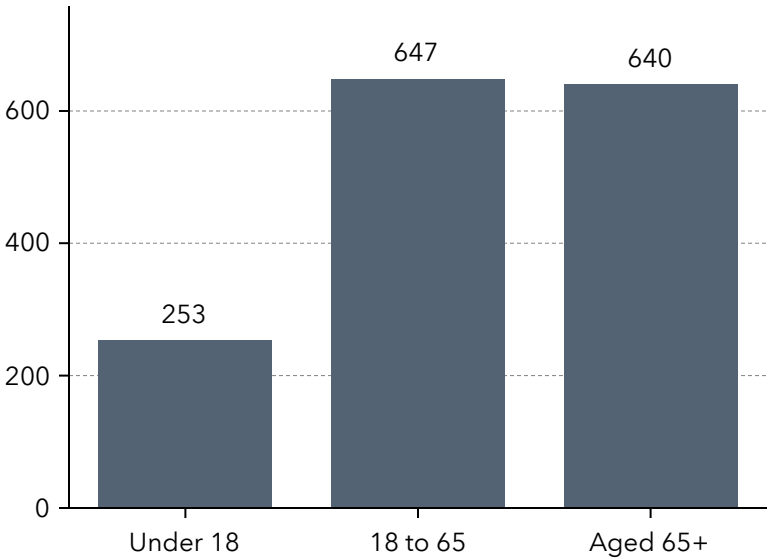


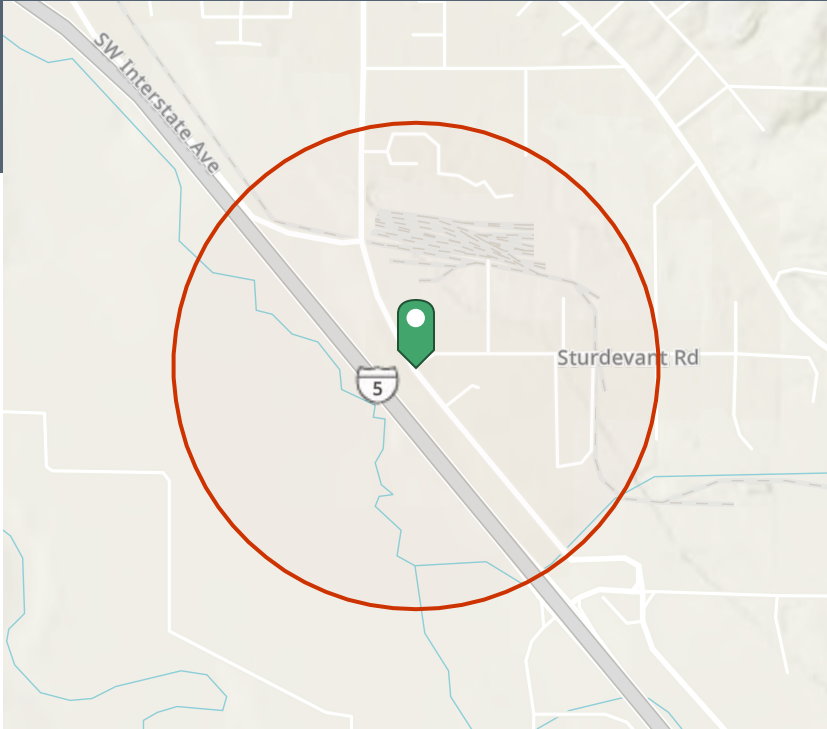
321

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

### POPULATION BY AGE





# 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

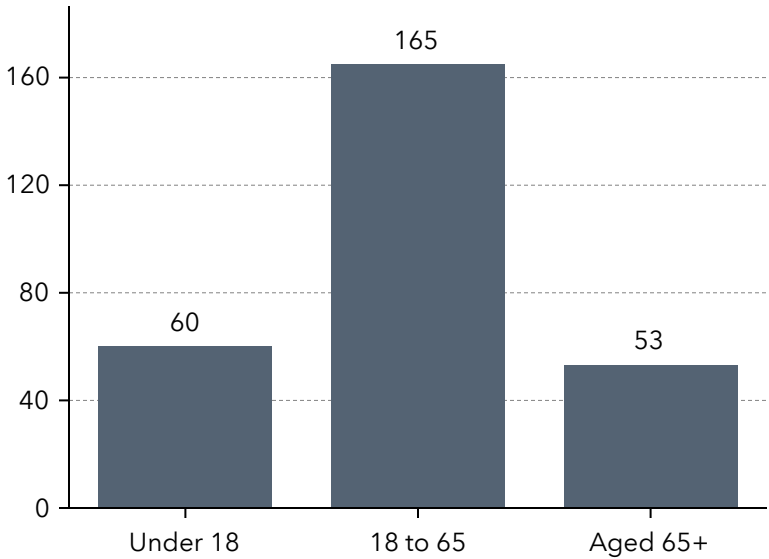
Total Businesses



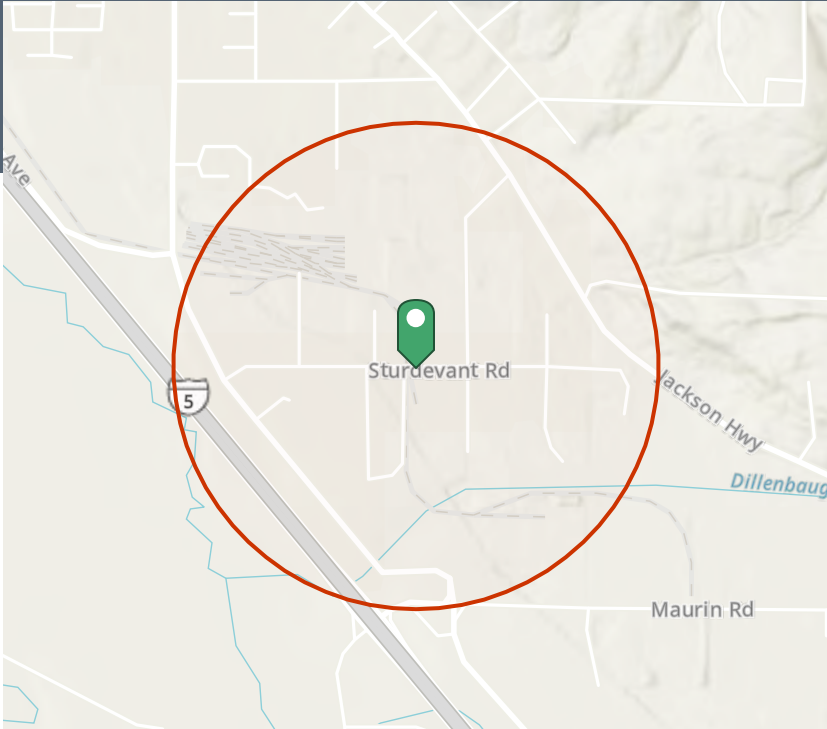
902

Total Employees

### POPULATION BY AGE



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

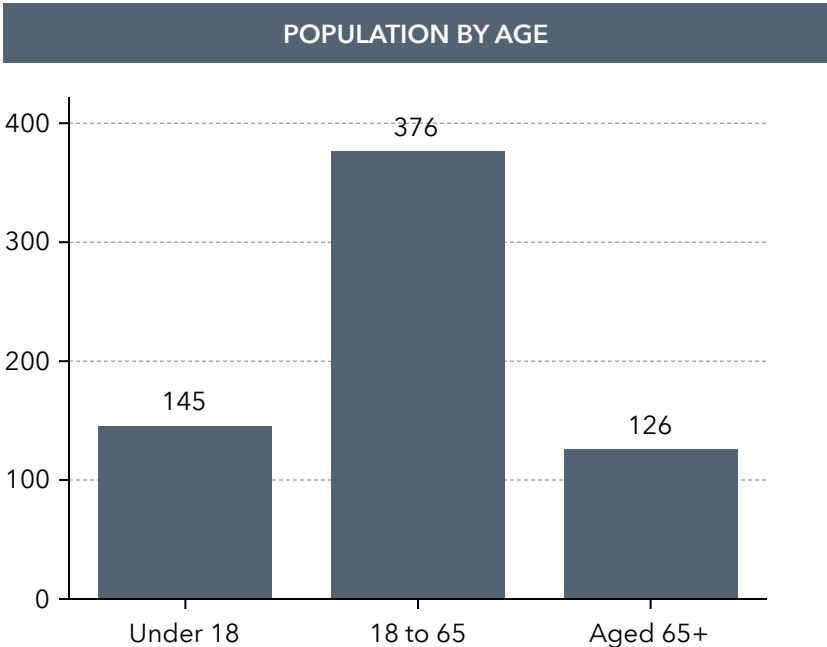
Total Businesses

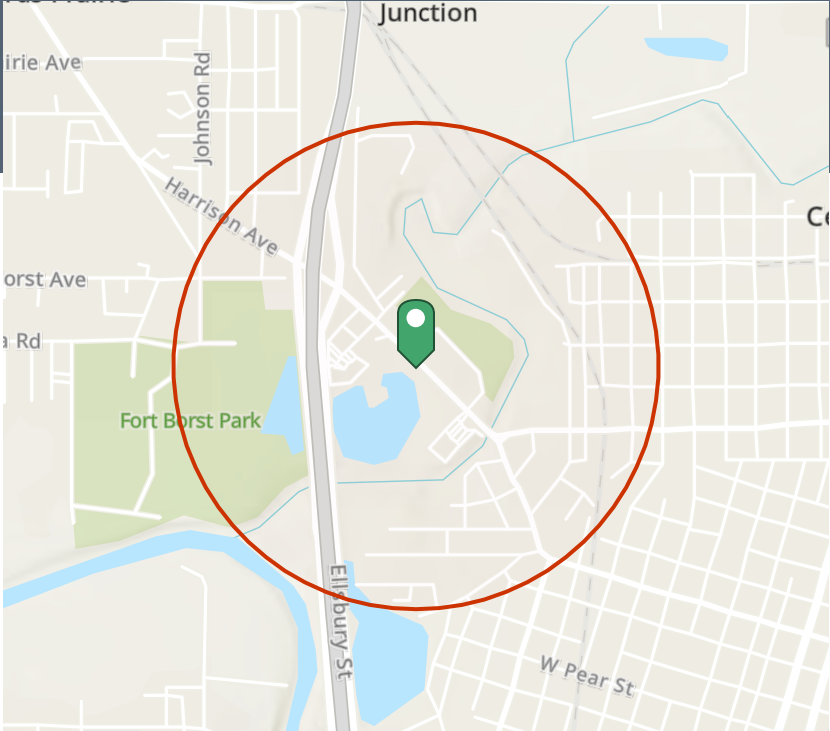


1,047

Total Employees

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

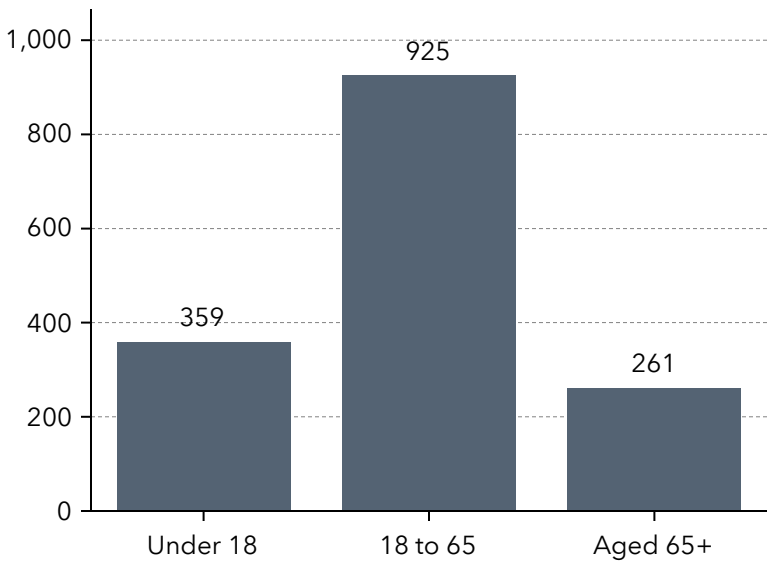
Total Businesses



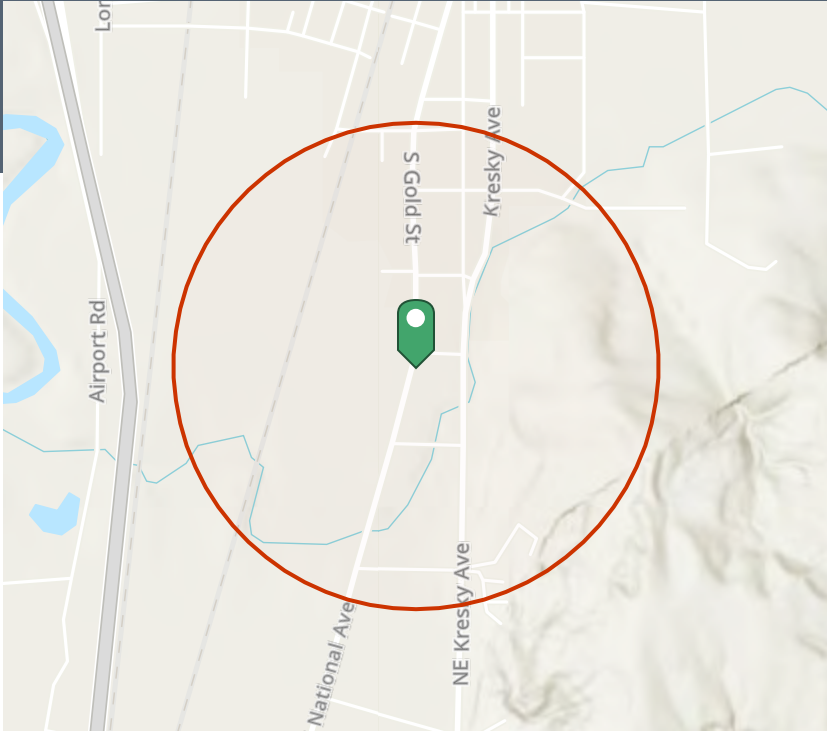
1,316

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

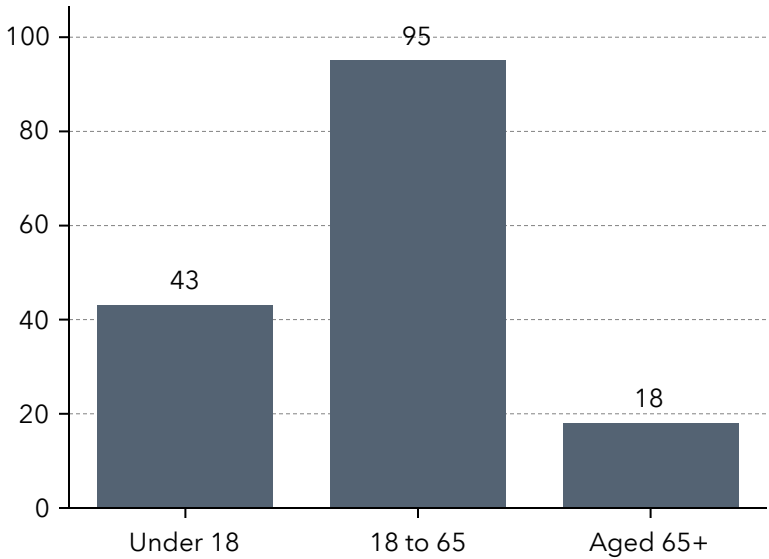
Population 65+



2

Households Without Vehicle

### POPULATION BY AGE



### 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

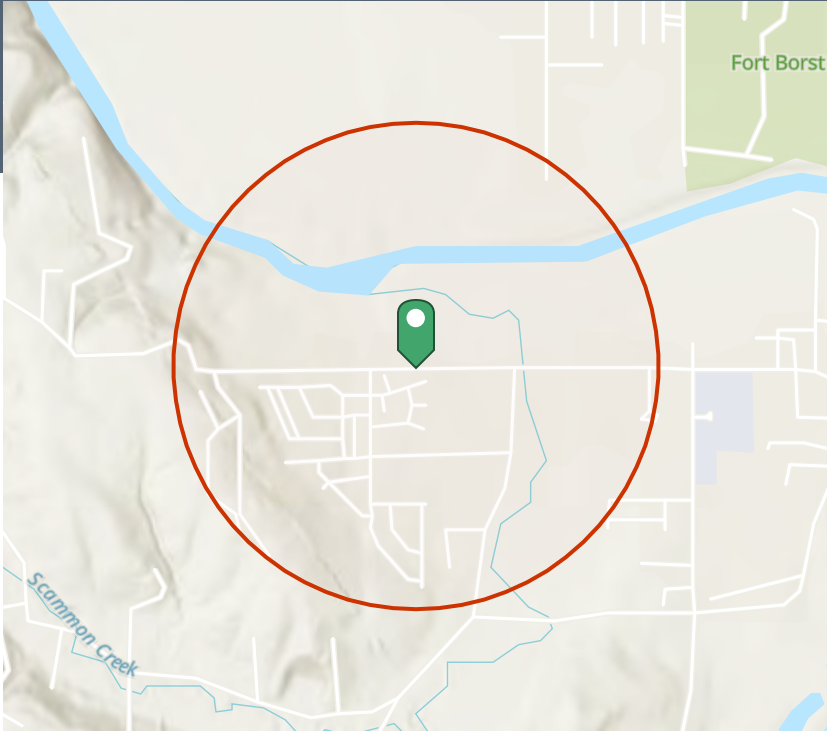


606

Total Employees

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

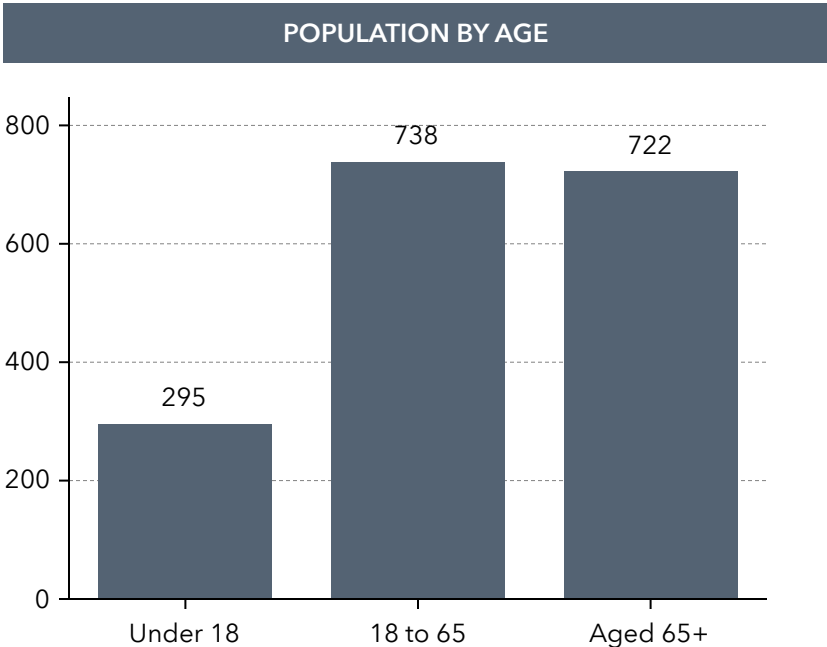
Total  
Businesses



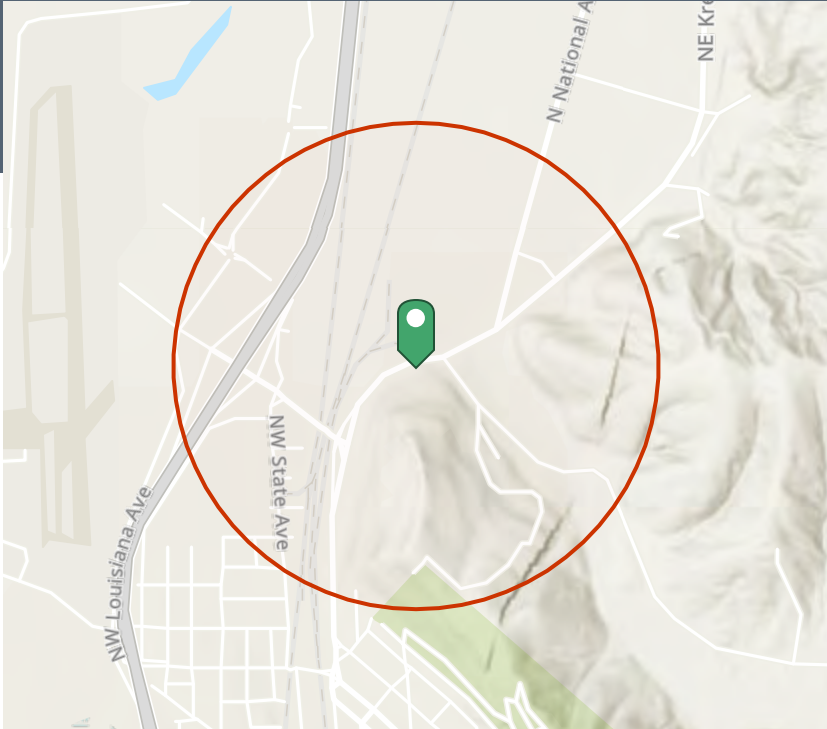
445

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

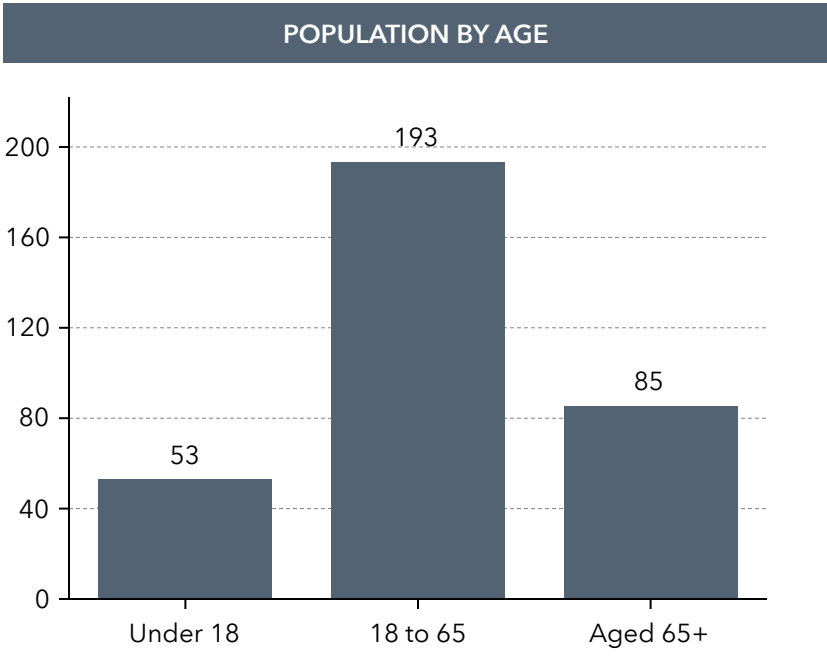
Total Businesses

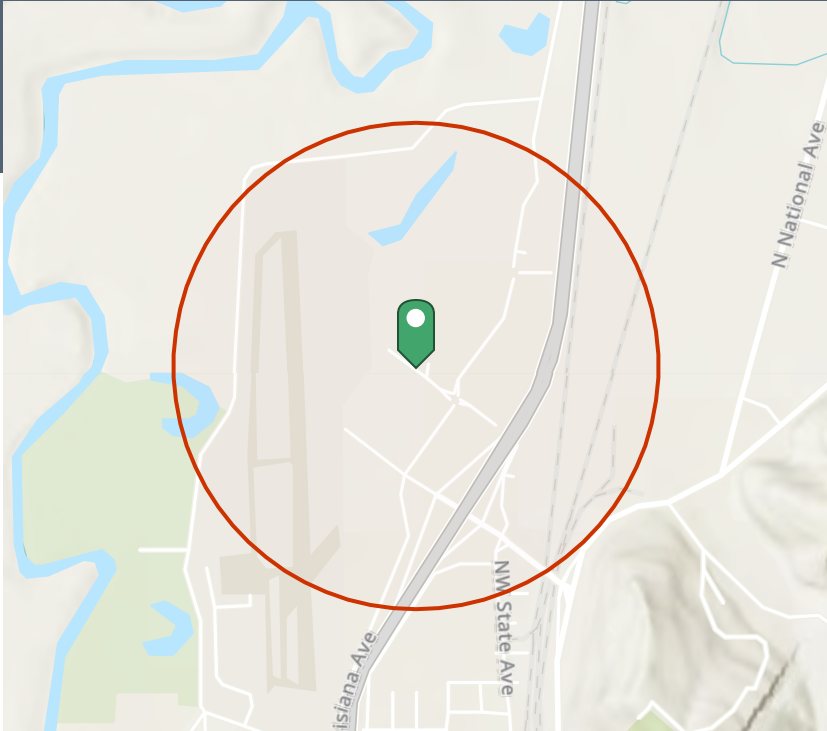


829

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

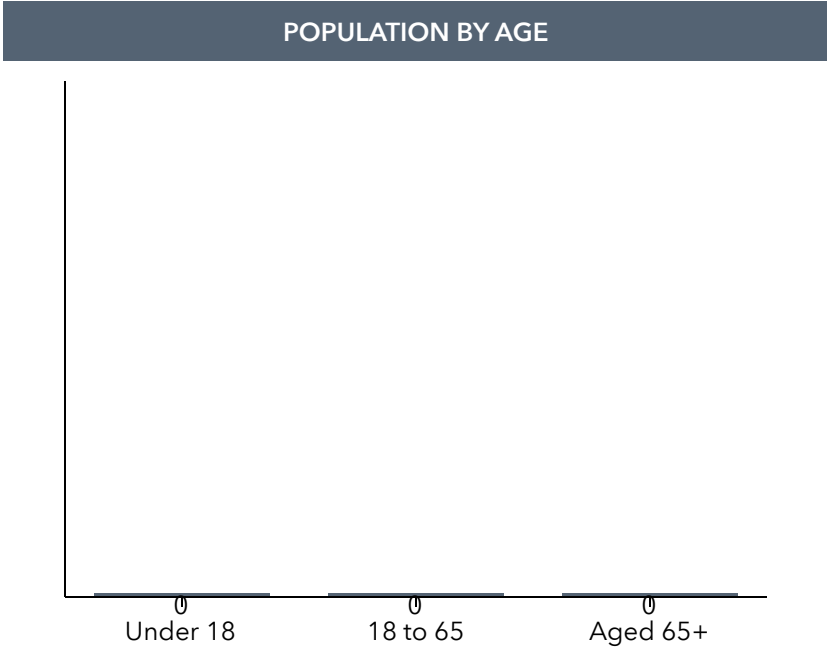


Ring of 0.5 miles

6	2	3.00	35.0	\$0	\$0	53	0	48
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

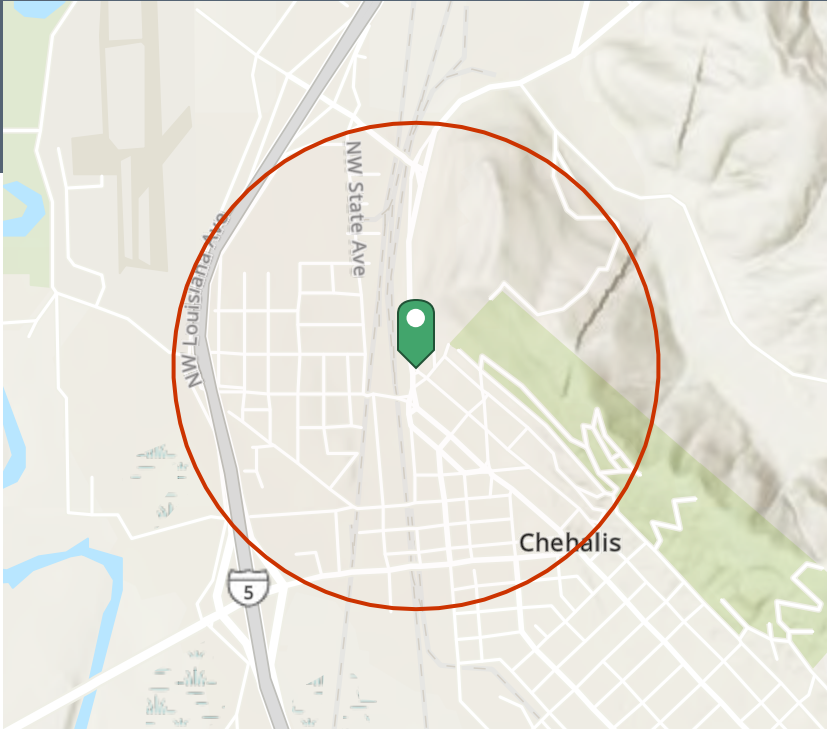
AT RISK POPULATION		
0	0	0
Households With Disability	Population 65+	Households Without Vehicle

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



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		
1,303	98	990
Daytime Population	Total Businesses	Total Employees



# 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



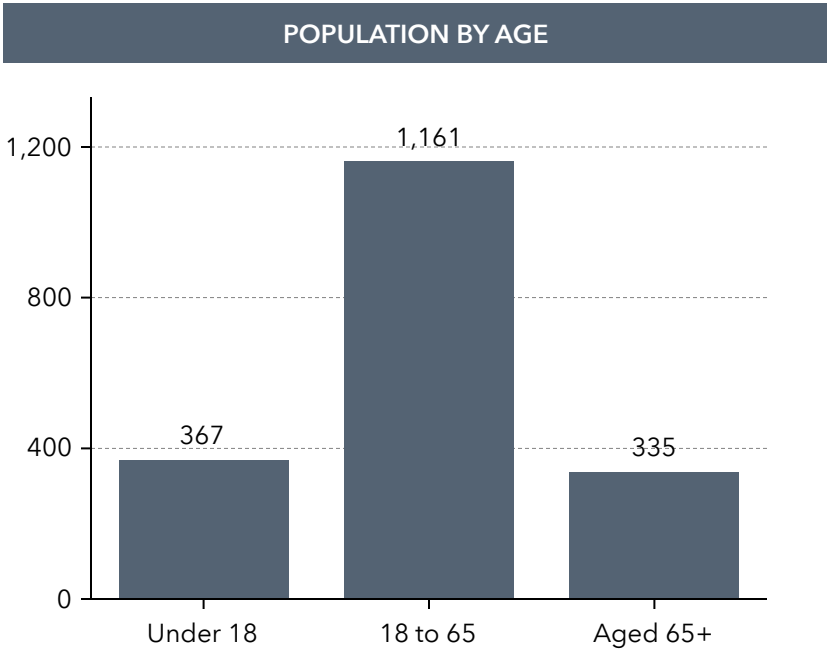
286

Total Businesses

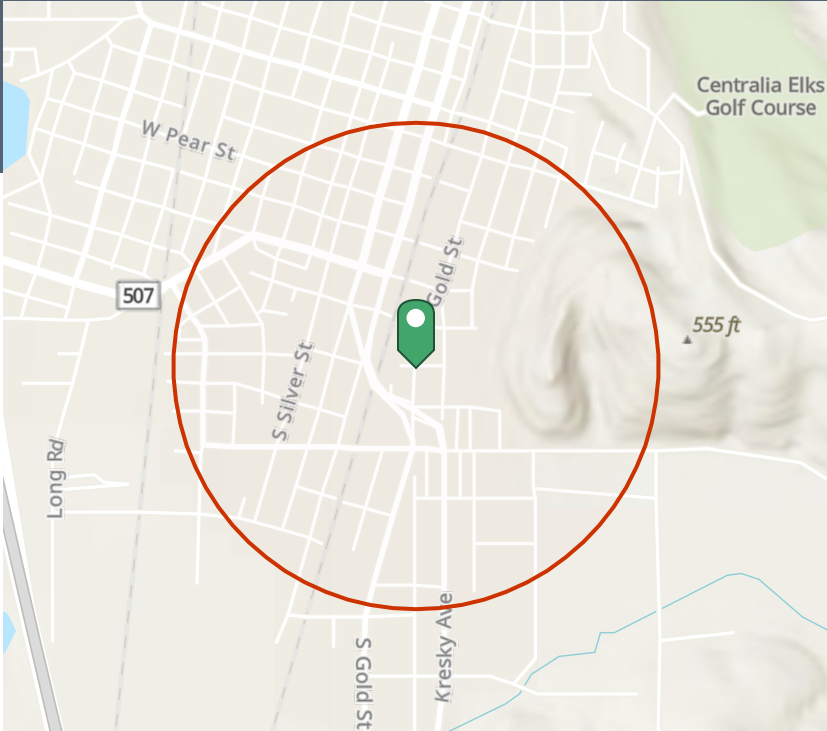


3,004

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

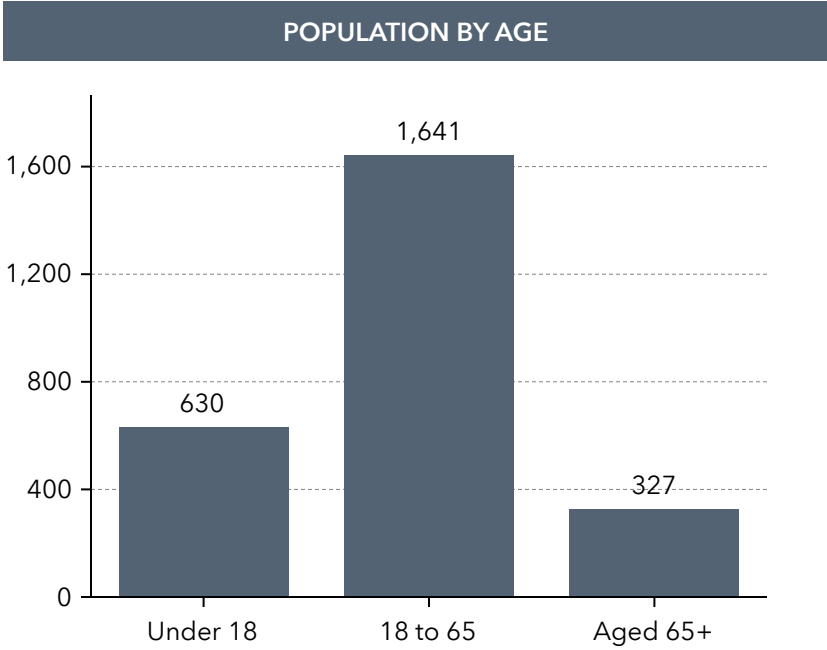
Total Businesses

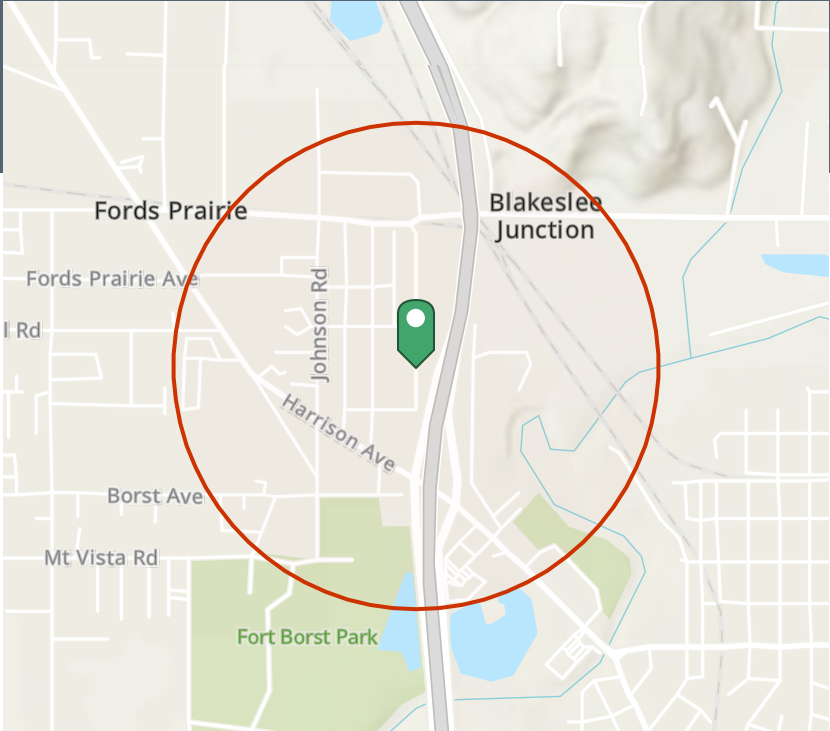


998

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

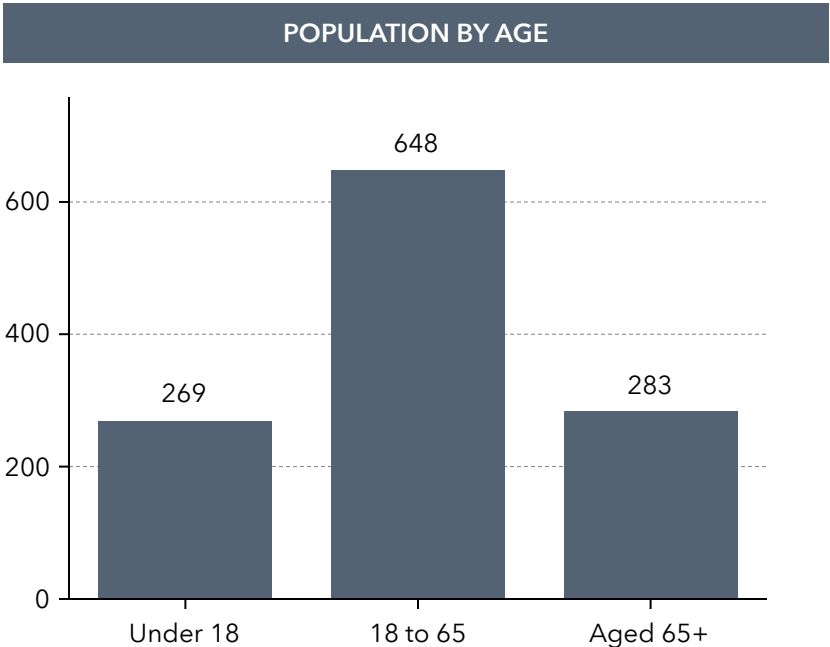
Total  
Businesses



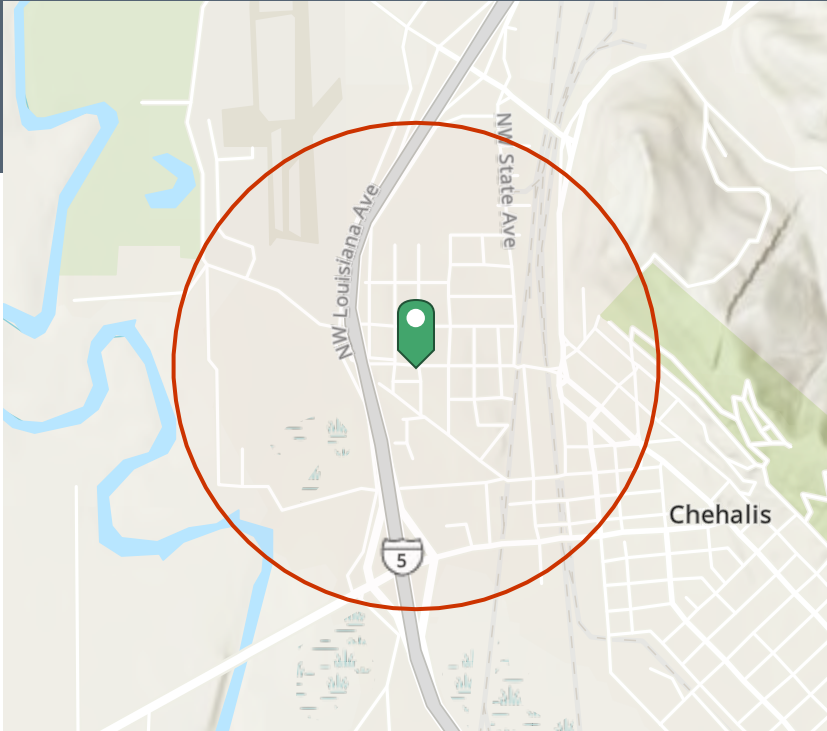
1,496

Total  
Employees

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







# Yellow Route

## Westside Park



Ring of 0.5 miles

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

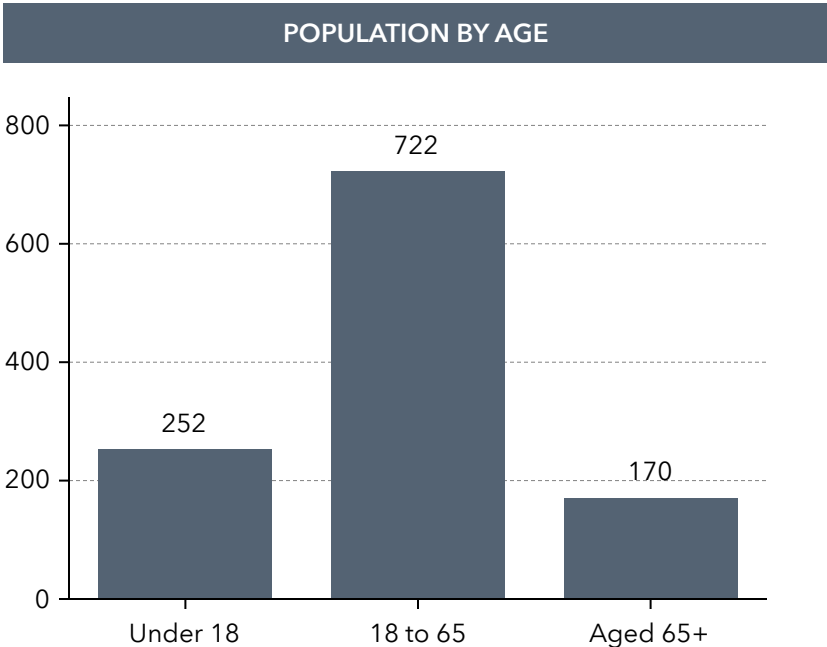
Total  
Businesses



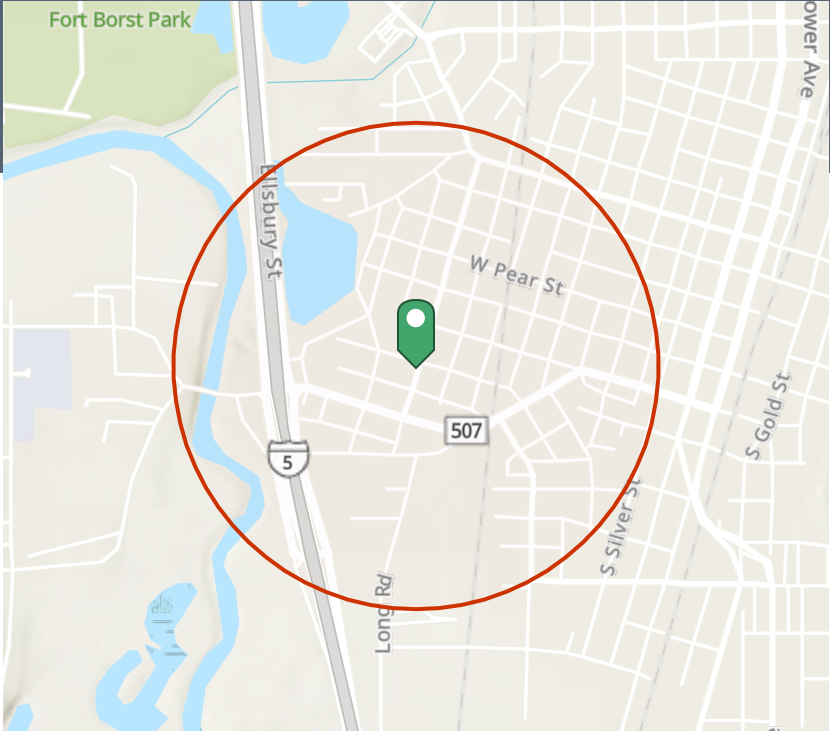
2,167

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

