GRAYS HARBOR TRANSIT

Transit Development Plan (TDP), 2027-2032

Published: July 14, 2026

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GRAYS HARBOR TRANSIT
705 30th Street, Hoquiam, WA
ghtransit.com | 360-532-2770

Policy Title	**Transit Development Plan, 2027-2032**
Revision No.	2026
Effective Date	July 14, 2026
Prepared by	Eric Lint
Reviewed by	Jean Braaten
Counsel review	Art Blauvelt

Authorization

This plan takes full force governing the Grays Harbor Transportation Authority by resolution of the Board of Directors and will be executed by the General Manager.

Douglas Orr	Douglas Orr (Jul 16, 2026 11:05:09 PDT)	16/07/2026
Board Chair	Signature	Date
Ken Mehin	Ken Mehin (Jul 16, 2026 07:53:56 PDT)	16/07/2026
General Manager	Signature	Date

Point of Contact

Address questions or concerns regarding the Transit Development Plan to the Planning & Procurement Manager.

Please see the GHT website for more information about GHT's plans, policies, budgets, and transportation services.

Contact: Eric Lint, Planning & Procurement Manager (interim)

Mail: 705 30th Street
Hoquiam, WA 98550

Email: planning@ghtransit.com

Phone: 360-532-2770

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Introduction

Grays Harbor Transit's (GHT) Transit Development Plan (TDP) contains the six-year plan and Capital Improvement Program. The TDP is submitted to the Washington State Department of Transportation (WSDOT) on an annual basis. GHT is required to submit the six-year plan per RCW 35.58.2795. The information contained herein will be used as part of WSDOT's annual report to the Washington State Legislature.

The TDP for the current year features substantial changes to its format and presentation, however, most plan elements remain substantially as described in previous years. Detail has been added to the section on GHT's Goals and Strategies and conceptual Planned Operating Changes.

GHT is currently working with external consultants to further refine a Capital Improvement Program and Zero Emission Vehicle Transition Plan, along with a complete bus stop audit and other technical assessments. We hope the result of this work will lead to a more robust TDP to be published in 2027 and look forward to public participation during the studies.

Section 1: Public hearing and distribution

Plan adoption

The TDP update is scheduled for adoption by the GHT Board of Directors on July 14, 2026.

A public hearing and comment period will be held at the meeting prior to consideration of the Plan by the Board. The purpose of the public hearing will be to obtain public testimony or comments before significant changes that impact the community are enacted. The process will meet all applicable requirements of the Open Public Meetings Act.

The Board resolution adopting the Plan will be added as Appendix A after approval.

Public notice

Notice of Public Hearing was posted to the GHT website on May 28, 2026, along with a call for comments. The public comment period is from July 1 to July 14, 2026.

Notice was additionally printed in the local newspaper, The Daily World, on June 24 and July 1, 2026.

Copies of these notices is attached as Appendix B.

Availability of materials

The draft TDP under consideration is available digitally on the GHT website at:

ghtransit.com/plans

A paper copy may be requested by emailing planning@ghtransit.com or by calling 360-532-2770. A paper copy is also available for public viewing during the comment period at the GHT administrative offices located at 3030 Ingram Street, Hoquiam, WA 98550.

This material can be made available in Spanish or alternate formats by emailing planning@ghtransit.com or by calling 360-532-2770. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711 or 800-833-6384.

Public participation

Public comment is being accepted on the draft Plan from July 1 to July 14, 2026.

Comments on the draft Plan may be submitted in writing to planning@ghtransit.com or by phone at 360-532-2770. Comments may also be mailed to: Grays Harbor Transit, ATTN: Eric Lint, 3030 Ingram Street, Hoquiam, WA 98550.

Public comment periods are available at every GHT Board meeting, however, a special Public Hearing regarding the details of the TDP is scheduled for July 14, 2026 (details above).

Plan distribution

Following the public hearing and GHT Board of Directors adoption scheduled for July 14, 2026, GHT intends to distribute the adopted TDP to:

- Washington State Department of Transportation (WSDOT) Public Transportation Division via the online Grants Management System (GMS)
- The Transportation Improvement Board via:
    - Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov
    - Jonathan Heusman, Project Engineer at jonathanh@tib.wa.gov
- All cities, counties, and regional transportation planning organizations in Grays Harbor County and serving the areas where GHT operates, which includes but is not limited to:
    - Grays Harbor County
    - Quinault Indian Nation
    - City of Aberdeen
    - City of Hoquiam
    - City of Ocean Shores
    - City of Montesano
    - City of Elma
    - City of Westport
    - City of Cosmopolis
    - Grays Harbor Council of Governments
    - Southwest Regional Transportation Planning Organization

Section 2: Service area, operations, and facilities

Organizational Structure

GHT is organized as a county transit authority and, as such, its board composition is defined by statute in RCW 36.57.030. Following this rule, the Board of Directors consists of six (6) elected officials: the three (3) Grays Harbor County Commissioners, the Mayor of the most populous city in the county, the Mayor of a city with population more than 5,000, and the Mayor of a city with population less than 5,000. Per the 2019 revised Grays Harbor Transit Bylaws, the mayors' terms on the board will be two years. A labor representative also serves on the board in a non-voting capacity.

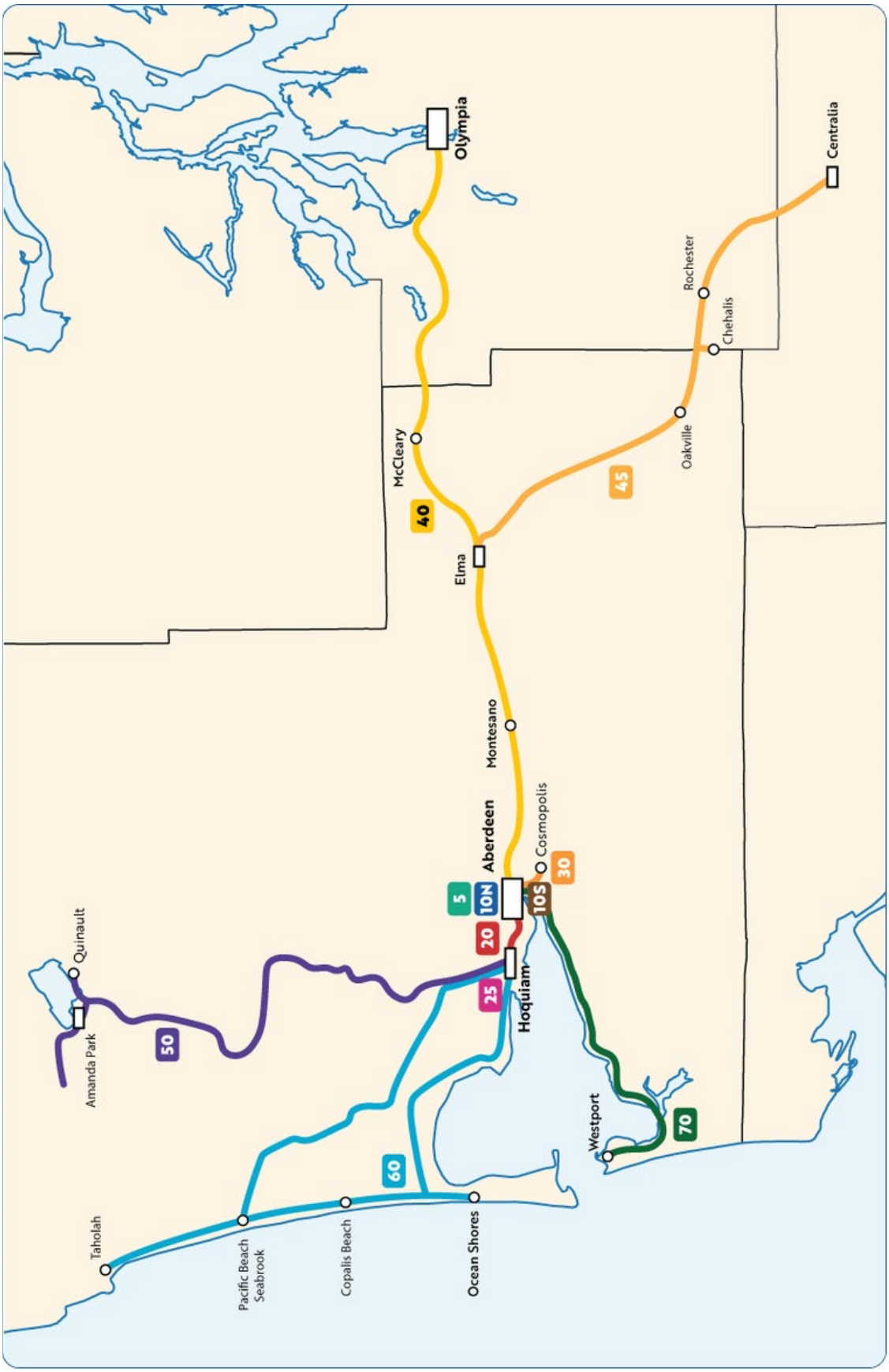
The General Manager acts as chief executive and reports directly to the GHT Board of Directors. An executive management team reports to the General Manager.

Public Transportation Services

GHT provides public transportation for all members of the public within its service area. We offer fixed route, demand response, and vanpool modes. Fixed route operates 32 mid-sized, fully ADA-compliant coaches and reaches each incorporated community in Grays Harbor along with substantial rural areas. Demand responsive service is provided to the general public with 18 cutaway buses in select cities. ADA complimentary paratransit services are comingled with demand response services. Vanpool, now known as Rideshare, has 20 vans available to enrolled clients with origins or destinations in Grays Harbor County. Each program is operated with a mix of federal and state funding in addition to local revenue. All GHT transit services with the exception of Rideshare are free to ride through 2026.

A map of GHT's fixed route system follows on the next page. For more detailed information about each of GHT's transit services, please visit our website at: https://ghtransit.com

Service information is additionally available in General Transit Feed Specification (GTFS) formats published at: https://gtfs.ghtransit.com



A simplified map of fixed routes in the GHT system, each depicted in their branded route color.

Fixed Route

GHT currently operates eleven fixed routes including substantial coverage along these roadways and areas:

Quinault Indian Nation	US 101 & SR 109	US 12	SR 105 & SR 115
Amanda Park	Moclips	Hoquiam	Westport
Taholah	Pacific Beach	Aberdeen	Grayland
Quinault	Seabrook	Central Park	Shoalwater Bay
Areas around Lake Quinault	Iron Springs	Montesano	Tokeland
	Copalis Beach	Elma	Ocean Shores
	Ocean City	McCleary	
	Grays Harbor City	Oakville	
	Cosmopolis	Chehalis (Indian Nation)	

Recent improvements:

2024 New **Route 25: The DASH** added providing weekday trips in Hoquiam.

Weekend service added to **Route 5: The WAVE** in Aberdeen.

Demand Response: Dial-a-Ride & Specialized Van Service (paratransit)

GHT directly operates demand responsive services in and around the communities of Montesano, Elma, Ocean Shores, and Westport. These services, branded as **Dial-A-Ride** under the HarborFlex umbrella of services, provide rides only within their specific boundaries and feeder connections to the fixed route intercity system. All are open to the general public and fare free.

GHT also directly operates a certified, origin-to-destination, shared ride paratransit service branded as **Specialized Van Services** or SVS under the HarborFlex umbrella of services. SVS and DAR are a comingled service in most areas. The service area comprises a 3/4-mile radius around each fixed route and up to 3 miles around core service areas in Aberdeen, Hoquiam, and South Aberdeen. It operates during the same hours as fixed route services and is fare free.

Recent improvements:

2024 Weekend DAR/SVS service added in Ocean Shores and Westport.

2025 New computer aided dispatching system (Via) introduced.

HarborFlex branding introduced to unify DAR and SVS demand response services into a single customer service channel.

Rideshare

GHT rebranded Vanpool as Rideshare in 2025. GHT's rideshare program is substantially supported by Washington's Public Transit Rideshare Grant program. GHT has maintained 12-15 vanpool groups through the past year. Groups often share a common employer or destination.

Recent improvements:

2026	5 new vehicles received.
	Telematics system installed on all vehicles.

Intermodal Connections

Each transit center in the GHT system includes parking for privately owned automobiles and bicycles, facilitating multimodal travel.

GHT services additionally connect with Greyhound intercity buses at the Olympia Transit Center and with passenger rail at the Centralia Amtrak Station.

Regional Partnerships

GHT maintains strong relationships with neighboring transit agencies, sharing information and promoting regional travel options. GHT services connect with neighboring transit agencies at the following locations:

- **Olympia Transit Center** – Intercity Transit and Mason Transit
- **Amanda Park** – Jefferson Transit
- **Centralia Amtrak Station** – Twin Transit (Lewis County) and Amtrak
- **McCleary Transit Center** – Mason Transit
- **Aberdeen Transit Center** – Pacific Transit

GHT additionally partners with community transportation providers to share information about travel options and specialized services. Coastal Community Action Program is one of the more active partners with their Driven to Opportunity program providing free rides to work-related destinations using volunteer drivers.

Equipment & Facilities

Staff facilities

GHT owns its main **Maintenance & Operations (M&O)** facility at 705 30th Street in Hoquiam, but other staff locations are currently leased. The M&O facility was constructed in 1978, nearly 50 years ago, shortly after the agency was established. Modest improvements continue to take place at M&O to ensure operational capacity is sustained, however, GHT is in the early stages of development for a new unified transit campus that can house all staff departments in one location. The development process for a new campus is expected to take at least 8 years at present. The site of a former bowling alley adjacent to M&O was purchased in 2015 and used as staff parking. That parcel is being developed into a bus detailing facility in 2026-2027. M&O houses the maintenance, safety, operations, and dispatch teams. The facility includes a 2.5-acre parcel of industrial land, a 4-bay maintenance shop, offices, training area, conference rooms, a fuel bay, a bus wash bay, a fuel island, and parking for 56 staff vehicles and 69 transit vehicles.

The GHT administrative team moved into a newly leased property across the street from M&O at 3030 Ingram Street in Hoquiam. The former headquarters for the Rayonier forest products company, this new facility brings GHT's staff closer together and provides adequate working space at least until a new campus can be developed.

GHT's facilities team operate out of a leased workshop at 1506 West Wishkah Street.

Transit centers

GHT operates transit centers in each of the principal communities in the county:

- Aberdeen Transit Center (ATC)
- Hoquiam Transit Center (HTC)
- Montesano Transit Center
- Elma Transit Center
- Ocean Shores Transit Center
- Westport Transit Center
- McCleary Transit Center

All are owned and maintained by GHT with the exception of McCleary, which is owned by that city. The facilities at Aberdeen and Hoquiam are staffed with customer service during daytime business hours and additionally feature digital signage. GHT also owns a vacant

parcel adjacent to ATC and is currently working with consultants to develop the property for public transit use.

Future park and ride locations are anticipated to supplement GHT's network.

Bus stop amenities

GHT is currently undertaking a comprehensive bus stop inventory to prepare for a new amenity program.

Fleet

GHT has set a goal for a 90% State of Good Repair (SGR), including the vanpool fleet. The Capital Improvement Program outlined in this document represents a program of maintenance and scheduled vehicle replacements that will meet this target. The program does assume full funding for vehicle purchases, which is dependent in part on competitive grants. GHT is currently working with consultants to develop a Zero Emission Vehicle Transition Plan that will outline targets for future consideration. The agency has budgeted its first ZEV purchase as soon as 2029 pending the recommendations of the Transition Plan.

Section 3: State and agency goals, objectives, and action strategies

State Policy Goals

The following are copied from RCW 47.04.280 and the Washington Transportation Plan Vision 2050:

> ***Preservation**: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system.*
>
> ***Safety**: To provide for and improve the safety and security of transportation customers and the transportation system.*
>
> ***Stewardship**: To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system.*
>
> ***Mobility**: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.*
>
> ***Economic vitality**: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy; and*
>
> ***Environment**: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment*

GHT's Goals and Strategies

GHT will over the next five years focus on the four key goals named in the table below. The table shows how GHT's local priorities align with state goals established in the Washington State Transportation Plan (referenced above).

[Table on next page.]

Goals and Strategies	State goal areas					
	Preservation	*Safety*	*Stewardship*	*Mobility*	*Economic*	*Environment*
Goal 1: Improve convenience, reliability, and customer service of transit services						
Strategy 1.1: Improve transit service reliability • Improved CAD/AVL system and data quality • Evaluate service standards to improve access for low-income, youth, aging adults, and people with limited mobility • Planning and engineering expert support on significant projects	X		X	X	X	
Strategy 1.2: Enhance the rider experience • Real-time trip information and service alerts available on multiple public channels and formats • Adding weather protection, seating, and restrooms to transfer points, seating and/or shelter at more bus stops, and major renovation at ATC • Develop park and ride facilities and multimodal support including electric vehicle charging, bike amenities • Easy access to quality customer service • Improved Spanish-language materials		X	X		X	
Strategy 1.3: Meeting modern standards • Bus Stop Improvement Project (ADA compliance, modern amenities, improved signage) • Cloud-enabled updates of headsign/AVA system • Rapid updates to GTFS feeds	X		X	X		
Goal 2: Improve safety and security						
Strategy 2.1: Enhance safety during the ride • Physical: Driver protective barriers, cameras, cleanliness • Technology: Telematics, modern tablets, enhanced wireless communication and dispatch systems, body cameras for supervisors	X	X	X			

Strategy 2.2: Transit center improvements • Enhance security monitoring technology (cameras, access control, other sensors or systems) • Improve access and movement at and around transit centers (including pavement condition) • Maintain safety features, eliminate hazards	X	X		X	X	
Strategy 2.3: Local cooperation • Clear communication of safety policies, cooperation with local partners on maintaining safe environments		X		X	X	
Goal 3: Strengthen GHT's capacity to support the community						
Strategy 3.1: Maintain state of good repair • Vehicle purchase and replacement • Invest in equipment to perform maintenance/repair in-house including service trucks, lifts, backup generator, etc. • Ensure facilities remain capable of servicing transit needs	X	X	X			X
Strategy 3.2: Develop and undertake operator retention plan • Build on existing Safety Program • Permanent CDL training site • Continuous training and skill enhancement opportunities						
Strategy 3.3: Unified transit campus • Continue project to build capacity to maintain the fleet and support all members of staff and lessen dependence on aging facilities • Sustain existing facilities during campus build out, including M&O remodel & modernization, "Bowling Alley" property	X	X	X	X	X	X
Strategy 3.4: Zero-Emission Vehicle transition plan • Complete all necessary studies • Pursue ZEV planned vehicle purchases • Build or procure supporting ZEV infrastructure	X		X	X	X	X
Goal 4: Optimize transit services and delivery						
Strategy 4.1: Invest in planning tools & technology • Obtain modern route/job planning tools • Add Automated Passenger Counters (APCs), improve GPS quality, improve quality of data inputs • Utilize technology to pursue system efficiencies	X	X	X	X	X	X

Strategy 4.2: Improve span and coverage of transit service • Extend weekend and evening service to more routes • Improve fixed route frequency			X	X	X	X
Strategy 4.3: Route and service optimization • Express routes serving fewer stops faster • Consider route realignments, mode shifts for improved rider experience	X			X	X	X
Strategy 4.4: Foster local partnerships • Work with local community transit providers, social service providers to enhance overall availability of transportation options in the community • Cooperate with local governments on improved infrastructure, multimodal access to transit	X	X	X	X	X	X
Strategy 4.5: Preserve paratransit access • Implement travel training program to teach passengers with disabilities how to use fixed route service • Explore pilot program of limited/peak shuttle routes to relieve stress from demand response services	X		X	X	X	

Section 4: Local performance measures and targets

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

Performance measure	Target
On-time performance of transit vehicles	• Fixed route, p.m. (3-6 p.m.) peak trips: 90% on time. • Fixed route, a.m. peak or non-peak trips: 95% on time. • Paratransit: 90% of all trips arrive within a 30-minute pick-up window.
Travel Time	SVS time onboard vehicle goals: Not more than 200% of the time onboard SVS compared to what it would take for the same trip on fixed route.
Facility and Amenities	Bus stops, shelters, transit centers: current target is 75% SGR; expected to increase to 85% SGR by 2030 following the Bus Stop Improvement Project.
Collisions	Collisions per 100,000 revenue miles less than or equal to 3.7.
Alternative fuels	Capital Improvement & Zero Emissions Plan development is currently underway to establish these targets. 5 expansion ZEV buses planned tentatively for 2029.
Transit Productivity	• Local route: 20 passengers/revenue hour • Rural route: 4 passengers/revenue hour • Paratransit: 2 passengers/revenue hour
Vehicle State of Good Repair	Maintain 90% of the rolling stock within a state of good repair.
Equipment State of Good Repair	Maintain 90% of non-revenue equipment vehicles and other equipment worth over $50,000 within a state of good repair.
Span of Service	Sustain current services that cover Grays Harbor County and intercity connections.
Coverage	Transit stops will be located to ensure that key demographic groups in the service area have equitable access to fixed-route service.

Section 5: Plan consistency

GHT is a member of the **Southwest Washington Regional Transportation Planning Organization** (SWRTPO). In this capacity, it participates in policy and programming decisions for transportation projects and services. GHT coordinates with other member agencies to prepare and regularly update the Metropolitan/Regional Transportation Improvement Plan. This coordination promotes integration between land use, public transit, and other transportation modes.

In addition to the goals in strategies outlined in Section 3, GHT's plans are consistent with the following regional goals:

- Coordinate with other agencies and jurisdictions to create a safe, accessible, and integrated public transportation system.
- Transit Support- Encourage citizens and businesses to use transit as an alternative to the single-occupant vehicle.
- Support adequate funds for transportation systems to serve those who, due to age and/or disability, cannot transport themselves.
- Encourage coordination among public transit service providers and between the public transit network and the non-motorized transportation system to promote a more integrated transportation system for those traveling by means other than a private automobile.

Section 6: Planned capital expenses

The tables below outline GHT's planned capital expenses for 2027-2032 as outlined in the 6-Year Transportation Improvement Plan approved June 9, 2026.

Vehicles

Fixed Route Fleet – Replacement

Replaces fixed route coaches as they reach their planned useful life, typically three years later than the 12-year minimum lifespan established by FTA.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$961,538	--	--	--	--	--	**$961,538**
State	--	--	--	--	--	--	**--**
Federal	$3,846,151	--	--	--	--	--	**$3,846,151**
Total	**$4,807,689**	**--**	**--**	**--**	**--**	**--**	**$4,807,689**

Fixed Route Fleet - Expansion

Introduction of GHT's first Zero Emission Vehicles. Subject to findings from ZEV Transition Plan study currently underway and available grant funding.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	--	$2,000,000	--	--	--	**$2,000,000**
State	--	--	--	--	--	--	**--**
Federal	--	--	$8,000,000	--	--	--	**$8,000,000**
Total	**--**	**--**	**$10,000,000**	**--**	**--**	**--**	**$10,000,000**

Demand Response - Replacement

Acquire and replace vehicles on a routine schedule and in accordance with the fleet plan. Demand response serves comingled paratransit and Dial-A-Ride services. The program does not include an expansion of the current fleet size.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$465,144	--	--	--	$300,000	--	**$765,144**
State	--	--	--	--	--	--	**--**
Federal	$1,860,576	--	--	--	$1,200,000	--	**$3,060,576**
Total	**$2,325,720**	**--**	**--**	**--**	**$1,500,000**	**--**	**$3,825,720**

Rideshare Vehicles

The acquisition and replacement of non-revenue vehicles which are used to maintain transit facilities, transport employees, road supervisors and equipment.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	$60,000	--	--	--	--	**$60,000**
State	--	--	--	--	--	--	**--**
Federal	--	$240,000	--	--	--	--	**$240,000**
Total	**--**	**$300,000**	**--**	**--**	**--**	**--**	**$300,000**

Non-Revenue Vehicles

The acquisition and replacement of non-revenue vehicles which are used to maintain transit facilities, transport employees, road supervisors and equipment. Includes service trucks and a forklift.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$64,000	$57,000	--	--	$58,000	--	**$179,000**
State	--	--	--	--	--	--	**--**
Federal	$256,000	$228,000	--	--	$232,000	--	**$716,000**
Total	**$320,000**	**$285,000**	**--**	**--**	**$290,000**	**--**	**$895,000**

Rolling Stock Miscellaneous Equipment and Fixtures

Mid-life replacement and expansion of on-board vehicle equipment supporting transit operations, enhancing efficiency, and increasing safety. Includes new operator safety

barriers, upgrade to an ADA-compatible automated voice announcement (AVA) system and headsigns, automated passenger counters (APCs), and modern bike racks capable of carrying heavier e-bikes.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$120,000	--	--	--	--	--	**$120,000**
State	--	--	--	--	--	--	**--**
Federal	$480,000	--	--	--	--	--	**$480,000**
Total	**$600,000**	**--**	**--**	**--**	**--**	**--**	**$600,000**

Total: Vehicles

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$1,546,682	$117,000	$2,000,000	--	$300,000	--	**$3,963,682**
State	--	--	--	--	--	--	**--**
Federal	$6,186,727	$468,000	$8,000,000	--	$1,200,000	--	**$15,854,727**
Total	**$7,733,409**	**$585,000**	**$10,000,000**	**--**	**$1,500,000**	**--**	**$19,818,409**

Facilities – Maintenance & Administration

Headquarters Planning

Architectural & engineering services to complete plans and compliance for a new transit campus.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$50,000	$700,000	$1,000,000	--	--	--	**$1,750,000**
State	$500,000	$500,000	$9,000,000	--	--	--	**$15,750,000**
Federal	--	--	--	--	--	--	**--**
Total	**$500,000**	**$6,300,000**	**$10,000,000**	--	--	--	**$17,500,000**

Headquarters Plans, Specifications, and Estimates (PS&E) and Construction

Carrying the transit campus project forward to bid and construction.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$3,000,000	$3,000,000	$7,000,000	$7,000,000	--	--	**$15,000,000**
State	$7,000,000	$7,000,000	$1,750,000	$1,750,000	--	--	**$15,500,000**
Federal	$5,000,000	$5,000,000	$26,250,000	$26,250,000	--	--	**$70,500,000**
Total	**$15,000,000**	**$15,000,000**	**$35,000,000**	**$35,000,000**	--	--	**$100,000,000**

Maintenance & Operations Exterior Remodel

Restoring condition of pavement and exterior facilities at GHT's M&O facility to sustain continuing service.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$660,000	--	--	--	--	--	**$660,000**
State	--	--	--	--	--	--	**--**
Federal	$2,640,000	--	--	--	--	--	**$2,640,000**
Total	**$3,300,000**	**--**	**--**	**--**	**--**	**--**	**$3,300,000**

Maintenance & Operations Interior Remodel

Conducts upgrades to interior of building to support modern standards, access, and space utilization improvements.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$10,000	$60,000	--	$140,000	--	--	**$210,000**
State	--	--	--	--	--	--	**--**
Federal	--	--	--	$560,000	--	--	**$560,000**
Total	**$10,000**	**$60,000**	**--**	**$700,000**	--	--	**$770,000**

Total: Maintenance & Administration Facilities

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$3,720,000	$3,760,000	$8,000,000	$7,140,000	$0	$0	$17,620,000
State	$7,500,000	$7,500,000	$10,750,000	$1,750,000	$0	$0	$31,250,000
Federal	$7,640,000	$5,000,000	$26,250,000	$26,810,000	$0	$0	$73,700,000
Total	**$18,810,000**	**$21,360,000**	**$45,000,000**	**$35,700,000**	**$0**	**$0**	**$121,570,000**

Facilities – Passenger & Operational

Bus Stop Improvement Project

Improves bus stops with appropriate ADA features, construction, new signage, new shelters, seating, and other amenities as identified in a bus stop audit currently underway.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$50,000	$50,000	$980,000	--	--	--	$1,000,000
State	--	--	--	--	--	--	**--**
Federal	--	--	$3,920,000	--	--	--	$3,920,000
Total	**$50,000**	**$50,000**	**$4,900,000**	--	--	--	**$5,000,000**

Restrooms for Transit Centers

Install permanent, secured restrooms at each GHT transit center.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	$50,000	$50,000	$50,000	$50,000	--	**$200,000**
State	--	--	--	--	--	--	--
Federal	--	$200,000	$200,000	$200,000	$200,000	--	**$800,000**
Total	--	**$250,000**	**$250,000**	**$250,000**	**$250,000**	--	**$1,000,000**

Aberdeen Transit Center Renovation

Converting existing open structures into enclosed, climate controlled shelter complete with rider amenities and customer service facilities. Realigning parking and travel lanes within the site footprint.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	--	$158,119	$1,423,065	--	--	$1,581,184
State	--	--	$632,473	$5,692,260	--	--	$6,324,733
Federal	--	--	--	--	--	--	--
Total	--	--	**$6,324,733**	**$1,581,184**	--	--	**$7,905,917**

Elma Transit Center Upgrades

Security and comfort upgrades to Elma Transit Center, including planning & construction.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	--	$10,000	$198,000	--	--	**$208,000**
State	--	--	--	--	--	--	--
Federal	--	--	--	$792,000	--	--	**$792,000**
Total	**--**	**--**	**$10,000**	**$990,000**	**--**	**--**	**$1,000,000**

Hoquiam Transit Center Upgrades

Restoring the condition of pavement, adding parking capacity, enhancing security, and improving rider amenities at this high-traffic downtown transit center.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	--	$10,000	$198,000	--	--	**$208,000**
State	--	--	--	--	--	--	--
Federal	--	--	--	$792,000	--	--	**$792,000**
Total	**--**	**--**	**$10,000**	**$990,000**	**--**	**--**	**$1,000,000**

Highway Park & Ride Facilities

Develop new properties along Highways 8 and 12 into transit-oriented park and ride lots. These lots will facilitate faster intercity transit service bypassing current stops in city cores and support expansion express routes operated by GHT.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	--	--	$160,000	--	--	**$160,000**
State	--	--	--	--	--	--	**--**
Federal	--	--	--	$640,000	--	--	**$640,000**
Total	**--**	**--**	**--**	**$800,000**	**--**	**--**	**$800,000**

Total: Passenger & Operations Facilities

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$50,000	$100,000	$1,208,119	$2,029,065	$50,000	--	**$3,437,184**
State	--	--	$632,473	$5,692,260	--	--	**$6,324,733**
Federal	--	$200,000	$4,120,000	$2,424,000	$200,000	--	**$6,944,000**
Total	**$50,000**	**$300,000**	**$5,960,592**	**$10,145,325**	**$250,000**	**--**	**$16,705,917**

Equipment

Body cameras for supervisors

Deploying body cameras for use by transit supervisors in the field.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	--	--	--	$10,000	--	--	**$10,000**
State	--	--	--	--	--	--	**--**
Federal	--	--	--	$40,000	--	--	**$40,000**
Total	**--**	**--**	**--**	**$50,000**	**--**	**--**	**$50,000**

Towable boom lift

Purchase a towable boom lift to support multiple departments in the care and upkeep of facilities and vehicles.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$13,000	--	--	--	--	--	$13,000
State	--	--	--	--	--	--	--
Federal	$52,000	--	--	--	--	--	$52,000
Total	**$65,000**	**--**	**--**	**--**	**--**	**--**	**$65,000**

Total: Equipment

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$13,000	--	--	$10,000	--	--	**$23,000**
State	--	--	--	--	--	--	**--**
Federal	$52,000	--	--	$40,000	--	--	**$92,000**
Total	**$65,000**	**--**	**--**	**$50,000**	**--**	**--**	**$115,000**

Technology

Software-as-a-Service: CAD/AVL system with integrated transit features

Procure a fully-fledged transit software suite capable of more robust planning & analysis, route development, with rider and compliance features supporting GTFS-RT and NTD reports, APCs integrations, and operating CAD/AVL functions.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$120,000	--	--	--	--	--	**$120,000**
State	--	--	--	--	--	--	**--**
Federal	$480,000	--	--	--	--	--	**$480,000**
Total	**$600,000**	**--**	**--**	**--**	**--**	**--**	**$600,000**

Software-as-a-Service: ERP/Accounting System

ERP/Accounting software with payroll and timekeeping features to support transit staff and operations.

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$120,000	--	--	--	--	--	**$120,000**
State	--	--	--	--	--	--	**--**
Federal	$480,000	--	--	--	--	--	**$480,000**
Total	**$600,000**	**--**	**--**	**--**	**--**	**--**	**$600,000**

Total: Technology

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$240,000	--	--	--	--	--	**$240,000**
State	--	--	--	--	--	--	--
Federal	$960,000	--	--	--	--	--	**$960,000**
Total	**$1,200,000**	**--**	**--**	**--**	**--**	**--**	**$1,200,000**

Section 7: Planned operating changes

GHT is studying more substantial route optimization following a Capital Improvement Planning process with external consultants completing in 2027. The results of that study, involving significant public outreach, may change the current plans listed below with any adjustments expected to be published in the 2028-2033 TDP. Future editions of the TDP are expected to include a more robust Service Improvement Program in this section.

The table below outlines GHT's currently planned operating changes for 2027-2032. See Section 3: Goals and Strategies for additional targets impacting service delivery and rider experience.

Year	Service change	Estimated Vehicles	Est. Revenue Hour change	Est. Revenue Mile change
2027	Enhanced paratransit (SVS) capacity due to improved computer aided dispatching * VRH/VRM change *per passenger* expected to decrease while total net hours/miles may increase with extra capacity.	--	TBD	TBD
2027	Enhanced Rideshare utilization due to increased targeted outreach to likely users	--	TBD	TBD
2028	Evaluate interlining and route names for ease of navigating the fixed route system (no net VRH/VRM change expected)	--	--	--
2028	Add Saturday service to Route 25: The DASH in Hoquiam	1	+572	+2,600
2029	Add weekday commuter express route from Aberdeen to Olympia	1	+522	+13,050
2029	Consider a pilot, limited-service route from Ocean Shores to Elma focused on few stops at key medical and shopping destinations. * Concept only proposed at this stage, under evaluation.	1	+364	+10,400
2030	Add Saturday service to HarborFlex in Montesano and Elma (DAR)	2	+520	+1,300
2032	Expand service to Central Park, Satsop * Estimates available after alternatives analysis.	--	--	--

Note: Most changes above will utilize existing vehicles during times they are currently out of service and do not require a fleet expansion to carry out.

Section 8: Multiyear financial plan

Capital Improvement Program

GHT funds its capital projects with federal, state, and local funds. GHT for planning purposes assumes local match for federal and state grants to be 20-percent for vehicles and 50-percent for pedestrian improvements.

Capital Expenditure	2027	2028	2029	2030	2031	2032
Fleet - Fixed Route Heavy Duty Buses	$4,807,689		$10,000,000			
Fleet - Rideshare Vans		$320,000				
Fleet - Cutaway Buses	$2,325,720				$1,500,000	
Fleet - Non Revenue	$320,000	$285,000			$290,000	
Fleet - Equipment & Fixtures	$600,000					
HQ ROW, Permitting, Final Design, Construction	$15,500,000	$22,000,000	$45,000,000	$35,000,000		
Facility - M & O Improvement	$3,310,000	$60,000		$700,000		
Equipment - M & O	$65,000					
Facility - Bus Stops & Shelters	$50,000	$50,000	$4,900,000			
Facility - Transit Centers		$250,000	$1,060,592	$9,345,325	$250,000	
Park and Ride facilities				$800,000		
Technology	$1,200,000			$50,000.00		
Total Capital Expenditures	**$26,978,409**	**$22,965,000**	**$60,960,592**	**$45,845,325**	**$2,040,000**	**$0**

Operating Financial Plan

GHT is a locally funded transit agency. Retail sales tax in the agency's county transportation service area is the agency's primary revenue source. Other funding sources include rideshare fares, state and local grant funding, and other miscellaneous revenues.

The table below details GHT's operating financial plan. The plan includes operating changes identified in Section 7: Planned operating changes with growth in baseline costs of 3-percent.

Operations revenue assumptions include:

- No change in the retail sales tax rate is anticipated within the planning period.

- Growth in sales tax revenue throughout the planning period. The forecast is 3-percent in all years based on trend data.
- Minimal growth in federal formula funds and state operating grants.

Operating Revenue

	2026	2027	2028	2029	2030	2031	2032
Sales Tax	13,800,000	14,490,000	15,214,500	15,975,225	16,773,986	17,612,686	18,493,320
Farebox	0	0	0	0	0	0	0
Vanpool	109,058	111,239	113,464	115,733	118,048	120,409	122,817
Sales Tax Equalization	1,159,571	824,221	832,463	840,788	849,196	857,688	866,265
State Operating	1,875,416	1,875,416	1,875,416	1,875,416	1,875,416	1,875,416	1,875,416
Federal Operating Grants	794,236	794,236	794,236	794,236	794,236	794,236	794,236
Other	1,335,263	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	750,000
Total	**19,073,544**	**19,395,112**	**20,130,079**	**20,901,398**	**21,710,882**	**22,560,434**	**22,902,053**
Annual % Change		*2%*	*4%*	*4%*	*4%*	*4%*	*2%*

Operating Expense

	2026	2027	2028	2029	2030	2031	2032
Fixed Route Preservation and Maintenance	13,788,871	14,478,314	15,202,230	15,962,342	16,760,459	17,598,482	18,478,406
Demand Response Preservation and Maintenance	3,665,396	3,848,666	4,041,099	4,243,154	4,455,312	4,678,077	4,911,981
Vanpool Preservation and Maintenance	176,609	181,024	185,550	190,189	194,943	199,817	204,812
Total Operating Expenses	**17,630,876**	**18,508,005**	**19,428,879**	**20,395,684**	**21,410,714**	**22,476,376**	**23,595,199**

Cash Flow Analysis

The following table represents GHT's consolidated cash flow analysis for 2027-2032.

General Fund

	2027	2028	2029	2030	2031	2032
Beginning Balance	*4,473,857*	*4,860,965*	*5,062,165*	*4,567,878*	*3,868,046*	*3,452,104*
Revenue						
Sales Tax	14,490,000	15,214,500	15,975,225	16,773,986	17,612,686	18,493,320
Farebox	-	-	-	-	-	-
Vanpool	111,239	113,464	115,733	118,048	120,409	122,817
Sales Tax Equalization	824,221	832,463	840,788	849,196	857,688	866,265
Federal Operating Grants	794,236	794,236	794,236	794,236	794,236	794,236
State Operating	1,875,416	1,875,416	1,875,416	1,875,416	1,875,416	1,875,416
Other	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	750,000
Transfers	(500,000)	(500,000)	(1,000,000)	(1,000,000)	(500,000)	(500,000)
Revenues Subtotal	**18,895,112**	**19,630,079**	**19,901,398**	**20,710,882**	**22,060,434**	**22,402,053**
Expenses						
Fixed Route	14,478,314	15,202,230	15,962,342	16,760,459	17,598,482	18,478,406
Demand Response	3,848,666	4,041,099	4,243,154	4,455,312	4,678,077	4,911,981
Vanpool	181,024	185,550	190,189	194,943	199,817	204,812
Expense Subtotal	**18,508,005**	**19,428,879**	**20,395,684**	**21,410,714**	**22,476,376**	**23,595,199**
Ending Cash Balance	*4,860,965*	*5,062,165*	*4,567,878*	*3,868,046*	*3,452,104*	*2,258,958*

Capital Fund

	2027	2028	2029	2030	2031	2032
Beginning Balance	*29,856,000*	*24,722,318*	*21,225,318*	*11,017,199*	*2,838,134*	*2,730,134*
Revenue						

Federal Grants	15,094,727	5,668,000	38,370,000	29,274,000	1,432,000	-
State Grants	7,450,000	13,300,000	11,382,473	7,442,260	-	-
Transfer In	500,000	500,000	1,000,000	1,000,000	500,000	500,000
Revenues Subtotal	**23,044,727**	**19,468,000**	**50,752,473**	**37,716,260**	**1,932,000**	**500,000**
Obligations						
System P & M	-	-	-	-	-	-
Fleet - Fixed Route	4,807,689	-	10,000,000	-	-	-
Fleet - Vanpool	2,325,720	-	-	-	1,500,000	-
Fleet - Cutaway Buses	-	320,000	-	-	-	-
Fleet - Safety Upgrades	320,000	285,000	-	-	290,000	-
Technology	600,000	-	-	-	-	-
Equipment - M & O	1,200,000	-	-	50,000	-	-
Equipment - Vehicles	15,500,000	22,000,000	45,000,000	35,000,000	-	-
Facility - Bus Stops & Shelters	3,310,000	60,000	-	700,000	-	-
Facility - M & O	65,000	-	-	-	-	-
Facility - Transit Center	50,000	50,000	4,900,000	-	-	-
System Preservation and Maintenance	-	250,000	1,060,592	9,345,325	250,000	-
HQ ROW, Permitting Construction	-	-	-	-	-	-
Land Purchase & Development	-	-	-	800,000	-	-
Obligations Subtotal	**28,178,409**	**22,965,000**	**60,960,592**	**45,895,325**	**2,040,000**	**-**
Ending Cash Bal. 12/31	*24,722,318*	*21,225,318*	*11,017,199*	*2,838,134*	*2,730,134*	*3,230,134*

Summary

	2027	2028	2029	2030	2031	2032
Beginning Cash Balance	34,329,857	29,583,283	26,287,483	15,585,077	6,706,180	6,182,238
Operating Revenue	18,895,112	19,630,079	19,901,398	20,710,882	22,060,434	22,402,053
Operating Expenses	18,508,005	19,428,879	20,395,684	21,410,714	22,476,376	23,595,199
Capital Revenue	23,044,727	19,468,000	50,752,473	37,716,260	1,932,000	500,000
Capital Obligations	28,178,409	22,965,000	60,960,592	45,895,325	2,040,000	-
Ending Cash Balance	29,583,283	26,287,483	15,585,077	6,706,180	6,182,238	5,489,092

Section 9: Projects of regional significance

The below list includes projects that are either of regional significance or are federally funded. GHT will coordinate with the Grays Harbor Council of Governments (GHCOG) and Cowlitz-Wahkiakum Council of Governments (CWCOG) to incorporate these into the Transportation Improvement Program.

Project	Total ($)
2027-2029VR (7) HD Buses Vehicle Replacement (VR)	4,807,689
2027-2029VR (10) Cutaway Vehicle Replacement	2,325,720
2028-2030 (4) Rideshare van VR	300,000
2029-2031VRE (5) HD Bus Expansion	10,000,000
2031-2033 (5) Cutaways VR	1,500,000
2027-2032 Capital Construction (Bus Stops)	5,000,000
2027-2029 Capital Equip Motorcoach Mid-Cycle Upgrades	600,000
2027-2029 Software as a Service (FR Dispatch w/ADA)	600,000
2024-203C Headquarters Planning	17,500,000
2025-2029C Operations & Maintenance Facility Remodel	3,300,000
2028-2030 (1) Forklift (ER)	125,000
2027-2029 Capital Equip Towable Boom Lift	65,000
2027-2029 Software as a Service (Accounting Software)	600,000
2027-2030 Cap Constr M&O Interior Renovation	770,000
2027-2032 Headquarters PS&E and Construction	100,000,000
2028-2030 (2) Service Truck VR	320,000
2031-2033 (1) Service Truck VR	290,000
2028-2030 (3) Supervisor response vehicle VR	160,000
2028-2032C Secured Restrooms at Park and Rides	1,000,000
2029-2031 Aberdeen Transit Center Renovation	7,905,917
2029-2030 Cap Constr Elma Transit Center	1,000,000
2029-2031 Cap Const (HTC)	1,000,000
2030C HWY 12 & 8 Park and Ride Lots	800,000
2030-2032 Equipment (Body Cams)	50,000

Appendix A: Board Resolution

Appendix B: Notice of Public Hearing

The statement below was published on the GHT website May 28 and in The Daily World newspaper on June 24 and July 1, 2026.

Notice of Public Hearing on July 14, 2026
on the Transit Development Plan (TDP) Update, 2027-2032

A public hearing will be held **July 14th at 4:00pm** followed by the regular July Board meeting. The hearing will be held both in person at the Grays Harbor Transit Administrative Office located at 3030 Ingram Street in Hoquiam and via Zoom.

See the Board Meeting page for information on how to join remotely via Zoom.

Public comment will be accepted during the Public Hearing. You may also submit comments in writing no later than 3pm on July 14. Submit written comments via email to kdawson@ghtransit.com or to: 3030 Ingram Street, Hoquiam, WA 98550.

Appendix C: Fleet Inventory Summary

Fixed Route Fleet Summary

Years in Service	Make/Model	Units	Length (feet)	Seating Capacity	Wheelchair Capacity	Condition Rating
20	GILLIG	1	35’	32	2	1
14	GILLIG	2	35’	32	2	2
10	GILLIG	1	35’	29	2	3
10	GILLIG	3	40’	35	2	3
7	GILLIG	6	35’	29	2	4
5	GILLIG	2	35’	29	2	4
5	GILLIG	5	40’	35	2	4
3	GILLIG	3	40’	35	2	5
2	GILLIG	1	35’	29	2	5
2	GILLIG	2	40’	35	2	5
1	GILLIG	5	35’	29	2	5
1	GILLIG	1	40’	35	2	5
	Total	**32**				

Demand Response Fleet Summary

Years in Service	Make/Model	Units	Length (feet)	Seating Capacity	Wheelchair Capacity	Condition Rating
9	FORD E450	1	26’	14	6	1
7	FORD E450	10	26’	14	6	4
3	FORD E450	5	26’	14	6	5
2	FORD E450	2	26’	14	6	5
	Total	**18**				

Rideshare Fleet Summary

Years in Service	Make/Model	Units	Seating Capacity	Condition Rating
16	Dodge/7 Passenger Van	1	7	2
13	Dodge/7 Passenger Van	2	7	2
7	Ford X2C Transit	3	15	4
6	Ford X2C Transit	1	15	4
2	Ford Transit 350	8	12	5
0	Ford Transit 350	5	12	5
	Total	**20**		

Non-Revenue Fleet Summary

Years in Service	Make/Model	Units	Seating Capacity	Condition Rating
11	FORD/TRANSIT CONNECT	3	7	3
15	DODGE/7 PASS VAN	3	7	2
19	FORD/F450	1	2	2
7	FORD/F250	1	5	4
15	FORD/F250	1	5	3
19	FORD/15 PASS VAN	1	15	1
52	HYSTER/Forklift	1	1	2
	Total	**11**		