

# TranGO

TRANSIT FOR GREATER OKANOGAN

## 2024-2029

### Transit Development Plan

303 2<sup>nd</sup> Ave S, Suite A  
Okanogan, WA 98840

**Approved September 18, 2024**

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## **Plan Adoption, Public Hearing, and Distribution**

### **Plan Adoption**

The Okanogan County Transit Authority Board of Directors adopted the 2024-2029 Transit Development on September 18, 2024.

### **Public participation process**

Public comment period: August 21, 2024 – September 18, 2024.

Comments submitted to: [clerk@okanogantransit.com](mailto:clerk@okanogantransit.com)

**Public hearing:** Okanogan County Transit Authority (OCTA) held a public hearing on the Transit Development Plan on September 18, 2024, at 8:30 a.m., during an OCTA Regular Board Meeting held at 303 2nd Ave S, Suite A, Okanogan, WA 98840 as well as available virtually on Zoom.

Notice posted to the website: Okanogan County Transit Authority posted a notice of the hearing on the Transit Development Plan to its website at <http://www.okanogantransit.com> on August 21, 2024.

Requests for paper or digital copies: Okanogan County Transit Authority made the plan available to the public to request a paper or digital copy of the Transit Development Plan on and after by emailing [clerk@okanogantransit.com](mailto:clerk@okanogantransit.com) or calling (509) 557-6177; a draft copy of the plan was posted on the agency website on as well.

Available to the public for review: Okanogan County Transit Authority allowed the public to request the Transit Development Plan in person at 303 2nd Ave S, Suite A, Okanogan, WA 98840, or by mail at PO Box 507, Okanogan, WA 98840.

### **Plan distribution**

On, Okanogan County Transit Authority distributed the adopted Transportation Development Plan to:

- WSDOT Public Transportation Division online grants management system compliance module.
- 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 TranGO operates.

## **Description Of Service Area, Operations, and Facilities**

\*This section is optional for TranGO

### **Service Area**

Okanogan County Transit Authority conducts business as TranGO (Transit for Greater Okanogan). TranGO provides service within Okanogan County, except for the Coville Reservation. The current service primarily serves the population centers along the Methow River Valley and the Okanogan River Valley. The incorporated towns and cities of Winthrop, Twisp, Pateros, Brewster, Okanogan, Omak, Riverside, Tonasket, and Oroville as well as the unincorporated communities of Carlton, Methow, Ellisforde, and Crumbacher. TranGO expanded services on July 10, 2023, to include Mazama, Conconully, and Aeneas Valley. An additional expansion route between Okanogan and Chelan connecting to Link Transit in August or September

### **Operations**

TranGO directly operates fixed route service and deviates the route for ADA eligible passengers. The agency also operates a rideshare program. TranGO contracts with Okanogan County Transportation and Nutrition to provide two fixed routes within the system and to supplement ADA paratransit services within the most populated route (Omak-Okanogan). TranGO's schematic route map (Figure 1, p 9) shows where its fixed routes operate. Detailed system maps are included in Appendix 1 (p 26).

TranGO directly operates five fixed routes, and contracts another two fixed routes, providing service Monday-Saturday. The system is built on "pulse points" in Twisp, Okanogan, and Tonasket. Transfers at these locations create an opportunity to travel from one side of the county to the other, five times per day. Service hours vary slightly to ensure that a passenger travelling from Oroville to Mazama (at the farthest points from Okanogan) can return within a day.

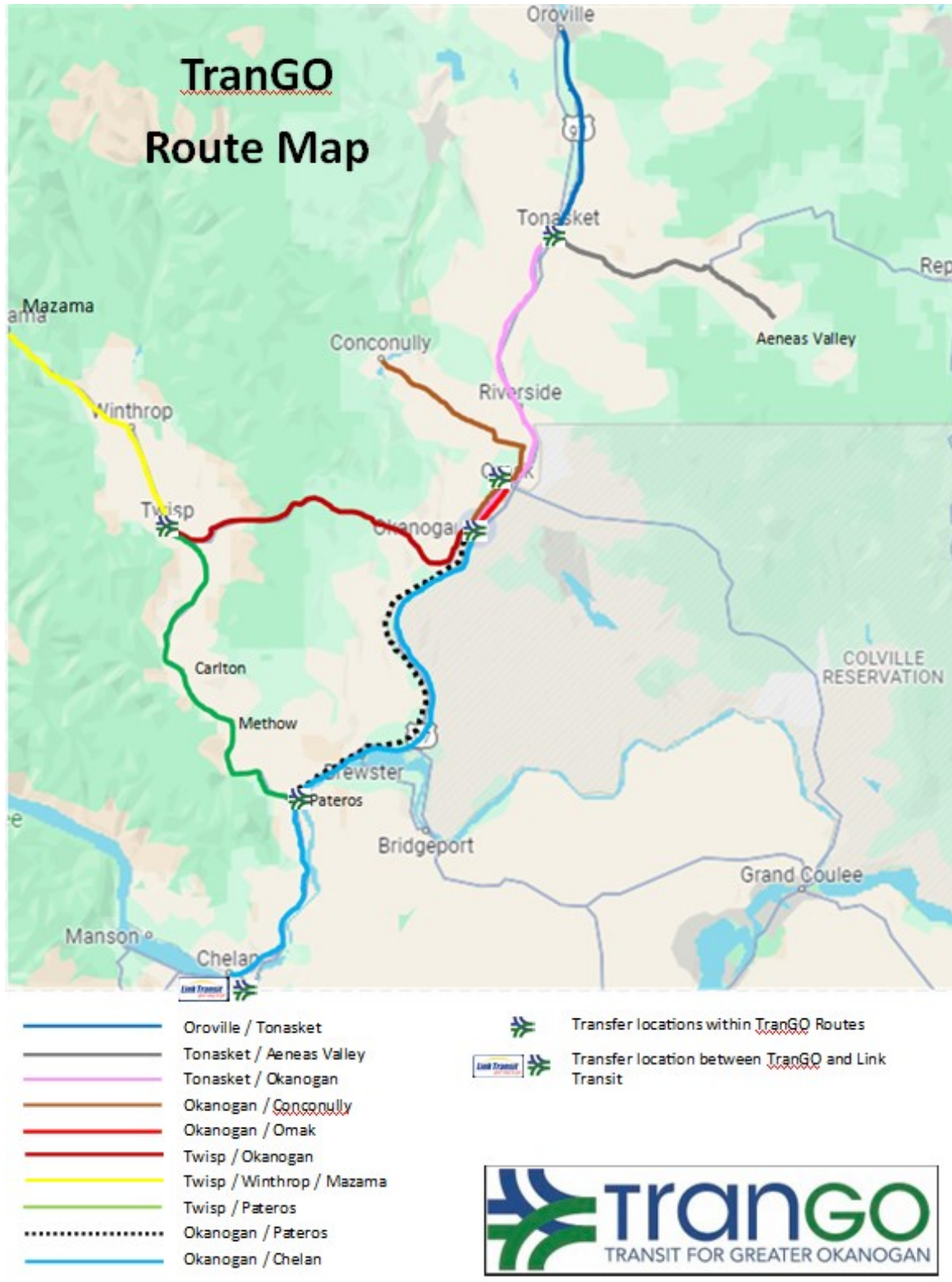
Table 1 – Routes

Route	Hours of Operation	Headway
Twisp/Winthrop/Mazama	7am-7:30pm	2 hours
Twisp/Pateros	9am-6pm	2 hours
Twisp/Okanogan	7am-6pm	2 hours
Omak/Okanogan	7am-7pm Weekdays 8am-6pm Saturdays	30 min mid-day/1 hour 1-hour weekends
Okanogan/Omak/Conconully	8:30am-7pm T,Th	3 hrs
Okanogan/Tonasket	7am-6pm Weekdays 8am-5pm Saturdays	2 hours
Tonasket/Aeneas Valley	7am-3:30pm M,W,F	1.5 hrs
Tonasket/Oroville	6am-6:45pm Weekdays 7am-6pm Saturdays	2 hours
Okanogan/Brewster	7am-6pm	2 hours
Okanogan/Chelan (with stops in Brewster & Pateros)	8 am-5pm	3 hrs



Figure 1 - Schematic Route Map

Detailed route maps can be found in Appendix 1.



ADA accessible services are available during the same times as the agency’s fixed route services.

Rideshare services operate independently, Monday-Friday, generally 5:00 a.m. – 7:00 p.m. The current vanpools are utilized by Federal employees, receiving subsidies to rideshare.

Fares for fixed route and paratransit services are one dollar per boarding. The service routes each represent a “zone” for the purpose of determining fares. Punch passes are available in a variety of denominations. Monthly passes are sold for \$30 and can be used for unlimited trips within one zone during a calendar month. Multi-zone passes are available for passengers travelling within more than one zone on a regular basis. A two-zone monthly pass can be purchased for \$60/month. Fares were suspended at the end of March 2020, due to COVID-19 and were restored in January 2022.

### Facilities

TranGO leases one facility for operations and administration at 303 2nd Ave S, Suite A, Okanogan, WA. In addition, TranGO leases three parking facilities. The primary secured lot at the corner of 1st Ave and Rose Street in Okanogan, on Wagner Street in Twisp, and on Railroad Ave in Tonasket.

### Bus Stop Amenities

TranGO has worked with local town and city governments to install bus stop shelters in Oroville, Omak, Brewster, Riverside, and Twisp. All installed bus stop shelters were engineered for ADA compliance. These bus stop shelters have been a positive addition, giving passengers a location to wait for the bus out of the weather and have the needed sitting amenities. The public has voiced their gratitude for this needed addition to the bus system and continue to share additional locations for future shelter placement. In addition to placing bus shelters, TranGO has also worked with the Town of Winthrop on approval of bus stop signs that meet the westernization theme. These signs are anticipated to be installed before the end of August 2024.



## **Intermodal Connections**

TranGO transports passengers from the Apple Line (intercity bus line) locations in Omak, Okanogan, Brewster, and Pateros. The Apple Line provides a single round trip daily between Omak and Wenatchee. The morning service departs Omak at 7:00 am, which is before TranGO service is operating.

Okanogan County Transportation and Nutrition operates a fixed route between Okanogan and Coulee Dam through the Colville Reservation, with fares of \$1 per boarding; the Colville Confederated Tribes paid the matching funds for the WSDOT grant for this route until July 1, 2022. OCTN is currently not receiving matching funds for this specific route but is looking for additional financial support for operating this route. The route provides two round trips on Monday and Friday and three round trips on Tuesday, Wednesday, and Thursday each week connecting Okanogan and Omak to Nespelem, and Coulee Dam. At Coulee Dam, passengers can transfer to a route operated by People for People connecting to Davenport. In Davenport, passengers can transfer to a bus operated by Special Mobility Services to travel to Spokane. Reservations are required beyond Coulee Dam for each additional provider to make the connections.

## **State and Agency Goals, Objectives, and Strategies**

The State's six policy goals are:

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

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

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

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

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

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

## **Mission Statement**

The mission of TranGO is to provide safe, reliable, and cost-effective public transportation services that promote citizen access to work, recreation, commerce, and public services.

## **Policy Goals**

Four broad policy goals guided the initial implementation of the TranGO mission statement by guiding the development of the comprehensive plan, the overall management of the authority, and the operation of its services. Each policy goal is supported by objectives and implementation strategies that are detailed below in Table 2, (p 16).

From July 2015 through February 2020, TranGO increased ridership each year by over 10,000 trips. In January and February of 2020, ridership had increased enough that larger buses or additional tripper service was contemplated to address peak service needs. COVID-19 interrupted that growth, and created uncertainty for policymakers, staff, and riders. Between April 2020 and May 2021, TranGO operated Monday through Friday on the regular schedule, but required reservations to ensure space for social distancing. TranGO resumed six-day service on May 17, 2021, without any reservations required. Social distancing of three feet was still required to comply with the State's social distancing public transit capacity limits. As of February 2024, ridership has returned to pre-COVID levels. The focus remains on continued ridership growth by offering the best customer service possible. We also remain vigilant about listening to the public to determine the greatest needs for the expansion of service.

The Board participated in a strategic planning session to address the community's needs and determine service modification. The Board conducted this full-day off-site strategic planning workshop in June 2022 to outline some of the most important goals for the next three to five years for the agency. The goals, objectives, and strategies set during this workshop are included in this plan but are expected to change significantly as service expansions are implemented and as planning for facilities is outlined.

It was determined that in order to move forward, passenger perception of safely riding public transit would remain critical to not only recover lost ridership due to COVID but grow ridership. The goals, objectives, and strategies reflect an acknowledgment that passenger safety and route consistency are critical to growing transit service levels and continuing to build ridership and confidence in the system. Following the Board's strategic plan, TranGO staff implemented a new website and has increased its visibility to the public on social media as well as advertising in local media to be more widely seen as a positive service provider. The staff has more actively built relationships with community partners by taking on leadership roles in chambers of commerce and representing the agency in local service clubs and organizations.

## **2024-2029 Agency Goals, Objectives, and Strategies, and Alignment with State Goals**

**Economic Vitality.** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy within Okanogan County. TranGO has been committed to providing connecting services between the populous communities throughout Okanogan County.

TranGO's focus for the next five years is to increase ridership by creating consistency of recently expanded hours and expanding hours of operations and frequency of service as needs are observed to meet ridership demands for more employment opportunities. This would include earlier and later service along current service routes, additional frequency of current routes and scheduled times, increasing availability of bus stop amenities including shelter placement, bench placement, bus stop signage, and installation of park and ride locations. TranGO will also research and plan specialty routes to increase access to recreation and special events throughout the county.

Supply chain issues created difficulty in receiving buses on time during and directly following the COVID pandemic and has substantially increased costs of both vehicles and maintenance. It was anticipated that as these supply chains eased, TranGO would be able to increase frequency of service in higher demand areas. With this increased frequency, TranGO would also look to increase the footprint of current service routes to expand the service area availing more ridership. Although this is still the plan and supply chain issues have eased, having a third-party provider perform all maintenance on TranGO's fleet, long wait times persist, making it nearly impossible to have a reliable source for the timely turnaround to conduct the needed maintenance and preventive maintenance. It becomes more and more evident that a maintenance facility will be needed for TranGO to have this work completed promptly.

**Preservation.** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services. One of the main goals of TranGO is to purchase property and establish new facilities for the administration and operations office as well as a maintenance facility and bus parking. Since the inception of TranGO in 2014, office space has been leased and maintenance has been contracted out to third parties. Although this served TranGO's needs thus far, it was made prominent this past spring when TranGO was informed that the business performing over 75% of the maintenance was closing. This would have caused backups with existing shops as other work would have needed to be spread around and left the transit without a space large enough to complete the majority of the needed maintenance. We have experienced that as our fleet ages, maintenance needs increase; timely maintenance is needed to ensure that service can remain reliable for the public.



TranGO has worked closely with Okanogan County Transportation and Nutrition, which is contracted to provide ADA Paratransit services, to ensure seamless services to the public. The residents of Okanogan County rely on services from both agencies and typically do not know which agency is conducting the services they receive.

**Safety.** To provide for and improve the safety and security of transportation customers and the transportation system. As mentioned above, the need for maintaining a safe vehicle fleet is a high priority for TranGO. With the focus on maintenance of the vehicle fleet, safety is the driving factor of bringing this service in-house instead of contracting it out to a third-party vendor. In addition to safety, the timeliness of a third-party vendor does not always prioritize repairs to our fleet. With in-house maintenance, we could prioritize repairs to ensure that safety is the top priority.

On-going driver training is essential to provide the best service we can for our customers. TranGO will continue to provide training to staff. This past year TranGO changed the forum of conducting training to small groups of 2-5 drivers over multiple days. This has enabled training to continue without the interruption of service. TranGO will continue to ensure that all drivers receive the same communication and continue to provide the highest quality services.

**Mobility.** To improve the predictable movement of goods and people throughout Okanogan County. Although TranGO has set reliability and predictability as a high priority, the public may not know or understand how the system works. One factor that has been noted is the lack of a consistent marketing campaign for the agency. TranGO installed bus stop shelters in Oroville, Omak, Brewster, Riverside, and Twisp and has increased visibility throughout the communities via advertisements in newspapers and increased online presence through social media postings. For the next 0-5 years, TranGO will look at refining the marketing plan to help engage the public to understand the services offered. One of the primary efforts of focus is the increased placement of bus stop amenities such as shelters, signs, and benches. These amenities show a visual presence of the transit in the area as well as give passengers a location to wait for the bus out of the weather; these locations help identify a place where passengers should wait for and meet the bus.

TranGO also recently updated the website making it a very visually appealing site. Future marketing campaigns will be focused on directing people to TranGO's website, by advertising in prominent locations and businesses to reach the largest number of residents. The hope is that this increased effort will guide people to the services provided and align employment opportunities to attract goal-driven staff members to TranGO.

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

completed a Zero-Emission Fleet Transition Plan in June 2023. This plan outlines what is needed to transition service fleet vehicles to zero-emission. With this plan, TranGO will be able to set reasonable goals that align with technology to help maintain the most efficient and effective environmental standards of stewardship. This plan is crucial to be eligible for future federal and state grants to help meet the financial needs to obtain or upgrade infrastructure within Okanogan County as well as hire and train staff to meet the needs of the fleet as it changes and grows. One of the biggest obstacles is the lack of infrastructure in the county; as the plan outlines, Battery Electric vehicles are not feasible due to the distances traveled and the climate of the area. The only feasible method of zero-emission is the use of hydrogen fuel cell vehicles; however, there is currently no hydrogen infrastructure near Okanogan County. As TranGO works to design and build a maintenance and operations facility, planning for a zero-emission fleet will be an essential part of the plan.

**Stewardship.** To continuously improve the quality, effectiveness, and efficiency of the transportation system. Ensuring an effective and efficient transportation system is essential to maintain public trust. With the goals set by the Board of Directors, TranGO will continue to operate the transit system in the most efficient way possible and also give the public the transportation service needed. With costs of fuel and services increasing, people within the service area need to learn to use the transit system to assist in meeting their needs and lower their transportation costs. According to Washington State Department of Health Tracking Network, the cost of transportation within Okanogan County is some of the highest in Washington State. By increasing access to public transit, we can help reduce the costs that people are paying and lower emissions.

## **Local Performance Measures and Targets**

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

Table 2 - 2024-2029 Performance measurements and targets

Performance measure	Target
Provide maintenance in-house, have sufficient space for employees and bus storage	Develop short- and long-term requirements for property facilities –2024 Align future facilities with zero-emission fleet transition plan – 2025 Execute procurement agreement for facility – 2025 New property and facility ready - 2027
Balance agency responsibility, serve larger populations, increase awareness of services, and streamline marketing plan	Prepare expanded marketing plan and tactics – 2024 Develop implementation plan – 2024 Execute marketing plan and tactics– 2024 (ongoing) RouteShout App awareness campaign – (ongoing) Identify additional bus stop amenity locations – ongoing Fine tune and build off learnings and successes - Ongoing
Provide increased service hours and routes	Location for Park and Ride & design in Tonasket, Twisp & Brewster - 2025 Target commuters to increase ridership – 2025 (ongoing) Replace all fixed route buses past Useful Life Benchmark (ULB) –(ongoing)
Grow agency and maintain operations for progression and efficiency of running all routes	Analyze industry (wages, benefits, dependent coverage, etc.) – 2024 Hire employees to cover expansion of services – ongoing Train employees in safety, effectiveness, efficiency – ongoing
Collisions	Collisions per 100,000 revenue miles less than or equal to 3.7.
Vehicle State of Good Repair	Maintain 90% of the rolling stock within a state of good repair – ongoing Ensure planning for vehicle replacement at least two years in advance – ongoing (lesson learned through supply chain issues)
Review routes to evaluate access to critical services, employment, and commerce.	Monitor and review ridership on routes to determine need for increased frequency – 2024 (ongoing)
Participate in update of Coordinated Public Transit/Human Services Transportation Plan and Outreach	Coordinate outreach events for CPT-HSTP with a consultant engaged by OCOG to gather public input on needs - 2028 Use CPT-HSTP for ongoing planning to ensure gaps in services are addressed as much as possible - ongoing
Participate in discussions, webinars, and meetings with transit agencies and transportation organizations to discover best practices for re-building ridership.	Engage, at least quarterly with other transits and community providers to address increasing ridership and stay informed regarding best practices of transit operations



## **Plan Consistency** (Voluntary Element for TranGO)

TranGO is a voting member on the Okanogan County Council of Governments/Okanogan Regional Transportation Planning Organization. In this capacity, TranGO participates in policy and programming decisions for transportation projects and services.

TranGO 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, TranGO's services are consistent with the priorities and policies set in the 2040 Regional Plan.

The TranGO Board of Directors has elected that it is in the best interest of the transit agency to have the General Manager serve as the Secretary of OCOG.

## **Regional Priorities**

- Stretch our preservation and maintenance dollars further
- Be better prepared for catastrophic events
- Support our local economies and regional economic growth
- Better integrate transit's needs on our streets and highways
- Look out for the most vulnerable in our communities

## **Regional Goals and Policies**

### **Safety**

- Build safety into infrastructure design
- Promote safety for all modes of travel
- Prepare for emergencies
- Ensure the safety of those who operate and maintain the transportation system

### **Preservation**

- Make system preservation for roads, bridges, and transit a funding priority

### **Mobility**

- Support tourism by making travel safe, easy to navigate, and predictable for visitors as well as those who live and work here
- Enhance mobility for those who don't drive

## Economic Vitality

- Promote strategic partnerships
- Support local and regional economies

## Stewardship

- Make transportation decisions and investments that best support community needs

## Planned Capital Expenses

Table 3 below outlines TranGO’s planned capital expenses for 2024-2029.

Table 3 - 2024-2029 Summary of Planned Capital Expenses

Year received/expensed	Type	Preservation / replacement (quantity)	Expansion/improvement (quantity)
Rolling stock			
2025	Fixed Route – Cutaway buses	5	1
2025	Zero-Emission Infrastructure?		1
2026	Fixed Route – Cutaway buses	2	
2027	Fixed Route – Cutaway buses or smaller fixed Route Vans (depending on ridership)	5	
2027	Rideshare – Vans or smaller vehicles for rideshare program	3	
2028	Fixed Route – Cutaway Buses or smaller Fixed Route Vans (depending on ridership)	5	
2028	Zero-Emission Infrastructure?		1
Facilities and infrastructure			
2024	Search for Land for Maintenance and Operations Facility Complete NEPA Process for FTA		1
2025	Procure Property for the proposed facility Design phase for facility		1
2026	Construction phase for facility		1
2027	Maintenance and Operations Facility		1

## Planned Operating Changes

Table 4 outlines TranGO’s planned operating changes for 2024-2029.

Table 4 - 2024-2029 Summary of Planned Operating Changes

Year	Type	Reduction	Expansion/ Improvement
2024	Expansion Route – Okanogan/Chelan connection to Link Transit		x
2024	Develop facilities plan to coordinate with strategic plan (locations for stops, shelters, park-n-ride lots, transit hubs/stations).		x
2024	Implement any new bus stop locations identified in expansion plans.		x
2024	Review Omak/Okanogan Route to identify needed route changes and/or time expansion		x
2025	Expansion route implementation after receiving vehicles and hiring additional drivers (to be determined).  Planning for route changes based on location on administration/operations office & maintenance facility.		x
2026	Ongoing expansion modifications – as needed for ridership demand.  Planning/implementation for all route changes based on location on admin/operations office & maintenance facility		x
2027	Ongoing expansion modifications – as needed for ridership demand		x
2028	Ongoing expansion modifications – as needed for ridership demand		x
2029	Ongoing expansion modifications – as needed for ridership demand		x

## **Multi-year Financial Plan**

### **Capital Improvement Program**

TranGO's capital improvement program includes the capital expenses identified in Table 3, (p 19).

TranGO funds its capital projects with federal, state, and local funds.

TranGO assumes local match for federal and state grants to be 20 percent for vehicles purchased for expansion. TranGO has developed a vehicle replacement reserve for vehicles purchased with local funds.

TranGO estimates maximum WSDOT reimbursement for rideshare at \$36,100 per van, with local funds making up the difference.

Table 5, (p 23) illustrates the forecasted federal and state grant funding source as well as includes vehicle replacement funds that would be used for replacement and expansion of fleet.

Table 5 - 2024-2029 Capital Improvement Program

	Capital					
	2024	2025	2026	2027	2028	2029
Annual Beginning Balance	\$409,547	\$835,272	\$493,272	\$9,639,272	\$537,272	\$135,272
Capital Revenues (anticipated)						
Federal Grants*			\$15,000,000			
State Grants*		\$175,000	\$10,000,000	1,400,000		
Other from Cash	\$425,725	\$468,000	\$468,000	\$468,000	\$468,000	\$468,000
Capital Revenues Total	\$835,272	\$1,478,272	\$25,961,272	\$11,507,272	\$1,005,272	\$603,272
Capital Expenditures (anticipated)						
Cutaway Buses		\$985,000	\$322,000	\$870,000	\$870,000	
Rideshare Vehicles				\$100,000		
Facilities including park and ride and maintenance*			\$16,000,000	\$10,000,000		
Capital Expenditures Total	\$0	\$985,000	\$16,322,000	\$10,970,000	\$870,000	\$0
Annual Ending Capital Reserve Balance	\$835,272	\$493,272	\$9,639,272	\$537,272	\$135,272	\$603,272

\*Contingent on Federal or State Grant Funding

## Operating Financial Plan

TranGO is a locally funded agency.

Retail sales tax collected in the agency's public transportation benefit area is the agency's primary revenue source. Other funding sources include rider fares, state and federal grant funding, and miscellaneous revenues.

Table 6 (p 25) details TranGO's operating financial plan. The plan includes operating changes identified in Table 6 with baseline growth of 3 percent plus an additional 5%-20% for growth goals as outlined in this plan. All staff received a 4% cost of living increase on May 28, 2023, due to high inflation in the economy, then again in January 2024. Even with the increase in cost-of-living wages, a cost analysis is needed to ensure wages are keeping up with the demand in the industry. Other transit agencies in the state have increased starting wages significantly to attract skilled employees.

Operating revenue assumptions include:

- COVID-19 had stopped fare collection temporarily and ridership fell drastically during the pandemic. For purposes of the operating financial plan, actual budgeted revenue, and expenditures have been used.
- Growth in sales tax revenue throughout the planning period. The forecasted growth in sales tax revenue is 3 percent in all years, based on recent trend data.
- Revenue that was approved through Move Ahead Washington was forecasted as Transit Support Grants. This amount is the forecasted amount provided to TranGO by WSDOT but may fluctuate based on money received by the State and sent out to Transit agencies.

Table 6 – 2024-2029 Operating and Maintenance Financial Plan

Operating Budget						
Operating Revenues	2024 Approved	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed
Sales Tax	\$3,500,000	\$3,605,000	\$3,713,150	\$3,824,545	\$3,939,281	\$4,057,459
Farebox	\$45,000	\$46,350	\$47,741	\$49,173	\$50,648	\$52,167
Vanpool	\$35,000	\$35,700	\$36,414	\$37,142	\$37,885	\$38,643
Transit Support Grant	\$219,174	\$219,173	\$219,174	\$225,000	\$225,000	\$230,000
Federal Operating Grants						
State Operating Grants (Consolidated Grant Program)	\$170,109	\$170,109	\$180,000	\$180,000	\$185,000	\$185,000
State Operating Grants (Regional Mobility Grant)		\$204,600	\$204,600			
State Planning Grants						
Other (Interest)	\$350,000	\$400,000	\$354,000	\$403,540	\$358,035	\$407,120
<b>Total Operating Revenue</b>	<b>\$4,319,283</b>	<b>\$4,680,932</b>	<b>\$4,755,079</b>	<b>\$4,719,399</b>	<b>\$4,795,849</b>	<b>\$4,970,390</b>
Annual % Change		7.7%	1.6%	-0.8%	1.6%	3.5%

Operating Expenses						
Administration	\$637,292	\$650,038	\$663,039	\$676,299	\$689,825	\$703,622
Vehicle Maintenance	\$398,100	\$414,024	\$430,585	\$747,808	\$777,721	\$808,830
Operating Expenses	\$2,295,491	\$2,597,151	\$2,649,094	\$2,702,076	\$2,756,117	\$2,811,240
Vanpool Expenses	\$41,450	\$41,865	\$42,283	\$42,706	\$43,133	\$43,564
<b>Total Expenses</b>	<b>\$3,372,333</b>	<b>\$3,703,077</b>	<b>\$3,785,001</b>	<b>\$4,168,889</b>	<b>\$4,266,796</b>	<b>\$4,367,255</b>
Annual % Change		8.9%	2.2%	9.2%	2.3%	2.3%

### Cash Flow Analysis

Tables 5 (p 23) and 6 (p 25) represent TranGO’s cash flow analysis for 2024-2029 as explained above each of the tables.

Capital projects may be subject to grant applications and awards from the Federal and State Bus and Bus Facilities Grant programs. These applications will be submitted for administrative/operations facilities as well as park-and-ride lots when suitable locations are found. Successful approval of grant funds is anticipated and included in this plan. There will be an anticipated match for both Federal and State grants, local funds will be used to cover the anticipated match requirements.



# Appendix 1 - Route Maps

## Twisp / Winthrop / Mazama



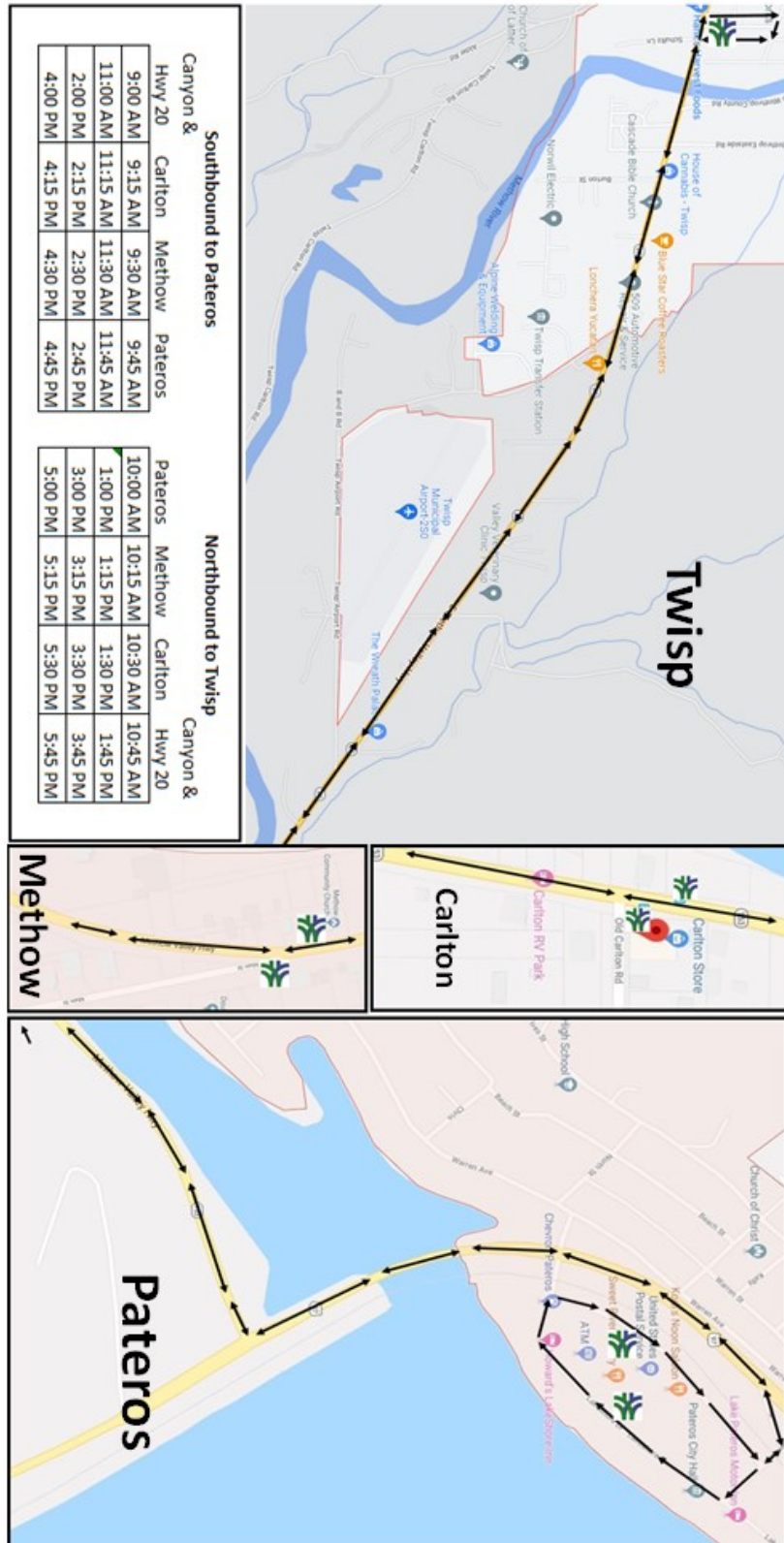
North to Winthrop/Mazama							
North							
Canyon & Hwy 20	Methow & 2nd	Glover Street	Winthrop Thriftway	Lufkin & Library	Baseball Corral	Mazama Field	Mazama Store
7:00 AM	7:03 AM	7:04 AM	7:14 AM	7:15 AM	-	7:21 AM	7:40 AM
9:00 AM	9:03 AM	9:04 AM	9:14 AM	9:15 AM	9:18 AM	9:21 AM	9:40 AM
11:00 AM	11:03 AM	11:04 AM	11:14 AM	11:15 AM	11:18 AM	11:21 AM	11:40 AM
2:00 PM	2:03 PM	2:04 PM	2:14 PM	2:15 PM	2:18 PM	2:21 PM	2:40 PM
4:00 PM	4:03 PM	4:04 PM	4:14 PM	4:15 PM	4:18 PM	4:21 PM	4:40 PM
6:00 PM	6:03 PM	6:04 PM	6:14 PM	6:15 PM	6:18 PM	6:21 PM	6:40 PM

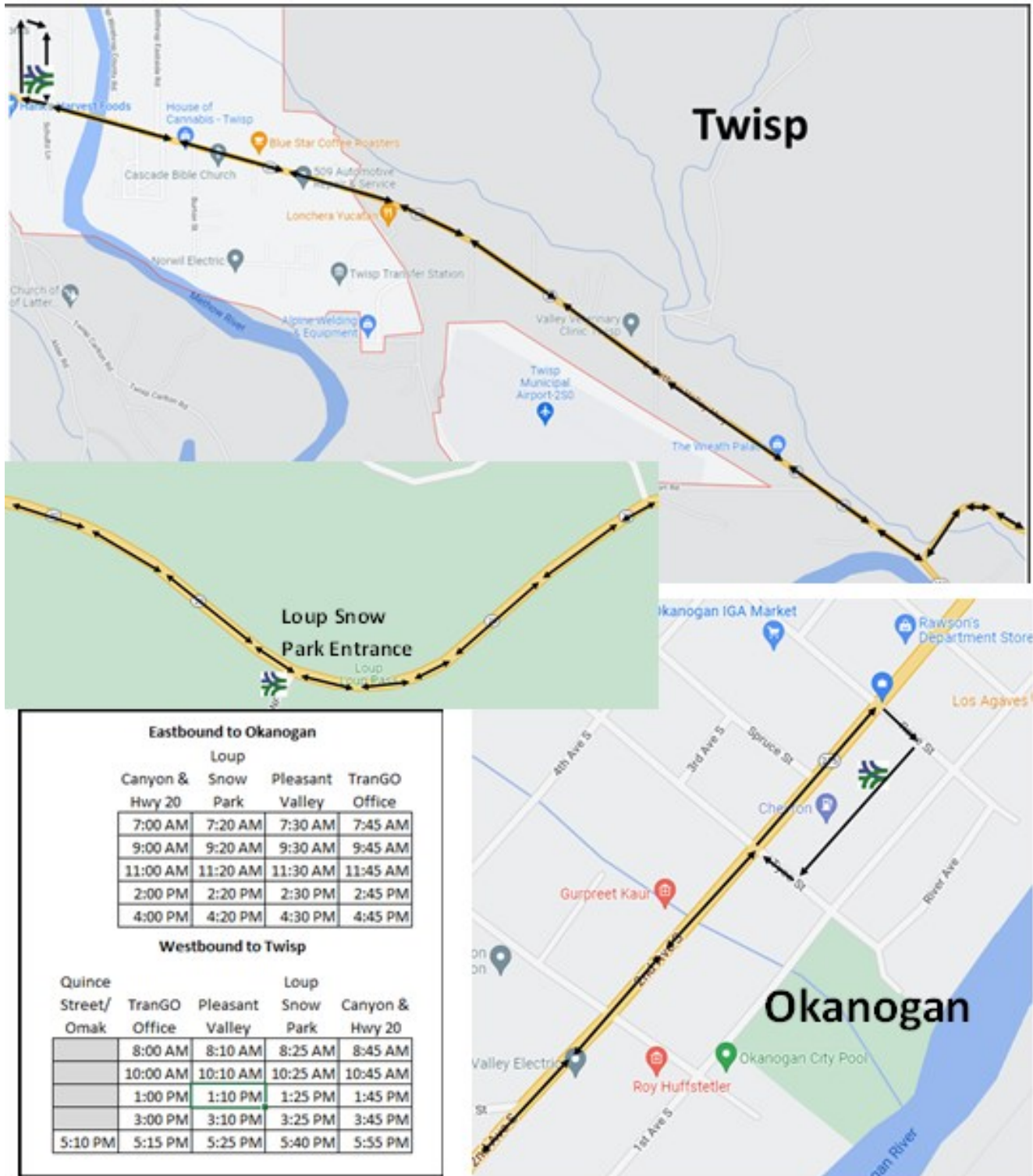
South to Winthrop/Twisp							
South							
Mazama Store	Visitor's Center	Winthrop Library	Winthrop Thriftway	Airport/City Community Project	New Blue Star	Canyon & Hwy 20	
8:00 AM	8:17 AM	8:20 AM	8:23 AM	8:41 AM	8:42 AM	8:43 AM	
10:00 AM	10:17 AM	10:20 AM	10:23 AM	10:41 AM	10:42 AM	10:43 AM	
12:00 PM	12:17 PM	12:20 PM	12:23 PM	12:41 PM	12:42 PM	12:43 PM	
3:00 PM	3:17 PM	3:20 PM	3:23 PM	3:41 PM	3:42 PM	3:43 PM	
5:00 PM	5:17 PM	5:20 PM	5:23 PM	5:41 PM	5:42 PM	5:43 PM	
6:50 PM	7:07 PM	7:10 PM	7:13 PM	7:31 PM	7:32 PM	7:33 PM	



Twisp / Pateros

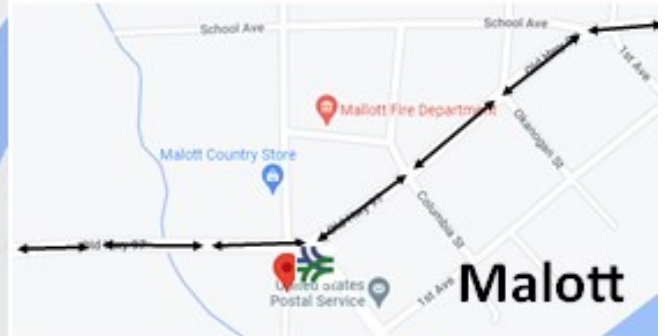


Twisp / Okanogan





Okanogan / Pateros



Southbound to Pateros						Northbound to Okanogan					
TranGO Office	Malott Store	Brewster Hospital	Brewster Mktplace	Brewster (Main & 4th)	Pateros	Pateros	Brewster (Main & 4th)	Brewster Mktplace	Brewster Hospital	Malott Store	TranGO Office
7:00 AM	7:15 AM	7:33 AM	7:35 AM	7:37 AM	7:47 AM	8:00 AM	8:10 AM	8:12 AM	8:14 AM	8:32 AM	8:47 AM
9:00 AM	9:15 AM	9:33 AM	9:35 AM	9:37 AM	9:47 AM	10:00 AM	10:10 AM	10:12 AM	10:14 AM	10:32 AM	10:47 AM
11:00 AM	11:15 AM	11:33 AM	11:35 AM	11:37 AM	11:47 AM	1:00 PM	1:10 PM	1:12 PM	1:14 PM	1:32 PM	1:47 PM
2:00 PM	2:15 PM	2:33 PM	2:35 PM	2:37 PM	2:47 PM	3:00 PM	3:10 PM	3:12 PM	3:14 PM	3:32 PM	3:47 PM
4:30 PM	4:45 PM	5:03 PM	5:05 PM	5:07 PM	5:17 PM	5:18 PM	5:28 PM	5:30 PM	5:32 PM	5:50 PM	6:05 PM

Omak / Okanogan

**OKANOGAN TO OMAK CLINICS (MONDAY— FRIDAY)**

Omak Okanogan MONDAY - FRIDAY (except holidays)											
Northbound to Omak Clinics											
TranGO (Okanogan)	2nd & Norman	Caso's	CenturyLink	STCU Lincare	Omak Library	Dayton St & Hwy 155	Travel Plaza	Walmart	Sandflat Rd	Quince Street	Omak Clinics
7:05 AM	7:06 AM	7:09 AM	7:12 AM	7:14 AM	7:15 AM	7:17 AM	7:21 AM	7:24 AM	7:25 AM	7:29 AM	7:31 AM
8:05 AM	8:06 AM	8:09 AM	8:12 AM	8:14 AM	8:15 AM	8:17 AM	8:21 AM	8:24 AM	8:25 AM	8:29 AM	8:31 AM
9:05 AM	9:06 AM	9:09 AM	9:12 AM	9:14 AM	9:15 AM	9:17 AM	9:21 AM	9:24 AM	9:25 AM	9:29 AM	9:31 AM
10:05 AM	10:06 AM	10:09 AM	10:12 AM	10:14 AM	10:15 AM	10:17 AM	10:21 AM	10:24 AM	10:25 AM	10:29 AM	10:31 AM
10:35 AM	10:36 AM	10:39 AM	10:42 AM	10:44 AM	10:45 AM	10:47 AM	10:51 AM	10:54 AM	10:55 AM	10:59 AM	11:01 AM
11:05 AM	11:06 AM	11:09 AM	11:12 AM	11:14 AM	11:15 AM	11:17 AM	11:21 AM	11:24 AM	11:25 AM	11:29 AM	11:31 AM
11:35 AM	11:36 AM	11:39 AM	11:42 AM	11:44 AM	11:45 AM	11:47 AM	11:51 AM	11:54 AM	11:55 AM	11:59 AM	12:01 PM
12:05 PM	12:06 PM	12:09 PM	12:12 PM	12:14 PM	12:15 PM	12:17 PM	12:21 PM	12:24 PM	12:25 PM	12:29 PM	12:31 PM
12:35 PM	12:36 PM	12:39 PM	12:42 PM	12:44 PM	12:45 PM	12:47 PM	12:51 PM	12:54 PM	12:55 PM	12:59 PM	1:01 PM
1:05 PM	1:06 PM	1:09 PM	1:12 PM	1:14 PM	1:15 PM	1:17 PM	1:21 PM	1:24 PM	1:25 PM	1:29 PM	1:31 PM
1:35 PM	1:36 PM	1:39 PM	1:42 PM	1:44 PM	1:45 PM	1:47 PM	1:51 PM	1:54 PM	1:55 PM	1:59 PM	2:01 PM
2:05 PM	2:06 PM	2:09 PM	2:12 PM	2:14 PM	2:15 PM	2:17 PM	2:21 PM	2:24 PM	2:25 PM	2:29 PM	2:31 PM
3:05 PM	3:06 PM	3:09 PM	3:12 PM	3:14 PM	3:15 PM	3:17 PM	3:21 PM	3:24 PM	3:25 PM	3:29 PM	3:31 PM
4:05 PM	4:06 PM	4:09 PM	4:12 PM	4:14 PM	4:15 PM	4:17 PM	4:21 PM	4:24 PM	4:25 PM	4:29 PM	4:31 PM
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6:05 PM	6:06 PM	6:09 PM	6:12 PM	6:14 PM	6:15 PM	6:17 PM	6:21 PM	6:24 PM	6:25 PM	6:29 PM	6:31 PM

**OMAK CLINICS TO OKANOGAN (MONDAY—FRIDAY)**

Southbound to Okanogan											
Omak Clinics	Robinson Canyon	Bartlett & Ash	Civic League Park	6th & Okoma	Mid Valley Hospital	Okanogan PUD	Courthouse	OCCAC	Blue Mtn Motel	Ok Pool	TranGO (Okanogan)
7:31 AM	7:33 AM	7:34 AM	7:35 AM	7:36 AM	7:40 AM	7:44 AM	7:46 AM	7:49 AM	7:50 AM	7:51 AM	7:53 AM
8:31 AM	8:33 AM	8:34 AM	8:35 AM	8:36 AM	8:40 AM	8:44 AM	8:46 AM	8:49 AM	8:50 AM	8:51 AM	8:53 AM
9:31 AM	9:33 AM	9:34 AM	9:35 AM	9:36 AM	9:40 AM	9:44 AM	9:46 AM	9:49 AM	9:50 AM	9:51 AM	9:53 AM
10:31 AM	10:33 AM	10:34 AM	10:35 AM	10:36 AM	10:40 AM	10:44 AM	10:46 AM	10:49 AM	10:50 AM	10:51 AM	10:53 AM
11:01 AM	11:03 AM	11:04 AM	11:05 AM	11:06 AM	11:10 AM	11:14 AM	11:16 AM	11:19 AM	11:20 AM	11:21 AM	11:23 AM
11:31 AM	11:33 AM	11:34 AM	11:35 AM	11:36 AM	11:40 AM	11:44 AM	11:46 AM	11:49 AM	11:50 AM	11:51 AM	11:53 AM
12:01 PM	12:03 PM	12:04 PM	12:05 PM	12:06 PM	12:10 PM	12:14 PM	12:16 PM	12:19 PM	12:20 PM	12:21 PM	12:23 PM
12:31 PM	12:33 PM	12:34 PM	12:35 PM	12:36 PM	12:40 PM	12:44 PM	12:46 PM	12:49 PM	12:50 PM	12:51 PM	12:53 PM
1:01 PM	1:03 PM	1:04 PM	1:05 PM	1:06 PM	1:10 PM	1:14 PM	1:16 PM	1:19 PM	1:20 PM	1:21 PM	1:23 PM
1:31 PM	1:33 PM	1:34 PM	1:35 PM	1:36 PM	1:40 PM	1:44 PM	1:46 PM	1:49 PM	1:50 PM	1:51 PM	1:53 PM
2:01 PM	2:03 PM	2:04 PM	2:05 PM	2:06 PM	2:10 PM	2:14 PM	2:16 PM	2:19 PM	2:20 PM	2:21 PM	2:23 PM
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5:31 PM	5:33 PM	5:34 PM	5:35 PM	5:36 PM	5:40 PM	5:44 PM	5:46 PM	5:49 PM	5:50 PM	5:51 PM	5:53 PM
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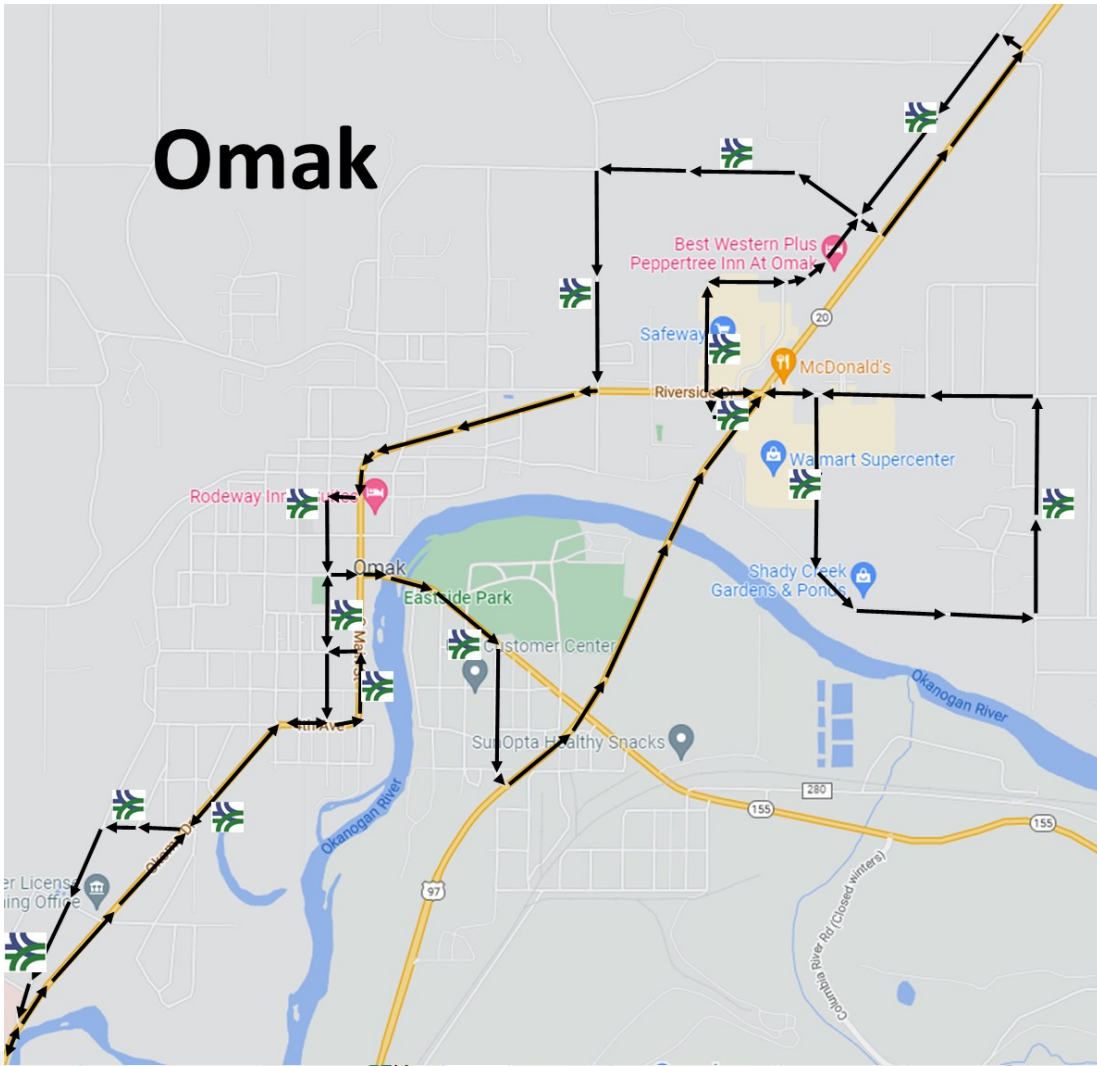
**OMAK TO OKANOGAN (SATURDAY & HOLIDAYS)**

SATURDAY & HOLIDAYS											
Northbound to Omak Clinics											
TranGO (Okanogan)	2nd & Norman	Caso's	CenturyLink	STCU Lincare	Omak Library	Dayton St & Hwy 155	Travel Plaza	Walmart	Sandflat Rd	Quince Street	Omak Clinics
8:05 AM	8:06 AM	8:09 AM	8:12 AM	8:14 AM	8:15 AM	8:17 AM	8:21 AM	8:24 AM	8:25 AM	8:29 AM	8:31 AM
9:05 AM	9:06 AM	9:09 AM	9:12 AM	9:14 AM	9:15 AM	9:17 AM	9:21 AM	9:24 AM	9:25 AM	9:29 AM	9:31 AM
10:05 AM	10:06 AM	10:09 AM	10:12 AM	10:14 AM	10:15 AM	10:17 AM	10:21 AM	10:24 AM	10:25 AM	10:29 AM	10:31 AM
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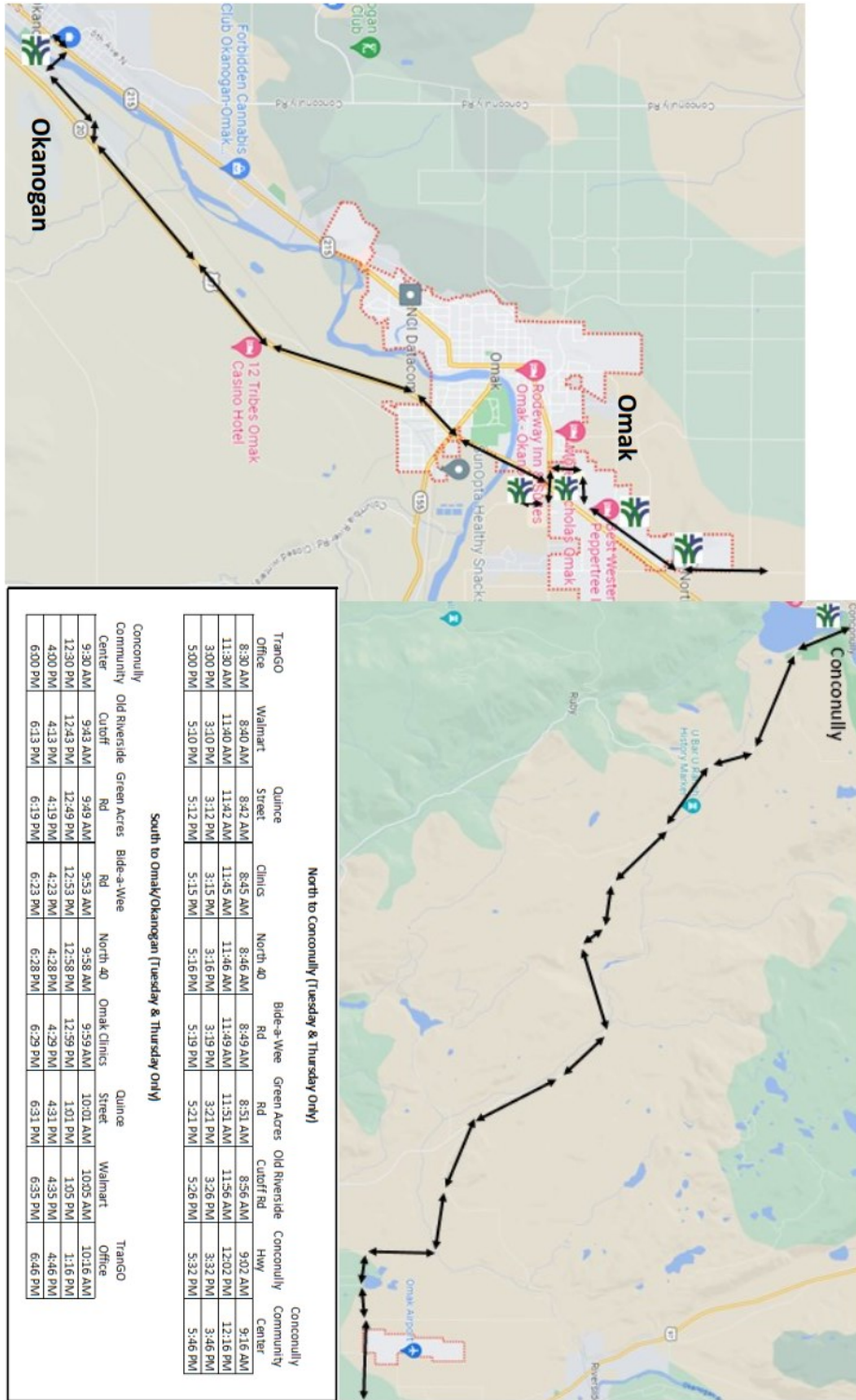
  

Southbound to Okanogan											
Omak Clinics	Robinson Canyon	Bartlett & Ash	Civic League Park	6th & Okoma	Mid Valley Hospital	Okanogan PUD	Courthouse	OCCAC	Blue Mtn Motel	Ok Pool	TranGO (Okanogan)
8:31 AM	8:33 AM	8:34 AM	8:35 AM	8:36 AM	8:40 AM	8:44 AM	8:46 AM	8:49 AM	8:50 AM	8:51 AM	8:53 AM
9:31 AM	9:33 AM	9:34 AM	9:35 AM	9:36 AM	9:40 AM	9:44 AM	9:46 AM	9:49 AM	9:50 AM	9:51 AM	9:53 AM
10:31 AM	10:33 AM	10:34 AM	10:35 AM	10:36 AM	10:40 AM	10:44 AM	10:46 AM	10:49 AM	10:50 AM	10:51 AM	10:53 AM
11:31 AM	11:33 AM	11:34 AM	11:35 AM	11:36 AM	11:40 AM	11:44 AM	11:46 AM	11:49 AM	11:50 AM	11:51 AM	11:53 AM
1:31 PM	1:33 PM	1:34 PM	1:35 PM	1:36 PM	1:40 PM	1:44 PM	1:46 PM	1:49 PM	1:50 PM	1:51 PM	1:53 PM
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4:31 PM	4:33 PM	4:34 PM	4:35 PM	4:36 PM	4:40 PM	4:44 PM	4:46 PM	4:49 PM	4:50 PM	4:51 PM	4:53 PM
5:31 PM	5:33 PM	5:34 PM	5:35 PM	5:36 PM	5:40 PM	5:44 PM	5:46 PM	5:49 PM	5:50 PM	5:51 PM	5:53 PM





# Okanogan / Omak / Conconully



# Tonasket / Okanogan

Includes Crumbacher, Riverside and Downtown Omak

## TONASKET TO OKANOGAN (Monday—Friday)

Southbound to Okanogan								
1st & Western	Church (Hwy 97 & Hwy 20)	River Road Trailer Park	Crumbacher	Riverside Store	Omak Clinics	Quince Street	DSHS	TranGO Office
7:00 AM	7:01 AM	7:04 AM	7:15 AM	7:25 AM	7:35 AM	7:36 AM	7:39 AM	7:45 AM
9:00 AM	9:01 AM	9:04 AM	9:15 AM	9:25 AM	9:35 AM	9:36 AM	9:39 AM	9:45 AM
11:00 AM	11:01 AM	11:04 AM	11:15 AM	11:25 AM	11:35 AM	11:36 AM	11:39 AM	11:45 AM
2:00 PM	2:01 PM	2:04 PM	2:15 PM	2:25 PM	2:35 PM	2:36 PM	2:39 PM	2:45 PM
4:00 PM	4:01 PM	4:04 PM	4:15 PM	4:25 PM	4:35 PM	4:36 PM	4:39 PM	4:45 PM

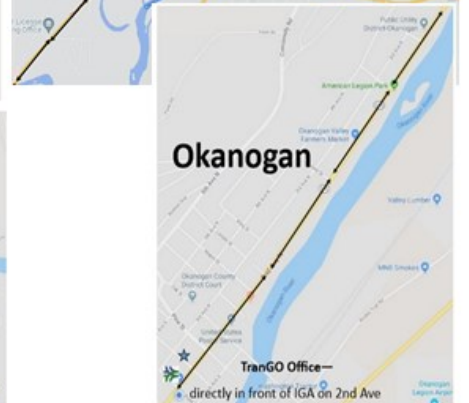
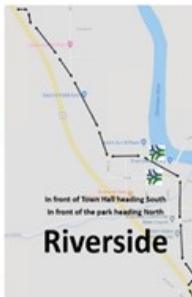
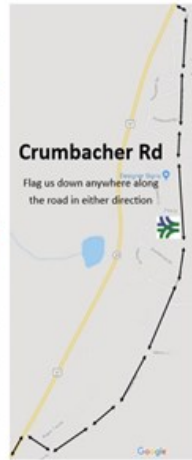
Northbound to Tonasket								
TranGO Office	DSHS	Quince Street	Omak Clinics	Riverside Store	Crumbacher	River Road Trailer Park	Church (Hwy 97 & Hwy 20)	1st & Western
8:00 AM	8:06 AM	8:09 AM	8:10 AM	8:20 AM	8:30 AM	8:41 AM	8:46 AM	8:48 AM
10:00 AM	10:06 AM	10:09 AM	10:10 AM	10:20 AM	10:30 AM	10:41 AM	10:46 AM	10:48 AM
1:00 PM	1:06 PM	1:09 PM	1:10 PM	1:20 PM	1:30 PM	1:41 PM	1:46 PM	1:48 PM
3:00 PM	3:06 PM	3:09 PM	3:10 PM	3:20 PM	3:30 PM	3:41 PM	3:46 PM	3:48 PM
5:15 PM	5:21 PM	5:24 PM	5:25 PM	5:35 PM	5:45 PM	5:56 PM	6:01 PM	6:03 PM

## TONASKET TO OKANOGAN (Saturday)

Southbound to Okanogan - SATURDAY								
1st & Western	Church (Hwy 97 & Hwy 20)	River Road Trailer Park	Crumbacher	Riverside Store	Omak Clinics	Quince Street	DSHS	TranGO Office
8:00 AM	8:01 AM	8:04 AM	8:15 AM	8:25 AM	8:35 AM	8:36 AM	8:39 AM	8:45 AM
10:00 AM	10:01 AM	10:04 AM	10:15 AM	10:25 AM	10:35 AM	10:36 AM	10:39 AM	10:45 AM
1:00 PM	1:01 PM	1:04 PM	1:15 PM	1:25 PM	1:35 PM	1:36 PM	1:39 PM	1:45 PM
3:00 PM	3:01 PM	3:04 PM	3:15 PM	3:25 PM	3:35 PM	3:36 PM	3:39 PM	3:45 PM

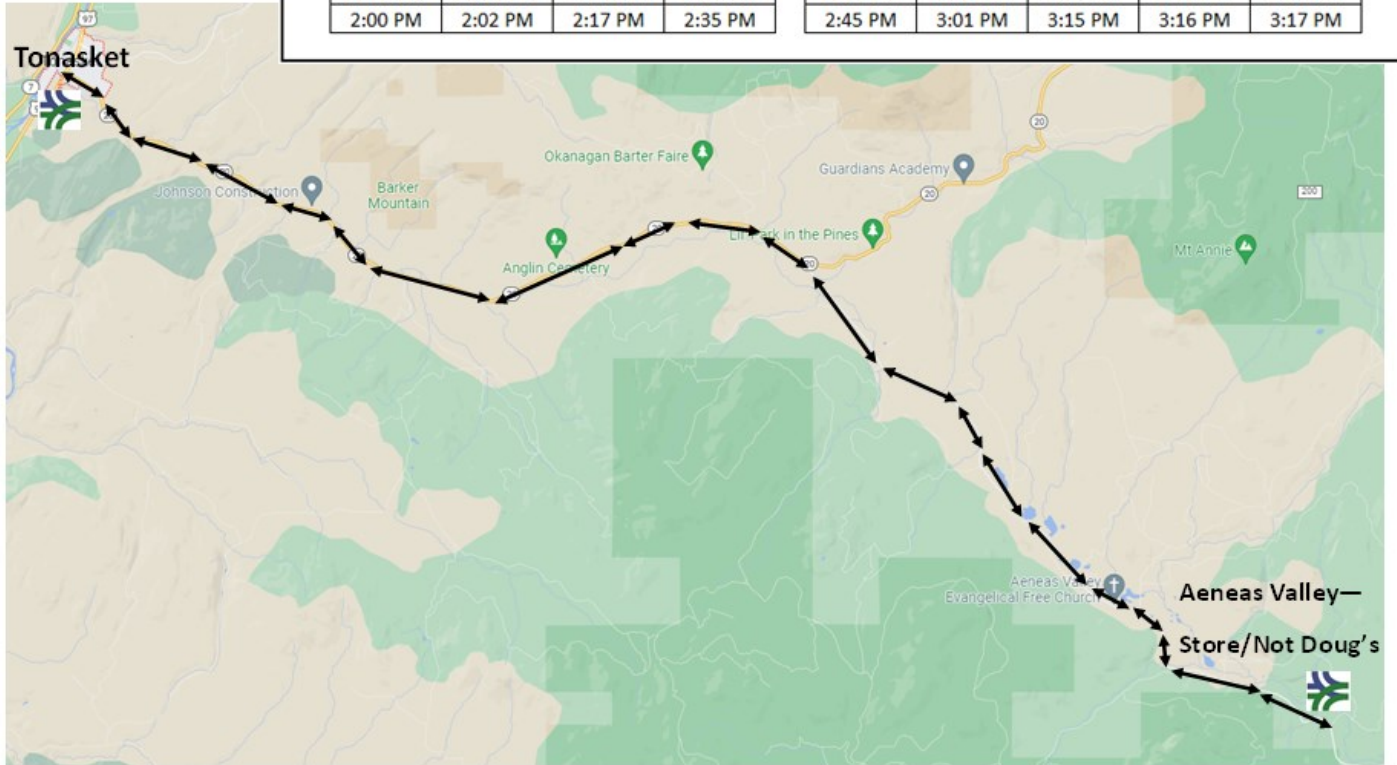
Northbound to Tonasket - SATURDAY								
TranGO Office	DSHS	Quince Street	Omak Clinics	Riverside Store	Crumbacher	River Road Trailer Park	Church (Hwy 97 & Hwy 20)	1st & Western
9:00 AM	9:06 AM	9:09 AM	9:10 AM	9:20 AM	9:30 AM	9:41 AM	9:46 AM	9:48 AM
11:00 AM	11:06 AM	11:09 AM	11:10 AM	11:20 AM	11:30 AM	11:41 AM	11:46 AM	11:48 AM
2:00 PM	2:06 PM	2:09 PM	2:10 PM	2:20 PM	2:30 PM	2:41 PM	2:46 PM	2:48 PM
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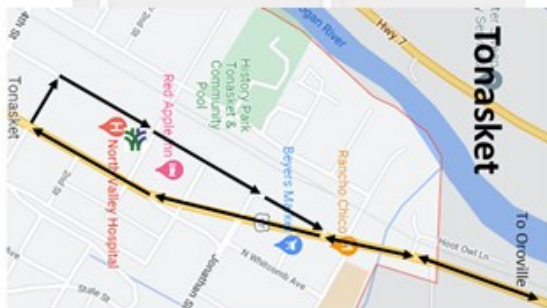
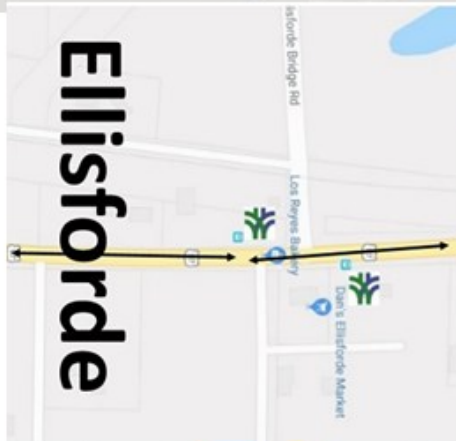


# Tonasket / Aeneas Valley

Tonasket/Aeneas Valley									
East to Aeneas Valley				West to Tonasket					
1st & Western	Church (Hwy 97 & Hwy 20)	Aeneas Valley Rd	Not Doug's Store	Not Doug's Store	Jct Hwy 20	Church (Hwy 97 & Hwy 20)	Tonasket Foodmart	1st & Western	
7:00 AM	7:02 AM	7:17 AM	7:35 AM	7:45 AM	8:01 AM	8:15 AM	8:16 AM	8:17 AM	
8:30 AM	8:32 AM	8:47 AM	9:05 AM	9:15 AM	9:31 AM	9:45 AM	9:46 AM	9:47 AM	
10:00 AM	10:02 AM	10:17 AM	10:35 AM	10:45 AM	11:01 AM	11:15 AM	11:16 AM	11:17 AM	
12:00 PM	12:02 PM	12:17 PM	12:35 PM	12:45 PM	1:01 PM	1:15 PM	1:16 PM	1:17 PM	
2:00 PM	2:02 PM	2:17 PM	2:35 PM	2:45 PM	3:01 PM	3:15 PM	3:16 PM	3:17 PM	



Oroville / Tonasket



**OROVILLE TO TONASKET (Monday—Friday)**

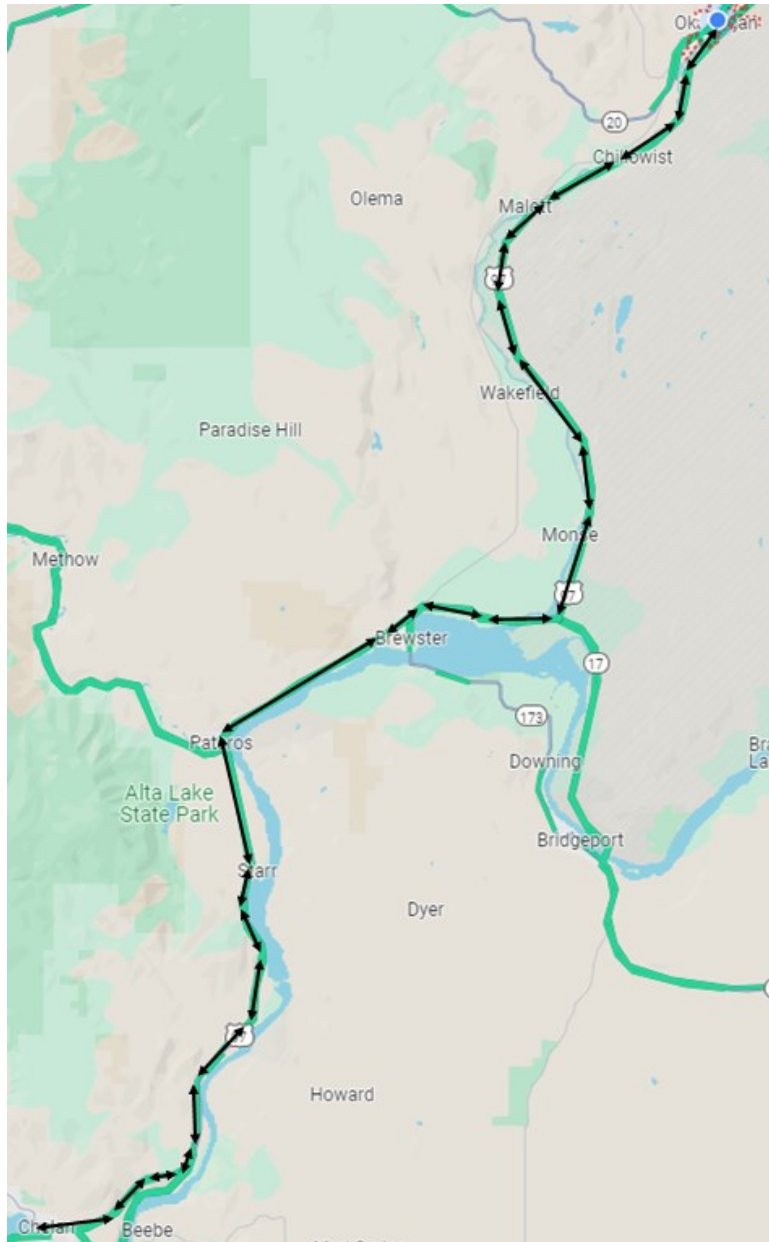
Southbound to Tonasket									
Senior Center	Akins	Chevron	O'Neil & Swanson Mill	Signe (Ellisforde)	1st & Western (Tonasket)				
6:15 AM	6:18 AM	6:20 AM	6:31 AM	6:41 AM	6:48 AM				
8:15 AM	8:18 AM	8:20 AM	8:31 AM	8:41 AM	8:48 AM				
10:15 AM	10:18 AM	10:20 AM	10:31 AM	10:41 AM	10:48 AM				
1:15 PM	1:18 PM	1:20 PM	1:31 PM	1:41 PM	1:48 PM				
3:15 PM	3:18 PM	3:20 PM	3:31 PM	3:41 PM	3:48 PM				
5:15 PM	5:18 PM	5:20 PM	5:31 PM	5:41 PM	5:48 PM				
Northbound to Oroville									
1st & Western (Tonasket)					Dan's Market (Ellisforde)				
7:15 AM	7:25 AM	7:35 AM	7:44 AM	7:46 AM	7:55 AM	8:05 AM	8:15 AM	8:25 AM	8:35 AM
9:15 AM	9:25 AM	9:35 AM	9:44 AM	9:46 AM	9:55 AM	10:05 AM	10:15 AM	10:25 AM	10:35 AM
11:15 AM	11:25 AM	11:35 AM	11:44 AM	11:46 AM	11:55 AM	12:05 PM	12:15 PM	12:25 PM	12:35 PM
2:15 PM	2:25 PM	2:35 PM	2:44 PM	2:46 PM	2:55 PM	3:05 PM	3:15 PM	3:25 PM	3:35 PM
4:15 PM	4:25 PM	4:35 PM	4:44 PM	4:46 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	5:35 PM
6:00 PM	6:10 PM	6:20 PM	6:29 PM	6:31 PM	6:35 PM				

**OROVILLE TO TONASKET (Saturday)**

Southbound to Tonasket									
Senior Center	Akins	Chevron	O'Neil & Swanson Mill	Signe (Ellisforde)	1st & Western (Tonasket)				
7:15 AM	7:18 AM	7:20 AM	7:31 AM	7:41 AM	7:48 AM				
9:15 AM	9:18 AM	9:20 AM	9:31 AM	9:41 AM	9:48 AM				
12:15 PM	12:18 PM	12:20 PM	12:31 PM	12:41 PM	12:48 PM				
2:15 PM	2:18 PM	2:20 PM	2:31 PM	2:41 PM	2:48 PM				
4:15 PM	4:18 PM	4:20 PM	4:31 PM	4:41 PM	4:48 PM				
Northbound to Oroville									
1st & Western (Tonasket)					Dan's Market (Ellisforde)				
8:15 AM	8:25 AM	8:35 AM	8:44 AM	8:46 AM	8:55 AM	9:05 AM	9:15 AM	9:25 AM	9:35 AM
10:15 AM	10:25 AM	10:35 AM	10:44 AM	10:46 AM	10:55 AM	11:05 AM	11:15 AM	11:25 AM	11:35 AM
1:15 PM	1:25 PM	1:35 PM	1:44 PM	1:46 PM	1:55 PM	2:05 PM	2:15 PM	2:25 PM	2:35 PM
3:15 PM	3:25 PM	3:35 PM	3:44 PM	3:46 PM	3:55 PM	4:05 PM	4:15 PM	4:25 PM	4:35 PM
5:15 PM	5:25 PM	5:35 PM	5:44 PM	5:46 PM	5:55 PM				

All Times are approximate due to different devices—Please arrive at the stop at least 5 minutes early.

# Okanogan / Chelan



## OKANOGAN TO CHELAN

 <b>ALL TRIPS WHEELCHAIR ACCESSIBLE</b> <i>TODOS LOS VIAJES ACCESIBLES PARA SILLAS DE RUEDAS</i>							
<b>Okanogan Southbound to Chelan</b> <b>Okanogan Dirección Sur a Chelan</b>				<b>Chelan Northbound to Okanogan</b> <b>Chelan Dirección Norte a Okanogan</b>			
TranGO Office (Okanogan)	Brewster Market-place	Pateros (Sweet River Bakery)	Chelan City (Johnson & Columbia Hall)	Chelan City (Johnson & Columbia Hall)	Pateros (Sweet River Bakery)	Brewster Market-Place	TranGO Office (Okanogan)
8:00 AM	8:32 AM	8:43 AM	9:09 AM	9:30 AM	9:56 AM	10:07 AM	10:39 AM
11:00 AM	11:32 AM	11:43 AM	12:09 PM	12:39 PM	1:05 PM	1:16 PM	1:48 PM
2:30 PM	3:02 PM	3:13 PM	3:39 PM	4:02 PM	4:28 PM	4:39 PM	5:11 PM

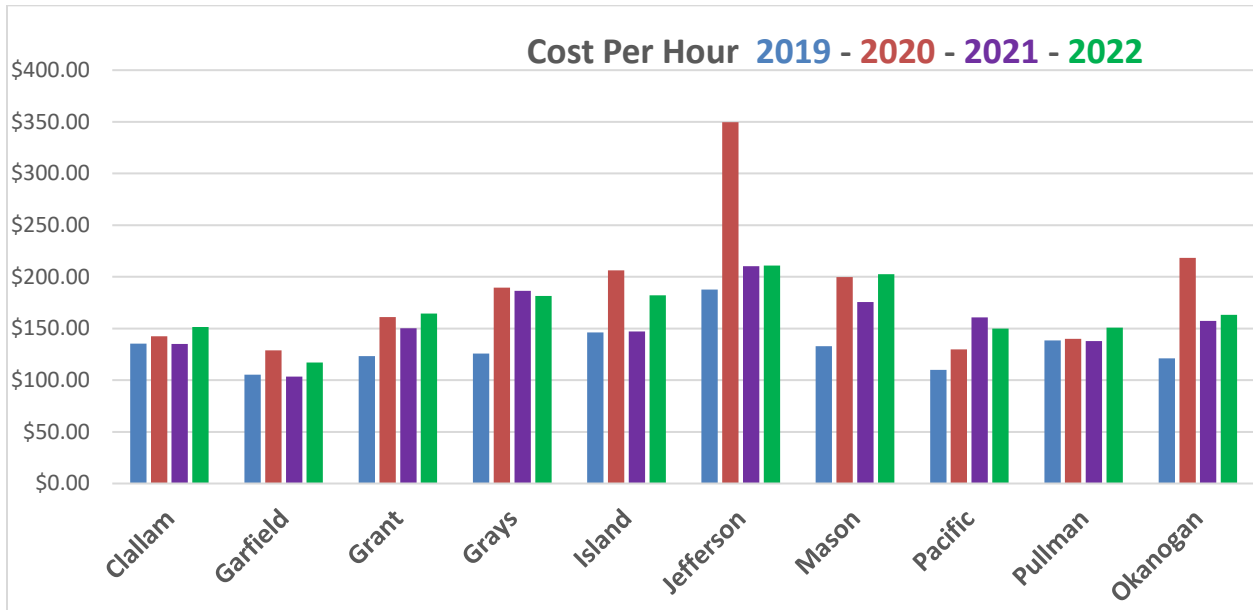
## Appendix 2 – Efficiency Measures

Comparison of TranGO with other rural transits in Washington State.

The cost-effectiveness of rural transit is typically measured utilizing three metrics: cost per hour, cost per mile, and cost per trip. Rural transit and community transportation providers receiving FTA 5311 operating funds are required to report financial and service data to the National Transit Database. In addition, the Washington State Legislature requires transits to report data to the Washington State Department of Transportation for the Summary of Public Transportation annually.

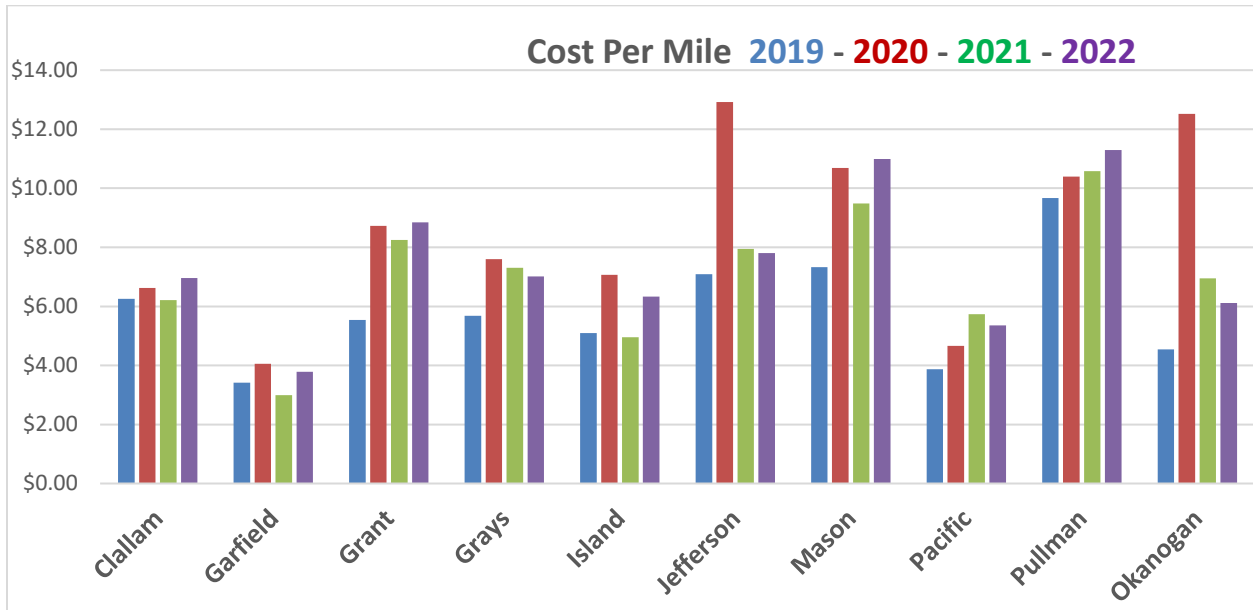
The most recently published version of the Summary of Public Transportation reports data through 2021. To analyze TranGO's costs, transits in rural Washington State were selected for comparison. The following graphs show the relative costs between 2019 and 2022. (These service numbers reflect fixed routes or deviated fixed routes as reported by the other transit agencies. For TranGO, the numbers are reported for both directly operated and contracted deviated fixed route service.) There are significant differences in population and rider characteristics between the transits represented. For example, Pullman Transit serves a significant student population at WSU. Those students are housed on a campus with relatively high population density compared to Okanogan County. Due to the COVID-19 pandemic, costs of operating increased with a significant decrease in service hours, miles, and ridership causing the cost per hour, mile, and trip to rise significantly. TranGO significantly reduced ridership by offering only fixed route on a reservation basis; the figure illustrating the cost per trip (p 40) shows a drastic comparison between agencies which chose to change operations and agencies that did not. Due to supply chain issues, increased operating and capital costs have continued.

## Cost Per Hour



Cost Per Hour				
	2019	2020	2021	2022
Clallam	\$135.43	\$142.44	\$134.93	\$151.34
Garfield	\$105.32	\$128.75	\$103.60	\$117.15
Grant	\$123.14	\$161.19	\$150.16	\$164.48
Grays	\$125.88	\$189.48	\$186.58	\$181.54
Island	\$146.14	\$206.34	\$147.19	\$182.18
Jefferson	\$187.59	\$349.74	\$210.19	\$210.89
Mason	\$132.98	\$199.75	\$175.65	\$202.55
Pacific	\$109.84	\$129.84	\$160.65	\$149.80
Pullman	\$138.33	\$140.05	\$137.98	\$150.84
Okanogan	\$121.26	\$218.23	\$157.36	\$163.31

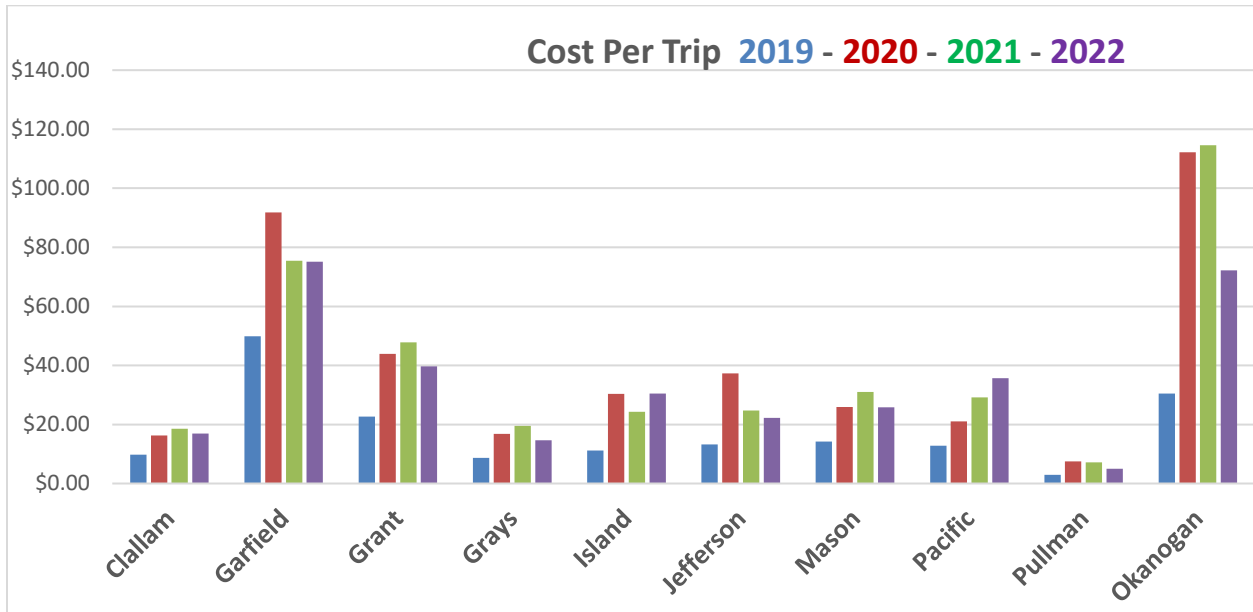
## Cost Per Mile



Cost Per Mile				
	2019	2020	2021	2022
Clallam	\$6.26	\$6.62	\$6.21	\$6.96
Garfield	\$3.41	\$4.05	\$3.00	\$3.79
Grant	\$5.54	\$8.72	\$8.25	\$8.84
Grays	\$5.68	\$7.60	\$7.31	\$7.02
Island	\$5.09	\$7.07	\$4.95	\$6.33
Jefferson	\$7.09	\$12.93	\$7.94	\$7.81
Mason	\$7.33	\$10.69	\$9.49	\$10.99
Pacific	\$3.87	\$4.66	\$5.73	\$5.35
Pullman	\$9.67	\$10.40	\$10.58	\$11.29
Okanogan	\$4.54	\$12.52	\$6.95	\$6.11



## Cost Per Trip



Cost Per Trip				
	2019	2020	2021	2022
Clallam	\$9.74	\$16.31	\$18.57	\$16.94
Garfield	\$49.83	\$91.85	\$75.50	\$75.14
Grant	\$22.71	\$43.88	\$47.85	\$39.66
Grays	\$8.72	\$16.80	\$19.57	\$14.63
Island	\$11.13	\$30.40	\$24.30	\$30.47
Jefferson	\$13.22	\$37.28	\$24.77	\$22.24
Mason	\$14.18	\$25.93	\$31.05	\$25.76
Pacific	\$12.76	\$21.01	\$29.13	\$35.68
Pullman	\$2.91	\$7.53	\$7.11	\$4.98
Okanogan	\$30.43	\$112.21	\$114.55	\$72.15