RESOLUTION NO. 2018-15

A RESOLUTION OF THE OKANOGAN COUNTY TRANSIT AUTHORITY APPROVING A SIX-YEAR TRANSIT DEVELOPMENT PLAN.

WHEREAS, the Okanogan County Transit Authority, hereinafter "OCTA", is required pursuant to RCW 35.58.2795 to prepare a six-year transit development plan for the calendar year 2018 and the ensuing five years; and

WHEREAS, OCTA has prepared such transit development plan which complies with RCW 35.58.2795.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of OCTA as follows:

<u>Section 1. - Approval and Adoption of Six-Year Transit Development Plan</u>. The Board of Directors of OCTA does hereby approve and adopt the six-year transit development plan for the calendar year of 2018, and the ensuing five years through 2023, as established in the Six-Year Transit Development Plan attached hereto as **Exhibit A** and incorporated herein as though fully set forth.

<u>Section 2. – Effective Date</u>. The approval and adoption of the Six-Year Transit Development Plan shall become effective on the date of passage of this Resolution by the Board of Directors of OCTA.

PASSED by the Board of Directors of OCTA at its meeting on August 28, 2018.

Cindy Gagne, Chairperson

ATTEST:

Brounda

Danyell Bellinger, Clerk of the Board

APPROVED AS TO FORM

W. Scott DeTro, OCTA Attorney

TICING GREATER OKANOGAN

2018-2023

Transit Development Plan

303 Second Avenue S. Suite A Okanogan, WA 98840

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Section I: Organization

Okanogan County Transit Authority is a Public Transit Benefit Area (PTBA), authorized by RCW 36.57A.060. In November 2013, the voters of Okanogan County Transit Authority authorized a .4% sales tax to support transit service within the PTBA.

The Okanogan County Transit Authority is governed by a nine member Board representing the County and the 8 local cities within the PTBA. The members at the time of publication include:

Cindy Gagne – Mayor, City of Omak/Chair of the Board Dennis Brown – Mayor, City of Tonasket/Vice-Chair of the Board Andy Hover – County Commissioner Aaron Studen – Council, City of Twisp Carlene Anders – City of Pateros Sally Ranzau – Mayor, City of Winthrop Tim Rieb – Council, City of Brewster Denise Varner – Council, City of Okanogan Jon Neal – Mayor, City of Oroville



Section II. Framework for TranGO Development

Okanogan County, the largest county in Washington State, is very rural (less than 8 people per square mile) with the population centered primarily in the river valleys. Less than forty percent of the county's total population (42,490)¹ resides within an incorporated area. The Washington State Office of Financial Management estimates the population of these towns and cities (April 2018) as follows.

City/Town	Population	City/Town	Population
Brewster	2405	Oroville	1705
Conconully	235	Pateros	585
Coulee Dam (part)	915	Elmer City	285
Nespelem	245	Okanogan	2620
Omak	4935	Riverside	285
Tonasket	1110	Twisp	975
Winthrop	465		

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 were intended to implement the OCTA 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:

- 1. Operate safe, clean, accessible, customer-oriented and cost-effective public transportation services.
- 2. Provide mobility and access to critical services, employment and commerce.
- 3. Enhance the character and economic vitality of communities.
- 4. Support local, regional and state policies for transportation system development, community and economic development, and environmental stewardship.

¹ Washington State Office of Financial Management, April 1, 2018 Estimates

Goal 1. Operate safe, clean, accessible, customer-oriented and cost-effective public transportation services.

The key elements in this goal include;

- Facilitating public use.
- Serving the disabled.
- Community participation.
- Serving minority and low income populations.

Goal 2. Provide mobility and access to critical services, employment and commerce.

Among the desired outcomes under this goal are;

- Maintenance of focus on core services.
- Attracting new riders
- Coordination with the Colville Tribe
- Connections outside of Okanogan County
- Annexation and Geographic Expansion

Coordinated service with OCTN began July 1, 2016. OCTN provides fixed route service between Brewster and Okanogan, and between Oroville and Tonasket, Monday through Saturday. A combination of route deviation and door-to-door demand response service is utilized to provide paratransit service to ADA eligible riders.

Routes have been designed to provide access from residential areas to primary areas of commerce, including healthcare, shopping, social services and recreation.

Extending operational hours to include Saturday service provides additional options for people that need transportation in order to obtain or maintain employment. Saturday transit availability is particularly important to part time workers, including high school and college students as well as other low income workers.

The current focus for TranGO is operations within the public transit benefit area boundaries. Concerns such as annexation of additional geography, connections outside the county and increasing service to the Colville Reservation will occur after implementation is accomplished within the county.

Goal 3. Enhance the character and economic vitality of communities.

The 2018-2023 Transit Development plan supported this goal by developing bus stops in each of the communities and by creating a connected system that supports passenger transport

between towns on a regular and reliable schedule within the public transit authority boundaries. TranGO has acquired 16 bus shelters and is currently working with local jurisdictions and completing surveys to accomplish installation. Ridership is expected to increase when signs and shelters make bus stops easily recognizable.

Goal 4. Support local, regional and state policies for transportation system development, community and economic development, and environmental stewardship.

The current priorities as stated in the Washington State Transportation Plan 2035.

- 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.
- ECONOMIC VITALITY: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.

TranGO is addressing the goals established by the Washington State Department of Transportation in the following ways.

Preservation: TranGO has created an Asset Management Plan for ensuring the life and utility of investments made with local, state and federal funding. The current fleet includes 3 ARBOC low floor vehicles, purchased using funding from the FTA 5339 Bus and Bus Facilities Program. In addition, TranGO purchased 7 StarTrans, 22 passenger vehicles. Five vanpool vehicles were purchased in 2016, utilizing funds from the Washington State Vanpool Investment Program. IN 2018, WSDOT transferred an additional 3 vans to TranGO for use in Vanpool. Vehicles are maintained utilizing manufacturer recommendations for regular service to ensure they are safe and operate well during their useful life. TranGO has also established a vehicle replacement reserve based on the useful life determined by WSDOT of 5 years or 150,000 miles. This will ensure that when vehicles need replaced, the funds are available for that replacement.

Safety: TranGO's first goal is to provide safe transportation. Driver applications are screened to help with selecting the most qualified applicants. TranGO conducts criminal history background checks, drug screening and reviews the driving record of applicants that are hired. Employment is contingent on a negative drug test, no driving violations within the past 5 years, and no disqualifying crimes have been committed as defined by the Department of Social and Health Service. A curriculum has been developed for ensuring that all drivers receive adequate training, especially with regard to persons that have special transportation needs. Monthly driver meetings provide the opportunity for ongoing training and always include safety topics.

Mobility: The focus for TranGO is getting buses on the road to increase mobility options for the residents of Okanogan County. Although Okanogan County Transportation and Nutrition (OCTN) has provided transportation for many years in Okanogan County, they are often viewed as a service only for populations with special needs. This misconception is common when viewing other community transportation providers across the state. The public often doesn't know that they are also eligible for service. OCTN's operating model is demand response transportation, which by nature is less predictable than fixed route service. TranGO's focus on building fixed route links between the communities in Okanogan County has increased ridership and increased mobility.

Environment: Transit, and vanpools are shared ride services, which reduce single occupancy vehicles on the road, and use natural resources wisely. Planning for implementation of addition routes and facility development also looks toward the future, embracing hybrid fuel/electric options, elimination of deadhead miles whenever possible, and encouraging healthy options. Design will consider pedestrian and bike friendly facilities, recognizing that many local citizens prefer non-motorized solutions to the first mile in and last mile out connections they need in order to utilize transit. With expected vehicle replacements need in 2019, the General Manager and Operations Manager are reviewing options for lower emission vehicles including hybrids.

Stewardship: TranGO believes in coordination of services, and reduction of duplication of effort whenever plausible and is intentionally seeking ways to create the system with those two priorities in mind. Co-locating with OCTN, in Okanogan, resulted in a single call center for riders, while reducing the cost of having a dispatch center for each agency. In 2016, TranGO remodeled the former bank building located at 303 2nd Ave S., in Okanogan for the purpose of co-locating with OCTN. In November of 2016, TranGO was able to move into the facility. In January 2017, OCTN moved in.

OCTN is the current ADA Paratransit contractor for TranGO. TranGO purchased dispatch hardware and software, which is shared with OCTN in order to more efficiently utilize demand response vehicles. During the first year of operations (July 2016-June 2017), there were many technical issues with the software implementation. Between May and August 2017, many of these issues have been resolved. There is unused capacity in the OCTN system at this time, which could potentially be used to provide trips currently unavailable, including to Wenatchee for higher level health care needs.

Economic Vitality: From the very first discussions about forming a public transit benefit area, the concerned citizens involved, have focused on the overall economic benefits that transit would have on the community. Each community in Okanogan County has their own distinct culture. Each has their own annual events and festivals to celebrate what brings them together as a community. The plan for implementation has always included some element focused on transporting the rest of the county to the event taking place in ABC City. The interconnectivity of the funds flowing from one community to another during these events is important to each city and to the county.



System Description

TranGO began direct service on July 1, 2015, with the Omak-Okanogan Shuttle. On July 1, 2016, direct service was expanded to include;

- North Methow (Twisp-Winthrop) 9 round trips per day
- South Methow (Twisp-Pateros) 4 round trips per day
- Twisp-Okanogan Connector 4 round trips per day
- Mid-Okanogan (Tonasket-Okanogan) 4 round trips per day

In addition, TranGO contracted with Okanogan County Transportation and Nutrition (OCTN) to provide the following services;

- South Okanogan (Okanogan Pateros) 4 round trips per day
- North Okanogan (Oroville Tonasket) 5 round trips per day
- Local demand response Oroville, Tonasket, Omak, Okanogan, Brewster, Twisp/Winthrop

All fixed route services (along with ADA Paratransit) operate Monday through Saturday. The first full year of service was completed in 2017.

In 2016, we started two vanpools. At the end of 2017, we had four vanpools operating and contacted WSDOT to see if there were any additional vehicles available. In 2018, WSDOT

transferred ownership of three additional vehicles for vanpool. They are smaller, six passenger vehicles. At the time this report is written, five vanpools are currently operating with a total of 72 passengers per month.

Customer service is streamlined between the two systems, for ease of use. OCTN and TranGO coordinate systems behind the scenes in a variety of ways.

- Fare media (punch cards) are purchased through the TranGO front desk. OCTN drivers use RouteMatch to track usage, and fares are compensated through billing at the end of the month.
- Customers can call either agency and are transferred through the internal phone system to the agency that can best meet their needs.
- ADA paratransit eligibility is determined by TranGO, and a copy of the authorization letter submitted directly to OCTN as the primary provider. Eligibility information is entered into RouteMatch by OCTN dispatch.
- Route deviations on fixed route are entered on RouteMatch by OCTN dispatchers for pick-up by TranGO drivers.
- Operations Managers and Driver Supervisors from both agencies organize and provide monthly training on a variety of topics including safety, populations with special needs and customer service.

Section III. Okanogan County Transit Authority Employees

At the time of publication, OCTA employed:

General Manager	1FTE
Board Clerk/Facilities	1FTE
Customer Service/Administrative Support	1FTE (Recruiting this position)
Operations Manager	1FTE
Driver Supervisor/Trainer	1FTE
Bus Driver/Operators	9.25 FTE

Section IV. Facilities

TranGo currently leases approximately 4000 square feet of office space located at 303 2nd Ave S., Okanogan, WA. OCTN leases part of the space from TranGO. TranGO also leases a vehicle parking lot, located at First and Rose in Okanogan. OCTN leases half of the secure parking

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space. More office and vehicle space will be needed in the next few years to accommodate growing staff and secure parking needs for both agencies. The General Manager has opened discussions with the building owner, Marquis Holdings, regarding possible expansion of the lease or purchase of the facility. Marquis Holdings has submitted a proposal for an extended lease or purchase of the building, which will be evaluated.

TranGO also leases a parking area from the City of Twisp for \$250 per month. This site is the storage space for locating four buses to provide service originating from Twisp. The General Manager continues to explore options for covered storage, particularly in Twisp. The City of Tonasket provides space inside their secure vehicle area for two vehicles that operate from that location.

TranGO continues to work on identification of long term, secure storage for out stationed vehicles.

The next facility needed is for maintenance and repair of vehicles, and possibly relocation of all operations and administration. The General Manager will release a request for qualifications for design, feasibility and siting for this facility by the end of 2018.

Section V. Service Characteristics

TranGo		
Annual Operating Information	2016	2017
Fixed Route Services (Direct Operated)		
Revenue Vehicle Hours	10,455	14,200
Total Vehicle Hours	10,899	15,344
Revenue Vehicle Miles	216,640	376,755
Total Vehicle Miles	218,645	400,121
Passenger Trips	30,495	41,871
Gasoline Fuel Consumed (gallons)	25,292	43,711
Employees - FTEs	4.0	8.1
Operating Expenses	\$1,099,086	\$1,075,463
Farebox Revenues	\$54,591	\$44,410
Fixed Route Services (Purchased)		ψ++,410
Revenue Vehicle Hours	282	1 1 1 0
Total Vehicle Hours	294	1,119
Revenue Vehicle Miles	6,806	1,161
Total Vehicle Miles		22,866
Passenger Trips	6,945	22,594
Gasoline Fuel Consumed (gallons)	341	1,368
Employees - FTEs	902	2,905
Operating Expenses	0.3	0.5
Farebox Revenues	\$11,480	\$46,828
	\$338	\$1,473

The tables below shows the annual operating information for 2016 and 2017.

Demand Response Services (Purchased)		
Revenue Vehicle Hours	3,329	3,264
Total Vehicle Hours	3,541	3,316
Revenue Vehicle Miles	42,353	38,308
Total Vehicle Miles	47,059	40,449
Passenger Trips	9,023	7,954
Gasoline Fuel Consumed (gallons)	5,605	5,200
Employees - FTEs	1.8	1.6
Operating Expenses	\$202,190	\$206,118
Farebox Revenues	\$11,708	\$8,688
Vanpooling Services (Direct Operated)		
Revenue Vehicle Hours	258	1,124
Total Vehicle Hours	258	1,124
Revenue Vehicle Miles	14,667	48,196
Total Vehicle Miles	14,667	48,196
Passenger Trips	1,855	7,054
Gasoline Fuel Consumed (gallons)	1,342	3,016
Operating Expenses	\$3,352	\$10,503
Vanpool Revenue	\$5,132	\$23,193

ADA Paratransit

Okanogan County Transportation and Nutrition is contracted to provide paratransit services in compliance with the Americans with Disabilities Act requirements. TranGO determines ADA Paratransit eligibility, and trips are scheduled and provided by Okanogan County Transportation and Nutrition. TranGO has contracted with OCTN to provide ADA paratransit service in association with the fixed route Omak-Okanogan shuttle. Paratransit service is especially expensive to operate, because of the low number or riders on a bus at any particular time. By utilizing available capacity on OCTN vehicles (4 demand-response vehicles operating concurrently), the service can be delivered more efficiently. All vehicles in TranGO's fleet are equipped with ramps, or wheel chair lifts. Buses are also equipped with bike racks.

Cash Fares

The cash fare for each boarding is \$1 regardless of age. Seven travel zones were identified. Passengers can purchase monthly unlimited use passes for a single zone for \$30. For \$60, they can purchase unlimited travel within three zones. A monthly unlimited pass for the entire system is \$90. Passes are also sold in \$10 and \$20 punch card denominations. Passengers can utilize the same fare media on OCTN trips. TranGO reimburses OCTN for these trips. Having a single fare media makes it easier for passengers to access service on either system.

Coordinated Service

The three primary transportation providers in Okanogan County include;

 Okanogan County Transportation and Nutrition, providing public transportation with a focus on serving people with special transportation needs. People with special transportation needs are defined by Washington State as those that through age (too

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young or too old to drive), disability or income are unable to provide or purchase their own transportation.

- TranGO, providing public transportation
- People for People, the Non-Emergency Medical Transportation (NEMT) Broker for the county. They contract with local transportation providers to purchase trips for people eligible for Medicaid paid transportation to Medicaid eligible healthcare providers. NEMT is considered one of the most expensive transportation costs in the state general fund.

TranGO is working together with both transportation providers in order to ensure that as additional service is implemented, the system becomes more efficient, and easier to use for passengers. TranGO currently sells passes to People for People for NEMT trips on fixed route transit throughout the system.

Section VI: Activities in 2017

During 2017, TranGO focused on improving service through;

- coordinating system design with OCTN recognizing that their priority is access (including door to door service for senior and disabled riders) while TranGO's priority is increasing transportation availability throughout the county. TranGO has contracted with OCTN to provide ADA paratransit service in association with the fixed route service. Paratransit service is especially expensive to operate, because of the low number or riders on a bus at any particular time. By utilizing available capacity on OCTN vehicles, the service can be delivered more efficiently. During hours when OCTN doesn't operate, TranGO operates deviated route service to meet the ADA requirement.
- adding a winter stop at the Oroville Harvest Shelter (low income housing) from November 15, 2017 to March 31, 2018
- addressing issues with RouteMatch to better utilize the software and ensure data is correct. There are issues with base map road speeds that are not fully functioning with demand response scheduling.
- ongoing training for OCTN and TranGO drivers to ensure safety and proficiency of ADA regulations.
- schedules for fixed route throughout the system (including OCTN) fixed route services are reflected for each valley.

During 2017, TranGO focused on improving facilities through

- completion of the main office and secure parking lot in Okanogan.
- Installation of inside and outside signs as well as window blinds.



purchasing bus stop signs, posts and shelters. We had initially believed we could get all
of these installed in the summer of 2017. We continue to work on that in 2018.
Signs have been installed throughout Omak.

Section VII. Proposed Action Strategies for 2018-2023

The most important emphasis for 2018-2023, is on completion of facility installations (shelters and bus signs) as well as beginning the design and feasibility of a maintenance facility.

Service Continuation

TranGO provides the following fixed route services Monday-Saturday (with deviation for ADA eligible passengers):

- Winthrop and Twisp (9 round-trips/day Monday-Saturday)
- Twisp and Okanogan (4 round-trips/day Monday-Saturday)
- Twisp and Pateros (4 round-trips/day Monday-Saturday)
- Tonasket and Omak (4 round-trips/day Monday-Saturday)
- Omak and Okanogan (14 round-trips/day Monday-Friday and 9 round trips/day on Saturdays)

The update to the Coordinated Public Transit Human Services Transportation Plan (currently in draft) indicates some needs for expanding service both inside the county and to destinations in neighboring counties. In order to better quantify that need, TranGO will open an RFQ process and engage a consultant to better gather the information. The Okanogan Council of Governments/Regional Transportation Planning Organization funded the CPTHSTP update, and it is required for submission of grant applications to the WSDOT Consolidated Grants, which are due September 2018. Unfortunately, there was limited time to really gather as much public data as is needed to really determine the service level needed.

The Vanpool option is growing and supporting employment transportation. During 2018, when WSDOT transferred three 6-passenger vans, they indicate4d they also had two 10-passenger vans that could be available to support expansion of the program.

These routes are coordinated with OCTN providing the local service, and TranGO providing the service between cities. The system develops service in the following geographic sections.

OCTN – Dial a Ride and Fixed Stops Feeder Routes	TranGO – Fixed Route
Oroville – Tonasket	Tonasket-Omak Deviated Fixed Route (4 - 6 round trips/day – Monday-Friday, 4 round trips Saturdays)

Omak-Okanogan Dial-a-Ride

Winthrop-Twisp – Dial-a-Ride and Fixed Stops

Omak-Okanogan Shuttle (14 loops weekdays, 9 loops Saturdays and Holidays)

Twisp-Brewster (via Pateros) Deviated Fixed Route (4-6 round trips Weekdays, 4 round trips Saturdays)

Twisp-Okanogan Deviated Fixed Route (4-6 round trips weekdays, 4 Round Trips Saturdays)

Omak-Brewster – Deviated Fixed Route

Omak-Nespelem – Contracted Fixed Route

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South Okanogan—Okanogan to Malott, Brewster/Pateros

Section VIII - Service Level Estimates Service Level Estimates 2018-2023

TranGO completed initial implementation ahead of schedule. Between 2018 and 2023, the focus will be on facilities, continued maintenance of assets, and strengthening security. There will be replacement of vehicles, maintenance and expansion of facilities (including park and ride lots) as well as potentially a maintenance facility based on financial modeling of cost versus benefit to the system beyond 2018.

Estimates	2018	2019	2020	2.021	2022	2023
Non Revenue Hrs	1,216.41	1,216.41	1,216.41	1,216.41	1,216.41	1,216.41
Revenue Hours	14,104.47	14,104.47	14,104.47	14,104.47	14,104.47	14,104.47
Non Revenue Miles	1,925.14	1,925.14	1,925.14	1,925.14	1,925.14	1,925.14
Revenue Miles	374,319.43	374,319.43	374,319.43	374,319.43	374,319.43	374,319.43
Trips	47,732.57	48,209.90	48,692.00	49,178.92	49,670.71	50,167.41
Trip/Hour	3.38	3.42	3.45	3.49	3.52	3.56

(2018-2023) Capital Needs (Facilities and Equipment)

				2019 Proposed Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget
353	640.000.013	CAPITAL OUTLAY						
355	171.00.00.00	CAPITAL ASSETS-LAND				500,000.00		
361		CAPITAL ASSETS-MACHINERY & EQUIPMENT -BUSES		300,000.00	400,000.00	300,000.00		
363		CAPITAL OUTLAY - MACHINERY & EQUIPMENT - AGENC	YVEH	80,000.00				
		CAPITAL OUTLAY - FACILITIES - OPERATIONS		160,000.00	160,000.00	160,000.00	160,000.00	160,000.00
364				1000				
367	191.10.00.03	CAPITAL OUTLAY - ROUTE SIGNAGE		1000				

Section IX - Financial Elements

The 2018-2023 TranGO Transit Development Plan makes the following assumptions.

Income Projection Assumptions

Sales tax revenue will remain relatively flat. The budget is based on a very conservative \$175,000 sales tax revenue per month. Revenues have varied slightly since 2015, and a conservative approach to the budget is recommended.

Sales tax revenue is projected at a 1% increase year over year, an increase of \$84,761 per year in 2023.

Ridership levels are also projected to increase very slightly (1% per year) from 2018-2023. Obviously, the goal is to increase ridership from year to year, and we will work toward that goal. However, the potential increase in transit fares remains flat in order to develop a conservative budget.

TranGO currently has invested reserves for operations (\$700,000), capital facilities (\$850,000), and capital equipment (\$950,000). TranGO will continue to build the reserves in order to meet facility and equipment needs to ensure progress in building the system.

Expense Projection Assumptions

Leasing of satellite facilities is budgeted in each of the years between 2018 and 2023.

Equipment purchases (vanpools, buses) occurred in 2015 and 2016. Replacement is projected based on useful life of five years or 150,000 miles for buses, and 200,000 miles for vanpool vans.

		2018 Jan-	2018	2019				CC/C
nN əni.		June Actuals	Approved Budget	Proposed Budget	2020 Budget	2021 Budget	2022 Budget	2025 Budget
	1 Ordinary Income/Expense							
6	Income							
4 00	4004 · 640.000.000 Revenue							
2 4	400.10.00.00 Reserve Beg. Balan	834,992.00	834,992	1,192,906	1,408,039	1,582,627	1,227,810	1,252,569
5	640.000.110 Local							
0 4	Anno 408 21.00.00 Sales Tax Revenue	733,220.19	2,142,000	2,163,420	2,163,420	2,185,054	2,185,054	2,206,905
0 1	Total 640.000.110 Local	733,220.19	2,142,000	2,163,420	2,163,420	2,185,054	2,185,054	2,206,905
. «	640.000.111 Fares							
σ	4000 · 401.00.00.00 Trans Fares	ii N						
17	Total 4000 · 401.00.00.00 Trans Fares	28,392.82	51,703	53,500	54,060	54,626	55,197	55,774
18	4007 · 401.07.00.00 Vanpool							
100	Tofal 4007 · 401.07.00.00 Vanpool	11,059.47	26,620	33,178	33,178	33,178	33,178	33,178
25	Total 640.000.111 Fares	39,452.29	78,323	86,678	87,238	87,804	88,375	88,952
2 4	640 000 407 Non Trans Dorfation							
29	Total 640.000.407 Non Transportation	79,676.21	68,135	68,135	68,135	68,135	68,135	68,135
30	640.000.410 State & Federal							
35	Total 4003.01 · 414.00.00 Cap Contributi	0.00	0	0	0	0	0	
36	4005 · 412.99.00.00 GCB2688 St Sales E		196,845	196,845	196,845	196,845	196,845	196,845
37	Total 640.000.410 State & Federal	00.0	196,845	196,845	196,845	196,845	196,845	196,845
	T-4-1 1001 . 640 000 Revenue	1,687,340.69	3,320,295	3,707,984	3,923,677	4,120,464	3,766,219	3,813,405
00 00		1,687,340.69	3,320,295	3,707,984	3,923,677	4,120,464	3,766,219	3,813,405

Section XI - Budget Projections 2018-2023

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1 640.000.110 Administration number budget	1 640.000.110 Administration Process 2 1 6001 · 501.00 Admin Salaries & Wages 131,600.50 3 1 food · 501.00 Admin Personnel Benefits 131,600.50 4 1 7 total 6001 · 501.00 Admin Personnel Benefits 131,600.50 9 1 7 total 6001 · 501.00 Admin Personnel Benefits 14,4366 1 1 7 total 6002 · 502.00 Admin Personnel Benefits 14,4366 1 1 6003 · 503.00 Admin Personnel Benefits 14,4366 1 1 7 total 6003 · 503.00 Admin Professional Serv 44,4366 1 1 7 total 6003 · 503.00 Admin Supplies 3,693.38 1 1 7 total 6004 · 504.99 Admin Supplies 3,693.38 1 1 7 total 6004 · 507.99 Admin Supplies 3,693.38 1 1 1 1<1 1<1 1 1 1 1 1<1 1<1 1 1 1 1 1<1 1<1 1 1 1 1<1 1<1 1<1	a	2019 Proposed	2020	2021	2022	2023
2 1 6001 · 501.00 Admin Salaries & Wages 131.60050 211,950 229,160 237,338 247,066 256,560 2 8 1 Total 6001 · 501.00 Admin Salaries & Wages 131.60050 211,950 237,338 247,066 256,560 2 8 6002 · 502.00 Admin Personnel Benefits 48,448 6 100,726 117,023 122,751 125,804 128,971 1 1 1 1 1 1 2 26,036	2 6001 · 501.00 Admin Salaries & Wages 131,600.50 7 Total 6001 · 501.00 Admin Salaries & Wages 131,600.50 8 1 Total 6001 · 501.00 Admin Personnel Benefits 48,448.66 9 1 Total 6002 · 502.00 Admin Personnel Benefits 48,448.66 9 1 Total 6002 · 503.00 Admin Personnel Benefits 48,448.66 9 1 1 Total 6003 · 503.00 Admin Professional Serv 44,824.48 1 1 1 1 48,448.66 1 1 1 1 1 48,448.66 1 1 1 1 1 48,448.66 1 1 1 1 1 48,448.66 1 1 1 1 48,448.66 1 1 1 1 1 1 48,24.48 1 1 1 1 1 1 1 48,24.48 1 1 1 1 1 1 1 1 1 1 <td< th=""><th>lander</th><th>Budget</th><th>Budget</th><th>Budget</th><th>Budget</th><th>Budget</th></td<>	lander	Budget	Budget	Budget	Budget	Budget
No. Total 6001 · 501.00 Admin Barafias & Wages 131,600.50 211,850 229,160 237,838 247,066 256,560 2 0 1 Total 6002 · 502.00 Admin Personnel Benefits 48,443 66 100,726 117,023 122,751 125,804 128,971 1 1 1 Total 6002 · 502.00 Admin Personnel Benefits 48,443 66 100,726 117,023 122,751 125,804 128,971 1 1	7 1 Tetal 6001 \cdot 501.00 Admin Salaries & Wages 131,600.50 8 1 Eteal 6001 \cdot 502.00 Admin Personnel Benefits 48,448.66 1000000000000000000000000000000000000						
8 1 6002 · 502.00 Admin Personnel Benefits Noncound C 11,500 224,106 247,066 256,560 2 0 1 Total 6002 · 502.00 Admin Personnel Benefits 48,448,66 100,726 117,023 122,751 125,804 128,971 1 1 1 Total 6002 · 503.00 Admin Personnel Benefits 48,448,65 100,726 117,023 122,751 125,804 128,971 1 1 1 5003 · 503.00 Admin Personal Serv 44,824,48 346,200 377,800 127,800	B 6002 · 502.00 Admin Personnel Benefits Number 0 Total 6002 · 502.00 Admin Personnel Benefits 48,448.66 1 Total 6002 · 503.00 Admin Professional Serv 44,824.48 2 Total 6003 · 503.00 Admin Professional Serv 44,824.48 2 Total 6003 · 503.00 Admin Supplies 3,693.38 3 6004 · 504.99 Admin Supplies 3,693.38 1 Total 6003 · 505.00 Admin Utilitites 7,025.51 1 Total 6005 · 505.00 Admin Utilitites 7,025.51 1 E006 · 507.99 Admin Taxes 206.06 1 Total 6005 · 505.00 Admin Taxes 206.06 1 Fotal 6005 · 507.99 Admin Taxes 206.06 1 Fotal 6005 · 507.09 Admin Taxes 207.97 1 Fotal 6007 · 509.00 Admin Misc Expenses 207.97 1 Fotal 6007 · 509.00 Admin Misc Expenses 207.97 1 Fotal 6007 · 509.00 Admin Misc Expe	014 DEA	001 000				
0 1 Total 6002 : 502.00 Admin Personnel Benefits 48,448.66 100,726 117,023 122,751 125,804 128,971 1 0 1 6003 : 503.00 Admin Personnel Benefits 48,448.66 100,726 117,023 122,751 125,804 128,971 1 0 1 7003 : 503.00 Admin Personnel Benefits 44,824.48 348,200 377,800 377,800 127,800 127,800 127,800 1 0 1 10606 : 504.99 Admin Pupplies 3,693.38 26,036 26,036 26,036 26,036 26,036 26,036 26,036 26,036 10,400	0 Total 6002 · 502.00 Admin Personnel Benefits 48,448.66 1 Fotal 6002 · 503.00 Admin Personnel Benefits 48,448.66 2 Total 6003 · 503.00 Admin Professional Serv 44,824.48 2 Total 6003 · 503.00 Admin Professional Serv 44,824.48 2 Total 6003 · 503.00 Admin Supplies 3,693.38 3 6004 · 504.99 Admin Supplies 3,693.38 4 Total 6005 · 505.00 Admin Utilities 7,025.51 5 6005 · 507.99 Admin Taxes 7,025.51 6 6006 · 507.99 Admin Taxes 206.06 6 Total 6005 · 507.99 Admin Taxes 206.06 6 Total 6005 · 507.99 Admin Taxes 206.06 6 Total 6006 · 507.99 Admin Taxes 206.06 7,025.51 6006 · 507.99 Admin Taxes 206.06 6 Total 6006 · 507.99 Admin Taxes 206.06 7,025.51 7,025.51 7,025.51 6 Total 6006 · 507.99 Admin Taxes 206.06 7 Total 6006 · 507.99 Admin Taxes 206.06 7 Total 6006 · 512.00 Admin Misc Expenses 207.77	008'117	729,160	237,938	247,066	256,560	266,434
I 6003 : 503.00 Admin Professional Serv 45,445.06 100,726 117,023 122,751 125,804 128,971 43 2 1 Total 6003 : 503.00 Admin Professional Serv 44,824.48 348,200 377,800 124,400 10,400 10,400 10,400 10,400 <td>Image: Normal Serv 46,440.06 Image: Normal Serv 44,824.48 Image: Normal Serv 3,693.38 Image: Normal Serv 2,025.06 Image: Normal Serv 2,026.06 Image: Normal Serv 2,020.06</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Image: Normal Serv 46,440.06 Image: Normal Serv 44,824.48 Image: Normal Serv 3,693.38 Image: Normal Serv 2,025.06 Image: Normal Serv 2,026.06 Image: Normal Serv 2,020.06						
Image: Non-synthylic sector Matrix Supplies Matrix Suplies Matrix Supplies <th< td=""><td>Noron State Addition A</td><td>100,726</td><td>117,023</td><td>122,751</td><td>125,804</td><td>128,971</td><td>132,255</td></th<>	Noron State Addition A	100,726	117,023	122,751	125,804	128,971	132,255
I ortal 6003 • 503.00 Admin Professional Serv 44,824.48 348,200 377,800 377,800 127,800 10,400 <td>Intel 6003 · 503.00 Admin Professional Serv 44,824.48 0 6004 · 504.99 Admin Supplies 3,693.38 0 Total 6003 · 503.00 Admin Supplies 3,693.38 1 Total 6004 · 504.99 Admin Supplies 3,693.38 0 1 Total 6005 · 505.00 Admin Utilitites 7,025.51 1 1 1 5006 · 507.99 Admin Utilitites 7,025.51 1 1 1 5006 · 507.99 Admin Taxes 206.06 1 1 6006 · 507.99 Admin Taxes 206.06 1 1 6006 · 507.99 Admin Taxes 206.06 1 1 1 1 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 <</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Intel 6003 · 503.00 Admin Professional Serv 44,824.48 0 6004 · 504.99 Admin Supplies 3,693.38 0 Total 6003 · 503.00 Admin Supplies 3,693.38 1 Total 6004 · 504.99 Admin Supplies 3,693.38 0 1 Total 6005 · 505.00 Admin Utilitites 7,025.51 1 1 1 5006 · 507.99 Admin Utilitites 7,025.51 1 1 1 5006 · 507.99 Admin Taxes 206.06 1 1 6006 · 507.99 Admin Taxes 206.06 1 1 6006 · 507.99 Admin Taxes 206.06 1 1 1 1 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 <						
0 1 6004 \cdot 504.99 Admin Supplies 3,633.38 26,036	0 1 6004 · 504.99 Admin Supplies 3,693.38 0 1 Total 6004 · 504.99 Admin Supplies 3,693.38 0 1 1 7,025.51 0 1 1 7,025.51 0 1 1 7,025.51 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	348,200	377,800	377.800	127 RUN	127 800	105 701
0 Total 6004 · 504.99 Admin Supplies 3,693.38 26,036 26,03	Image: Norm Nord Norm Norm				000	121,000	121,800
Image: 0.05 · 505.00 Admin Utilities 7,025.51 10,300 10,400 10,400 20,030 <th< td=""><td>Image: 000000000000000000000000000000000000</td><td>26.036</td><td>26.036</td><td>26 026</td><td>000 00</td><td></td><td></td></th<>	Image: 000000000000000000000000000000000000	26.036	26.036	26 026	000 00		
$ \mathbf{r} \mathbf{r}$	Interfere Total 6005 • 505.00 Adm in Utilities 7,025.51 Interfere 6006 • 507.99 Adm in Taxes 7,025.51 Interfere 206.06 206.06 Interfere 206.06 206.06 Interfere 206.07 206.06 Interfere 206.06 207.97.27 Interfere 206.06 207.97.27 Interfere 206.06 207.77 Interfere 206.06 207.77 Interfere 206.06 207.77 Interfere 206.07 207.77 Interfere 207.77 207.77 Interfere 206.06 20.75 Interfere 206.06 20.75 Interfere 206.06 20.77	200	000107	20,030	20'N20	26,U36	26,036
Image: light black	Image: Image	10 300	10 400	007.07			
Image: Notation (0.02 · 507.99.00.02 Taxes-Excise) 206.06 206.06 0	Image: 1 6006.02 · 507.99.00.02 Taxes-Excise 206.06 Image: 1 Total 6006 · 507.99 Admin Taxes 206.06 Image: 1 6007 · 509.00 Admin Misc Expenses 206.06 Image: 1 70tal 6007 · 509.00 Admin Misc Expenses 206.06 Image: 1 70tal 6007 · 509.00 Admin Misc Expenses 20,797.27 Image: 1 70tal 6007 · 509.00 Admin Misc Expenses 20,797.27 Image: 1 70tal 6007 · 509.00 Admin Leases & Rentals 9,336.00 Image: 1 70tal 6008 · 512.00 Admin Leases & Rentals 9,336.00 Image: 1 70tal 6008 · 512.00 Admin Leases & Rentals 9,336.00 Image: 1 70tal 6008 · 512.00 Admin Leases & Rentals 9,336.00 Image: 1 70tal 6008 · 513.00.00.00 Depreciation 19,869.00 Image: 1 70tal 6009 · 513.00.00.00 Depreciation 19,869.00 Image: 1 70tal 640.000.110 Administration 285,800.86 7	20010-	00+'0-	10,400	10,400	10,400	10,400
Image: light	Integration Total 6006 • 507.99 Admin Taxes 206.06 207.27 2						
Image: Notice State in the	Image: Ref 1007 · 509.00 Admin Misc Expenses 20,797.27 Image: Ref 1007 · 509.00 Admin Misc Expenses 20,797.27 Image: Ref 1008 · 512.00 Admin Leases & Rentals 9,336.00 Image: Ref 1008 · 512.00 Admin Leases & Rentals 9,336.00 Image: Ref 1008 · 513.00.00.00 Depreciation 19,869.00 Image: Ref 1009 · 513.00.00.00 Depreciation 19,869.00 Image: Ref 1000 · 513.00.00.00 Depreciation 19,869.00 Image: Ref 1000 · 513.00.00.00 Depreciation 19,869.00	C		C			
Image: Logic sequence in the set of the sector s	Total 6007 · 509.00 Admin Misc Expenses 20,797.27 D 6008 · 512.00 Admin Leases & Rentals 9,336.00 D Total 6008 · 512.00 Admin Leases & Rentals 9,336.00 D Total 6008 · 512.00 Admin Leases & Rentals 9,336.00 D 6009 · 513.00.00.00 Depreciation 19,869.00 Total 640.000.110 Administration 285,800.86 7	>	>	2	-	0	
Image: Notice of the set	6008 · 512.00 Admin Leases & Rentals 20,791.27 7008 · 512.00 Admin Leases & Rentals 9,336.00 8009 · 513.00.00.00 Depreciation 19,869.00 70tal 6009 · 513.00.00.00 Depreciation 19,869.00 70tal 640.000.110 Administration 285,800.86						
Total 6008 · 512.00 Admin Leases & Rentals 9,336.00 24,300 26,000 20,000 20,000 20,000	Total 6008 • 512.00 Admin Leases & Rentals 9,336.00 Fotal 6009 • 513.00.00.00 Depreciation 19,869.00 Total 6009 • 513.00.01.00 Depreciation 19,869.00 Total 640.000.110 Administration 285,800.86	45,190	45,196	45,196	45,196	45,196	45,196
Figure 24,300 40,000<	6009 · 513.00.00.00 Depreciation 9,300.00 Total 6009 · 513.00.00 Depreciation 19,869.00 Total 640.000.110 Administration 285,800.86	00000					
Total 6009 · 513.00.00 Depreciation 19,869.00 0 40,000 40,0	Total 6009 · 513.00.00 Depreciation 19,869.00 Total 640.000.110 Administration 285,800.86 766,70	24,300	24,300	24,300	24,300	24,300	24,300
285,800.86 766.708 869.915 884.420 etc. 200 etc. 200	Total 640.000.110 Administration 285,800.86 766,70						
285,800.86 766,708 869.915 884.420 646.603 650.30	285,800.86	0	40,000	40,000	40,000	40,000	40,000
		766,708	869,915	884,420	646,603	659,263	672,421

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		2018 A mm 2018	Bronosod	2020	2021	2022	2023
077	810 000 411 Elaet	Budget	Budget	Budget	Budget	Budget	Budget
110	Artos - 503 Of Floot Professional Serv						
111	501 00 00 Salary and Wages	37,272	29,286	146,266	152,116	158,201	164,529
71.1	and Benefits	23,084	22,545	87,724	91,233	94,883	98,678
114	Total 6103.501.502 Salaries, Wages and Benefits	60,356	51,832	233,990	243,350	253,084	263,207
145	6103.10 · 503.03.41.03 PS Pro & Tech						
104	6103.10 · 503.03.41.03 PS Pro & Tech - Other		1000	1000	1000	1000	1000
120	Total 6103.10 · 503.03.41.03 PS Pro & Tech	00.00	1000	1000	1000	1000	1000
123	6103.20 · 503.03.47.00 PS Preventative M						
422	Total 6103.20 · 503.03.47.00 PS Preventative M	54,000	54,000	54,000	54,000	54,000	54,000
141	Total 6103.30 · 503.05.48.00 PS Re pair	54,000	54,000	54,000	54,000	54,000	54,000
142	6103.40 · 503.07.41.04 Prof. Svc Security						
143	6103.50 · 503.99.41.05 Pro Ser Other						
144	Total 6103 · 503.00 Fleet Professional Serv	108,000	109,000	109,000	109,000	109,000	109,000
145	6104 · 504.00 Fleet Supplies						
146	6104.01 · 504.01.32.00 Fuel - Transit						
156	6104.19 504.01.32.23-29 (5 Auditional varipoole)	175 000	175 000	175.000	175.000	175,000	175,000
157	6104.01 · 504.01.32.00 Fuel - Iransit - Other	12,000	175 000			175 000	175.000
158	Total 6104.01 · 504.01.32.00 Fuel - Transit	nnn'e/1					
159	6104.20 · 504.01.32.01 Fuel - Maintenance	3,000	10,000	10,000	10,000	000,01	10,000
161	6104.31 · 504.01.32.11 Omak/Ok.						
162	6104.32 · 504.01.32.12 Twisp/Ok.						
163	6104.33 · 504.01.32.13 Twisp/Brewster						
164	6104.34 · 504.01.32.14 Twisp/Minthrop						
165	6104.35 · 504.01.32.15 Tonasket/Omak						
166	6104.30 · 504.01.32.02 Lubricants/Grease/ - Other	1,800	1,800	1,800		1,800	1,800
167	Trotal 6104.30 · 504.01.32.02 Lubricants/Grease/	1,800	1,800	1,800	1,800	1,800	1,800

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174 174 175 1 175 6 182 6 183 6 184 6 190 1 191 1 192 61 198 1	6104.40 · 504.02.48.02 MS Tires/Tubes - Other Total 6104.40 · 504.02.48.02 MS Tires/Tubes	12 000	000 01				
	otal 6104.40 · 504.02.48.02 MS Tires/Tubes		1 1 11 1 / . 1	000 01	10000		
	0023-00::0	10,000	12,000	12,000	12,000	12,000	12,000
	G104 E0 . E04 00 24 04 BBC OTT	12,000	12,000	12,000	12,000	12,000	12,000
	orostor outraso 1.01 Mis Office Supplies - Other						
	l otal 6104.50 · 504.99.31.01 MS Office Supplies	0	0	C	C	c	
	6104.60 · 504.99.31.02 MS Operating Supp			,	2	>	
	6104.60 · 504.99.31.02 MS Operating Supp - Other	1.500	1 500	1 500	1 600		
	Total 6104.60 · 504.99.31.02 MS Onerating Supp	4 600	000	000'1	nnc'i	nnc'I	1,500
	6104.70 · 504.99.31.03 MS R&M Parte/Summ	000'1	nnc'i	nnc'i	1,500	1,500	1,500
	6104 70 . 504 00 34 02 MS Dem D. 21 00 00 20 .						
199	out 6404 TO	1,800	1,800	1,800	1,800	1,800	1,800
	10tal 0104./0 · 304.99.31.03 MS R&M Parts/Supp	1,800	1,800	1,800	1,800	1,800	1,800
	0104.80 · 504.99.35.01 MS Small Tool/Equi						
	6104.80 - 504.99.35.01 MS Small Tool/Equi - Other	10,000	10,000	10,000	10,000	10.000	10.000
	Total 6104.80 · 504.99.35.01 MS Small Tool/Equi	10,000	10,000	10,000	10,000	10.000	10.000
	6104.90 · 504.99.49.01 MS Misc	1,000	1,000	1,000	1.000	1 000	1 000
	Total 6104 · 504.00 Fleet Supplies	206,100	213,100	213.100	213 100	213 100	0001 010
610	6105 · 505.00 Fleet Utilities					5-1	01 01 1
211 61	6105.01 · 505.02.42.00 Util. (Telepone)	1.200	1 200	1 200	V0C 1	1 000	
212 61	6105.02 · 505.02.47.01 Util. Electricity	3 600	3 600	2 600	0.000	1,200	1,200
213 61	6105.03 · 505.02 47 02 1 kil Water & Source & Source	00000	000'0	nno'c	3,600	3,600	3,600
214 Total 6	Total 6105 - 505 00 Elocat Huititio	3,000	3,000	3,000	3,000	3,000	3,000
	6106 - 506.00 Fleet Casualty & Linkii:	7,800	7,800	7,800	7,800	7,800	7,800
746							
	0100.01 · 506.08.46.01 C&L Premiums Corp	84,996	84,996	84,996	84,996	84,996	84,996
	6106.01 · 506.08.46.01 C&L Premiums Corp - Other						
	Total 6106.01 · 506.08.46.01 C&L Premiums Corp	84,996	84.996	84.996	R4 006	81 006	04 000
229 Total 6	Total 6106 · 506.00 Fleet Casualty & Liabili	84 996	84 996	84 006	84 006	00000	04,330
6107 - 1	6107 · 507.00 Fleet Taxes			000120	00000	04,330	84,996
610	6107.01 · 507.04.00.00 T. Vehicle Lic/Reg	6,504	500	500	500	500	EDO
Total 6	Total 6107 · 507.00 Fleet Taxes	6,504	500	500	500	200	

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234 61 235 61 236 61 237 710tal	6108.01 · 509.01.49.01 Fees/Dues/Subscrip 6108.03 · 509.06.49.03 ME Fines/Penalties 6108.05 · 509.99.49.04 ME Other Total 6108 · 509.00 Fleet Misc Expenses		1,500				
Tot	108.03 · 509.06.49.03 MEFines/Penalties 108.05 · 509.99.49.04 MEOther 6108 · 509.00 Fleet Misc Expenses		1,500				
Tot	108.03 · 509.06.49.03 MLE rines/renauces 108.05 · 509.99.49.04 ME Other 6108 · 509.00 Fleet Misc Expenses		1,500		a contraction of the second		
	108.05 · 509.99.49.04 ME Other 6108 · 509.00 Fleet Misc Expenses	-	1,500	001 1	1 500	1 600	1 500
	6108 · 509.00 Fleet Misc Expenses	•	1,500	1,500	nnc'I	nnc'i	000'1
				1,500	1,500	1,500	1,500
			「「「「「「」」」」「「「」」」」			A Particular State	
238 6109 -	6109 - 512.06 Fleet Leases and Relitats						001 10
	6400 03 · 542 06.00.00 LR Yards or Statio	25,500	25,500	25,500	25,500	25,500	009'97
EC7		DE EDO	JE EUN	25 500	25,500	25,500	25,500
240 Total	Total 6109 · 512.06 Fleet Leases and Rentals	000,62	000'02	20,000	20100	22212-2	
	2440 - 243 00 00 00 Danreciation						
241							
242 61	6110.01 · 513.04.00.01 Dep. Passenger Veh						
Tot	Total 6440 - 543 00.00 Depreciation	I	80,000	80,000	80,000	80,000	80,000
10101		499,256.00	574,227.71	756,385.97	765,745.57	775,479.55	785,602.89

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				2018 Approved	2019 Proposed	2020	2021	2022	2023
	+			Budget	Budget	Budget	Budget	Budget	Rudao+
245	+	T	640.000.112 Operators				0	, , , , , , , , , , , , , , , , , , ,	nunger
246			6200 · 501.01 Operations Salaries						
255			Total 6200 · 501.01 Operations Salaries	452 130	507 070		000		
256			6201 · 502.00 Operation Pavroll Renefi	1001	012,200	000,232	630,543	655,765	681,996
268	-	1	Total 6201 · 502.00 Oneration Parcell Parces						
269	+		6202 · 503 00 Onerations Brotonic	248,208	322,416	335,113	348,318	362,050	376,332
270	+-								
271		1	6303 30 F03 01 10 00 00 00 00 00 00 00 00 00 00 00	30,000	30,000	30,000	30,000	30,000	30,000
2775	+	+	0202.20 · 503.05.48.00 PS Printing						
117	+	+	Budget balancing number	2,499					
278	+	-	6202.20 · 503.05.48.00 PS Printing - Other		15,000	15,000	15.000	15 000	15 000
279	+	+	Total 6202.20 · 503.05.48.00 PS Printing	9,996	15.000	15 000	15 000	15,000	4 5 000
286	-	-	Budget balancing number		25,000	25,000	25,000	13,000	19,000
287	_		6202.30 · 503.99.41.08 PS Other - Other			000/02	20,000	000,62	000,62
288			Total 6202.30 · 503.99.41.08 PS Other	c	25 000	26 000	OF DDD		
289			Total 6202 · 503.00 Operations Professional	30.006	70,000	100,02	000,62	000,62	25,000
290			6203 · 504.99 Operating M&S Consumed S	0005		nnn'n/	000'07	70,000	70,000
291			6203.10 · 504.99.31.01 Office Sumpline						
297		-	Budané halancia						
298	-	+	6202 40 - EOA 00 24 02 00 00 00 00 00 00 00 00 00 00 00 00		5,000	5,000	5,000	5,000	5,000
200	-	+	vzus.ru * out.sv.s1.01 Office Supplies - Other	5,004					
200			I otal 6203.10 · 504.99.31.01 Office Supplies	5,004	5,000	5,000	5,000	5.000	5 000
300	+	-	6203.20 · 504.99.31.02 Office/O&M Supplie						0000
306	-		Budget balancing number	5,679	10,000	10.000	10.000	10000	10.000
307	-		6203.20 · 504.99.31.02 Office/O&M Supplie - Other					000,01	000'01
308			Total 6203.20 · 504.99.31.02 Office/O&M Supplie	5.679	10.000	10.000	10000	10.000	
309		-	6203.40 - 504.99.35.00 Small Tools/Equipm		000101	0000	000,01	10,000	10,000
315			Budget balancing number		12000	12000	12000	10000	
316	_		6203.40 - 504.99.35.00 Small Tools/Equipm - Other	12,000		2002	00071	00071	00021
317			Total 6203.40 · 504.99.35.00 Small Tools/Equipm	12,000	12.000	12 000	12 000	12 000	12 000
318			Total 6203 - 504.99 Operating M&S Consumed S	22.683	27 000	27 000	000121	00021	12,000
						1000	21,000	Z1, UUU	21,000

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		and and an antianal Hilitias						
319	-	6204 · 505.00 Operations Ounces	9.600	9,600	9,600	9,600	9,600	9,600
320		6204.01 · 505.02.42.00 Util. Contributicatio	7 200	7.200	7,200	7,200	7,200	7,200
321		6204.02 - 505.02.47.01 Util. He ctricity	4 000	A ROO	4 800	4.800	4.800	4,800
322		6204.03 - 505.02.47.02 Util. Water & Sewer	4,000	000'r	000 1	000 1	4 800	A ROO
323		6204.04 · 505.02.47.03 Util. Garbage	4,800	4,800	4,800	*'onn	000'+	2001
324		6204.05 - 505.02.47.04 Util. Misc						
325		Total 6204 · 505.00 Operations Utilities	26,400	26,400	26,400	26,400	26,400	26,400
326	-	6205 · 508.00 Op. Purchased Transit Se				10,00	000 1000	200 201
327		6205.01 · 508.01.51.00 Pur Tran Ser	342,000	362,520	367,078	384,2/1	309, 103	170,104
328	-	Total 6205 · 508.00 Op. Purchased Transit Se	342,000	362,520	367,078	384,271	389,103	407,327
0000	-	cond. Fng An Onerations Misc Expenses						
223	-	concerned and an An MFS Software Subscr	15,000	20,000	20,000	20,000	20,000	20,000
330	-	0200.01 - 303.01.00.00 METravel/Mileade/	15,000	24,000	24,000	24,000	24,000	24,000
331	+		10,000	15,000	15,000	15,000	15,000	15,000
332	+		15.600	5,000	5,000	5,000	5,000	5,000
333	-	6206.04 · 509.06.00.00 ME AUVELIAMEN	UUV C	2 400	2.400	2.400	2,400	2,400
334		6206.05 · 509.99.49.04 ME - Other Drug Te	2,400	001-14	Ĩ			
335		6206.08 · 510.03.90.01 Cap Non-Oper Costs						
336	-	6206 · 509.00 Operations Misc Expenses - Other						
227	+	Total 6206 · 509.00 Operations Misc Expenses	58,000	66,400	66,400	66,400	66,400	66,400
220		6207 - 512.00 Oberating Leases & Renta						
000	-	control 6207 02 642 02 00 00 LR Pass. Stations	72,000	72,000	72,000	72,000	72,000	72,000
200	+	Contraction of R Onerating Yards	36,000	10,000	10,000	10,000	10,000	10,000
340	+		24.000	12,000	12,000	12,000	12,000	12,000
341		620/.08 · 512.12.45.11 LN Ottle1 ON	132 000	50.000	50,000	50,000	50,000	50,000
342		Total 6207 • 512.00 Operating Leases & Relita		002 101 1	1 540 202	1 602 022	1 646 718	1 705 455
343		Total 640.000.112 Operators	1,321,417	RU1, 106,1	1,548,205	1,002,302	011'010'1	001-'00 I'I
344		6300 · Payroll Expense					101 100 0	011 001 0
345		Total Expense	2,587,381	2,951,852	3,189,089	3,015,280	3,081,461	3,103,4/8
040	Alo + O	dinary Income	732,914	756,133	734,588	1,105,184	684,758	649,926
240	Nero	346 Net Oralitary Income						

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