

# **HUMAN SERVICES TRANSPORTATION**

## **PLAN**

### **A Coordinated Public Transit Plan**

**2014**

2014 Human Services Coordinated Transportation Plan completed by Okanogan County Transportation & Nutrition for Okanogan Council of Governments as required for participation in the WSDOT Consolidated Grant Program. This plan was approved by Okanogan County Council of Governments on 2/09/2015.

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**Acknowledgements**

This plan was facilitated through a Washington State Department of Transportation grant as a service to Okanogan Council of Governments. Additional partners in this plan include; Okanogan County Transportation & Nutrition, Okanogan County Transit Authority and the Washington State Department of Transportation.

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**ADA Accommodations:**

Individuals with disabilities may request written materials in alternate formats by contacting Washington State Department of Transportation.

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**Non-Discrimination Assurance:**

Okanogan Council of Governments assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and as amended, and the Civil Rights Restoration Act of 1987 (P.L 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the Washington State Department of Transportation.

## Chapter 1 Introduction

Okanogan Council of Governments (OCOG) was formed to act as a single county not belonging to any Regional Transportation Planning Organization (RTPO). The OCOG will serve the same function as an RTPO in that it will provide a forum for discussion of issues impacting Okanogan County and its respective local governments. With all the municipalities, Okanogan County, Confederated Tribes of the Colville Reservation, Okanogan County Transit Authority, and Okanogan County Transportation & Nutrition as partners, the OCOG will serve to assess the transportation needs of Okanogan County.

This Human Services Transportation Plan (HSTP) has been prepared in compliance within the requirements of WSDOT guidelines and covers the entire area of Okanogan County. It is intended to identify all of the existing public transportation services available in Okanogan County. The HSTP also identifies the transportation needs identified by the residents and social service agencies in Okanogan County. The difference between the existing services and the needs provides the portion of this document which notes gaps and barriers in public transportation. With the needs and gaps identified transportation providers can then create programs which address the needs and gaps and apply for WSDOT funding to provide those programs.

Okanogan County, the largest county in Washington State by land area, consists of widely varied terrain across its 5,281 square miles (Okanogan County webpage) and is home to approximately 41,120 residents (2010 census data). Meeting all the transportation needs in a county where large distances exist between communities and where residences are often in remote locations will be a challenge.

Representatives of various city/county jurisdictions, transportation providers, transit users, social services groups and at-risk client advocates (youth, disabled, low income, and elderly populations) worked through a public process and collaborative effort to review the current transportation services, identify gaps in transportation services and address the future transportation needs of Okanogan County residents.

This plan complies with Executive Order 13330 and MAP-21.

[www.fhwa.dot.gov/map21](http://www.fhwa.dot.gov/map21)



## Project Goals

This plan has three basic goals:

1. Meet the requirements set by MAP-21 and the State of Washington for Coordinated Transportation Planning.
2. Facilitate funding and operation of local transportation services operating in Okanogan County.
3. Highlight the needs of citizens, private business, social service agencies, non-profits and public transportation providers in order to provide an effective and useful public transportation network in Okanogan County.

In addition to the above goals, this plan will also reinforce the efforts made by local transportation providers to create a sustainable system that can effectively serve the whole population of Okanogan County in a cost effective and coordinated manner.

This plan complies with MAP-21, the Moving Ahead for Progress in the 21st Century Act, which President Obama signed into law (P.L. 112-141) on July 6, 2012.

In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Federal Highway Administration website [www.fhwa.dot.gov/Map21](http://www.fhwa.dot.gov/Map21)

## Federal and State Roles:

The requirements of MAP-21 build upon previous federal initiatives intended to enhance social service transportation coordination.

Human Service Transportation Coordination was established by President Bush by Executive Order 13330 on February 24, 2004

- **Coordinating Council on Access and Mobility (CCAM)**, a federal interagency council established by President George W. Bush by Executive Order in 2004. The CCAM oversees activities and makes recommendations that advance the goals of the Order: simplify customer access to transportation, reduce duplication of transportation services, streamline federal rules and regulations that may impede the coordinated delivery of services, and improve the efficiency of services using existing resources. Chaired by the Secretary of Transportation, the Council is composed of the Secretaries of Health and Human Services, Education, Labor, Veterans Affairs, Agriculture, Housing and Urban Development, Interior and Justice as well as the Commissioner of the Social Security Administration and the Chairperson of the National Council on Disability.  
[www.unitedweride.gov](http://www.unitedweride.gov)

- **United We Ride (UWR)** is a federal interagency initiative aimed at improving the availability, quality, and efficient delivery of transportation services for older adults, people with disabilities, and individuals with lower incomes. Transportation plays a critical role in providing access to employment, health care, education, community services, and activities necessary for daily living. The importance is underscored by the variety of transportation programs that have been created in conjunction with health and human services programs and by the significant federal investment in accessible public transportation systems throughout the Nation. Ironically, for most people who need transportation help, the creation of more programs has resulted in several unintended consequences. Transportation services are often fragmented, underutilized, or difficult to navigate, and can be costly because of inconsistent, duplicative, and often restrictive federal and state program rules and regulations. And, in some cases, narrowly focused programs leave service gaps, and transportation services are simply not available to meet certain needs.  
[www.unitedweride.gov](http://www.unitedweride.gov)
- **Medicaid Transportation**  
As the state Medicaid agency in Washington, the Health Care Authority (HCA) ensures the provision of necessary medical transportation in accordance with federal regulations (42 CFR 431.53). HCA provides this Medicaid benefit (non-emergency medical transportation or NEMT) through contracts with six regional transportation brokers (42 CFR 440.170).

### **Washington State Coordination Efforts**

The Agency Council on Coordinated Transportation (ACCT) was created in the 1998 legislative Session. The Legislature found that transportation systems for persons with special needs were not operated as efficiently as possible. Often people cannot access needed services because of transportation barriers. A structure was needed that could communicate across organizational boundaries and facilitate coordinated special needs transportation systems through collaborative state and community processes.

The Agency Council on Coordinated Transportation is a council of state agencies, transportation providers, consumer advocates and legislators with the mission to:

- Promote the coordination of special needs transportation
- Provide a forum for discussing issues and initiating change
- Provide oversight and direction to the state's coordination agenda

### **People with special transportation needs**

People with special transportation needs are defined in RCW 81.66 as people "including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation".



0 3.5 7 14 Miles



Map 1 – Okanogan County Transit Authority Boundary  
All of Okanogan County excluding Nespelem, Elmer City and Coulee Dam



## Stakeholder Involvement

Okanogan County Transportation & Nutrition and the Okanogan County Transit Authority are the two transportation providers in Okanogan County. Stakeholders, including individuals who represent the current transportation providers, social services, work source agencies, health care organizations, tribal organizations, major employers, elected officials, school districts, seniors, and interested riders were invited to attend planning meetings to develop a snapshot of the transportation needs and gaps. Letters and emails were sent out to interested parties requesting participation.

In July 2014, a total of four stakeholder meetings were scheduled; one in Omak, one in Tonasket, one in Brewster and one in Twisp. Unfortunately, at that time, a fire of historic proportions took place burning over 250,000 square miles and destroying over 350 homes in Okanogan County. Participation at the meetings was affected by this as people were focused on the losses in their communities and working to help those affected by the fire. During these meetings, the groups focused on reviewing the current service levels, service needs, and frequency of routes, connecting communities, and transportation gaps.

Participants worked through prioritizing local needs, gaps, and barriers in order to develop an effective transportation system. Participants prioritized projects, identifying which existing services would be most threatened if funding were reduced and/or eliminated. Participants also identified areas of greatest need for new services.

A survey of existing OCTN riders, which included general public, disabled, low income, and senior riders, was taken to identify the needs of actual users of the current transportation services. Addressed were routes, frequency of service, hours of service, days of service, purpose of rides and gaps in the current system.

It was the consensus of the group that first and foremost priority is maintaining, at a minimum, the current level of transportation services. Stakeholders went on to address needs and gaps in services. Those included:

- Extend daily service hours on all current transportation routes and demand response service.
- Provide weekend service on all current deviated fixed routes and demand response service.
- Increase frequency, extend hours and provide weekend service for the Omak/Okanogan shuttle service.
- Increase demand response service in the smaller communities of Tonasket, Oroville, Brewster/Pateros, and Twisp/Winthrop to 5-7 days per week.
- Add and/or increase the number of deviated fixed routes from Tonasket, Oroville, Brewster/Pateros, and Twisp/Winthrop to the Omak area.
- Provide connectivity to Grant County Transit and to Link Transit in Chelan and Douglas Counties for access to services not located in Okanogan County (i.e. health care specialists, air and train service, shopping located in Spokane and Wenatchee).
- Offer reduced fares on a sliding scale based on income.
- Offer commuter routes between the Methow Valley and Omak and between the Methow Valley and Pateros.
- Offer van pools for people living in isolated parts of the county.
- Provide bus shelters and route signage,
- Provide Park & Rides for deviated fixed routes.

- Offer educational information through a travel trainer and van pool coordinator.
- Obtain dispatching software to increase efficiency.
- The need for an air terminal.

In order to provide these services there will be an immediate need for additional buses and van pool vehicles. A transit facility will be needed with adequate office space, secure parking for buses, a terminal/transfer station and a bus maintenance garage.

In addition, transportation providers will have to determine whether they plan to offer deviated fixed routes or fixed routes. FTA has recently clarified "deviated fixed" routes to include the general public in access to deviation of the deviated fixed routes. Currently, deviation from the fixed routes is only offered to seniors and handicapped. This clarification will affect how transportation routes will be designed.

If deviating from fixed routes is eliminated, the cost of providing demand-response transportation will increase. Evaluation of the impact of a change in service delivery methods may bring cost increases.



## Chapter 2 Description of Existing Transportation Services

### Deviated / Fixed Route Transit

Deviated fixed route is a hybrid of fixed route and demand response services. With this type of service, a bus or van stops at fixed points and keeps to a timetable but can deviate its course between two stops to go to a specific location for a pre-scheduled request. Deviated fixed route service is often used to provide accessibility to people with disabilities and the elderly.

#### Okanogan County Transportation & Nutrition (OCTN)

OCTN currently provides transportation services to residents of 14 communities; Omak, Okanogan, Malott, Oroville, Tonasket, Riverside, Ellisford, Brewster, Bridgeport, Pateros, Twisp, Winthrop, Nespelem and Coulee Dam.

#### *Okanogan County Commuter – Deviated Fixed*

Originates in Omak and runs both north and south.

North route on Hwy 97 stops at Riverside, Tonasket, Ellisford and Oroville. Stops can be made along the way on Hwy 97 if there is a safe place to pull off the road and if prior arrangements are made. If someone is disabled or has small children making getting to the Hwy dangerous or impossible, and special arrangements have been made in advance, OCTN will make the deviation from the route to accommodate those passengers. This route makes 3 round trips per day Monday through Friday; one early morning, one mid-day and one late afternoon. Approximate round trip mileage is 90 miles.

South route on Hwy 97 stops at Okanogan and Malott, then takes Hwy 17 to Bridgeport, then Hwy 173 to Brewster and back along Hwy 97 to Omak. This route can also have special arrangements made to deviate from the route. This route makes 2 round trips per day Monday through Thursday; one early morning and one late afternoon. Approximate round trip mileage is 88 miles.

#### *Nespelem Commuter – Deviated Fixed*

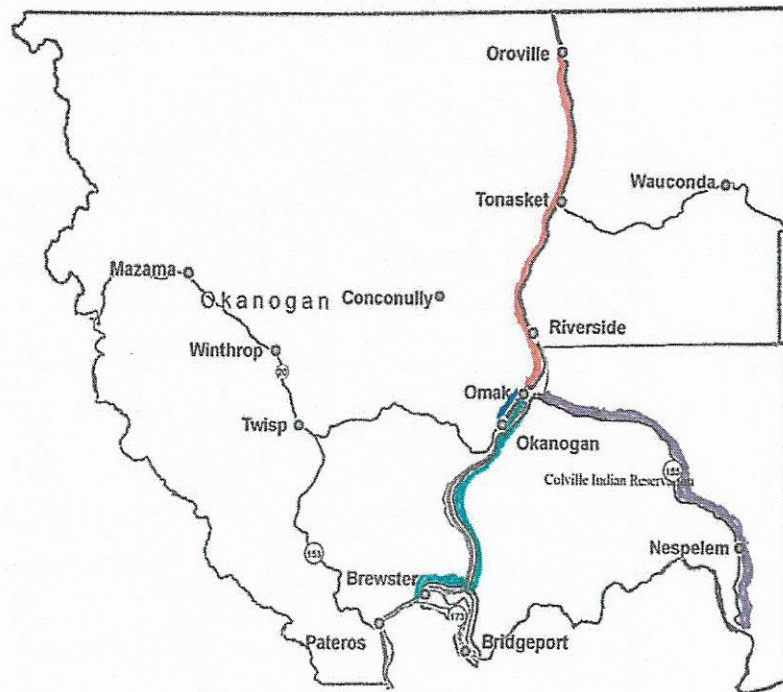
Originates in Omak and runs east through the Colville Indian Reservation

Originates in Omak on Hwy 2 to Nespelem, the Tribal Agency and Coulee Dam. This service will also make stops along the way on Hwy 2 if there is a safe place to pull off the road and if prior arrangements are made. This route makes 2 round trips per day Monday through Friday; early morning and late afternoon.

#### *Omak / Okanogan Shuttle – Deviated Fixed*

Originates in North Omak and runs a loop to Okanogan and back to Omak.

Shuttle begins in North Omak down Hwy 97A stopping at designated bus stops in Omak and Okanogan. This service will stop along 97A and pick up passengers if flagged down and there is a safe place to pull off. Special arrangements may also be made in advance to deviate from the route if necessary for passengers with special needs. This route makes continuous loops on the hour at each designated stops Monday through Friday 8 am to 4 pm.



0 3.5 7 14 Miles



Legend

OCTN

Travel route

North-Omak to Oroville

South Loop-Omak-Bridgeport-Brewster

OCTN Omak-Okanogan-shuttle

OCTN Nespelem-commuter route

Map 2 – Existing OCTN Deviated Fixed Route Transportation Services



**Demand Response Service:**

Demand Response is a service where individual passengers can request transportation from a specific location to another specific location at a specific time. Transit vehicles providing demand response service do not follow a fixed route but travel throughout the community transporting passengers according to their specific requests. This service is also sometimes called "dial-a-ride" or "door-to-door". This service usually requires advance reservations, but not always.

OCTN currently provides these services at a level that is dependent on available funding. Current demand response services are provided within a 10 mile radius of the 5 largest communities in Okanogan County at the following levels:

Omak / Okanogan – 4 buses – Monday through Friday from 7 am to 5 pm

Oroville – 1 bus – Tuesday, Thursday and Friday – approximately 5 hours per day

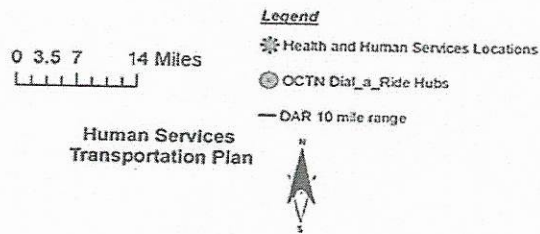
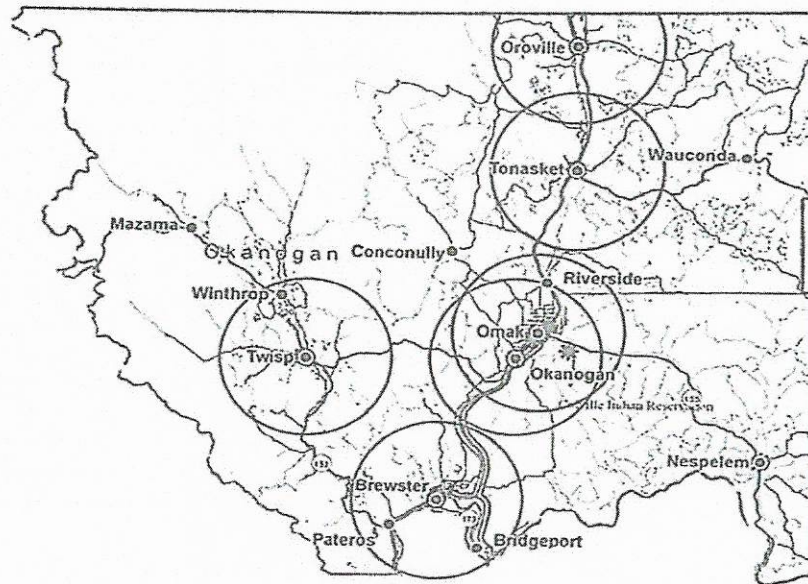
Tonasket – 1 bus – Monday, Wednesday and Thursday – approximately 6 hours per day

Brewster / Pateros / Bridgeport – 1 bus – Monday through Thursday approximately 6 ½ hours per day

Twisp / Winthrop – 1 bus – Monday, Thursday and Friday – approximately 7 hours per day

The demand response service also provides long distance trips from each area to Wenatchee one time per month and to Omak one time per month.

OCTN's existing transportation services are grant funded through Aging & Adult Care of Central Washington, Washington State Department of Transportation through its consolidated grant program, and OCTA funding. Funding for senior transportation from Aging & Adult Care of Central Washington (AACCW) was removed effective June 2014. Effective June 2014, Okanogan County Transit Authority replaced AACCW funding.



Map 3 – Existing OCTN Demand Response Transportation Services

### **Contract Services**

A method of providing transportation where riders are matched with appropriate transportation providers through a central trip-request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations. Actual trips are provided by a number of different vendors.

#### **People for People**

The Medical Transportation Program, a division of the Medical Assistance Administration (MAA), provides rides to non-emergency services for all Medicaid clients who have no other means of transportation. This program is administered through local brokers, who arrange the transportation for eligible participants. People for People is the non-emergency medical transportation broker for Okanogan County. In 2013 People for People contracted through all modes of transportation (mileage reimbursement, gas vouchers, bus tickets/passes, volunteer drivers, taxi, and cabulance) to provide 18,368 medical transportation rides in Okanogan County.

Okanogan Valley Transportation contracts with People for People to provide medical rides in Okanogan County.

### **Long Distance Service**

Long distance service is provided between cities, often as a part of a large network of intercity bus operators. Both express and local bus service may be provided. The Greyhound and Trailways systems are examples of national intercity bus networks.

#### **Trailways / Appleline**

Trailways and Appleline offer long distance service only. The Appleline serves the Hwy 97 corridor with one round trip per day from Omak to Ellensburg through Wenatchee.



## Chapter 3 Key Findings

### Study Area Description

Okanogan County is located in what is known as North Central Washington with a population of 41,120 (2010 census) and covers 5,281 square miles (Okanogan County web page); a size slightly larger than the State of Connecticut. The county is rural with agriculture being the main industry. The natural beauty of the county provides many high demand recreational destinations. Many of the cities and towns are located long distances from each other. The majority of medical and human services locations, major shopping centers and employment opportunities are found in the largest city of Omak. County Government is located in Okanogan. Lower income families move further out into the more distant/affordable areas of the county where they have to travel longer distances for work and social or medical services.

### Demographics

According to the 2010 Census, Okanogan County has a higher percentage of senior citizens, veterans, persons with a disability, low income households and Spanish speaking residents compared to the Washington State average. Often these same groups have limited vehicle access and a greater need for transportation services.

A major challenge to the public transportation providers in Okanogan County is the fact that the lower density, outlying areas, within the un-incorporated parts of the county contain the populations with the greatest need for public transportation services.

The following statistics are from the US Zip Code Data base reflecting 2010 Census data for each zip code. The zip codes extend beyond the city limits of each community to include the surrounding area. Dial-a-ride service also extends beyond the city limits.

Zip Code	Zip Code Population	Age 65+ population	Retired Workers	Disabled Workers	Number of Households	Household Avg Income
98841	9,197	1,470	1,390	345	3,618	\$41,875
98840	4,851	735	740	190	1,901	\$42,438
98812	4,899	515	505	115	1,532	\$43,255
98846	1,173	150	155	30	443	\$41,250
98855	5,863	1,060	1,055	310	2,388	\$37,530
98844	4,470	930	890	245	2,001	\$31,583
98856	2,464	440	455	95	1,198	\$35,476
98862	2,218	440	455	25	1,074	\$44,103
98819	258	80	85	15	127	\$47,917
98849	1078	200	55	210	462	\$46,739
99155	1350	110	95	35	402	\$21,094



### **Common Origins**

Identifying the common origins for all travel within Okanogan County was somewhat difficult. By far, the most frequent users of the current transportation are either traveling within the Omak / Okanogan area utilizing the demand response service or traveling from north county to the Omak / Okanogan area utilizing the commuter service.

### **Common Destinations**

The Department of Social and Health Services (DSHS), Work Source and Work First are located in Omak. DSHS serves the county's population and many trips are to access those services. The largest non-agricultural employers, Wenatchee Valley College, government offices, large box stores and retail shopping are located in the Omak / Okanogan area. Hospitals are located in Omak, Brewster and Tonasket. Confluence Health, Mid Valley Medical Group, and Family Health Centers are located in Omak with satellite facilities in Oroville, Tonasket, and Brewster. Several Vision centers are located in the Omak/Okanogan area. Senior Centers are located in Omak, Okanogan, Brewster, Tonasket, Oroville and Twisp. North Valley Hospital, located in Tonasket, also has a Veterans Affairs treatment center.

### **Emergency Management**

Okanogan County Transportation & Nutrition, works with Okanogan County to outline their roles in case of a large scale emergency or natural disaster. OCTN is also listed in the City of Omak's Comprehensive Plan as an emergency partner. Okanogan County Transit Authority will establish emergency management relationships and plans when appropriate.

### **Intelligent Transportation Systems**

Intelligent Transportation Systems (ITS) include a broad range of technology solutions that provide and manage information to improve the safety, efficiency, and performance of transportation networks (i.e. electronic signage at bus stops and electronic fare collection boxes).

When integrated into a transportation system's infrastructure and into vehicles themselves, these technologies relieve congestion, improve safety and performance of transportation networks.

There is a need for ITS dispatch software and supportive hardware communication systems to allow smart phone applications such as "Where's my bus?" to increase efficiency and customer satisfaction.

ITS provides many benefits and has been shown to boost overall ridership of transit.

## Needs-Gaps-Barriers

A key element of this plan is the evaluation of the current public transportation service needs and the identification of gaps and barriers to these services within Okanogan County.

The stakeholder meetings employed the following guidelines to categorize identified transportation needs.

- Services that would not otherwise operate without grant funds
- Extension and expansion of current services to meet an identified need
- New service established to meet an identified need

During the planning meetings for the Okanogan Transit funding initiative, many additional needs and gaps were identified. Those were considered as well as the needs and gaps identified during the stakeholder meetings.

The need to **maintain existing services** was identified as the top priority by participants. Many of existing services need additional funding just to maintain their current service levels.

**Expanded routes, frequency and improved stop locations** were also identified as a specific need. This included service expansion within the existing service area to provide more trips.

**New services** were identified to fill gaps identified. Service to the Methow Valley, as well as a need for better connectivity for access to employment, medical services and general transportation between communities were of primary concern.

Many common barriers were identified by the participants. These included; lack of adequate funding, lack of safe access to transit stops and information accessibility for users and agencies working with specific populations with public transportation needs.

It was the consensus of the group that first and foremost is maintaining, at a minimum, the current level of transportation services. Stakeholders went on to address needs and gaps in services. Those included:

- Extend daily hours of service on all transportation routes and demand response service.
- Provide weekend service on all transportation routes and demand response service.
- Increase demand response service in the smaller communities to 5-7 days per week.
- Add and/or increase the number of deviated fixed routes from smaller communities to the Omak area.
- Extend the hours of service on all deviated fixed routes.
- Add weekend service on all deviated fixed routes.
- Provide connectivity to Grant County Transit and to Link Transit in Chelan and Douglas Counties for access to services not located in Okanogan County (i.e. health care specialists, air and train service, shopping located in Spokane and Wenatchee).
- Add commuter routes between Winthrop and Twisp.
- Add commuter routes between Twisp and Omak and between Twisp and Pateros.
- Offer reduced fares on a sliding scale based on income.
- Offer van pools for people living in isolated parts of the county.
- Provide new deviated fixed commuter service between the Methow Valley and the Omak/Okanogan area



- Provide bus shelters to allow riders to get out of the extreme hot weather in summer and the extreme cold weather in winter.
- Provide Park & Rides for deviated fixed routes.
- Provide dispatch software and supportive hardware communication systems and location transponders
- Offer educational information through a travel trainer and van pool coordinator.
- Address the language barrier in accessing service for our Spanish speaking population.

In order to provide these services there will be an immediate need for additional buses and van pool vehicles. A transit facility will be needed with adequate office space, secure parking for buses, a terminal/transfer station and a bus maintenance garage.

An additional problem was identified. Transportation service is currently provided in a tri-city area; Brewster / Pateros / Bridgeport. Brewster and Pateros are located in Okanogan County and fall within Okanogan County Transit Authority (OCTA) boundary. Bridgeport is located in Douglas County outside the current OCTA boundary. Bridgeport is not currently served by Link Transit, the public transportation authority in Chelan and Douglas Counties, and could be isolated with no transportation service. Options will have to be considered to address this situation.

Ongoing outreach will continue by Okanogan County Transit Authority to further address the transportation needs of Okanogan County.

## Chapter 4 Prioritization and Implementation

### Prioritization Process

The purpose of this planning effort is to respond to both State and Federal requirements associated with funding provided by the Consolidated Grant Program. Federal Guidance issued by the Federal Transit Administration (FTA) specifically requires the participation of diverse groups of stakeholders to identify service gaps and / or barriers, strategize on the most appropriate solutions to meet these needs based on local circumstances and prioritize these needs for inclusion in the plan. Service gaps and unmet transportation needs were identified through the series of stakeholder meetings during July and August of 2014. Projects were developed and proposed from the needs identified by the stakeholders.

To assist the Okanogan Council of Governments in prioritizing service strategies and projects, the following guidelines categorize the key elements identified as the rural transportation needs of communities in Okanogan County.

1. Maintain the Existing Service:

Preserve and maintain the current transportation services that would not operate without grant funds. The need to maintain existing services is identified as the top priority by participants.

2. Expansion:

Expand routes, frequency and improve stop locations. This includes service expansion within the existing service area to provide more trips to economically disadvantaged, individuals with disabilities, and veterans by extending hours of operation and days of service.

3. New Service:

New services identified to fill the need to improve connectivity in current operations.

4. Equipment:

Equipment necessary to the implementation, coordination, and effectiveness of projects.

The objective of the transportation providers of Okanogan County is preservation, effectiveness, cost efficiency, coordination, and to meet the needs expressed by the target populations.



The number of Priority A, B and C projects is assigned by WSDOT and each priority group is assigned point bonuses to be added to scoring of grant applications.

Priority A projects are limited to 3 with 50 bonus points each

Priority B projects are limited to 3 with 25 bonus points each.

Priority C projects are limited to 3 with 12 bonus points each.

Priority D projects are not required by WSDOT, are not limited in number and receive no bonus points.

In order to participate in the Consolidated Grant Program, projects must be identified in this plan.

Projects addressing the transportation needs and gaps were included in all categories. Projects were then prioritized by greatest need and greatest likelihood of funding with projects moving up or down depending on the strength of each project.

Based on this process the following projects were selected for submittal to the Okanogan Council of Governments Board. The Board will then forward the list to WSDOT.

**Projects**

Okanogan County Council of Governments - Ranking	Recommended Prioritization	Project Title	Description	Funding Source
	A-1	Preserve Okanogan County & Colville Tribes Commuter Routes	<b>Omak/Oroville</b> 3 trips per day, 5 days per week <b>Omak/Brewster</b> 2 trips per day, 4 days per week <b>Omak/Coulee Dam</b> 2 trips per day, 5 days per week	<b>WSDOT</b> Consolidated Grant Program Application (OCTN) <b>Okanogan Behavioral Healthcare</b> <b>Colville Confederated Tribes</b>
	A-2	Expand Okanogan County & Colville Tribes Commuter Routes	Increase Frequency of Routes	<b>WSDOT</b> Consolidated Grant Program Application (OCTN) <b>Okanogan Behavioral Healthcare</b> <b>Colville Confederated Tribes</b>
	A-3	Preserve Okanogan County Door-to- Door Demand Response	Dial-a-Ride Door-to-Door service for seniors, low income and disabled individuals and general public	<b>WSDOT</b> Consolidated Grant Program Application (OCTN) <b>Okanogan County Transit Authority</b>
	B-1	Expand Okanogan County Door-to- Door Demand Response	Expand hours of daily operation Expand service access days	<b>WSDOT</b> Consolidated Grant Program Application (OCTN) <b>Okanogan County Transit Authority</b>
	B-2	Dispatch Hardware and Software (Capital)	Transit Software	<b>WSDOT</b> Consolidated Grant Program Application (OCTA) <b>Okanogan County Transit Authority</b>
	B-3	Purchase and Install Bus Stop Signs and Shelters (Capital)		<b>WSDOT</b> Consolidated Grant Program Application (OCTA) <b>Okanogan County Transit Authority</b>
	C-1	OCTN Bus Replacement	Replace 2-4 buses to maintain existing level of service.	<b>WSDOT</b> Consolidated Grant Program Application (OCTN) <b>OCTN Replacement Funds</b>

## **Implementation**

In order to best meet the needs identified above, a number of new project proposals have been added to the existing transportation services operating in the county. The proposed prioritized project list was assembled, according to WSDOT instructions. The ranked list will be used by WSDOT to assist in defining which projects throughout the state are funded through the Consolidated Grant Program. The highest identified priority is to maintain existing services.

Funding awards will dictate implementation. All funded projects are projected for implementation during the 2015-2017 biennium.

**Appendix**



**Appendix A – Acronyms**

ADA	Americans with Disabilities Act
ACCT	Agency Council on Coordinated Transportation
MAP 21	Moving Ahead for Progress in the 21st Century Act
CCAM	Coordinating Council on Access and Mobility
DSHS	Department of Social & Health Services
FTA	Federal Transit Administration
HCA	Health Care Authority
HSTP	Human Services Transportation Plan
ITS	Intelligent Transportation Systems
NEMT	Non-emergency Medical Transportation
OCOG	Okanogan Council of Governments
OCTA	Okanogan County Transit Authority
OCTN	Okanogan County Transportation & Nutrition
RCW	Revised Code of Washington
RTPO	Regional Transportation Planning Organization
UWR	United We Ride
WSDOT	Washington State Department of Transportation

## Stakeholders

Okanogan County Transportation & Nutrition facilitated stakeholder meetings. Actual attendance at meetings was less than anticipated due to historic fires in Okanogan County. The priority of interested parties was, naturally, helping those affected by the fire and dealing with the devastated communities of our county. The towns of Pateros, Brewster, Twisp and Winthrop were all either on evacuation notice or were evacuated.

Those invited to participate in the stakeholder meetings included:

Cheryl Wilson	Apple Springs
Jodi DeCesari	Career Path Services
Mayor Cindy Gagne	City of Omak
Skip Rosenthal	Okanogan Behavioral Health Care
Bonita Duncan	Regency Manor
Livia Melard	Wenatchee Valley College
Marie Falmo	DSHS
Duane Speiser	DSHS
Alex Cardenas	DSHS
Earl Worthington	DSHS
Bonnie Vintin	DSHS/DVR
Mike Billing	Mid Valley Hospital
Nancy Nash	Mid Valley Hospital
Cindy Faughn	Omak School District
Roni Holder-Diefenbach	Economic Alliance
Mayor Chuck Spieth	City of Oroville
Chris Branch	City of Oroville, Planner
James Gutschmidt	Oroville Senior Center
Doris Hughes	Oroville Senior Center
Wayne Adams	Okanogan County Senior Citizens Association
Dolly Englebreetsen	Okanogan County Senior Citizens Association
Cleta Adams*	Oroville Senior Center
Clayton & Joyce Emry	Oroville Senior Center
Coralie Vansant	Oroville Senior Center
Joe & Evelyn Dull	Oroville Senior Center
Mayor Liberty Harrison	City of Pateros
Christine Perry	City of Pateros, Council member
Mayor Lee Webster	City of Brewster
Jerry Tretwold	Harmony House
Rebecca Meadows	Three Rivers Hospital
Geoffrey Reinwald	Brewster Chamber of Commerce
John Coxen	Brewster School District
Ron Pasley	Brewster Senior Center

Mayor Bill Finch	City of Bridgeport
Janet Warner	Conconully Chamber of Commerce
Mayor Sam Martin	Town of Conconully
Mayor Gail Morin	Elmer City
Stefani Bowden	Town of Coulee Dam
Jason Palmer	Colville Confederated Tribes, Transportation
William Marchand	Colville Confederated Tribes, Transportation
TrishDavis-Stacy	Town of Nespelem
Mayor Jon Culp	Mayor of Okanogan
Lael Duncan	Community Action
Orlando Gonzales	Family Health Centers, Omak
Bess Derting	Okanogan Chamber of Commerce
Sheila Kennedy	Okanogan County Commissioner
Ray Campbell	Okanogan County Commissioner
Jim Detro	Okanogan County Commissioner
Perry Hutson	Okanogan County Planning Council
Dr. Richard Johnson	Okanogan School District
Claudia Clausknitzel	Okanogan County Housing Authority
Linnea Evans	Okanogan Family Planning
Peggy Sullivan	Okanogan Juvenile Services
Margo Amelong	Support Center
Jessica Martin	Virginia Granger School
Josh Thomson	Okanogan County Engineer
Dave Dumas	Omak Senior Center
Sally Alexander	Okanogan County Senior Citizens Association
Joe Fennison	Omak Senior Center
Jessica Blake	Okanogan Behavioral Health Care
Michael Blake	Okanogan County Transit Authority
Deanne Konsack	Okanogan County Transportation & Nutrition
Jennifer Fitzthum	Okanogan County Transportation & Nutrition
Lisa Petersen	Okanogan County Transit Authority
Tom Hanson	WSDOT
Paul Mahre	WSDOT
Judy Lorenzo	WSDOT
Teri Hickey	WSDOT
Terry Mattson	WSDOT
Jessica Sheehan	Town of Winthrop
Kristin Smith	Winthrop Chamber of Commerce
Mayor Sue Langdalen	Town of Winthrop
Rocklyn Culp	Town of Winthrop, Planner
Jackie Moriarty	Town of Twisp
Dr. Jensen	Methow Family Practice
Mayor Soo Ing-Moody	Town of Twisp
Don Davidson	Twisp Chamber of Commerce
Margaret Rosenberg	Methow Valley Senior Center
Dwight Filer	Town of Twisp, Council member



Hunter Maltais  
Mayor Patrick Plumb  
Jill Vugteveen  
Julie Alley  
Crystal Gage  
Moirra Hirst  
Terri Orford  
Chuck Meleer  
Carol Lanigan  
Richard Blakemore  
Andy Keith  
Vicki Turner  
Home Depot  
Sun Opta Fruit  
Manfisher Ministries  
Okanogan County Tourism  
Omak Chamber of Commerce  
Oroville Reman & Reload  
Gold Diggers  
Aero Methow

Methow Valley School District  
City of Tonasket  
City of Tonasket, Council member  
Tonasket Chamber of Commerce  
North Valley Hospital  
North Valley Hospital, VA  
Rehab & Health, Tonasket  
Tonasket Senior Center  
Tonasket School District  
Wal-mart  
Big R  
Wenatchee Valley College