



# TranGO

TRANSIT FOR GREATER OKANOGAN

## 2017-2022

### Transit Development Plan

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# Contents

- Section I: Organization..... 3
- Okanogan County Transit Authority Organizational Chart 2015 ..... 4
- Section II. Framework for TranGO Development..... 5
  - Mission Statement ..... 5
  - Policy Goals ..... 5
  - Goal 1. Operate safe, clean, accessible, customer-oriented and cost-effective public transportation services..... 6
  - Goal 2. Provide mobility and access to critical services, employment and commerce..... 7
  - Goal 3. Enhance the character and economic vitality of communities. .... 8
  - Goal 4. Support local, regional and state policies for transportation system development, community and economic development, and environmental stewardship..... 8
- Section III. Okanogan County Transit Authority Employees ..... 11
- Section IV. Facilities..... 11
- Section V. Service Characteristics ..... 11
  - Cash Fares ..... 13
  - Coordinated Service..... 13
- Section VI: Activities in 2016..... 14
- Section VII. Proposed Action Strategies for 2017-2022 ..... 14
  - Route Considerations..... 14
  - Creating a Transit “System” ..... 15
- Section VIII - Service Level Estimates..... 18
  - Service Level Estimates 2017-2022..... 18
  - (2017-2022) Capital Needs (Facilities and Equipment)..... 18
  - Service Level Estimates 2018-2022..... 18
- Section IX - Financial Elements ..... 20
  - Income Projection Assumptions ..... 20
  - Expense Projection Assumptions..... 21
- Section X Service Measures ..... 21

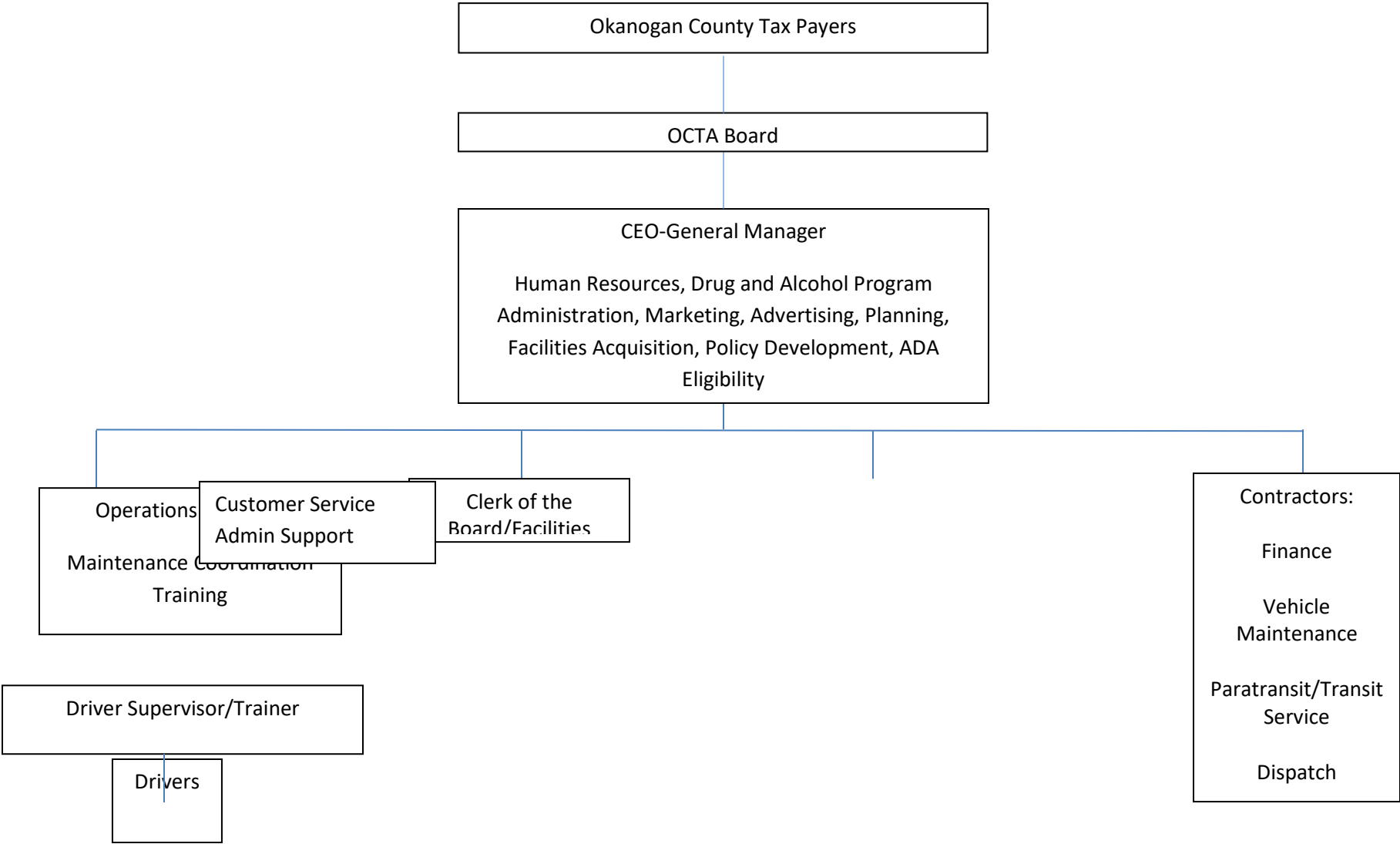
**Section I:            Organization**

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
- Patrick Plumb – Mayor, City of Tonasket/Vice-Chair of the Board
- Andy Hover – County Commissioner
- Aaron Studen – Council, City of Twisp
- Carlene Anders – City of Pateros
- Rick Northcott – Mayor, City of Winthrop
- Tim Rieb – Council, City of Brewster
- Denise Varner – Council, City of Okanogan
- Jon Neal – Mayor, City of Oroville

# Okanogan County Transit Authority Organizational Chart 2015



## 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 (42,110)<sup>1</sup> resides within an incorporated area. The Washington State Office of Financial Management estimates the population of these towns and cities (April 2017) as follows.

City/Town	Population	City/Town	Population
Brewster	2400	Oroville	1705
Conconully	230	Pateros	580
Coulee Dam (part)	915	Elmer City	285
Nespelem	245	Okanogan	2610
Omak	4925	Riverside	285
Tonasket	1110	Twisp	970
Winthrop	445		

### 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.

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<sup>1</sup> Washington State Office of Financial Management, April 1, 2017 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.

TranGO began direct service on July 1, 2015. TranGO replaced the Omak-Okanogan Shuttle service previously provided by Okanogan County Transportation and Nutrition (OCTN).

The contract with Okanogan County Transportation and Nutrition was expanded to include Paratransit service for eligible riders and dispatch for that door-to-door service.

TranGO directly provided 10,669 trips between July and December 2015. In addition, TranGO provided financial support to OCTN demand response service. That support provided an additional 31, 440 trips between July and December 2015.

In July 2016, TranGO expanded service along the major corridors in Okanogan County. OCTN began providing some additional fixed route service, providing connections from Brewster to Okanogan, and from Oroville to Tonasket. All fixed route services (along with ADA Paratransit) operate Monday through Saturday.

The table below shows the ridership between July and December 2016 on TranGO Routes. Days of service each month are reported in the column headers.

<b>Route</b>	<b>July 16 (26)</b>	<b>Aug 16 (27)</b>	<b>Sep 16 (26)</b>	<b>Oct 16 (26)</b>	<b>Nov 16 (25)</b>	<b>Dec 16 (26)</b>
Omak-Okanogan	2140	2288	2033	2026	2018	1922
Mid Okanogan	567	630	640	634	599	510
North Methow	320	292	248	206	216	236
South Methow	63	41	57	53	19	50

Twisp-Okanogan Connector	71	92	120	76	47	88
South Okanogan (OCTN)	72	115	145	119	110	115
North Okanogan (OCTN)	134	494	494	468	444	374

During the first 2 years of service, TranGO focused on establishing a positive public perception, increasing ridership and ensuring that transit dependent populations maintained the service levels that existed when OCTN provided the service. Improvements to the service included:

- Elevating professional service and accountability by implementing driver uniforms with agency logo and picture identification worn by drivers on duty.
- development of agency logo and placement on buses to show clearly which agency was providing the service.
- bus electronic reader boards conveying route information.
- fixed route expansion, providing at least 4 round trips per day between the primary cities in Okanogan.
- coordination meetings between OCTN and TranGO to enhance passenger experience
- establishing fares at \$1 per trip. The nominal fare has been accepted well. Social service providers are purchasing passes for their clients who are unable to afford the fare on their own. Veterans receive a 50% discount on fares.
- seven primary travel zones were identified. Unlimited travel bus passes within single zone cost \$30/month. If a passenger regularly travels across multiple zones, they can purchase an unlimited two- zone pass for \$60/month, and choose a 3<sup>rd</sup> zone for free. For unlimited travel throughout the system, passengers can purchase a monthly pass for \$90.
- 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 of 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.
- purchasing and implementing RouteMatch Dispatching software.

## 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 2017-2022 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 on a plan to locate them throughout the county. 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. 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 current 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.

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, will lead to 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 2<sup>nd</sup> 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.

### **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
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 2<sup>nd</sup> 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 space. More space will be needed in the next few years to accommodate growing staff 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.

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 City of Tonasket provides space inside their secure vehicle area for two vehicles that operate from that location.

TranGO will need to identify long term, secure storage for these vehicles.

The next facility needed is for maintenance and repair of vehicles. In 2017 and 2018, TranGO plans to enter into a design/build contract for this facility, which would begin construction in 2020.

### **Section V. Service Characteristics**

TranGO began providing direct public transit service July 1, 2015. TranGO replaced the shuttle service between Okanogan and Omak, previously operated by Okanogan County Transportation

and Nutrition. Between July 1, and December 30, 2015, the shuttle averaged more than 1700 trips per month (over 5 passengers per hour, which is reasonable for a start-up rural service).

#### 2015 Service Levels

Total Service 2015	Trips	Hours	Trips/Hour
Omak-Okanogan Shuttle July-December	10669.00	2006.92	5.32

In July of 2016, TranGO added four directly operated fixed route services. The Mid Okanogan route operates four times daily between Tonasket and Okanogan, with two stops in Omak. The North Methow operates nine round trips between Twisp and Winthrop. The Twisp-Okanogan Connector operates four times daily providing connections between the two valleys. The South Methow provides four round trips daily between Pateros and Twisp, serving the towns of Carlton and Methow. Methow routes connect in Twisp to the South Methow route or to the Twisp-Okanogan Connector. The Mid Okanogan Route connects with service from Oroville (North Okanogan), provided by OCTN. Vanpools were also added in July of 2016.

#### 2016 Service Levels

2016 Jan-December	Trips	Hours	Trips/Hour
Omak-Okanogan	24620.00	3935.42	6.26
Mid Okanogan	3580.00	1260.00	2.84
North Methow	1518.00	1375.00	1.10
South Methow	283.00	1182.00	0.24
Twisp-Okanogan Connector	494.00	1255.00	0.39
Vanpool	1855.00	257.70	7.20

The Omak-Okanogan Shuttle grew steadily in 2016, to an hourly ridership level of over 6 trips/hour.

#### 2017 Service Levels

2017 Jan-July	Trips	Hours	Trips/Hour
Omak-Okanogan	14943.00	2268.16	6.59
Mid Okanogan	4665.00	1478.51	3.16
North Methow	2077.00	1601.20	1.30
South Methow	639.00	1529.13	0.42
Twisp-Okanogan Connector	393.00	742.49	0.53
Pateros Omak Express	266.00	668.02	0.40
Vanpool	1224.00	380.54	9.74

All service levels grew in 2017. With the washout of the road over Loup Loup Pass, TranGO added a temporary express service between Pateros and Omak.

## 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 of 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 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 2016**

The following activities were conducted in 2016.

- RouteMatch Dispatch software and hardware was procured and implementation began in July of 2016.
- Procured 5 vanpool vans through the WSDOT Vanpool Investment Program, and began service in September 2016.
- Leased 2 vanpool vehicles from Spokane Transit Authority in order to begin service July 1, 2016.
- A bid was conducted for remodeling for the office building located at 303 2<sup>nd</sup> Ave S., Okanogan, WA and a secure vehicle parking lot located at the corner of Rose and 1<sup>st</sup> Ave in Okanogan. TranGO staff were able to move into the facility in November 2016.
- The Board approved Vanpool policies and fares
- Purchased street signs for bus stops and began identifying where we recommend locating them.
- Hired and trained drivers to support the expansion of services, which began July 2016.
- Purchased 7 StarTrans vehicles to support the expansion of services. These buses accommodate 22 passengers.
- Developed a graphic map design to promote service.
- WSDOT reviewed our Drug and Alcohol Misuse/Abuse Policy

### **Outreach and Promotion**

TranGO and OCTN staff conducted outreach at senior centers, community service organizations, businesses and at community meetings to promote the expansion of service.

## **Section VII. Proposed Action Strategies for 2017-2022**

The most important emphasis for 2017-2022, is full implementation of the transit system routes, and securing bus signage and shelters to increase visibility of the system and make it easy to use. The first phase of implementation began on July 1, 2015, when TranGO began providing direct service on the Omak-Okanogan Shuttle. During Phase 1, the TranGO General Manager met regularly with the Executive Director and Operations Manager from OCTN to design a transit system that utilizes the strengths of both agencies. The design effectively utilizes the financial and vehicle resources from both agencies.

### **Route Considerations**

In July of 2016, TranGO and OCTN began providing service under the new model. From the inception of the transit authority, serving the most densely populated cities and population corridors has been a clear priority. The routes were designed to meet needs identified in a

survey conducted in 2014 and 2015. The Survey helped identify common destinations and show what level of cross-valley transportation might be needed. The routes started in July 2016 focus on transit along the two valley corridors (the Methow and the Okanogan), while providing a cross-county connection with the Twisp-Okanogan Connector. Vanpools provide additional options, especially for accessing employment.

The survey was used to determine the most common routes used for daily travel (for work, higher education and technical training) and periodic travel (healthcare and community and social services). The survey showed that the majority of respondents live and work within the same river valley (Winthrop to Pateros/Brewster and Oroville to Omak/Okanogan). Vanpools are considered to be the most flexible way of addressing these daily transit needs, including workers that travel outside of their valley of residence. Proposed regularly scheduled bus transportation routes include local service between;

- Winthrop and Twisp,
- Twisp and Okanogan,
- Twisp and Pateros/Brewster,
- Oroville and Tonasket,
- Tonasket and Omak,
- Omak and Okanogan,
- Omak to Brewster

### Creating a Transit “System”

On July 1, of 2016, the coordinated system began linking these communities. OCTN continues to provide local service and expanded to Monday-Saturday service in:

- Oroville
- Tonasket
- Omak
- Okanogan
- Brewster/Bridgeport
- Twisp
- Winthrop

They still provide senior meal transportation with associated local shopping as they did in 2015. In addition, they provide a feeder route with fixed stops between Oroville and Tonasket. OCTN expanded service to include Saturdays and the holidays TranGO operates. OCTN modified their service between Omak and Brewster/Pateros to 4 round trips per day, meeting at Okanogan for transfers to other county destinations.

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)

This approach recognizes the resources OCTN had in the region, and utilized them to provide local, demand response, deviated route, paratransit and safety net transportation, especially for residents with special transportation needs (through age, disability or income cannot meet their own transportation needs.) This type of “safety net” system is critical for residents in order to meet their daily needs for food, healthcare, and social interaction. The approach also utilizes equipment and financial resources to expand options for travel to other cities within the county. OCTN also provides shopping trips for each community travelling to Omak and to Wenatchee once per month. The 2017-2022 Transit Development plan creates a system with opportunities for residents from Winthrop, to Brewster, to Oroville to access Omak multiple times daily. TranGO will continue to seek options for provision of services along other significant corridors both inside and outside the Public Transit Benefit Area.

Coordinating service in this way, and utilizing vanpool to expand the employment transportation options creates additional capacity in the “system” to provide additional trips to Wenatchee, which is a major destination for specialized healthcare.

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.

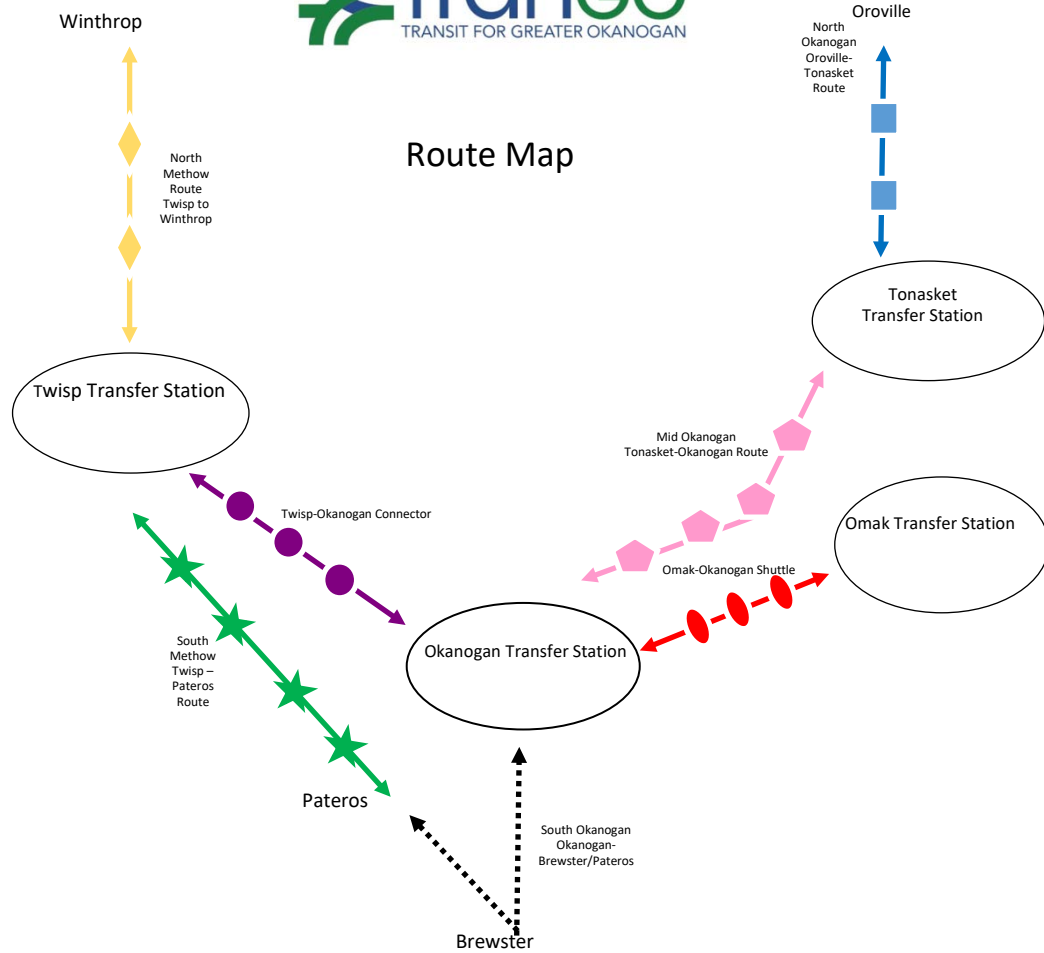
<b>OCTN – Dial a Ride and Fixed Stops Feeder Routes</b>	<b>TranGO – Fixed Route</b>
Oroville – Tonasket	Tonasket-Omak Deviated Fixed Route (4 - 6 round trips/day – Monday-Friday, 4 round trips Saturdays)
Omak-Okanogan Dial-a-Ride	Omak-Okanogan Shuttle (14 loops weekdays, 9 loops Saturdays and Holidays)
Winthrop-Twisp – Dial-a-Ride and Fixed Stops	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	



Phase 2 – Service Map and Description July 2016-2017



Route Map



Route Key

- ←★→ South Methow—Twisp to Pateros
- ←■→ North Okanogan—Oroville to Tonasket
- ←●→ Omak-Okanogan Shuttle
- ←◇→ Mid Okanogan—Tonasket to Okanogan
- ←●→ Twisp-Okanogan Connector
- ←◇→ North Methow—Twisp to Winthrop
- ←●→ South Okanogan—Okanogan to Malott, Brewster/Pateros

OCTN previously provided transportation from Omak to Brewster/Bridgeport Monday through Thursday to service Chief Joseph Dam. Beginning July 1, 2016, those passengers were moved to the Vanpool program. That change made a bus and driver available from OCTN to operate between Omak and Brewster/Bridgeport four round trips per day.

## Section VIII - Service Level Estimates

### Service Level Estimates 2017-2022

TranGO has completed initial implementation ahead of schedule. Between 2017 and 2022, 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.

#### (2017-2022) Capital Needs (Facilities and Equipment)

CAPITAL OUTLAY	2017	2018	2019	2020	2021	2022
LAND	-	-	-	250,000	-	-
MACHINERY & EQUIPMENT -BUSES	-	-	264,000	-	-	-
MACHINERY & EQUIPMENT - AGENCY VEH	70,000	-	-	-	-	-
FACILITIES - OPERATIONS	-	-	400,000	-	-	-
FACILITIES - MAINTENANCE	-	125,000	100,000	2,000,000	2,000,000	-
FACILITIES - VEHICLE STORAGE	-	250,000	-	-	-	-

#### Service Level Estimates 2018-2022

2017	Trips	Hours	Trips/Hour
Omak-Okanogan	25617	3888	6.6
Mid Okanogan	7997	2535	3.2
North Methow	3561	2745	1.3
South Methow	1095	2621	0.4
Twisp-Okanogan Connector	674	1273	0.5
Pateros Omak Express	456	1145	0.4
Vanpool	2098	652	3.2

<b>2018</b>	<b>Trips</b>	<b>Hours</b>	<b>Trips/Hour</b>
Omak-Okanogan	25873	3888	6.7
Mid Okanogan	8077	2535	3.2
North Methow	3596	2745	1.3
South Methow	1106	2621	0.4
Twisp-Okanogan Connector	680	1273	0.5
Pateros Omak Express	461	1145	0.4
Vanpool	2119	652	3.2

<b>2019</b>	<b>Trips</b>	<b>Hours</b>	<b>Trips/Hour</b>
Omak-Okanogan	26131	3888	6.7
Mid Okanogan	8158	2535	3.2
North Methow	3632	2745	1.3
South Methow	1117	2621	0.4
Twisp-Okanogan Connector	687	1273	0.5
Pateros Omak Express	465	1145	0.4
Vanpool	2140	652	3.3

<b>2020</b>	<b>Trips</b>	<b>Hours</b>	<b>Trips/Hour</b>
Omak-Okanogan	26393	3888	6.8
Mid Okanogan	8239	2535	3.3
North Methow	3668	2745	1.3
South Methow	1129	2621	0.4
Twisp-Okanogan Connector	694	1273	0.5
Pateros Omak Express	470	1145	0.4
Vanpool	2162	652	3.3

<b>2021</b>	<b>Trips</b>	<b>Hours</b>	<b>Trips/Hour</b>
Omak-Okanogan	26657	3888	6.9
Mid Okanogan	8322	2535	3.3
North Methow	3705	2745	1.3
South Methow	1140	2621	0.4
Twisp-Okanogan Connector	701	1273	0.6
Pateros Omak Express	475	1145	0.4
Vanpool	2183	652	3.3

<b>2022</b>	<b>Trips</b>	<b>Hours</b>	<b>Trips/Hour</b>
Omak-Okanogan	26923	3888	6.9
Mid Okanogan	8405	2535	3.3
North Methow	3742	2745	1.4
South Methow	1151	2621	0.4
Twisp-Okanogan Connector	708	1273	0.6
Pateros Omak Express	479	1145	0.4
Vanpool	2205	652	3.4

## **Section IX - Financial Elements**

The 2017-2022 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 2022.

Ridership levels are also projected to increase very slightly (1% per year) from 2017-2022. 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.

In 2015, TranGO received \$171,917 in sales tax equalization. In 2016, that amount was \$54,000. This number varies dramatically from year to year, and is projected in the 2017-2022 budgets as \$54,000 per year.

TranGO currently has invested reserves for operations (\$700,000), capital facilities (\$600,000), and capital equipment (\$700,000). 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 2017 and 2022.

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.

## Section X Service Measures

These are the typical service measures collected in the National Transit Database. Operating cost/hour for Okanogan Transit is high in 2016, because service isn't fully implemented. Costs between \$110 and \$120 per hour are common, especially among providers with significantly rural operations.

<b>Service Measures</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Service Hours	10,455	14,860	14,860	14,860	14,860	14,860	14,860
Total Cost per Service Hour	92.63	74.82	77.09	80.46	82.19	84.10	86.01
Trips	30,495	41,498	41,913	42,332	42,755	43,183	43,615
Total cost per passenger trip	31.76	26.79	27.33	28.24	28.57	28.94	29.31
Service miles	216,640	408,541	408,541	408,541	408,541	408,541	408,541
Total Cost per service mile	4.47	2.72	2.80	2.93	2.99	3.06	3.13

## Section XI - Budget Projections 2017-2022

	2017	2018	2019	2020	2021	2022
<b>640.000.</b>	-	-	-	-	-	-
<b>OK CO TRANSPORTATION AUTHORITY #640</b>	-	-	-	-	-	-
<b>REVENUE:</b>	-	-	-	-	-	-
RESERVED BEGINNING BALANCE	1,229,792	237,090	385,440	465,021	440,411	440,411
FROM CAPITAL FACILITIES RESERVE	-	-	-	-	-	-
FROM CAPITAL EQUIPMENT RESERVE	-	-	-	-	-	-
FROM OPERATING RESERVE FUND	-	-	-	-	-	-
<b>TOTAL</b>	1,229,792	237,090	385,440	465,021	440,411	440,411
<b>FARES:</b>	-	-	-	-	-	-
<b>TOTAL FARES</b>	114,593	120,588	120,588	120,588	120,588	120,588
<b>LOCAL:</b>	-	-	-	-	-	-
<b>TOTAL LOCAL (INCLUDING SALES TAX)</b>	2,120,416	2,121,000	2,122,768	2,182,303	2,203,356	2,205,177
<b>STATE &amp; FEDERAL:</b>	-	-	-	-	-	-
<b>TOTAL FEDERAL STATE GRANTS AND CONTRACTS</b>	54,000	534,000	2,854,000	4,054,000	4,054,000	4,054,000
<b>TOTAL 2017 INCOME</b>	2,289,009	2,775,588	5,097,356	6,356,891	6,377,944	6,379,765
<b>TOTAL OPERATING INCOME (INCLUDING BEGINNING BALANCE)</b>	3,518,801	3,012,678	5,482,795	6,821,911	6,818,355	6,820,176
<b>EXPENSES:</b>	-	-	-	-	-	-
<b>ADMINISTRATION</b>	-	-	-	-	-	-
<b>TOTAL ADMIN SALARIES AND WAGES</b>	198,846	212,090	226,444	242,011	258,903	268,741

	2017	2018	2019	2020	2021	2022
<b>TOTAL ADMIN PERSONNEL BENEFITS</b>	83,827	88,950	94,467	100,412	106,822	111,172
<b>TOTAL PROFESSIONAL SERVICES</b>	188,200	88,200	209,200	188,200	188,200	188,200
<b>TOTAL SUPPLIES</b>	14,640	14,640	14,640	14,640	12,600	12,600
<b>TOTAL UTILITIES</b>	9,000	9,000	9,000	9,000	10,200	10,200
<b>TOTAL TAXES</b>	-	-	-	-	-	-
<b>TOTAL MISC EXPENSES</b>	36,396	36,396	38,400	36,600	36,600	36,600
<b>TOTAL LEASES AND RENTALS</b>	24,300	24,300	24,300	27,000	27,000	27,000
<b>TOTAL OTHER SERVICES AND CHARGES</b>	257,896	157,896	280,900	260,800	262,000	262,000
<b>TOTAL ADMIN COSTS</b>	555,210	473,576	616,451	617,863	640,326	654,513
<b>FLEET</b>	-	-	-	-	-	-
<b>TOTAL FLEET SALARIES AND WAGES</b>	11,944	15,530	38,763	84,939	88,337	91,870
<b>TOTAL FLEET PAYROLL TAXES AND BENEFITS</b>	217,458	23,186	29,167	29,829	30,517	31,677
<b>TOTAL FLEET PROFESSIONAL SERVICES</b>	84,264	185,432	243,860	231,936	249,708	259,094
<b>TOTAL FLEET MATERIALS AND SUPPLIES</b>	236,856	268,188	268,176	296,200	440,346	320,346
<b>TOTAL FLEET UTILITIES</b>	6,000	7,800	7,800	8,400	16,800	16,800
<b>TOTAL FLEET CASUALTY AND LIABILITY</b>	56,004	84,996	96,000	96,000	96,000	96,000
<b>TOTAL FLEET TAXES</b>	2,496	6,504	6,504	9,000	9,000	9,000
<b>TOTAL FLEET MISC EXPENSE</b>	-	-	-	-	-	-
<b>TOTAL FLEET LEASES AND RENTALS</b>	24,000	25,500	36,000	36,000	36,000	36,000
<b>TOTAL OTHER FLEET SERVICES AND CHARGES</b>	409,620	578,420	658,340	677,536	847,854	737,240
<b>TOTAL FLEET COSTS</b>	639,022	617,136	726,270	792,304	966,708	860,787

	2017	2018	2019	2020	2021	2022
<b>TOTAL OPERATIONS SALARIES AND WAGES</b>	402,821	418,934	435,691	453,119	471,244	490,094
<b>TOTAL OPERATIONS PAYROLL TAXES AND BENEFITS</b>	222,415	234,254	238,786	247,519	256,637	266,158
<b>TOTAL PROFESSIONAL SERVICES</b>	30,000	30,000	30,000	30,000	30,000	30,000
PURCHASED TRANSPORTATION SERVICE	230,895	230,895	230,895	230,895	230,895	230,895
<b>TOTAL PURCHASED TRANSPORTATION SERVICE</b>	230,895	230,895	230,895	230,895	230,895	230,895
<b>MATERIALS AND SUPPLIES CONSUMED - OPERATIONS</b>	-	-	-	-	-	-
<b>TOTAL OPERATING M&amp;S CONSUMED SUPPLIES</b>	30,000	30,000	34,200	33,000	34,200	34,200
<b>MISC EXPENSES- OPERATIONS</b>	-	-	-	-	-	-
<b>TOTAL MISC EXPENSES</b>	42,108	43,008	43,608	44,400	44,400	44,400
<b>LEASES AND RENTALS - OPERATING</b>	-	-	-	-	-	-
<b>TOTAL OPERATIONS LEASES AND RENTALS OF FACILITIES</b>	132,000	132,000	156,000	156,000	156,000	156,000
<b>UTILITIES - OPERATIONS</b>	-	-	-	-	-	-
<b>TOTAL OPERATING UTILITIES</b>	21,600	26,400	26,400	26,400	26,400	26,400
<b>TOTAL OTHER OPERATING SERVICES AND CHARGES</b>	486,603	492,303	521,103	520,695	521,895	521,895
<b>TOTAL OPERATING COSTS</b>	1,111,840	1,145,491	1,195,581	1,221,333	1,249,776	1,278,146
<b>CAPITAL OUTLAY</b>	-	-	-	-	-	-
CAPITAL ASSETS-LAND	-	-	-	250,000	-	-
CAPITAL ASSETS-MACHINERY & EQUIPMENT -BUSES	-	-	264,000	-	-	-



	2017	2018	2019	2020	2021	2022
CAPITAL OUTLAY - MACHINERY & EQUIPMENT - AGENCY VEH	70,000	-	-	-	-	-
CAPITAL OUTLAY - FACILITIES - OPERATIONS	-	-	400,000	-	-	-
CAPITAL OUTLAY - FACILITIES - MAINTENANCE	-	125,000	100,000	2,000,000	2,000,000	-
CAPITAL OUTLAY - FACILITIES - VEHICLE STORAGE	-	250,000	-	-	-	-
<b>TOTAL CAPITAL EXPENDITURES</b>	70,000	375,000	764,000	2,250,000	2,000,000	-
<b>TOTAL FLEET EXPENSES</b>	639,022	617,136	726,270	792,304	966,708	860,787
<b>TOTAL OPERATING EXPENSES</b>	1,111,840	1,145,491	1,195,581	1,221,333	1,249,776	1,278,146
<b>TOTAL ADMINISTRATIVE EXPENSES</b>	555,210	473,576	616,451	617,863	640,326	654,513
<b>TOTAL ALL EXPENDITURES</b>	2,376,071	2,611,204	3,302,302	4,881,500	4,856,810	2,793,447
<b>TOTAL ALL NON-CAPITAL EXPENSES</b>	2,306,071	2,236,204	2,538,302	2,631,500	2,856,810	2,793,447
<b>ENDING FUND BALANCE (budgeted Revenue-budgeted Expenditures)</b>	1,142,730	401,475	2,180,494	1,940,411	1,961,545	4,026,729