

2020-2025

# Transit Development Plan

303 Second Avenue S. Suite A Okanogan, WA 98840

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## Plan Adoption, Public Hearing, And Distribution

#### Plan adoption

The Okanogan County Transit Authority Board of Directors adopted the 2020 Transit Development on October 21, 2020.

#### Public participation process

Public comment period: August 24, 2020 to September 4, 2020.

Comments submitted to: okanogantransit@gmail.com

**Public hearing:** Okanogan County Transit Authority held a public hearing on the Transit Development Plan on August 24, 2020 at 1:00-3:00pm. Due to the COVID-19 pandemic, the hearing was held virtually using gotomeeting.

**Notice posted to website:** Okanogan County Transit Authority posted a notice of the hearing on the Transit Development Plan to its website at <a href="http://www.Okanogantransit.com">http://www.Okanogantransit.com</a> on August 16, 2020.

**Notice published in local paper:** The Omak Chronicle published a notice of the hearing on the Transit Development Plan on August 25, 2020 in their print paper. A notice was published on their web version on August 17<sup>th</sup>, 2020.

Requests for paper or digital copies: Okanogan County Transit Authority allowed the public to request a paper or digital copy of the Transit Development Plan on and after August 17, 2020 by emailing okanogantransit@gmail.com or calling (509) 557-6177.

**Available to the public for review:** Okanogan County Transit Authority allowed the public to request the Transit Development Plan by mail, due to COVID-19.

#### Plan distribution

On November 3, 2020, Okanogan County Transit Authority distributed the adopted Transportation Development Plan to:

- PTDPlans@wsdot.wa.gov
- The agency's assigned WSDOT Community Liaison.
- The Transportation Improvement Board via:
- Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov.
- Chris Workman, Engineering Manager at chrisw@tib.wa.gov.
- All cities, counties and regional transportation planning organizations within which TranGO operates.

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

#### Service Area

Okanogan County Transit Authority conducts business as TranGO (Transit for Greater Okanogan). TranGO provides service within Okanogan County. The current service primarily serves the population centers along the Methow River Valley and the Okanogan River Valley. The towns and cities include Winthrop, Twisp, Methow, Malott, Carlton, Pateros, Brewster, Okanogan, Omak, Riverside, the community of Crumbacher, Tonasket and Oroville.

## **Operations**

TranGO directly operates fixed route service, and deviates the route for ADA eligible passengers. The agency also operates a vanpool program. TranGO contracts with Okanogan County Transportation and Nutrition to provide two fixed routes within the system and to supplement ADA paratransit within the most populated route (Omak-Okanogan). TranGO's schematic route map (Figure 1, p. 5) shows where its fixed routes operate. Detailed system maps are included in Appendix 1.

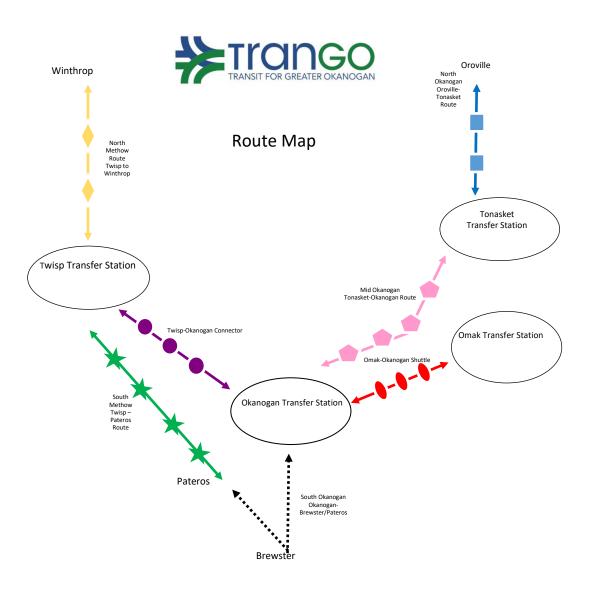
TranGO directly operates five fixed routes, and contracts another two fixed routes, providing service Monday-Saturday. The system is built on "pulse points" in Twisp, Okanogan and Tonasket. Transfers at these locations create an opportunity to travel from one side of the county to the other, four times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

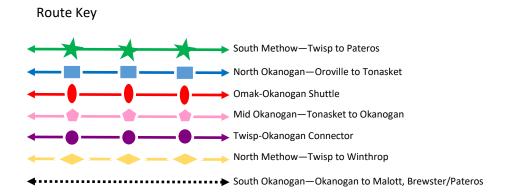
Table 1 – Routes

Route	Hours of Operation	Headway
Twisp-Winthrop (North Methow)	8am-6pm	1 hour
Twisp-Pateros (South Methow)	8am-5pm	2 hours
Twisp-Okanogan (Connector)	8am-5pm	2 hours
Omak-Okanogan (Shuttle)	7am-7pm Weekdays	30 min mid-day/1 hour
	8am-6pm Saturdays	1 hour week-ends
Okanogan-Tonasket (Mid Okanogan)	8am-5pm	2 hours
Tonasket-Oroville (North Okanogan)	7am-6pm	2 hours

Figure 1 - Schematic Route Map

Detailed route maps can be found in Appendix 1.





ADA accessible services are available at the same times as the agency's fixed route services.

Vanpool services operate independently, Monday-Friday, generally 5:00 a.m. – 6:00 p.m. The current vanpools are utilized by Federal employees, receiving subsidies to rideshare.

Fares are one dollar per boarding. The service routes each represent a "zone" for the purpose of determining fares. Punch passes are available in a variety of denominations including \$3, \$5, \$10, and \$20. Monthly passes are sold for \$30 and can be used for unlimited trips within one zone during a calendar month. Multi-zone passes are available for passengers travelling within more than one zone on a regular basis. A two-zone monthly pass can be purchased for \$60/month.

#### **Facilities**

TranGO leases one facility for operations and administration at 303 Second Ave S, Okanogan, WA. In addition, TranGO leases two parking facilities. The primary secured lot at the corner of First and Rose Street in Okanogan, and another on Wagner Street in Twisp. The City of Tonasket allows TranGO to use their secure parking for up to two vehicles.

#### **Intermodal Connections**

TranGO transports passengers to the Apple Line (intercity bus line) pick-up locations in Omak, Okanogan, and Pateros. The Apple Line provides a single round trip daily between Omak and Wenatchee. The morning service departs Omak at 6:00am, which is before TranGO service is operating. The Confederated Tribes of the Colville Reservation provide financial assistance to a fixed route operated by Okanogan County Transportation and Nutrition. The route provides two round trips Monday, Tuesday, Thursday and Friday and three round trips on Wednesdays, connecting Omak to Nespelem, and Coulee Dam. At Coulee Dam, passengers can transfer to a route operated by People for People connecting to Davenport, WA. In Davenport, passengers can transfer to a bus operated by Special Mobility Services to travel to Spokane. Reservations are required beyond Coulee Dam for each additional provider in order to make the connections.

## State And Agency Goals, Objectives, And Strategies

The State's six policy goals are:

- Economic Vitality. To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy
- *Preservation*. To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services

- *Safety*. To provide for and improve the safety and security of transportation customers and the transportation system
- Mobility. To improve the predictable movement of goods and people throughout Washington State
- Environment. To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment
- *Stewardship*. To continuously improve the quality, effectiveness, and efficiency of the transportation system

#### **Mission Statement**

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

## **Policy Goals**

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

Over the past five years, TranGO has increased ridership each year by over 10,000 trips. In January and February of 2020, ridership had increased enough that larger buses or additional tripper service was contemplated to address peak service needs. COVID-19 interrupted that growth, and created uncertainty for policy makers, staff, and riders in projecting the timeline for returning to "normal" operations. Moving forward passenger perception of safety riding public transit is critical to recovering ridership to pre-COVID numbers. The goals, objectives and strategies reflect an acknowledgement that passenger safety is critical to resuming regular transit service and continuing to build ridership and confidence in the system.

Table 2

2020-2025 Goals, objectives, and strategies, and alignment with state goals

		State goal areas				
Goals, objectives and strategies	Economic	Drocaruation	Safety	Mobility	Environment	Stewardship
<b>Goal 1:</b> Operate safe, clean, accessible, customer-oriented and cost-effective parvices.	ubl	ic t	rans	por	tati	on
Objective 1.1: Increase customer engagement and communications		х	Х	X	Х	х
Strategy 1.1.1: Update website with customer communication options						
Strategy 1.1.2: Develop social media to alert customers of changes in service, especially during emergencies.						
Objective 1.2: Improve disease prevention activities to ensure safety for ridership and customers		X	x	x	х	х
Strategy 1.2.1: Implement disinfecting strategies, coordinating with Public Health Officials to prevent communicable disease						
Strategy 1.2.2: Communicate the strategies in 1.2.1 to customers to build confidence in a healthy environment.						
Strategy 1.2.3: Continue to work with towns and cities to accomplish installation of signs and passenger shelters.						
Objective 1.3: Outreach to senior and disabled communities to increase ridership on fixed route services and increase knowledge of paratransit eligibility.	x	X	х	x	х	х
Strategy 1.3.1: Coordinate with social service, low income housing, healthcare, senior meals, etc. to ensure transit dependent populations know how to access service.						
Strategy 1.3.2: Review options for remote access to meetings and travel training for customers.						
Goal 2: Provide mobility and access to critical services, employment and comm	erce	2.				
Objective 2.1: Review routes to evaluate access to critical services, employment and commerce.	х	х		х	х	
Strategy 2.1.1: Maintain focus on core services						
Strategy 2.1.2: Conduct on-board survey to determine locations desired by current passengers. Use survey results (2020) to identify missing locations and underserved populations.						

	Ş	Stat	e go	al a	rea	S
Goals, objectives and strategies	Economic	Preservation	Safety	Mobility	Environment	Stewardship
Coal 2. Enhance the character and economic vitality of communities						
Goal 3: Enhance the character and economic vitality of communities		. 1		. 1		
Objective 3.1: Participate with local governments and businesses to support return of business.	X I	X		Х		
Strategy 3.1.1: Continue to work on full installation of signs and shelters.						
<b>Goal 4:</b> Support local, regional and state policies for transportation system development, and environmental stewardship.	elop	me	nt,			
Objective 4.1: Participate in discussions, webinars, meetings with transits and transportation organizations to discover best practices	x	Х	Х	X	X Z	X
for re-building ridership.						
Strategy 4.1.1: Participate with WSDOT, CTANW, CTAA, NRTAP, FTA, APTA in gathering best practice information to re-establish trust in transit.						

# Local performance measures and targets

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

Table 3 2020-2025 Performance measurements and targets

Performance measure	Target
THICK COSC COSCOTICE	100 passengers enrolled to receive social media or website
engagement and	information by 2024.
communications	
Continue to work with	Install shelters at the top 25% most active stops and signs at 75%
towns and cities to	of non-highway fixed stops by 2025.
accomplish installation of	
signs and passenger	
shelters.	
Improve disease	90% of vehicles fogged once daily.
prevention activities to	
ensure safety for ridership	
and customers	

Collisions	Collisions per 100,000 revenue miles less than or equal to 3.7.
Outreach to senior and disabled communities to increase ridership on fixed route services and increase knowledge of paratransit eligibility.	Increased senior ridership on fixed route system
Transit Productivity	Ridership on all fixed routes meet minimum 4 passengers per revenue vehicle hour.
Vehicle State of Good Repair	Maintain 90% of the rolling stock within a state of good repair.
Review routes to evaluate access to critical services, employment and commerce.	Map routes, and critical services to determine gaps in service by 2022.
Participate in discussions, webinars, meetings with transits and transportation organizations to discover best practices for rebuilding ridership.	Engage, at least quarterly with other transits and community providers to address COVID recovery topics through 2021.

## **Plan Consistency**

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

TranGO coordinates with other member agencies to prepare and regularly update the regional transportation plan. This coordination promotes integration between land use, public transit, and other transportation modes.

In addition, TranGO's services are consistent with the priorities and policies set in the 2040 Regional Plan, including;

## **Regional Priorities**

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

Look out for the most vulnerable in our communities

### Regional Goals and Policies

#### Safety

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

#### Preservation

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

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

#### **Economic Vitality**

- 4.1 Promote strategic partnerships
- 4.2 Support local and regional economies

#### Stewardship

6.1 Make transportation decisions and investments that best support community needs

# **Planned Capital Expenses**

Table 4 below outlines TranGO's planned capital expenses for 2020-2025.

Table 4 2020-2025 Summary of planned capital expenses

Year received/		Preservation/ replacement	Expansion/ improvement			
expensed	Туре	(quantity)	(quantity)			
	Rolling stock					
2020	Fixed Route - light duty Cutaway buses	3				
2021	Fixed Route - medium duty Cutaway buses	2				
2022	Vanpool Vans	5				
2023	Vanpool Vans	3				
2025	Fixed Route - light duty Cutaway buses	3				
	Facilities and infrastructure					
2023	Maintenance and Operations Facility		1			

## **Planned Operating Changes**

#### Table 5 outlines TranGO's planned operating changes for 2020-2025.

Table 5 Summary of planned operating changes

Year	Туре	Reduction	Expansion/ Improvement
2020	No change	-	-
2021	Implement efficiency changes to reduce demand response and increase fixed route.	-	-
2022	Revise bus stop locations based on facility location and transfer opportunities	-	-
2023	Implement any new bus stop locations identified in 2022	-	-
2024	No Change	-	-
2025	No Change		

## **Multiyear Financial Plan**

#### Capital Improvement Program

TranGO's capital improvement program includes the capital expenses identified in Table 4 above.

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

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

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

Table 6 below illustrates the approved and forecasted federal and state grant funding sources.

Table 6 2020-2025 Capital Improvement Program

Capital Expenditure	2020	2021	2022	2023	2024	2025
Vanpool vans			150,000	90,000		
Cutaway Buses	285,000	190,000				285,000
Maintenance & Operating Facility				5,000,000		
Total Capital Expenditures	\$285,000	\$190,000	\$150,000	\$5,090,000		\$285,000

Capital Revenue	2020	2021	2022	2023	2024	2025
Federal				\$4,000,000		
Competitive						
State Grants				\$1,000,000		
Local Funds	\$285,000	\$190,000	\$150,000	\$90,000.00		\$285,000
Other						

## Operating Financial Plan

TranGO is a locally funded agency.

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

Table 7 below details TranGO's operating financial plan. The plan includes operating changes identified in Table 5 above with growth in baseline costs of 3 percent.

Operation revenue assumptions include:

- No change in the retail sales tax rate is proposed within the planning period.
- COVID-19 has stopped fare collection temporarily. For purposes of the operating financial plan, 2019 revenue has been used.
- Growth in sales tax revenue throughout the planning period. The forecast is 3 percent in all years, based on recent trend data.

Table 7 Operating and Maintenance Financial Plan

Operating Revenues	2020	2021	2022	2023	2024	2025
Sales Tax	2,436,000	2,509,080	2,584,352	2,661,883	2,741,739	2,823,992
Farebox	15,973		64,318	64,962	65,611	66,267
Vanpool	27,510		33,302	33,635	33,972	34,311
Sales Tax Equalization	203,000	209,090	215,363	221,824	228,478	235,333
Federal Operating Grants						
State Operating Grants						
Other	46,000	46,000	46,000	46,000	46,000	46,000
Transfers						
Total Operating Revenues	2,728,483	2,764,170	2,943,335	3,028,304	3,115,800	3,205,903
Annual % Change		1.29%	6.09%	2.81%	2.81%	2.81%

Operating and Maintenance Expenses	2020	2021	2022	2023	2024	2025
Fixed Route and Vanpool Preservation and Maintenance	2,243,424	2,310,727	2,380,049	2,451,450	2,524,993	2,600,743
Demand Response Preservation and Maintenance	375,324	386,584	398,181	410,127	422,430	435,103
Total Operating Expenses	2,618,748	2,697,310	2,778,230	2,861,577	2,947,424	3,035,847

# Cash Flow Analysis

 $Table 8\,below represent TranGO's cash flow analysis for 2020-2025.$ 

Table 8 - Consolidated Statements of Cash Flows

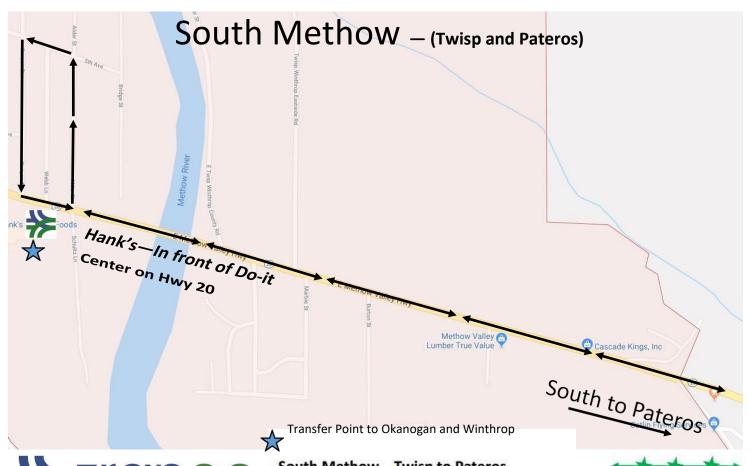
	Year	Ended Decem	ber 31,			
	2020	2021	2022	2023	2024	2025
GENERAL FUND						
Beginning Balance	3,261,013	4,207,444	4,964,917	5,573,456	6,093,082	6,613,821
Revenues (Operating)						
Sales Tax	2,436,000	2,509,080	2,584,352	2,661,883	2,741,739	2,823,992
Farebox	15,973	16,133	16,294	16,457	16,622	16,788
Vanpool	27,510	27,785	28,063	28,344	28,627	28,913
Sales Tax Equalization	203,000	209,090	215,363	221,824	228,478	235,333
Federal Operating Grants	0	0	0	0	0	0
State Operating Grants	0	0	0	0	0	0
Other	46,000	46,000	46,000	46,000	46,000	46,000
Transfers						
Revenues (Operating) Total	2,728,483	2,808,088	2,890,072	2,974,507	3,061,466	3,151,025
Expenses (Operating)	(excludes depre	ciation)				
Fixed Route and Vanpool Preservation and Maintenance	2,243,424	2,310,727	2,380,049	2,451,450	2,524,993	2,600,743
Demand Response Preservation and Maintenance	375,324	386,584	398,181	410,127	422,430	435,103
Expenses (Operating) Total	2,618,748	2,697,310	2,778,230	2,861,577	2,947,424	3,035,847
Ending Cash Balance	109,735	110,777	111,842	112,930	114,042	115,179
CAPITAL						
Beginning Balance	729,081	836,696	646,696	496,696	406,696	406,696
Revenues (Capital)	392,615					
Federal Grants				4,000,000		
State Grants				1,000,000		
Other						
Revenues (Capital) Total	1,121,696	836,696	646,696	5,496,696	406,696	406,696
Capital Obligations						
Cutaway Buses	285,000	190,000				285,000
Vanpool Vans (5)			150,000	90,000		
Maint/Oper Facility				5,000,000		

Capital Obligations Total	285,000	190,000	150,000	5,090,000	0	285,000
Ending Cash Balance	836,696	646,696	496,696	406,696	406,696	121,696
TOTAL						
Beginning Cash Balance	3,261,013	4,207,444	4,964,917	5,573,456	6,093,082	6,613,821
Ending Cash Balance	4,207,444	4,964,917	<u>5,573,456</u>	6,093,082	6,613,821	<u>6,850,695</u>

## **Appendix 1 - Route Maps**

## **North Methow - Twisp**

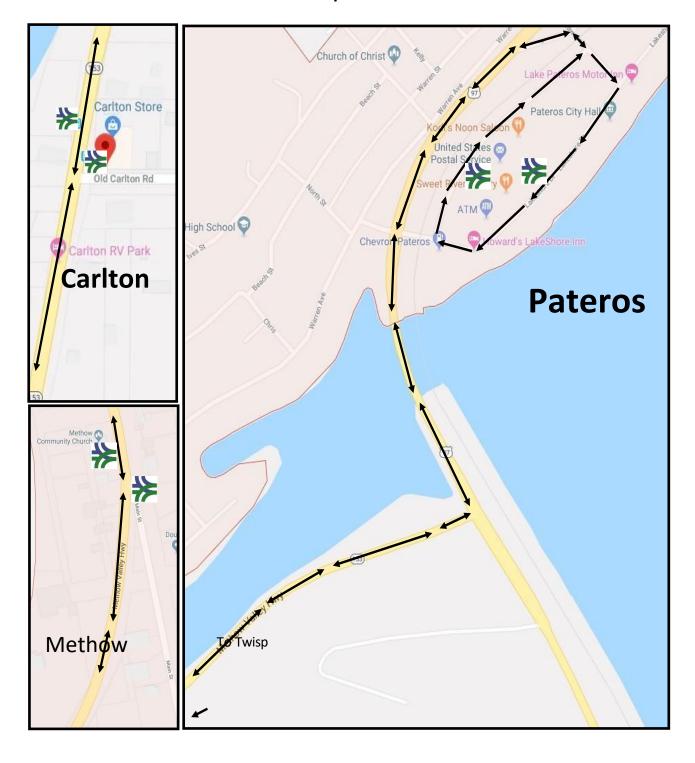




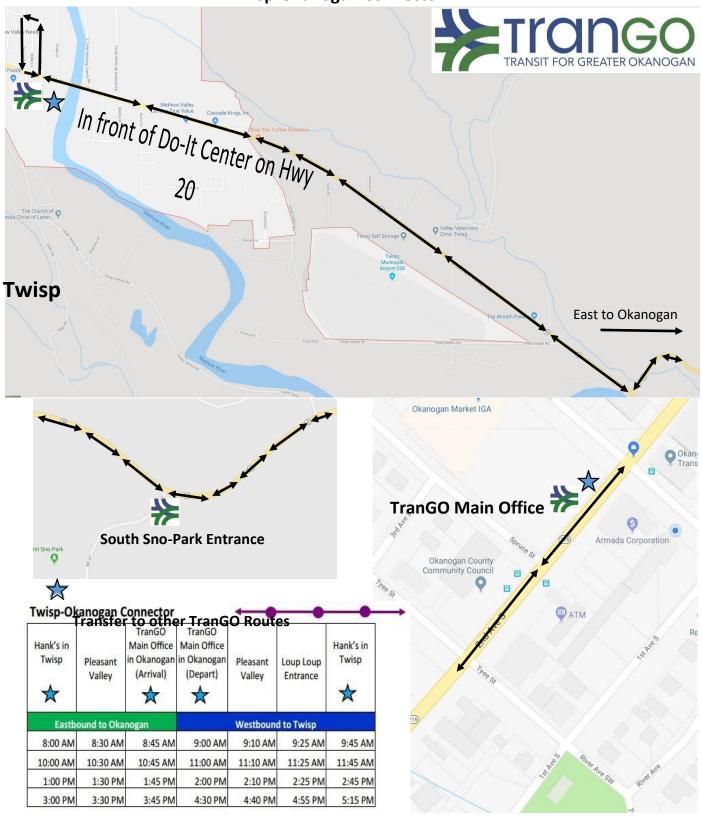
South	Methow-	Twisp	to	<b>Pateros</b>

Hank's in Twisp	Carlton	Methow	Pateros* (Arrival)	Pateros* (Departure)	Methow	Carlton	Hank's in Twisp			
S	outhbound	to Patero	S	Northbound to Twisp						
8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM			
10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM			
1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM			
3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM			

# South Methow - Twisp-Carlton-Methow-Pateros



## **Twisp-Okanogan Connector**



## South Okanogan Route—Okanogan to Pateros

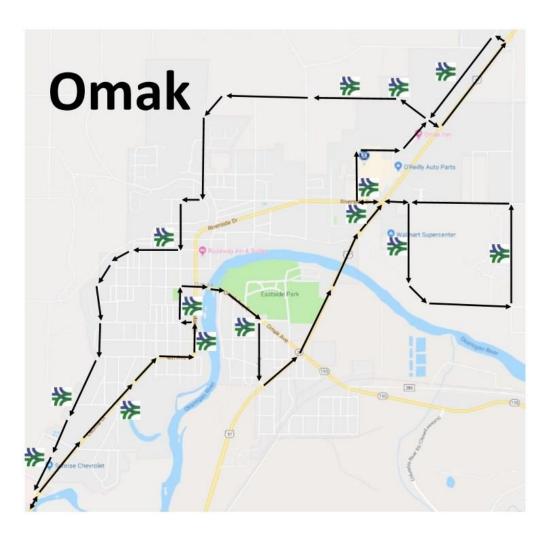
#### Transfer to other TranGO routes South Okanogan—Okanogan to Pateros (Malott, Brewster) TranGO Main Pateros Pateros TranGO Main Office in Office in Mall \* Mall \* \*Pateros Mall Parkway Malott Brewster Brewster Okanogan Okanogan Improvement Market (Arrive) (Depart) Market Malott on Lake Shore Drive (Arrive) Club Place Place Northbound Southbound 7:00 AM 7:15 AM 7:35 AM 7:45 AM 8:00 AM 8:10 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:35 AM 9:45 AM 10:00 AM 10:10 AM 10:30 AM 10:45 AM 2:35 PM 3:30 PM 2:00 PM 2:15 PM 2:45 PM 3:00 PM 3:10 PM 3:45 PM 4:30 PM 4:45 PM 5:05 PM 5:15 PM 5:30 PM 5:40 PM 6:00 PM 6:15 PM





# **Omak Okanogan Shuttle**

Weekday S	ervice: Mo	nday - Frida	ay ,															
TranGO Main Office	2nd & Norman	Caso's Family Foods	Sears/ Lincare	Omak Library	Omak Visitor Center	Travel Plaza	Walmart/ Home Depot	Sandflat Rd	Quince Street - Back side of Safeway	Shumway & Koala	Bartlett & Birch	Mid Valley Hospital	Okanogan PUD	Okanogan County Courthouse	Community Action	Blue Mountain Hotel	Okanogan Pool	TranGO Main Office
Ok	anogan Sto	ps					Omak	Stops							Okanogan S	tops		
7:05 AM	7:06 AM	7:10 AM	7:14 AM	7:15 AM	7:17 AM	7:21 AM	7:23 AM	7:25 AM	7:27 AM	7:29 AM	7:35 AM	7:38 AM	7:41 AM	7:43 AM	7:46 AM	7:48 AM	7:50 AM	7:52 AM
8:05 AM	8:06 AM	8:10 AM	8:14 AM	8:15 AM	8:17 AM	8:21 AM	8:23 AM	8:25 AM	8:27 AM	8:29 AM	8:35 AM	8:38 AM	8:41 AM	8:43 AM	8:46 AM	8:48 AM	8:50 AM	8:52 AM
9:05 AM	9:06 AM	9:10 AM	9:14 AM	9:15 AM	9:17 AM	9:21 AM	9:23 AM	9:25 AM	9:27 AM	9:29 AM	9:35 AM	9:38 AM	9:41 AM	9:43 AM	9:46 AM	9:48 AM	9:50 AM	9:52 AM
10:05 AM	10:06 AM	10:10 AM	10:14 AM	10:15 AM	10:17 AM	10:21 AM	10:23 AM	10:25 AM	10:27 AM	10:29 AM	10:35 AM	10:38 AM	10:41 AM	10:43 AM	10:46 AM	10:48 AM	10:50 AM	10:52 AM
11:05 AM	11:06 AM	11:10 AM	11:14 AM	11:15 AM	11:17 AM	11:21 AM	11:23 AM	11:25 AM	11:27 AM	11:29 AM	11:35 AM	11:38 AM	11:41 AM	11:43 AM	11:46 AM	11:48 AM	11:50 AM	11:52 AM
11:35 AM	11:36 AM	11:40 AM	11:44 AM	11:45 AM	11:47 AM	11:51 AM	11:53 AM	11:55 AM	11:57 AM	11:59 AM	12:05 PM	12:08 PM	12:11 PM	12:13 PM	12:16 PM	12:18 PM	12:20 PM	12:22 PM
12:05 PM	12:06 PM	12:10 PM	12:14 PM	12:15 PM	12:17 PM	12:21 PM	12:23 PM	12:25 PM	12:27 PM	12:29 PM	12:35 PM	12:38 PM	12:41 PM	12:43 PM	12:46 PM	12:48 PM	12:50 PM	12:52 PM
12:35 PM	12:36 PM	12:40 PM	12:44 PM	12:45 PM	12:47 PM	12:51 PM	12:53 PM	12:55 PM	12:57 PM	12:59 PM	1:05 PM	1:08 PM	1:11 PM	1:13 PM	1:16 PM	1:18 PM	1:20 PM	1:22 PM
1:05 PM	1:06 PM	1:10 PM	1:14 PM	1:15 PM	1:17 PM	1:21 PM	1:23 PM	1:25 PM	1:27 PM	1:29 PM	1:35 PM	1:38 PM	1:41 PM	1:43 PM	1:46 PM	1:48 PM	1:50 PM	1:52 PM
1:35 PM	1:36 PM	1:40 PM	1:44 PM	1:45 PM	1:47 PM	1:51 PM	1:53 PM	1:55 PM	1:57 PM	1:59 PM	2:05 PM	2:08 PM	2:11 PM	2:13 PM	2:16 PM	2:18 PM	2:20 PM	2:22 PM
3:05 PM	3:06 PM	3:10 PM	3:14 PM	3:15 PM	3:17 PM	3:21 PM	3:23 PM	3:25 PM	3:27 PM	3:29 PM	3:35 PM	3:38 PM	3:41 PM	3:43 PM	3:46 PM	3:48 PM	3:50 PM	3:52 PM
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Saturday &	Holiday Se	rvice																
8:05 AM	8:06 AM	8:10 AM	8:14 AM	8:15 AM	8:17 AM	8:21 AM	8:23 AM	8:25 AM	8:27 AM	8:29 AM	8:35 AM	8:38 AM	8:41 AM	8:43 AM	8:46 AM	8:48 AM	8:50 AM	8:52 AM
9:05 AM	9:06 AM	9:10 AM	9:14 AM	9:15 AM	9:17 AM	9:21 AM	9:23 AM	9:25 AM	9:27 AM	9:29 AM	9:35 AM	9:38 AM	9:41 AM	9:43 AM	9:46 AM	9:48 AM	9:50 AM	9:52 AM
10:05 AM	10:06 AM	10:10 AM	10:14 AM	10:15 AM	10:17 AM	10:21 AM	10:23 AM	10:25 AM	10:27 AM	10:29 AM	10:35 AM	10:38 AM	10:41 AM	10:43 AM	10:46 AM	10:48 AM	10:50 AM	10:52 AM
11:05 AM	11:06 AM	11:10 AM	11:14 AM	11:15 AM	11:17 AM	11:21 AM	11:23 AM	11:25 AM	11:27 AM	11:29 AM	11:35 AM	11:38 AM	11:41 AM	11:43 AM	11:46 AM	11:48 AM	11:50 AM	11:52 AM
1:05 PM	1:06 PM	1:10 PM	1:14 PM	1:15 PM	1:17 PM	1:21 PM	1:23 PM	1:25 PM	1:27 PM	1:29 PM	1:35 PM	1:38 PM	1:41 PM	1:43 PM	1:46 PM	1:48 PM	1:50 PM	1:52 PM
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3:05 PM	3:06 PM	3:10 PM	3:14 PM	3:15 PM	3:17 PM	3:21 PM	3:23 PM	3:25 PM	3:27 PM	3:29 PM	3:35 PM	3:38 PM	3:41 PM	3:43 PM	3:46 PM	3:48 PM	3:50 PM	3:52 PM
4:05 PM	4:06 PM	4:10 PM	4:14 PM	4:15 PM	4:17 PM	4:21 PM	4:23 PM	4:25 PM	4:27 PM	4:29 PM	4:35 PM	4:38 PM	4:41 PM	4:43 PM	4:46 PM	4:48 PM	4:50 PM	4:52 PM
5:05 PM	5:06 PM	5:10 PM	5:14 PM	5:15 PM	5:17 PM	5:21 PM	5:23 PM	5:25 PM	5:27 PM	5:29 PM	5:35 PM	5:38 PM	5:41 PM	5:43 PM	5:46 PM	5:48 PM	5:50 PM	5:52 PM
Ok	anogan Sto	ps					Omak	Stops							Okanogan S	tops		

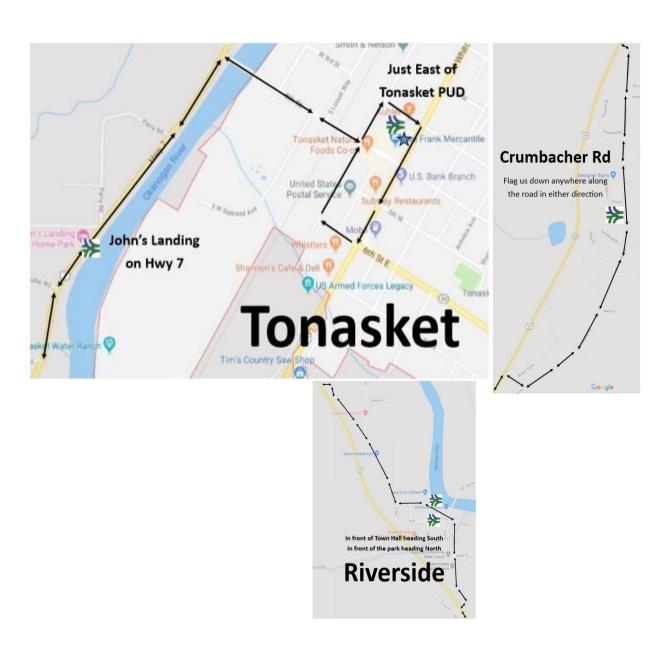


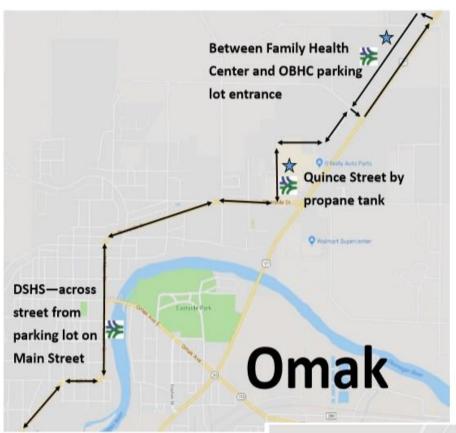


# Mid Okanogan – From Tonasket to Okanogan via Crumbacher, Riverside and Downtown Omak

#### Mid Okanogan—Tonasket to Okanogan

PUD in Tonesket	John's Landing Tonasket	Crumbacher	Riverside	Shumway & Koala in Omak	TranGO Office Okanogan (Arrive)	TranGO Office Okanogan (Depart)	Shumway & Koala in Omak	Riverside	Crumbacher	John's Landing Tonasket	PUD in Tonasket
	Southbound to Okanogan						nd to Tonas	iket			
8:00 AM	8:04 AM	8:15 AM	8:25 AM	8:35 AM	8:45 AM	9:00 AM	9:10 AM	9:19 AM	9:30 AM	9:42 AM	9:45 AM
10:00 AM	10:04 AM	10:15 AM	10:25 AM	10:35 AM	10:45 AM	11:00 AM	11:10 AM	11:19 AM	11:30 AM	11:42 AM	11:45 AM
1:00 PM	1:04 PM	1:15 PM	1:25 PM	1:35 PM	1:45 PM	2:00 PM	2:10 PM	2:19 PM	2:30 PM	2:42 PM	2:45 PM
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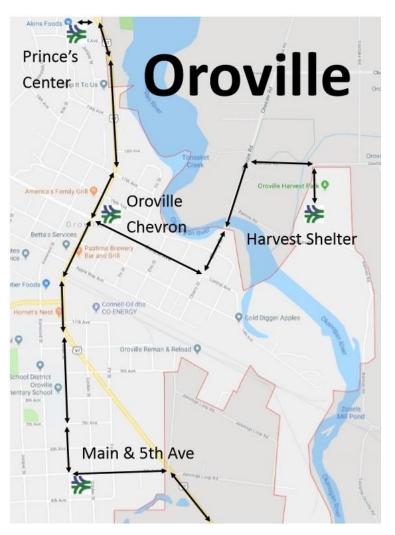


## North Okanogan - Oroville to Tonasket

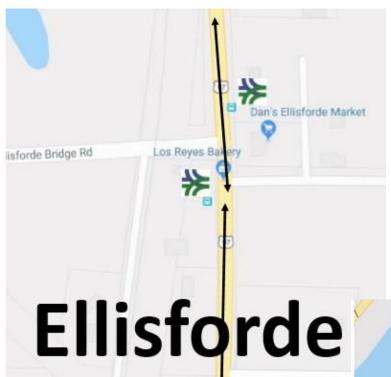
Transfer to Tonasket Okanogan Route

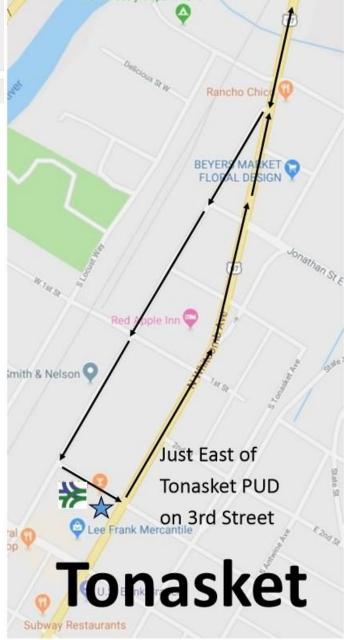
North	Okanogan-	Oroville	to	Tonasket
			_	

Chevron Oroville	Harvest Shelter Oroville	Prince's Center Oroville	Chevron Oroville	O'Neil Rd + Swanson Mill Rd Oroville	Signe Ellisforde	PUD in Tonasket (Arrive)	PUD in Tonasket (Depart)	Dan's Market Ellisforde	O'Neil Rd and Swanson Mill Rd Oroville	Chevron Oroville	Prince's Center Oroville
outhboun	d to Tonasi	ket					Northboun	d			
7:15 AM	7:18 AM	7:25 AM	7:27 AM	7:38 AM	7:48 AM	7:55 AM	8:15 AM	8:25 AM	8:35 AM	8:44 AM	8:45 AN
9:15 AM	9:18 AM	9:25 AM	9:27 AM	9:38 AM	9:48 AM	9:55 AM	10:15 AM	10:25 AM	10:35 AM	10:44 AM	10:45 AN
12:15 PM	12:18 PM	12:25 PM	12:27 PM	12:38 PM	12:48 PM	12:55 PM	1:15 PM	1:25 PM	1:35 PM	1:44 PM	1:45 PN
2:15 PM	2:18 PM	2:25 PM	2:27 PM	2:38 PM	2:48 PM	2:55 PM	3:15 PM	3:25 PM	3:35 PM	3:44 PM	3:45 PN
4:15 PM	4:18 PM	4:25 PM	4:27 PM	4:38 PM	4:48 PM	4:55 PM	5:15 PM	5:25 PM	5:35 PM	5:44 PM	5:45 PN
								Han	vest Shelter	Oroville	E-EO DA









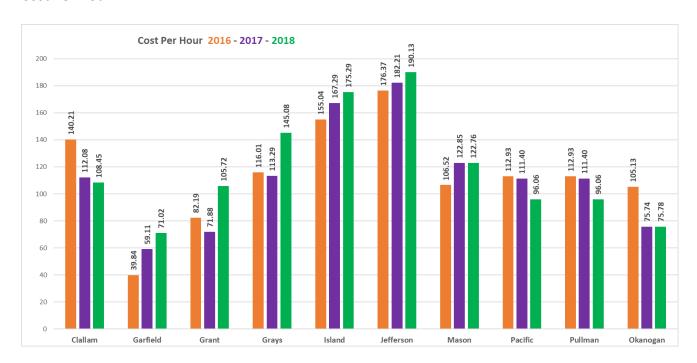
## **Appendix 2 – Efficiency Measures**

Comparison of TranGO with other rural transits in Washington State

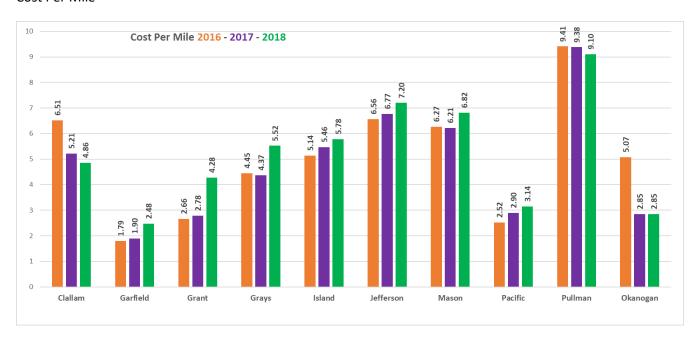
Cost effectiveness of rural transit is typically measured utilizing three metrics; cost per hour, cost per mile and cost per trip. Rural transit and community transportation providers receiving FTA 5311 operating funds are required to report financial and service data to the National Transit Database.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

The most recent published version of the Summary of Public Transportation reports data through 2018. In order to analyze TranGO's costs, transits in rural Washington State were selected for comparison. The following graphs show the relative costs between 2016 and 2018. (These service numbers reflect fixed route or deviated fixed routes as reported by the other transit agencies. For TranGO, the numbers are reported for both directly operated and contracted deviated fixed route service.) TranGO began providing service in July of 2015, with only one fixed route, the Omak-Okanogan Shuttle. In July of 2016, TranGO expanded service adding four directly operated and two contracted fixed route services. Service in 2016, therefore, only represents six months of service. The first full year of operations was 2017. There are significant differences in population and rider characteristics between the transits represented. For example, Pullman Transit serves a significant student population at WSU. Those students are housed on a campus with relatively high population density compared to Okanogan County.

### Cost Per Hour



#### Cost Per Mile



## Cost Per Trip

