



Trango
TRANSIT FOR GREATER OKANOGAN

2022 - 2027

Transit Development Plan

303 2nd Ave S, Suite A
Okanogan, WA 98840

Approved August 17, 2022

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Plan Adoption, Public Hearing, and Distribution

Plan adoption

The Okanogan County Transit Authority Board of Directors adopted the 2022-2027 Transit Development on August 17, 2022.

Public participation process

Public comment period: August 8, 2022 – August 17, 2022

Comments submitted to: clerk@okanogantransit.com

Public hearing: Okanogan County Transit Authority held a public hearing on the Transit Development Plan on August 17, 2022, at 8:30 a.m., during an OCTA Regular Board Meeting held at 303 2nd Ave S, Suite A, Okanogan, WA 98840 as well as available virtually on Zoom.

Notice posted to website: Okanogan County Transit Authority posted a notice of the hearing on the Transit Development Plan to its website at <http://www.okanogantransit.com> on August 3, 2022.

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 8, 2022 by emailing clerk@okanogantransit.com or calling (509) 557-6177; a draft copy of the plan was posted on the agency website on August 5, 2022 as well.

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

Plan distribution

On August 23, 2022, Okanogan County Transit Authority distributed the adopted Transportation Development Plan to:

WSDOT Public Transportation Division online grants management system compliance module.

The Transportation Improvement Board via:

Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov.

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

*This section is optional for TranGO

Service Area

Okanogan County Transit Authority conducts business as TranGO (Transit for Greater Okanogan). TranGO provides service within Okanogan County with the exception of the Coville Reservation. The current service primarily serves the population centers along the Methow River Valley and the Okanogan River Valley. The incorporated towns and cities of Winthrop, Twisp, Methow, Pateros, Brewster, Okanogan, Omak, Riverside, Tonasket, and Oroville as well as the unincorporated communities of Carlton, Methow, Ellisforde, and Crumbacher.

Operations

TranGO directly operates fixed route service and deviates the route for ADA eligible passengers. The agency also operates a rideshare program. TranGO contracts with Okanogan County Transportation and Nutrition to provide two fixed routes within the system and to supplement ADA paratransit services within the most populated route (Omak-Okanogan). TranGO's schematic route map (Figure 1, p. 6) shows where its fixed routes operate. Detailed system maps are included in Appendix 1.

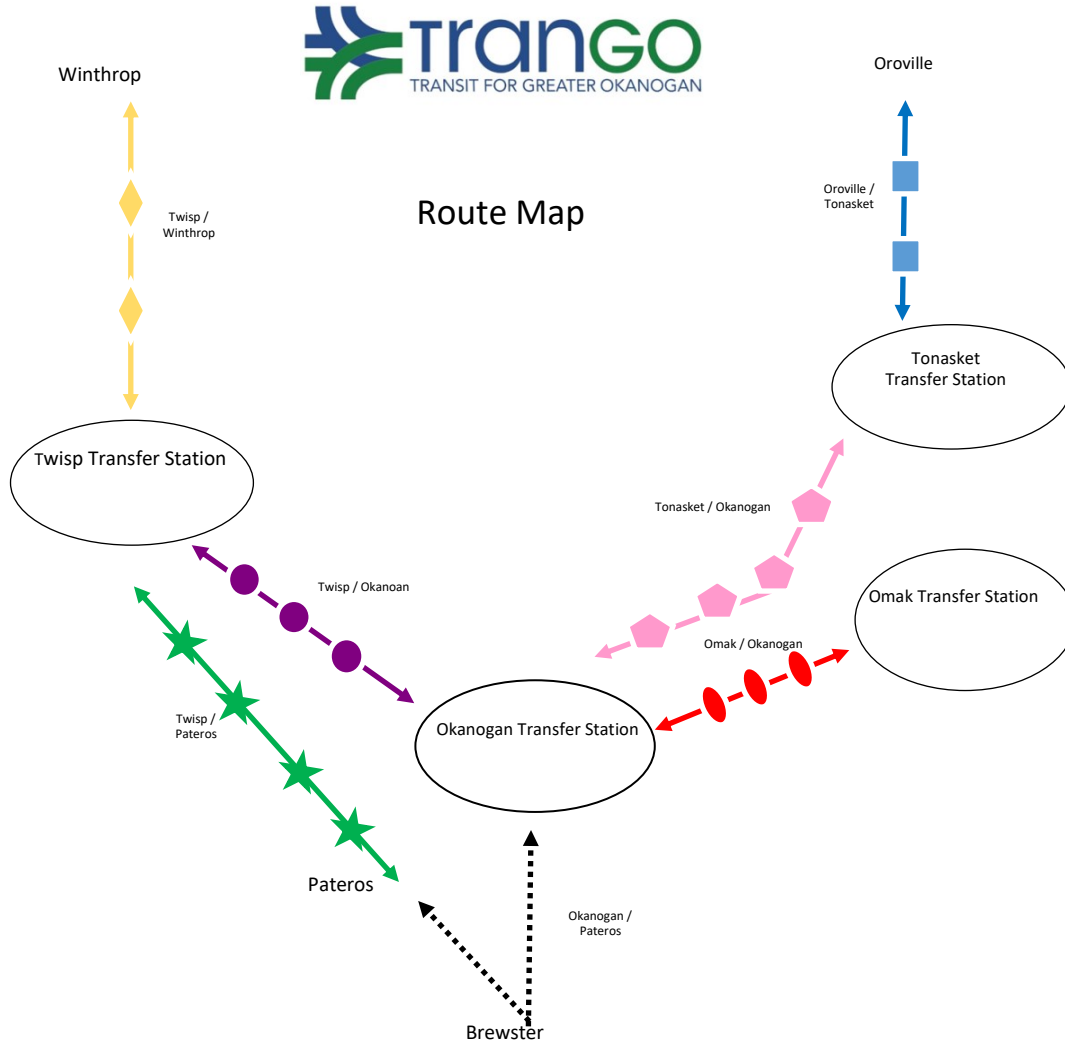
TranGO directly operates five fixed routes, and contracts another two fixed routes, providing service Monday-Saturday. The system is built on "pulse points" in Twisp, Okanogan, and Tonasket. Transfers at these locations create an opportunity to travel from one side of the county to the other, four times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

Table 1 – Routes

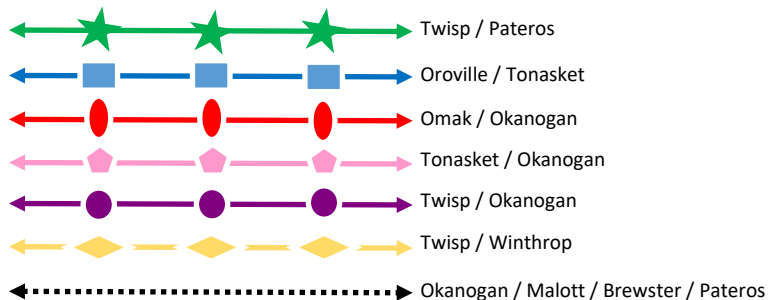
Route	Hours of Operation	Headway
Twisp/Winthrop	8am-6pm	1 hour
Twisp/Pateros	8am-5pm	2 hours
Twisp/Okanogan	8am-5pm	2 hours
Omak/Okanogan	7am-7pm Weekdays 8am-6pm Saturdays	30 min mid-day/1 hour 1-hour weekends
Okanogan/Tonasket	8am-5pm	2 hours
Tonasket/Oroville	7am-6pm	2 hours
Okanogan/Brewster	7am-6pm	2 hours

Figure 1 - Schematic Route Map

Detailed route maps can be found in Appendix 1.



Route Key



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

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

Facilities

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

Intermodal Connections

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

Okanogan County Transportation and Nutrition operates a fare-free fixed route between Okanogan and Coulee Dam through the Colville Reservation; the tribe had been funding the match for this route until July 1, 2022, OCTN is currently working with WSDOT to continue operating this route. 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. 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, (p 12).

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. Between April 2020 and May 2021, TranGO operated Monday through Friday on the regular schedule, but required reservations to ensure space for social distancing. TranGO resumed six-day service on May 17, 2021, without any reservations required. Social distancing of three feet was still required to comply with the State's social distancing public transit capacity limits.

The Board is discussing strategic planning to address the community needs and determine if current service should be modified. The Board conducted a full-day off-site strategic planning workshop in June 2022 to outline some of the most important goals for the next three to five years for the agency. The goals, objectives, and strategies are expected to change significantly as they are fine-tuned and discussed within the next few months. The goals set are included in this plan but are expected to change significantly for the 2023-2028 Transit Development Plans as plans for expansion and facilities are outlined.

Moving forward, passenger perception of safely 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 growing transit service levels and continuing to build ridership and confidence in the system.

2022-2027 Agency Goals, Objectives, and Strategies, and Alignment with State Goals

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

TranGO's focus for the next five years is to increase ridership by expanding hours of operations to encompass ridership for more employment opportunities. This would include earlier and later service along current service routes, increasing availability of bus stop amenities including shelter placement, bench placement, bus stop signage, and installation of park and ride locations. TranGO will also research and plan specialty routes to increase access to recreation and special events throughout the county.

Supply chain issues have created difficulty in receiving buses in a timely manner. As supply chains ease, TranGO will look to increasing frequency in higher demand areas such as the Omak/Okanogan areas. As higher frequency is planned, TranGO will also look to increasing the footprint of current service routes to expand the service area availing more ridership.

Preservation. To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services. One of the main goals of TranGO is to purchase property and establish new facilities for administration and operations office as well as a maintenance facility and bus parking. Since the inception of TranGO in 2014, office space has been leased and maintenance has been contracted out to third parties. Although this served TranGO's needs thus far, many frustrations have arisen as the fleet is aging and specifically with the inability to take delivery of a new bus fleet as buses have been ordered and not built. With an

aging fleet, timely maintenance is needed to ensure that service can remain reliable for the public.

TranGO has worked closely with Okanogan County Transportation and Nutrition, who is contracted to provide ADA Paratransit services, to ensure seamless services to the public. It is imperative to design a facility to be able to accommodate both agencies need for office space as well as fleet maintenance and bus parking/storage. The citizens of Okanogan County rely on services from both agencies and typically do not know which agency is conducting the services they receive.

Safety. To provide for and improve the safety and security of transportation customers and the transportation system. As mentioned above, the need for maintaining a safe vehicle fleet is a high priority for TranGO. With the focus on maintenance of the vehicle fleet, safety is the driving factor of bringing this service in-house instead of contracting out to a third-party vendor.

On-going driver training is essential to provide the best service we can for our customers. TranGO will continue to provide training to staff each month. These trainings are an hour and a half in length and focus on safety and customer service. They also give TranGO the opportunity to ensure that all drivers receive the same communication to ensure the highest quality services.

Mobility. To improve the predictable movement of goods and people throughout Okanogan County. Although TranGO has set reliability and predictability as a high priority, the public may not know or understand how the system works. One factor that has been noted is the lack of a consistent marketing campaign for the agency. For the next 0-5 years, TranGO will look at and define a marketing plan to help engage the public with the services offered. One of the primary efforts of focus is the placement of bus stop amenities such as shelters, signs, and benches. These amenities show a visual presence of the transit in the area.

Other ideas of focus for marketing include updating the look of TranGO's website, advertising in prominent locations and businesses to reach the largest number of citizens that will guide people to the services provided and aligning employment opportunities to attract goal driven staff members to TranGO.

Environment. To enhance quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment. TranGO has been awarded a grant to complete a Zero-Emission Fleet Transition Plan. This plan will be completed by June 2023 and will outline the feasibility and plan for the transition of service fleet vehicles to zero-emission. With this plan, TranGO will be able to set reasonable goals that

align with technology to help maintain the most efficient and effective environment standards of stewardship. This plan is crucial to be eligible for federal and state grants to help meet the financial needs to obtain or upgrade infrastructure within Okanogan County as well as hire and train staff to meet the needs of the fleet as it changes and grows.

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

Local Performance Measures and Targets

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

Table 2 - 2022-2027 Performance measurements and targets

Performance measure	Target
Provide maintenance in-house, have sufficient space for employees and bus storage	<p>Develop short- and long-term requirements for property facilities – 2023</p> <p>Align future facilities with zero-emission fleet transition plan – 2023</p> <p>Execute procurement agreement for facility – 2024</p> <p>New property and facility ready - 2026</p>
Balance agency responsibility, serve larger populations, increase awareness of services, and streamline marketing plan	<p>Prepare expanded marketing plan and tactics – 2023</p> <p>Develop implementation plan – 2023</p> <p>Execute marketing plan and tactics (have new routes identified prior to advertising) – 2023</p> <p>Engage public via newly designed website – 2023</p> <p>RouteShout App awareness campaign – 2023</p> <p>Identify additional bus stop amenity locations – 2023, 2024, 2025</p> <p>Fine tune and build off learnings and successes - Ongoing</p>

Provide increased service hours and routes	<p>Shelter placement in Oroville, Omak, Okanogan, Brewster – 2022</p> <p>Park and Ride design in Tonasket - 2022</p> <p>Target commuters to increase ridership – 2023</p> <p>Replace all fixed route buses past Useful Life Benchmark (ULB) – 2023</p> <p>Procure 4 additional buses for expansion of routes – 2024</p> <p>Rebranding of Omak/Okanogan Route as trolley service – 2024</p>
Grow agency and maintain operations for progression and efficiency of running all routes	<p>Analyze industry (wages, benefits, dependent coverage, etc.) – 2023</p> <p>Hire employees to cover expansion of services – 2024</p> <p>Train employees in safety, effectiveness, efficiency – ongoing</p>
Collisions	Collisions per 100,000 revenue miles less than or equal to 3.7.
Vehicle State of Good Repair	<p>Maintain 90% of the rolling stock within a state of good repair – 2023</p> <p>Ensure planning for vehicle replacement at least two years in advance – ongoing (lesson learned through supply chain issues)</p>
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 update of Coordinated Public Transit/Human Services Transportation Plan and Outreach	<p>Coordinate outreach events for CPT-HSTP with consultant engaged by OCOG to gather public input on needs.</p> <p>Use CPT-HSTP in ongoing planning to ensure gaps in services are addressed as much as possible.</p>
Participate in discussions, webinars, and meetings with transit agencies and transportation organizations to discover best practices for re-building ridership.	Engage, at least quarterly with other transits and community providers to address increasing ridership and stay informed regarding best practices of transit operations.

Plan Consistency (Voluntary Element for TranGO)

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

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

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

Regional Priorities

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

Regional Goals and Policies

Safety

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

Preservation

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

Mobility

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

Economic Vitality

- Promote strategic partnerships
- Support local and regional economies

Stewardship

- Make transportation decisions and investments that best support community needs

Planned Capital Expenses

Table 3 below outlines TranGO's planned capital expenses for 2022-2027.

Table 3 - 2022-2027 Summary of planned capital expenses

Year received/ expensed	Type	Preservation/ replacement (quantity)	Expansion/ improvement (quantity)
Rolling stock			
2022	Fixed Route - Cutaway buses	5*	
2022	Fixed Route – smaller Fixed Route Vans	4	
2023	Fixed Route – smaller Fixed Route Vans	-	2
2023	Trolley buses	-	3
2024	Rideshare Vehicles	3	
2025	No capital expenses anticipated		
2026	Fixed Route – Cutaway buses	5	
2027	Fixed Route – Cutaway buses or smaller fixed Route Vans (depending on ridership)	4	
Facilities and infrastructure			
2024	Maintenance and Operations Facility		1

*Five 20 passenger Cut-a-Way buses were ordered in October 2021. Due to supply chain issues, it is unsure when they will or if they will be delivered.

Planned Operating Changes

Table 4 outlines TranGO's planned operating changes for 2022-2027.

Table 4 - 2022-2027 Summary of planned operating changes

Year	Type	Reduction	Expansion/ Improvement
2022	Resumed fares (after COVID pandemic)	-	-
2023	Revise routes/times based on strategic plan for route expansion (see Agency Goals, Objectives, and Strategies section, p 9).	-	x
2023	Develop facilities plan to coordinate with strategic plan (locations for stops, shelters, park-n-ride lots, transit hubs/stations).	-	x
2024	Implement any new bus stop locations identified in expansion plans.	-	x
2024	Review Omak/Okanogan Route to identify needed trolley route changes before implementation.	-	x
2025	Expansion route implementation after receiving vehicles.		x
2026	No change anticipated.		
2027	No change anticipated.		

Multiyear Financial Plan

Capital Improvement Program

TranGO's capital improvement program includes the capital expenses identified in Table 3, (p 15).

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

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

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

Table 5, (p 18) illustrates the forecasted federal and state grant funding source as well as includes vehicle replacement funds that would be used for replacement and expansion of fleet.

Table 5 - 2022-2027 Capital Improvement Program

Capital Investments						
	2022	2023	2024	2025	2026	2027
Annual Beginning Balance	\$1,309,699	\$870,933	\$662,833	\$15,879,733	\$1,186,633	\$743,533
Capital Revenues						
Federal Grants*			\$15,000,000			
State Grants*			\$1,000,000	\$1,000,000		
Other From Cash	\$306,900	\$306,900	\$306,900	\$306,900	\$306,900	\$306,900
Capital Revenues Total	\$1,616,599	\$1,177,833	\$16,969,733	\$17,186,633	\$1,493,533	\$1,050,433
Capital Expenditures						
Cutaway Buses	\$745,666	\$515,000	\$0	\$0	\$750,000	\$675,000
Rideshare Vehicles	\$0	\$0	\$90,000	\$0	\$0	\$0
Facilities including park and ride and maintenance*	\$0	\$0	\$1,000,000	\$16,000,000	\$0	\$0
Capital Expenditures Total	\$745,666	\$515,000	\$1,090,000	\$16,000,000	\$750,000	\$675,000
Annual Ending Capital Reserve Balance	\$870,933	\$662,833	\$15,879,733	\$1,186,633	\$743,533	\$375,433

*Contingent on Federal or State Grant Funding

Operating Financial Plan

TranGO is a locally funded agency.

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

Table 6 (p 20) details TranGO's operating financial plan. The plan includes operating changes identified in Table 6 with baseline growth of 3 percent plus an additional 5%-20% for growth goals as outlined in this plan. Non contracted staff received a 4% cost of living increase on June 1, 2022, due to high inflation in the economy.

Operating revenue assumptions include:

- No change in the retail sales tax rate is proposed within the planning period.
- COVID-19 had stopped fare collection temporarily and ridership fell drastically during the pandemic. For purposes of the operating financial plan, actual budgeted revenue, and expenditures have been used.
- Growth in sales tax revenue throughout the planning period. The forecasted growth in sales tax revenue is 3 percent in all years, based on recent trend data.
- Revenue that was approved through Move Ahead Washington was forecasted as Transit Support Grants. This amount is the forecasted amount provided to TranGO by WSDOT but may fluctuate based on money received by the State and sent out to Transit agencies.

Table 6 – 2022-2027 Operating and Maintenance Financial Plan

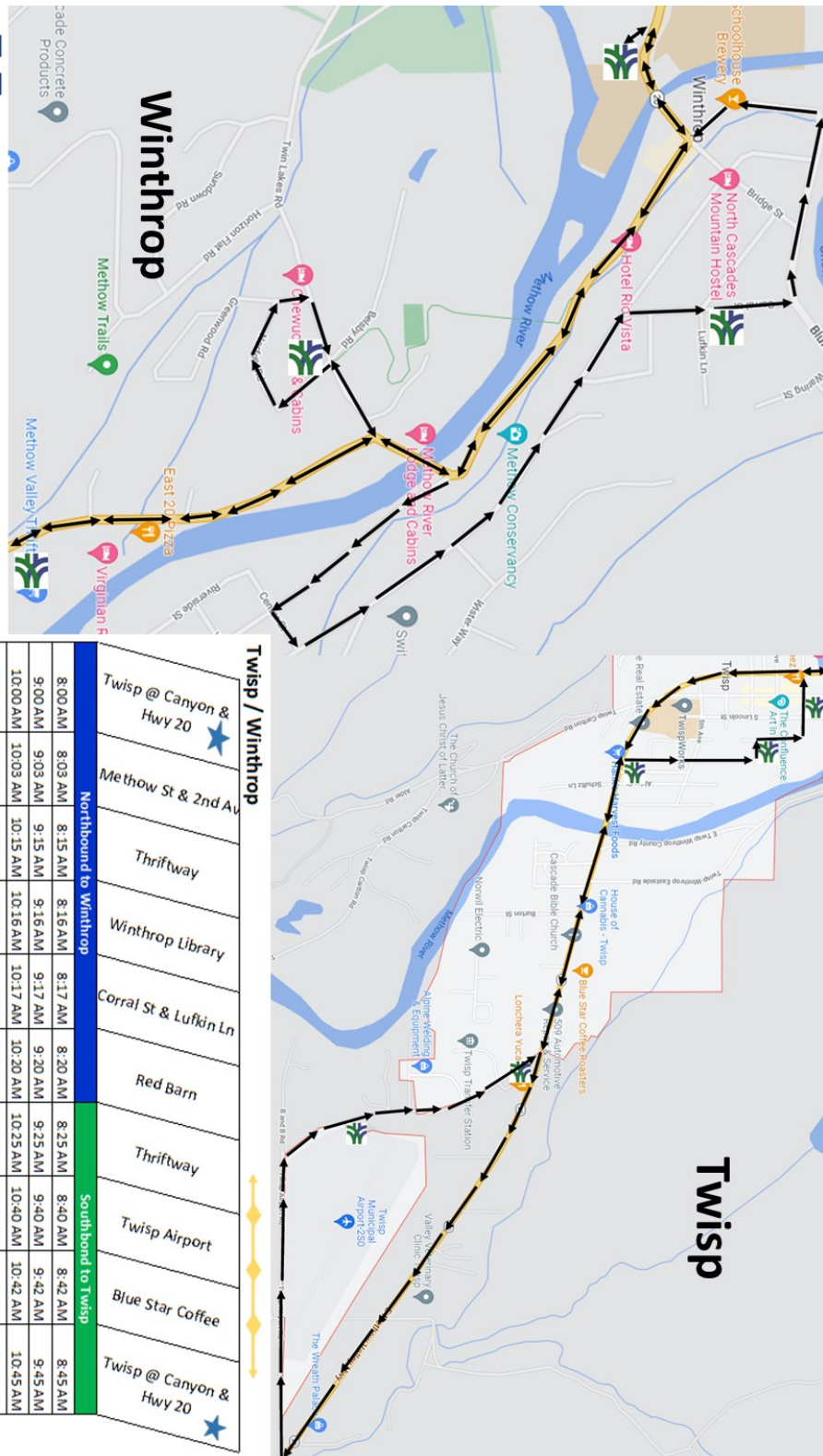
Operating Budget						
Operating Revenues	2022 Approved	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed
Sales Tax	\$3,000,000	\$3,090,000	\$3,182,700	\$3,278,181	\$3,376,526	\$3,477,822
Farebox	\$27,000	\$27,810	\$28,644	\$29,504	\$30,389	\$31,300
Vanpool	\$13,000	\$16,250	\$16,738	\$17,240	\$17,757	\$18,290
Transit Support Grants	\$74,631	\$201,257	\$201,257	\$201,257	\$201,257	\$201,257
Federal Operating Grants	\$244,725					
State Operating Grants	\$329,345	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
State Planning Grants	\$80,000					
Other	\$75,100	\$75,476	\$75,853	\$76,232	\$76,613	\$76,996
Total Operating Revenue	\$3,843,801	\$3,660,793	\$3,755,192	\$3,852,413	\$3,952,542	\$4,055,666
Annual % Change		-5.00%	2.51%	2.52%	2.53%	2.54%
Operating Expenses						
Administration	\$620,374	\$651,393	\$749,102	\$809,030	\$833,301	\$858,300
Vehicle Maintenance	\$342,271	\$393,612	\$472,334	\$510,121	\$525,424	\$541,187
Operating Expenses	\$1,629,541	\$1,873,972	\$2,248,767	\$2,428,668	\$2,525,815	\$2,601,589
Vanpool Expenses	\$25,190	\$25,946	\$26,724	\$27,526	\$28,352	\$29,202
	\$2,617,376	\$2,944,922	\$3,496,926	\$3,775,344	\$3,912,891	\$4,030,278
Annual % Change		11.12%	15.79%	7.37%	3.52%	2.91%

Cash Flow Analysis

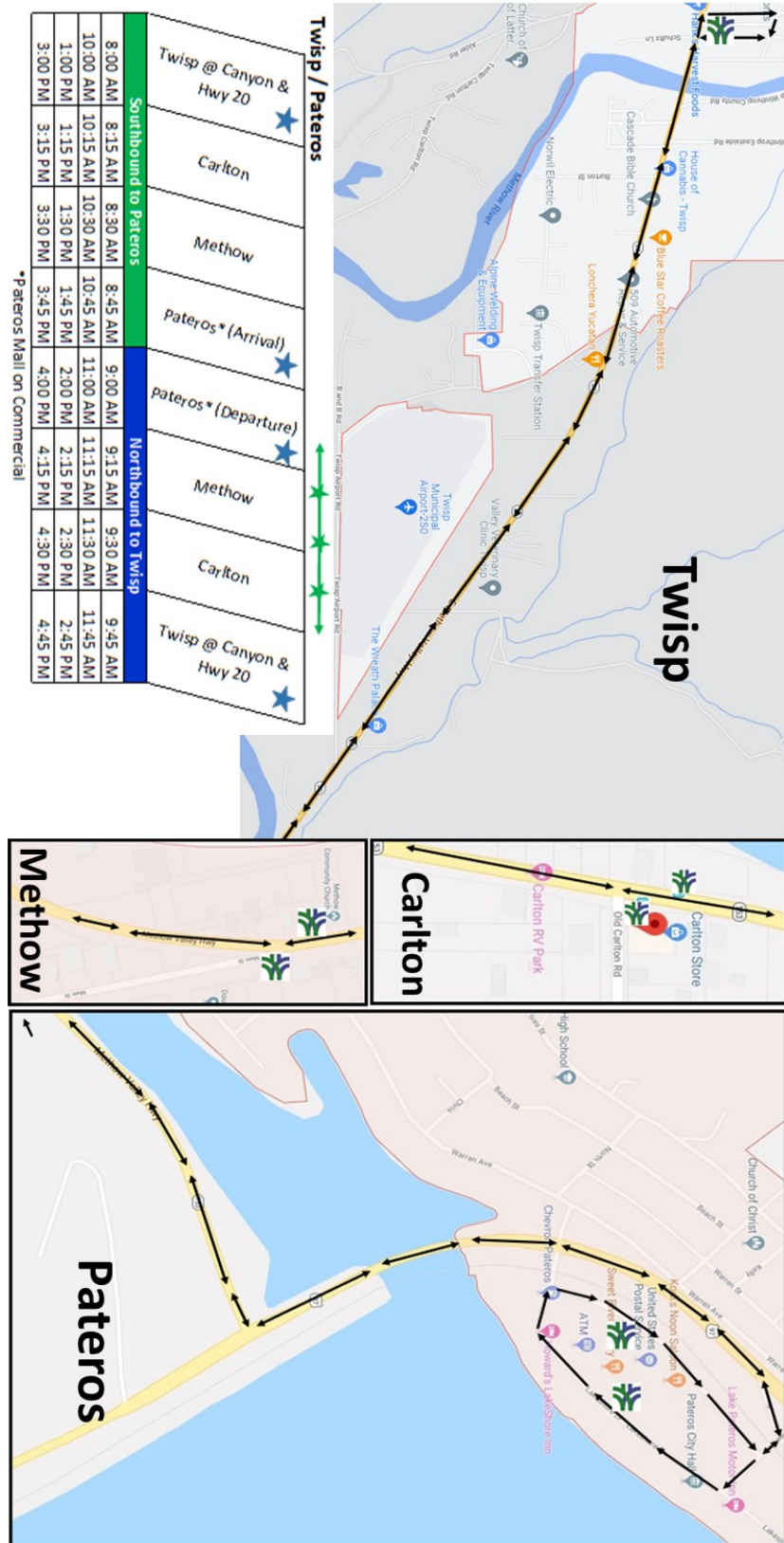
Tables 5 (p 17) and 6 (p 19) represent TranGO's cash flow analysis for 2022-2027 as explained above each of the applicable table.

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

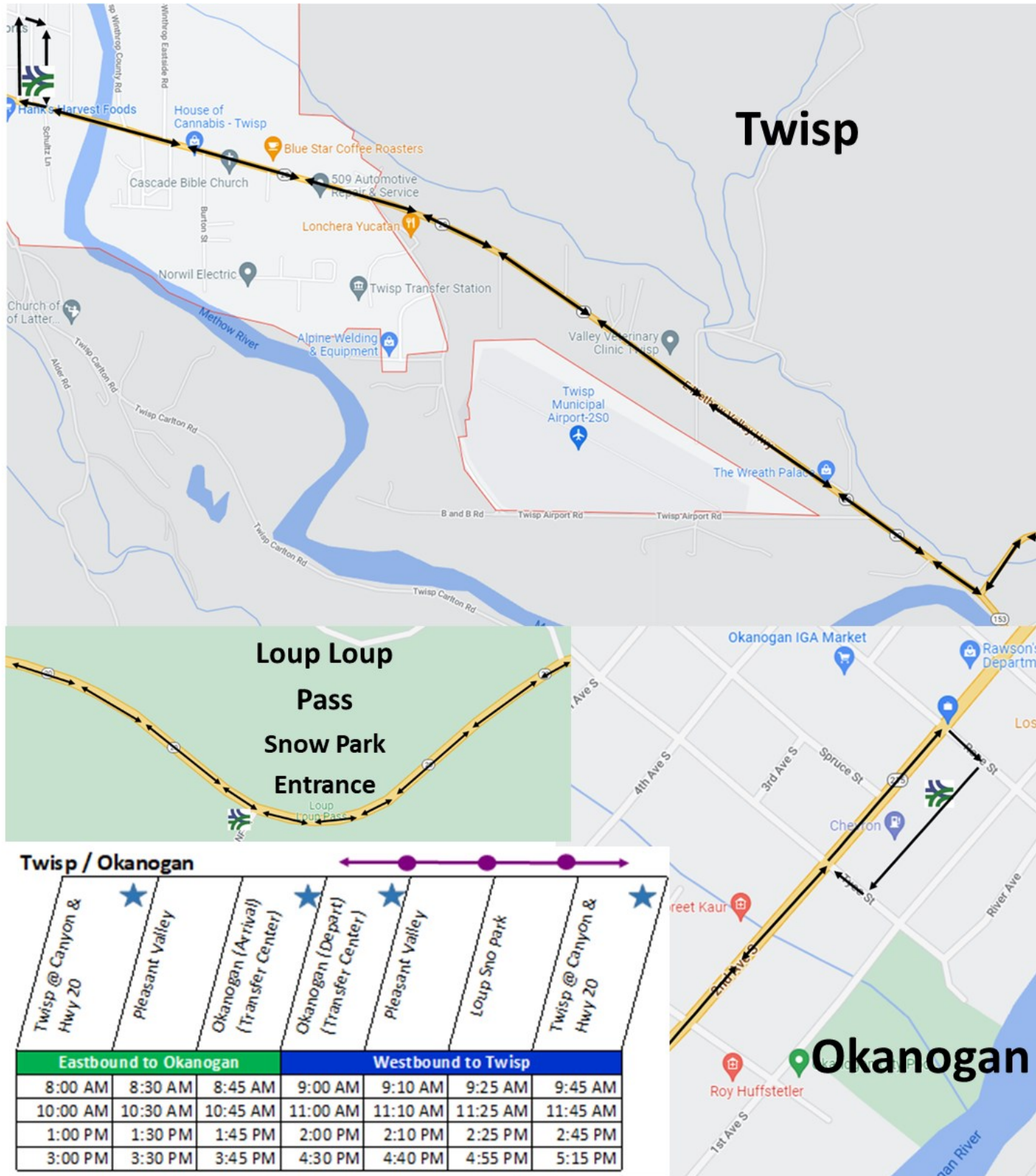
Twisp / Winthrop



Twisp / Pateros



Twisp / Okanogan



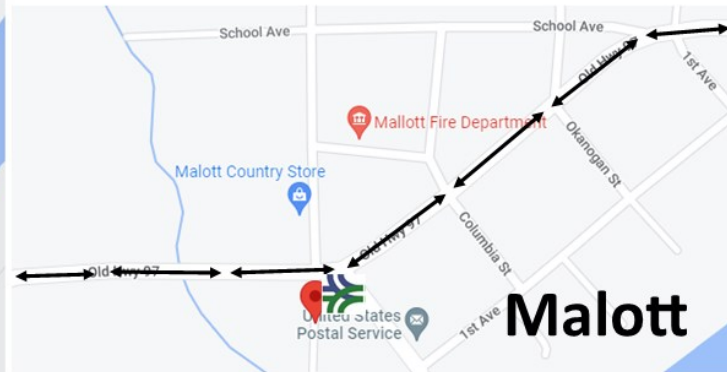
Okanogan / Pateros



Okanogan / Pateros (Malott, Brewster)

Okanogan / Pateros (Malott, Brewster)											
TransGO Main Office Okanogan (Depart)	Old Malott Store	Three Rivers Family Medicine	Brewster Market Place	Pateros Mall on Commercial Ave (Arrive)	Pateros Mall on Commercial Ave (Depart)	Brewster Market Place	Three Rivers Family Medicine	Old Malott Store	TransGO Main Office Okanogan (Arrive)		
Southbound					Northbound						
7:00 AM	7:15 AM	7:34 AM	7:35 AM	7:45 AM	8:00 AM	8:10 AM	8:11 AM	8:30 AM	8:45 AM		
9:00 AM	9:15 AM	9:34 AM	9:35 AM	9:45 AM	10:00 AM	10:10 AM	10:11 AM	10:30 AM	10:45 AM		
2:00 PM	2:15 PM	2:34 PM	2:35 PM	2:45 PM	3:00 PM	3:10 PM	3:11 PM	3:30 PM	3:45 PM		
4:30 PM	4:45 PM	5:04 PM	5:05 PM	5:15 PM	5:20 PM	5:30 PM	5:31 PM	5:50 PM	6:05 PM		

The North Okanogan and South Okanogan Routes are operated by Okanogan County Transportation and Nutrition.



Omak / Okanogan

OMAK - OKANOGAN SHUTTLE						MONDAY - FRIDAY (except holidays)					
NORTH BOUND TO OMAK CLINICS:						↔ TRANSFER LOCATIONS					
Trango (Okanogan) ↔	2nd & Norman	Caso's	Century Link	Sears Lincare	Omak Library	Omak Visitor Center	Travel Plaza	Walmart	Sandflat Rd	Quince St	Omak Clinics ↔
7:05	7:06	7:10	7:12	7:14	7:15	7:17	7:21	7:25	7:27	7:30	7:35
8:05	8:06	8:10	8:12	8:14	8:15	8:17	8:21	8:25	8:27	8:30	8:35
9:05	9:06	9:10	9:12	9:14	9:15	9:17	9:21	9:25	9:27	9:30	9:35
10:05	10:06	10:10	10:12	10:14	10:15	10:17	10:21	10:25	10:27	10:30	10:35
11:05	11:06	11:10	11:12	11:14	11:15	11:17	11:21	11:25	11:27	11:30	11:35
11:35	11:36	11:40	11:42	11:44	11:45	11:47	11:51	11:55	11:57	12:05	12:10
12:05	12:06	12:10	12:12	12:14	12:15	12:17	12:21	12:25	12:27	12:30	12:35
12:35	12:36	12:40	12:42	12:44	12:45	12:47	12:51	12:55	12:57	1:05	1:10
1:05	1:06	1:10	1:12	1:14	1:15	1:17	1:21	1:25	1:27	1:30	1:35
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3:05	3:06	3:10	3:12	3:14	3:15	3:17	3:21	3:25	3:27	3:30	3:35
4:05	4:06	4:10	4:12	4:14	4:15	4:17	4:21	4:25	4:27	4:30	4:35
5:05	5:06	5:10	5:12	5:14	5:15	5:17	5:21	5:25	5:27	5:30	5:35
6:05	6:06	6:10	6:12	6:14	6:15	6:17	6:21	6:25	6:27	6:30	6:35
SOUTH BOUND TO OKANOGAN:											
Omak Clinics ↔	Robinson Canyon	Bartlett & Ash	Omak Library	6th & Okoma	MV Hospital	PUD	Court House	OCCAC	Blue Mtn	Ok Pool	Trango (Okanogan) ↔
7:35	7:37	7:39	7:41	7:43	7:45	7:48	7:50	7:52	7:53	7:55	7:57
8:35	8:37	8:39	8:41	8:43	8:45	8:48	8:50	8:52	8:53	8:55	8:57
9:35	9:37	9:39	9:41	9:43	9:45	9:48	9:50	9:52	9:53	9:55	9:57
10:35	10:37	10:39	10:41	10:43	10:45	10:48	10:50	10:52	10:53	10:55	10:57
11:35	11:37	11:39	11:41	11:43	11:45	11:48	11:50	11:52	11:53	11:55	11:57
12:10	12:12	12:14	12:16	12:18	12:20	12:23	12:25	12:27	12:28	12:30	12:32
12:35	12:37	12:39	12:41	12:43	12:45	12:48	12:50	12:52	12:53	12:55	12:57
1:10	1:12	1:14	1:16	1:18	1:20	1:23	1:25	1:27	1:28	1:30	1:32
1:35	1:37	1:39	1:41	1:43	1:45	1:48	1:50	1:52	1:53	1:55	1:57
2:10	2:12	2:14	2:16	2:18	2:20	2:23	2:25	2:27	2:28	2:30	2:32
3:35	3:37	3:39	3:41	3:43	3:45	3:48	3:50	3:52	3:53	3:55	3:57
4:35	4:37	4:39	4:41	4:43	4:45	4:48	4:50	4:52	4:53	4:55	4:57
5:35	5:37	5:39	5:41	5:43	5:45	5:48	5:50	5:52	5:53	5:55	5:57
6:35	6:37	6:39	6:41	6:43	6:45	6:48	6:50	6:52	6:53	6:55	6:57

OMAK - OKANOGAN SHUTTLE

SATURDAY & HOLIDAYS

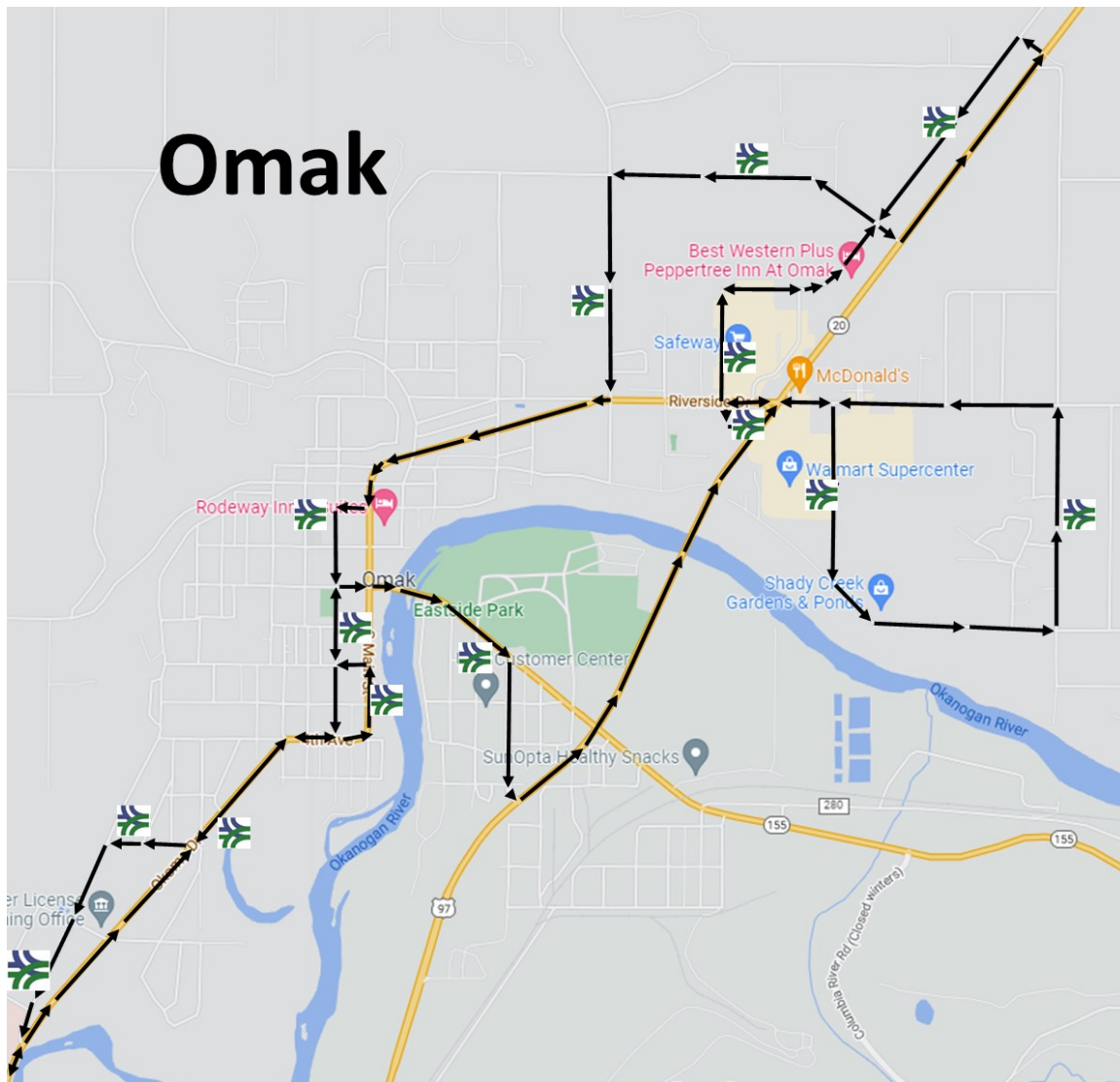
↔ TRANSFER LOCATIONS

NORTH BOUND TO OMAK CLINICS:

Trango (Okanogan) ↔	2nd & Norman	Caso's	Century Link	Sears Lincare	Omak Library	Omak Visitor Center	Travel Plaza	Walmart	Sandflat Rd	Quince St	Omak Clinics ↔
8:05	8:06	8:10	8:12	8:14	8:15	8:17	8:21	8:25	8:27	8:30	8:35
9:05	9:06	9:10	9:12	9:14	9:15	9:17	9:21	9:25	9:27	9:30	9:35
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11:05	11:06	11:10	11:12	11:14	11:15	11:17	11:21	11:25	11:27	11:30	11:35
1:05	1:06	1:10	1:12	1:14	1:15	1:17	1:21	1:25	1:27	1:30	1:35
2:05	2:06	2:10	2:12	2:14	2:15	2:17	2:21	2:25	2:27	2:30	2:35
3:05	3:06	3:10	3:12	3:14	3:15	3:17	3:21	3:25	3:27	3:30	3:35
4:05	4:06	4:10	4:12	4:14	4:15	4:17	4:21	4:25	4:27	4:30	4:35
5:05	5:06	5:10	5:12	5:14	5:15	5:17	5:21	5:25	5:27	5:30	5:35

SOUTH BOUND TO OKANOGAN:

Omak Clinics ↔	Robinson Canyon	Bartlett & Ash	Omak Library	6th & Okoma	MV Hospital	PUD	Court House	OCCAC	Blue Mtn	Ok Pool	Trango (Okanogan) ↔
8:35	8:37	8:39	8:41	8:43	8:45	8:48	8:50	8:52	8:53	8:55	8:57
9:35	9:37	9:39	9:41	9:43	9:45	9:48	9:50	9:52	9:53	9:55	9:57
10:35	10:37	10:39	10:41	10:43	10:45	10:48	10:50	10:52	10:53	10:55	10:57
11:35	11:37	11:39	11:41	11:43	11:45	11:48	11:50	11:52	11:53	11:55	11:57
1:35	1:37	1:39	1:41	1:43	1:45	1:48	1:50	1:52	1:53	1:55	1:57
2:35	2:37	2:39	2:41	2:43	2:45	2:48	2:50	2:52	2:53	2:55	2:57
3:35	3:37	3:39	3:41	3:43	3:45	3:48	3:50	3:52	3:53	3:55	3:57
4:35	4:37	4:39	4:41	4:43	4:45	4:48	4:50	4:52	4:53	4:55	4:57
5:35	5:37	5:39	5:41	5:43	5:45	5:48	5:50	5:52	5:53	5:55	5:57

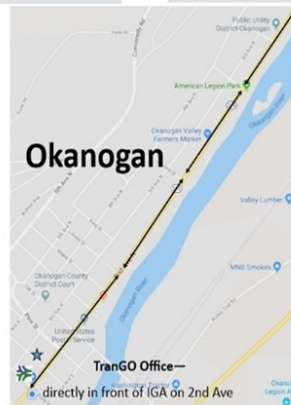
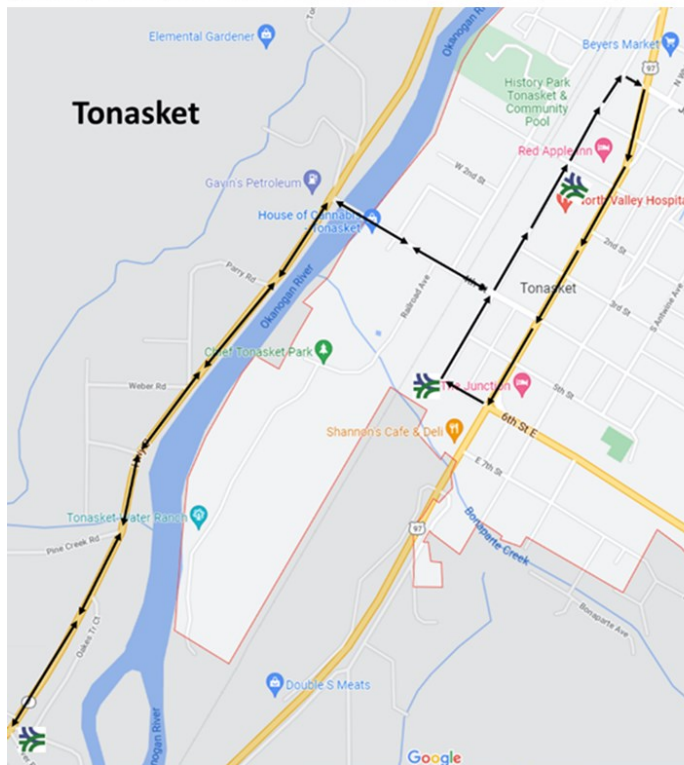


Tonasket / Okanogan

Includes Crumbacher, Riverside and Downtown Omak

Tonasket / Okanogan

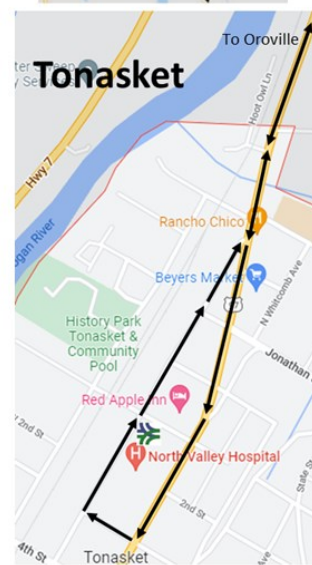
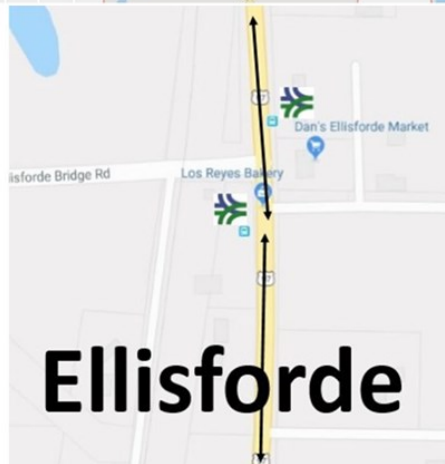
Tonasket @ Western Ave & 1st	John's Landing	Crumbacher	Riverside Store	Omak (Clinics) Shumway & Koala	Okanogan (Arrival) (Transfer Center)	Okanogan (Departure)	Omak (Clinics) Shumway & Koala	Riverside Store	Crumbacher	John's Landing (South Entrance)	Tonasket @ Western Ave & 1st
Southbound to Okanogan						Northbound to Tonasket					
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
3:00 PM	3:04 PM	3:15 PM	3:25 PM	3:35 PM	3:45 PM	4:30 PM	4:40 PM	4:49 PM	5:00 PM	5:12 PM	5:15 PM



Oroville / Tonasket

Oroville / Tonasket

Oroville / Tonasket											
Chevron Oroville	Harvest Shelter Oroville	Akins (Prince's) Oroville	Chevron Oroville	O'Neil Rd/Swanson Mill p.d.	Sigue Ellisforde	Tonasket @ Western & 1st (Arrive)	Tonasket @ Western & 1st (Depart)	Dan's Market Ellisforde	O'Neil Rd/Swanson Mill p.d.	76 Station	Akins (Prince's) Oroville
Southbound						Northbound					
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 AM
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 AM
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 PM
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 PM
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 PM
Harvest Shelter Oroville											5:50 PM



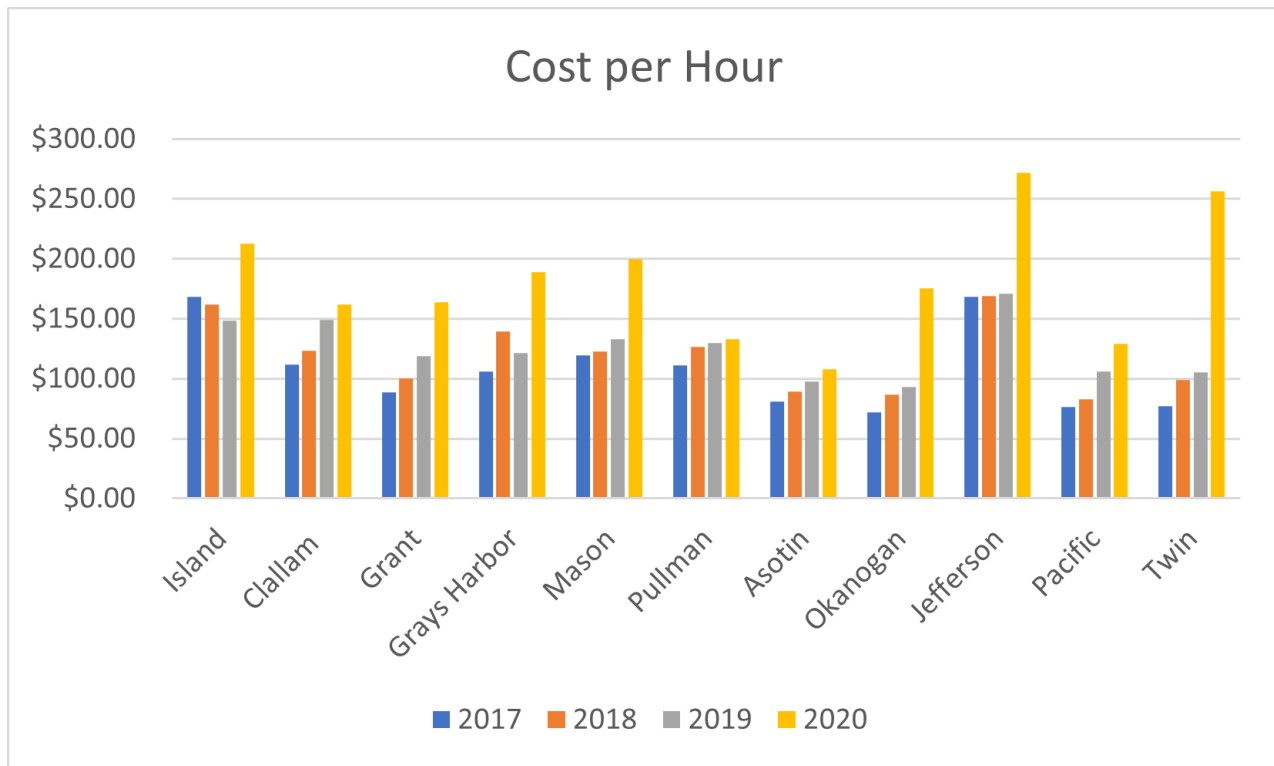
Appendix 2 – Efficiency Measures

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.

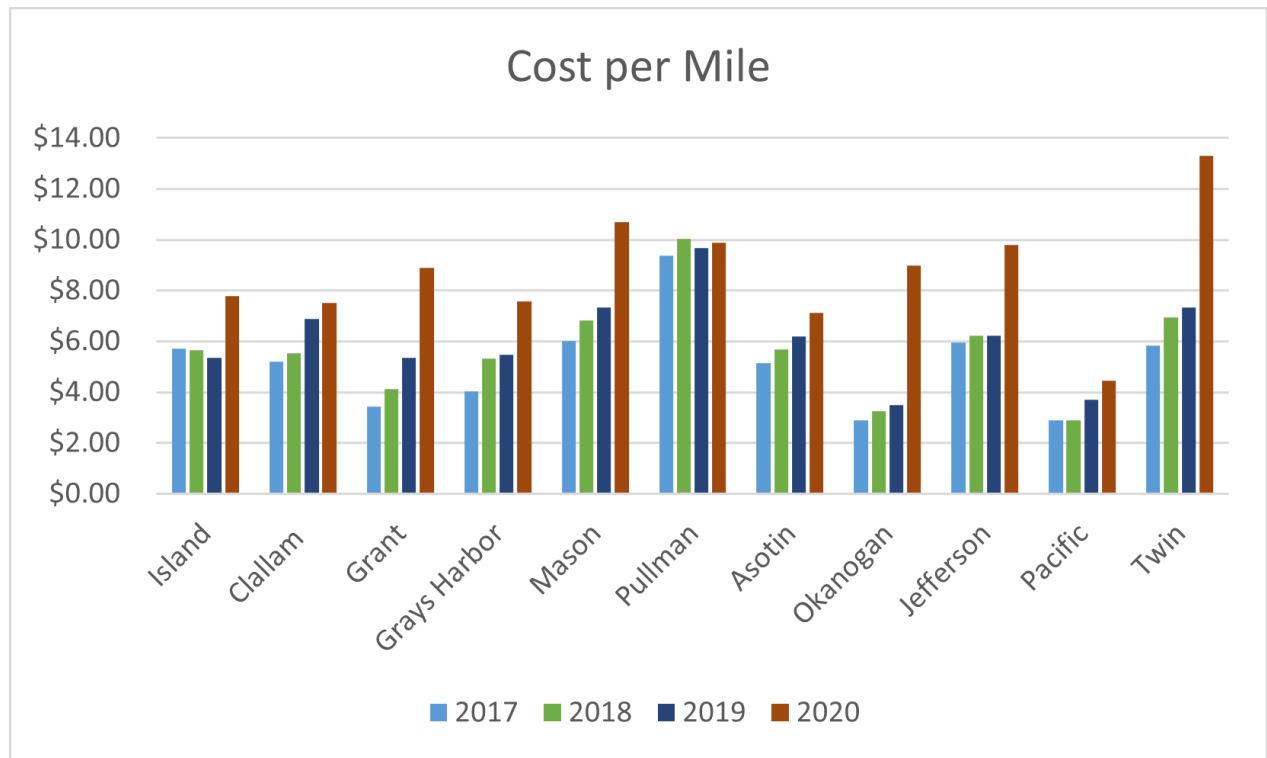
The most recent published version of the Summary of Public Transportation reports data through 2020. In order to analyze TranGO's costs, transits in rural Washington State were selected for comparison. The following graphs show the relative costs between 2017 and 2020. (These service numbers reflect 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. Due to the COVID-19 pandemic, costs of operating increased with a significant decrease in service hours, miles, and ridership causing the cost per hour, mile, and trip to rise significantly. TranGO significantly reduced ridership by offering only fixed route on a reservation basis; the figure illustrating the cost per trip (p 33) shows a drastic comparison between agencies which chose to change operations and agencies that did not.

Cost Per Hour



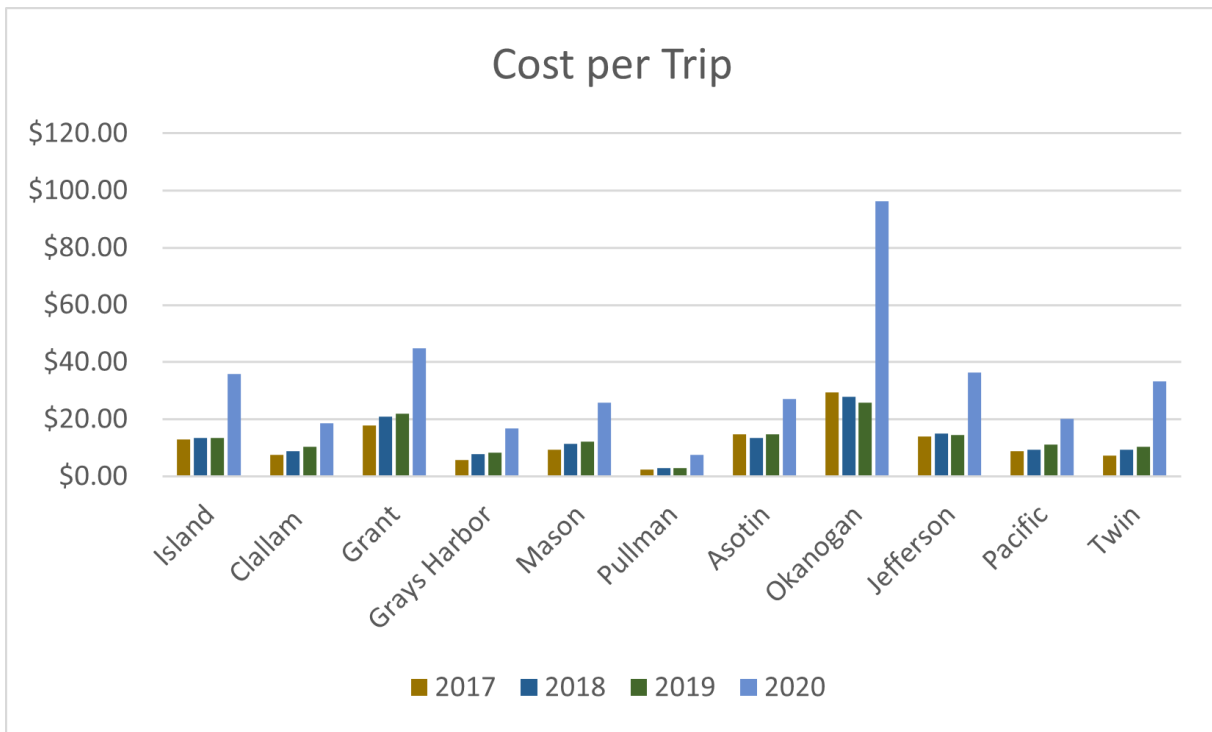
Cost per Hour				
	2017	2018	2019	2020
Island	\$168.15	\$161.75	\$148.70	\$213.01
Clallam	\$112.08	\$123.65	\$148.83	\$161.70
Grant	\$88.41	\$100.40	\$118.90	\$163.64
Grays Harbor	\$106.02	\$139.70	\$121.25	\$188.88
Mason	\$119.35	\$122.76	\$132.98	\$199.75
Pullman	\$111.40	\$126.63	\$129.82	\$133.05
Asotin	\$80.76	\$88.95	\$97.62	\$107.78
Okanogan	\$72.15	\$86.84	\$93.30	\$175.26
Jefferson	\$168.55	\$169.01	\$170.70	\$271.90
Pacific	\$76.22	\$82.82	\$105.82	\$129.12
Twin	\$77.30	\$99.13	\$105.37	\$256.16

Cost Per Mile



Cost per Mile				
	2017	2018	2019	2020
Island	\$5.72	\$5.64	\$5.34	\$7.77
Clallam	\$5.21	\$5.54	\$6.87	\$7.52
Grant	\$3.42	\$4.11	\$5.35	\$8.90
Grays Harbor	\$4.03	\$5.32	\$5.47	\$7.58
Mason	\$6.01	\$6.82	\$7.33	\$10.69
Pullman	\$9.38	\$10.03	\$9.67	\$9.88
Asotin	\$5.15	\$5.67	\$6.18	\$7.13
Okanogan	\$2.88	\$3.26	\$3.48	\$8.98
Jefferson	\$5.95	\$6.23	\$6.23	\$9.79
Pacific	\$2.90	\$2.89	\$3.71	\$4.44
Twin	\$5.84	\$6.95	\$7.35	\$13.29

Cost Per Trip



Cost per Trip				
	2017	2018	2019	2020
Island	\$12.89	\$13.44	\$13.50	\$35.91
Clallam	\$7.63	\$8.73	\$10.34	\$18.52
Grant	\$17.76	\$20.89	\$21.93	\$44.75
Grays Harbor	\$5.71	\$7.85	\$8.40	\$16.78
Mason	\$9.31	\$11.35	\$12.12	\$25.93
Pullman	\$2.46	\$2.81	\$2.91	\$7.53
Asotin	\$14.67	\$13.40	\$14.75	\$27.01
Okanogan	\$29.51	\$27.85	\$25.83	\$96.31
Jefferson	\$14.06	\$14.89	\$14.38	\$36.27
Pacific	\$8.94	\$9.41	\$11.24	\$20.28
Twin	\$7.26	\$9.26	\$10.48	\$33.35