

Northeast Washington Regional Transportation Planning
Organization

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Midpoint Addendum

September 15, 2014

Midpoint Review September 28, 2016



SPONSORED BY:



TRI COUNTY ECONOMIC DEVELOPMENT DISTRICT

AND

NORTHEAST WASHINGTON REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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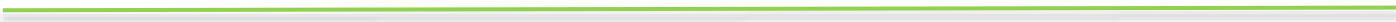


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1. Addendum

This addendum states the changes that the transit providers would like to see in the NEW RTPO Coordinated Public Transit-Human Services Transportation Plan. These changes are to reflect the desired edits of the Mid-Point Review on the Coordinated Public Transit - Human Services Transportation Plan (CTP-HSTP). This is to be reviewed at the September 2016 Transit Committee Meeting and TAC meeting, pending recommendation from both the Transit Committee Meeting and TAC meeting the Mid-Point Review of the CTP-HSTP will be taken to the TEDD Board Meeting.

Listed below include the modifications desired by each transit agency and the section that each modification is on:

2. Career Path Services

- **SECTION 2.3.2**

Removal of Career Path Service bullet point

- **TABLE 4**

Removal of Career Path Services column

- **TABLE 7**

Removal of Career Path Services column

- **SECTION 5.3**

Removal of "and Career Path Services may also need a wheelchair-equipped van to replace an existing van which is at the end of its service life."

3. CCTDOT

- **SECTION 2.3.1**

Edit "Ferry" to "Okanogan"

- **TABLE 1**

Edit Funding Source to include "USDOT and Federal Highway", remove "WSDOT"

- **SECTION 4.2**

Edit to "Three round trips operating between Inchelium and Nespelem in Ferry County Monday through Friday."

- **SECTION 4.4**

Addition of paragraph "The Confederated Tribes of Colville have a van and driver available to veterans on the Colville Reservation. This van is restricted for medical purposes only and is operated through the Confederated Tribes of Colville Veterans Department."

- **TABLE 3**

Addition of transportation option provided by the Confederated Tribes of Colville.

- **SECTION 4.6**

Removal of "no un-needed or unused vehicles except for"

Addition of "and one unused van that the Confederated Tribes of Colville needs to dispose of.

Throughout the region"

- **TABLE 6**

Edit Number of Agency Vehicles to "9"

Edit Vehicle Description to "5 Minibuses, 3 Pickups, and 1 Dump Truck with a plow *One minibus is no longer in operational order"

Edit Passenger Seat Capacity to "3 minibuses with 14 passenger capacity, 1 minibus with 24 passenger capacity"

Edit ADA Accessible to "3 minibuses are ADA Accessible" Edit Bike Rack to "No"

- **SECTION 4.7.1**

Addition of CCTDOT to first paragraph

Addition of "CCTDOT does not have a convenient maintenance option and would like to start a shop of their own located between Coulee Dam and Elmer City. The shop would have a certified mechanic that worked solely on CCTDOT fleet and transit vehicles. This would help decrease expense and time in the shop."

Addition of "CCTDOT" to third paragraph, second sentence

- **SECTION 4.8**

Addition of bullet point "CCTDOT actively coordinates with multiple partners. These partners include Okanogan County Transportation and Nutrition (OCTN), People For People, and Special Mobility Services (SMS)."

- **SECTION 4.10**

Addition of "CCTDOT has recently acquired funding to update technology in their buses. They are working on getting new GPS software to improve tracking and messaging."

- **SECTION 5.3**

Addition of "CCTDOT" to both the second and third bullet points

Addition on the fourth bullet point to include "CCTDOT anticipates the need for more buses to accommodate planned future expansions including but not limited to another bus for the Keller Route."

Addition on the fifth bullet point to include "CCTDOT also expressed a need for a bench at the Inchelium Trading Post Store, but warned against bus stop signs and benches in all stop locations because of the risk of vandalism."

- **SECTION 5.5**

Addition of a bullet point to include "CCTDOT has seen an increase in need for Park-and-Ride options at their transit stops. Many of their riders drive to a transit stop and need to leave their vehicle in a safe designated stop. This could increase ridership for farther destinations, and longer trips."

- **SECTION 5.8.1**

Addition of "CCTDOT expressed that they are limited on drivers and getting applicants with CDL's to apply."

- **TABLE 9**

Addition to Operations, Colville Confederated Tribes Deviated Fixed route, Description to include "Nespelem and Omak, and Nespelem and Coulee Dam."

Removal of objectives "Disadvantaged and Vets", addition of "Target Unmet Needs and Develop Secure Funding"

Addition of a row in New Services to include "Project Name: Colville Confederated Tribes Deviated Fixed Route Service", Description: "Add deviated fixed route between Keller and Nespelem, Electric City and Nespelem, and partner with OTCN to add services to shared area" Addition of objectives "Info, Marketing, Coordination, Target Unmet Needs, and Develop Secure Funding"

4. Gold Line

- **SECTION 4.1**

Previously stated "... the Gold Line has a unique standing and purpose as the region's intercity carrier." to be changed to "... the Gold Line has a unique standing and purpose as the region's intercity carrier serving twelve locations/communities."

- **TABLE 1**

Addition to Service Areas to include "Kettle Falls, Colville, Arden, Addy, Chewelah, Loon Lake, Deer Park, North Spokane, Spokane STA, Spokane Intermodal, Spokane Airport"

Change Fares to "\$5.00 to \$26.00 one-way, \$9.00 to \$50.00 round-trip"

- **SECTION 4.7.2**

Edit to "(Gold Line stops across the street)"

- **SECTION 5.9.2**

Edit to "Gold Line would be interested in a voucher program that would allow low-income individuals to access this significant regional transportation resources but is unsure how to start this program."

- **SECTION 6.4.3**

Addition to the first bullet point to include "Gold Line is interested in starting a rider incentive program but does not know how to initiate such a program."

5. KALTRAN

- **SECTION 2.3.1 KALISPEL TRIBE- KALTRAN**

Update to "Public transportation provider in Pend Oreille County operated by the Kalispel Tribe with demand services on the Kalispel Tribe Reservation, fixed and fixed deviated routes from Cusick/Usk to Spokane, and fixed deviated route from Cusick/Usk to Lone. Also provide Medicaid and Contract Health Transportation Services in Pend Oreille County."

- **SECTION 2.3.2**

Addition of Camas Path Behavioral Health Services bullet point "Camas Path Behavioral Health Services. Multiple service provider including chemical dependency and mental health services along with operating a transitional living facility."

- **SECTION 2.3.5**

Add bullet point "Camas Path Medical Clinic, located in Cusick, WA, Pend Oreille County"
Add paragraph for Camas Path Medical Clinic Needs. "Medical providers from the Camas Path Medical Clinic identified their top need was for additional transportation services on the weekends, to ensure clients were able to have an additional day to get to Spokane offices for specialty appointments."

- **SECTION 2.3.8**

Addition to introduction "and Julia Whitford with the Kalispel Tribe provided the following information regarding the Kalispel Tribe emergency management."

Add three bullet points, First: "Kalispel Tribe's emergency management program works closely with Pend Oreille County and various tribal departments." Second: "Kalispel Tribe is able to and does communicate through NIXLE." Third: "Emergency routes and transportation needs for evacuation purposes have been identified."

- **TABLE 1**

Edit Service Area to "Lone Route: Cusick, Usk, and Lone" and "Spokane Route: Cusick, Usk, Newport, Chattaroy, and Spokane"

Change Fares to "No Charge"

- **SECTION 4.2**

Edit seventh bullet point to "Service between Lone, Cusick, Usk, and the Kalispel Indian Reservation operates two round-trips Monday through Thursday."

Edit eighth bullet point to "Service between Cusick, Usk, Riverside, and Spokane operates four round-trips Monday through Thursday."

- **SECTION 4.3**

Addition of paragraph to explain KALTRAN's services "KALTRAN provides Medicaid services in Pend Oreille County and Spokane County. Eligibility is limited as per KALTRAN's contract with their broker. KALTRAN also operates demand response services on the Kalispel Indian Reservation."

- **TABLE 2**

Addition of KALTRAN column to include "Agency: KALTRAN, Agency Type: Tribal Transportation Agency, Type of Service: Medicaid, Eligibility: Limited, Service Area: Pend Oreille County, Spokane County, and Kalispel Indian Reservation, Hours of Operation: Operating hours may vary depending on the need of the passenger, Advanced Reservation: Yes, 24 hours in advance, Fares: No Charge, Annual Operating Budget: Unknown, Current Funding Source: Unknown"

- **SECTION 4.5**

Edit first bullet point, "KALTRAN is also a contracted Medicaid transportation provider."

- **TABLE 4**

Edit Eligibility "Program Participants: Elders Program, Camas Early Learning Center, Language, Culture, Social Services, Behavioral Health, Domestic Violence, Trade School, Etc."

Edit service area to "Pend Oreille County and Spokane County"

- **TABLE 6**

Edit number of agency vehicles to "11"

Edit vehicle description to "6 buses, 2 vans, 3 cars *Have applied for funding for 11 additional vehicles"

- **SECTION 4.7.1**

Edit to say "Most providers feel that current maintenance practices are meeting needs; KALTRAN expanded their maintenance facility as funding became available..."

- **SECTION 4.7.2**

Edit "KALTRAN has shelter and seating amenities at their stop in Cusick as well."

- **SECTION 5.3**

Removal of "In the near term KALTRAN expects to need an additional large bus for planned expansion."

- **TABLE 9**

Addition in KALTRAN Fixed Route Services description of "Cusick"

- **TABLE 9**

Removal of Maintenance Facility Expansion Row

6. Moccasin Express

- **SECTION 2.3.1 SPOKANE TRIBE OF INDIANS – MOCCASIN EXPRESS**

Update to "Public Transportation provider in Stevens County and Spokane County operated by the Spokane Tribe of Indians with deviated fixed routes within Spokane Tribe's reservation and also connecting four times daily to Spokane locations. Moccasin Express also offers paratransit service to the general public."

- **SECTION 4.2**

Update increase in services "... Coverage in Stevens County also includes an East-West route within the Spokane Tribe's reservation operating Monday through Friday, which connects south daily to the city of Spokane, in Spokane County."

- **TABLE 1**

Addition to Type of Service to include "Intercity, and Fixed Route"

Edit Service Area to "Stevens County: Spokane Tribe of Indians Reservation near West End, Wellpinit, and Ford" and "Spokane County: Spokane Tribe of Indians Reservation near Wellpinit, and multiple Spokane locations"

Edit Hours of Operation to "West End Route: Monday through Friday 5:00AM to 8:00PM", "Ford Route: Monday through Friday 4:45AM to 8:15PM", and "Spokane Route: Monday through Friday 6:15AM to 6:52PM"

- **TABLE 6**

Edit Number of Agency Vehicles to "3 Minibuses"

Edit Passenger Seat Capacity to "3- 14 Passenger Buses"

- **SECTION 4.7.1**

Edit to "Moccasin Express has a new maintenance facility funded and under construction, which is expected to be completed in 2017."

- **SECTION 4.8**

Fourth point needs removed "While Moccasin Express is not currently coordinating services with other providers, internal planning efforts are underway to connect to routes serviced by KALTRAN and STA."

- **SECTION 5.1**

Edit to "... Riders in these areas would benefit from connections to Deer Park, Loon Lake, and Chewelah for medical services, shopping, and other purposes."

7. Rural Resources

- **SECTION 2.3.3**

Edit RRCA bullet point to "purchased"

- **SECTION 2.3.8**

Addition of paragraph to include RRCA evacuation option "RRCA is an evacuation resource used by the Sheriff's departments in all three counties. In Ferry county RRCA has assisted in helping evacuate at risk individuals from Ferry County to shelters in Colville and then returning them when the fire danger had passed. RRCA has also put drivers on standby for evacuation of the Buena Vista Nursing Home and Colville's North hill had there been an evacuation needed. RRCA is an added resource for evacuation because all of their vans and buses are ADA compliant, with a wheelchair lift, that many school buses are unable to offer."

- **TABLE 6**

Change Number of Agency Vehicles to "9"

Edit Vehicle Description to "9 Minibuses, 4 School Buses (Head Start vehicles)"

Addition to Passenger Seat Capacity to include "1- 6 Passenger"

- **TABLE 8**

Add Column "Rural Resources Ferry County, Agency Type: Non-Profit Transportation Provider, Number of Agency Vehicles: 1, Vehicle Description: 1 Van, Passenger Seat Capacity: 1- 6 passenger van, ADA Accessible: Yes, Bike Rack: No"

- **SECTION 5.5**

Addition to the third bullet point of "RRCA has attempted to gain funding for bike racks and has been unsuccessful. RRCA is still interested in getting bike racks for all of their transit vehicles and will continue to look for funding options."

- **SECTION 5.7**

Addition to the seventh bullet point to include "available to veterans, but this vehicle did not come with any operating funds."

8. Special Mobility Services (SMS)

- **TABLE 1**

Edit Fares to "\$2.00 one-way or \$3.00 round-trip for Davenport-Reardan-Spokane Route; \$2.00 one-way or \$3.00 round-trip for Deer Park-Spokane via HWY 2 and HWY 395; \$5.00 one-way trip for Newport-Spokane route"

- **TABLE 6**

Edit Passenger Seat Capacity to "8 - 14 passenger wheelchair vehicles and 2 ambulatory vehicles"
Remove " *For vehicles that don't have them yet, racks will be installed by this fall."

- **SECTION 4.8**

Edit bullet point about SMS to state "SMS coordinates with KALTRAN, RRCA, CCTDOT to share information about routes and schedules. SMS also coordinates with Gold Line, Spokane Transit Authority, Catholic Charities, Spokane Veterans hospital, and ALTCEW."

9. Tri County Economic Development District

- **TABLE 3**

Edit Disabled American Veterans (DAV) Service area to “Montana, Idaho, Washington

Colville Shuttle: Colville, Addy, Chewelah, Deer Park.

Noxon Shuttle: Clark Fork, Hope, Sandpoint, LaCleda, Priest River, Newport, Diamond Lake, Elk, and Chattaroy.

Libby Shuttle: Libby, Troy, State Line, Moyie Springs, Bonners Ferry, Elmira, Samuels, Sandpoint, Laclede, Preist River, Newport, Diamond Lake, Elk, and Chattaroy.

Additional Counties served include: Chelan, Okanogan, Douglas, Grant, Lincoln, Kootenai, Benewah, Latah, and Nez Perce County.”

- **TABLE 5**

Edit Disabled American Veterans (DAV) Service area to “Montana, Idaho, Washington

Colville Shuttle: Colville, Addy, Chewelah, Deer Park.

Noxon Shuttle: Clark Fork, Hope, Sandpoint, LaCleda, Priest River, Newport, Diamond Lake, Elk, and Chattaroy.

Libby Shuttle: Libby, Troy, State Line, Moyie Springs, Bonners Ferry, Elmira, Samuels, Sandpoint, Laclede, Preist River, Newport, Diamond Lake, Elk, and Chattaroy.

Additional Counties served include: Chelan, Okanogan, Douglas, Grant, Lincoln, Kootenai, Benewah, Latah, and Nez Perce County.”

- **SECTION 4.6**

Removal of "no unneeded or unused vehicles except for"

- **SECTION 4.11**

Removal of "While all providers have websites, the KALTRAN and SMS websites were being worked on at the time this plan was prepared, and needed to be updated with current information."

Addition of "All providers have a website."

Edit to include "Other electronic methods of communication used include tribal email system, word of mouth, and Facebook."

- **SECTION 4.11**

Removal of "While a number of current customer communication methods used by individual providers are locally effective, there is currently no centralized process in place for developing and disseminating overall information on regionally available services. An overarching need expressed by most providers is an improved marketing process, including easy-to-find information on available routes, stops and services within the tri-county area."

Addition of "While a number of current customer communication methods used by individual providers are locally effective, there was an overarching need expressed by most providers to improve the marketing process, including easy to find information on available routes, stops, and services within the tri-county area. To remedy this need the Regional Mobility/Veterans Service Coordinator position created a variety of marketing material to represent the public transportation in the tri-county area. This material included rack cards, tri-folds, and fliers that were distributed throughout the community and to transit providers. This material was also present at a fair in each county. The material included all of the transit providers in the tri-county area, their range of transportation, contact information, and types of service provided. Along with that it also included veteran only transportation, volunteer based transportation, and contact information for the Regional Mobility/Veterans Service Coordinator."

Additionally Google Trip Planner was created and updated as needed for the tri-county area. With this additional online presence it allows the general public to route their path of travel using the public transportation available for that area."

- **SECTION 5.8.2**

Edit to "A designated coordinator has been hired..." and "A regional mobility position for NEW RTPO has fulfilled this role

- **SECTION 6.4.1**

Edit to "A mobility management program has been created for the tri-county region, this includes a dedicated staff person..."

Edit to "Suggested responsibilities for the mobility manager could and do include:"

Addition of a bullet point to include "Update GTFS feeds for CCTDOT, KALTRAN, Moccasin Express, SMS, and RRCA in Google Trip Planner."

Removal of "The position's actual duties would need to be tailored to the number of staff hours

- **TABLE 9**

Edit Regional Mobility Management Program project name to "Regional Mobility/Veterans Service Coordinator (RM/VSC)"

Edit Regional Mobility/Veterans Service Coordinator description to "Continuation of full-time RM/VSC position to facilitate tri-county transit committee, manage regional transit initiatives, expand relationships with other eastern Washington transit groups, and organize advocacy initiatives. In addition to RM/VSC salary, request for 2016/2017 biennium should include funding to update regional marketing tools, update Google Trip Planner and prepare regional timetable. Further development of programs such as Travel Training and Mobility Workshops are also being initiated."