

Transit Development Plan 2021- 2026

Skagit Transit



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About Skagit Transit

Skagit Transit has the following office and facility locations:

Maintenance, Operations and Administration (MOA) Office
600 County Shop Lane
Burlington, WA 98233

Skagit Station
105 E. Kincaid Street
Mount Vernon, WA 98273

New Maintenance, Operations and Administration (MOA) Construction Site
11784 Bay Ridge Drive
Burlington, WA 98233

Skagit Station is a multi-modal transportation facility owned and operated by Skagit Transit. Skagit Transit leases space to AMTRAK, Greyhound and to any private concessionaire wishing to operate the coffee shop.

Park and rides facilities maintained by Skagit Transit include:

1. Chuckanut Park and Ride, located near I-5 Exit 231 in north Burlington. This facility is owned by WSDOT and is operated by Skagit Transit. Skagit Transit is owner of the bus island and transfer station located at the Park and Ride.
2. March's Point Park and Ride, located near Anacortes off Highway 20 at Christianson Rd, the facility is owned by Skagit Transit, the land is leased through a long term lease agreement between Skagit Transit and Shell Oil Products, Inc.
3. South Mount Vernon Park and Ride, located in Mount Vernon just off I-5 on Old Highway 99, this facility is owned by Skagit Transit.
4. Alger Park and Ride, located in Alger just off I-5 at exit 240, this facility is owned by Skagit Transit.
5. Sedro-Woolley Park and Ride and Transfer Station, located near the convergence of Cook Road and Highway 20 in Sedro-Woolley.

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Section 1 – Introduction

Skagit Transit’s Six-Year Transit Development Plan (TDP) identifies how the agency will meet state and local long-range priorities for public transportation through capital improvements, operating changes, and other programs. The plan addresses how such programs will be funded and how it conforms to the State’s transportation system policy goals (RCW 47.04.280) by supporting local comprehensive planning, as well as, economic objectives within Skagit County. State transportation system policy is made up of six strategic 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;
- 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; and
- Stewardship. To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Regional goals and priorities are set forth in the *Skagit 2040 Regional Transportation Plan* and are consistent with the goals listed above.

Skagit Transit over the next six years aims to maintain efficient fixed route service, a growing vanpool program, and ADA complementary transit service within three-quarters of a mile of local fixed route lines. Also, within the six year timeframe, Skagit Transit plans to modestly expand service into under-served, and unserved urban areas. Along with, expanding service days and hours on routes where demand has or will surpass the current level of service. Actions planned over the next six years are intended to conserve energy and improve access to employment centers, shopping areas, health facilities, housing areas, education facilities, and other existing bus, rail, and ferry systems for all persons irrespective of age, income or physical challenges. Importantly, Skagit Transit plans over the next six years to complete the relocation of its Maintenance, Operations, and Administrative Base (MOA) to a new site that will sustain agency growth for the next 20+ years.

This document provides a framework for guiding service delivery over the next six years. It is reviewed annually and amended to reflect funding realities and changing service needs or objectives. This document is also a tool for communicating Skagit Transit’s short- and mid-range plans to the public and is used within the organization to identify grant opportunities, for procurement planning, for budgetary purposes, and for updating the Regional Transportation Improvement Plan, as well as, the State’s Transportation Improvement Plan.

COVID-19 Impacts

Skagit Transit has been heavily impacted by the COVID-19 pandemic. A transit agency's TDP is supposed to be a reflection of what we will accomplish this year and in the years ahead. As Skagit Transit and the rest of the country emerges from the COVID-19 pandemic, the financial impacts have been minimal, but the impact to our service has been significant. Service hours, service miles, and ridership will not return to normal in 2021 as we will operate reduced service for a large portion of the year.

Non-financial impacts will be noted throughout the document where warranted such as in Appendix A: Operating Data. 2021 will have a substantial drop in ridership and fare revenue based on what has happened across all modes. However, it is difficult to predict how ridership and fare revenue will perform for the remainder of the year. There is much speculation within the transit industry as to how fast ridership and fare revenue will recover.

Section 2 - Organization

Structure of Governance

Skagit Transit was established under RCW 36.57A. The authority was established in 1993 when voters approved a 0.2% local sales tax (\$0.002 per \$1) to support transit service in the Mount Vernon and Burlington areas. Since initial voter approval in 1993, the Public Transit Benefit Area (PTBA), or service area, has expanded to include Anacortes, La Conner, Sedro-Woolley, Lyman, Hamilton, and Concrete. Voters in unincorporated Shelter Bay, Burlington Country Club, North and Northwest Skagit County, and Big Lake have also been annexed into the PTBA after successful voter initiatives to expand Skagit Transit's service area. In November 2008, voters approved an additional 0.2% sales tax to support transit service in the PTBA. Currently Skagit Transit is supported by a 0.4% sales tax. This equates to \$0.04 for every \$10 spent within the PTBA. Fares as well as capital and operating grants also support the expense of the transit system.



BOARD OF DIRECTORS

Skagit Transit is governed by a nine-member board of directors. Currently, the board is made up of elected officials representing Skagit County, Anacortes, Burlington, Mount Vernon, Sedro Woolley, and other smaller cities, as well as, towns. The team of nine also includes a tenth non-voting position. This position is titled Labor Representative to the board of directors.



Jill Boudreau
Chair, Mayor Mount Vernon



Steve Sexton
Mayor, Burlington



Laurie Gere,
Vice-Chair Mayor Anacortes



Peter Browning,
Skagit County Commissioner



Ron Wesen,
Skagit County Commissioner



Rick DeGloria
Burlington City Council



Lisa Janicki
Skagit County Commissioner



Julia Johnson,
Mayor, Sedro-Woolley



Mark Hulst
Mount Vernon City Council

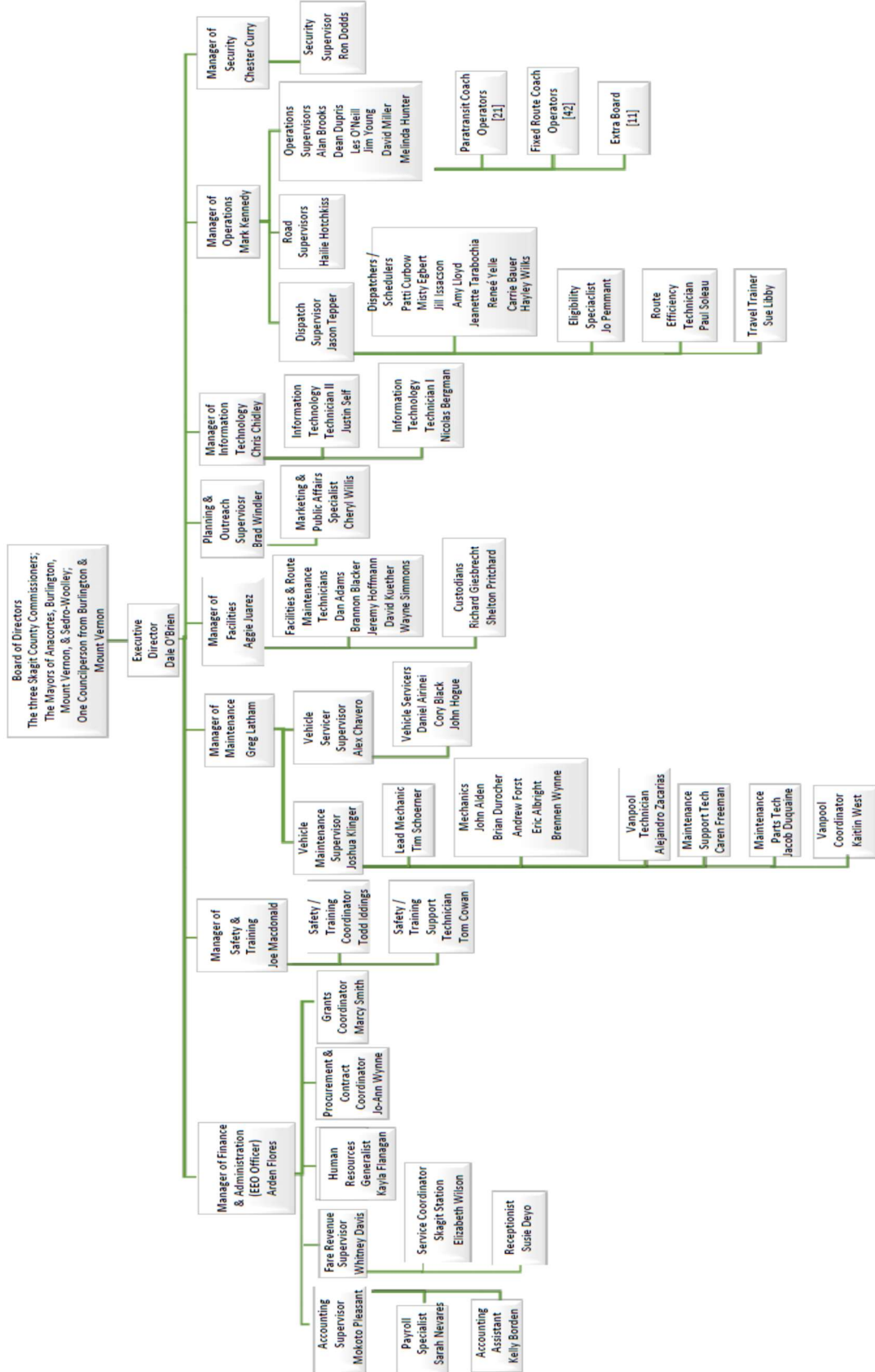


Figure 2.1 Skagit Transit Organizational Chart effective April 2021

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Mission Statement

To enhance the quality of life in our service area by excelling in the efficient and effective provision of safe, accessible, reliable and attractive public transportation services by courteous and professional employees.

Organizational Values

Safety: We commit to ensure that our employees, passengers and the general public's safety are always our first consideration.

Service Excellence: We commit to provide safe, clean, reliable, on-time, courteous service for our clients and customers.

Workforce Development: We commit to make Skagit Transit a learning organization that attracts, develops, motivates and retains a world class workforce.

Fiscal Responsibility: We commit to manage every tax payer and customer-generated dollar as if it were coming from our own pocket.

Innovation and Technology: We commit to actively participate in identifying best practices for continuous improvement.

Sustainability: We commit to reduce, re-use and recycle all internal resources and reduce greenhouse gas emissions.

Integrity: We commit to rely on the professional ethics and honesty of every Skagit Transit employee.

Teamwork: We commit to actively blend our individual talents to achieve world-class performance and service.



Section 3 – Service Characteristics

Skagit Transit provides local fixed route service, commuter bus service, ADA transit service, and a vanpool program.



Fixed Route Service

Skagit Transit's fixed route service includes local routes, commuter routes, and flex routes. **In 2020 the number of all fixed route passenger boarding's (local and commuter) declined by -57.9% from 2019.**

Fixed route service is offered along a pattern of streets or routes, operating on a set schedule of pulses from Skagit Station, Chuckanut Park and Ride, March's Point Park and Ride, and other designated transfer locations including Skagit Valley College, 10th Street and Q Avenue in Anacortes, as well as, the Sedro-Woolley Park and Ride.

In 2020 there were 17 fixed routes, including 10 local urban routes, three commuter routes and four rural routes. With all routes combined, Skagit Transit covers 322 miles of streets, roads, and highways. Local fixed routes operated between 5 and 7 days per week. Commuter routes operate 7 days per week. Rural routes operate between 5 and 6 days per week.

All Skagit Transit buses are accessible to persons with ADA requirements. Plus, all local fixed route buses have bike racks.

Commuter Routes - Commuter routes are a special category of fixed route service. In 2020, Skagit Transit operated three commuter bus routes, the 80X making express trips between Mount Vernon and Bellingham, the 90X making express trips between Mount Vernon and Everett, and the 40X making express trips between Anacortes and Mount Vernon. Commuter bus schedules feature longer stretches of closed-door service and limited stops. Commuter routes also feature peak commute hour scheduling. Whatcom Transportation Authority (WTA) and Skagit Transit jointly operate the 80X.

Levels of Service – Skagit Transit operates a variety of route types based upon population density and nearby land use. Each route type has a minimum and ideal frequency. Frequency is adjusted as ridership, land use, and other factors impact the performance of a particular route.

Rural Routes- serve low density areas and small towns outside of the county’s major population centers.

Urban Circulators- primarily operate inside the boundaries of the cities in Skagit County.

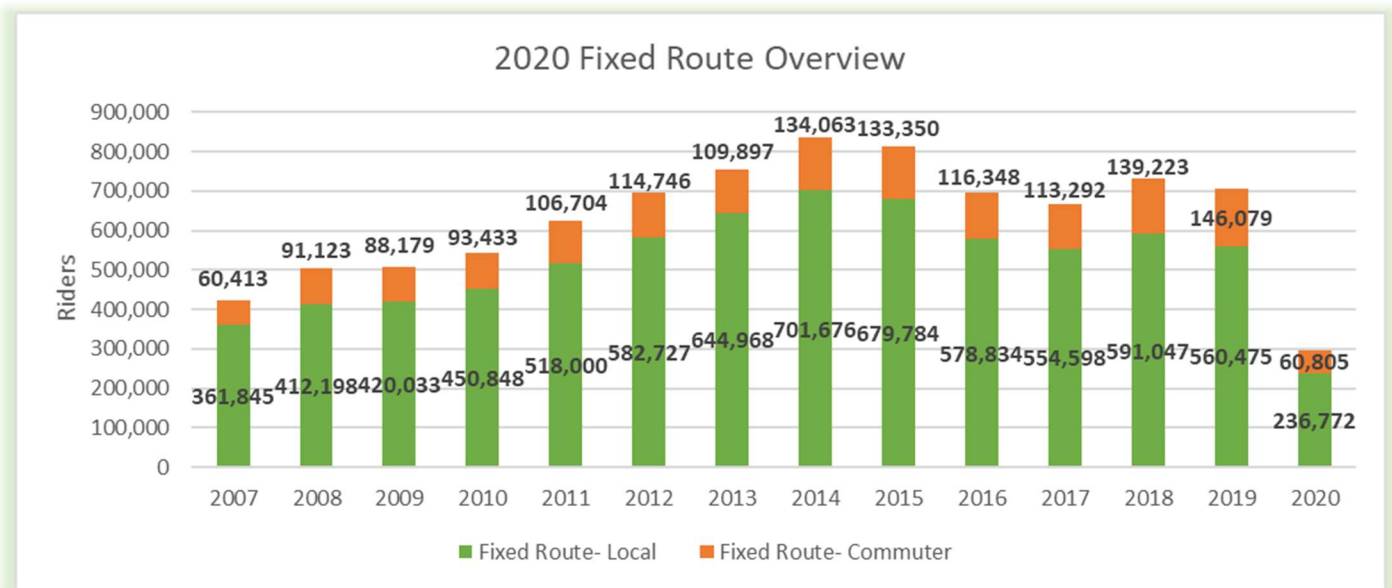
County Connectors- provide public transportation connections across county lines or serve as the primary connection with transit agencies from adjoining jurisdictions that operate service to Skagit County. County Connectors are often used by commuters and may have a higher frequency at certain peak periods.

	Minimum	Ideal
Rural Routes	180 minutes	60 minutes
Urban Circulators	60 minutes	30 minutes
County Connectors	120 minutes	30 minutes non-peak 15 minutes in peak

Figure 3-1: 2015 thru 2020 Fixed Route Operating Statistics

	2015	2016	2017	2018	2019	2020	2019-2020 % Change
Passenger Trips	813,134	698,182	667,890	730,270	706,554	297,577	-57.9%
Revenue Miles	1,241,986	1,192,251	1,266,296	1,338,799	1,365,728	965,006	-24.3%
Revenue Hours	68,993	67,816	71,103	76,398	76,997	54,143	-29.7%

Figure 3-2: Fixed Route Overview



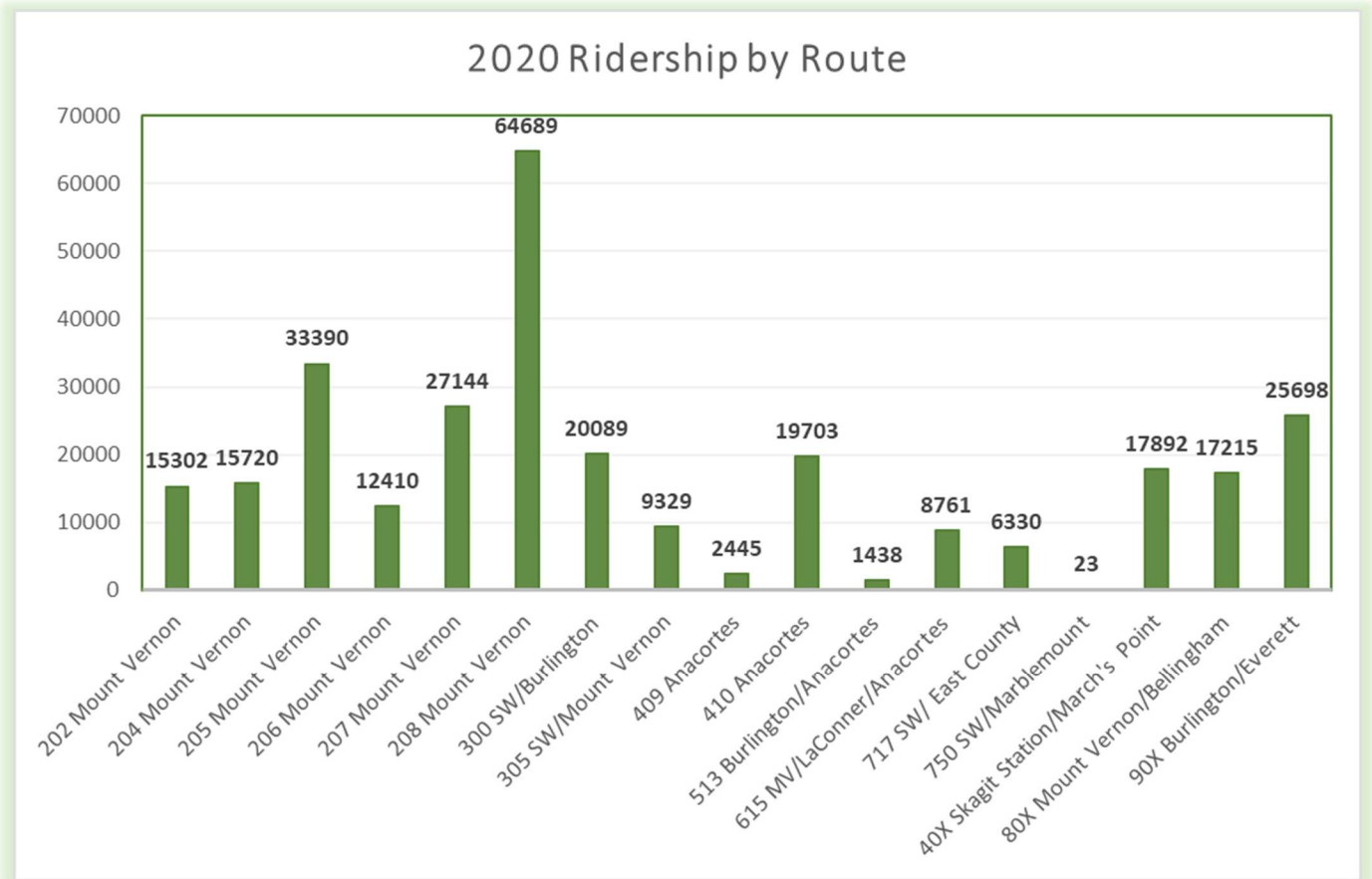


Figure 3-3: 2020 Ridership by Route

ADA Transit

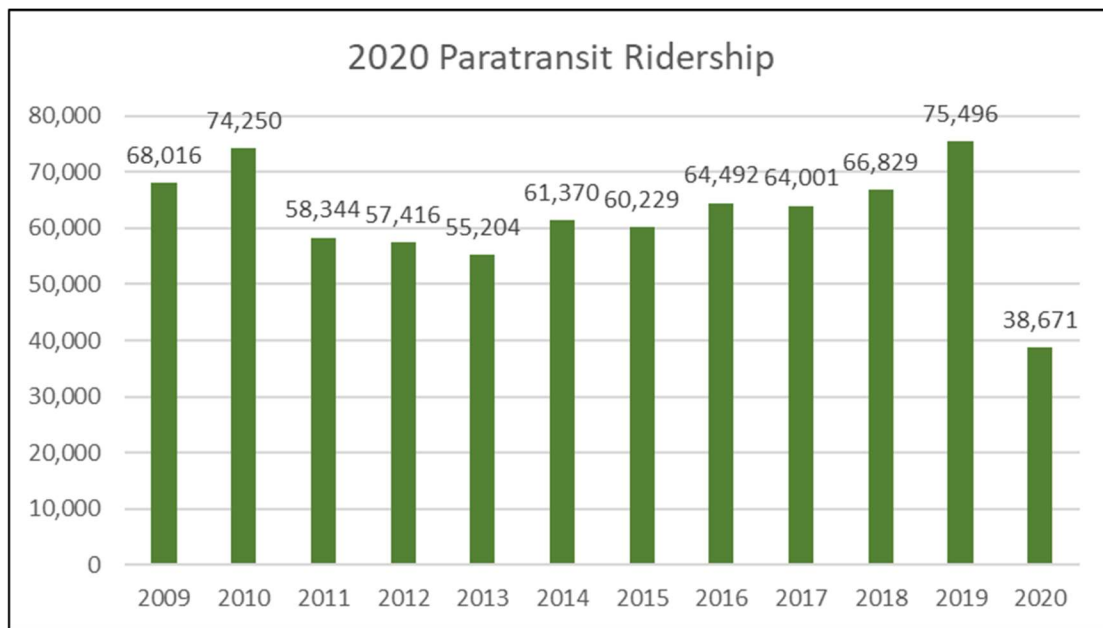
ADA Paratransit provides specialized transportation comparable with Skagit Transit's fixed-route bus service. **In 2020, ADA transit boarding's decreased by -48.8% from 2019.**

Paratransit is a pre-scheduled service designed for people who are unable to get to the nearest bus stop or use a fixed-route bus. ADA transit is for individuals whose conditions and/or disabilities prevent them from using Skagit Transit's fixed-route buses. To become an ADA transit client, passengers go through an eligibility application and approval process. Curb-to-curb service is provided to most ADA clients within the PTBA service area. Clients are required to call in advance of the trip and inform Skagit Transit of the origin, destination, and time of the trip. It is a shared ride service and clients may be required to remain onboard while other passengers are picked up and dropped off on the way to the rider's destination. ADA transit service operates during the same hours as the fixed routes line it compliments.

Figure 3-4: 2015 thru 2020 ADA Operating Statistics

	2015	2016	2017	2018	2019	2020	2019 to 2020% Change
Passenger Trips	60,229	64,492	64,001	66,829	75,496	38,671	-48.8%
Revenue Miles	293,958	333,240	341,321	332,231	445,994	246,972	-44.6%
Revenue Hours	27,052	30,046	31,044	33,239	37,563	21,407	-43.0%

Figure 3-5: Paratransit Ridership



Vanpool Program

The Vanpool Program is a service that allows people with long commutes to share the drive to work with others making the same or similar trip. **In 2020 vanpool passenger trips decreased by 45.1% from 2019.** Skagit Transit had 29 active vans as of the end of 2020. A vanpool group consists of 5 to 15 individuals with a driver provided from within the vanpool group. Vanpool groups must either start or end their trip in Skagit County. Groups pay a monthly fee and a per mile charge. Skagit Transit maintains the van and provides fuel and insurance. In 2020, the cumulative sum of the distances ridden by each vanpool passenger totaled 2,817,620 miles. By far the largest number of vanpool users, 60%, are traveling to Snohomish County as Boeing employees. However, forecasting demand for the service can be difficult because of variables such as gas prices, tolls, and the economic impact of the COVID-19 pandemic.

	2015	2016	2017	2018	2019	2020	2019 to 2020 % Change
Passenger Trips	60,229	118,028	108,100	110,388	114,180	62,739	-45.1%
Revenue Miles	293,958	1,021,395	981,440	1,057,836	1,085,851	689,617	-36.5%
Revenue Hours	27,052	27,976	26,761	28,928	29,504	18,968	-35.7%

Figure 3-6: 2015 thru 2020 Vanpool Operating Statistics

Fares

Figure 3-7: The 2020 fare structure

	REGULAR	YOUTH	REDUCED
Standard Fare	\$1.00	\$0.50	\$0.50
One-Day Pass (local)	\$3.00	\$1.50	\$1.50
31-Day Pass (local)	\$30.00	\$15.00	\$15.00
County Connectors (Commuter Service)	\$2.00	\$1.00	\$1.00
County Connector Day Pass	\$6.00	\$3.00	\$3.00
County Connector 31-Day Pass	\$50.00	\$25.00	\$25.00
ADA Transit Single Ride	\$2 per ride		
ADA Transit 31-Day Pass	\$60		
Vanpool Fares	\$200 / Month / Vanpool + Mileage Costs (\$0.30 7-person van & \$0.38 12-15-person van)		

Section 4: Service Connections

Skagit Transit provides services to the following public transportation facilities:

- Skagit Station, Mount Vernon
- Washington State Ferry Terminal & Guemes Island Ferry Terminal, Anacortes
- Alger Park and Ride, Alger
- Chuckanut Park and Ride, Burlington
- March's Point Park and Ride, Anacortes
- South Mount Vernon Park and Ride, Mount Vernon
- Sedro-Woolley Park and Ride
- Lincoln Creek Park and Ride, Bellingham
- Bellingham Station, Bellingham
- Everett Station, Everett

Skagit Transit provides connections to the following public transportation providers:

- AMTRAK trains – Skagit Station
- Greyhound Bus – Skagit Station
- Washington State Ferry, Anacortes
- Skagit County Guemes Ferry, Anacortes
- Island Transit – Skagit Station & March's Point Park & Ride, Anacortes
- Whatcom Transportation Authority – Skagit Station & Bellingham Station
- Everett Transit – Everett Station
- Community Transit – Everett Station
- Sound Transit – Sounder Train/Bus - Everett Station

Skagit Transit provides services convenient to most of the public schools within our service area including Skagit Valley College. Service is also provided to the hospitals in Anacortes, Mount Vernon and Sedro-Woolley as well as to important government centers such as the Skagit County Courthouse and city and town halls.

Through a partnership with Whatcom Transportation Authority a service connection is also provided to Western Washington University in Bellingham.

Section 5: Planned Activities, 2021-2026

Over the next six years, Skagit Transit aims to maintain efficient fixed route service, a growing vanpool program, and maintain ADA complementary transit service within three-quarters of a mile of local fixed routes. Skagit Transit also plans to modestly enhance and expand service into under-served, and unserved urban areas and to enhance service to rural areas where demand has surpassed the level of service provided.

The relocation of Skagit Transit’s Maintenance, Operations, and Administrative Base (MOA) is the largest capital facilities project planned over the next six years. Based upon a recently completed Feasibility Study, Skagit Transit has purchased a former FedEx facility and some adjacent land for a new MOA facility. Over the next two to three years, Skagit Transit hopes to complete the redevelopment of this facility and to relocate all of its operations and equipment to this facility by 2023.

The following tables describe the planned activities to be undertaken by Skagit Transit from 2021 to 2026. These activities include the deployment of new transit service, the continuation and adjustment of existing service, plan development, MOA base relocation, and equipment purchases. Activities that occur by other entities but involve Skagit Transit funding contributions are noted as “ST Partner Project”.

These tables include capital projects and service expansions that may require grant funding to complete. The timing of grant funds can be unpredictable. Project timelines may be pushed forward or back depending on grant availability. In the event that grant funding is not available or insufficient to complete a project, it will be reevaluated.

2021	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Plan for Operating Services from new MOA2 Facility • Participate in regional transportation planning to improve County Connector system • Annual Update of Public Transportation Agency Safety Plan (PTASP) • Rollout Safety Data Sheets Training to staff
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc. • Increase frequency of Route 207 to 30 minutes • As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc. • Introduce new deviated fixed route service around the town of Concrete • As funding allows implementation of express services from outlying areas • Introduce new Route 70X express to connect east county towns to Skagit Station in Mount Vernon
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Construct Phase 1 for MOA Base relocation project • Design and Construct Comfort Station at Sedro Woolley Park & Ride • Construct Sedro Woolley Food Bank Pullout
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 25 <ul style="list-style-type: none"> ○ Continue propane powered paratransit vehicle purchases as funding permits • Implement a project to provide real time info to riders • Implement software upgrades to operational dispatching software to increase capabilities such as Spanish IVR functions for Spanish speaking clients. • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection • Improve safety through implementation of equipment/software upgrades on existing coaches

Figure 5-1: 2021 Planned Activities

2022	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP) • Conduct Triennial Rider Survey for National Transit Database reporting
Services	<ul style="list-style-type: none"> • Preservation of existing service • Introduce new Route 101 to serve as a circulator route in Burlington • Introduce a pilot project to start a shopping express shuttle running from the Anacortes Ferry Terminal to the main shopping corridor of Burlington and Mount Vernon in between Memorial Day and Labor Day. • Redesign Route 300 into two separate routes. Route 300 would be a circulator in Sedro Woolley. Route 301 would be a connecting route between Sedro Woolley and Burlington. • As funding allows, implement service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Construct Phase 2 and 3 of the MOA Base relocation project • Begin transfer of personnel and equipment to new MOA • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 25 <ul style="list-style-type: none"> ○ Continue propane powered paratransit vehicle purchases as funding permits • Purchase additional equipment to support revenue operations and maintenance at the new MOA. • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection • Improve safety through implementation of equipment/software upgrades on existing coaches

Figure 5-2: 2022 Planned Activities

2023	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Develop Long Range Capital Plan • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP) • Conduct a Strategic Planning Process
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc. • As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Complete construction for MOA Base relocation project • Complete transfer of personnel and equipment to new MOA • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Add pedestrian canopy on the bus island at major transfer points • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Purchase additional equipment to support revenue operations and maintenance at the new MOA. • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 25 <ul style="list-style-type: none"> ○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows ○ Continue propane powered paratransit vehicle purchases as funding permits • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection • Improve safety through implementation of equipment/software upgrades on existing coaches • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-3: 2023 Planned Activities

2024	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)
Services	<ul style="list-style-type: none"> • Preservation of existing service • Website upgrades for improved accessibility • As funding allows, implement urban service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc. • As funding allows, implement rural service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Add pedestrian canopy on the bus island at major transfer points • Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a installing electric bus charging equipment, canopy over revenue vehicle parking, etc • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 25 <ul style="list-style-type: none"> ○ Complete the conversion of the paratransit fleet from diesel to propane fuel ○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection • Improve safety through implementation of equipment/software upgrades on existing coaches • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-4: 2024 Planned Activities

2025	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP) • Conduct Triennial Rider Survey for National Transit Database reporting
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement urban service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc. • As funding allows, implement rural service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Add pedestrian canopy on bus island at major transfer points • Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc. • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 25 <ul style="list-style-type: none"> ○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection • Improve safety through implementation of equipment/software upgrades on existing coaches • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-5: 2025 Planned Activities

2026	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Conduct Triennial Rider Survey for development of Average Passenger Trip Length data • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement urban service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc. • As funding allows, implement rural service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 25 <ul style="list-style-type: none"> ○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows • Replace computer servers and other IT hardware as necessary • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection • Upgrade and replace dispatch hardware and communication equipment as necessary • Add Wi-Fi to both fixed route and paratransit revenue fleets • Upgrade and update mobile data terminal to keep up with current data technology • Improve safety through implementation of equipment/software upgrades on existing coaches • Procurement and implementation of new or upgraded electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency • Purchase and activate a third radio repeater to improve radio function between vehicles and dispatch

Figure 5-6: 2026 Planned Activities

Rolling Stock Expansion and Replacement Plan

2021-2026 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT			
Year	Type	Expansion (Quantity)	Replacement (Quantity)
2021	Commuter Bus	0	0
	Fixed Route	0	1
	Paratransit	0	0
	Vanpool	0	0
	Support	0	5
2022	Commuter Bus	0	0
	Fixed Route	0	4
	Paratransit	0	5
	Vanpool	0	6
	Support	0	10
2023	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	0
	Vanpool	0	17
	Support	0	1
2024	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	5
	Vanpool	0	6
	Support	0	3
2025	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	7
	Vanpool	0	0
	Support	0	2
2026	Commuter Bus	0	0
	Fixed Route	0	1
	Paratransit	0	3
	Vanpool	0	0
	Support	0	0

Figure 5-7: 2021-2026 Rolling Stock

This chart reflects the year that vehicles are ordered. Vehicles may not be received in the same calendar year as that in which they are ordered.

Section 6: 2020 Notable activities

Skagit Transit had the following notable activities occur in 2020.

- Skagit Transit reduced service for the Pandemic
- Skagit Transit restored some limited service on two occasions due to ridership demands during the pandemic
- Skagit Transit partnered with local food banks to host food drives using a “Stuff the Bus” motif.
- New Fixed Route Fares were implemented
- Paratransit Fares were implemented for the first time in the agency’s history
- Electronic fare payment was implemented using the UMO system
- Local fixed route service received 9 new replacement coaches or about 29% of the fleet
- Initial Public Transportation Safety Plan (PTASP) completed
- Safety/Training
 - ALL Coach Operators and Customer Service employees were provided with refresher training in 2020
 - ALL Coach Operators and Customer Service employees were provided with and completed de-escalation training in 2020
 - 36 employees were provided with initial or re-certification First Aid/CPR training
 - 14 new Coach Operators and 2 Maintenance Department employees completed their training to receive Commercial Drivers Licenses
 - All new operators are now cross trained to work on both fixed route and paratransit modes
- Bus Stop Upgrades
 - Design work completed on a bus pullout at the Sedro Woolley Food Bank Pullout
 - New Bus Stop Signs were designed

Section 7: Capital Improvement Program, 2021-2026

The Capital Improvement Program includes the capital expenses identified in Section 8. Grant funds will actively be sought to cover the costs of design, engineering, and construction of the MOA Relocation Project included in this report. In the event that grant funding is not available or insufficient to complete this project within the next six years, timelines for completion will be re-evaluated.

Preservation	2021	2022	2023	2024	2025	2026
Maint/Admin equip/facility	\$ 896,507	\$ 941,332	\$ 988,399	\$ 1,037,819	\$ 1,089,710	\$ 1,144,195
Fixed Route Vehicles	\$ 536,662	\$ 2,200,000	\$ 588,727			\$ 550,000
Paratransit Vehicles		\$ 750,000		\$ 750,000	\$ 1,050,000	\$ 550,000
Service vehicles	\$ 27,811	\$ 300,000	\$ 30,000	\$ 90,000	\$ 60,000	
Transit Centers						
Transit Shelters	\$ 86,705	\$ 91,040	\$ 95,592	\$ 100,372	\$ 105,390	\$ 110,660
Vanpool vans		\$ 240,000	\$ 680,000	\$ 240,000		
Subtotals	\$ 1,547,685	\$ 4,522,372	\$ 2,382,718	\$ 2,218,191	\$ 2,305,100	\$ 2,354,855
Expansion	2021	2022	2023	2024	2025	2026
Maint/Admin equip/facility						
Fixed Route Vehicles						
Paratransit Vehicles						
Service vehicles						
Transit Centers	\$ 4,791,064	\$ 10,000,000	\$ 18,000,000			
Transit Shelters						
Vanpool vans						
Subtotals	\$ 4,791,064	\$ 10,000,000	\$ 18,000,000	\$ -	\$ -	\$ -
Total Capital	\$ 6,338,749	\$ 14,522,372	\$ 20,382,718	\$ 2,218,191	\$ 2,305,100	\$ 2,354,855

The Capital Improvement Program, 2020-2025 includes all capital expenses in the plan.

Please note: Grant funds will be sought for all capital projects. In the event grant funding is not available or insufficient to complete the capital project, a reevaluation of the project will be performed.

Section 8: Operating Revenues and Expenditures 2021-2026

	2021		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 10,876,911	\$ 4,406,803	\$ 15,283,714
Operating Revenues			-
Sales Tax (transit portion)	13,291,122	-	13,291,122
Fares	239,725	-	239,725
Van Pools	300,353	-	300,353
Federal Operating Grants	8,331,009	-	8,331,009
State Operating Grants	139,000	-	139,000
Other Grants	2,500	-	2,500
Other Revenues	218,900	-	218,900
Transfers	-	-	-
Total Operating Revenues	22,522,609	-	22,522,609
Subtotal Available	33,399,520	4,406,803	37,806,323
Operating Expenses			
Vanpool P&M	813,582	-	813,582
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	11,051,107	-	11,051,107
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,573,337	-	4,573,337
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	16,438,026	-	16,438,026
Net Cash Available	16,961,494	4,406,803	21,368,297
Capital Revenues			
Federal Grants	-	5,718,777	5,718,777
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	5,718,777	5,718,777
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	896,507	896,507
FixedRoute/Commuter	-	536,662	536,662
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	27,811	27,811
Transit Center/Facilities	-	-	-
Transit Shelters	-	86,705	86,705
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	4,791,064	4,791,064
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	6,338,749	6,338,749
Ending Cash Balance 12/31	\$ 16,961,494	\$ 3,786,831	\$ 20,748,325

	2022		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 16,961,494	\$ 3,786,831	\$ 20,748,325
Operating Revenues			
Sales Tax (transit portion)	13,556,944	-	13,556,944
Fares	350,000	-	350,000
Van Pools	300,000	-	300,000
Federal Operating Grants	11,000,000	-	11,000,000
State Operating Grants	141,780	-	141,780
Other Grants	2,500	-	2,500
Other Revenues	50,000	-	50,000
Transfers	-	-	-
Total Operating Revenues	25,401,224	-	25,401,224
Subtotal Available	42,362,718	3,786,831	46,149,549
Operating Expenses			
Vanpool P&M	837,989	-	837,989
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	11,382,640	-	11,382,640
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,710,538	-	4,710,538
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	16,931,167	-	16,931,167
Net Cash Available	25,431,552	3,786,831	29,218,383
Capital Revenues			
Federal Grants	-	2,261,186	2,261,186
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	2,261,186	2,261,186
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	941,332	941,332
FixedRoute/Commuter	-	2,200,000	2,200,000
Dial-a-Ride	-	750,000	750,000
Service/Staff Vehicles	-	300,000	300,000
Transit Center/Facilities	-	-	-
Transit Shelters	-	91,040	91,040
Vanpool Vans	-	240,000	240,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	10,000,000	10,000,000
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	14,522,373	14,522,373
Ending Cash Balance 12/31	\$ 25,431,552	\$ (8,474,355)	\$ 16,957,196

	2023		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 25,431,552	\$ (8,474,355)	\$ 16,957,196
Operating Revenues:			-
Sales Tax (transit portion)	13,828,083	-	13,828,083
Fares	360,500	-	360,500
Van Pools	309,000	-	309,000
Federal Operating Grants	2,500,000	-	2,500,000
State Operating Grants	144,616	-	144,616
Other Grants	2,500	-	2,500
Other Revenues	51,000	-	51,000
Transfers	-	-	-
Total Operating Revenues	17,195,699	-	17,195,699
Subtotal Available	42,627,251	(8,474,355)	34,152,895
Operating Expenses:			
Vanpool P&M	863,129	-	863,129
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	11,724,119	-	11,724,119
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,851,854	-	4,851,854
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	17,439,102	-	17,439,102
Net Cash Available	25,188,149	(8,474,355)	16,713,794
Capital Revenues:			
Federal Grants	-	10,896,996	10,896,996
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	10,896,996	10,896,996
Capital Expenditures:			
System P&M			
Maintenance & Other Equipment	-	988,399	988,399
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	30,000	30,000
Transit Center/Facilities	-	-	-
Transit Shelters	-	95,592	95,592
Vanpool Vans	-	680,000	680,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	18,000,000	18,000,000
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	19,793,991	19,793,991
Ending Cash Balance 12/31	\$ 25,188,149	\$ (17,371,351)	\$ 7,816,798

	2024		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 25,188,149	\$ (17,371,351)	\$ 7,816,798
Operating Revenues			
Sales Tax (transit portion)	14,104,645	-	14,104,645
Fares	371,315	-	371,315
Van Pools	318,270	-	318,270
Federal Operating Grants	2,575,000	-	2,575,000
State Operating Grants	147,508	-	147,508
Other Grants	2,500	-	2,500
Other Revenues	52,020	-	52,020
Transfers	-	-	-
Total Operating Revenues	17,571,258	-	17,571,258
Subtotal Available	42,759,407	(17,371,351)	25,388,056
Operating Expenses			
Vanpool P&M	889,023	-	889,023
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	12,075,843	-	12,075,843
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,997,409	-	4,997,409
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	17,962,275	-	17,962,275
Net Cash Available	24,797,132	(17,371,351)	7,425,781
Capital Revenues			
Federal Grants	-	1,058,909	1,058,909
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	1,058,909	1,058,909
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,037,819	1,037,819
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	750,000	750,000
Service/Staff Vehicles	-	90,000	90,000
Transit Center/Facilities	-	-	-
Transit Shelters	-	100,372	100,372
Vanpool Vans	-	240,000	240,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	2,218,191	2,218,191
Ending Cash Balance 12/31	\$ 24,797,132	\$ (18,530,632)	\$ 6,266,500

	2025		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 24,797,132	\$ (18,530,632)	\$ 6,266,500
Operating Revenues			
Sales Tax (transit portion)	14,386,738	-	14,386,738
Fares	382,454	-	382,454
Van Pools	327,818	-	327,818
Federal Operating Grants	2,652,250	-	2,652,250
State Operating Grants	150,458	-	150,458
Other Grants	2,500	-	2,500
Other Revenues	53,060	-	53,060
Transfers	-	-	-
Total Operating Revenues	17,955,279	-	17,955,279
Subtotal Available	42,752,411	(18,530,632)	24,221,779
Operating Expenses			
Vanpool P&M	915,694	-	915,694
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	12,438,118	-	12,438,118
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,147,332	-	5,147,332
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	18,501,143	-	18,501,143
Net Cash Available	24,251,268	(18,530,632)	5,720,635
Capital Revenues			
Federal Grants	-	1,152,550	1,152,550
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	1,152,550	1,152,550
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,089,710	1,089,710
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	1,050,000	1,050,000
Service/Staff Vehicles	-	60,000	60,000
Transit Center/Facilities	-	-	-
Transit Shelters	-	105,390	105,390
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	2,305,100	2,305,100
Ending Cash Balance 12/31	\$ 24,251,268	\$ (19,683,182)	\$ 4,568,085

	2026		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 24,251,268	\$ (19,683,182)	\$ 4,568,085
Operating Revenues			
Sales Tax (transit portion)	14,674,473	-	14,674,473
Fares	393,928	-	393,928
Van Pools	337,653	-	337,653
Federal Operating Grants	2,731,818	-	2,731,818
State Operating Grants	153,467	-	153,467
Other Grants	2,500	-	2,500
Other Revenues	54,122	-	54,122
Transfers	-	-	-
Total Operating Revenues	18,347,960	-	18,347,960
Subtotal Available	42,599,227	(19,683,182)	22,916,045
Operating Expenses			
Vanpool P&M	943,164	-	943,164
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	12,811,261	-	12,811,261
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,301,751	-	5,301,751
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	19,056,177	-	19,056,177
Net Cash Available	23,543,050	(19,683,182)	3,859,868
Capital Revenues			
Federal Grants	-	1,127,428	1,127,428
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	1,127,428	1,127,428
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,144,195	1,144,195
FixedRoute/Commuter	-	550,000	550,000
Dial-a-Ride	-	450,000	450,000
Service/Staff Vehicles	-	-	-
Transit Center/Facilities	-	-	-
Transit Shelters	-	110,660	110,660
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	2,254,855	2,254,855
Ending Cash Balance 12/31	\$ 23,543,050	\$ (20,810,610)	\$ 2,732,440

Appendices

Appendix A - Operating Data 2021

Appendix B - Public Participation Process

Appendix C - Public Transportation Management System Inventory



Appendix A – Operating Data

OPERATING DATA 2021-2026							
(All figures, except 2020, in thousands of units)							
	Actual <u>2020</u>	Budgeted <u>2021</u>	Estimated <u>2022</u>	Estimated <u>2023</u>	Estimated <u>2024</u>	Estimated <u>2025</u>	Estimated <u>2026</u>
<u>Fixed Routes</u>							
Vehicle hours	45,774	61	73	73	73	73	73
Vehicle revenue hours	43,604	59	71	71	71	71	71
Vehicle miles	715,152	913	969	969	969	969	969
Vehicle revenue miles	663,748	854	916	916	916	916	916
Passenger trips	236,772	255	362	416	479	551	633
Fatalities	0						
Reportable injuries	18						
Collisions	10						
Diesel fuel consumed	127,834	166	176	176	176	176	176
<u>Commuter Routes</u>							
Vehicle hours	11,233	15	19	19	19	19	19
Vehicle revenue hours	10,541	14	18	18	18	18	18
Vehicle miles	324,099	421	560	560	560	560	560
Vehicle revenue miles	301,257	395	531	531	531	531	531
Passenger trips	60,805	55	65	75	86	99	114
Fatalities	0						
Reportable injuries	5						
Collisions	5						
Diesel fuel consumed	40,675	64	84	84	84	84	84
<u>ADA Demand Response</u>							
Vehicle hours	23,843	26	33	34	37	39	41
Vehicle revenue hours	21,554	24	30	32	34	36	38
Vehicle miles	296,321	334	418	443	469	497	527
Vehicle revenue miles	246,877	275	344	364	386	409	434
Passenger trips	38,607	40	50	53	56	60	63
Fatalities	0						
Reportable injuries	1						
Collisions	15						
Diesel fuel consumed	4,310	4	2	2	0	0	0
Propane fuel consumed	53,828	60	75	80	84	89	95
<u>Vanpools</u>							
Vehicle hours	18,968	19	19	20	20	21	21
Vehicle revenue hours	18,968	19	19	20	20	21	21
Vehicle miles	689,617	697	711	725	740	755	770
Vehicle revenue miles	698,617	697	711	725	740	755	770
Passenger trips	62,739	69	70	72	73	75	76
Fatalities	0						
Reportable injuries	0						
Collisions	8						
Gasoline consumed	37,641	38	39	40	41	41	42

Appendix B – Public Participation Process

Public Comment Period: July 21-August 18, 2021. Submit comments to:

bwindler@skagittransit.org

Skagit Transit
Planning & Outreach Supervisor
600 County Shop Lane
Burlington, WA 98233

Public hearing: Skagit Transit held a public hearing on the Transit Development Plan. The public hearing was held on August 18, 2020 at 1:00PM via ZOOM due to the COVID-19 restrictions in place.

Posted to Website: No Later than July 21, 2021, <http://www.skagittransit.org/news/>

Public Notices Published: Skagit Valley Herald (no later than July 21, 2021) and El Mundo (no later than July 21, 2021)

Requests for Paper or Digital Copies: On and after July 21, 2021, anyone may request a paper or digital copy of the TDP by emailing bwindler@skagittransit.org or calling 360-757-8801.

Available to the Public for Review: On and after July 21, 2021, the public can view a copy of the draft TDP at one of the following locations.

Skagit Station
Customer Service Counter
105 E. Kincaid Street
Mount Vernon, WA 98273

Maintenance, Operations and Administration (MOA) Office
Reception
600 County Shop Lane
Burlington, WA 98233

Appendix C – Public Transportation MGMT System Inventory

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Greg Latham, Maintenance Manager Date:

Public Transportation Management System
Owned Rolling Stock Inventory & Verification of Continued Use

Agency/Organization: Skagit Transit
Date: 12-Feb-21

No.	Year	Make/Model	Vehicle Code	Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs SGR	Is the Vehicle Safe?	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current	Performs Its Designed Function	Replacement Cost \$	ADA Access	Seating Capacity	Fuel Type	WSOOT Title
						Year/No	Yes/No	Yes/No		(Miles)	Yes/No	Yes/No		Yes/No			Yes/No
1	2014	Gillig/40ft Low Floor	01	15GGD711E1183921	141	421,009	Yes	Yes	15	750,000	Yes	Yes	5548,880	Yes	36+2	D	No
2	2014	Gillig/40ft Low Floor	01	15GGD715E1183922	142	386,448	Yes	Yes	15	750,000	Yes	Yes	5548,880	Yes	36+2	D	No
3	2018	Gillig/40ft Low Floor	01	15GGD2718J191463	181	227,166	Yes	Yes	15	750,000	Yes	Yes	5548,880	Yes	35+2	D	No
4	2020	Gillig/40 Suburban	01	15GGD2719J3195220	2001	37,142	Yes	Yes	15	750,000	Yes	Yes	5554,941	Yes	36+2	D	YES
5	2020	Gillig/40 Suburban	01	15GGD2710J3195221	2002	33,790	Yes	Yes	15	750,000	Yes	Yes	5554,941	Yes	36+2	D	YES
6	2020	Gillig/40 Suburban	01	15GGD2712J3195222	2003	26,175	Yes	Yes	15	750,000	Yes	Yes	5554,941	Yes	36+2	D	YES
7	2020	Gillig/40 Suburban	01	15GGD2714J3195223	2004	44,013	Yes	Yes	15	750,000	Yes	Yes	5554,941	Yes	36+2	D	YES
8	2020	Gillig/40 Suburban	01	15GGD2716J3195224	2005	24,305	Yes	Yes	15	750,000	Yes	Yes	5554,941	Yes	36+2	D	YES
15	2011	Gillig/35ft Low Floor	02	15GGB2715H1183923	111	370,040	Yes	Yes	15	750,000	Yes	Yes	5527,640	Yes	32+2	D	Yes
16	2014	Gillig/35ft Low Floor	02	15GGB2711E1183923	149	283,995	Yes	Yes	15	750,000	Yes	Yes	5527,640	Yes	32+2	D	No
17	2014	Gillig/35ft Low Floor	02	15GGB2711E1183924	144	281,730	Yes	Yes	15	750,000	Yes	Yes	5527,640	Yes	32+2	D	No
18	2016	Gillig/35ft Low Floor	02	15GGB2715H1186443	161	221,670	Yes	Yes	15	750,000	Yes	Yes	5527,640	Yes	32+2	D	No
19	2017	Gillig/35ft Low Floor	02	15GGB2713H1187378	171	93,203	Yes	Yes	15	750,000	Yes	Yes	5527,640	Yes	29+2	D	Yes
20	2017	Gillig/35ft Low Floor	02	15GGB2715H1187379	172	163,747	Yes	Yes	15	750,000	Yes	Yes	5527,640	Yes	29+2	D	Yes
21	2020	Gillig/35ft Low Floor	02	15GGB2710J3195225	2006	33,516	Yes	Yes	15	750,000	Yes	Yes	5536,666	Yes	30+1	D	Yes
22	2009	NABI/31LFW-01	03	1N93136669A140004	091	492,819	Yes	Yes	12	500,000	Yes	Yes	5511,297	Yes	25+2	D	No
23	2009	NABI/31LFW-01	03	1N93136669A140006	093	497,650	Yes	Yes	12	500,000	Yes	Yes	5511,297	Yes	25+2	D	No
24	2009	NABI/31LFW-01	03	1N93136669A140007	094	503,464	Yes	Yes	12	500,000	Yes	Yes	5511,297	Yes	25+2	D	No
25	2009	NABI/31LFW-01	03	1N93136669A140008	095	471,741	Yes	Yes	12	500,000	Yes	Yes	5511,297	Yes	25+2	D	No
26	2009	NABI/31LFW-01	03	1N93136669A140009	096	509,408	Yes	Yes	12	500,000	Yes	Yes	5511,297	Yes	25+2	D	No
27	2017	Gillig/30ft Low Floor	03	15GGE2712H1093117	174	147,317	Yes	Yes	15	750,000	Yes	Yes	5511,297	Yes	26+2	D	No
9	2019	Gillig/30ft Low Floor	04	15GGE2715K3093506	191	109,546	Yes	Yes	15	750,000	Yes	Yes	5511,297	Yes	29+2	D	No
10	2019	Gillig/30ft Low Floor	04	15GGE2717K3093507	192	110,859	Yes	Yes	15	750,000	Yes	Yes	5511,297	Yes	29+2	D	No
11	2019	Gillig/30ft Low Floor	04	15GGE2719K3093508	193	111,938	Yes	Yes	15	750,000	Yes	Yes	5511,297	Yes	29+2	D	No
12	2019	Gillig/30ft Low Floor	04	15GGE2710K3093509	194	116,295	Yes	Yes	15	750,000	Yes	Yes	5511,297	Yes	29+2	D	No
13	2019	Gillig/30ft Low Floor	04	15GGE2717K3093510	195	116,740	Yes	Yes	15	750,000	Yes	Yes	5511,297	Yes	29+2	D	No
14	2019	Gillig/30ft Low Floor	04	15GGE2719K3093511	196	108,648	Yes	Yes	15	750,000	Yes	Yes	5511,297	Yes	29+2	D	No
28	2020	Gillig/29ft Low Floor	04	15GGE2713L3093649	2007	21,946	Yes	Yes	15	750,000	Yes	Yes	5513,013	Yes	26+1	D	YES
29	2020	Gillig/29ft Low Floor	04	15GGE271XL3093650	2008	43,652	Yes	Yes	15	750,000	Yes	Yes	5513,013	Yes	26+1	D	YES



30	2020	Gilling/29ft Low Floor	04	15GGGEZ71113098651	2009	44,546	Yes	Yes	15	750,000	Yes	Yes	\$513,013	Yes	26+1	D	YES
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Year	Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR Yes/No	Is the Vehicle Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current Yes/No	Performs Its Designed Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
31	Chevy/ARBOC Sprint of Mobility	11	1GB8G5B12E1198564	151	301,965	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
32	Chevy/Startrans Senator	11	1GB8G5B12C1201153	756	140,879	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
33	Chevy/Startrans Senator	11	1GB8G5B1X1C1171643	757	132,167	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
34	Chevy/Startrans Senator	11	1GB8G5B16C1200281	758	132,102	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
35	Chevy/Startrans Senator	11	1GB8G5B16E1158200	759	96,788	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	Yes
36	Chevy/Startrans Senator	11	1GB8G5B19E1158448	760	106,617	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	No
37	Chevy/Startrans Senator	11	1GB8G5B19E1157249	761	98,067	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	No
38	Ford/Aerotech	11	1FDFF4F38DC55022	762	78,344	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
39	Ford/Aerotech	11	1FDFF4F55DC55026	763	89,797	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
40	Ford/Aerotech	11	1FDFF4F1GDC55024	764	91,019	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
41	Ford/Aerotech	11	1FDFF4F3GDC55023	765	72,160	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
42	Ford/Aerotech	11	1FDFF4F3GDC55025	766	74,272	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
43	Ford/Aerotech	11	1FDFF4F54HDC78671	767	56,850	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
44	Ford/Aerotech	11	1FDFF4F38HDC78673	768	57,075	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
45	Ford/Aerotech	11	1FDFF4F5XHDC78674	769	61,695	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
46	Ford/Aerotech	11	1FDFF4F38HDC78676	770	68,700	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
47	Ford/Aerotech	11	1FDFF4F52HDC78670	771	64,360	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
48	Ford/Aerotech	11	1FDFF4F51HDC78675	772	63,796	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes



Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR Yes/No	In the Vehicle Safe? Yes/No	Maintenance Current Yes/No	Performs its Designed Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
49	2018 Ford/Aerotech	11	1FD0F4F58HDC78672	773	65,023	Yes	Yes	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
50	2019 Ford/Aerotech	11	1FD0F4F58KDC51156	774	22,836	Yes	Yes	Yes	Yes	\$128,500	Yes	15+4	LP	No
51	2019 Ford/Aerotech	11	1FD0F4F58KDC51157	775	17,687	Yes	Yes	Yes	Yes	\$128,500	Yes	15+4	LP	No
52	2019 Ford/Aerotech	11	1FD0F4F58KDC51158	776	21,097	Yes	Yes	Yes	Yes	\$128,500	Yes	15+4	LP	No
53	2020 Ford/Aerotech	11	1FD0F4F58KDC64553	777	8,731	Yes	Yes	Yes	Yes	\$139,805	Yes	15+4	LP	Yes
54	2020 Ford/Aerotech	11	1FD0F4F58KDC64549	778	8,178	Yes	Yes	Yes	Yes	\$139,805	Yes	15+4	LP	Yes
55	2020 Ford/Aerotech	11	1FD0F4F58KDC64552	779	8,072	Yes	Yes	Yes	Yes	\$139,805	Yes	15+4	LP	Yes
56	2020 Ford/Aerotech	11	1FD0F4F58KDC64554	780	7,860	Yes	Yes	Yes	Yes	\$139,805	Yes	15+4	LP	Yes
57	2020 Ford/Aerotech	11	1FD0F4F58KDC64551	781	4,854	Yes	Yes	Yes	Yes	\$139,805	Yes	15+4	LP	Yes
58	2020 Ford/Aerotech	11	1FD0F4F58KDC64550	782	5,120	Yes	Yes	Yes	Yes	\$139,805	Yes	15+4	LP	Yes
59	2012 Dodge/Grand Caravan	13	2C4RDGG3CR353741	1004	137,517	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
60	2012 Dodge/Grand Caravan	13	2C4RDGG3LR353743	1005	132,088	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
61	2012 Dodge/Grand Caravan	13	2C4RDGG3GR353746	1008	136,393	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
62	2013 Dodge/Grand Caravan	13	2C4RDGG3DR761012	1017	132,889	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
63	2013 Dodge/Grand Caravan	13	2C4RDGG3DR761013	1018	90,168	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
64	2015 Dodge/Grand Caravan	13	2C4RDGG3FR659696	1020	133,493	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
65	2015 Dodge/Grand Caravan	13	2C4RDGG3FR659697	1021	122,489	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
66	2015 Dodge/Grand Caravan	13	2C4RDGG3FR661126	1022	122,279	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
67	2015 Dodge/Grand Caravan	13	2C4RDGG3FR661127	1023	100,757	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
68	2015 Dodge/Grand Caravan	13	2C4RDGG3FR661128	1024	105,449	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
69	2015 Dodge/Grand Caravan	13	2C4RDGG3FR659699	1025	78,940	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
70	2015 Dodge/Grand Caravan	13	2C4RDGG3FR659700	1026	94,311	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
71	2015 Dodge/Grand Caravan	13	2C4RDGG3FR659698	1027	84,459	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
72	2015 Dodge/Grand Caravan	13	2C4RDGG3FR691008	1028	47,885	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
73	2018 Chrysler Pacifica	13	2C4RC1AG3R234026	1029	46,975	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
74	2018 Chrysler Pacifica	13	2C4RC1AG5R234027	1030	57,998	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
75	2018 Chrysler Pacifica	13	2C4RC1AG9R234029	1031	57,885	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
76	2018 Chrysler Pacifica	13	2C4RC1AG5R234030	1032	46,761	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
77	2018 Chrysler Pacifica	13	2C4RC1AG7R234031	1033	39,071	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
78	2018 Chrysler Pacifica	13	2C4RC1AG7R234028	1034	51,855	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
79	2019 Chrysler Pacifica	13	2C4RC1AG3R653477	1035	22,513	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
80	2019 Chrysler Pacifica	13	2C4RC1AG5R653478	1036	32,267	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
81	2019 Chrysler Pacifica	13	2C4RC1AG5R653479	1037	35,682	Yes	Yes	Yes	Yes	\$26,000	No	7	G	No
82	2019 Chrysler Pacifica	13	2C4RC1AG3R653480	1038	29,477	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
83	2019 Chrysler Pacifica	13	2C4RC1AG5R653481	1039	27,899	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
84	2019 Chrysler Pacifica	13	2C4RC1AG7R653482	1040	24,973	Yes	Yes	Yes	Yes	\$26,000	No	7	G	Yes
85	2014 Chevy/Express 15	13	1GALZ1F66E115385	401	98,631	Yes	Yes	Yes	Yes	\$30,000	No	15	G	No



Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR Yes/No	Is the Vehicle Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current Yes/No	Performs its Designed Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
86	2014	Chevy/Express 15	1GAZG1FG4E1116390	403	117,059	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
87	2014	Chevy/Express 15	1GAZG1FG5E1115913	404	148,354	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
88	2015	Chevy/Express 15	1GAZG2FF6F1277606	405	64,251	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
89	2015	Chevy/Express 15	1GAZG2FF6F1277110	406	86,321	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
90	2015	Chevy/Express 15	1GAZG2FF6F1278144	407	128,924	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
91	2017	Ford/X2YB Transit 15	1FBZ2YV55HK31295	408	50,306	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
92	2017	Ford/X2YB Transit 15	1FBZ2YV7HK31296	409	115,672	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
93	2017	Ford/X2YB Transit 15	1FBZ2YV9HK31297	410	59,968	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
94	2017	Ford/X2YB Transit 15	1FBZ2YV0HK31298	411	40,869	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
95	2017	Ford/X2YB Transit 15	1FBZ2YV9HK31299	412	58,387	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
96	2017	Ford/X2YB Transit 15	1FBZ2YV1HK326372	413	84,699	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
97	2018	Ford/X2YB Transit 15	1FBZ2YV0JK341912	414	36,467	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
98	2018	Ford/X2YB Transit 15	1FBZ2YV0JK341909	415	50,711	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
99	2018	Ford/X2YB Transit 15	1FBZ2YV2JK341913	416	40,464	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
100	2018	Ford/X2YB Transit 15	1FBZ2YV7JK341910	417	22,843	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
101	2018	Ford/X2YB Transit 15	1FBZ2YV9JK341911	418	59,764	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
102	2018	Ford/X2Z/YB Transit 15	1FBZ2YV6JK386883	419	47,241	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
103	2018	Ford/X2Z/YB Transit 15	1FBZ2YV8JK386884	420	41,261	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
104	2019	Ford/X2Z/YB Transit 15	1FBZ2YV1KK360657	421	12,998	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
105	2019	Ford/X2Z/YB Transit 15	1FBZ2YV2KK360652	422	23,119	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
106	2019	Ford/X2Z/YB Transit 15	1FBZ2YV4KK360653	423	21,385	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
107	2019	Ford/X2Z/YB Transit 15	1FBZ2YV8KK360655	424	16,433	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
108	2019	Ford/X2Z/YB Transit 15	1FBZ2YV3KK360656	425	23,132	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
109	2019	Ford/X2Z/YB Transit 15	1FBZ2YV6KK360654	426	26,563	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
110	2014	Chevy/Express 15	1GAZG1FG9E1115591	895	135,419	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
111	2014	Chevy/Express 15	1GAZG1FG0E1115639	896	118,868	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
112	2014	Chevy/Express 15	1GAZG1FG6E1114947	897	142,298	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
113	2014	Chevy/Express 15	1GAZG1FG0E1115267	898	123,406	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
114	2014	Chevy/Express 15	1GAZG1FG6E1115082	899	180,262	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No





**Public Transportation Management System
Owned Support Vehicles Inventory & Verification of Continued Use**

Agency/Organization: Skagit Transit Date: 15-Feb-21

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Greg Latham, Maintenance Manager Date:

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR Yes/No	Is the Vehicle Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current Yes/No	Performs Its Designed Function	Replacement Cost \$	Fuel Type	WSDOT Title Yes/No
1	2004	Toyota Prius	28	JTDKB20U340039883		915	104,666	Yes	Yes	10	200,000	Yes	Yes	530,000	G/E	No
2	2004	Ford F450 XL	28	1FDXF46P94EC48891		916	72,095	Yes	Yes	12	300,000	Yes	Yes	543,000	D	No
3	2009	Chevy Colorado	28	1GCCS14E398145793		921	100,782	Yes	Yes	12	300,000	Yes	Yes	528,000	G	No
4	2009	Ford Escape	28	1FMCU927X9K866367		922	92,303	Yes	Yes	10	200,000	Yes	Yes	537,000	G	No
5	2009	Ford Escape	28	1FMCU92719K866368		923	99,577	Yes	Yes	10	200,000	Yes	Yes	537,000	G	No
6	2010	Chevy Impala	28	2G1WASEK3A1205387		924	59,398	Yes	Yes	10	200,000	Yes	Yes	528,000	G	No
7	2012	Ford F550	28	1FD0XHT9CEC05827		926	176,120	Yes	Yes	12	300,000	Yes	Yes	560,000	D	No
8	2013	Toyota Prius	28	JTDN3EU4D3273985		932	41,672	Yes	Yes	10	200,000	Yes	Yes	530,000	G/E	No
9	2014	Ford Escape	28	1FMCU9G1EUE28535		934	51,442	Yes	Yes	10	300,000	Yes	Yes	537,000	G	No
10	2015	Ford Escape	28	1FMCU9GX3FUA26436		935	9,752	Yes	Yes	10	300,000	Yes	Yes	537,000	G	No
11	2015	Ford Escape	28	1FMCU9GX6FUB42441		936	49,736	Yes	Yes	10	200,000	Yes	Yes	537,000	G	No
12	2008	Chevy Express 12 pass	28	1GAHG35K281489677		937	160,951	Yes	Yes	10	200,000	Yes	Yes	535,000	G	No
13	2017	Ford Explorer	28	1FM5K8D4H4GB47421		938	29,273	Yes	Yes	10	200,000	Yes	Yes	537,000	G	No
14	2011	Dodge Grand Caravan	28	2D4RN4DG48R647083		940	128,435	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
15	2012	Dodge SE	28	2C4RDGCGXCR353739		941	106,700	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
16	2011	Dodge Grand Caravan	28	2D4RN4DG68R647084		943	108,698	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
17	2012	Chevy Express 12 pass	28	1GAZGVFAXC1194979		944	108,504	Yes	Yes	10	200,000	Yes	Yes	535,000	G	No
18	2011	Dodge Grand Caravan	28	2D4RN4DG28R647082		945	106,647	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
19	2011	Dodge Grand Caravan	28	2D4RN4DGX8R647086		946	135,078	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
20	2011	Dodge Grand Caravan	28	2D4RN4DG88R647085		947	143,268	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
21	2012	Dodge Grand Caravan	28	2C4RDGCG6CR353740		948	153,777	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
22	2012	Dodge Grand Caravan	28	2C4RDGCG3CR353744		949	131,188	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
23	2012	Dodge Grand Caravan	28	2C4RDGCG5CR353745		950	114,725	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
24	2018	Ford Transit	28	1FBZ2XM11JK831617		952	17,310	Yes	Yes	10	200,000	Yes	Yes	579,000	G/E	No
25	2012	Dodge Grand Caravan	28	2C4RDGCG6CR353748		953	107,085	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
26	2012	Dodge Grand Caravan	28	2C4RDGCG6CR353754		954	133,610	Yes	Yes	10	200,000	Yes	Yes	538,000	G	No
27	2019	Ford X28 F250 4X4	28	1FT7X2BT1KEE89401		955	16,251	Yes	Yes	12	300,000	Yes	Yes	553,000	D	No
28	2012	Chevrolet Express 15 passenger	28	1GAZG1FG4C1195508		956	122,920	Yes	Yes	10	200,000	Yes	Yes	537,000	G	No

FACILITIES

Public Transportation Management System Owned Facility Inventory

Agency Skagit Transit Jan. 15, 2021

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the

Aggie Juarez, Facilities Manager 1-15-2021

No.	Facility Code	Facility Name	Condition (points)	Age (Year)	Remaining Useful Life	Replacement Cost (\$)	Comments (If more than two lines, attach a separate comment page)
1	23	Maintenance/Operations/Administration Base	3	21	9	\$2,400,000.00	Land is leased from Skagit County
2	23	Maintenance/Operations/Administration Base 2	0	4	46	\$5,100,000.00	Recently acquired property is undeveloped for intended purposes, not scored.
3	6	Skagit Station Multi-Modal Transfer Center	3	16	24	\$2,095,000.00	100 Stall Park & Ride
4	9	South Mount Vernon	4	10	30	\$3,810,000.00	382 Stall Park & Ride
5	9	Chuckanut Park and Ride	4	9	30	\$1,878,000.00	368 Stall Park & Ride Property State Owned
6	9	Alger Park and Ride	4	7	33	\$1,115,084.00	50 Stall Park & Ride
7	9	March Point Park and Ride	3	13	16	\$643,000.00	133 Stall Park & Ride Land leased from Shell Oil Corp.
8	9	Sedro Woolley Park & Ride	5	6	23	\$115,000.00	25 Stall Park & Ride City of Sedro Woolley Owned
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Required by 49 CFR 625.43.6 and RCW 81.112.086

