

# 2016 Annual Report | 2017-2022 TDP



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**Traducción:** Disponible mediante solicitud.

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## 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. It also addresses how such programs will be funded. The Plan conforms to the State's transportation system policy goals (RCW 47.04.280) and supports local comprehensive planning and economic objectives within Skagit County. State transportation system 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; and
- ✓ Stewardship. To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Regional goals and priorities are set forth in the *Skagit-Island Counties Metropolitan and Regional Transportation Plan* and are consistent with the goals listed above.

Over the next six years Skagit Transit 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. Over the next six years, Skagit Transit also plans to modestly expand service into under-served, and unserved urban areas and to expand 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 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 and the State's Transportation Improvement Plan.

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## Section 1: Organization and Funding

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 South Fidalgo Island, 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.

Skagit Transit is governed by a Board of Directors consisting of nine-members, including the:

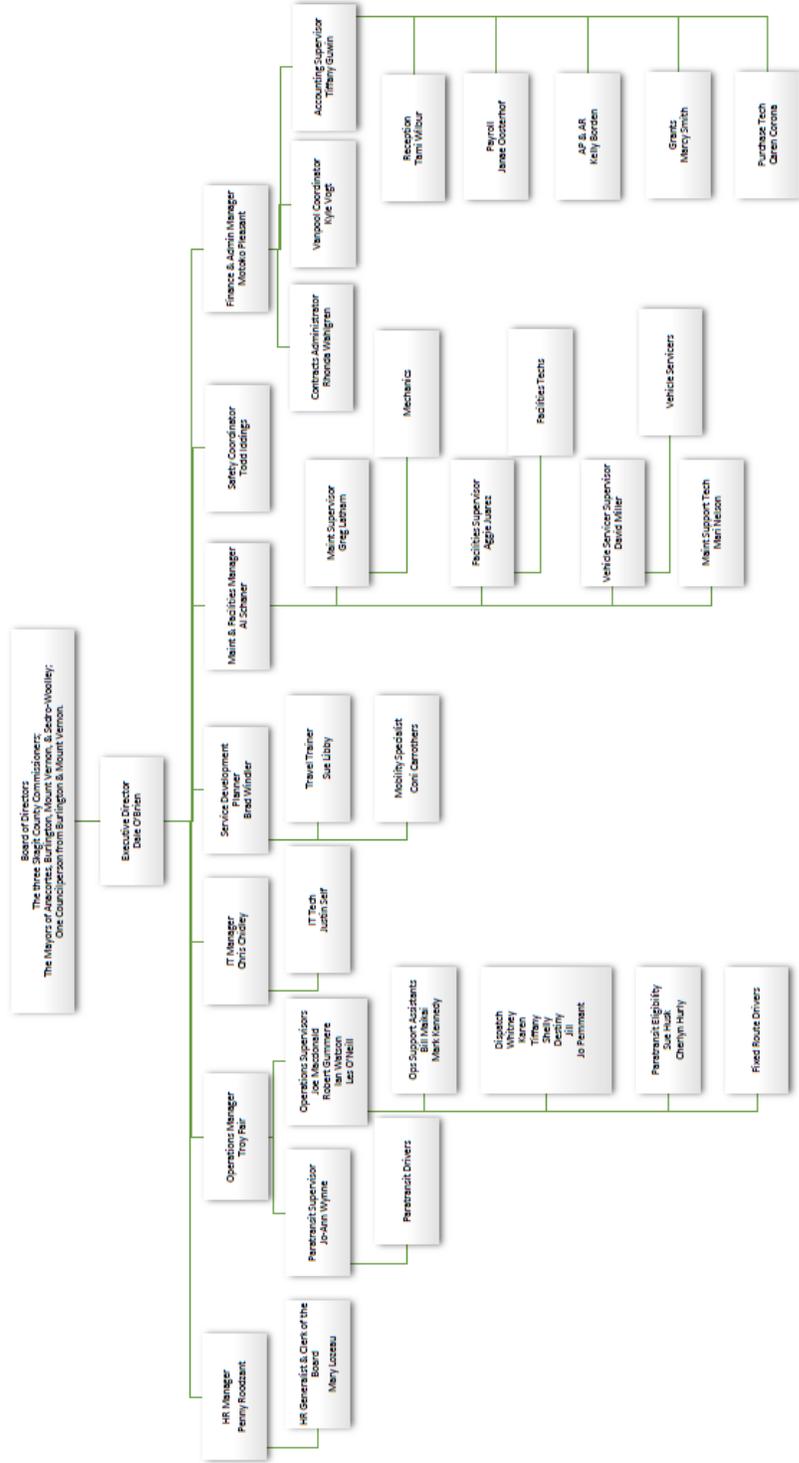
- Three Skagit County Commissioners,
- Mayor of Anacortes,
- Mayor of Burlington,
- Mayor of Mount Vernon,
- Mayor of Sedro Woolley,
- Councilperson from Burlington, and
- Councilperson from Mount Vernon.

The Board of Directors holds monthly public meetings on the 3rd Wednesday of each month.

Skagit Transit's organizational chart is shown on the next page. The number of employees at the end of calendar year 2016 was 126.



Organizational Chart  
July 2017



## Section 2: Facilities

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.

## Section 3: Service Characteristics

Skagit Transit provides local fixed route service, commuter bus service, general public demand response 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 2016, the number of all fixed route passenger boardings (local, commuter, and flex) decreased by 14.1% from 2015.

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, and the Sedro-Woolley Park and Ride.

In 2016 there were 18 fixed routes, including 11 local routes, three commuter routes and three rural routes covering 322 miles of streets, roads, and highways. Local fixed routes operated between 5 and 7 days per week. Commuter routes operate between 5 and 6 days per week. Rural routes operate between 1 and 6 days per week. There was one pilot project that was a Demand Response service.

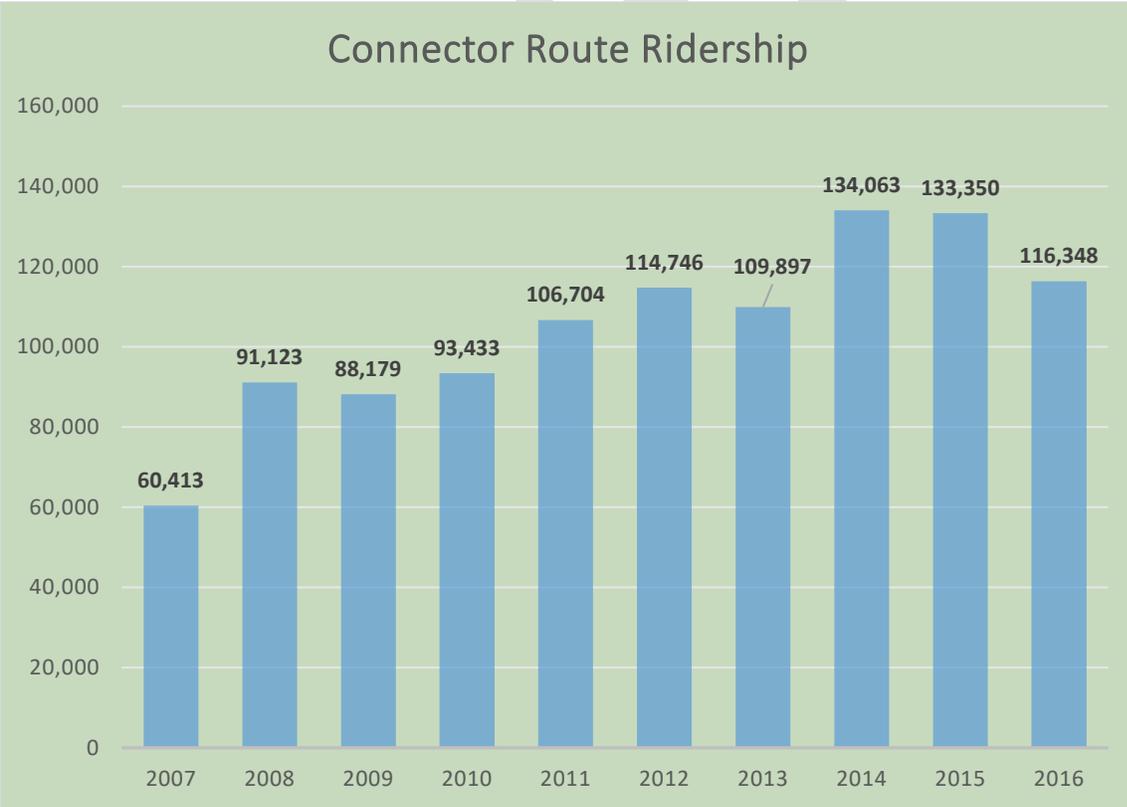
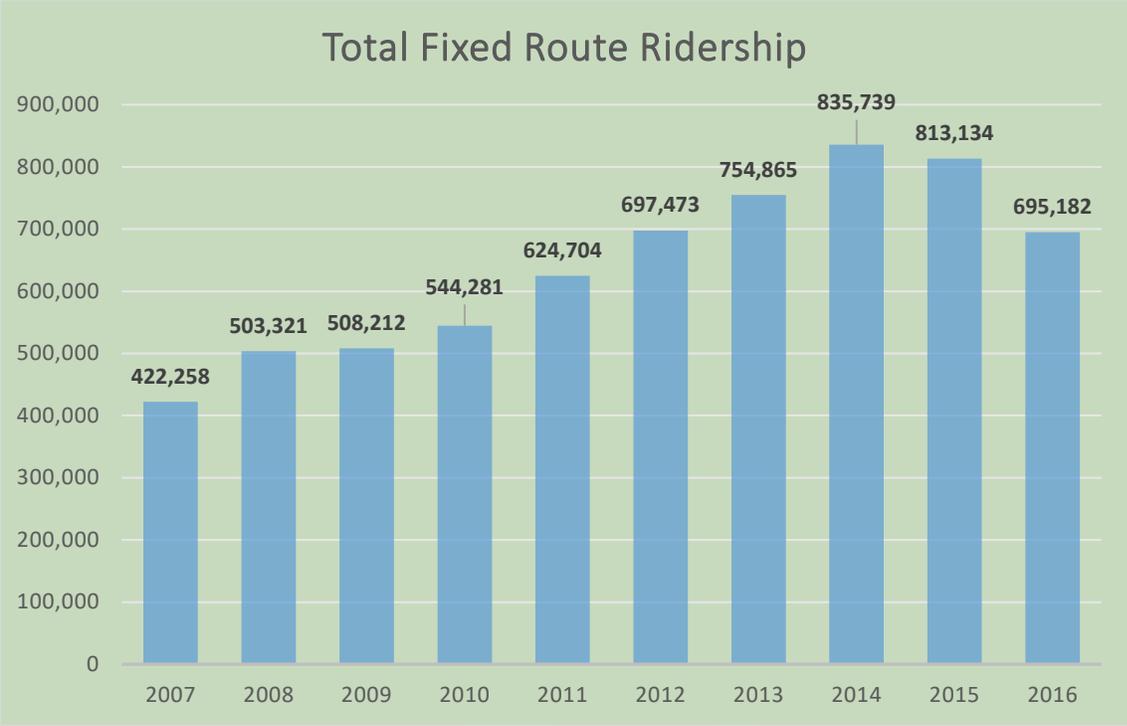
All Skagit Transit buses are accessible to persons with ADA requirements. All local fixed route buses have bike racks. What about a para on local fixed route service?

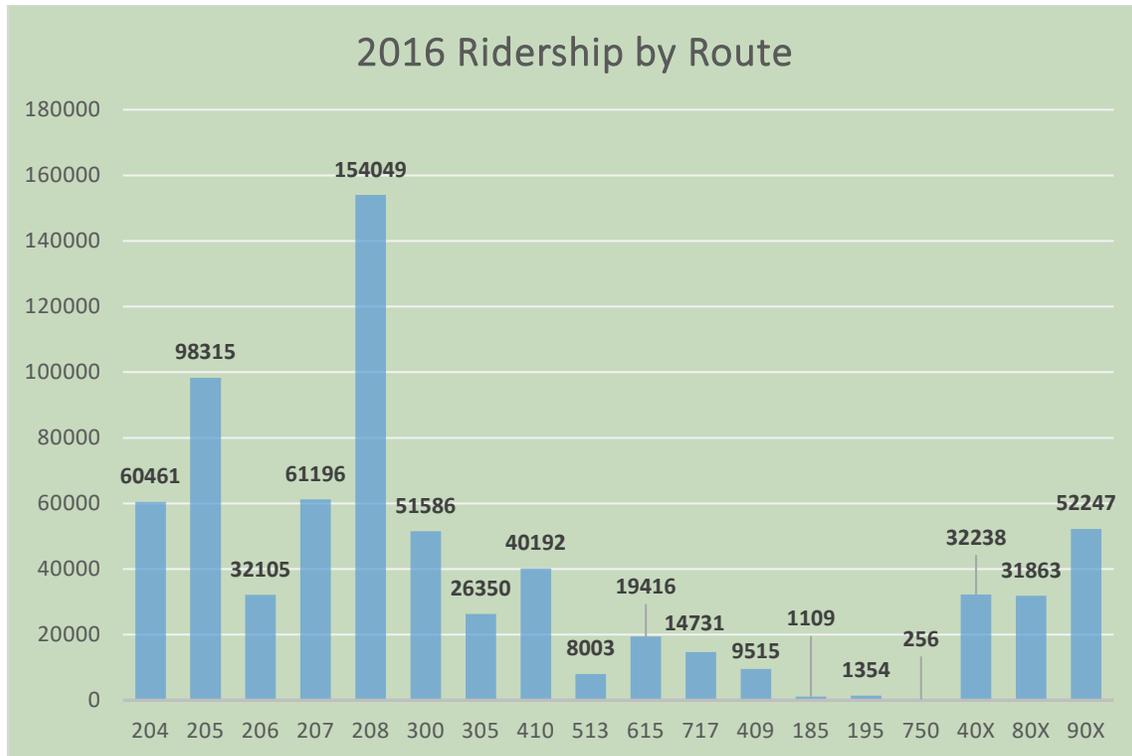
**Commuter Routes** - Commuter routes are a special category of fixed route service. In 2016, Skagit Transit operated three commuter bus routes, the 80X making express trips between Mt. Vernon and Bellingham, the 90X making express trips between Mt. Vernon and Everett, and the 40X making express trips 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.

**General Public Demand Response Service** – This service was a pilot project that was only offered in one area in 2016 to provide service to a rural area of low demand. The pilot project was to see if this type of service would be utilized by the public and to gauge the cost effectiveness of offering such a service. This service was discontinued due to low usage and the high cost associated with operating the service.

### 2014 thru 2016 Fixed Route Operating Statistics

	2014	2015	2016	2015-2016 % Change
<b>Passenger Trips</b>	835,739	813,134	698,182	-14.1%
<b>Revenue Miles</b>	1,210,081	1,241,986	1,192,251	-4.0%
<b>Revenue Hours</b>	67,718	68,993	67,816	-1.7%





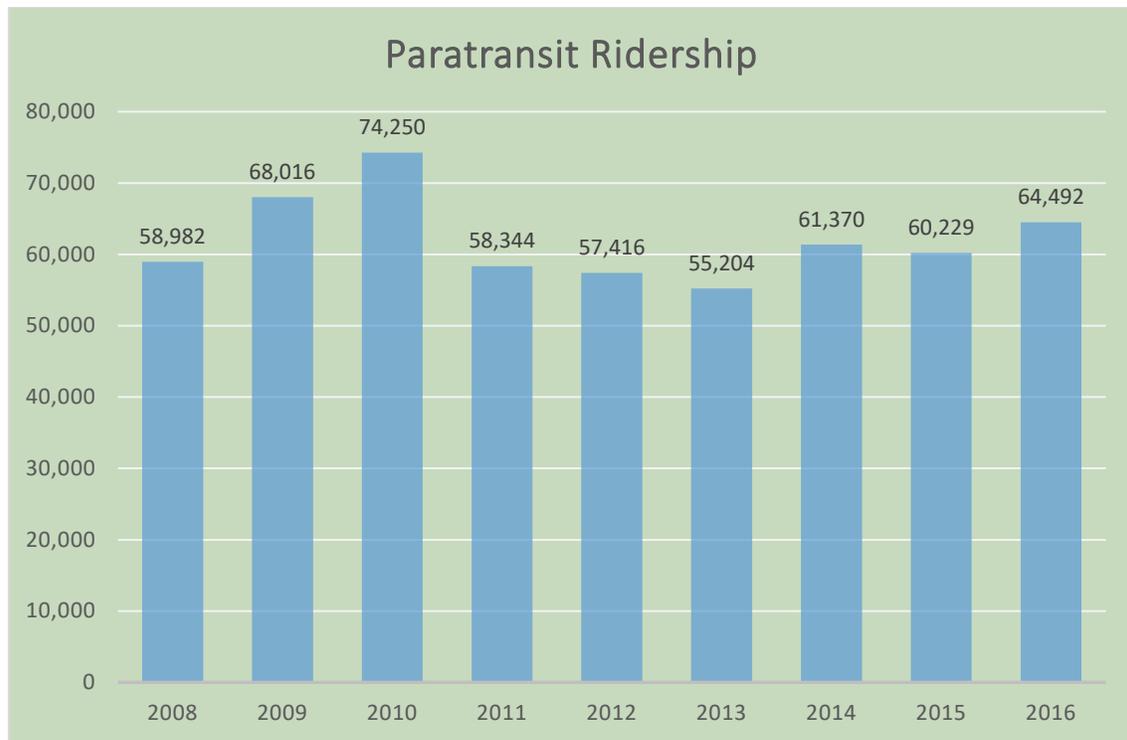
#### ADA Transit

ADA Paratransit provides specialized transportation comparable with Skagit Transit's fixed-route bus service. **In 2016, ADA transit boardings increased by 7.1% from 2015.**

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.

#### 2014 thru 2016 ADA Operating Statistics

	2014	2015	2016	2015 to 2016 % Change
Passenger Trips	59,992	60,229	64,492	7.1%
Revenue Miles	281,524	293,958	333,240	13.4%
Revenue Hours	25,827	27,052	30,046	11.1%



## 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 2016, vanpool passenger trips decreased by 9% from 2015. Skagit Transit currently has 45 active vans. 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 2016, the cumulative sum of the distances ridden by each vanpool passenger totaled 5,207,925 miles. By far the largest number of vanpool users, 60%, are traveling to Snohomish County as Boeing employees. The vanpool program has a goal of increasing the number of vanpool groups by two to five per year, however forecasting demand for the service can be difficult because of variables such as gas prices, tolls, parking, and local employment trends.

## Fares

Current fares have been in place since October 1, 2008 and are as follows:

	REGULAR	YOUTH	REDUCED
Standard Fare	\$1.00	\$0.50	\$0.50
One-Day Pass (local)	\$2.00	\$1.00	\$1.00
31-Day Pass (local)	\$25.00	\$12.50	\$12.50
County Connectors (Commuter Service)	\$2.00	\$1.00	\$1.00
County Connector 31-Day Pass	\$50.00	\$25.00	\$25.00
ADA Transit	No Set Fare / By Donation		
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: Planning Goals

The activities in Section 6 are action strategies that will contribute to the following transportation goals:

1. **Preservation.** Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.
2. **Safety.** Education, training and enforcement to save lives, reduce injuries and protect property.
3. **Stewardship.** To continuously improve the quality, effectiveness, and efficiency of the transportation system.
4. **Mobility.** To facilitate movement of local and commuting citizens to contribute to a strong economy and a better quality of life for Skagit County residents.
5. **Environmental Quality and Health.** To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.

These goals are in line with the State's transportation goals:

1. **Economic vitality.** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
2. **Preservation.** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
3. **Safety.** To provide for and improve the safety and security of transportation customers and the transportation system;
4. **Mobility.** To improve the predictable movement of goods and people throughout Washington state;
5. **Environment.** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
6. **Stewardship.** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

## Section 6: Planned Activities, 2017-2022

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.

The following tables describe the planned activities to be undertaken by Skagit Transit from 2017 to 2022. 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.

2017	Planned Activities
Planning	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Create a Strategic Plan focused on the development and implementation of goals including service changes, infrastructure requirements, funding options, coordination with stakeholders, and public engagement</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Preservation of existing service including Routes 80X and 90X.</li> <li>• Introduce upgrades to County Connector Services</li> <li>• Introduce a new Mount Vernon Route that will service Hwy 99 and the new County Jail (<b>Expansion</b>)</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete property acquisition for the MOA base relocation project (Phase I)</li> <li>• Begin the Design and Engineering for MOA Base relocation project (Phase II)</li> <li>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> <li>• Upgrades to Skagit Station including: a wiring upgrade, conference room technology upgrades, and installing a new public announcement system</li> <li>• Retrofit Skagit Station with LED lighting</li> <li>• Invest in alternative fuels infrastructure by purchasing and installing electric vehicle charging stations for Skagit Station (public use).</li> <li>• 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. as needed or requested</li> <li>• Purchased 7 bus shelters</li> <li>• Complete retrofit of South Mount Vernon Park and Ride and Chuckanut Park and Ride with LED lighting</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 21</li> <li>• Begin to plan and design the upgrade/replacement of current vehicle radio system</li> <li>• Design and implement improvements to agency website for graphic updates and for mobile friendly viewing.</li> </ul>

<b>2018</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Complete Transit Human Services Transportation Plan (<i>ST Partner Project</i>)</li> <li>• Transit Development Plan Update</li> <li>• Plan service expansion into east Mount Vernon</li> <li>• Plan and design a long term program to upgrade bus stops with regard to safety, ADA, and customer access as needed</li> <li>• Title VI Program Update</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete Design and Engineering for MOA Base relocation project (Phase II)</li> <li>• Begin construction of MOA Base relocation project (Phase III)</li> <li>• 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.</li> <li>• Replace and improve security cameras and associated equipment at the South Mount Vernon Park and Ride and Chuckanut Park and Ride</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 21</li> <li>• Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit</li> <li>• Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit</li> <li>• Finalize the planning and design of the upgrade/replacement of current vehicle radio system</li> <li>• Implement an upgrade/replacement of current vehicle radio system</li> <li>• Design and implement improvements to the existing farebox system</li> <li>• Upgrade fareboxes with smartcard technology</li> <li>• Design and implement improvements to agency website</li> <li>• Replace computer servers and other IT hardware as necessary</li> </ul>

<b>2019</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• Implement urban service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Complete construction for MOA Base relocation project (Phase III)</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 21</li> </ul>

	<ul style="list-style-type: none"> <li>• Purchase high capacity buses for commuter services as funding permits</li> <li>• Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit</li> <li>• Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit</li> <li>• Upgrade website to take credit card payments</li> <li>• Upgrade Streets with MYRIDE module for real time information to customers</li> <li>• Replace computer servers and other IT hardware as necessary</li> </ul>
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<b>2020</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• Implement urban service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Add pedestrian canopy and information kiosk on bus island at major transfer points</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 21</li> <li>• Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit</li> <li>• Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit</li> <li>• Purchase high capacity buses for commuter services as funding permits</li> <li>• Purchase additional equipment to support revenue operations and the maintenance of the new MOA such as a towed cement mixer, indoor scissor lift, and other specialty maintenance equipment.</li> <li>• Replace computer servers and other IT hardware as necessary</li> </ul>

<b>2021</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• Implement urban service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>

Facilities	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Add pedestrian canopy and information kiosk on bus island at major transfer points</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 21</li> <li>• Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit</li> <li>• Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit</li> <li>• Purchase high capacity buses for commuter services as funding permits</li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Purchase additional equipment to support revenue operations and the maintenance of the new MOA such as a towed cement mixer, indoor scissor lift, and other specialty maintenance equipment.</li> </ul>

<b>2022</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• Implement urban service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Add pedestrian canopy and information kiosk on bus island at major transfer points</li> <li>• 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</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 21</li> <li>• Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit</li> <li>• Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit</li> <li>• Purchase high capacity buses for commuter services as funding permits</li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Purchase additional equipment to support revenue operations and the maintenance of the new MOA such as a towed cement mixer, indoor scissor lift, and other specialty maintenance equipment.</li> </ul>

## Rolling Stock Expansion and Replacement Plan

<b>2017-2022 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT</b>			
<b>Year</b>	<b>Type</b>	<b>Expansion (Quantity)</b>	<b>Replacement (Quantity)</b>
<b>2017</b>	Fixed Route	1	0
	Paratransit	0	7
	Vanpool	0	13
	Support	0	1
<b>2018</b>	Fixed Route	0	5
	Paratransit	0	3
	Vanpool	0	0
	Support	0	3
<b>2019</b>	Fixed Route	0	6
	Paratransit	0	5
	Vanpool	0	5
	Support	0	3
<b>2020</b>	Fixed Route	0	5
	Paratransit	0	0
	Vanpool	0	5
	Support	0	2
<b>2021</b>	Fixed Route	2	5
	Paratransit	0	3
	Vanpool	0	5
	Support	0	0
<b>2022</b>	Fixed Route	0	0
	Paratransit	0	5
	Vanpool	0	5
	Support	0	0

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 7: Capital Improvement Program 2017-2022

The Capital Improvement Program includes the capital expenses identified in Section 9. However, while the program below shows the entire cost of the MOA Relocation Project, Section 9 Financial Tables only reflect the anticipated 20% local match. Grant funds will actively be sought to cover the remaining costs of design, engineering, and construction. 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.

### SECTION 7: CAPITAL IMPROVEMENT PROGRAM 2017-2022

<b>Preservation</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Maint/Admin equip/facility	\$ 503,474	\$ 104,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Fixed Route Vehicles	\$ 806,798	\$ 2,250,000	\$ 2,835,000	\$ 2,480,625	\$ 2,604,656	\$ -
Paratransit Vehicles	\$ 910,000	\$ 409,500	\$ 716,625	\$ -	\$ 474,047	\$ 829,583
Service vehicles		\$ 110,250	\$ 115,763	\$ 81,034	\$ -	
Transit Centers					\$ -	
Transit Shelters					\$ -	
Vanpool vans	\$ 411,936	\$ 428,400		\$ 196,796	\$ 206,636	\$ 216,968
<b>Subtotals</b>	<b>\$ 2,632,208</b>	<b>\$ 3,302,150</b>	<b>\$ 3,687,388</b>	<b>\$ 2,778,455</b>	<b>\$ 3,305,339</b>	<b>\$ 1,066,551</b>

<b>Expansion</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Maint/Admin equip/facility	\$ -	\$ 145,000	\$ 55,000	\$ 60,000	\$ -	\$ 60,000
Fixed Route Vehicles	\$ 1,317,470	\$ -	\$ -	\$ -	\$ 1,041,863	\$ -
Paratransit Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Service vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Centers	\$ 1,525,523	\$ 8,000,000	\$ 2,000,000	\$ -	\$ -	\$ -
Transit Shelters		\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ 500,000
Vanpool vans						
<b>Subtotals</b>	<b>\$ 2,842,993</b>	<b>\$ 8,170,000</b>	<b>\$ 2,080,000</b>	<b>\$ 85,000</b>	<b>\$ 1,041,863</b>	<b>\$ 560,000</b>

<b>Total Capital</b>	<b>\$ 5,475,201</b>	<b>\$ 11,472,150</b>	<b>\$ 5,767,388</b>	<b>\$ 2,863,455</b>	<b>\$ 4,347,202</b>	<b>\$ 1,626,551</b>
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The Capital Improvement Program, 2017-2022 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 Data

### OPERATING DATA 2017-2022

(All figures, except 2016, in thousands of units)

<u>Fixed Routes</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Vehicle hours	59,417	62	65	71	71	76	76
Vehicle revenue hours	56,983	60	62	67	67	72	72
Vehicle miles	918,416	1085	970	970	970	1048	1048
Vehicle revenue miles	858,705	1037	910	910	910	983	983
Passenger trips	578,638	580	600	612	624	637	649
Fatalities	0						
Reportable injuries	1						
Collisions	4						
Diesel fuel consumed	152,325	160	168	168	168	181	181
<u>Commuter Routes</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Vehicle hours	11,606	13	16	16	16	19	19
Vehicle revenue hours	10,833	12	15	15	15	18	18
Vehicle miles	359,589	404	490	490	490	582	490
Vehicle revenue miles	333,546	372	462	462	462	548	462
Passenger trips	116,348	135	150	153	156	175	179
Fatalities	0						
Reportable injuries	1						
Collisions	2						
Diesel fuel consumed	50,459	58	65	65	65	65	65
<u>ADA Demand Response</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Vehicle hours	33,068	35	38	40	43	46	49
Vehicle revenue hours	30,117	32	34	37	39	42	44
Vehicle miles	394,086	420	449	479	511	545	582
Vehicle revenue miles	333,768	356	380	405	433	462	493
Passenger trips	64,652	69	74	79	84	89	95
Fatalities	0						
Reportable injuries	0						
Collisions	1						
Diesel fuel consumed	38,056	41	43	46	49	53	56
<u>Vanpools</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Vehicle hours	30,414	31	32	32	33	34	34
Vehicle revenue hours	29,868	30	31	32	32	33	34
Vehicle miles	1,037,565	1058	1079	1101	1123	1146	1168
Vehicle revenue miles	1,037,565	1058	1079	1101	1123	1146	1168
Passenger trips	118,028	120	123	125	128	130	133
Fatalities	0						
Reportable injuries	0						
Collisions	1						
Gasoline consumed	58,812	60	61	62	64	65	66

## Section 9: Operating Revenues and Expenditures 2017-2022

	2017		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	\$ 9,263,949	\$ 4,279,348	\$ 13,543,297
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	10,205,601		10,205,601
Fares	430,000		430,000
Van Pools	480,000		480,000
Federal Operating Grants	1,836,238		1,836,238
State Operating Grants	429,050		429,050
Other Grants	3,000		3,000
Other Revenues	43,000		43,000
Transfers	-		-
<b>Total Operating Revenues</b>	<b>13,426,889</b>		<b>13,426,889</b>
<b>Subtotal Available</b>	<b>22,690,838</b>	<b>4,279,348</b>	<b>26,970,186</b>
<b>Operating Expenses</b>			
Vanpool P&M	740,072	-	740,072
Vanpool Sys Expand		-	-
Fixed Route P&M	7,998,596		7,998,596
Fixed Route Sys Expand			-
Dial-a-Ride (ADA) P&M	4,749,871		4,749,871
Dial-a-Ride (ADA) Expand			-
Other			-
Annual Depreciation	1,200,000	(1,200,000)	-
<b>Total Operating Expenses</b>	<b>14,688,539</b>	<b>(1,200,000)</b>	<b>13,488,539</b>
<b>Net Cash Available</b>	<b>8,002,299</b>	<b>5,479,348</b>	<b>13,481,647</b>
<b>Capital Revenues</b>			
Federal Grants		1,456,290	1,456,290
State Grants		1,629,851	1,629,851
Other			-
Fund Transfers (Matching & Non-Grant)			-
<b>Subtotal Capital Revenue</b>		<b>3,086,141</b>	<b>3,086,141</b>
<b>Capital Expenditures</b>			
<b>System P&amp;M</b>			
Maintenance & Other Equipment		503,474	503,474
FixedRoute		806,798	806,798
Dial-a-Ride		910,000	910,000
Service/Staff Vehicles			-
Transit Center			-
Transit Shelters			-
Vanpool Vans		411,936	411,936
<b>System Expansion</b>			
Maintenance & Other Equipment			-
Dial-a-Ride			-
FixedRoute		1,317,470	1,317,470
Service/Staff Vehicles			-
Transit Center		1,525,523	1,525,523
Transit Shelters			-
Transit Buses			-
Vanpool Vans			-
<b>Subtotal Capital Obligations</b>		<b>5,475,201</b>	<b>5,475,201</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 8,002,299</b>	<b>\$ 3,090,288</b>	<b>\$ 11,092,587</b>

	2018		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	\$ 8,002,299	\$ 3,090,288	\$ 11,092,587
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	11,226,161	-	11,226,161
Fares	442,900	-	442,900
Van Pools	504,000	-	504,000
<b>Federal Operating Grants</b>	<b>1,891,325</b>	-	<b>1,891,325</b>
<b>State Operating Grants</b>	<b>518,000</b>	-	<b>518,000</b>
Other Grants	2,500	-	2,500
Other Revenues	43,860	-	43,860
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>14,628,746</b>	-	<b>14,628,746</b>
<b>Subtotal Available</b>	22,631,045	3,090,288	25,721,333
<b>Operating Expenses</b>			
Vanpool P&M	762,274	-	762,274
Vanpool Sys Expand	-	-	-
Fixed Route P&M	8,238,554	-	8,238,554
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,892,367	-	4,892,367
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>15,393,195</b>	<b>(1,500,000)</b>	<b>13,893,195</b>
<b>Net Cash Available</b>	<b>7,237,850</b>	<b>4,590,288</b>	<b>11,828,138</b>
<b>Capital Revenues</b>			
Federal Grants	-	8,000,000	8,000,000
State Grants	-	342,720	342,720
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	-	<b>8,342,720</b>	<b>8,342,720</b>
<b>Capital Expenditures</b>			
<b>System P&amp;M</b>			
Maintenance & Other Equipment	-	104,000	104,000
FixedRoute	-	2,250,000	2,250,000
Dial-a-Ride	-	409,500	409,500
Service/Staff Vehicles	-	110,250	110,250
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	428,400	428,400
<b>System Expansion</b>			
Maintenance & Other Equipment	-	145,000	145,000
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	8,000,000	8,000,000
Transit Shelters	-	25,000	25,000
Transit Buses	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	-	<b>11,472,150</b>	<b>11,472,150</b>
<b>Ending Cash Balance 12/31</b>	\$ <b>7,237,850</b>	\$ <b>1,460,858</b>	\$ <b>8,698,708</b>

	2019		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	\$ 7,237,850	\$ 1,460,858	\$ 8,698,708
<b>Operating Revenues</b>			
Sales Tax (transit portion)	12,348,777	-	12,348,777
Fares	456,187	-	456,187
Van Pools	519,120	-	519,120
Federal Operating Grants	1,948,065	-	1,948,065
State Operating Grants	528,360	-	528,360
Other Grants	2,500	-	2,500
Other Revenues	44,737	-	44,737
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>15,847,746</b>	<b>-</b>	<b>15,847,746</b>
<b>Subtotal Available</b>	<b>23,085,596</b>	<b>1,460,858</b>	<b>24,546,454</b>
<b>Operating Expenses</b>			
Vanpool P&M	785,142	-	785,142
Vanpool Sys Expand	-	-	-
Fixed Route P&M	8,485,711	-	8,485,711
Fixed Route Sys Expand	606,000	-	606,000
Dial-a-Ride (ADA) P&M	5,039,138	-	5,039,138
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>16,415,991</b>	<b>(1,500,000)</b>	<b>14,915,991</b>
<b>Net Cash Available</b>	<b>6,669,605</b>	<b>2,960,858</b>	<b>9,630,463</b>
<b>Capital Revenues</b>			
Federal Grants	-	2,000,000	2,000,000
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	(3,000,000)	3,000,000	-
<b>Subtotal Capital Revenue</b>	<b>(3,000,000)</b>	<b>5,000,000</b>	<b>2,000,000</b>
<b>Capital Expenditures</b>			
<b>System P&amp;M</b>			
Maintenance & Other Equipment	-	20,000	20,000
FixedRoute	-	2,835,000	2,835,000
Dial-a-Ride	-	716,625	716,625
Service/Staff Vehicles	-	115,763	115,763
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
<b>System Expansion</b>			
Maintenance & Other Equipment	-	55,000	55,000
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	2,000,000	2,000,000
Transit Shelters	-	25,000	25,000
Transit Buses	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>5,767,388</b>	<b>5,767,388</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 3,669,605</b>	<b>\$ 2,193,471</b>	<b>\$ 5,863,076</b>

	2020		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	\$ 3,669,605	\$ 2,193,471	\$ 5,863,076
<b>Operating Revenues</b>			
Sales Tax (transit portion)	13,336,679	-	13,336,679
Fares	469,873	-	469,873
Van Pools	534,694	-	534,694
Federal Operating Grants	2,006,507	-	2,006,507
State Operating Grants	538,927	-	538,927
Other Grants	2,500	-	2,500
Other Revenues	45,632	-	45,632
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>16,934,812</b>	<b>-</b>	<b>16,934,812</b>
<b>Subtotal Available</b>	<b>20,604,417</b>	<b>2,193,471</b>	<b>22,797,887</b>
<b>Operating Expenses</b>			
Vanpool P&M	808,697	-	808,697
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,364,462	-	9,364,462
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,190,312	-	5,190,312
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>16,863,471</b>	<b>(1,500,000)</b>	<b>15,363,471</b>
<b>Net Cash Available</b>	<b>3,740,946</b>	<b>3,693,471</b>	<b>7,434,417</b>
<b>Capital Revenues</b>			
Federal Grants	-	-	-
State Grants	-	157,437	157,437
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	(1,000,000)	1,000,000	-
<b>Subtotal Capital Revenue</b>	<b>(1,000,000)</b>	<b>1,157,437</b>	<b>157,437</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	20,000	20,000
FixedRoute	-	2,480,625	2,480,625
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	81,034	81,034
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	196,796	196,796
System Expansion			
Maintenance & Other Equipment	-	60,000	60,000
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	25,000	25,000
Transit Buses	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>2,863,455</b>	<b>2,863,455</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 2,740,946</b>	<b>\$ 1,987,453</b>	<b>\$ 4,728,399</b>

	2021		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	\$ 2,740,946	\$ 1,987,453	\$ 4,728,399
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	14,403,614	=	14,403,614
Fares	483,969	-	483,969
Van Pools	550,734	-	550,734
Federal Operating Grants	2,066,702	-	2,066,702
State Operating Grants	549,706	-	549,706
Other Grants	2,500	-	2,500
Other Revenues	46,545	=	46,545
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>18,103,769</b>	<b>=</b>	<b>18,103,769</b>
<b>Subtotal Available</b>	<b>20,844,715</b>	<b>1,987,453</b>	<b>22,832,168</b>
<b>Operating Expenses</b>			
Vanpool P&M	832,958	=	832,958
Vanpool Sys Expand	-	=	-
Fixed Route P&M	9,645,396	=	9,645,396
Fixed Route Sys Expand	888,150	=	888,150
Dial-a-Ride (ADA) P&M	5,346,021	=	5,346,021
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>18,212,525</b>	<b>(1,500,000)</b>	<b>16,712,525</b>
<b>Net Cash Available</b>	<b>2,632,191</b>	<b>3,487,453</b>	<b>6,119,643</b>
<b>Capital Revenues</b>			
Federal Grants	-	-	-
State Grants	=	165,309	165,309
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	(1,000,000)	1,000,000	-
<b>Subtotal Capital Revenue</b>	<b>(1,000,000)</b>	<b>1,165,309</b>	<b>165,309</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	=	20,000	20,000
FixedRoute	=	2,604,656	2,604,656
Dial-a-Ride	=	474,047	474,047
Service/Staff Vehicles	-	-	-
Transit Center	=	-	-
Transit Shelters	=	-	-
Vanpool Vans	=	206,636	206,636
System Expansion			
Maintenance & Other Equipment	=	-	-
Dial-a-Ride	=	-	-
FixedRoute	=	1,041,863	1,041,863
Service/Staff Vehicles	=	-	-
Transit Center	=	-	-
Transit Shelters	=	-	-
Transit Buses	=	-	-
Vanpool Vans	=	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>4,347,202</b>	<b>4,347,202</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 1,632,191</b>	<b>\$ 305,559</b>	<b>\$ 1,937,750</b>

	2022		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	\$ 1,632,191	\$ 305,559	\$ 1,937,750
<b>Operating Revenues</b>			
Sales Tax (transit portion)	15,555,903	-	15,555,903
Fares	498,488	-	498,488
Van Pools	567,256	-	567,256
<b>Federal Operating Grants</b>	<b>2,128,703</b>	-	<b>2,128,703</b>
<b>State Operating Grants</b>	<b>560,700</b>	-	<b>560,700</b>
Other Grants	2,500	-	2,500
Other Revenues	47,475	-	47,475
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>19,361,026</b>	-	<b>19,361,026</b>
<b>Subtotal Available</b>	20,993,216	305,559	21,298,775
<b>Operating Expenses</b>			
Vanpool P&M	857,946	-	857,946
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,849,552	-	10,849,552
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,506,402	-	5,506,402
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>18,713,901</b>	<b>(1,500,000)</b>	<b>17,213,901</b>
<b>Net Cash Available</b>	<b>2,279,316</b>	<b>1,805,559</b>	<b>4,084,875</b>
<b>Capital Revenues</b>			
Federal Grants	-	-	-
State Grants	-	173,574	173,574
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	(1,000,000)	1,000,000	-
<b>Subtotal Capital Revenue</b>	<b>(1,000,000)</b>	<b>1,173,574</b>	<b>173,574</b>
<b>Capital Expenditures</b>			
<b>System P&amp;M</b>			
Maintenance & Other Equipment	-	20,000	20,000
FixedRoute	-	-	-
Dial-a-Ride	-	829,583	829,583
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	216,968	216,968
<b>System Expansion</b>			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	60,000	60,000
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	500,000	500,000
Transit Buses	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	-	<b>1,626,551</b>	<b>1,626,551</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 1,279,316</b>	<b>\$ 1,352,583</b>	<b>\$ 2,631,898</b>

## Appendix A - Public Participation Process

**Public Comment Period:** July 17-August 16, 2016. Submit comments to:

bwindler@skagittransit.org

Skagit Transit  
c/o Planner  
600 County Shop Ln  
Burlington, WA 98233

**Public hearing:** Skagit Transit held a public hearing on the Transit Development Plan. The public hearing was held on August 16, at 1:00PM at the Burlington City Hall Council Chambers, 833 S Spruce St, Burlington, WA 98233.

**Posted to Website:** No Later than July 17, 2016, <http://www.skagittransit.org/news/>

**Public Notices Published:** Skagit Valley Herald (no later than July 17, 2016) and El Mundo (no later than July 17, 2016)

**Requests for Paper or Digital Copies:** On and after July 17, 2016, 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 17, 2016, 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 B – Public Transportation Management System Inventory

DRAFT

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

Agency/Organization: Skagit Transit

Date: 31-Dec-16

Signature and Title Allan Schaner, Mgr. Facilities & Maintenance

Date

*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.*

No.	Year	Make/Model	Vehicle Case	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Donator	Meets Financial Need of State?	Is the Vehicle Safe?	Agency's ULS (Year)	Agency's ULS (Miles)	Maintenance Current	Performs as Designed	Replacement Cost \$	ADA Access	Seating Capacity	Fuel Type	WSDOT Title
1	2007	Gilling/Phantom 40ft Suburban	01	15GCD271071112855	071	410,194	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
2	2007	Gilling/Phantom 40ft Suburban	01	15GCD271271112856	072	439,545	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
3	2007	Gilling/Phantom 40ft Suburban	01	15GCD271271112857	073	446,237	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
4	2007	Gilling/Phantom 40ft Suburban	01	15GCD271271112858	074	449,708	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
5	2007	Gilling/Phantom 40ft Suburban	01	15GCD271271112859	075	435,072	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
6	2014	Gilling/40ft Suburban Low Floor	01	15GCD2713E1183921	141	155,827	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	36+2	D	No
7	2014	Gilling/40ft Suburban Low Floor	01	15GCD2715E1183922	142	162,461	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	36+2	D	No
8	2011	Gilling/35ft Low Floor	02	15GGB2715B1178544	111	211,722	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	Yes
9	2014	Gilling/35ft Low Floor	02	15GGB271E1183923	143	122,136	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
10	2014	Gilling/35ft Low Floor	02	15GGB271E1183924	144	119,988	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
11	2016	Gilling/35ft Low Floor	02	15GGB271G1186443	161	12,545	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
12	2009	NABI/31LFW-01	03	IN9313669A140004	091	343,641	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
13	2009	NABI/31LFW-01	03	IN9313669A140005	092	326,415	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	Yes
14	2009	NABI/31LFW-01	03	IN9313669A140006	093	342,693	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
15	2009	NABI/31LFW-01	03	IN9313669A140007	094	346,206	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
16	2009	NABI/31LFW-01	03	IN9313669A140008	095	345,370	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
17	2009	NABI/31LFW-01	03	IN9313669A140009	096	331,645	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
18	2004	Gilling/30ft Low Floor	03	15GGE29141090659	121	521,411	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	No
19	2004	Gilling/30ft Low Floor	03	15GGE291641090660	122	509,336	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	No
20	2004	Gilling/30ft Low Floor	03	15GGE291841090661	123	515,996	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	No
21	2010	Chevy/ARBBC Spirit of Mobility	11	1BRK316391135364	102	402,241	No	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
22	2010	Chevy/ARBBC Spirit of Mobility	11	1BRK316791134847	103	391,224	No	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No

Required by 49 CFR § 625.43.b and RCW 81.112.086

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR	Is the Vehicle Safe?	Agency's ULS (Year)	Agency's ULS (Miles)	Main-Current Function	Personnel Is Designated	Replacement Cost \$	ADA Access	Seating Capacity	Fuel Type	WSPOT Title
							Yes/No	Yes/No			Yes/No	Yes/No	Yes/No	Yes/No			Yes/No
23	2015	Chevy/ARBOC Spirit of Mobility	11	1GB65BL2E1198564	151	112,098	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
24	2015	Chevy/ARBOC Spirit of Mobility	11	1GB65BL0E1199325	152	104,082	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	Yes
25	2012	Chevy/Sarrtrans Senator	11	1GB65BL3C1124566	153	175,713	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
26	2012	Chevy/Sarrtrans Senator	11	1GB65BL7C1124909	154	171,922	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
27	2013	Chevy/Sarrtrans Senator	11	1GB65BL0C1201345	155	135,348	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
28	2014	Chevy/Sarrtrans Senator	11	1GB65BL7C1200578	156	85,300	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
29	2013	Chevy/Sarrtrans Senator	11	1GB65BL8C1200900	157	49,860	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	D	No
30	2008	Chevy/Sarrtrans Senator	11	1GBJG316781221108	737	173,253	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+4	D	No
31	2008	Chevy/Sarrtrans Senator	11	1GBJG316X81210796	738	209,260	No	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+4	D	No
32	2010	Chevy/Sarrtrans Senator	11	1GB9G5A60A1122294	739	150,122	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
33	2010	Chevy/Sarrtrans Senator	11	1GB9G5A67A1122213	740	221,712	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
34	2010	Chevy/Sarrtrans Senator	11	1GB9G5A62A1121857	741	175,927	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
35	2010	Chevy/Sarrtrans Senator	11	1GB9G5A65A1121755	742	131,419	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
36	2010	Chevy/Sarrtrans Senator	11	1GB9G5A69A1121158	744	157,037	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
37	2010	Chevy/Sarrtrans Senator	11	1GB9G5A61A1122062	745	175,698	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
38	2012	Chevy/Sarrtrans Senator	11	1GB6G5B36C1124772	748	89,271	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
39	2012	Chevy/Sarrtrans Senator	11	1GB6G5BL9C1125737	749	97,889	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
40	2012	Chevy/Sarrtrans Senator	11	1GB6G5BL8C1125633	750	102,221	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
41	2014	Chevy/Sarrtrans Senator	11	1GB6G5BL0C1200194	754	72,571	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
42	2013	Chevy/Sarrtrans Senator	11	1GB6G5BLK1200736	755	67,659	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
43	2013	Chevy/Sarrtrans Senator	11	1GB6G5BL2C1201153	756	64,936	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
44	2013	Chevy/Sarrtrans Senator	11	1GB6G5BLK1171643	757	61,590	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
45	2013	Chevy/Sarrtrans Senator	11	1GB6G5BL6C1200281	758	57,223	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
46	2015	Chevy/Sarrtrans Senator	11	1GB6G5BL6B1158200	759	28,905	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	Yes
47	2015	Chevy/Sarrtrans Senator	11	1GB6G5BL9B1158448	760	32,918	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	No
48	2015	Chevy/Sarrtrans Senator	11	1GB6G5BL9B1157249	761	26,599	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	No
49	2016	Ford/Aerotech	11	1PDPF4S8GJC5022	762	2,125	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	Yes
50	2016	Ford/Aerotech	11	1PDPF4S5GJD55026	763	2,122	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
51	2016	Ford/Aerotech	11	1PDPF4S1GDC55024	764	1,969	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life (Months)	Financial SFR (Yes/No)	Vehicle SFR (Yes/No)	Agency's ULS (Years)	Agency's ULS (Years)	Agency's ULS (Years)	Balance Current (Yes/No)	Designed Function (Yes/No)	Replacement Cost \$	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSPOT Title (Yes/No)
52	2016	Ford/Aerotech	11	1DPF645XGDC55023	765	2,095	Yes	Yes	7	200,000	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
53	2016	Ford/Aerotech	11	1DPF645XGDC55025	766	2,117	Yes	Yes	7	200,000	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
54	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353729	1001	62,101	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
55	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353742	1002	108,867	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
56	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353740	1003	103,382	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
57	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353741	1004	81,598	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
58	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353743	1005	78,294	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
59	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353744	1006	94,095	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
60	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353745	1007	92,097	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
61	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353746	1008	106,206	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
62	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353747	1009	121,146	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
63	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353748	1010	52,198	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
64	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353749	1011	111,150	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
65	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353750	1012	133,639	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
66	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353751	1013	111,762	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
67	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353752	1014	106,460	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
68	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353753	1015	50,715	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
69	2012	Dodge/Grand Caravan	13	2C4RDGCGCR353754	1016	83,677	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
70	2013	Dodge/Grand Caravan	13	2C4RDGCGCR61012	1017	61,648	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
71	2013	Dodge/Grand Caravan	13	2C4RDGCGCR61013	1018	42,291	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
72	2015	Dodge/Grand Caravan	13	2C4RDGCGCR659695	1019	20,760	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
73	2015	Dodge/Grand Caravan	13	2C4RDGCGCR659696	1020	23,087	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
74	2015	Dodge/Grand Caravan	13	2C4RDGCGCR659697	1021	34,648	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
75	2015	Dodge/Grand Caravan	13	2C4RDGCGCR661126	1022	43,742	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
76	2015	Dodge/Grand Caravan	13	2C4RDGCGCR661127	1023	26,669	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
77	2015	Dodge/Grand Caravan	13	2C4RDGCGCR661128	1024	13,463	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
78	2015	Dodge/Grand Caravan	13	2C4RDGCGCR659699	1025	28,891	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
79	2015	Dodge/Grand Caravan	13	2C4RDGCGCR661128	1026	31,908	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
80	2015	Dodge/Grand Caravan	13	2C4RDGCGCR659698	1027	31,837	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	No
81	2015	Dodge/Grand Caravan	13	2C4RDGCGCR661128	1028	15,867	Yes	Yes	5	125,000	125,000	Yes	Yes	\$26,000	No	7	G	Yes
82	2014	Chery/Express 15	13	16A2G1RG6E115385	401	43,878	Yes	Yes	5	125,000	125,000	Yes	Yes	\$30,000	No	15	G	No
83	2014	Chery/Express 15	13	16A2G1RG6E116664	402	57,731	Yes	Yes	5	125,000	125,000	Yes	Yes	\$30,000	No	15	G	No
84	2014	Chery/Express 15	13	16A2G1RG6E116390	403	50,823	Yes	Yes	5	125,000	125,000	Yes	Yes	\$30,000	No	15	G	No
85	2014	Chery/Express 15	13	16A2G1RG6E115913	404	39,265	Yes	Yes	5	125,000	125,000	Yes	Yes	\$30,000	No	15	G	No
86	2015	Chery/Express 15	13	16A2G1RG6E1277110	405	28,596	Yes	Yes	5	125,000	125,000	Yes	Yes	\$30,000	No	15	G	No
87	2015	Chery/Express 15	13	16A2G1RG6E1277110	406	18,880	Yes	Yes	5	125,000	125,000	Yes	Yes	\$30,000	No	15	G	No
88	2015	Chery/Express 15	13	16A2G1RG6E1278144	407	35,855	Yes	Yes	5	125,000	125,000	Yes	Yes	\$30,000	No	15	G	No
89	2017	Ford/X2YB Transit 15	13	1FBZK2YVGHKA1295	408	232	Yes	Yes	5	125,000	125,000	Yes	Yes	\$35,000	No	15	G	Yes
90	2017	Ford/X2YB Transit 15	13	1FBZK2YVGHKA31296	409	230	Yes	Yes	5	125,000	125,000	Yes	Yes	\$35,000	No	15	G	Yes

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SRR Year/No	Is the Vehicle Safe? Yes/No	Agency's ULS (Year)	Agency's ULS (Miles)	Main-Insurance Current Yes/No	Permitted Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	HSR/DOT Title Yes/No
91	2017	Ford/X2YB Transit 15	13	1FBZK2V9SHKA31297	410	260	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
92	2017	Ford/X2YB Transit 15	13	1FBZK2V9GHKA31298	411	228	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
93	2011	Dodge/Grand Caravan	13	2D4RN4DGCBR47082	822	85,774	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
94	2011	Dodge/Grand Caravan	13	2D4RN4DGGBR47084	824	78,348	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
95	2011	Dodge/Grand Caravan	13	2D4RN4DGGBR47085	825	111,100	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
96	2011	Dodge/Grand Caravan	13	2D4RN4DGGBR47086	826	99,179	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
97	2012	Chevy/Express 12	13	1GADZYGAC1194979	835	77,018	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	12	G	No
98	2008	Chevy/Express 15	13	1GAHG39K281190449	873	132,674	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
99	2008	Chevy/Express 15	13	1GAHG39K281191214	874	137,724	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
100	2005	Chevy/Express 15	13	1GAHG39U451238630	880	131,802	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
101	2011	Ford/Econoline 15	13	1FBSS3H13BDA48197	883	134,755	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
102	2011	Ford/Econoline 15	13	1FBSS3H17BDA48198	884	130,271	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
103	2011	Ford/Econoline 15	13	1FBSS3H17BDA48199	885	113,964	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
104	2011	Ford/Econoline 15	13	1FBSS3H1XBD48200	886	116,135	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
105	2012	Chevy/Express 15	13	1GAZG1FG4C1196223	887	98,126	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
106	2012	Chevy/Express 15	13	1GAZG1FG4C1196419	888	100,016	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
107	2012	Chevy/Express 15	13	1GAZG1FG4C1195508	889	71,876	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
108	2012	Chevy/Express 15	13	1GAZG1FG3C1195631	890	84,707	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
109	2012	Chevy/Express 15	13	1GAZG1FG0C1195988	891	83,154	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
110	2012	Chevy/Express 15	13	1GAZG1FG5C1197882	892	107,017	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
111	2012	Chevy/Express 15	13	1GAZG1FG3C1197038	893	97,305	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
112	2014	Chevy/Express 15	13	1GAZG1FG2E1115545	894	102,568	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
113	2014	Chevy/Express 15	13	1GAZG1FG9E1115591	895	64,934	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
114	2014	Chevy/Express 15	13	1GAZG1FG0E1115639	896	58,838	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
115	2014	Chevy/Express 15	13	1GAZG1FG6E1114947	897	75,798	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
116	2014	Chevy/Express 15	13	1GAZG1FG0E1115267	898	60,324	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
117	2014	Chevy/Express 15	13	1GAZG1FGXE1115082	899	80,685	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No

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

Agency/Organization: Skagit Transit

Date: 31-Dec-16

*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.*

Signature and Title \_\_\_\_\_ Facilities & Maintenance Mgr Date \_\_\_\_\_

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Need of SCR	Is the Vehicle Safe?	Agency's ULS (Year)	Agency's ULS (Miles)	Main-tenance Current	Performs its Designated Function	Replace-ment Cost \$	Fuel Type	WSPOT Title
							Yes/No	Yes/No			Yes/No				Yes/No
1	2004	Toyota/Prius Hybrid	28	JTDKB20U340039883	915	79,693	Yes	Yes	10	200,000	Yes	Yes	\$30,000	G/E	No
2	2004	Ford/F450XL	28	1FDXF46F94EC48891	916	52,027	Yes	Yes	12	300,000	Yes	Yes	\$40,000	D	No
3	2005	Ford/Taurus SE	28	1FAHP5322A312322	918	65,092	Yes	Yes	10	200,000	Yes	Yes	\$24,000	G	No
4	2008	Ford/F250SD 4x4 Supercab	28	1FTSX21R18EA62941	920	118,148	Yes	Yes	12	300,000	Yes	Yes	\$48,000	D	No
5	2009	Chevy/Colorado PU	28	1GCCS14B398145793	921	62,450	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
6	2009	Ford/Escape SLX 4WD	28	1FMCU927X9K886367	922	63,376	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
7	2009	Ford/Escape SLX 4WD	28	1FMCU92719K886368	923	69,221	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
8	2010	Chevy/Impala	28	2G1WASE3A1205387	924	45,824	Yes	Yes	10	200,000	Yes	Yes	\$27,000	G	No
9	2005	Dodge/Grand Caravan	28	2D8GP44L83R184043	925	200,141	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
10	2012	Ford/SD F-550 X	28	1FD0X5HT9CEC05827	926	109,139	Yes	Yes	12	300,000	Yes	Yes	\$65,000	D	No
12	2006	Dodge/Grand Caravan	28	2D8GP44L2RB68328	927	140,373	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
13	2006	Dodge/Grand Caravan	28	2D8GP44LXR835447	928	144,460	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
14	2006	Dodge/Grand Caravan	28	2D8GP44L8R835446	929	127,075	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
15	2006	Dodge/Grand Caravan	28	2D8GP44L6RB835445	930	163,173	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
16	2005	Dodge/Grand Caravan	28	2D8GP44L65R184042	931	148,212	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
17	2013	Toyota/Prius Hybrid	28	JTDZ33EU4D3273985	932	14,904	Yes	Yes	10	200,000	Yes	Yes	\$30,000	G/E	No
18	2014	Ford/Escape SLX 4WD	28	1FMCU9GK1BUZ8535	934	22,947	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
19	2015	Ford/Escape SLX 4WD	28	1FMCU9GK3RU426436	935	3,801	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
20	2015	Ford/Escape SLX 4WD	28	1FMCU9G67UB42441	936	15,456	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
21	2008	Chevy/Express 12	28	1GAH35K281189677	937	127,608	Yes	Yes	10	200,000	Yes	Yes	\$30,000	G	No
22	2017	Ford/Explorer XLT	28	1FM5K8D14HG847421	938	486	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
2007		Chevy/Uplander	28	1GNDV33W57D208177	939	124,855	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No

2011	Dodge/Grand Caravan	28	2D4RN4DC4BR647083	940	113,401	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
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Required by 49 CFR § 625.43.a

2 of 2

**Public Transportation Management System  
Owned Equipment Inventory**

**Agency** Skagit Transit

Refer to instructions for facility code

*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*

Facilities and Maintenance Manager  
Signature and Title  
Date

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	80	16	14	\$2,400,000	Land is leased from Skagit County
2	06	Skagit Station Multi-Modal Transfer Center	80	11	29	\$2,095,000	100 Stall Park & Ride
3	09	South Mount Vernon	90	5	35	\$3,810,000	382 Stall Park & Ride
4	09	Chuckanut Park and Ride	90	5	35	\$1,878,000	368 Stall Park & Ride
5	09	Alger Park and Ride		2	38	\$1,115,084	Property State Owned
6	09	March Point Park and Ride	90	9	21	\$643,000	50 Stall Park & Ride
7	23	Maintenance/Operations/Administration Base		1	49	\$5,100,000	133 Stall Park & Ride
8	09	Sedro Woolley Park & Ride	90	2	28	\$115,000	Land leased from Shell Oil Corp.
9							Recently acquired property is undeveloped for intended purposes, not scored.
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11							
12							
13							
14							
15							
16							
17							
18							
19							

Required by 49 CFR § 625.43.d and RCW 81.112.086