

Transit Development Plan 2020- 2025

Skagit Transit



Traducción: Disponible mediante solicitud.
Email: bwindler@skagittransit.org
Telephone: 360-757-5179

**EXECUTIVE
DIRECTOR**
Dale S. O'Brien

Skagit Transit Managerial Staff

Arden Flores, Finance & Administration
Penny Roodzant, Human Resources
Mark Kennedy, Operations
Chris Chidley, Information Technologies
Allan Schaner, Maintenance & Facilities
Joe Macdonald, Safety & Security

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. However, the economic impacts of this crisis are just becoming evident and that is producing a level of uncertainty in our planning which is difficult to document. We intend to list our financial information for the current year as budgeted. The financial information for future years will be based upon our best projection at this time but may be subject to change if conditions warrant.

Non-financial impacts will be noted throughout the document where warranted such as in Appendix A: Operating Data. 2020 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. Given the concern with how COVID-19 is spread, 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
Mayor, Mount Vernon



Steve Sexton
Mayor, Burlington



Laurie Gere, Vice-Chair
Mayor Anacortes



Kenneth Dahlstedt, Chair
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

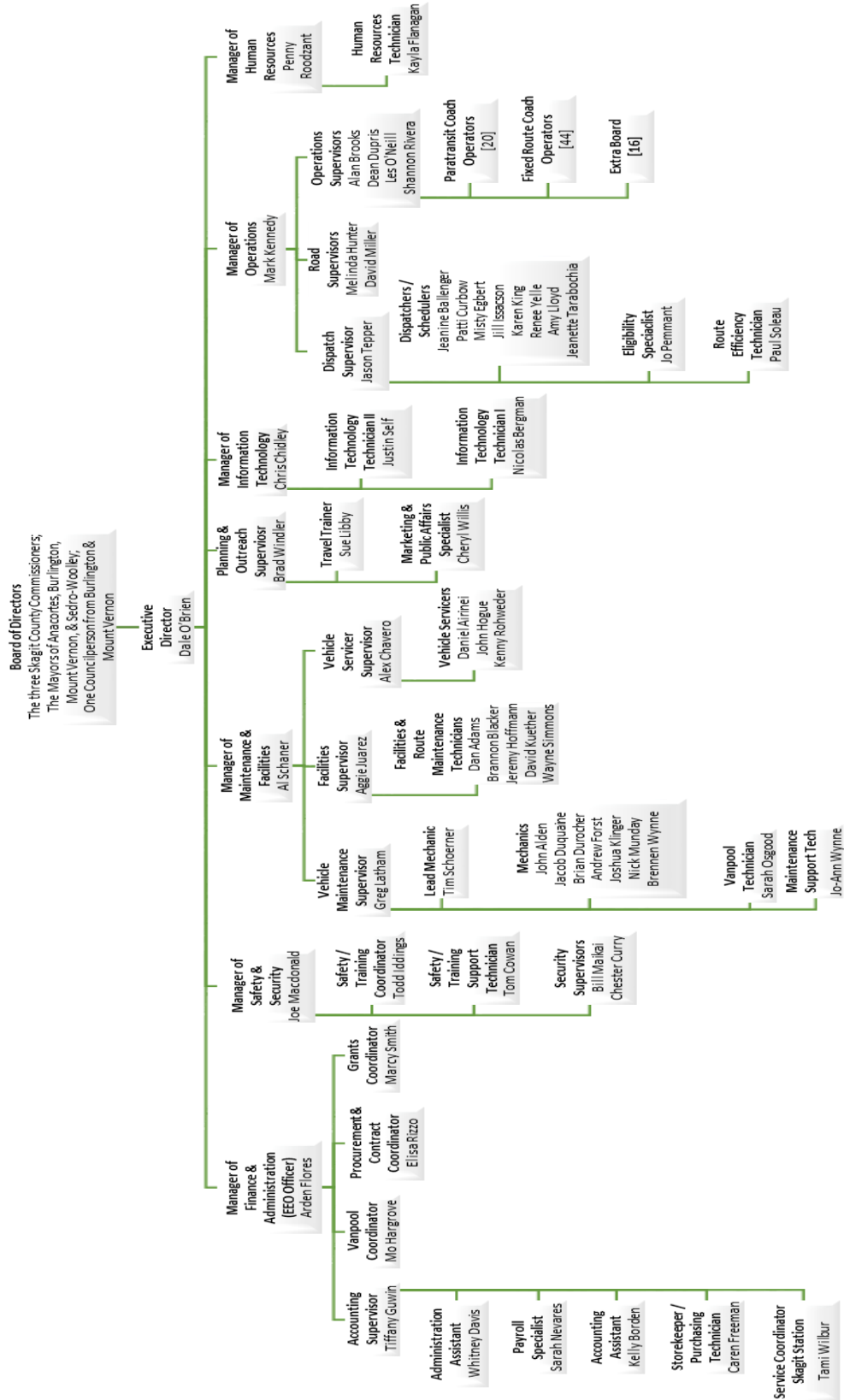


Figure 2.1 Skagit Transit Organizational Chart effective April 2020

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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 2019 the number of all fixed route passenger boarding's (local and commuter) declined by -3.3% from 2018.**

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 2019 there were 19 fixed routes, including 6 local urban routes, three commuter routes and six 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 1 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 2019, 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.

Figure 3-1: 2015 thru 2019 Fixed Route Operating Statistics

	2015	2016	2017	2018	2019	2018-2019 % Change
Passenger Trips	813,134	698,182	667,890	730,270	706,554	-3.3%
Revenue Miles	1,241,986	1,192,251	1,266,296	1,338,799	1,365,728	2.0%
Revenue Hours	68,993	67,816	71,103	76,398	76,997	0.8%

Figure 3-2: Fixed Route Overview

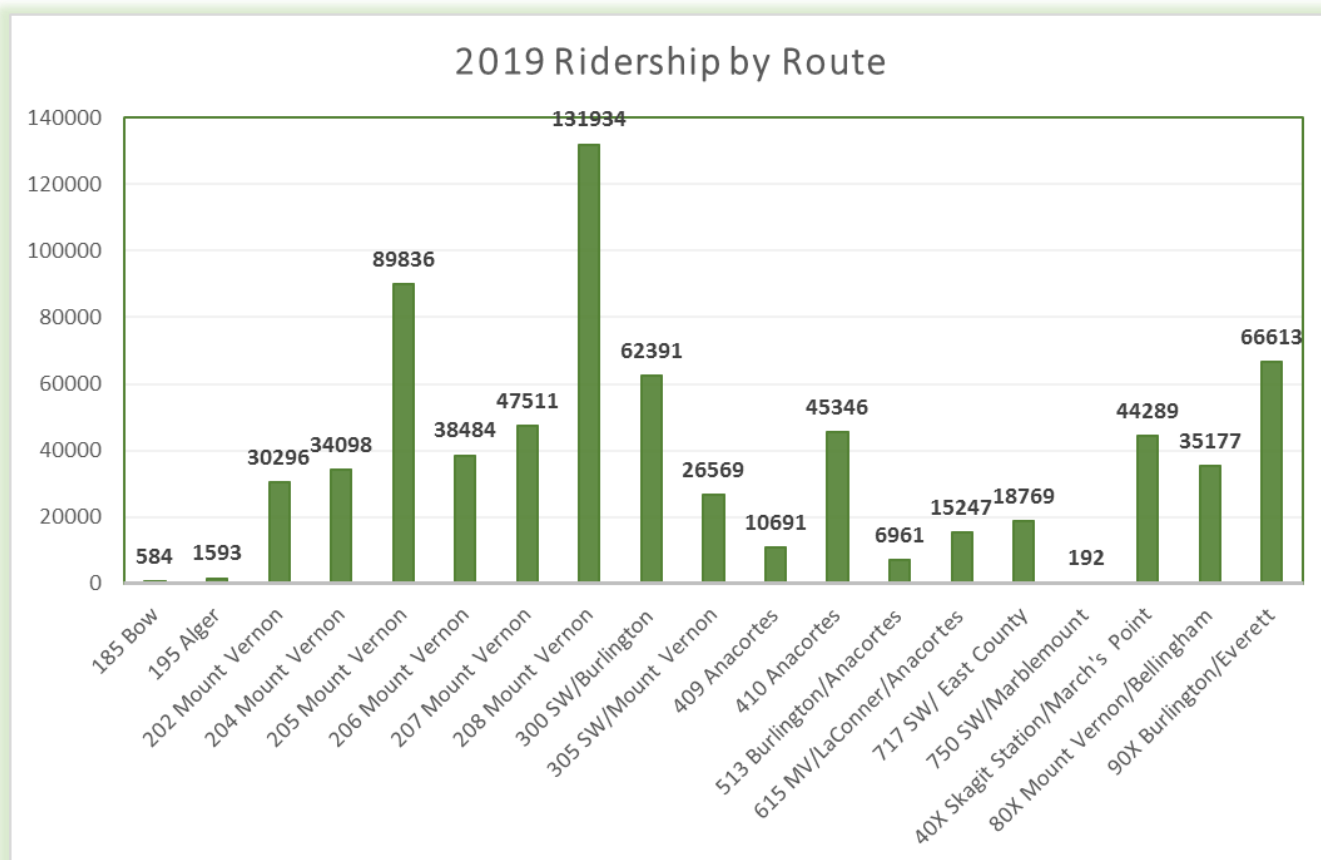
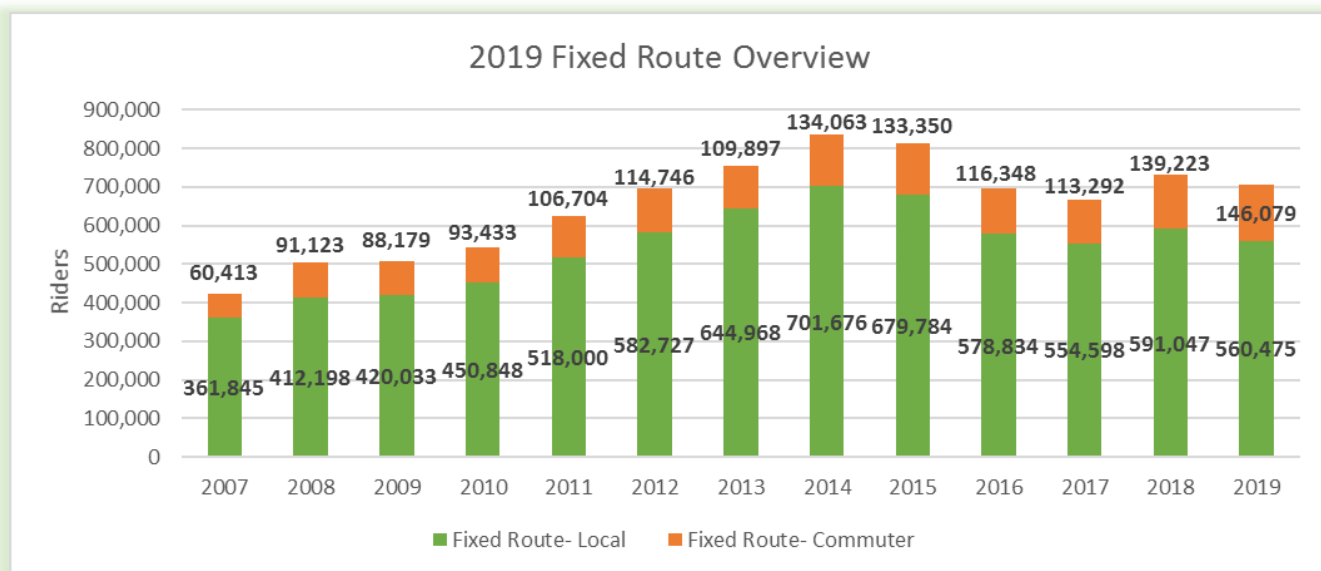


Figure 3-3: 2019 Ridership by Route

ADA Transit

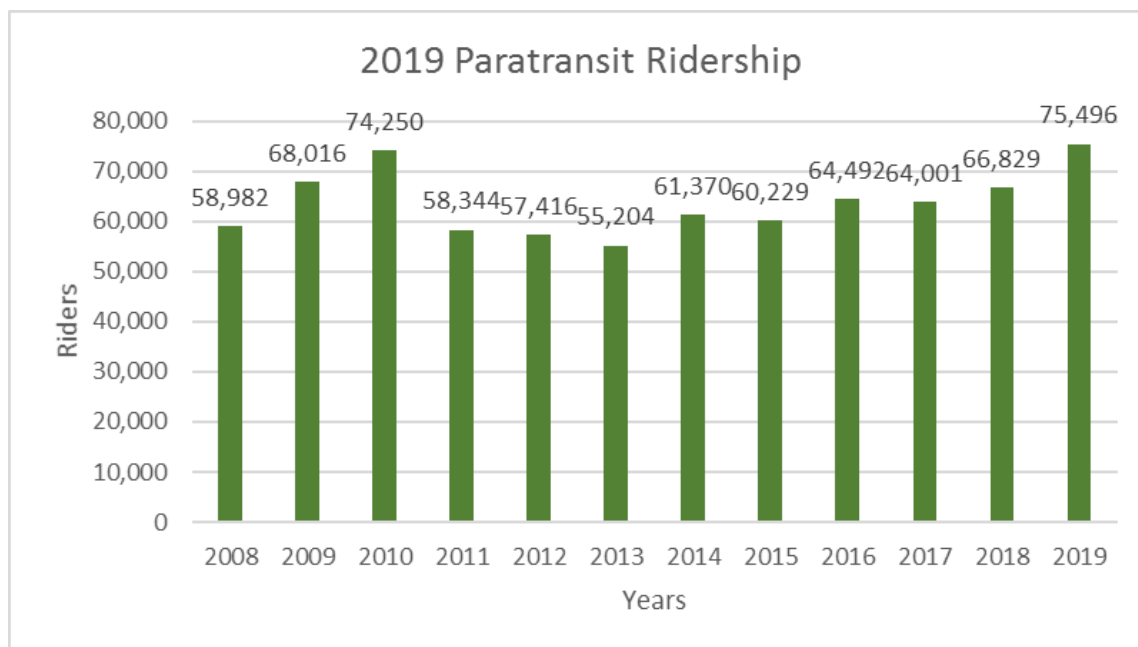
ADA Paratransit provides specialized transportation comparable with Skagit Transit's fixed-route bus service. **In 2019, ADA transit boarding's increased by 13.0% from 2018.**

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 2019 ADA Operating Statistics

	2015	2016	2017	2018	2019	2018 to 2019% Change
Passenger Trips	60,229	64,492	64,001	66,829	75,496	13.0%
Revenue Miles	293,958	333,240	341,321	332,231	445,994	34.2%
Revenue Hours	27,052	30,046	31,044	33,239	37,563	13.0%

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 2019 vanpool passenger trips increased by 3.4% from 2018.** Skagit Transit had 48 active vans as of the end of 2019. 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 2019, the cumulative sum of the distances ridden by each vanpool passenger totaled 5,037,035 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, and the economic impact of the COVID-19 pandemic.

	2015	2016	2017	2018	2019	2018 to 2019 % Change
Passenger Trips	60,229	118,028	108,100	110,388	114,180	3.4%
Revenue Miles	293,958	1,021,395	981,440	1,057,836	1,085,851	2.6%
Revenue Hours	27,052	27,976	26,761	28,928	29,504	2.0%

Figure 3-6: 2015 thru 2019 Vanpool Operating Statistics

Fares

Figure 3-7: The 2019 fare structure has been in place since October 1, 2008

	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)		

A new fare structure is being implemented as of January 1st 2020.

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, 2020-2025

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 underserved, 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 2020 to 2025. 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.

2020	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Plan for Operating Services from new MOA2 Facility • Conduct Triennial Rider Survey for development of Average Passenger Trip Length data • Completion of initial Public Transportation Agency Safety Plan (PTASP)
Services	<ul style="list-style-type: none"> • Preservation of existing service • Implement a fare increase on Fixed Route and Vanpool services • Implement a fare on the Paratransit 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"> • 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. • Complete the Design and Engineering for MOA Base relocation project into 3 phases • Begin construction for MOA Base relocation project Phase 1 • Design a bus pullout for the Sedro Woolley Food Bank. • Implement a pedestrian safety project at Skagit Station
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 • Procure and implement a mobile ticketing solution • Replace computer servers and other IT hardware as necessary • 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 upgrades on existing coaches • Implementation of electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency

Figure 5-1: 2020 Planned Activities

Some projects may not be completed as planned due to impacts from the COVID-19 pandemic.

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)
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. • As funding allows implementation of express services from outlying areas
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. • Continue construction for MOA Base relocation project
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 terminal to keep up with current data technology • Improve safety through implementation of equipment upgrades on existing coaches

Figure 5-2: 2021 Planned Activities

Some projects may not be completed as planned due to the financial impacts from the COVID-19 pandemic.

2022	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual Update of Public Transportation Agency Safety Plan (PTASP)
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"> • Continue construction for 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. • Add information kiosks 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
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 terminal to keep up with current data technology • Improve safety through implementation of equipment upgrades on existing coaches

Figure 5-3: 2022 Planned Activities

2023	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Develop Long Range Capital Plan • Annual Update of Public Transportation Agency Safety Plan (PTASP)
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 and information kiosk on the bus island at major transfer points • Design Driver Comfort Station at Sedro-Woolley Park & Ride • 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 ◦ 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 terminal to keep up with current data technology • Improve safety through implementation of equipment upgrades on existing coaches • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-4: 2023 Planned Activities

2024	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Conduct a Strategic Planning Process • Annual Update of Public Transportation Agency Safety Plan (PTASP)
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"> • 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 and information kiosk 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 • Construct Driver Comfort Station at Sedro-Woolley Park & Ride • 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 terminal to keep up with current data technology • Improve safety through implementation of equipment upgrades on existing coaches • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-5: 2024 Planned Activities

2025	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual Update of Public Transportation Agency Safety Plan (PTASP)
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"> • 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 and information kiosk 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 terminal to keep up with current data technology • Improve safety through implementation of equipment upgrades on existing coaches • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-6: 2025 Planned Activities

Rolling Stock Expansion and Replacement Plan

2020-2025 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT			
Year	Type	Expansion (Quantity)	Replacement (Quantity)
2020	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	2
	Vanpool	0	12
	Support	0	6
2021	Commuter Bus	0	0
	Fixed Route	0	5
	Paratransit	0	0
	Vanpool	0	0
	Support	0	5
2022	Commuter Bus	0	0
	Fixed Route	0	1
	Paratransit	0	3
	Vanpool	0	6
	Support	0	7
2023	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	0
	Vanpool	0	19
	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	1

Figure 5-7: 2020-2025 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.

COVID-19 financial impacts may affect the ability of this agency to order vehicles according to this schedule.

Section 6: 2019 Notable activities

Skagit Transit had the following notable activities occur in 2019.

- Design work for the New MOA 2 was completed
- Commuter service had ridership gains
- Local fixed route service received 6 new replacement coaches or about 20% of the fleet
- Safety/Training
 - 52 Coach Operators were provided with refresher training in 2019
 - 15 new Coach Operators, 2 new vehicle servicers, and 1 new Vanpool technician completed their initial training
 - All new operators are now cross trained to work on both fixed route and paratransit modes
- Propane Powered Paratransit Vehicles
 - 3 diesel vehicles have been replaced with propane powered vehicles
 - Propane fuel should power the entire Paratransit fleet by 2024
- Bus Stop Upgrades
 - Design work commenced on a bus pullout at the Sedro Woolley Food Bank Pullout
 - City of Anacortes placed several concrete pads at various bus stops along M Avenue as part of a street re-construction project. 3 Simme Seats and 1 bus shelter were installed.

Section 7: Capital Improvement Program, 2020-2025

The Capital Improvement Program includes the capital expenses identified in Section 8. However, while the program below shows the entire cost of the MOA Relocation Project, Section 8 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 2020-2025						
Preservation	2020	2021	2022	2023	2024	2025
Maint/Admin equip/facility	\$ 443,458	\$ 465,631	\$ 488,912	\$ 513,358	\$ 539,026	\$ 565,977
Fixed Route Vehicles	\$ 4,805,940	\$ 2,803,463	\$ 588,727			
Paratransit Vehicles	\$ 838,950		\$ 462,471		\$ 849,791	\$ 1,249,192
Service vehicles			\$ 324,135	\$ 48,623	\$ 153,154	\$ 53,604
Transit Centers						
Transit Shelters	\$ 39,706					
Vanpool vans			\$ 263,939	\$ 877,595	\$ 290,992	
Subtotals	\$ 6,128,054	\$ 3,269,094	\$ 2,128,184	\$ 1,439,576	\$ 1,832,963	\$ 1,868,773
Expansion	2020	2021	2022	2023	2024	2025
Maint/Admin equip/facility						
Fixed Route Vehicles						
Paratransit Vehicles						
Service vehicles						
Transit Centers	\$ 3,754,008	\$ 10,000,000	\$ 17,000,000			
Transit Shelters						
Vanpool vans						
Subtotals	\$ 3,754,008	\$ 10,000,000	\$ 17,000,000	\$ -	\$ -	\$ -
Total Capital	\$ 9,882,062	\$ 13,269,094	\$ 19,128,184	\$ 1,439,576	\$ 1,832,963	\$ 1,868,773

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

COVID-19 is impacting the agency and its financial implications are not fully known at this time. It may impact the agency's ability to fund this Capital Improvement Plan.

Section 8: Operating Revenues and Expenditures 2020-2025

	2020		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 8,610,775	\$ 2,772,567	\$ 11,383,342
Operating Revenues			-
Sales Tax (transit portion)	12,748,147	-	12,748,147
Fares	569,250	-	569,250
Van Pools	515,600	-	515,600
Federal Operating Grants	1,930,653	-	1,930,653
State Operating Grants	413,331	-	413,331
Other Grants	2,500	-	2,500
Other Revenues	200,000	-	200,000
Transfers	-	-	-
Total Operating Revenues	16,379,481	-	16,379,481
Subtotal Available	24,990,256	2,772,567	27,762,823
Operating Expenses			
Vanpool P&M	891,768	-	891,768
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,126,940	-	9,126,940
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,042,172	-	4,042,172
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	15,560,881	(1,500,000)	14,060,881
Net Cash Available	9,429,375	4,272,567	13,701,942
Capital Revenues			
Federal Grants	-	5,077,409	5,077,409
State Grants	-	2,585,500	2,585,500
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	2,000,000	2,000,000
Subtotal Capital Revenue	-	9,662,909	9,662,909
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	443,458	443,458
FixedRoute/Commuter	-	4,805,937	4,805,937
Dial-a-Ride	-	838,950	838,950
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	39,706	39,706
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	3,754,008	3,754,008
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	9,882,059	9,882,059
Ending Cash Balance 12/31	\$ 9,429,375	\$ 4,053,417	\$ 13,482,792

	2021		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 9,429,375	\$ 4,053,417	\$ 13,482,792
Operating Revenues			-
Sales Tax (transit portion)	10,198,518	-	10,198,518
Fares	455,400	-	455,400
Van Pools	335,140	-	335,140
Federal Operating Grants	1,988,573	-	1,988,573
State Operating Grants	309,998	-	309,998
Other Grants	2,500	-	2,500
Other Revenues	204,000	-	204,000
Transfers	-	-	-
Total Operating Revenues	13,494,128	-	13,494,128
Subtotal Available	22,923,504	4,053,417	26,976,921
Operating Expenses			
Vanpool P&M	891,768	-	891,768
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,126,940	-	9,126,940
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,042,172	-	4,042,172
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	15,560,881	(1,500,000)	14,060,881
Net Cash Available	7,362,623	5,553,417	12,916,040
Capital Revenues			
Federal Grants	-	10,000,000	10,000,000
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	10,000,000	10,000,000
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	465,631	465,631
FixedRoute/Commuter	-	2,803,463	2,803,463
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	10,000,000	10,000,000
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	13,269,094	13,269,094
Ending Cash Balance 12/31	\$ 7,362,623	\$ 2,284,323	\$ 9,646,946

	2022		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 7,362,623	\$ 2,284,323	\$ 9,646,946
Operating Revenues			-
Sales Tax (transit portion)	10,708,443	-	10,708,443
Fares	469,062	-	469,062
Van Pools	345,194	-	345,194
Federal Operating Grants	2,048,230	-	2,048,230
State Operating Grants	316,198	-	316,198
Other Grants	2,500	-	2,500
Other Revenues	208,080	-	208,080
Transfers	-	-	-
Total Operating Revenues	14,097,708	-	14,097,708
Subtotal Available	21,460,331	2,284,323	23,744,654
Operating Expenses			
Vanpool P&M	918,521	-	918,521
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,400,748	-	9,400,748
Fixed Route Sys Expand	328,000	-	328,000
Dial-a-Ride (ADA) P&M	4,163,438	-	4,163,438
Dial-a-Ride (ADA) Expand	210,000	-	210,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	16,520,707	(1,500,000)	15,020,707
Net Cash Available	4,939,624	3,784,323	8,723,947
Capital Revenues			
Federal Grants	-	17,000,000	17,000,000
State Grants	-	-	-
Other	-	171,560	171,560
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	17,171,560	17,171,560
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	488,912	488,912
FixedRoute/Commuter	-	588,727	588,727
Dial-a-Ride	-	462,471	462,471
Service/Staff Vehicles	-	324,135	324,135
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	263,939	263,939
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	17,000,000	17,000,000
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	19,128,184	19,128,184
Ending Cash Balance 12/31	\$ 4,939,624	\$ 1,827,698	\$ 6,767,322

	2023		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 4,939,624	\$ 1,827,698	\$ 6,767,322
Operating Revenues			-
Sales Tax (transit portion)	11,243,866	-	11,243,866
Fares	483,134	-	483,134
Van Pools	355,550	-	355,550
Federal Operating Grants	2,109,677	-	2,109,677
State Operating Grants	322,522	-	322,522
Other Grants	2,500	-	2,500
Other Revenues	212,242	-	212,242
Transfers	-	-	-
Total Operating Revenues	14,729,490	-	14,729,490
Subtotal Available	19,669,114	1,827,698	21,496,812
Operating Expenses			
Vanpool P&M	946,077	-	946,077
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,020,611	-	10,020,611
Fixed Route Sys Expand	168,000	-	168,000
Dial-a-Ride (ADA) P&M	4,504,641	-	4,504,641
Dial-a-Ride (ADA) Expand	108,000	-	108,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	17,247,328	(1,500,000)	15,747,328
Net Cash Available	2,421,785	3,327,698	5,749,484
Capital Revenues			
Federal Grants	-	-	-
State Grants	-	-	-
Other	-	570,437	570,437
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	570,437	570,437
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	513,358	513,358
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	48,620	48,620
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	877,596	877,596
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	1,439,574	1,439,574
Ending Cash Balance 12/31	\$ 2,421,785	\$ 2,458,562	\$ 4,880,347

	2024		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 2,421,785	\$ 2,458,562	\$ 4,880,347
Operating Revenues			
Sales Tax (transit portion)	11,806,059	-	11,806,059
Fares	497,628	-	497,628
Van Pools	366,217	-	366,217
Federal Operating Grants	2,172,967	-	2,172,967
State Operating Grants	328,973	-	328,973
Other Grants	2,500	-	2,500
Other Revenues	216,486	-	216,486
Transfers	1,000,000	(1,000,000)	-
Total Operating Revenues	16,390,829	(1,000,000)	15,390,829
Subtotal Available	18,812,615	1,458,562	20,271,177
Operating Expenses			
Vanpool P&M	974,459	-	974,459
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,494,269	-	10,494,269
Fixed Route Sys Expand	86,000	-	86,000
Dial-a-Ride (ADA) P&M	4,751,020	-	4,751,020
Dial-a-Ride (ADA) Expand	111,000	-	111,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	17,916,748	(1,500,000)	16,416,748
Net Cash Available	895,867	2,958,562	3,854,428
Capital Revenues			
Federal Grants	-	-	-
State Grants	-	232,794	232,794
Other	-	189,145	189,145
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	421,939	421,939
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	539,026	539,026
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	849,791	849,791
Service/Staff Vehicles	-	153,154	153,154
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	290,992	290,992
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	1,832,963	1,832,963
Ending Cash Balance 12/31	\$ 895,867	\$ 1,547,538	\$ 2,443,404

	2025		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 895,867	\$ 1,547,538	\$ 2,443,404
Operating Revenues			-
Sales Tax (transit portion)	12,396,362	-	12,396,362
Fares	512,557	-	512,557
Van Pools	377,203	-	377,203
Federal Operating Grants	2,238,156	-	2,238,156
State Operating Grants	335,552	-	335,552
Other Grants	2,500	-	2,500
Other Revenues	220,816	-	220,816
Transfers	1,000,000	(1,000,000)	-
Total Operating Revenues	17,083,146	(1,000,000)	16,083,146
Subtotal Available	17,979,013	547,538	18,526,550
Operating Expenses			
Vanpool P&M	1,003,693	-	1,003,693
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,897,677	-	10,897,677
Fixed Route Sys Expand	86,000	-	86,000
Dial-a-Ride (ADA) P&M	5,007,881	-	5,007,881
Dial-a-Ride (ADA) Expand	111,000	-	111,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	18,606,251	(1,500,000)	17,106,251
Net Cash Available	(627,238)	2,047,538	1,420,300
Capital Revenues			
Federal Grants	-	-	-
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	-	-
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	565,977	565,977
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	1,249,192	1,249,192
Transit Center	-	53,604	53,604
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	1,868,774	1,868,774
Ending Cash Balance 12/31	\$ (627,238)	\$ 178,764	\$ (448,474)

Appendices

Appendix A - Operating Data 2020

Appendix B - Public Participation Process

Appendix C - Public Transportation Management System Inventory



Fixed
Route/Commuter



Vanpool



Paratransit

Appendix A – Operating Data

OPERATING DATA 2020-2025							
(All figures, except 2019, in thousands of units)							
<u>Fixed Routes</u>	<u>Actual 2019</u>	<u>Budgeted 2020</u>	<u>Estimated 2021</u>	<u>Estimated 2022</u>	<u>Estimated 2023</u>	<u>Estimated 2024</u>	<u>Estimated 2025</u>
Vehicle hours	64,082	63	64	64	65	67	68
Vehicle revenue hours	61,721	61	61	61	62	64	65
Vehicle miles	952,794	925	960	979	999	1019	1039
Vehicle revenue miles	900,105	875	905	923	942	960	980
Passenger trips	560,475	504	519	524	535	545	556
Fatalities	0						
Reportable Injuries	8						
Collisions	9						
Diesel fuel consumed	173,404	166	166	166	169	173	176
<u>Commuter Routes</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Vehicle hours	16,119	16	16	16	19	19	19
Vehicle revenue hours	15,276	15	15	15	18	18	18
Vehicle miles	492,813	492	492	492	502	502	502
Vehicle revenue miles	466,297	465	465	465	474	474	474
Passenger trips	146,079	132	139	143	147	151	156
Fatalities	0						
Reportable Injuries	0						
Collisions	6						
Diesel fuel consumed	63,500	64	64	64	65	65	65
<u>ADA Demand Response</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Vehicle hours	41,632	42	45	46	47	49	50
Vehicle revenue hours	37,563	38	40	41	43	44	45
Vehicle miles	525,410	525	572	589	607	625	644
Vehicle revenue miles	445,994	446	486	501	516	531	547
Passenger trips	75,496	68	72	74	76	79	81
Fatalities	0						
Reportable Injuries	7						
Collisions	2						
Diesel fuel consumed	19,227	19	16	16	11	11	12
Propane fuel consumed	63,974	84	96	99	107	110	113
<u>Vanpools</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Vehicle hours	29,401	30	19	19	20	20	21
Vehicle revenue hours	29,401	30	19	19	20	20	21
Vehicle miles	1,074,576	1096	697	711	725	740	755
Vehicle revenue miles	1,074,576	1096	697	711	725	740	755
Passenger trips	110,388	71	74	75	77	78	80
Fatalities	0						
Reportable Injuries	0						
Collisions	6						
Gasoline consumed	59,985	61	39	40	41	41	42

COVID-19 is impacting the agency in multiple ways and this is reflected in the chart above as much as possible.

Appendix B – Public Participation Process

Public Comment Period: July 15-August 19, 2020. 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 19, 2020 at 1:00PM at the Burlington City Hall Council Chambers, 833 S Spruce St, Burlington, WA 98233.

Posted to Website: No Later than July 15, 2020, <http://www.skagittransit.org/news/>

Public Notices Published: Skagit Valley Herald (no later than July 15, 2020) and El Mundo (no later than July 15, 2020)

Requests for Paper or Digital Copies: On and after July 15, 2020, 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 15, 2020, 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

Public Transportation Management System

Owned Rolling Stock Inventory & Verification of Continued Use

Agency/Organization:Skagit Transit

Date:15-Jan-20

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.

Allan Schaner, Facilities and Maintenance Manager

Date:

No.	Year	Make/Model	Vehicle Code	Identification Number	Vehicle Number	(VIN)	Agency Vehicle Number	Meets Financial Needs of 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	WSDOT Title
1	2007	Gillig/Phantom 40ft	01	15GCD271071112855	071			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
2	2007	Gillig/Phantom 40ft	01	15GCD271271112856	072			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
3	2007	Gillig/Phantom 40ft	01	15GCD271271112857	073			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
4	2007	Gillig/Phantom 40ft	01	15GCD271271112858	074			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
5	2007	Gillig/Phantom 40ft	01	15GCD271271112859	075			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
6	2014	Gillig/40ft Low Floor	01	15GGD2713E1183921	141			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	36+2	D	No
7	2014	Gillig/40ft Low Floor	01	15GGD2715E1183922	142			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	36+2	D	No
8	2018	Gillig/40ft Low Floor	01	15GGD27183191463	181			Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	35+2	D	No
9	2019	Gillig/30ft Low Floor	02	15GGE2715K3093506	191			Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
10	2019	Gillig/30ft Low Floor	02	15GGE2717K3093507	192			Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
11	2019	Gillig/30ft Low Floor	02	15GGE2719K3093508	193			Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
12	2019	Gillig/30ft Low Floor	02	15GGE2710K3093509	194			Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
13	2019	Gillig/30ft Low Floor	02	15GGE2717K3093510	195			Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
14	2019	Gillig/30ft Low Floor	02	15GGE2719K3093511	196			Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
15	2011	Gillig/35ft Low Floor	02	15GGB2715B1178544	111			Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	Yes
16	2014	Gillig/35ft Low Floor	02	15GGD2711E1183923	143			Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	No
17	2014	Gillig/35ft Low Floor	02	15GGB2711E1183924	144			Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	No
18	2016	Gillig/35ft Low Floor	02	15GGB2717G1186443	161			Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	No
19	2017	Gillig/35ft Low Floor	02	15GGB2713H1187378	171			Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	29+2	D	Yes
20	2017	Gillig/35ft Low Floor	02	15GGB2715H1187379	172			Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	29+2	D	Yes
21	2009	NAB/31LFW-01	03	IN93136659A140004	091			Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
22	2009	NAB/31LFW-01	03	IN93136659A140005	092			Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	Yes
23	2009	NAB/31LFW-01	03	IN93136659A140006	093			Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
24	2009	NAB/31LFW-01	03	IN93136659A140007	094			Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
25	2009	NAB/31LFW-01	03	IN93136659A140008	095			Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
26	2009	NAB/31LFW-01	03	IN93136659A140009	096			Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	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	WSOOT Title Yes/No
27	2017	Gillig/30ft Low Floor	03	15GGE2712H1093127		174	135,420	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	26+2	D	No
28	2015	Chevy/ARBOC Spirit of Mobility	11	1GBGG58L2E1198564		151	296,707	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
29	2015	Chevy/ARBOC Spirit of Mobility	12	1GBGG58L0E1199325		152	274,812	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+3	D	No
30	2014	Chevy/Startrans Senator	11	1GBGG58L7C1200578		156	199,854	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	14+2	D	No
31	2013	Chevy/Startrans Senator	11	1GBGG58L8C1200900		157	125,203	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	14+2	D	No
32	2012	Chevy/Startrans Senator	11	1GBGG58L6C1124772		748	132,140	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
33	2012	Chevy/Startrans Senator	11	1GBGG58L9C1125737		749	131,081	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
34	2012	Chevy/Startrans Senator	11	1GBGG58L8C1125633		750	143,253	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
35	2014	Chevy/Startrans Senator	11	1GBGG58L0C1200194		754	139,111	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
36	2013	Chevy/Startrans Senator	11	1GBGG58L1C1200736		755	138,670	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
37	2013	Chevy/Startrans Senator	11	1GBGG58L2C1201153		756	137,787	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
38	2013	Chevy/Startrans Senator	11	1GBGG58L1C1171643		757	127,856	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
39	2013	Chevy/Startrans Senator	11	1GBGG58L6C1200281		758	128,736	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
40	2015	Chevy/Startrans Senator	11	1GBGG58L6E1158200		759	90,943	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	Yes
41	2015	Chevy/Startrans Senator	11	1GBGG58L9E1158448		760	100,949	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	No
42	2015	Chevy/Startrans Senator	11	1GBGG58L9E1157249		761	93,681	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	No
43	2016	Ford/Aerotech	11	1FDFE4F58GDC55022		762	66,632	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
44	2016	Ford/Aerotech	11	1FDFE4F58GDC55026		763	70,531	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
45	2016	Ford/Aerotech	11	1FDFE4F51GDC55024		764	77,514	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
46	2016	Ford/Aerotech	11	1FDFE4F5XGDC55023		765	55,455	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
47	2016	Ford/Aerotech	11	1FDFE4F53GDC55025		766	60,015	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
48	2018	Ford/Aerotech	11	1FDFE4F54HDC78671		767	41,190	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
49	2018	Ford/Aerotech	11	1FDFE4F58HDC78673		768	44,116	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
50	2018	Ford/Aerotech	11	1FDFE4F5XHDC78674		769	45,603	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
51	2018	Ford/Aerotech	11	1FDFE4F53HDC78676		770	48,254	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
52	2018	Ford/Aerotech	11	1FDFE4F52HDC78670		771	45,337	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
53	2018	Ford/Aerotech	11	1FDFE4F51HDC78675		772	41,060	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	Is the Vehicle Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current Yes/No	Performs As Designed Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
54	2018	Ford/Aerotech	11	1FDFE4F56HDC78675		773	42,659	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
55	2019	Ford/Aerotech	11	1FDFE4F58KDCS1156		774	1,911	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
56	2019	Ford/Aerotech	11	1FDFE4F5XKDCS1157		775	1,913	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
57	2019	Ford/Aerotech	11	1FDFE4F51KDCS1158		776	1,909	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
58	2012	Dodge/Grand Caravan	13	2C4RDGC8R353741		1004	131,697	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
59	2012	Dodge/Grand Caravan	13	2C4RDGC61CR353743		1005	124,924	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
60	2012	Dodge/Grand Caravan	13	2C4RDGC67CR353746		1008	131,580	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
61	2013	Dodge/Grand Caravan	13	2C4RDGC6DR761012		1017	136,742	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
62	2013	Dodge/Grand Caravan	13	2C4RDGC6DR761013		1018	153,631	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
63	2015	Dodge/Grand Caravan	13	2C4RDGC6FR659696		1020	113,238	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
64	2015	Dodge/Grand Caravan	13	2C4RDGC6XFR659697		1021	113,554	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
65	2015	Dodge/Grand Caravan	13	2C4RDGC6YFR661126		1022	106,742	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
66	2015	Dodge/Grand Caravan	13	2C4RDGC61FR661127		1023	96,620	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
67	2015	Dodge/Grand Caravan	13	2C4RDGC63FR661128		1024	81,843	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
68	2015	Dodge/Grand Caravan	13	2C4RDGC63FR659699		1025	76,695	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
69	2015	Dodge/Grand Caravan	13	2C4RDGC63FR661128		1026	90,877	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
70	2015	Dodge/Grand Caravan	13	2C4RDGC61FR659698		1027	71,427	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
71	2015	Dodge/Grand Caravan	13	2C4RDGC60FR691008		1028	43,627	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
72	2018	Chrysler Pacifica	13	2C4RC1AG3R234026		1029	29,676	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
73	2018	Chrysler Pacifica	13	2C4RC1AG5R234027		1030	39,914	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
74	2018	Chrysler Pacifica	13	2C4RC1AG9R234029		1031	35,500	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
75	2018	Chrysler Pacifica	13	2C4RC1AG5R234030		1032	28,915	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
76	2018	Chrysler Pacifica	13	2C4RC1AG7R234031		1033	23,522	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
77	2018	Chrysler Pacifica	13	2C4RC1AG7R234028		1034	32,820	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
78	2019	Chrysler Pacifica	13	2C4RC1AG3KR659477		1035	15,670	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
79	2019	Chrysler Pacifica	13	2C4RC1AG5KR659478		1036	13,470	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
80	2019	Chrysler Pacifica	13	2C4RC1AG5KR659479		1037	14,288	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
81	2019	Chrysler Pacifica	13	2C4RC1AG3KR659480		1038	11,719	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
82	2019	Chrysler Pacifica	13	2C4RC1AG5KR659481		1039	10,770	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
83	2019	Chrysler Pacifica	13	2C4RC1AG7KR659482		1040	12,131	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
84	2014	Chevy/Express 15	13	1GAZG1F66E1115385		401	90,475	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
85	2014	Chevy/Express 15	13	1GAZG1F64E1116664		402	114,504	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No

	Year	Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Actual Life Odometer	Needs 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	13	1GAZG1FG4E1116390	403	112,458	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
87	2014	Chevy/Express 15	13	1GAZG1FG5E1115913	404	120,431	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
88	2015	Chevy/Express 15	13	1GAZG2FF6F1277606	405	46,902	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
89	2015	Chevy/Express 15	13	1GAZG2FF6F1277110	406	67,466	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
90	2015	Chevy/Express 15	13	1GAZG2FF6F1278144	407	109,009	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
91	2017	Ford/X2VB Transit 15	13	1F8ZV2V65HKA31295	408	42,685	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
92	2017	Ford/X2VB Transit 15	13	1F8ZV2V67HKA31296	409	85,867	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
93	2017	Ford/X2VB Transit 15	13	1F8ZV2V69HKA31297	410	55,196	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
94	2017	Ford/X2VB Transit 15	13	1F8ZV2V69HKA31298	411	30,835	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
95	2017	Ford/X2VB Transit 15	13	1F8ZV2V69HKA462694	412	55,937	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
96	2017	Ford/X2VB Transit 15	13	1F8ZV2V61HKB26372	413	61,883	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
97	2018	Ford/X2VB Transit 15	13	1F8ZV2V60W841912	414	31,892	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
98	2018	Ford/X2VB Transit 15	13	1F8ZV2V60W841909	415	29,000	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
99	2018	Ford/X2VB Transit 15	13	1F8ZV2V62W841913	416	24,465	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
100	2018	Ford/X2VB Transit 15	13	1F8ZV2V62W841910	417	19,687	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
101	2018	Ford/X2VB Transit 15	13	1F8ZV2V63W841911	418	34,373	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
102	2018	Ford/X2VB Transit 15	13	1F8ZV2V63W846883	419	41,155	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
103	2018	Ford/X2VB Transit 15	13	1F8ZV2V63W846884	420	29,752	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
104	2019	Ford/X2VB Transit 15	13	1F8ZV2V63W860557	421	5,660	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
105	2019	Ford/X2VB Transit 15	13	1F8ZV2V63W860552	422	5,386	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
106	2019	Ford/X2VB Transit 15	13	1F8ZV2V64W860553	423	5,459	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
107	2019	Ford/X2VB Transit 15	13	1F8ZV2V64W860555	424	3,150	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
108	2019	Ford/X2VB Transit 15	13	1F8ZV2V64W860556	425	3,333	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
109	2019	Ford/X2VB Transit 15	13	1F8ZV2V64W860554	426	7,216	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
110	2014	Chevy/Express 15	13	1GAZG1FG9E1115591	895	125,762	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
111	2014	Chevy/Express 15	13	1GAZG1FG9E1115539	896	111,516	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
112	2014	Chevy/Express 15	13	1GAZG1FG9E1114947	897	136,051	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
113	2014	Chevy/Express 15	13	1GAZG1FG9E1115567	898	115,325	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
114	2014	Chevy/Express 15	13	1GAZG1FG9E1115082	899	160,354	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No

FACILITIES

Public Transportation Management System Owned Facility Inventory

Agency Skagit Transit Jan. 15, 2020

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

Allan Schaner, Facilities and Maintenance Manager 1-15-2020

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	20	10	\$2,400,000.00	Land is leased from Skagit County
2	23	Maintenance/Operations/Administration Base 2	0	3	47	\$5,100,000.00	Recently acquired property is undeveloped for intended purposes, not scored.
3	6	Skagit Station Multi-Modal Transfer Center	3	15	25	\$2,095,000.00	100 Stall Park & Ride
4	9	South Mount Vernon	4	9	31	\$3,810,000.00	382 Stall Park & Ride
5	9	Chuckanut Park and Ride	4	8	31	\$1,878,000.00	368 Stall Park & RideProperty State Owned
6	9	Alger Park and Ride	4	6	34	\$1,115,084.00	50 Stall Park & Ride
7	9	March Point Park and Ride	3	12	17	\$643,000.00	133 Stall Park & Ride
8	9	Sedro Woolley Park & Ride	5	5	24	\$115,000.00	Land leased from Shell Oil Corp. 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

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

Agency/Organization: Skagit Transit
Date: 15-Jan-20

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.

Allan Schaner, Facilities and Maintenance Manager Date: 1-15-2020

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number	Vehicle Number (VIN)	Agency 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)	Main- tenance Current Yes/No	Performs Its Designed Function	Replace-ment Cost \$	Fuel Type	WSDOT Title Yes/No
1	2004	Toyota Prius	28	JTDK820U340039883		915	101,881	Yes	Yes	10	200,000	Yes	Yes	\$30,000	G/E	No
2	2004	Ford F450 XL	28	1FDXF46P94EC48891		916	68,595	Yes	Yes	12	300,000	Yes	Yes	\$40,000	D	No
3	2009	Chevy Colorado	28	1GCCS14E338145793		921	91,722	Yes	Yes	12	300,000	Yes	Yes	\$48,000	G	No
4	2009	Ford Escape	28	1GCCS14E338145793		922	89,690	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
5	2009	Ford Escape	28	1FMCU92719K86368		923	93,900	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
6	2010	Chevy Impala	28	2G1WAS6K3A1205387		924	59,140	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
7	2012	Ford F550	28	1FDDX5HT9CEC05827		926	162,078	Yes	Yes	12	300,000	Yes	Yes	\$60,000	D	No
8	2013	Toyota Prius	28	JTDZN3EU4D3273985		932	39,543	Yes	Yes	10	200,000	Yes	Yes	\$27,000	G/E	No
9	2014	Ford Escape	28	1FMCU9GK1EUE28535		934	41,242	Yes	Yes	10	300,000	Yes	Yes	\$65,000	G	No
10	2015	Ford Escape	28	1FMCU9GX3FUA26436		935	7,660	Yes	Yes	10	300,000	Yes	Yes	\$30,000	G	No
11	2015	Ford Escape	28	1FMCU9GX6FUB42441		936	41,737	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
12	2008	Chevy Express 12 pass	28	1GAHG35K281189677		937	146,756	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
13	2017	Ford Explorer	28	1FM5K8DH4HG847421		938	22,566	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
14	2011	Dodge Grand Caravan	28	2D4RN4DG48B647083		940	125,060	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
15	2012	Dodge SE	28	2C4RDGCG3C8353739		941	93,104	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
16	2011	Dodge Grand Caravan	28	2D4RN4DG68B647084		943	105,609	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
17	2012	Chevy Express 12 pass	28	1GAZGVFXCL194979		944	104,718	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
18	2011	Dodge Grand Caravan	28	2D4RN4DG28B647082		945	104,656	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
19	2011	Dodge Grand Caravan	28	2D4RN4DGXBR647086		946	132,558	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
20	2011	Dodge Grand Caravan	28	2D4RN4DG8B647085		947	140,855	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
21	2012	Dodge Grand Caravan	28	2C4RDGCG6C8353740		948	146,819	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
22	2012	Dodge Grand Caravan	28	2C4RDGCG3C8353744		949	127,948	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
23	2012	Dodge Grand Caravan	28	2C4RDGCG5C8353745		950	113,580	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
24	2018	Ford Transit	28	1FB2X2XM1JK831617		952	8,696	Yes	Yes	10	200,000	Yes	Yes	\$76,574	G/E	No
25	2012	Dodge Grand Caravan	28	2C4RDGCG3C8353748		953	104,233	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
26	2012	Dodge Grand Caravan	28	2C4RDGCG6C8353754		954	132,238	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
27	2019	Ford X28 F250 4X4	28	1FT7X2BT1KEE89401		955	7,051	Yes	Yes	12	300,000	Yes	Yes	\$51,345	D	No
27	2012	Chevrolet Express 15 passenger	28	1GAZG1FG4C1195508		956	117,625	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No