Transit Development Plan 2021-2026

# 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 Chester Curry, Security Mark Kennedy, Operations Chris Chidley, Information Technologies Greg Latham, Maintenance Agustine Juarez, Facilities Joe Macdonald, Safety & Training

# 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:

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

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# **Section 1 – Introduction**

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

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

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

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

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



#### **COVID-19 Impacts**

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

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



#### Section 2 - Organization

#### Structure of Governance

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



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



**Jill Boudreau** Chair, Mayor Mount Vernon



**Steve Sexton** Mayor, Burlington



Peter Browning, Skagit County Commissioner



Lisa Janicki Skagit County Commissioner



Ron Wesen, Skagit County Commissioner



Julia Johnson, Mayor, Sedro-Woolley



Laurie Gere, Vice-Chair Mayor Anacortes



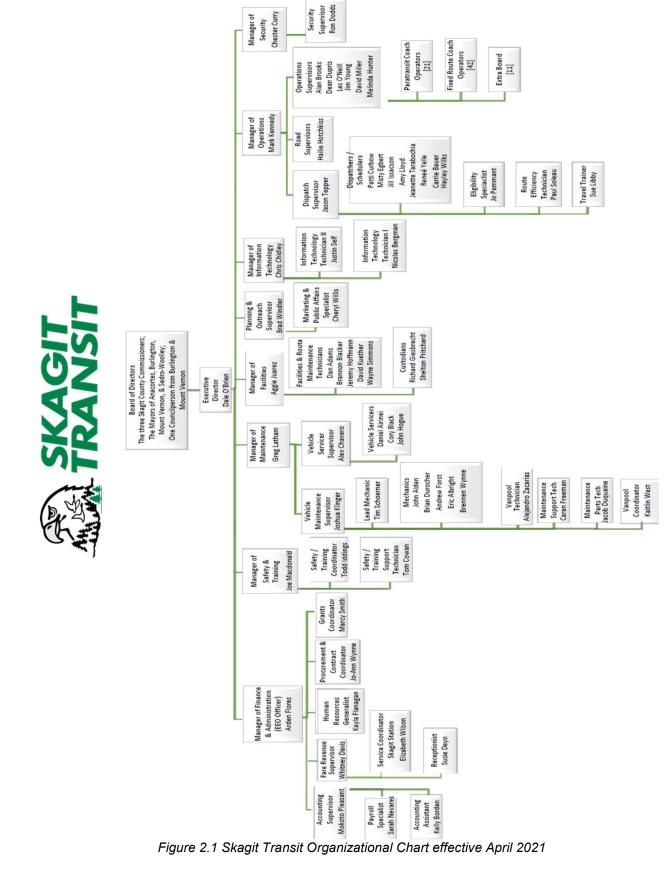
Rick DeGloria Burlington City Council



Mark Hulst Mount Vernon City Council

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### **Mission Statement**

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

### **Organizational Values**

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

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

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

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

identifying best practices for continuous improvement.

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

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

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





### **Section 3 – Service Characteristics**

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



#### **Fixed Route Service**

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

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



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

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

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

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

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

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

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

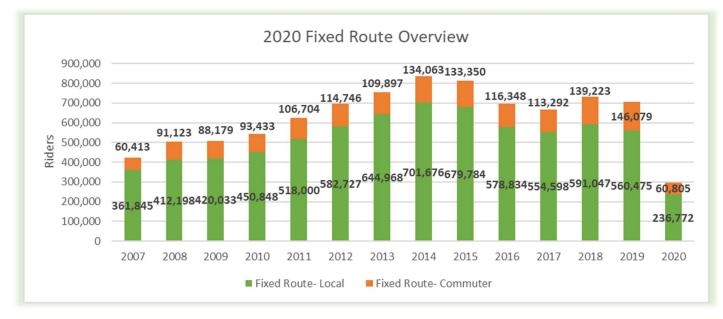
	Minimum	Ideal
Rural Routes	180 minutes	60 minutes
Urban Circulators	60 minutes	30 minutes
County Connectors	120 minutes	30 minutes non-peak 15 minutes in peak



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

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

Figure 3-2: Fixed Route Overview





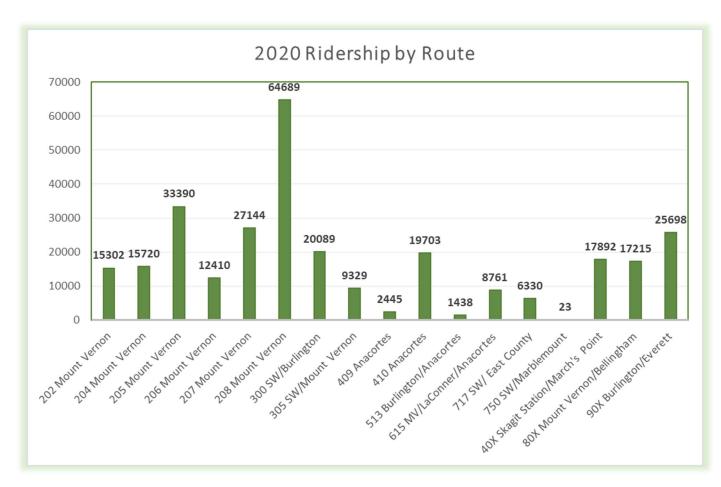


Figure 3-3: 2020 Ridership by Route

#### **ADA Transit**

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

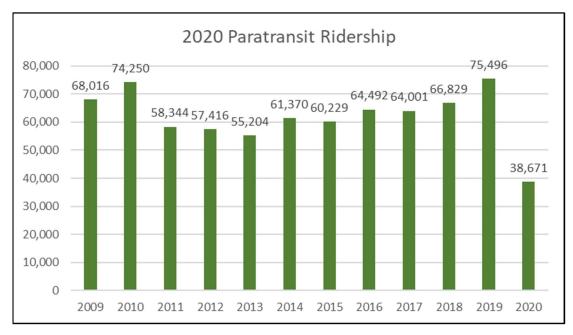
Paratransit is a pre-scheduled service designed for people who are unable to get to the nearest bus stop or use a fixed-route bus. ADA transit is for individuals whose conditions and/or disabilities prevent them from using Skagit Transit's fixed-route buses. To become an ADA transit client, passengers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



Figure 3-4: 2015 thru 2020 ADA Operating Statistics

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

Figure 3-5: Paratransit Ridership



#### Vanpool Program

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



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

Figure 3-6: 2015 thru 2020 Vanpool Operating Statistics

#### Fares

Figure 3-7: The 2020 fare structure

	REGULAR	YOUTH	REDUCED	
Standard Fare	\$1.00	\$0.50	\$0.50	
One-Day Pass (local)	\$3.00	\$1.50	\$1.50	
31-Day Pass (local)	\$30.00	\$15.00	\$15.00	
County Connectors (Commuter Service)	\$2.00	\$1.00	\$1.00	
County Connector Day Pass	\$6.00	\$3.00	\$3.00	
County Connector 31-Day Pass	\$50.00	\$25.00	\$25.00	
ADA Transit Single Ride	\$2 per ride			
ADA Transit 31-Day Pass	\$60			
Vanpool Fares		i / Vanpool + M erson van & \$0 person van)	•	



### **Section 4: Service Connections**

#### Skagit Transit provides services to the following public transportation facilities:

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

# Skagit Transit provides connections to the following public transportation providers:

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

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

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



### Section 5: Planned Activities, 2021-2026

Over the next six years, Skagit Transit aims to maintain efficient fixed route service, a growing vanpool program, and maintain ADA complementary transit service within three-quarters of a mile of local fixed routes. Skagit Transit also plans to modestly enhance and expand service into 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 2021 to 2026. These activities include the deployment of new transit service, the continuation and adjustment of existing service, plan development, MOA base relocation, and equipment purchases. Activities that occur by other entities but involve Skagit Transit funding contributions are noted as "ST Partner Project".

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



2021	Planned Activities
Planning	<ul> <li>Transit Development Plan Update</li> <li>Plan for Operating Services from new MOA2 Facility</li> <li>Participate in regional transportation planning to improve County Connector system</li> <li>Annual Update of Public Transportation Agency Safety Plan (PTASP)</li> <li>Rollout Safety Data Sheets Training to staff</li> </ul>
Services	<ul> <li>Preservation of existing service</li> <li>As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>Increase frequency of Route 207 to 30 minutes</li> <li>As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>Introduce new deviated fixed route service around the town of Concrete</li> <li>As funding allows implementation of express services from outlying areas</li> <li>Introduce new Route 70X express to connect east county towns to Skagit Station in Mount Vernon</li> </ul>
Facilities	<ul> <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>Construct Phase 1 for MOA Base relocation project</li> <li>Design and Construct Comfort Station at Sedro Woolley Park &amp; Ride</li> <li>Construct Sedro Woolley Food Bank Pullout</li> </ul>
Equipment	<ul> <li>Purchase replacement vehicles according to the schedule on page 25         <ul> <li>Continue propane powered paratransit vehicle purchases as funding permits</li> </ul> </li> <li>Implement a project to provide real time info to riders</li> <li>Implement software upgrades to operational dispatching software to increase capabilities such as Spanish IVR functions for Spanish speaking clients.</li> <li>Replace computer servers and other IT hardware as necessary</li> <li>Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection</li> <li>Improve safety through implementation of equipment/software upgrades on existing coaches</li> </ul>

Figure 5-1: 2021 Planned Activities



2022	Planned Activities
Planning	Transit Development Plan Update
	Annual review and update of Public Transportation Agency
	Safety Plan if needed (PTASP)
	Conduct Triennial Rider Survey for National Transit     Detabase reporting
Services	<ul> <li>Database reporting</li> <li>Preservation of existing service</li> </ul>
Oel Vices	<ul> <li>Introduce new Route 101 to serve as a circulator route in</li> </ul>
	Burlington
	<ul> <li>Introduce a pilot project to start a shopping express shuttle</li> </ul>
	running from the Anacortes Ferry Terminal to the main
	shopping corridor of Burlington and Mount Vernon in
	between Memorial Day and Labor Day.
	• Redesign Route 300 into two separate routes. Route 300
	would be a circulator in Sedro Woolley. Route 301 would be
	a connecting route between Sedro Woolley and Burlington.
	• As funding allows, implement service recommendations from the 2018 strategic plan such as increasing frequencies,
	routing adjustments, etc.
Facilities	<ul> <li>Construct Phase 2 and 3 of the MOA Base relocation project</li> </ul>
	<ul> <li>Begin transfer of personnel and equipment to new MOA</li> </ul>
	Continue to improve ADA accessibility and overall passenger
	comfort at bus stops by adding and replacing passenger
	amenities such as seating, cover, lighting, landing pads, etc.
	Camera upgrades to improve safety and security at Skagit
<b>F</b>	Station, the Park and Rides, and the MOA
Equipment	Purchase replacement vehicles according to the schedule on
	page 25 o Continue propane powered paratransit vehicle
	purchases as funding permits
	Purchase additional equipment to support revenue
	operations and maintenance at the new MOA.
	• Replace computer servers and other IT hardware as
	necessary
	Upgrade and replace dispatch hardware and communication
	equipment as necessary
	Upgrade and update mobile data terminals and fare     alle ation
	collection equipment to improve data and fare collection
	<ul> <li>Improve safety through implementation of equipment/software upgrades on existing coaches</li> </ul>
	equipment/software upgrades on existing coaches
Eiguro 5 2: 2022 D	

Figure 5-2: 2022 Planned Activities



2023	Planned Activities
Planning	<ul> <li>Transit Development Plan Update</li> <li>Develop Long Range Capital Plan</li> <li>Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)</li> <li>Conduct a Strategic Planning Process</li> </ul>
Services	<ul> <li>Preservation of existing service</li> <li>As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
Facilities	<ul> <li>Complete construction for MOA Base relocation project</li> <li>Complete transfer of personnel and equipment to new MOA</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>Add pedestrian canopy on the bus island at major transfer points</li> <li>Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> <li>Purchase additional equipment to support revenue operations and maintenance at the new MOA.</li> <li>Replace computer servers and other IT hardware as necessary</li> <li>Upgrade and replace dispatch hardware and communication equipment as necessary</li> </ul>
Equipment	<ul> <li>Purchase replacement vehicles according to the schedule on page 25         <ul> <li>Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows</li> <li>Continue propane powered paratransit vehicle purchases as funding permits</li> </ul> </li> <li>Replace computer servers and other IT hardware as necessary</li> <li>Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection</li> <li>Improve safety through implementation of equipment/software upgrades on existing coaches</li> <li>Purchase additional equipment to support revenue operations and maintenance at the new MOA</li> </ul>

Figure 5-3: 2023 Planned Activities



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Insit Development Plan Update nual review and update of Public Transportation Agency fety Plan if needed (PTASP)
eservation of existing service ebsite upgrades for improved accessibility funding allows, implement urban service ommendations from the 2023 strategic plan such as reasing frequencies, routing adjustments, etc. funding allows, implement rural service recommendations m the 2023 strategic plan such as increasing frequencies, ting adjustments, etc.
ntinue to improve ADA accessibility and overall passenger nfort at bus stops by adding and replacing passenger enities such as seating, cover, lighting, landing pads, etc. d pedestrian canopy on the bus island at major transfer nts grade maintenance facility by purchasing new equipment d materials to add new capabilities such as a installing ctric bus charging equipment, canopy over revenue nicle parking, etc mera upgrades to improve safety and security at Skagit ttion, the Park and Rides, and the MOA
<ul> <li>rchase replacement vehicles according to the schedule on ge 25</li> <li>Complete the conversion of the paratransit fleet from diesel to propane fuel</li> <li>Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows</li> <li>place computer servers and other IT hardware as cessary</li> <li>grade and replace dispatch hardware and communication upment as necessary</li> <li>grade and update mobile data terminals and fare lection equipment to improve data and fare collection of upment/software upgrades on existing coaches</li> <li>rchase additional equipment to support revenue erations and maintenance at the new MOA</li> </ul>

Figure 5-4: 2024 Planned Activities



Planning       • Transit Development Plan Update         • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)         • Conduct Triennial Rider Survey for National Transit Database reporting         Services       • Preservation of existing service         • As funding allows, implement urban service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.         • As funding allows, implement rural service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.         • Continue to improve ADA accessibility and overall passenger amenities such as seating, cover, lighting, landing pads, etc.         • Add pedestrian canopy on bus island at major transfer points         • Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc.         • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA         Equipment       • Purchase replacement vehicles according to the schedule on page 25         • 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 replace dispatch hardware and communication equipment to improve data and fare collection         • Repla	2025	Planned Activities
Safety Plan if needed (PTASP)         • Conduct Triennial Rider Survey for National Transit Database reporting         Services       • Preservation of existing service         • As funding allows, implement urban service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.         • As funding allows, implement rural service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.         • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.         • Add pedestrian canopy on bus island at major transfer points         • Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc.         • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA         Equipment       • Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows         • Replace computer servers and other IT hardware as necessary       • Upgrade and replace dispatch hardware and communication equipment as necessary         • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection       • Improve safety through implementation of equipment/software upgrades on existing coaches	Planning	Transit Development Plan Update
Database reporting         Services         • Preservation of existing service         • As funding allows, implement urban service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.         • As funding allows, implement rural service recommendations from the 2023 strategic plan such as increasing frequencies, routing adjustments, etc.         Facilities       • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.         • Add pedestrian canopy on bus island at major transfer points       • Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc.         • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA         Equipment       • Purchase replacement vehicles according to the schedule on page 25         • Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows         • Replace computer servers and other IT hardware as necessary         • Upgrade and replace dispatch hardware and communication equipment as necessary         • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection         • Purchase additional equipment to support revenue		
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Figure 5-5: 2025 Planned Activities



<ul> <li>Conduct Triennial Rider Survey for development of Average Passenger Trip Length data</li> <li>Annual review and update of Public Transportation Agend Safety Plan if needed (PTASP)</li> <li>Preservation of existing service</li> <li>As funding allows, implement urban servic recommendations from the 2023 strategic plan such a increasing frequencies, routing adjustments, etc.</li> <li>As funding allows, implement rural service recommendatior from the 2023 strategic plan such as increasing frequencies routing adjustments, etc.</li> <li>Facilities</li> <li>Continue to improve ADA accessibility and overall passenge comfort at bus stops by adding and replacing passenge amenities such as seating, cover, lighting, landing pads, et page 25         <ul> <li>Upgrade heavy duty coach purchases to electr buses as support facilities and funding allows</li> <li>Replace computer servers and other IT hardware a necessary</li> <li>Upgrade and update mobile data terminals and far collection equipment to improve data and fare collection</li> <li>Upgrade and replace dispatch hardware and communicatic equipment as necessary</li> <li>Add Wi-Fi to both fixed route and paratransit revenue fleets</li> </ul> </li> </ul>	2026	Planned Activities
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Add Wi-Fi to both fixed route and paratransit revenue fleets		Upgrade and replace dispatch hardware and communication
		equipment as necessary
Upgrade and update mobile data terminal to keep up with		Add Wi-Fi to both fixed route and paratransit revenue fleets
		• Upgrade and update mobile data terminal to keep up with
current data technology		current data technology
equipment/software upgrades on existing coaches		equipment/software upgrades on existing coaches
		• Procurement and implementation of new or upgraded
modules to improve operational efficiency		
		Purchase and activate a third radio repeater to improve radio
function between vehicles and dispatch ure 5-6: 2026 Planned Activities		

Figure 5-6: 2026 Planned Activities



2021	-2026 SUMMAR		
	EXPANSION	AND REPLACE	
Year	Туре	Expansion (Quantity)	Replacement (Quantity)
	Commuter Bus	0	0
	Fixed Route	0	1
2021	Paratransit	0	0
	Vanpool	0	0
	Support	0	5
	Commuter Bus	0	0
	Fixed Route	0	4
2022	Paratransit	0	5
	Vanpool	0	6
	Support	0	10
	Commuter Bus	0	0
	Fixed Route	0	0
2023	Paratransit	0	0
	Vanpool	0	17
	Support	0	1
	Commuter Bus	0	0
	Fixed Route	0	0
2024	Paratransit	0	5
	Vanpool	0	6
	Support	0	3
	Commuter Bus	0	0
	Fixed Route	0	0
2025	Paratransit	0	7
	Vanpool	0	0
	Support	0	2
	Commuter Bus	0	0
	Fixed Route	0	1
2026	Paratransit	0	3
	Vanpool	0	0
	Support	0	0

#### Rolling Stock Expansion and Replacement Plan

Figure 5-7: 2021-2026 Rolling Stock

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



#### Section 6: 2020 Notable activities

Skagit Transit had the following notable activities occur in 2020.

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



### Section 7: Capital Improvement Program, 2021-2026

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

Preservation		2021		2022		2023		2024		2025		2026
Maint/Admin equip/facility	\$	896,507	\$	941,332	\$	988,399	\$	1,037,819	\$	1,089,710	s	1,144,195
Fixed Route Vehicles	\$	536,662	\$	2,200,000	\$	588,727					s	550,000
Paratransit			s	750,000			S	750,000	S	1,050,000	s	550,000
Vehicles			*	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			۴	150,000	Ť	1,000,000	•	550,000
Service vehicles	\$	27,811	\$	300,000	\$	30,000	S	90,000	\$	60,000		
Transit Centers												
Transit Shelters	\$	86,705	\$	91,040	\$	95,592	\$	100,372	S	105,390	\$	110,660
Vanpool vans			\$	240,000	\$	680,000	S	240,000				
Subtotals	\$	1,547,685	\$	4,522,372	\$	2,382,718	\$	2,218,191	S	2,305,100	\$	2,354,855
Expansion		2021		2022		2023		2024		2025		2026
Maint/Admin												
and the second second												
equip/facility												
Fixed Route												
•••												
Fixed Route												
Fixed Route Vehicles												
Fixed Route Vehicles Paratransit												
Fixed Route Vehicles Paratransit Vehicles	\$ 4	4,791,064	\$	10,000,000	s	18,000,000						
Fixed Route Vehicles Paratransit Vehicles Service vehicles	\$ 4	4,791,064	\$	10,000,000	\$	18,000,000						
Fixed Route Vehicles Paratransit Vehicles Service vehicles Transit Centers	\$ -	4,791,064	\$	10,000,000	\$	18,000,000						
Fixed Route Vehicles Paratransit Vehicles Service vehicles Transit Centers Transit Shelters Vanpool vans		4,791,064		10,000,000		18,000,000	\$		s		s	
Fixed Route Vehicles Paratransit Vehicles Service vehicles Transit Centers Transit Shelters Vanpool vans							\$		s	-	\$	

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

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



## Section 8: Operating Revenues and Expenditures 2021-2026

			2021		
	General F	und	Capital	Fund	Total
Beginning Cash Balance January 1st.	\$ 10,0	876,911	S 4,	406,803	\$ 15,283,714
Operating Revenues					÷
Sales Tax (transit portion)		291,122		-	13,291,122
Fares		239,725		-	239,725
Van Pools	3	300,353		-	300,353
Federal Operating Grants	8,	331,009		-	8,331,009
State Operating Grants		139,000		-	139,000
Other Grants		2,500			2,500
Other Revenues	:	218,900		-	218,900
Transfers		-			-
Total Operating Revenues	22,4	522,609		-	22,522,609
Subtotal Available	33,5	399,520	4,	406,803	37,806,323
Operating Expenses					
Vanpool P&M	*	813,582		-	813,582
Vanpool Sys Expand				-	-
Fixed Route/Commuter P&M	11,0	051,107		-	11,051,107
Fixed Route/Commuter Sys Expand					-
Dial-a-Ride (ADA) P&M	4,:	573,337		-	4,573,337
Dial-a-Ride (ADA) Expand				-	-
Other		-		-	-
Total Operating Expenses	16,-	438,026		-	16,438,026
Net Cash Available	16,	961,494	4,	406,803	21,368,297
Capital Revenues					
Federal Grants		-	5,	718,777	5,718,777
State Grants		-			-
Other		-			-
Fund Transfers (Matching & Non-Grant)					-
Subtotal Capital Revenue		-	5,	718,777	5,718,777
Capital Expenditures					
System P&M					
Maintenance & Other Equipment				896,507	896,507
FixedRoute/Commuter		-		536,662	536,662
Dial-a-Ride		-		-	-
Service/Staff Vehicles		-		27,811	27,811
Transit Center/Facilities		-			-
Transit Shelters		-		86,705	86,705
Vanpool Vans		-			-
System Expansion					
Maintenance & Other Equipment		-			-
Dial-a-Ride		-			-
FixedRoute/Commuter		-			-
Service/Staff Vehicles		-			-
Transit Center		-	4	791,064	4,791,064
Transit Shelters		-	,		
Vanpool Vans		-			-
Subtotal Capital Obligations		-	6	338,749	6,338,749
success captar ovagadous					0,000,000
Ending Cash Balance 12/31	\$ 16,9	61,494	\$ 3.	786,831	\$ 20,748,325

		2022	
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 16,961,494	\$ 3,786,831	\$ 20,748,325
Operating Revenues			-
Sales Tax (transit portion)	13,556,944	-	13,556,944
Fares	350,000	-	350,000
Van Pools	300,000	-	300,000
Federal Operating Grants	11,000,000	-	11,000,000
State Operating Grants	141,780	-	141,780
Other Grants	2,500		2,500
Other Revenues	50,000	-	50,000
Transfers	-		-
Total Operating Revenues	25,401,224	-	25,401,224
Subtotal Available	42,362,718	3,786,831	46,149,549
Operating Expenses			
Vanpool P&M	837,989		\$37,989
Vanpool Sys Expand	037,209	-	657,989
Fixed Route/Commuter P&M	11,382,640		11,382,640
Fixed Route/Commuter Sys Expand	11,562,040	-	11,502,040
Dial-a-Ride (ADA) P&M	4,710,538		4,710,538
Dial-a-Ride (ADA) Expand	4,710,000		4,710,000
Other			
Total Operating Expenses	16,931,167		16,931,167
Net Cash Available	25,431,552	3,786,831	29,218,383
Net Cash Avanable	20,401,002	5,700,051	23,210,000
Capital Revenues			
Federal Grants	-	2,261,186	2,261,186
State Grants	-		-
Other	-		-
Fund Transfers (Matching & Non-Grant)			-
Subtotal Capital Revenue	-	2,261,186	2,261,186
Capital Expenditures			
System P&M			
Maintenance & Other Equipment		941,332	941,332
FixedRoute/Commuter		2,200,000	2,200,000
Dial-a-Ride		750,000	750,000
Service/Staff Vehicles		300,000	300,000
Transit Center/Facilities		500,000	200,000
Transit Center/Lacinties		91,040	91,040
Vanpool Vans		240,000	240,000
System Expansion	-	240,000	240,000
Maintenance & Other Equipment			
Dial-a-Ride			
FixedRoute/Commuter			_
Service/Staff Vehicles			
Transit Center		10,000,000	10,000,000
Transit Center Transit Shelters		10,000,000	10,000,000
Vanpool Vans			-
Subtotal Capital Obligations		14,522,373	14,522,373
success cuptor outparoits			
Ending Cash Balance 12/31	\$ 25,431,552	\$ (8,474,355)	\$ 16,957,196



		2023	
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 25,431,552	\$ (8,474,355)	\$ 16,957,196
Operating Revenues			-
Sales Tax (transit portion)	13,828,083	-	13,828,083
Fares	360,500	-	360,500
Van Pools	309,000	-	309,000
Federal Operating Grants	2,500,000	-	2,500,000
State Operating Grants	144,616	-	144,616
Other Grants	2,500		2,500
Other Revenues	51,000	-	51,000
Transfers	-		-
Total Operating Revenues	17,195,699	-	17,195,699
Subtotal Available	42,627,251	(8,474,355)	34,152,895
Operating Expenses			
Vanpool P&M	863,129	-	863,129
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	11,724,119	-	11,724,119
Fixed Route/Commuter Sys Expand			-
Dial-a-Ride (ADA) P&M	4,851,854	-	4,851,854
Dial-a-Ride (ADA) Expand		-	
Other	•	-	-
Total Operating Expenses	17,439,102		17,439,102
Net Cash Available	25,188,149	(8,474,355)	16,713,794
C 1 1 P			
Capital Revenues		10 004 004	10.000 000
Federal Grants	· ·	10,896,996	10,896,996
State Grants	· ·		-
Other	· ·		-
Fund Transfers (Matching & Non-Grant)			-
Subtotal Capital Revenue	-	10,896,996	10,896,996
Capital Expenditures			
System P&M			
Maintenance & Other Equipment		988,399	988,399
FixedRoute/Commuter		-	
Dial-a-Ride			-
Service/Staff Vehicles		30,000	30,000
Transit Center/Facilities		,	
Transit Shelters		95,592	95,592
Vanpool Vans		680,000	680,000
System Expansion	-	000,000	000,000
Maintenance & Other Equipment			
Dial-a-Ride			-
FixedRoute/Commuter			-
Service/Staff Vehicles	i - 1		-
	· · ·	10,000,000	10,000,000
Transit Center	· ·	18,000,000	18,000,000
Transit Shelters	•		-
Vanpool Vans		10 700 001	-
Subtotal Capital Obligations	-	19,793,991	19,793,991
		6 (18 AB) AB)	
Ending Cash Balance 12/31	\$ 25,188,149	\$ (17,371,351)	\$ 7,816,798



		2024	
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 25,188,149	\$ (17,371,351)	\$ 7,816,798
Operating Revenues			-
Sales Tax (transit portion)	14,104,645	-	14,104,645
Fares	371,315	-	371,315
Van Pools	318,270	-	318,270
Federal Operating Grants	2,575,000	-	2,575,000
State Operating Grants	147,508	-	147,508
Other Grants	2,500		2,500
Other Revenues	52,020	-	52,020
Transfers			-
Total Operating Revenues	17,571,258	-	17,571,258
Subtotal Available	42,759,407	(17,371,351)	25,388,056
Operating Expenses	000.000		000.000
Vanpool P&M	889,023	-	889,023
Vanpool Sys Expand Fixed Route/Commuter P&M	10.075.042	-	10.075.042
	12,075,843	-	12,075,843
Fixed Route/Commuter Sys Expand	4 002 400		1 007 100
Dial-a-Ride (ADA) P&M	4,997,409	-	4,997,409
Dial-a-Ride (ADA) Expand		-	-
Other	-	-	-
Total Operating Expenses	17,962,275	-	17,962,275
Net Cash Available	24,797,132	(17,371,351)	7,425,781
Capital Revenues			
Federal Grants	-	1,058,909	1,058,909
State Grants	-		-
Other	-		-
Fund Transfers (Matching & Non-Grant)			-
Subtotal Capital Revenue	-	1,058,909	1,058,909
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1.037.819	1,037,819
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	750,000	750,000
Service/Staff Vehicles	-	90,000	90,000
Transit Center/Facilities			-
Transit Shelters	-	100,372	100,372
Vanpool Vans		240,000	240,000
System Expansion		,	
Maintenance & Other Equipment			-
Dial-a-Ride	-		-
FixedRoute/Commuter	-		-
Service/Staff Vehicles	-		-
Transit Center	-		-
Transit Shelters	-		-
Vanpool Vans	-		-
Subtotal Capital Obligations	-	2,218,191	2,218,191



		2025	
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 24,797,132	\$ (18,530,632)	\$ 6,266,500
Operating Revenues			-
Sales Tax (transit portion)	14,386,738	-	14,386,738
Fares	382,454	-	382,454
Van Pools	327,818	-	327,818
Federal Operating Grants	2,652,250	-	2,652,250
State Operating Grants	150,458	-	150,458
Other Grants	2,500		2,500
Other Revenues	53,060	-	53,060
Transfers			-
Total Operating Revenues	17,955,279	-	17,955,279
Subtotal Available	42,752,411	(18,530,632)	24,221,779
Operating Expenses			
Vanpool P&M	915,694	-	915,694
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	12,438,118	-	12,438,118
Fixed Route/Commuter Sys Expand			-
Dial-a-Ride (ADA) P&M	5,147,332	-	5,147,332
Dial-a-Ride (ADA) Expand		-	-
Other	-	-	-
Total Operating Expenses	18,501,143	-	18,501,143
Net Cash Available	24,251,268	(18,530,632)	5,720,635
Capital Revenues			
Federal Grants		1 152 550	1 152 550
State Grants	-	1,152,550	1,152,550
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue		1,152,550	1,152,550
Suototai Capitai Reventie	-	1,152,550	1,152,550
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,089,710	1,089,710
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	1,050,000	1,050,000
Service/Staff Vehicles	-	60,000	60,000
Transit Center/Facilities	-		-
Transit Shelters	-	105,390	105,390
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment			-
Dial-a-Ride			-
FixedRoute/Commuter			-
Service/Staff Vehicles			-
Transit Center			-
Transit Shelters			-
Vanpool Vans			
Subtotal Capital Obligations		2,305,100	2,305,100
Subiolal Capital Obligations	-	2,505,100	2,505,100
Ending Cash Balance 12/31	\$ 24,251,268	\$ (19,683,182)	\$ 4,568,085



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



### Appendices

- Appendix A Operating Data 2021
- Appendix B Public Participation Process
- Appendix C Public Transportation Management System Inventory





# Appendix A – Operating Data

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



#### **Appendix B – Public Participation Process**

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

bwindler@skagittransit.org

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

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

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

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

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

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

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

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



IPP Interfacie Manage         Part Part Part Part Part Part Part Part		Own	Public Transportation Management System Owned Rolling Stock Inventory & Verification of Cont	agemer	CC Ste					I hereby complete purchases the terms	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.	informatio or the agen ate or fede is of the gr	n reportex cy/organi ral grant a ant agreei	l in the invent zation listed a greement is s ment.	ories refl and that p till being	ects true, a roject equ used in ac	accurate ipment cordance	and with
Other interval and int			Agency/Organization:		Skagit Transit													
Image: constraint of the state of			Date:		12-Feb-21					Greg Lat		enance Ma	nager	Date:				
Image: constant         Image: con																		
301         6000000000000000000000000000000000000	No.	Year	Make/Model	Vehicle Code	Vehicle sutification Number	Agency Vehicle Number			Is the Vehicle Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current Yes/No	Performs fts Designed Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel	WSDOT Title Yes/No
301         61         30200131118321         312         30240         75 <th>1</th> <th>2014</th> <th>Gillig/40ft Low Floor</th> <th>01</th> <th>15GGD2713E1183921</th> <th>141</th> <th></th> <th></th> <th>Yes</th> <th>15</th> <th>750,000</th> <th>Yes</th> <th>Yes</th> <th>\$548,880</th> <th>Yes</th> <th>36+2</th> <th>٩</th> <th>No</th>	1	2014	Gillig/40ft Low Floor	01	15GGD2713E1183921	141			Yes	15	750,000	Yes	Yes	\$548,880	Yes	36+2	٩	No
3010         Image: Mark-mercine         01         3660000         101         3660000         102         3660000         102         3660000         102         3660000         102         3660000         102         3660000         102         3660000         102         36600000         102         36600000         102         3660000000         102         36600000000         102         366000000000         102         3660000000000         102         36600000000000000000000000000000000000	2		Gillig/40ft Low Floor	01	15GGD2715E1183922	142	386,448	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	36+2	٩	No
3000         0im/drome         01         36300         37.40         Visc         Visc      <	<sup>60</sup>	-	Gillig/40ft Low Floor	01	15GGD2718J3191463	181	227,166	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	35+2	0	No
3000         0migref-submente         0         1000	4		Gillig/40' Suburban	01	15GGD2719L3195220	2001	37,142	Yes	Yes	15	750,000	Yes	Yes	\$554,941	Yes	36+2	٩	YES
300         0mg/or Submetime         0         1000         30000         30000         3000	2	-	Gillig/40' Suburban	01	15GGD2710L3195221	2002	33,790	Yes	Yes	15	750,000	Yes	Yes	\$554,941	Yes	36+2	٥	YES
300         0mg/drs/shorther         01         300001141343333         04413         44.013         64.013	9	_	Gillig/40' Suburban	01	15GGD2712L3195222	2003	26,175	Yes	Yes	15	750,000	Yes	Yes	\$554,941	Yes	36+2	٥	YES
3000         Guige/Torken-Frome         01         Seede73181173544         2005         Vec         75         75000         Vec         750         Vec         750         Vec         750         Vec         750         Vec         750         Vec         750         750         Vec         750         750         750 <t< th=""><th>7</th><td>-</td><td>Gillig/40' Suburban</td><td>01</td><td>15GGD2714L3195223</td><td>2004</td><td>44,013</td><td>Yes</td><td>Yes</td><td>15</td><td>750,000</td><td>Yes</td><td>Yes</td><td>\$554,941</td><td>Yes</td><td>36+2</td><td>٥</td><td>YES</td></t<>	7	-	Gillig/40' Suburban	01	15GGD2714L3195223	2004	44,013	Yes	Yes	15	750,000	Yes	Yes	\$554,941	Yes	36+2	٥	YES
3011         Galigright Low Floor         00         Sequence         111         37,000         Vec         S57,500         Vec         S27,500         Vec         S21,517         Vec         S21,517 <th>00</th> <td>-</td> <td></td> <td>01</td> <td>15GGD2716L3195224</td> <td>2005</td> <td>24,305</td> <td></td> <td>Yes</td> <td>15</td> <td>750,000</td> <td>Yes</td> <td>Yes</td> <td>\$554,941</td> <td>Yes</td> <td>36+2</td> <td>9</td> <td>YES</td>	00	-		01	15GGD2716L3195224	2005	24,305		Yes	15	750,000	Yes	Yes	\$554,941	Yes	36+2	9	YES
3014         Galig/Sthuerhore         0         Loodes/11E18393         143         2.83.956         vec         15         75,000         vec         527.560         vec         22.7         D           2014         Galig/Sthuerhore         0         LGGG82711E183934         141         23.100         Vec         Yec         Yec         527.560         Yec         23.2         D           2010         Galig/Sthuerhore         0         LGGG827115183934         11         93.00         Vec         Yec         Yec         527.560         Yec         24.2         D           2010         Galig/Sthuerhore         0         LGGG827101183525         2056         Yec         Yec <t< th=""><th>15</th><td>_</td><td></td><td>02</td><td>15GGB2715B1178544</td><td>111</td><td>370,040</td><td>Yes</td><td>Yes</td><td>15</td><td>750,000</td><td>Yes</td><td>Yes</td><td>\$527,640</td><td>Yes</td><td>32+2</td><td>٩</td><td>Yes</td></t<>	15	_		02	15GGB2715B1178544	111	370,040	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	٩	Yes
3014         Gilligsthumerhow         00         isodeszritti.1839.4         144         28,17.30         Vec         15         75,000         Vec         15         75	16	_		02	15GGB2711E1183923	143	283,995	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	0	No
OID         Olimitation Flow         00         ISSERENTIALISATE         161         2.2.16.00         Vec         152.76.00	17	_		02	15GGB2711E1183924	144	281,730	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	٥	No
OID         Gillig Stef Low Flow         02         LEGGE 2713H11873         171         93.00         Vec         15         75.000         Vec         15	18	_		02	15GGB2717G1186443	161	221,670	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	٥	No
OID         Gillig 3FL (w Flow)         OID         JEGGR27114H112737         JT         JEG         JEG <th< th=""><th>19</th><td>_</td><td></td><td>02</td><td>15GGB2713H1187378</td><td>171</td><td>93,203</td><td>Yes</td><td>Yes</td><td>15</td><td>750,000</td><td>Yes</td><td>Yes</td><td>\$527,640</td><td>Yes</td><td>29+2</td><td>0</td><td>Yes</td></th<>	19	_		02	15GGB2713H1187378	171	93,203	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	29+2	0	Yes
ODIO         Ging/3Ft (unreficer         OC         JEGGE2710.1385.23         2006         33.516         Vec         35.516         Vec         35.516         Vec         35.100         Vec         35.100         Vec         35.100         Vec         35.100         Vec         35.11.307         Vec         35.13.37         Vec         35.13.37         Vec         35.13.37         Vec         35.23.37         Vec         35.23.37         Vec         35.13.37         Vec         35.23.37         Vec         35.23.37         Vec         35.33.37	20	_		02	15GGB2715H1187379	172	163,747	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	29+2	0	Yes
Noise         Noise <th< th=""><th>21</th><td>_</td><td></td><td>02</td><td>15GGB2710L3195225</td><td>2006</td><td>33,516</td><td>Yes</td><td>Yes</td><td>15</td><td>750,000</td><td>Yes</td><td>Yes</td><td>\$536,666</td><td>Yes</td><td>30+1</td><td>٥</td><td>Yes</td></th<>	21	_		02	15GGB2710L3195225	2006	33,516	Yes	Yes	15	750,000	Yes	Yes	\$536,666	Yes	30+1	٥	Yes
X000         Nak/31FW-01         G3         N1931566/A14000         G3         497/650         Yes         Yes         S11,297         Yes         S12,297         Yes         S12,377         Yes         S12,372         Yes	22	$\rightarrow$		03	1N93136669A140004	091	492,819	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	0	No
OOD         NBM/31LFW-01         O3         IN93156619A140007         O84         SO3,464         Yes         12         GO0000         Yes         5511.297         Yes         25-2         D           2009         NAM/31FW-01         03         IN93156659140008         035         411,741         Yes         Yes         Yes         5511.297         Yes         25-2         D           2009         NAM/31FW-01         03         IN93156659140008         035         417,741         Yes         Yes         Yes         5511.297         Yes         25-2         D         D           2010         Binig/30ft Low Floor         03         15665713H109317         174         147,317         Yes         Yes         5511.297         Yes         25-2         D	23	-		03	1N931366X9A140006	093	497,650	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	٥	No
2000         NBI/31UFW-01         03         1N93136659414000         05         471,741         Vec         Vec         Vec         S11,297         Vec         25-2         D           2000         NBI/31UFW-01         03         1N931366594140009         056         509,408         Vec         12         500000         Yec         551,297         Yec         25-2         D           2017         Gling/30fLuw Floor         03         156662712H1093127         174         Yec         Yec         750,000         Yec         551,297         Yec         26-2         D         D           2019         Gling/30fLuw Floor         04         15666271X3093506         191         109546         Yec         Yec         Yec         Yec         Yec         Yec         26-2         D         D           2019         Gling/30fLuw Floor         04         15666271X3093506         191         109546         Yec	24	-	_	03	1N93136619A140007	094	503,464	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	٥	No
2000         Nal/Al/Turtw-01         03         IN3316655A140009         056         509,408         Yes         12         500,000         Yes         511,297         Yes         25-2         D           2017         Giliig/30ftLow Floor         03         1566271241093127         174         147,317         Yes         15         750,000         Yes         5511,297         Yes         25+2         D           2019         Giliig/30ftLow Floor         04         1566271241093120         192         110,535         Yes         15         750,000         Yes         5511,297         Yes         29+2         D         D           2019         Giliig/30ftLow Floor         04         156622715X3093505         192         110,938         Yes         Yes         Yes         Yes         Yes         Yes         2511,297         Yes         29+2         D           2019         Giliig/30ftLow Floor         04         156622714X3093508         193         111,938         Yes         Yes         Yes         5511,297         Yes         29+2         D         Yes           2019         Giliig/30ftLow Floor         04         156,6000         Yes         Yes         5511,297         Yes         Yes <th>25</th> <td><math>\rightarrow</math></td> <td>NABI/31LFW-01</td> <td>03</td> <td>1N93136639A140008</td> <td>095</td> <td>471,741</td> <td>Yes</td> <td>Yes</td> <td>12</td> <td>500,000</td> <td>Yes</td> <td>Yes</td> <td>\$511,297</td> <td>Yes</td> <td>25+2</td> <td>٩</td> <td>No</td>	25	$\rightarrow$	NABI/31LFW-01	03	1N93136639A140008	095	471,741	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	٩	No
OII         Olimic/300t Low Floor         OS         156GE2712H1093127         174         147,317         Ves         15         750,000         Ves         S11,377         Ves         26-2         D         D           2019         Glimic/300t Low Floor         04         156GE2717K3093505         191         109,546         Yes         15         750,000         Yes         5511,297         Yes         29-2         D           2019         Glimic/300t Low Floor         04         156GE2717K3093507         192         111,938         Yes         15         750,000         Yes         5511,297         Yes         29-2         D         D           2019         Glimic/300t Low Floor         04         156GE2717K3093507         193         111,938         Yes         15         750,000         Yes         5511,297         Yes         29-2         D         D           2019         Glimic/30ft Low Floor         04         156GE2717K3093503         194         116,395         Yes         Yes         750,000         Yes         5511,297         Yes         29-2         D         D           2010         Glimic/30ft Low Floor         04         156,600         Yes         756,000         Yes	26	$\rightarrow$	NABI/31LFW-01	03	1N93136659A140009	960	509,408	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	0	No
2019         Giliig/30ft.low Floor         04         ISGGE2715(3093506         191         109,546         Yes         15         750,000         Yes         S11,297         Yes         29-2         D           2019         Giliig/30ft.low Floor         04         ISGGE2715(3093506         192         110,539         Yes         15         750,000         Yes         5511,297         Yes         29-2         D           2019         Giliig/30ft.low Floor         04         ISGGE2719(3093508         193         111,938         Yes         15         750,000         Yes         5511,297         Yes         29-2         D         D           2019         Giliig/30ft.low Floor         04         ISGGE2719(3093508         194         116,395         Yes         Yes         Yes         Yes         Yes         2511,297         Yes         29-2         D           2019         Giliig/30ft.low Floor         04         ISGGE2719(3093508         194         116,740         Yes         Yes         Yes         Yes         750,000         Yes         5511,297         Yes         29-2         D           2019         Giliig/30ft.low Floor         04         ISG622713(30393510         195         106,87         Ye	27	$\rightarrow$	Gillig/30ft Low Floor	03	15GGE2712H1093127	174	147,317	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	26+2	0	No
2019         Billing/30ft Low Floor         04         15GGE2717/8093507         192         110,859         Ves         15         750,000         Ves         5511,297         Ves         29-2         D           2019         Gillig/30ft Low Floor         04         15GGE2719/8303508         193         111,938         Ves         15         750,000         Ves         5511,297         Yes         29-2         D           2019         Gillig/30ft Low Floor         04         15GGE2719/3093508         194         116,395         Yes         15         750,000         Yes         5511,297         Yes         29-2         D         D           2019         Gillig/30ft Low Floor         04         156GE27178/3093510         194         116,740         Yes         Yes         750,000         Yes         5511,297         Yes         29-2         D           2019         Gillig/30ft Low Floor         04         156GE27178/3093510         195         106, Yes         Yes         5511,297         Yes         29-2         D         Yes         2942         D         Yes         2942         D         Yes         Yes         750,000         Yes         5511,397         Yes         29-2         D         Yes<	6	-	_	8	15GGE2715K3093506	191	109,546	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	٥	No
2019         Billig/30ft.Low Floor         04         156GE2713K3039308         193         111.938         Yes         TS         750,000         Yes         S11,297         Yes         29-2         D           2019         Gillig/30ft.Low Floor         04         156GE2713K3033509         194         111.938         Yes         15         750,000         Yes         5511,297         Yes         29-2         D           2019         Gillig/30ft.Low Floor         04         156GE2717K3033510         195         116,740         Yes         15         750,000         Yes         5511,297         Yes         29-2         D           2019         Gillig/30ft.Low Floor         04         156GE2717K3033510         195         108,648         Yes         15         750,000         Yes         5511,297         Yes         29-2         D           2010         Gillig/30ft.Low Floor         04         156GE2713K3033510         196         108,648         Yes         Yes         750,000         Yes         5511,297         Yes         29-2         D           2020         Gillig/30ft.Low Floor         04         156,648         Yes         Yes         750,000         Yes         5511,397         Yes         29	10	-		64	15GGE2717K3093507	192	110,859	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	0	No
2019         Gillig/30ft.Low Floor         04         15G6E2710K3033509         194         116.235         Ves         15         750,000         Ves         751,297         Ves         29-2         D           2019         Gillig/30ft.Low Floor         04         15G6E2711K3033510         195         116,740         Ves         15         750,000         Ves         Yes         23-2         D         P         23-2         D         D         2010         Gillig/30ft.Low Floor         04         15G6E2713K3033510         195         108,648         Ves         15         750,000         Yes         5511,297         Yes         23+2         D         D         2010         Gillig/30ft.Low Floor         04         15G6E2713K3033511         196         108,648         Yes         15         750,000         Yes         5511,297         Yes         23+2         D         D           2020         Gillig/30ft.Low Floor         04         156662713130393549         2007         21,946         Yes         Yes         750,000         Yes         5513,013         Yes         23+2         D         D           2020         Gillig/30ft.Low Floor         04         1566627713130393649         2007         21,94         Yes <th>11</th> <td>_</td> <td></td> <td>40</td> <td>15GGE2719K3093508</td> <td>193</td> <td>111,938</td> <td>Yes</td> <td>Yes</td> <td>15</td> <td>750,000</td> <td>Yes</td> <td>Yes</td> <td>\$511,297</td> <td>Yes</td> <td>29+2</td> <td>0</td> <td>No</td>	11	_		40	15GGE2719K3093508	193	111,938	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	0	No
2019         Gillig/30ft Low Floor         04         156GE2717/80393510         195         116/740         Ves         15         750,000         Ves         5511,297         Ves         29-2         D           2019         Gillig/30ft Low Floor         04         156GE2719/83033511         196         108,648         Ves         15         750,000         Ves         5511,297         Ves         29-2         D           2020         Gillig/30ft Low Floor         04         156GE271313039549         2007         21,946         Ves         15         750,000         Ves         5511,397         Ves         29+2         D           2020         Gillig/30ft Low Floor         04         156GE271313039549         2007         21,946         Ves         15         750,000         Ves         5513,013         Ves         26+1         D           2020         Gillig/30ft Low Floor         04         156GE271313039549         2003         21,946         Ves         15         750,000         Yes         5513,013         Yes         26+1         D           2020         Gillig/20ft Low Floor         04         156GE271313039550         2008         43,652         Yes         Yes         7551,000         Yes	12	$\rightarrow$	_	8	15GGE2710K3093509	194	116,295	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	0	No
2019         Gillie/JOft Low Floor         04         15GGE27/19/3093511         196         108,648         Yes         15         750,000         Yes         Yes         29-2         D           2020         Gillie/JOft Low Floor         04         15GGE27/13/3093649         2007         21,946         Yes         15         750,000         Yes         5513,013         Yes         26+1         D           2020         Gillie/JOft Low Floor         04         15GGE27/13/3093649         2007         21,946         Yes         15         750,000         Yes         5513,013         Yes         26+1         D           2020         Gillie/JOft Low Floor         04         15GGE27/13/3093650         2008         43,652         Yes         15         750,000         Yes         5513,013         Yes         26+1         D	13	_		8	15GGE2717K3093510	195	116,740	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	٥	No
2020         Gillig/29ft Low Floor         04         15GGE271313093649         2007         21,946         Ves         15         750,000         Ves         5513,013         Ves         26+1         D           2020         Gillig/29ft Low Floor         04         15GGE271313093650         2008         43,652         Ves         15         750,000         Ves         Ves         2513,013         Ves         26+1         D	14	$\rightarrow$		8	15GGE2719K3093511	196	108,648	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	٥	No
2020 Gilig/29ft Low Floor 04 15GGE271XL3093650 2008 43,652 Yes Yes 15 750,000 Yes 5513,013 Yes 26+1 D	28	$\rightarrow$		8	15GGE2713L3093649	2007	21,946	Yes	Yes	15	750,000	Yes	Yes	\$513,013	Yes	26+1	0	YES
	29	_	Gillig/29ft Low Floor	40	15GGE271XL3093650	2008	43,652	Yes	Yes	15	750,000	Yes	Yes	\$513,013	Yes	26+1	٥	YES

## Appendix C – Public Transportation MGMT System Inventory





					Agency		Meets	Is the Vehicle			Maintenance	Performs its Designed		ADA			WSDOT
	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Vehicle	Actual Life Odometer	Needs of SGR Yes/No	Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Current Yes/No	Function Yes/No	Replacement Cost \$	Access Yes/No	Seating	Fuel	Title Yes/No
31	2015	Chevy/ARBOC Spirit of Mobility	11	1GB6G5BL2E1198564	151	301,965	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	٥	No
32	2013	Chevy/Startrans Senator	11	1GB6G5BL2C1201153	756	140,879	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	٥	No
33	2013	Chevy/Startrans Senator	11	1GB6G5BLXC1171643	757	132,167	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	٥	No
34	2013	Chevy/Startrans Senator	11	1GB6G5BL6C1200281	758	132,102	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	0	No
35	2015	Chevy/Startrans Senator	11	1GB6G5BL6E1158200	759	96,788	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	٩	Yes
36	2015	Chevy/Startrans Senator	11	1GB6G5BL9E1158448	760	106,617	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	٥	No
37	2015	Chevy/Startrans Senator	11	1GB6G5BL9E1157249	761	98,067	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	٥	No
38	2016	Ford/Aerotech	11	1FDFE4FS8GDC55022	762	78,344	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
39	2016	Ford/Aerotech	11	1FDFE4FS5GDC55026	763	89,797	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	4	No
40	2016	Ford/Aerotech	11	1FDFE4FS1GDC55024	764	91,019	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	٩	No
41	2016	Ford/Aerotech	11	1FDFE4FSXGDC55023	765	72,160	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	٩	No
42	2016	Ford/Aerotech	11	1FDFE4FS3GDC55025	766	74,272	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	٩	No
43	2018	Ford/Aerotech	11	1FDFE4FS4HDC78671	767	56,850	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	٩	Yes
4	2018	Ford/Aerotech	11	1FDFE4FS8HDC78673	768	57,075	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	9	Yes
45	2018	Ford/Aerotech	11	1FDFE4FSXHDC78674	769	61,695	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	9	Yes
46	2018	Ford/Aerotech	11	1FDFE4FS3HDC78676	770	68,700	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	9	Yes
47	2018	Ford/Aerotech	11	1FDFE4FS2HDC78670	771	64,360	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	9	Yes
48		2018 Ford/Aerotech	п	1FDFE4FS1HDC78675	772	63,796	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	9	Yes

SKAGIT TRANSIT

Mate/Nodel         Ode         Identification Number         (VIN)         Number           Ford/Aerotech         11         IFDFE4FS6HDC786/2         773           Ford/Aerotech         11         IFDFE4FS6HDC786/2         773           Ford/Aerotech         11         IFDFE4FS6HDC786/2         775           Ford/Aerotech         11         IFDFE4FS8HDC51158         775           Ford/Aerotech         11         IFDFE4FS8HDC51158         775           Ford/Aerotech         11         IFDFE4FS8HDC54553         775           Ford/Aerotech         11         IFDFE4FS8HDC54553         775           Ford/Aerotech         11         IFDFE4FS8HDC54553         706           Ford/Aerotech         11         IFDFE4FS8HDC54553         707           Ford/Aerotech         11         IFDFE4FS8HDC54553         707           Ford/Aerotech         11         IFDFE4FS8HDC64553         707           Dodge/Grand Caravan         13         2C4RDGC63C64554         1007           Dodge/Grand Caravan         13         2C4RDGC63C763535745         1001           Dodge/Grand Caravan         13         2C4RDGC63C763557450         1002           Dodge/Grand Caravan         13         2C4RDGC63C763557450	Oodemater           65,023           65,023           22,836           17,687           21,097           8,731           8,731           8,731           8,731           8,731           8,731           8,731           8,731           8,731           8,731           8,731           8,731           9,732           137,517           135,517           135,518           135,517           132,518           133,538           90,138           133,438           132,489           90,148           132,489           91,2489	χ.	Макило         И           Усвя         Усвя		(4065) 200,000 200,000 200,000 200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Ves./No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes:/Мо           Yes:/Yes           Yes           Yes           Yes           Yes           Yes           Yes           Yes	Const 5           5128,500           5128,500           5128,500           5129,500           5139,805           5139,805           5139,805           5139,805           5139,805           5139,805           5139,805           5139,805           5139,805           5139,805           5139,805           5136,000           526,000           526,000	Yees Yees Yees Yees Yees Yees Yees Yees	Capacity         Ty           15-44         L           15-44         L           15-44         L           15+42         L           15+44         L           15+7         C           7         7           7         7           7         7           7         7           7         7           7         7           7         7	Type         Vas./No           LP         Yes           G         No           G         No           G         Yes           G         Yes           G         Yes           G         Yes           G         Yes
11         JFDFE4FS/MCC51155           11         JFDFE4FS/MCC51158           11         JFDFE4FS/MCC5153           11         JFDFE4FS/MCC64550           11         JFDFE4FS/MCC64550           11         JFDFE4FS/MCC64550           13         2C4RDGCG3CRG3C74357746           13         2C4RDGCG3CRG3CR357744           13         2C4RDGCG3CRG3CR357744           13         2C4RDGCG3CRG3CR357746           13         2C4RDGCG3CRG3CR357746           13         2C4RDGCG3CRG3CR357746           13         2C4RDGCG3CR6357746           13         2C4RDGCG3CR65126           13         2C4RDGCG3FR656125           13         2C4RDGCG3FR656126           13         2C4RDGCG3FR656126           13         2C4RDGCG3FR656126           13         2C4RDGCG3FR656126           13         2C4RDGCG3FR656969           13         2C4RDGCG3FR6569696		Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	γ         γ	· · · · · · · · · · · · · · · · · · ·	200,000 200,000 200,000 200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes	5128,500 5128,500 5128,500 5128,600 5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 526,000 526,000	Yes Yes Yes Yes Yes Yes Yes No No No		+ + + + + + + + + + + + + + + + + + + +
11         IFDFE4FSKWDC5115Y           11         IFDFE4FSKWDC51158           11         IFDFE4FSKWDC51158           11         IFDFE4FSKWDC51158           11         IFDFE4FSKWDC54553           11         IFDFE4FSKWDC64553           11         IFDFE4FSKDC64553           11         IFDFE4FSKDC64554           12         2C4RDGC63CR635744           13         2C4RDGC61CR65669696           13         2C4RDGC65FR659696           13         2C4RDGC65FR6596997           13         2C4RDGC		Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Υes         Υes	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	200,000 200,000 200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes	3128,500 5128,500 5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 526,000 526,000	Yes Yes Yes Yes Yes Yes No No No		
11         IFDFE4FSURDC51IS8           11         IFDFE4FSURDC54553           11         IFDFE4FSURDC64553           11         IFDFE4FSURDC64550           12         2C4RDGCGGCGGRG6075056450           13         2C4RDGCGGCGCGGRF650697           13         2C4RDGCGGFF659696           13         2C4RDGCGGFF659696           13         2C4RDGCGGFF659696           13         2C4RDGCGGFF659696           13         2C4RDGCGGFF6596969           13         2C4RDGCGGFF6596997           13         2C4RDGCGGFF6596999           13 </td <td></td> <td>Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes</td> <td>Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes</td> <td></td> <td>200,000 200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000</td> <td>Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes</td> <td>Yes           Yes           Yes</td> <td>5128,500 5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 526,000 526,000</td> <td>Yes Yes Yes Yes Yes No No No</td> <td></td> <td></td>		Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes		200,000 200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes	5128,500 5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 526,000 526,000	Yes Yes Yes Yes Yes No No No		
11         IFPFE4F6k0CG4553           11         IFDFE4F54NCG4549           11         IFDFE4F54NCG4542           11         IFDFE4F54NCG4554           11         IFDFE4F54NCG4550           11         IFDFE4F50NCG4550           11         IFDFE4F50NCG4550           11         IFDFE4F50NCG4550           11         IFDFE4F50NCG4550           11         IFDFE4F50NCG4550           12         2C4RDGG37741           13         2C4RDGG37745           13         2C4RDGG37745           13         2C4RDGG38F659695           13         2C4RDGG38F659695           13         2C4RDGG38F651012           13         2C4RDGG38F651012           13         2C4RDGG38F651126           13         2C4RDGG38F651126           13         2C4RDGG38F651126           13         2C4RDGG38F651128           13         2C4RDGG38F651128           13         2C4RDGG38F651128           13         2C4RDGG38F651128           13         2C4RDGG38F651128           13         2C4RDGG38F651128           13         2C4RDGG38F65165959           13         2C4RDGGG8F68516959		Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes		200,000 200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 526,000 526,000	Yes Yes Yes Yes Yes Yes No No No No		
11         IFDFE4F84KDC64549           11         IFDFE4F84KDC64552           11         IFDFE4F84KDC64551           11         IFDFE4F84KDC64551           11         IFDFE4F85KDC64551           11         IFDFE4F50KDC64551           11         IFDFE4F50KDC64550           11         IFDFE4F50KDC64550           11         IFDFE4F50KDC64550           12         2C4RDGC68CR353744           13         2C4RDGC68CR353746           13         2C4RDGC68CR353746           13         2C4RDGC68CR35461012           13         2C4RDGC68FR659696           13         2C4RDGC68FR659696           13         2C4RDGC68FR659696           13         2C4RDGC63FR659699           13         2C4RDGC63FR6596999           13         2C4RDGC63FR6596999           13         2C4RDGC63FR6596999           13         2C4RDGC63FR6596999           13 <td< td=""><td></td><td>Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes</td><td>Yes Yes Yes Yes Yes Yes Yes Yes Yes</td><td></td><td>200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000</td><td>Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes</td><td>Yes Yes Yes Yes Yes Yes Yes</td><td>5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 526,000 526,000</td><td>Yes Yes Yes No No No No No</td><td></td><td></td></td<>		Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes		200,000 200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	5139,805 5139,805 5139,805 5139,805 5139,805 5139,805 526,000 526,000	Yes Yes Yes No No No No No		
11         IFPFE4F84KDC64552           11         IFDFE4F8KDC64554           11         IFDFE4F5K0KDC64550           11         IFDFE4F5K0KDC64550           11         IFDFE4F5K0KDC64550           13         2C4RDGC63CR353744           13         2C4RDGC63CR353746           13         2C4RDGC63CR353746           13         2C4RDGC63CR353746           13         2C4RDGC63CR7650506           13         2C4RDGC63FR650696           13         2C4RDGC63FR650696           13         2C4RDGC63FR650126           13         2C4RDGC63FR650599           13         2C4RDGC63FR650599           13         2C4RDGC63FR650599           13         2C4RDGC63FR650599           13         2C4RDGC63FR650599           13         2C4RDGC63FR659599           13         2C4RDGC63FR6595999           13         2		Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes		200,000 200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	\$139,805 \$139,805 \$139,805 \$139,805 \$139,805 \$26,000 \$26,000	Yes Yes Yes No No No No		
11         IFPFE4FS8KDC64554           11         IFDFE4FS8KDC64550           11         IFDFE4FS2KDC64550           11         IFDFE4FS2KDC64550           13         IFDFE4FS2KDC64550           13         2C4RDGCG8CR355744           13         2C4RDGCG8CR355745           13         2C4RDGCG8CR355745           13         2C4RDGCG7CR355745           13         2C4RDGCG7CR3557456           13         2C4RDGCG7CR355696           13         2C4RDGCG8FR659696           13         2C4RDGCG8FR659696           13         2C4RDGCG5FR651126           13         2C4RDGCG3FR659696           13         2C4RDGCG3FR659696           13         2C4RDGCG3FR659696           13         2C4RDGCG3FR659699           13         2C4RDGCG3FR659699           13         2C4RDGCG3FR659699           13         2C4RDGCG3FR659699           13         2C4RDGCG3FR659699           13         2C4RDGCG3FR659699           13         2C4RDGCG3FR6596999           13         2C4RDGCG3FR6596999           13         2C4RDGCG5FR6596999           13         2C4RDGCG5FR6596999           13		Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	5139,805 5139,805 5139,805 5139,805 526,000 526,000	Yes Yes No No No No No		
11         IFPFE4FS2KDC64551           11         IFDFE4FS0WDC64550           13         1           14         IFDFE4FS0WDC64550           13         2           13         2           13         2           13         2           13         2           14         2           15         2           13         2           13         2           14         2           15         2           15         2           13         2           13         2           14         2           15         2           16         2           17         2           18         2           19         2           13         2           13         2           13         2           14         2           15         2           16         2           17         2           18         2           19         2           11         2           12<		Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	~ ~ v v v v v v	200,000 200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	\$139,805 \$139,805 \$26,000 \$26,000	Yes Yes No No No No		
11         IFPFE4F50K0C64550           13         2C4RDGC08CR353741           13         2C4RDGC03CR353745           13         2C4RDGC03CR353746           13         2C4RDGC03CR353746           13         2C4RDGC03CR655745           13         2C4RDGC03CR6507465013           13         2C4RDGC03CR6565696           13         2C4RDGC03FR6569696           13         2C4RDGC03FR6561136           13         2C4RDGC03FR651126           13         2C4RDGC03FR651050           13         2C4RDGC03FR651050           13         2C4RDGC03FR651050           13         2C4RDGC03FR651008           13         2C4RDGC03FR651008		Yes Yes Yes Yes Yes Yes Yes Yes	Yes	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	200,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	\$139,805 \$26,000 \$26,000	Yes No No No No		
13         2C4RDGGGRS55741           13         2C4RDGGGICR355745           13         2C4RDGGGICR355745           13         2C4RDGGGICR355745           13         2C4RDGGGGC7CR355746           13         2C4RDGGGEDR761012           13         2C4RDGCG6DR761012           13         2C4RDGCG6DR761012           13         2C4RDGCG6FR659696           13         2C4RDGCGSFR656969           13         2C4RDGCGSFR656969           13         2C4RDGCGSFR651126           13         2C4RDGCGSFR651126           13         2C4RDGCGSFR651126           13         2C4RDGCGSFR651128           13         2C4RDGCGSFR651128           13         2C4RDGCGSFR651128           13         2C4RDGCGSFR651128           13         2C4RDGCGSFR659699           13         2C4RDGCGSFR6596999           13         2C4RDGCGSFR6596990           13         2C4		Yes Yes Yes Yes Yes Yes Yes	Yes		125,000 125,000 125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes	Yes Yes Yes	\$26,000 \$26,000	0 2 2 2 2		
13         2C4RD0CG1CR353743           13         2C4RD0CG37CR353746           13         2C4RD0CG5DR761012           13         2C4RDGCG6DR761012           13         2C4RDGCG6DR761012           13         2C4RDGCG6DR761013           13         2C4RDGCG8DR761013           13         2C4RDGCG8FR659696           13         2C4RDGCG8FR659696           13         2C4RDGCG8FR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR651126           13         2C4RDGCGFR651126           13         2C4RDGCGFR651126           13         2C4RDGCGFR651128           13         2C4RDGCGFR651008           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR6596998           13         2C4RDGCGFR6596998           13         2C4RDGCGFR6596998           13         2C4RDGCGFR6596998		Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes		125,000 125,000 125,000 125,000 125,000 125,000	Yes Yes Yes Yes	Yes Yes Yes	\$26,000	0 0 0 0		
13         2C4RDGGG7(R353746           13         2C4RDGGG6B7/61012           13         2C4RDGGG6B7/61012           13         2C4RDGGG8BR7/61013           13         2C4RDGGG8BR65969           13         2C4RDGGG8FR659696           13         2C4RDGGG8FR659699           13         2C4RDGGGFR661126           13         2C4RDGGGFR661126           13         2C4RDGGGFR661126           13         2C4RDGGGFR661128           13         2C4RDGGGFR661128           13         2C4RDGGGFR665909           13         2C4RDGGGFR659099           13         2C4RDGGGFR659000           13         2C4RDGGGFR659000           13         2C4RDGGGFR659000           13         2C4RDGGGFR659000           13         2C4RDGGGFR659000           13         2C4RDGGGFR6591008		Yes Yes Yes Yes Yes	Yes Yes Yes Yes		125,000 125,000 125,000 125,000 125,000	Yes Yes Yes	Yes Yes		No No		
13         2C4RDGGGEDR761012           13         2C4RDGGGSBR761013           13         2C4RDGGGSBR65966           13         2C4RDGGGSFR659666           13         2C4RDGGGFR659666           13         2C4RDGGGFR659666           13         2C4RDGGGFR659696           13         2C4RDGGGFR661126           13         2C4RDGGGFR661126           13         2C4RDGGGFR661128           13         2C4RDGGGFR659699           13         2C4RDGGGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659690           13         2C4RDGCGFR659690           13         2C4RDGCGFR659690           13         2C4RDGCGFR659600           13         2C4RDGCGFR659600		Yes Yes Yes Yes	Yes Yes Yes Yes		125,000 125,000 125,000 125,000 125,000	Yes Yes Yes	Yes Yes	\$26,000	N N		
13         2C4RDGCGSBDR/51013           13         2C4RDGCGSFR659696           13         2C4RDGCGSFR659696           13         2C4RDGCGSFR659699           13         2C4RDGCGSFR661126           13         2C4RDGCGSFR661126           13         2C4RDGCGSFR661126           13         2C4RDGCGSFR661128           13         2C4RDGCGSFR661128           13         2C4RDGCGSFR65999           13         2C4RDGCGSFR65999           13         2C4RDGCGSFR659108           13         2C4RDGCGSFR659100           13         2C4RDGCGSFR659100           13         2C4RDGCGSFR6591008           13         2C4RDGCGSFR6591008		Yes Yes Yes	Yes Yes Yes	5 5 5 5	125,000 125,000 125,000 125,000	Yes Yes	Yes	\$26,000	No		
13         2C4RDGCG8FR659696           13         2C4RDGCGSYFR659697           13         2C4RDGCGSYFR651126           13         2C4RDGCGSFFR651126           13         2C4RDGCG3FFR651126           13         2C4RDGCG3FFR651126           13         2C4RDGCG3FFR651128           13         2C4RDGCG3FFR651128           13         2C4RDGCG3FFR659699           13         2C4RDGCG6FFR659700           13         2C4RDGCG6FFR659700           13         2C4RDGCG6FFR659698           13         2C4RDGCG6FFR659700           13         2C4RDGCG6FFR659700           13         2C4RDGCG6FFR659700		Yes Yes	Yes Yes Yes		125,000 125,000 125,000	Yes		\$26,000			
13         2C4RDGCGYFRE59697           13         2C4RDGCGYFRE61126           13         2C4RDGCGFFR661126           13         2C4RDGCGFFR661127           13         2C4RDGCGFFR661128           13         2C4RDGCGFFR661128           13         2C4RDGCGFFR651699           13         2C4RDGCGFFR659699           13         2C4RDGCGFFR659699           13         2C4RDGCGFFR659698           13         2C4RDGCGFFR659698           13         2C4RDGCGFFR659698           13         2C4RDGCGFFR659698		Yes	Yes Yes	<b>u</b> )	125,000 125,000	~~~~	Yes	\$26,000	No		
13         2C4RDGGGYFRE61126           13         2C4RDGGGFFR661127           13         2C4RDGGGFFR661128           13         2C4RDGGGFFR651128           13         2C4RDGGGFFR651128           13         2C4RDGGGFFR65999           13         2C4RDGGGFFR65900           13         2C4RDGGGFFR659698           13         2C4RDGGGFFR659698           13         2C4RDGGGFFR659698           13         2C4RDGGGFFR659690		Yes	Yes	.)	125,000	Yes	Yes	\$26,000	No		G No
13         2C4RDGCGFR661127           13         2C4RDGCGFR661128           13         2C4RDGCG3FR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFR659699           13         2C4RDGCGFFR659698           13         2C4RDGCGFFR659698           13         2C4RDGCGFFR659698           13         2C4RDGCGFFR659698           13         2C4RDGCGFFR659698	122,279	3		2		Yes	Yes	\$26,000	No	7	G Yes
13         2C4RDGCG3FR661128           13         2C4RDGCG3FR659699           13         2C4RDGCG6FR659700           13         2C4RDGCG6FR659698           13         2C4RDGCG6FR659698           13         2C4RDGCG6FR659698           13         2C4RDGCG6FR659698           13         2C4RDGCG6FR659698           13         2C4RDGCG6FR6591008	100,757	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	G Yes
13         2C4RDGCG3FR659699           13         2C4RDGCG6FR659700           13         2C4RDGCG4FR659698           13         2C4RDGCG4FR659698           13         2C4RDGCG4FR659698           13         2C4RDGCG6FR6596008	t 105,449	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
13         2C4RDGCG6FR659700           13         2C4RDGCG1FR659698           13         2C4RDGCG1FR659698           13         2C4RDGCG1FR659608	78,940	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	0 No
13 2C4RDGCGIFR659698 13 2C4RDGCGFR691008	94,311	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G No
13 2C4RDGCG0FR691008	7 84,459	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	G No
	47,885	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG3JR234026 1029	46,975	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG5JR234027 1030	57,998	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG9JR234029 1031	57,885	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG5JR234030 1032	46,761	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG7JR234031 1033	39,071	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG7JR234028 1034	t 51,855	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG3KR653477 1035	22,513	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	G No
Chryster Pacifica 13 2C4RC1AG5KR653478 1036	32,267	Yes	Yes	2	125,000	Yes	Yes	\$26,000	No	7	GNO
Chrysler Pacifica 13 2C4RC1AG5KR653479 1037	7 35,682	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	0 No
Chrysler Pacifica 13 2C4RC1AG3KR653480 1038	29,477	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG5KR653481 1039	27,899	Yes	Yes	s	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chrysler Pacifica 13 2C4RC1AG7KR653482 1040	24,973	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G Yes
Chevy/Express 15 13 1GAZG1FG6E1115385 401	98,631	Yes	Yes	s	125,000	Yes	Yes	\$30,000	No	15	G No



0014         0mm/fiberetist         13         0.0.0.0.0.640111363         0.0         11.00         14		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	WSDOT Title Yes/No	
Ocenv(Expensit)         13         0.0.2016/68111831         043         1.84554         043         1.84554         043         043         1.84554         043         044         1.84554         1.84504 </td <td>10</td> <td></td> <td>Chevy/Express 15</td> <td>13</td> <td>1GAZG1FG4E1116390</td> <td>403</td> <td>117,059</td> <td>Yes</td> <td>Yes</td> <td>5</td> <td>125,000</td> <td>Yes</td> <td>Yes</td> <td>\$30,000</td> <td>Ň</td> <td>15</td> <td>U</td> <td>No</td> <td>_</td>	10		Chevy/Express 15	13	1GAZG1FG4E1116390	403	117,059	Yes	Yes	5	125,000	Yes	Yes	\$30,000	Ň	15	U	No	_
Openylizprentij         13         IgaZG7F6117160         405         64.51         Yee         Ye         155         16.2027F61177160         405         96.21         Yee         Ye         Yee         Yee         15000         Yee         150000         Yee         150000         Yee         <	2	_	Chevy/Express 15	13	1GAZG1FG5E1115913	404	148,354	Yes	Yes	5	125,000	Yes	Yes	\$30,000	Ŷ	15	U	No	_
Openvilteprets1         13         Ida-2027F1/21/10         406         66.21         Vec         Vec         125         Vec         2000         Vec         20			Chevy/Express 15	13	1GAZGZFF6F1277606	405	64,251	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	U	No	_
Owen(Express1)         13         Indexcertrar(13)         13         Indexcertrar(13)         14<	읪		Chevy/Express 15	13	1GAZGZFFXF1277110	406	86,321	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	U	No	
Ford/XTG Trancit         13         FERZ/YGHMA1235         403         50,00         Yes         51,000         Yes         51,000         Yes         53,000           Ford/XTG Trancit         13         FEZZ/YGHMA1235         410         959,96         Yes         Yes         51,000         Yes         53,000           Ford/XTG Trancit         13         FEZZ/YGHMA1235         411         40,99         Yes         Yes         75         135,000         Yes         75,000         Yes         55,000         Yes         Yes         Yes<			Chevy/Express 15	13	1GAZGZFFXF1278144	407	128,924	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	U	No	
Ford/YEE Trancit 1         13         JEE/ZYGYHAJJ336         409         115/15         visc         125/200         visc         135/200         visc	2		Ford/X2YB Transit 15	13	1FBZX2YG5HKA31295	408	50,306	Yes	Yes	5	125,000	Yes	Yes	\$35,000	Ñ	15	U	Yes	
Ford/XPT Francti L3         13         JF#2XYGHMA13137         410         95966         Vec         5         135,000         Vec         553,000           Ford/XPT Francti L3         13         JF#2XYGHMA1323         411         0,058         Vec         5         125,000         Vec         553,000           Ford/XPT Francti L3         13         JF#2XYGHM4323         413         0,058         Vec         5         125,000         Vec         553,000         Vec	2		Ford/X2YB Transit 15	13	1FBZX2YG7HKA31296	409	115,672	Yes	Yes	5	125,000	Yes	Yes	\$35,000	Ñ	15	U	Yes	
ford/XPTment15         13         JEB2/XPGHM31326         411         4068         Vec         Vec         125         Vec         Vec </td <td><b>C</b>1</td> <td></td> <td>Ford/X2YB Transit 15</td> <td>13</td> <td>1FBZX2YG9HKA31297</td> <td>410</td> <td>59,968</td> <td></td> <td>Yes</td> <td>5</td> <td>125,000</td> <td>Yes</td> <td>Yes</td> <td>\$35,000</td> <td>No</td> <td>15</td> <td>U</td> <td>Yes</td> <td></td>	<b>C</b> 1		Ford/X2YB Transit 15	13	1FBZX2YG9HKA31297	410	59,968		Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
Ford/XPTTenrictic         13         IEZD/YOGHMAGG94         412         64,307         Vec         5         125,000         Vec         78 </td <td>C11</td> <td>017</td> <td>Ford/X2YB Transit 15</td> <td><u>13</u></td> <td>1FBZX2YG0HKA31298</td> <td>411</td> <td>40,869</td> <td></td> <td>Yes</td> <td>5</td> <td>125,000</td> <td>Yes</td> <td>Yes</td> <td>\$35,000</td> <td>No</td> <td>15</td> <td>U</td> <td>Yes</td> <td></td>	C11	017	Ford/X2YB Transit 15	<u>13</u>	1FBZX2YG0HKA31298	411	40,869		Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
Ford/XPT Fment 1         13         IFED/XPT (HKEL6572         413         84,649         Vec         Vec         155,000         Vec         355,000         Vec         355,00	C11		Ford/X2YB Transit 15	13	1FBZX2YG9HKA62694	412	58,387	Yes	Yes	S	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
ford/XYRTannit         13         IFEXXMON(B41912)         414         56,457         Vec         7         125,000         Vec         75,000         Vec         75,000         Vec         75,000         Vec         75,000         Vec         75,000         75,000           Ford/XYRTandit15         13         IFEXXMON(B41910         415         50,711         Yec         7         25,000         Yec         75,000         Yec			Ford/X2YB Transit 15	13	1FBZX2YG1HKB26372	413	84,699		Yes	5	125,000	Yes	Yes	\$35,000	No	15	g	No	
Ford/X2PTannetL5         13         IFEX/YMMUR41906         415         60/11         Vec         15         155/000         Vec         535,000         755           Ford/X2PTannetL5         13         IFEX/YMMUR41910         416         94.6         Vec         5         125,000         Vec         535,000         755           Ford/X2PTannetL5         13         IFEX/YMMR41910         417         22,843         Vec         75         125,000         Vec         755,000         Vec         535,000         755           Ford/X2PTannetL5         13         IFEX/YMMR41910         413         52,843         Vec         75         125,000         Vec         755,000         Vec         555,000         755           Ford/X2PTannetL5         13         IFEX/YMMR68655         410         71,843         Vec         75         125,000         Vec         756,00         Vec         555,000         755           Ford/X2PTannetL5         13         IFEX/YMMR68655         410         12,943         Vec         754,000         Vec         754,000         Vec         55,000         Vec         55,000         756           Ford/X2PTannetL5         13         142         12,943         Vec		018	Ford/X2YB Transit 15	13	1FBZX2YM0JKB41912	414	36,467	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
Ford/X2/B Trankit 5         13         IFBZ/XM/JI(B4191)         410         40,464         Yes         Yes         125,000         Yes			Ford/X2YB Transit 15	13	1FBZX2YM0JKB41909	415	50,711		Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
Ford/X2/10 Tranit15         13         IFBZX/M/MR41910         417         22,943         Vec         Vec         125,000         Vec         Vec         53,000           Ford/X2/10 Tranit15         13         IFBZX/MM/R41910         418         59,764         Vec         Vec         15         125,000         Vec         75         53,000           Ford/X2/10 Tranit15         13         IFBZX/MM/R48883         419         47,241         Vec         Yec         75         75,000         Yec         75         53,000           Ford/X2/10 Tranit15         13         IFBZX/MB/R488684         420         41,261         Yec         Yec         Yec         Yec         Yec         Yec         Yec         Yec         75         75,000         Yec         53,000         75         53,000         75         75,000         Yec         Yec         75         75,000         Yec         Yec         Yec         75         75,000         Yec         75         75,000         Yec         75         75,000         Yec         75         75,000         Yec         Yec         75         75,000         Yec         75         75,000         Yec         75         75,000         Yec         Yec <t< td=""><td>C 1</td><td>018</td><td>Ford/X2YB Transit 15</td><td>13</td><td>1FBZX2YM2JKB41913</td><td>416</td><td>40,464</td><td>Yes</td><td>Yes</td><td>5</td><td>125,000</td><td>Yes</td><td>Yes</td><td>\$35,000</td><td>No</td><td>15</td><td>U</td><td>Yes</td><td></td></t<>	C 1	018	Ford/X2YB Transit 15	13	1FBZX2YM2JKB41913	416	40,464	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
Ford/XZYBTandit15         13         IFBZXYMBR41911         418         59,764         Yes         5         125,000         Yes         55         135,000           Ford/XZYBTandit15         13         IFBZXYMBR46883         419         47,241         Yes         7         125,000         Yes         5         125,000         Yes         533,000           Ford/XZXBTandit15         13         IFBZXYMBR6655         421         12,938         Yes         Yes         5         125,000         Yes         533,000           Ford/XZXBTandit15         13         IFBZXYGHK86655         421         21,381         Yes         Yes         7         233,000         Yes         5         125,000         Yes         533,000         7           Ford/XZXBTandit15         13         IFBZXYGHK86655         423         21,381         Yes         Yes         7         233,000         Yes         533,000         7         7         233,000         7	01	018	Ford/X2YB Transit 15	13	1FBZX2YM7JKB41910	417	22,843		Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
Ford/X22/18 Transit 15         13         IFB2X2VM6KA8683         419         47,241         Ves         Ves         125,000         Ves         745         755,000           Ford/X22/18 Transit 15         13         IFB2X2VM8KA8684         420         41,261         Yes         5         125,000         Yes         535,000           Ford/X22/18 Transit 15         13         IFB2X2VG4K86652         421         12,938         Yes         5         125,000         Yes         538,000         7           Ford/X22/18 Transit 15         13         IFB2X2VG4K866653         423         21,385         Yes         7         125,000         Yes         538,000         7           Ford/X22/18 Transit 15         13         IFB2X2VG4K866653         423         21,385         Yes         7         125,000         Yes         538,000         7           Ford/X22/18 Transit 15         13         IFB2X2YG4K866653         424         16,433         Yes         7         125,000         Yes         538,000         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7         7	011		Ford/X2YB Transit 15	13	1FBZX2YM9JKB41911	418	59,764		Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	Yes	
Ford/X22/YB Transit 15         13         IFBZ/XYM86884         420         41.261         Ves         5         125,000         Ves         535,000           Ford/X22/YB Transit 15         13         IFBZ/XYG1K860657         421         12,938         Ves         5         125,000         Ves         538,000           Ford/X22/YB Transit 15         13         IFBZ/XYG1K860652         422         23,119         Ves         5         125,000         Ves         538,000           Ford/X22/YB Transit 15         13         IFBZ/XYG3K860652         423         21,313         Ves         5         125,000         Ves         538,000           Ford/X22/YB Transit 15         13         IFBZ/XYG8K860655         423         23,132         Ves         Yes         7         25,000         Yes         538,000           Ford/X22/YB Transit 15         13         IFBZ/XYG8K860655         425         23,132         Yes         Yes         125,000         Yes         538,000           Ford/X22/YB Transit 15         13         IFBZ/XYG8K8606554         425         25,132         Yes         125,000         Yes         530,000           Ford/X22/YB Transit 15         13         IFBZ/XYG8KK8606554         426         25,135 <t< td=""><td>01</td><td>018</td><td>Ford/X2Z/YB Transit 15</td><td>13</td><td>1FBZX2YM6JKA86883</td><td>419</td><td>47,241</td><td></td><td>Yes</td><td>5</td><td>125,000</td><td>Yes</td><td>Yes</td><td>\$35,000</td><td>No</td><td>15</td><td>U</td><td>No</td><td>_</td></t<>	01	018	Ford/X2Z/YB Transit 15	13	1FBZX2YM6JKA86883	419	47,241		Yes	5	125,000	Yes	Yes	\$35,000	No	15	U	No	_
Ford/X22/YB Transit 15         13         IFBZ/XYG1KK860657         421         12.988         Ves         5         125,000         Ves         53,000           Ford/X22/YB Transit 15         13         IFBZ/XYG4KK860652         422         23,119         Ves         5         125,000         Ves         536,000           Ford/X22/YB Transit 15         13         IFBZ/XYG4KK860652         423         21,385         Ves         5         125,000         Ves         536,000           Ford/X22/YB Transit 15         13         IFBZ/XYG4KK860655         424         21,385         Ves         5         125,000         Ves         536,000           Ford/X22/YB Transit 15         13         IFBZ/XYGKK8606555         424         16,433         Ves         5         125,000         Ves         536,000           Ford/X22/YB Transit 15         13         IFBZ/XYGKK860655         425         23,132         Ves         5         125,000         Ves         536,000           Ford/X22/YB Transit 15         13         IFBZ/XYGKK860655         426         25,563         Ves         5         536,000         Ves         536,000         Ves         536,000         Ves         536,000         Ves         536,000         Ves	01	018	Ford/X2Z/YB Transit 15	13	1FBZX2YM8JKA86884	420	41,261	Yes	Yes	2	125,000	Yes	Yes	\$35,000	No	15	U	No	_
Ford/X22/VB Transit 15         13         IFBZXYQ3KKB60652         422         23,119         Vec         5         125,000         Vec         53,000         Vec <t< td=""><td>01</td><td></td><td>Ford/X2Z/YB Transit 15</td><td>13</td><td>1FBZX2YG1KKB60657</td><td>421</td><td>12,998</td><td></td><td>Yes</td><td>5</td><td>125,000</td><td>Yes</td><td>Yes</td><td>\$38,000</td><td>No</td><td>15</td><td>U</td><td>Yes</td><td>_</td></t<>	01		Ford/X2Z/YB Transit 15	13	1FBZX2YG1KKB60657	421	12,998		Yes	5	125,000	Yes	Yes	\$38,000	No	15	U	Yes	_
Ford/X22/VB Transit 15         13         IFBZX/VG4KKB60653         4.23         Vas         Ves         5         125,000         Ves         536,000           Ford/X22/VB Transit 15         13         IFBZX/VG4KKB60655         4.24         16,433         Ves         5         125,000         Yes         536,000           Ford/X22/VB Transit 15         13         IFBZX/VG6KKB60656         4.25         23,132         Yes         5         125,000         Yes         536,000           Ford/X22/VB Transit 15         13         IFBZX/VG6KKB60656         4.25         23,132         Yes         5         125,000         Yes         536,000           Ford/X22/VB Transit 15         13         IFBZX/VG6KKB60656         4.26         23,132         Yes         Yes         Yes         Yes         536,000           Chev/KENTERS1         13         IFBZX/VG6KKB60654         895         135,419         Yes         Yes         Yes         530,000         Yes         536,000           Chev/KENTERS1         13         IGAZGIFG6E1115591         895         135,419         Yes         Yes         Yes         530,000         Yes         530,000           Chev/KENTERS1         13         IGAZGIFG6E1115591         895	C11		Ford/X2Z/YB Transit 15	13	1FBZX2YG2KKB60652	422	23,119		Yes	2	125,000	Yes	Yes	\$38,000	No	15	U	Yes	_
Ford/X22/NB Transit 15         13         IFBZXYGRKR66655         424         16,433         Ves         5         125,000         Ves         5         53,000           Ford/X22/NB Transit 15         13         IFBZXYGKK860655         425         23,132         Ves         5         125,000         Ves         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         53,000         7         7         7         7         7         7         53,000         7		019	Ford/X2Z/YB Transit 15	13	1FBZX2YG4KKB60653	423	21,385	Yes	Yes	2	125,000	Yes	Yes	\$38,000	No	15	U	Yes	
Ford/X22/NB Transit 15         13         IFBZ/XY06460556         425         23,132         Ves         5         125,000         Ves         53,000         Ves <th< td=""><td></td><td></td><td>Ford/X2Z/YB Transit 15</td><td>13</td><td>1FBZX2YG8KKB60655</td><td>424</td><td>16,433</td><td></td><td>Yes</td><td>5</td><td>125,000</td><td>Yes</td><td>Yes</td><td>\$38,000</td><td>No</td><td>15</td><td>U</td><td>Yes</td><td>_</td></th<>			Ford/X2Z/YB Transit 15	13	1FBZX2YG8KKB60655	424	16,433		Yes	5	125,000	Yes	Yes	\$38,000	No	15	U	Yes	_
Ford/X22/YB Transit 15         13         IFB2X2YG6KK860654         426         26,563         Ves         5         125,000         Ves         53,000         Ves         <			Ford/X2Z/YB Transit 15	13	1FBZX2YGXKKB60656	425	23,132		Yes	s	125,000	Yes	Yes	\$38,000	0 <mark>N</mark> o	15	U	Yes	_
Chev//Express 15         13         IGAZGIFG9E1115591         895         135,419         Ves         5         125,000         Yes         530,000           Chev//Express 15         13         IGAZGIFG0E1115639         896         118,868         Yes         5         125,000         Yes         530,000           Chev//Express 15         13         IGAZGIFG0E1115639         896         118,868         Yes         5         125,000         Yes         530,000           Chev//Express 15         13         IGAZGIFG0E1115267         897         142,298         Yes         Yes         7         75,000         Yes         530,000           Chev//Express 15         13         IGAZGIFG0E1115267         898         123,406         Yes         Yes         Yes         7         530,000           Chev//Express 15         13         IGAZGIFG0E1115267         898         123,406         Yes         Yes         Yes         7         530,000           Chev//Express 15         13         IGAZGIFG0E1115267         899         180,262         Yes         Yes         Yes         7         530,000			Ford/X2Z/YB Transit 15	13	1FBZX2YG6KKB60654	426	26,563		Yes	5	125,000	Yes	Yes	\$38,000	No	15	U	Yes	_
Chev/VExpress I5         13         IGAZGIFG0E1115639         896         118,868         Ves         5         125,000         Ves         530,000           Chev/VExpress I5         13         IGAZGIFG6E1114947         897         142,298         Yes         5         125,000         Yes         530,000           Chev/VExpress I5         13         IGAZGIFG6E1114947         897         142,298         Yes         5         125,000         Yes         530,000           Chev/VExpress I5         13         IGAZGIFG6E1112267         898         123,406         Yes         5         125,000         Yes         530,000           Chev/VExpress I5         13         IGAZGIFG0E1112267         898         123,406         Yes         5         125,000         Yes         530,000			Chevy/Express 15	13	1GAZG1FG9E1115591	895	135,419	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	U	No	_
Chevy/Express I5         13         IGAZGIFG6E1114947         897         142,288         Yes         5         125,000         Yes         530,000           Chevy/Express I5         13         IGAZGIFG0E1115267         898         123,406         Yes         5         125,000         Yes         530,000           Chevy/Express I5         13         IGAZGIFG0E1115267         898         123,406         Yes         5         125,000         Yes         530,000           Chevy/Express I5         13         IGAZGIFG0E1115082         899         180,252         Yes         5         125,000         Yes         530,000		_	Chevy/Express 15	13	1GAZG1FG0E1115639	896	118,868	Yes	Yes	S	125,000	Yes	Yes	\$30,000	No	15	U	No	_
13         1GAZGIFG0E1115267         898         123,406         Yes         5         125,000         Yes         530,000           13         1GAZGIFGXE1115082         899         180,262         Yes         Yes         5         125,000         Yes         530,000	01		Chevy/Express 15	13	1GAZG1FG6E1114947	897	142,298	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	U	No	_
13 1GAZGIFGXE1115082 899 180,262 Yes Yes 5 125,000 Yes 785 530,000			Chevy/Express 15	13	1GAZG1FG0E1115267	868	123,406	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	U	No	
		014	Chevy/Express 15	13	1GAZG1FGXE1115082	899	180,262	Yes	Yes	2	125,000	Yes	Yes	\$30,000	No	15	U	No	_



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

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

Greg Latham, Maintenance Manager Date:

Agency/Organization: Skagit Transit

Date: 15-Feb-21

Title Yes/No 2 2 Ŷ No No Ŷ °N Ŷ °N N ٩ °N N No No No <sup>o</sup>N No No <sup>o</sup>N Ŷ No °N Ŷ °N No No °N No G/E Fuel G/E 0 U C U C 0 C U U C c C C C U C U c C c G/E C c ۵ O \$43,000 \$28,000 \$37,000 \$35,000 \$37,000 \$38,000 \$38,000 \$38,000 \$35,000 \$38,000 \$38,000 \$53,000 Replace-mer Cost \$ 538,000 \$30,000 \$37,000 \$37,000 \$28,000 \$60,000 \$30,000 \$37,000 \$37,000 \$38,000 \$38,000 \$38,000 \$79,000 \$38,000 \$38,000 Performs its Designed Function Yes Main-tenance Current Yes/No Yes Agency's ULB (Miles) 200,000 300,000 300,000 200,000 200,000 200,000 200,000 200,000 200,000 200,000 200,000 200,000 300,000 300,000 200,000 200,000 300,000 200,000 300,000 200,000 200,000 200,000 200,000 200,000 200,000 200,000 200,000 Agency's ULB (Year) 10 10 9 9 10 10 10 10 10 10 10 9 10 10 9 10 9 12 9 12 12 9 9 10 12 9 10 Is the Vehicle Safe? Yes/No Yes Meets Financial Needs of SGR Yes/No Yes 72,095 59,398 9,752 49,736 128,435 17,310 100,782 92,303 176,120 29,273 106,700 108,698 108,504 106,647 135,078 114,725 104,666 51,442 160,951 143,268 131,188 107,085 133,610 16,251 772,99 41.672 153,777 Actual Life Odometer Agency Vehicle Number 926 950 955 916 922 923 924 932 934 935 936 937 938 940 941 943 944 945 946 947 948 949 952 953 954 915 921 (NIN) 1FMCU9GX1EUE28535 1FMCU9GX3FUA26436 1FMCU9GX6FUB42441 1FM5K8DH4HGB47421 2D4RN4DG4BR647083 2D4RN4DG6BR647084 2D4RN4DG2BR647082 2D4RN4DG8BR647085 2C4RDGCG6CR353740 2C4RDGCG3CR353744 2C4RDGCG6CR353754 JTDKB20U340039883 1FMCU927X9KB86367 1FMCU92719KB86368 2G1WA5EK3A1205387 1GAHG35K281189677 2C4RDGCGXCR353739 1GAZGYFAXC1194979 2D4RN4DGXBR647086 2C4RDGCG5CR353745 2C4RDGCG0CR353748 1FDXF46P94EC48891 1GCCS14E398145793 1FD0X5HT9CEC05827 JTDZN3EU4D3273985 1FBZX2XM1JKB31617 1FT7X2BT1KEE89401 Vehicle Number Identification Vehicle 28 28 28 28 28 28 38 28 28 28 28 28 28 28 28 28 38 28 28 28 28 28 28 28 28 28 Make/Model Chevy Express 12 pass Chevy Express 12 pass Dodge Grand Caravan Dodge Grand Caravan 2011 Dodge Grand Caravan Dodge Grand Caravan 2011 Dodge Grand Caravan 2012 Dodge Grand Caravan 2012 Dodge Grand Caravan Dodge Grand Caravan 2012 Dodge Grand Caravan 2012 Dodge Grand Caravan 2019 Ford X2B F250 4X4 Chevy Colorado 2017 Ford Explorer Ford F450 XL Chevy Impala Toyota Prius Ford Escape 2009 Ford Escape 2013 Toyota Prius 2014 Ford Escape 2015 Ford Escape 2015 Ford Escape 2018 Ford Transit 2012 Ford F550 Dodge SE 2010 2008 2011 2011 2012 2011 2012 2009 2012 2004 2004 2009 Year 9 10 0 : 12 4 10 10 17 10 18 20 5 22 23 24 25 28 No. 0 00 27 2 4 10 e



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C

\$37,000

Yes

Yes

200,000

10

Yes

Yes

122,920

956

1GAZG1FG4C1195508

28

2012 Chevrolet Express 15 passenger

28

Required by 49 CFR 625.43.6 and RCW 81.112.086

