

# Transit Development Plan 2022- 2027

## Skagit Transit



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# About Skagit Transit

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Skagit Transit has the following office and facility locations:

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

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

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

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

Park and rides facilities maintained by Skagit Transit include:

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

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# Section 1 – Introduction

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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.

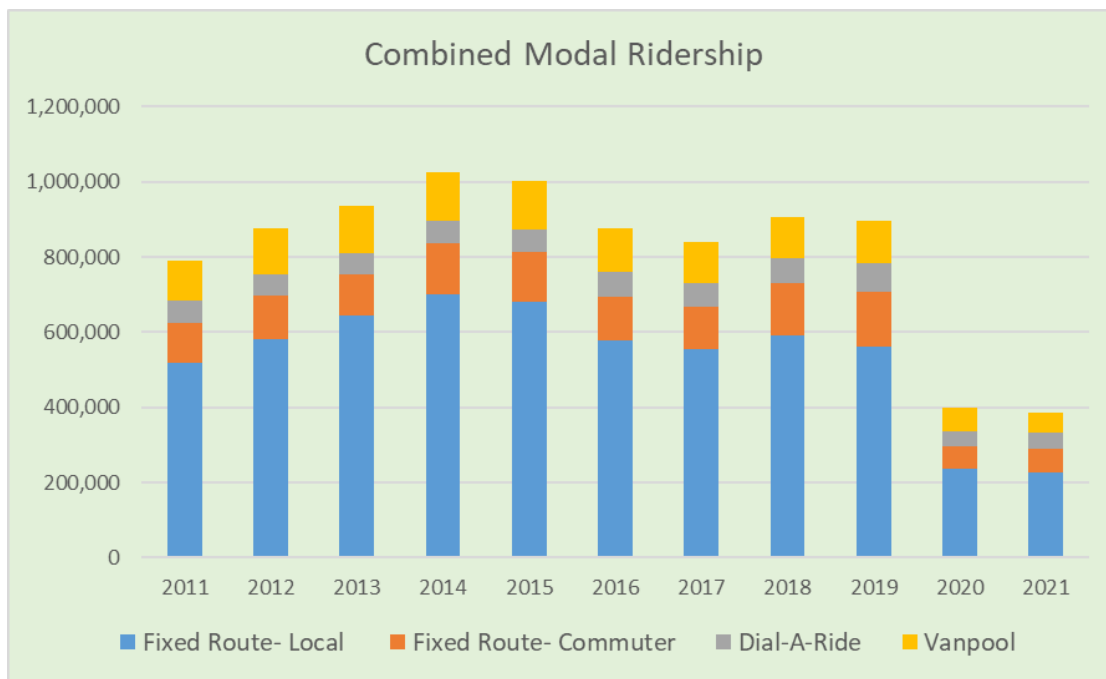
Skagit Transit over the next six years aims to maintain an efficient fixed route service, a growing vanpool program, and ADA complementary transit service within three-quarters of a mile of local fixed route lines. Also, within the six-year timeframe, Skagit Transit plans to enact the service recommendations from the 2022 Strategic Plan. Electrification of the revenue fleet will also begin in this timeframe. It will include fixed route coaches as well as paratransit and vanpool vehicles. 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 30+ 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 reflect 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. While service hours and miles have recovered, ridership may take years to recover to our pre-COVID levels.

Non-financial impacts will be noted throughout the document where warranted, such as in Appendix A: Operating Data. 2021 had a substantial drop in ridership and fare revenue based on what has happened across all modes. This has continued into 2022. However, it is difficult to predict how ridership and fare revenue will perform for the remainder of the year. There is much speculation within the transit industry as to how fast ridership and fare revenue will recover.



## Section 2 - Organization

### Structure of Governance

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



### BOARD OF DIRECTORS

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



**Jill Boudreau**  
Mayor Mount Vernon



**Steve Sexton**  
Mayor, Burlington



**Matt Miller,**  
Vice-Chair Mayor Anacortes



**Peter Browning,**  
Skagit County Commissioner



**Ron Wesen,**  
Skagit County Commissioner



**Rick DeGloria**  
Burlington City Council



**Lisa Janicki**  
Chair, Skagit County Commissioner



**Julia Johnson,**  
Mayor, Sedro-Woolley



**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

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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 2021, the number of all fixed route passenger boarding’s (local and commuter) declined by 2.8% from 2020.**

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 2021, there were 17 fixed routes, including 10 local urban routes, four commuter routes and three rural routes. With all routes combined, Skagit Transit covers 518 miles of streets, roads, and highways. Local fixed routes operate 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 2021, Skagit Transit operated four commuter bus routes including the 70X makes express trips between Concrete and Mount Vernon, 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 with limited stops. Commuter routes may also feature peak commute hour scheduling. Whatcom Transportation Authority (WTA) and Skagit Transit jointly operate the 80X.

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

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

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

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

Figure 3-1: Fixed Route Service Levels

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

Figure 3-2: 2016 thru 2021 Fixed Route Operating Statistics

	2016	2017	2018	2019	2020	2021	2020-2021 % Change
<b>Passenger Trips</b>	698,182	667,890	730,270	706,554	297,577	289,143	-2.8%
<b>Revenue Miles</b>	1,192,251	1,266,296	1,338,799	1,365,728	965,006	1,170,386	21.3%
<b>Revenue Hours</b>	67,816	71,103	76,398	76,997	54,143	68,100	25.8%

Figure 3-3: Fixed Route Overview

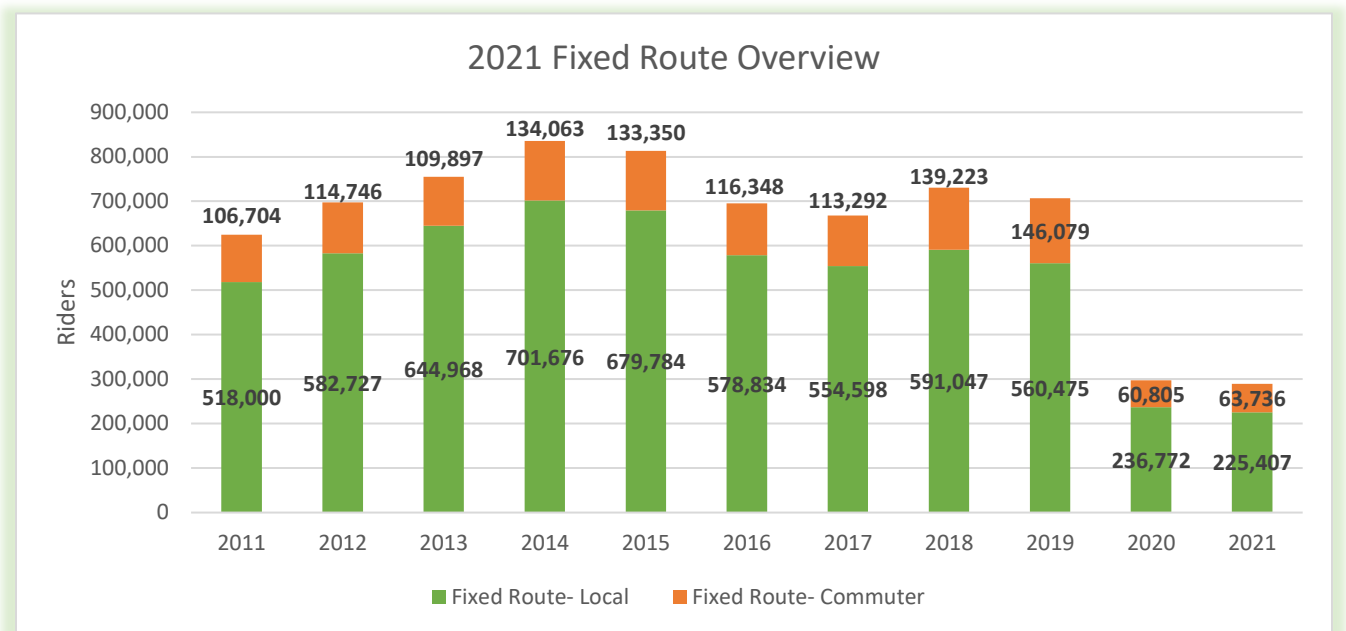
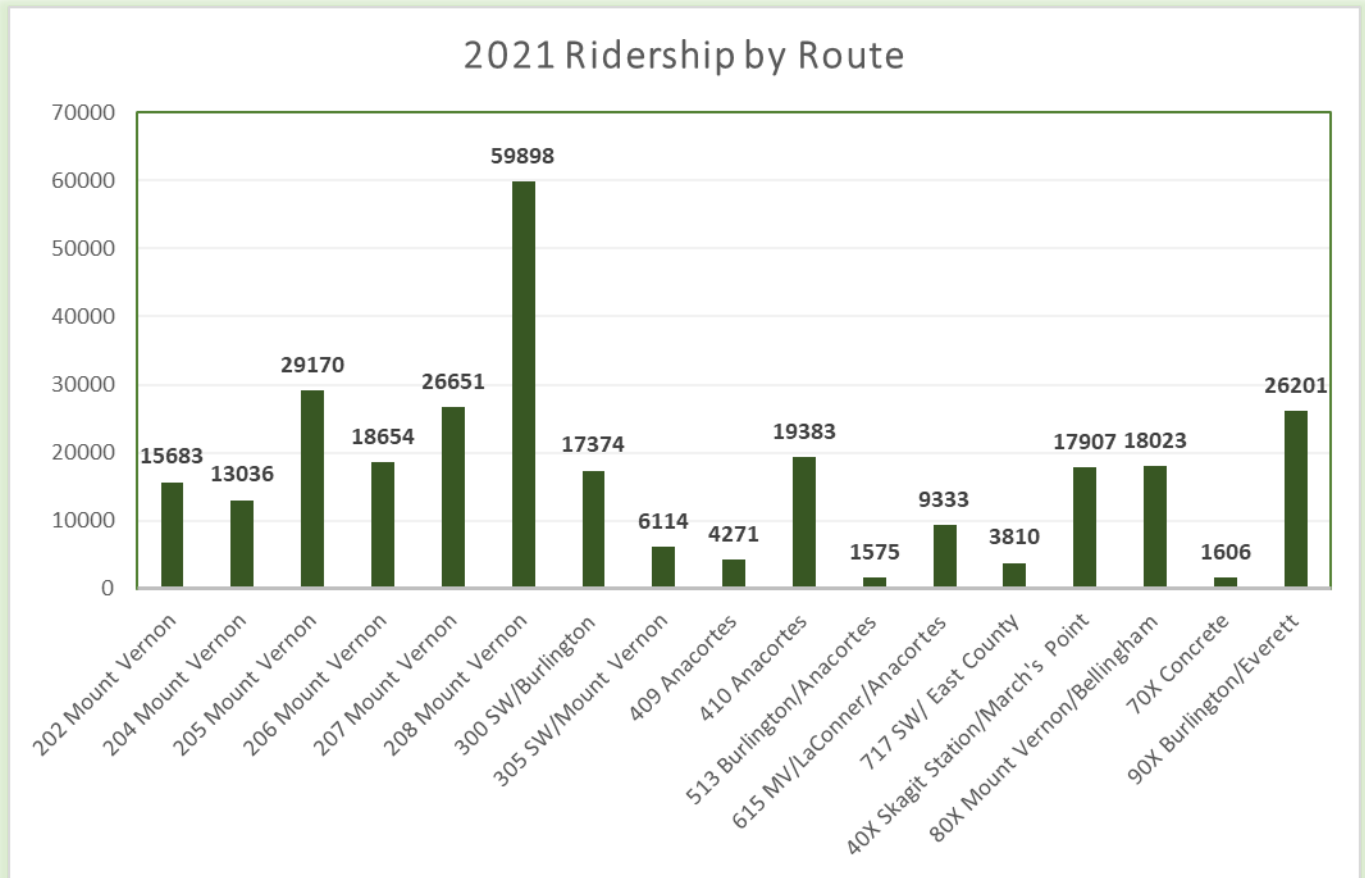


Figure 3-4: 2021 Ridership by Route



## ADA Transit

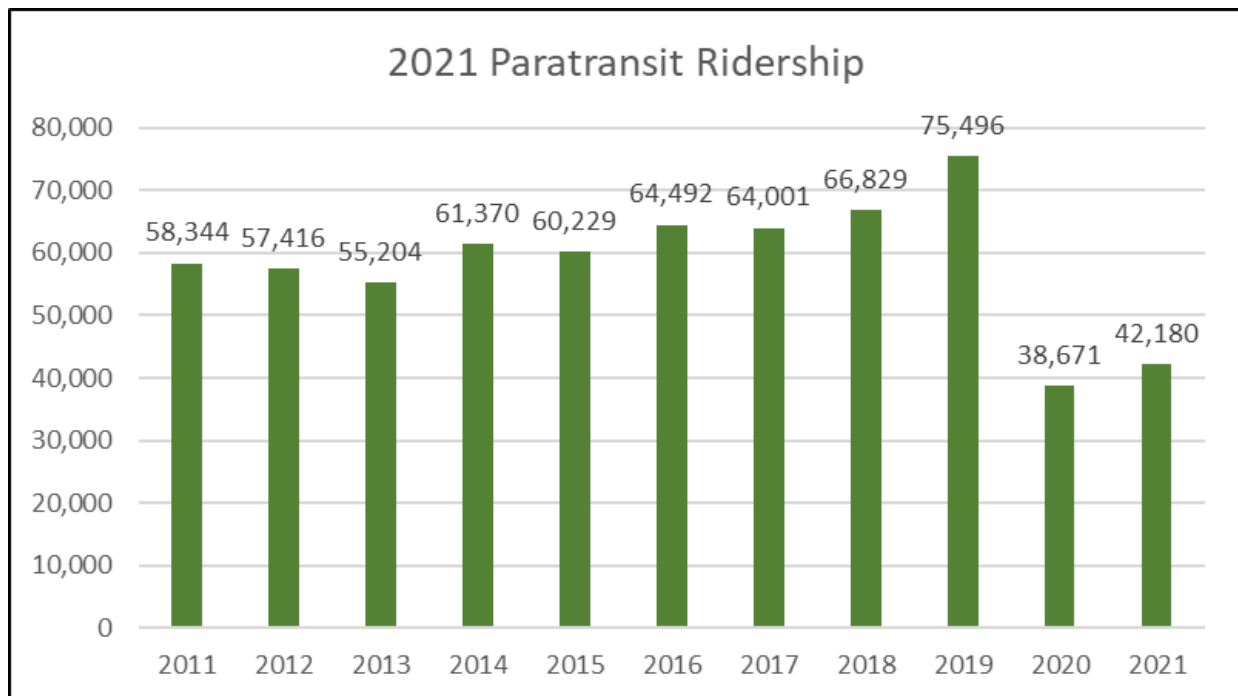
ADA Paratransit provides specialized transportation comparable with Skagit Transit's fixed-route bus service. **In 2021, ADA transit boarding's increased by 9.1% from 2020.**

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 for 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 route line it compliments.

Figure 3-5: 2016 thru 2021 ADA Operating Statistics

	2016	2017	2018	2019	2020	2021	2020 to 2021% Change
<b>Passenger Trips</b>	64,492	64,001	66,829	75,496	38,671	42,180	9.1%
<b>Revenue Miles</b>	333,240	341,321	332,231	445,994	246,972	288,506	16.8%
<b>Revenue Hours</b>	30,046	31,044	33,239	37,563	21,407	24,658	15.2%

Figure 3-6: 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 2021, vanpool passenger trips decreased by 15.78% from 2020. Skagit Transit had 28 active vans as of the end of 2021, resulting in a slight decrease of 3.45% from the prior year. A vanpool group consists of 5 to 15 individuals with driver(s) 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 2021, the cumulative sum of the distances ridden by each vanpool passenger totaled 2,377,931 miles. By far the largest number of vanpool users, 70%, travel 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.

Figure 3-7: 2016 thru 2021 Vanpool Operating Statistics

	2016	2017	2018	2019	2020	2021	2020 to 2021 % Change
Passenger Trips	118,028	108,100	110,388	114,180	62,739	52,933	-15.6%
Revenue Miles	1,021,395	981,440	1,057,836	1,085,851	689,617	600,230	-13.0%
Revenue Hours	27,976	26,761	28,928	29,504	18,968	16,494	-13.0%

## Fares

Figure 3-8: The 2021 fare structure

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



## Section 4: Service Connections

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**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, 2022-2027

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

The relocation of Skagit Transit’s Maintenance, Operations, and Administrative Base (MOA) is the largest capital facilities project planned over the next six years. Based upon a recently completed Feasibility Study, Skagit Transit has purchased a former FedEx facility and some adjacent land for a new MOA facility. Over the next two to three years, Skagit Transit hopes to complete the redevelopment of this facility and to relocate all of its operations and equipment to this facility by the end of 2025.

The following tables describe the planned activities to be undertaken by Skagit Transit from 2022 to 2027. 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.

2022	Planned Activities
Planning	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Plan for Operating Services from new MOA2 Facility</li> <li>• Draft Zero Emissions Fleet Transition Plan</li> <li>• Conduct a Regional Transit Study 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> <li>• Conduct a 2022 Strategic Planning process</li> </ul>
Services	<ul style="list-style-type: none"> <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>• 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.</li> <li>• As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• Adjust Routes 204 and 207 in north Mount Vernon</li> <li>• Conduct Pilot project for WIFI on buses</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• 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 style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> <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: 2022 Planned Activities

2023	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)</li> <li>• Conduct Triennial Rider Survey for National Transit Database reporting</li> <li>• Begin Regional Transit Study</li> <li>• Complete draft of Zero Emissions Fleet Transition Plan</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• Introduce new Route 101 to serve as a circulator route in Burlington</li> <li>• Increase the frequency of the Route 513 and 615</li> <li>• As resources allow, implement service recommendations from the 2022 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• Initiate operating WIFI on fixed route coaches</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Construct Phase 2 and 3 of the MOA Base relocation project</li> <li>• Begin transfer of personnel and equipment to new MOA</li> <li>• Design pedestrian canopy for March Point Park &amp; Ride</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>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> <li>◦ Continue propane powered paratransit vehicle purchases as funding permits</li> </ul> </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> <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 5-2: 2023 Planned Activities

2024	Planned Activities
Planning	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Develop Long Range Capital Plan</li> <li>• Complete Regional Transit Study</li> <li>• Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement service recommendations from the 2022 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2022 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete construction for MOA Base relocation project</li> <li>• Conduct facility design support as needed 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>• 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>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> <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 <ul style="list-style-type: none"> <li>○ Replace modems on revenue fleet vehicles</li> </ul> </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: 2024 Planned Activities

2025	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• Website upgrades for improved accessibility</li> <li>• As funding allows, implement urban service recommendations from the 2022 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2022 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Construct pedestrian canopy on the bus island at major transfer points</li> <li>• Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a installing electric bus charging equipment, canopy over revenue vehicle parking, etc</li> <li>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> <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> </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 5-4: 2025 Planned Activities

2026	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)</li> <li>• Conduct Triennial Rider Survey for National Transit Database reporting</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2022 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2022 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc.</li> <li>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> <li>○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows</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 5-5: 2026 Planned Activities



2027	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Conduct Triennial Rider Survey for development of Average Passenger Trip Length data</li> <li>• Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2025 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2025 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> <li>○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows</li> </ul> </li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection</li> <li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>• Add Wi-Fi to both fixed route and paratransit revenue fleets</li> <li>• Upgrade and update mobile data terminal to keep up with current data technology</li> <li>• Improve safety through implementation of equipment/software upgrades on existing coaches</li> <li>• Procurement and implementation of new or upgraded electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency</li> <li>• Purchase and activate a third radio repeater to improve radio function between vehicles and dispatch</li> </ul>

Figure 5-6: 2027 Planned Activities

## Rolling Stock Expansion and Replacement Plan

<b>2022-2027 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT</b>			
<b>Year</b>	<b>Type</b>	<b>Expansion (Quantity)</b>	<b>Replacement (Quantity)</b>
<b>2022</b>	Commuter Bus	0	0
	Fixed Route	0	1
	Paratransit	0	5
	Vanpool	0	3
	Support	0	2
<b>2023</b>	Commuter Bus	0	0
	Fixed Route	0	4
	Paratransit	0	0
	Vanpool	0	23
	Support	0	14
<b>2024</b>	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	5
	Vanpool	0	5
	Support	0	3
<b>2025</b>	Commuter Bus	0	0
	Fixed Route	0	1
	Paratransit	0	7
	Vanpool	0	0
	Support	0	2
<b>2026</b>	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	3
	Vanpool	0	0
	Support	0	0
<b>2027</b>	Commuter Bus	0	2
	Fixed Route	0	0
	Paratransit	0	6
	Vanpool	0	0
	Support	0	0

Figure 5-7: 2022-2027 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: 2021 Notable activities

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Skagit Transit had the following notable activities occur in 2021.

- Skagit Transit restored service from Pandemic levels
- Skagit Transit added service in September with the redesign of the Route 717, the addition of the Route 70X and the addition of weekday peak service on the Route 207.
- Skagit Transit partnered with local food banks to host food drives using a “Stuff the Bus” motif.
- Real-time Information system was implemented including placing digital signage at Chuckanut P&R and Skagit Station.
- Annual update of the Public Transportation Safety Plan (PTASP) completed
- Safety/Training
  - Purchase of software and initial rollout of new SDS training module.
  - Fifty Five (55) employees were provided with initial or re-certification First Aid/CPR/AED training.
  - Sixteen (16) new Coach Operators and three (3) Maintenance Department Employees were trained to receive their Commercial Driver Licenses.
  - Six (6) Coach Operators received post-accident or event refresher training.
  - All new employees were provided with Bloodborne Pathogen exposure training.
  - Personal Protective Equipment (PPE), to include gloves, masks, and hand sanitizer, was provided to all Skagit Transit employees in response to the ongoing COVID-19 pandemic.
  - Expansion of the Skagit Transit Safety Committee, to include staff representatives from the Facilities and Administration Departments.
- Bus Stop Upgrades
  - Construction completed on a bus pullout at the Sedro Woolley Food Bank Pullout
  - New Bus Stop Signs were printed

## Section 7: Capital Improvement Program, 2022-2027

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 reevaluated.

### SECTION 7: CAPITAL IMPROVEMENT PROGRAM 2022-2027

<u>Replacement/Preservation</u>	2022	2023	2024	2025	2026	2027
Maint/Admin equip/facility	\$ 693,960	\$ 728,658	\$ 765,091	\$ 803,345	\$ 843,513	\$ 885,688
Fixed Route/Commuter Vehicles	\$ 536,662	\$ 2,400,000	\$ -	\$ 620,000	\$ -	\$ 1,280,000
Paratransit Vehicles	\$ 750,000	\$ -	\$ 850,000	\$ 1,225,000	\$ 540,000	\$ 1,110,000
Service vehicles	\$ 140,622	\$ 420,000	\$ 96,000	\$ 64,000	\$ -	\$ -
Transit Centers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Shelters	\$ 194,505	\$ 204,230	\$ 214,442	\$ 225,164	\$ 236,422	\$ 248,243
Vanpool vans	\$ 113,918	\$ 920,000	\$ 210,000	\$ -	\$ -	\$ -
Subtotals	\$ 2,429,667	\$ 4,672,888	\$ 2,135,533	\$ 2,937,509	\$ 1,619,935	\$ 3,523,931
<u>Expansion</u>	2022	2023	2024	2025	2026	2027
Maint/Admin equip/facility						
Fixed Route/Commuter Vehicles						
Paratransit Vehicles						
Service vehicles						
Transit Centers	\$ 12,529,071		\$ 18,000,000			
Transit Shelters						
Vanpool vans						
Subtotals	\$ 12,529,071	\$ -	\$ 18,000,000	\$ -	\$ -	\$ -
<b>Total Capital</b>	<b>\$ 14,958,738</b>	<b>\$ 4,672,888</b>	<b>\$ 20,135,533</b>	<b>\$ 2,937,509</b>	<b>\$ 1,619,935</b>	<b>\$ 3,523,931</b>

The Capital Improvement Program, 2022-2027 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 2022-2027

	2022		
	General	Capital	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 9,350,275</b>	<b>\$ 11,916,396</b>	<b>\$ 21,266,671</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	4,000,000	10,000,000	14,000,000
Fares	298,409	-	298,409
Van Pools	294,555	-	294,555
Federal Operating Grants	8,364,838	-	8,364,838
State Operating Grants	82,524	-	82,524
Other Grants	-	-	-
Other Revenues	40,600	-	40,600
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>13,080,926</b>	<b>10,000,000</b>	<b>23,080,926</b>
<b>Subtotal Available</b>	<b>22,431,201</b>	<b>21,916,396</b>	<b>44,347,597</b>
<b>Operating Expenses</b>			
Vanpool P&M	722,081	-	722,081
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	11,996,551	-	11,996,551
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,801,330	-	4,801,330
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
<b>Total Operating Expenses</b>	<b>17,519,962</b>	<b>-</b>	<b>17,519,962</b>
<b>Net Cash Available</b>	<b>4,911,239</b>	<b>21,916,396</b>	<b>26,827,635</b>
<b>Capital Revenues</b>			
Federal Grants	-	2,483,987	2,483,987
State Grants	-	950,000	950,000
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>3,433,987</b>	<b>3,433,987</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	693,960	693,960
FixedRoute/Commuter	-	536,662	536,662
Dial-a-Ride	-	750,000	750,000
Service/Staff Vehicles	-	140,622	140,622
Transit Center/Facilities	-	-	-
Transit Shelters/Improvements	-	194,505	194,505
Vanpool Vans	-	113,918	113,918
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	12,529,071	12,529,071
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>14,958,738</b>	<b>14,958,738</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 4,911,239</b>	<b>\$ 10,391,645</b>	<b>\$ 15,302,884</b>

	2023		
	General	Capital	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 4,911,239</b>	<b>\$ 10,391,645</b>	<b>\$ 15,302,884</b>
<b>Operating Revenues:</b>			
Sales Tax (transit portion)	7,500,000	7,500,000	15,000,000
Fares	313,329	-	313,329
Van Pools	309,283	-	309,283
Federal Operating Grants	7,223,215	-	7,223,215
State Operating Grants	84,174	-	84,174
Other Grants	-	-	-
Other Revenues	50,000	-	50,000
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>15,480,002</b>	<b>7,500,000</b>	<b>22,980,002</b>
<b>Subtotal Available</b>	<b>20,391,241</b>	<b>17,891,645</b>	<b>38,282,886</b>
<b>Operating Expenses:</b>			
Vanpool P&M	758,185	-	758,185
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	12,596,379	-	12,596,379
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,041,396	-	5,041,396
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
<b>Total Operating Expenses</b>	<b>18,395,960</b>	<b>-</b>	<b>18,395,960</b>
<b>Net Cash Available</b>	<b>1,995,281</b>	<b>17,891,645</b>	<b>19,886,926</b>
<b>Capital Revenues:</b>			
Federal Grants	-	7,336,444	7,336,444
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>7,336,444</b>	<b>7,336,444</b>
<b>Capital Expenditures:</b>			
System P&M			
Maintenance & Other Equipment	-	728,658	728,658
FixedRoute/Commuter	-	2,400,000	2,400,000
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	420,000	420,000
Transit Center/Facilities	-	-	-
Transit Shelters/Improvements	-	204,230	204,230
Vanpool Vans	-	920,000	920,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>4,672,888</b>	<b>4,672,888</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 1,995,281</b>	<b>\$ 20,555,201</b>	<b>\$ 22,550,482</b>

	2024		
	General	Capital	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 1,995,281</b>	<b>\$ 20,555,201</b>	<b>\$ 22,550,482</b>
<b>Operating Revenues</b>			
Sales Tax (transit portion)	15,300,000	-	15,300,000
Fares	328,996	-	328,996
Van Pools	324,747	-	324,747
Federal Operating Grants	5,229,000	-	5,229,000
State Operating Grants	85,858	-	85,858
Other Grants	-	-	-
Other Revenues	51,000	-	51,000
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>21,319,601</b>	<b>-</b>	<b>21,319,601</b>
<b>Subtotal Available</b>	<b>23,314,882</b>	<b>20,555,201</b>	<b>43,870,083</b>
<b>Operating Expenses</b>			
Vanpool P&M	796,094	-	796,094
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	13,226,198	-	13,226,198
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,293,466	-	5,293,466
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
<b>Total Operating Expenses</b>	<b>19,315,758</b>	<b>-</b>	<b>19,315,758</b>
<b>Net Cash Available</b>	<b>3,999,124</b>	<b>20,555,201</b>	<b>24,554,325</b>
<b>Capital Revenues</b>			
Federal Grants	-	2,067,766	2,067,766
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>2,067,766</b>	<b>2,067,766</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	765,091	765,091
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	850,000	850,000
Service/Staff Vehicles	-	96,000	96,000
Transit Center/Facilities	-	-	-
Transit Shelters/Improvements	-	214,442	214,442
Vanpool Vans	-	210,000	210,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	18,000,000	18,000,000
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>20,135,533</b>	<b>20,135,533</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 3,999,124</b>	<b>\$ 2,487,435</b>	<b>\$ 6,486,559</b>



	2025		
	General	Capital	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 3,999,124</b>	<b>\$ 2,487,435</b>	<b>\$ 6,486,559</b>
<b>Operating Revenues</b>			
Sales Tax (transit portion)	15,628,950	-	15,628,950
Fares	345,446	-	345,446
Van Pools	340,984	-	340,984
Federal Operating Grants	5,129,000	-	5,129,000
State Operating Grants	87,575	-	87,575
Other Grants	-	-	-
Other Revenues	52,020	-	52,020
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>21,583,975</b>	<b>-</b>	<b>21,583,975</b>
<b>Subtotal Available</b>	<b>25,583,099</b>	<b>2,487,435</b>	<b>28,070,534</b>
<b>Operating Expenses</b>			
Vanpool P&M	835,899	-	835,899
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	13,887,508	-	13,887,508
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,558,139	-	5,558,139
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
<b>Total Operating Expenses</b>	<b>20,281,546</b>	<b>-</b>	<b>20,281,546</b>
<b>Net Cash Available</b>	<b>5,301,553</b>	<b>2,487,435</b>	<b>7,788,988</b>
<b>Capital Revenues</b>			
Federal Grants	-	1,067,082	1,067,082
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>1,067,082</b>	<b>1,067,082</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	803,345	803,345
FixedRoute/Commuter	-	620,000	620,000
Dial-a-Ride	-	1,225,000	1,225,000
Service/Staff Vehicles	-	64,000	64,000
Transit Center/Facilities	-	-	-
Transit Shelters/Improvements	-	225,164	225,164
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>2,937,509</b>	<b>2,937,509</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 5,301,553</b>	<b>\$ 617,007</b>	<b>\$ 5,918,561</b>



	2026		
	General	Capital	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 5,301,553</b>	<b>\$ 617,007</b>	<b>\$ 5,918,561</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	15,941,529	-	15,941,529
Fares	362,718	-	362,718
Van Pools	358,033	-	358,033
Federal Operating Grants	5,129,000	-	5,129,000
State Operating Grants	89,327	-	89,327
Other Grants	-	-	-
Other Revenues	53,060	-	53,060
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>21,933,667</b>	<b>-</b>	<b>21,933,667</b>
<b>Subtotal Available</b>	<b>27,235,221</b>	<b>617,007</b>	<b>27,852,228</b>
<b>Operating Expenses</b>			
Vanpool P&M	877,694	-	877,694
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	14,581,883	-	14,581,883
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,836,046	-	5,836,046
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
<b>Total Operating Expenses</b>	<b>21,295,623</b>	<b>-</b>	<b>21,295,623</b>
<b>Net Cash Available</b>	<b>5,939,598</b>	<b>617,007</b>	<b>6,556,605</b>
<b>Capital Revenues</b>			
Federal Grants	-	809,967	809,967
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>809,967</b>	<b>809,967</b>
<b>Capital Expenditures:</b>			
<b>System P&amp;M</b>			
Maintenance & Other Equipment	-	843,513	843,513
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	540,000	540,000
Service/Staff Vehicles	-	-	-
Transit Center/Facilities	-	-	-
Transit Shelters/Improvements	-	236,422	236,422
Vanpool Vans	-	-	-
<b>System Expansion</b>			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>1,619,935</b>	<b>1,619,935</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 5,939,598</b>	<b>\$ (192,960)</b>	<b>\$ 5,746,638</b>

	2027		
	General	Capital	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 5,939,598</b>	<b>\$ (192,960)</b>	<b>\$ 5,746,638</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	16,260,360	-	16,260,360
Fares	380,854	-	380,854
Van Pools	375,935	-	375,935
Federal Operating Grants	5,129,000	-	5,129,000
State Operating Grants	91,113	-	91,113
Other Grants			-
Other Revenues	54,122	-	54,122
Transfers			-
<b>Total Operating Revenues</b>	<b>22,291,383</b>	<b>-</b>	<b>22,291,383</b>
<b>Subtotal Available</b>	<b>28,230,981</b>	<b>(192,960)</b>	<b>28,038,021</b>
<b>Operating Expenses</b>			
Vanpool P&M	921,578	-	921,578
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	15,310,977	-	15,310,977
Fixed Route/Commuter Sys Expand			-
Dial-a-Ride (ADA) P&M	6,127,849	-	6,127,849
Dial-a-Ride (ADA) Expand			-
Other	-	-	-
<b>Total Operating Expenses</b>	<b>22,360,404</b>	<b>-</b>	<b>22,360,404</b>
<b>Net Cash Available</b>	<b>5,870,577</b>	<b>(192,960)</b>	<b>5,677,617</b>
<b>Capital Revenues</b>			
Federal Grants	-	1,761,966	1,761,966
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)			-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>1,761,966</b>	<b>1,761,966</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	885,688	885,688
FixedRoute/Commuter	-	1,280,000	1,280,000
Dial-a-Ride	-	1,110,000	1,110,000
Service/Staff Vehicles	-	-	-
Transit Center/Facilities	-	-	-
Transit Shelters/Improvements	-	248,243	248,243
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>3,523,931</b>	<b>3,523,931</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 5,870,577</b>	<b>\$ (1,954,926)</b>	<b>\$ 3,915,651</b>

# Appendices

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Appendix A - Operating Data 2022-2027

Appendix B - Public Participation Process

Appendix C - Public Transportation Management System Inventory



## Appendix A – Operating Data

### OPERATING DATA 2022-2027

(All figures, except 2021, in thousands of units)

<u>Fixed Routes</u>	<u>Actual 2021</u>	<u>Budgeted 2022</u>	<u>Estimated 2023</u>	<u>Estimated 2024</u>	<u>Estimated 2025</u>	<u>Estimated 2026</u>	<u>Estimated 2027</u>
Vehicle hours	55,737	63	73	74	76	77	79
Vehicle revenue hours	53,941	61	71	72	74	75	77
Vehicle miles	804,902	892	936	955	974	993	1013
Vehicle revenue miles	754,157	852	896	914	932	951	970
Passenger trips	225,407	255	362	416	479	551	633
Fatalities	0						
Reportable injuries	1						
Collisions	17						
Diesel fuel consumed	157,495	166	176	176	176	176	176
<b><u>Commuter Routes</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2027</u></b>
Vehicle hours	15,413	18	19	20	20	20	20
Vehicle revenue hours	14,416	15	18	19	19	19	19
Vehicle miles	445,599	510	676	710	710	710	710
Vehicle revenue miles	416,530	475	641	673	673	673	673
Passenger trips	51,844	85	100	115	132	152	175
Fatalities	0						
Reportable injuries	1						
Collisions	9						
Diesel fuel consumed	40,675	64	84	84	84	84	84
<b><u>ADA Demand Response</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2027</u></b>
Vehicle hours	27,694	29	36	38	40	42	44
Vehicle revenue hours	24,659	26	33	35	36	38	40
Vehicle miles	345,877	363	482	506	531	558	586
Vehicle revenue miles	288,539	303	422	443	465	489	513
Passenger trips	42,180	46	57	60	63	66	69
Fatalities	0						
Reportable injuries	1						
Collisions	10						
Diesel fuel consumed	1,397	4	2	2	0	0	0
Propane fuel consumed	68,005	60	75	80	84	89	95
<b><u>Vanpools</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2027</u></b>
Vehicle hours	16,493	24	24	25	25	26	26
Vehicle revenue hours	16,493	24	24	25	25	26	26
Vehicle miles	600,230	633	646	659	672	685	699
Vehicle revenue miles	600,230	633	646	659	672	685	699
Passenger trips	52,933	57	58	59	60	62	63
Fatalities	0						
Reportable injuries	1						
Collisions	8						
Gasoline consumed	35,811	38	38	39	40	41	42

## Appendix B – Public Participation Process

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**Public Comment Period:** July 20-August 17, 2022. Submit comments to:

[bwindler@skagittransit.org](mailto: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 17, 2022 at 11:00AM at Burlington City Hall 833 S Spruce St, Burlington WA 98233 or via ZOOM. The ZOOM invite is obtainable at [www.skagittransit.org](http://www.skagittransit.org) in the “Calendar” section.

**Posted to Website:** No Later than July 20, 2022, <http://www.skagittransit.org/news/>

**Public Notices Published:** Skagit Valley Herald (no later than July 20, 2022) and El Mundo (no later than July 20, 2022)

**Requests for Paper or Digital Copies:** On and after July 20, 2022, anyone may request a paper or digital copy of the TDP by emailing [bwindler@skagittransit.org](mailto:bwindler@skagittransit.org) or calling 360-757-8801.

**Available to the Public for Review:** On and after July 20, 2022, the public can view a copy of the draft TDP at one of the following locations.

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

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



# Appendix C – Public Transportation MGMT System Inventory

Updated: January 2022



## Owned Rolling Stock Inventory and Verification of Continued Use Form

Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services.  
Refer to instructions tab for vehicle codes.

Agency/ort: Skagit Transit Inventory year: 2021

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency vehicle number	Actual life odometer number	Meets financial needs of SGR? Yes/no	Is the vehicle safe? Yes/no	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance current? Yes/no	Performs its designed function? Yes/no	Replacement cost (\$)	ADA access? Yes/no	Seating capacity	Fuel type	WSDOT title? Yes/no
1	2014	Gillig/40ft Suburban Low Floor	01	15GDD2713E1183921	141	433,015	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	No
2	2014	Gillig/40ft Suburban Low Floor	01	15GDD2715E1183922	142	404,926	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	No
3	2018	Gillig/40ft Suburban Low Floor	01	15GDD2718J13191463	181	254,238	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	35+2	D	No
4	2020	Gillig/40ft Suburban Low Floor	01	15GDD2719L3195220	2001	111,747	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
5	2020	Gillig/40ft Suburban Low Floor	01	15GDD2710L3195221	2002	91,570	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
6	2020	Gillig/40ft Suburban Low Floor	01	15GDD2712L3195222	2003	84,088	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
7	2020	Gillig/40ft Suburban Low Floor	01	15GDD2714L3195223	2004	120,796	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
8	2020	Gillig/40ft Suburban Low Floor	01	15GDD2716L3195224	2005	69,817	Yes	Yes	15	750,000	Yes	No	\$571,774	Yes	36+2	D	Yes
9	2009	NABI/311LPW-01	03	IN93136669A140004	091	516,541	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	Yes
10	2009	NABI/311LPW-01	03	IN93136669A140006	093	528,288	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
11	2009	NABI/311LPW-01	03	IN93136669A140007	094	536,416	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
12	2009	NABI/311LPW-01	03	IN93136669A140008	095	509,991	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
13	2009	NABI/311LPW-01	03	IN93136669A140009	096	534,067	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	Yes
14	2011	Gillig/35ft Low Floor	02	15GDD2715B1178644	111	394,839	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	Yes
15	2014	Gillig/35ft Low Floor	02	15GDD2711E1183923	143	327,430	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	Yes
16	2014	Gillig/35ft Low Floor	02	15GDD2711E1183924	144	316,800	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	No
17	2016	Gillig/35ft Low Floor	02	15GDD2717G1184443	161	257,832	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	No
18	2017	Gillig/35ft Low Floor	02	15GDD2713M1187378	171	255,728	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	29+2	D	No
19	2017	Gillig/35ft Low Floor	02	15GDD2715H1187379	172	198,345	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	29+2	D	No
20	2017	Gillig/30ft Low Floor	03	15GDD2712H1093127	174	171,638	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	26+2	D	No
21	2019	Gillig/30ft Low Floor	02	15GDD2713K3093506	191	153,307	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
22	2019	Gillig/30ft Low Floor	02	15GDD2717K3093507	192	165,825	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
23	2019	Gillig/30ft Low Floor	02	15GDD2719K3093508	193	171,866	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
24	2019	Gillig/30ft Low Floor	02	15GDD2710K3093509	194	179,195	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
25	2019	Gillig/30ft Low Floor	02	15GDD2717K3093510	195	165,108	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
26	2019	Gillig/30ft Low Floor	02	15GDD2719K3093511	196	165,675	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
27	2020	Gillig/35ft Low Floor	02	15GDD2710L3195225	2006	85,070	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	30+2	D	No
28	2020	Gillig/30ft Low Floor	03	15GDD2713L3093649	2007	97,230	Yes	Yes	15	200,000	Yes	Yes	\$526,764	Yes	30+2	D	Yes
29	2020	Gillig/30ft Low Floor	03	15GDD2713L3093650	2008	77,842	Yes	Yes	15	200,000	Yes	No	\$526,764	Yes	30+2	D	Yes



Owned Rolling Stock Inventory and Verification of Continued Use Form

30	2020	03	15GGE2711L3093651	2009	97,249	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$526,764	Yes	30+2	D	Yes
31	2013	Chery/Sarrans Senator	1G86G5BLAC1171643	757	132,245	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	10+3	D	No
32	2013	Chery/Sarrans Senator	1G86G5BLAC1200281	758	132,553	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	10+3	D	No
33	2015	Chery/Sarrans Senator	1G86G5BLAE1150200	759	100,375	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	10+4	D	No
34	2015	Chery/Sarrans Senator	1G86G5BL9E1158448	760	113,526	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	10+4	D	No
35	2015	Chery/Sarrans Senator	1G86G5BL9E1157249	761	103,064	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	10+4	D	No
36	2016	Ford/Aerotech	1FDFE4PS8DC55022	762	90,567	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	14+2	LP	Yes
37	2016	Ford/Aerotech	1FDFE4PS5DC55026	763	105,322	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	14+2	LP	No
38	2016	Ford/Aerotech	1FDFE4PS1DK55024	764	108,506	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	14+2	LP	No
39	2016	Ford/Aerotech	1FDFE4PS3DK55023	765	88,250	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	14+2	LP	No
40	2016	Ford/Aerotech	1FDFE4PS3DK55025	766	87,820	Yes	Yes	Yes	200,000	Yes	Yes	Yes	144,998	Yes	14+2	LP	No
41	2018	Ford/Aerotech	1FDFE4PS4DC78671	767	71,717	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
42	2018	Ford/Aerotech	1FDFE4PS8DC78673	768	69,988	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
43	2018	Ford/Aerotech	1FDFE4PS4DC78674	769	81,116	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
44	2018	Ford/Aerotech	1FDFE4PS3DC78676	770	82,172	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
45	2018	Ford/Aerotech	1FDFE4PS2DC78670	771	84,062	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
46	2018	Ford/Aerotech	1FDFE4PS1DC78675	772	83,632	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	No
47	2018	Ford/Aerotech	1FDFE4PS6DC78675	773	84,672	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
48	2019	Ford/Aerotech	1FDFE4PS8DC51156	774	39,010	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	No
49	2019	Ford/Aerotech	1FDFE4PS8DC51157	775	32,835	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	No
50	2019	Ford/Aerotech	1FDFE4PS1KDC51158	776	35,913	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	No
51	2020	Ford/Aerotech	1FDFE4PS8DC64553	777	24,827	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
52	2020	Ford/Aerotech	1FDFE4PS4DC64549	778	26,119	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
53	2020	Ford/Aerotech	1FDFE4PS4DC64552	779	20,255	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
54	2020	Ford/Aerotech	1FDFE4PS8DC64554	780	19,567	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
55	2020	Ford/Aerotech	1FDFE4PS2DC64551	781	14,777	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
56	2020	Ford/Aerotech	1FDFE4PS8DC64550	782	15,317	Yes	Yes	Yes	200,000	Yes	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
57	2013	Dodge/Grand Caravan	2C4RDGCG8D761013	1018	100,781	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
58	2015	Dodge/Grand Caravan	2C4RDGCG8F8659696	1020	145,338	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
59	2015	Dodge/Grand Caravan	2C4RDGCG8F8659697	1021	126,363	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
60	2015	Dodge/Grand Caravan	2C4RDGCG8F8661126	1022	143,518	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
61	2015	Dodge/Grand Caravan	2C4RDGCG8F8661127	1023	121,747	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
62	2015	Dodge/Grand Caravan	2C4RDGCG8F8661128	1024	122,903	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
63	2015	Dodge/Grand Caravan	2C4RDGCG8F8661128	1026	98,529	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
64	2015	Dodge/Grand Caravan	2C4RDGCG8F8659698	1027	104,955	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
65	2015	Dodge/Grand Caravan	2C4RDGCG8F8691008	1028	59,342	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
66	2018	Chrysler Pacifica	2C4RC1AG3R234026	1029	61,866	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
67	2018	Chrysler Pacifica	2C4RC1AG3R234027	1030	66,278	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
68	2018	Chrysler Pacifica	2C4RC1AG3R234029	1031	77,514	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
69	2018	Chrysler Pacifica	2C4RC1AG3R234030	1032	60,495	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
70	2018	Chrysler Pacifica	2C4RC1AG7R234031	1033	51,896	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
71	2018	Chrysler Pacifica	2C4RC1AG7R234028	1034	67,442	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
72	2019	Chrysler Pacifica	2C4RC1AG3R653477	1035	38,493	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
73	2019	Chrysler Pacifica	2C4RC1AG3R653478	1036	49,738	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
74	2019	Chrysler Pacifica	2C4RC1AG3R653479	1037	55,956	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
75	2019	Chrysler Pacifica	2C4RC1AG3R653480	1038	47,500	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
76	2019	Chrysler Pacifica	2C4RC1AG3R653481	1039	42,501	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	Yes
77	2019	Chrysler Pacifica	2C4RC1AG7R653482	1040	38,250	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$26,533	No	7	G	No
78	2017	Ford/XYZB Transit 15	1F6Z2ZYGHK81295	408	71,776	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
79	2017	Ford/XYZB Transit 15	1F6Z2ZYGHK826372	413	105,501	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
80	2018	Ford/XYZB Transit 15	1F6Z2ZYMHK841912	414	47,267	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
81	2018	Ford/XYZB Transit 15	1F6Z2ZYMHK841909	415	72,656	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
82	2018	Ford/XYZB Transit 15	1F6Z2ZYMHK841913	416	54,667	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
83	2018	Ford/XYZB Transit 15	1F6Z2ZYMHK841910	417	28,825	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
84	2018	Ford/XYZB Transit 15	1F6Z2ZYMHK841911	418	83,152	Yes	Yes	Yes	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No



Owned Rolling Stock Inventory and Verification of Continued Use Form

86	2018	Ford/XZZ/YVB Transit 15	13	1FBZAZYM6JKA86083	419	49,959	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
86	2018	Ford/XZZ/YVB Transit 15	13	1FBZAZYM8JKA86084	420	46,811	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
87	2019	Ford/XZZ/YVB Transit 15	13	1FBZAZYG1KK860657	421	16,657	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
88	2019	Ford/XZZ/YVB Transit 15	13	1FBZAZYG2KK860652	422	39,738	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
88	2019	Ford/XZZ/YVB Transit 15	13	1FBZAZYG4KK860653	423	33,782	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
90	2019	Ford/XZZ/YVB Transit 15	13	1FBZAZYG8KK860655	424	32,046	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
91	2019	Ford/XZZ/YVB Transit 15	13	1FBZAZYGXX860656	425	39,845	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
92	2019	Ford/XZZ/YVB Transit 15	13	1FBZAZYG6KK860654	426	46,781	Yes	Yes	5	125,000	Yes	Yes	Yes	\$40,960	No	15	G	No
93																		
94																		





# Owned Equipment Inventory Form

Support vehicles and equipment with a acquisition value greater than \$50,000.  
Refer to instructions tab for equipment code.

Agency/org: Skagit Transit Inventory year: 2021

No.	Eqmpt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	Comments
1	9	DPF Pneumatic Cleaning System	4	10	0	\$75,000.00	
2	5	2012 Ford F-550 XL	4	9	-1	\$60,000.00	
3	5	2019 Ford X2B F250	5	2	3	\$52,885.00	
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16							



# Owned Facility Inventory Form

Facilities with a replacement value of \$25,000 or greater.  
Refer to instructions for facility code.

Agency/org: Skagit Transit Inventory year: 2021

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1		Maintenance/Operations/Administration Base		21	9	\$2,400,000.00	Land is leased from Skagit County
2		Maintenance/Operations/Administration Base		6	44	\$5,100,000.00	for intended purposes, not scored.
3		Skagit Station Multi-Modal Transfer Center		16	14	\$2,095,000.00	100 Stall Park & Ride
4		South Mount Vernon		10	30	\$3,810,000.00	382 Stall Park & Ride
5		Chuckanut Park and Ride		10	30	\$1,878,000.00	368 Stall Park & RideProperty State Owned
6		Alger Park and Ride		7	33	\$1,115,084.00	50 Stall Park & Ride
7		March Point Park and Ride		14	16	\$643,000.00	Land leased from Shell Oil Corp.
8		Sedro Woolley Park & Ride		7	23	\$115,000.00	Sedro Woolley Owned
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11							
12							
13							
14							
15							
16							

Required by 49 CFR 625.43.6 and RCW 81.112.086