

Transit Development Plan 2023-2028

Skagit Transit



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About Skagit Transit

Skagit Transit has the following office and facility locations:

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

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

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

Skagit Station is a multi-modal transportation facility owned and operated by Skagit Transit. Skagit Transit leases space to AMTRAK within the confines of the station and parking lot.

Park and ride 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 the 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 and is owned by the city of 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. The Washington 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.

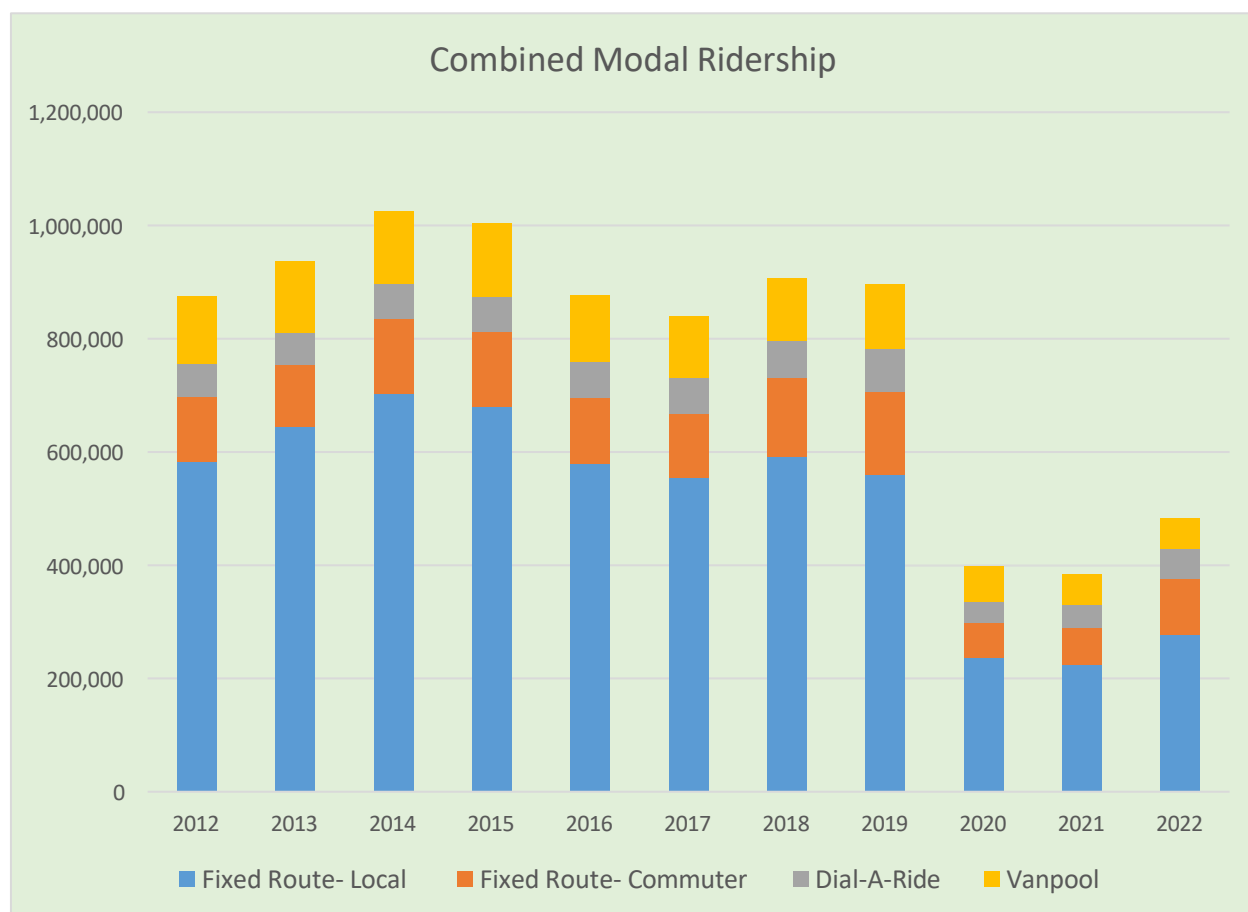
Skagit Transit over the next six years aims to maintain an efficient fixed route service, a growing rideshare program, and ADA complementary transit service within three-quarters of a mile of local fixed route lines. Also, within the six-year timeframe, Skagit Transit plans to enact the service recommendations from a series of transit studies being conducted in late 2023 and early 2024. 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 on 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. The agency is recovering in both ridership and fare revenue. 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 and 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



Bill Aslett
Burlington City Council



Lisa Janicki
Chair, Skagit County Commissioner



Julia Johnson,
Mayor, Sedro-Woolley



Mark Hulst
Mount Vernon City Council



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 ensuring that our employees, passengers, and the general public's safety are always our first consideration.

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

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

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

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

Sustainability: We commit to reducing, re-using, and recycling all internal resources and reducing greenhouse gas emissions.

Integrity: We commit to relying 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 rideshare program.



Fixed Route Service

Skagit Transit's fixed route service includes local routes, commuter routes, and flex routes. **In 2022, the number of all fixed route passenger boarding's (local and commuter) increased by 30.2% from 2021.**

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 2022, there were 18 fixed routes, including 11 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 fixed route buses have bike racks.

Commuter Routes - Commuter routes are a special category of fixed route service. In 2022, Skagit Transit operated four commuter bus routes including the 70X which 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
Rural Routes	180 minutes	60 minutes
Urban Circulators	60 minutes	30 minutes
County Connectors	120 minutes	30 minutes non-peak 15 minutes in peak

Figure 3-2: 2017 thru 2022 Fixed Route Operating Statistics

	2017	2018	2019	2020	2021	2022	2021-2022 % Change
Passenger Trips	667,890	730,270	706,554	297,577	289,143	376,580	30.2%
Revenue Miles	1,266,296	1,338,799	1,365,728	965,006	1,170,386	1,371,540	17.2%
Revenue Hours	71,103	76,398	76,997	54,143	68,100	78,485	15.3%

Figure 3-3: Fixed Route Overview

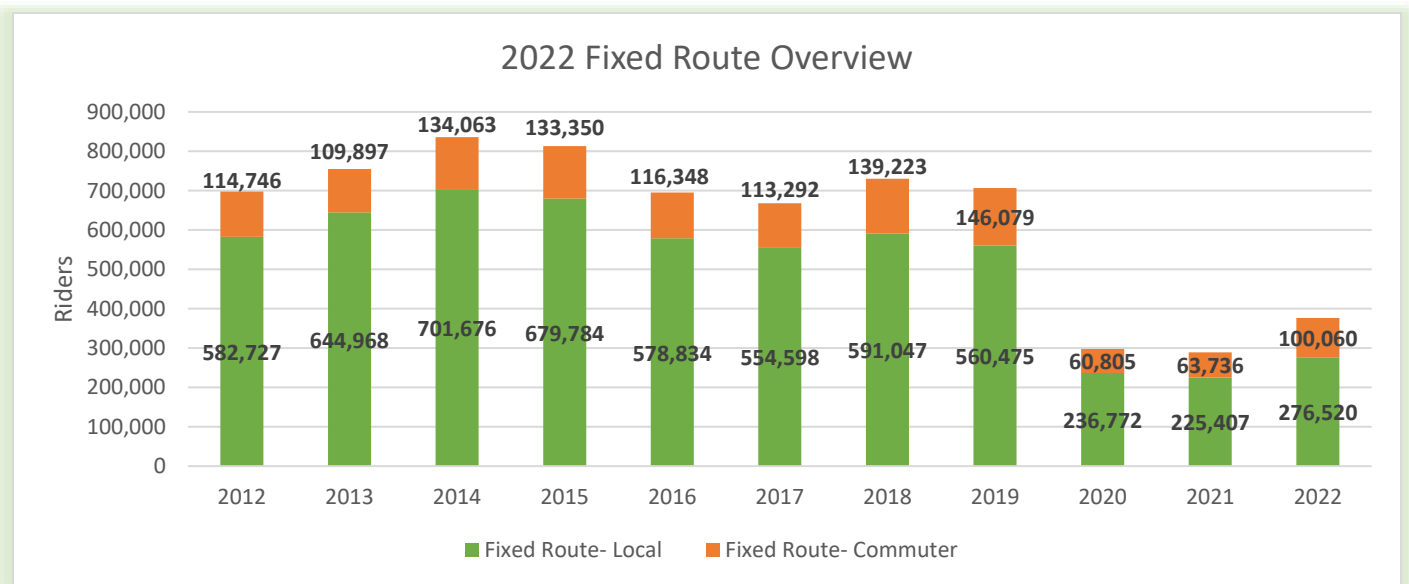
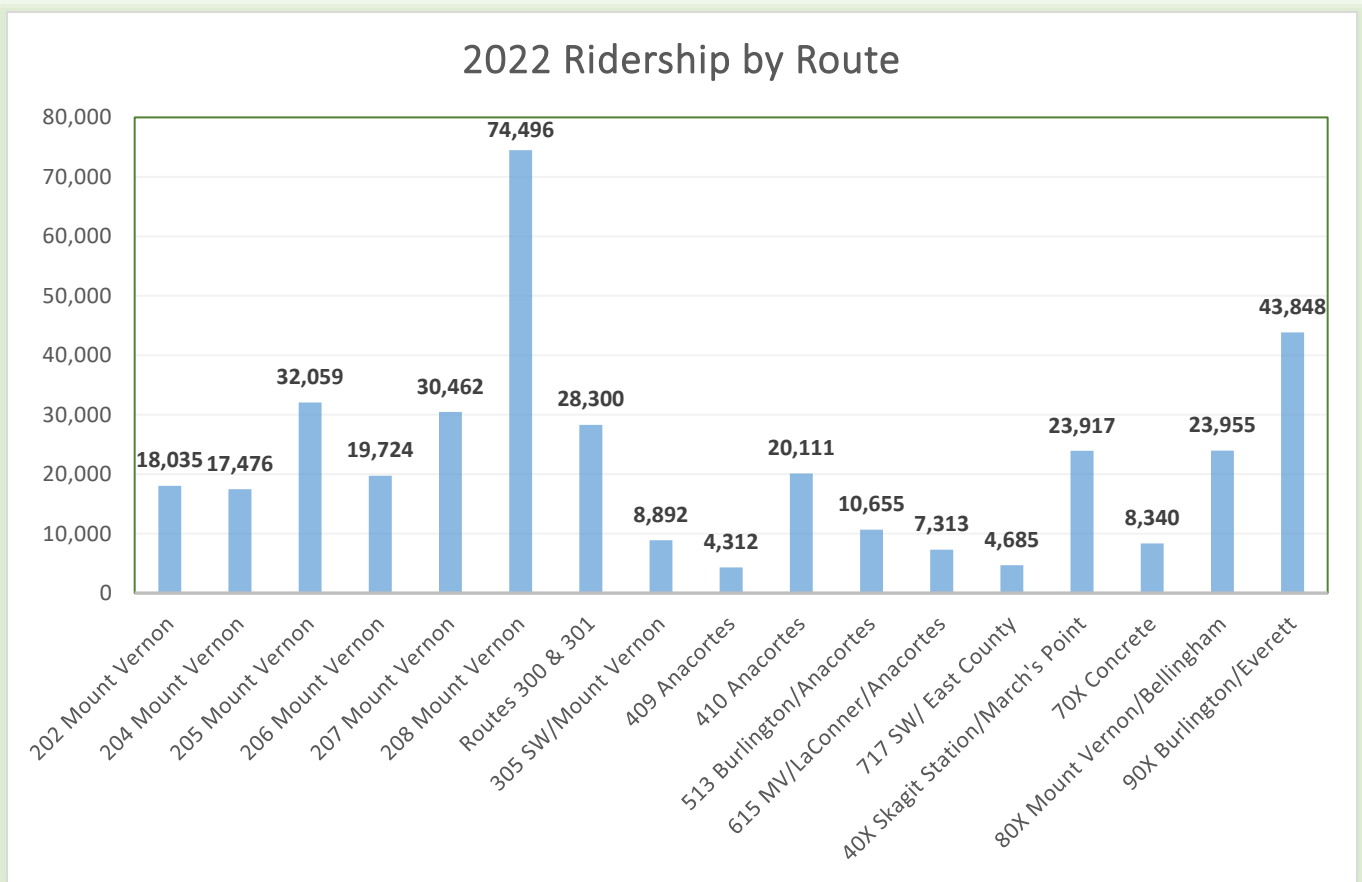


Figure 3-4: 2022 Ridership by Route



ADA Transit

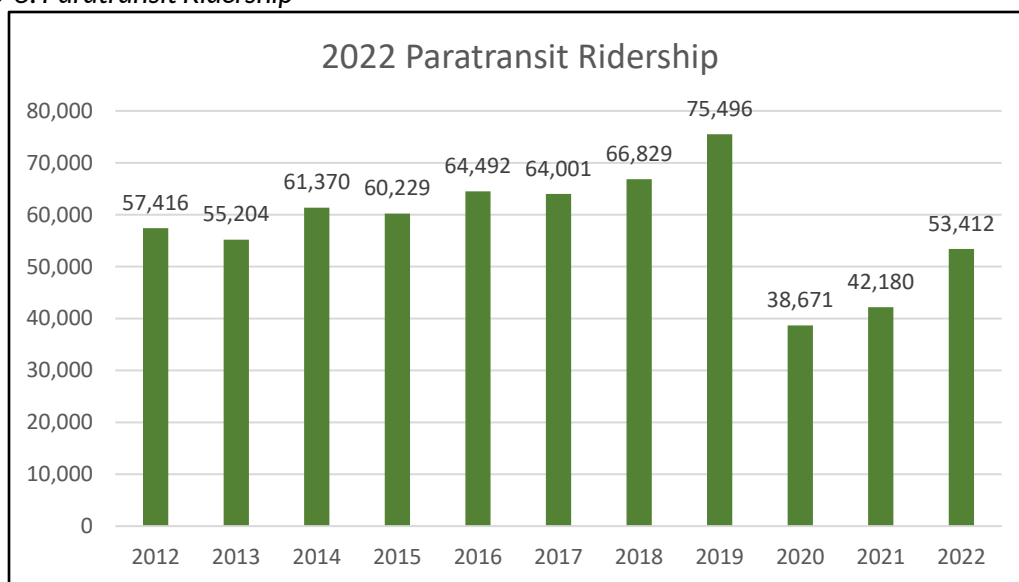
ADA Paratransit provides specialized transportation comparable with Skagit Transit's fixed-route bus service. **In 2022, ADA transit boarding's increased by 26.6% from 2021.**

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 complements.

Figure 3-5: 2017 thru 2022 ADA Operating Statistics

	2017	2018	2019	2020	2021	2022	2021 to 2022% Change
Passenger Trips	64,001	66,829	75,496	38,671	42,180	53,412	26.6%
Revenue Miles	341,321	332,231	445,994	246,972	288,506	374,846	29.9%
Revenue Hours	31,044	33,239	37,563	21,407	24,658	30,302	22.9%

Figure 3-6: Paratransit Ridership



Rideshare Program

The Rideshare 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 2022, rideshare passenger trips increased by .1% from 2021. A rideshare group consists of 5 to 15 individuals with driver(s) provided from within the rideshare group. Rideshare 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 2022, the cumulative sum of the distances ridden by each rideshare passenger totaled 2,497,494 miles. By far the largest number of rideshare 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 high inflation.

Figure 3-7: 2017 thru 2022 Rideshare Operating Statistics

	2017	2018	2019	2020	2021	2022	2021 to 2022 % Change
Passenger Trips	108,100	110,388	114,180	62,739	52,933	53,297	0.1%
Revenue Miles	981,440	1,057,836	1,085,851	689,617	600,230	610,414	1.7%
Revenue Hours	26,761	28,928	29,504	18,968	16,494	17,046	3.4%

Fares

Figure 3-8: The 2023 fare structure

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

Section 4: Service Connections

Skagit Transit provides services to the following public transportation facilities:

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

Skagit Transit provides connections to the following public transportation providers:

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

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

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

Section 5: Planned Activities, 2023-2028

Over the next six years, Skagit Transit aims to maintain an efficient fixed route service, a growing rideshare 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. Skagit Transit has purchased a former FedEx facility and some adjacent land to re-purpose into our new MOA facility. Over the next two to three years, Skagit Transit hopes to complete the redevelopment of this facility and to relocate all its operations and equipment to this facility by the end of 2026.

The following tables describe the planned activities to be undertaken by Skagit Transit from 2023 to 2028. 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. If grant funding is not available or insufficient to complete a project, it will be reevaluated.

2023	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP) • Conduct Triennial Rider Survey for National Transit Database reporting • Begin Regional Transit Study • Begin Microtransit Study • Begin Comprehensive Operational Analysis • Complete draft of Zero Emissions Fleet Transition Plan • Begin developing an ADA Transition Plan
Services	<ul style="list-style-type: none"> • Preservation of existing service • Introduce new Route 101 to serve as a circulator route in Burlington • Increase the frequency of the Route 513 and 615 as called for in the 2018 Strategic Plan • Initiate operating WIFI on fixed route coaches
Facilities	<ul style="list-style-type: none"> • Construct Phase 1 of the MOA Base relocation project • Conduct facility design support as needed for MOA base relocation project to incorporate zero emission infrastructure. • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding passenger amenities. • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrade Chuckanut Park & Ride with improvements like adding a generator and installing fire suppression/alarm systems
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 • Replace computer servers and other IT hardware as necessary. • Upgrade and replace dispatch hardware and communication equipment as necessary. • Upgrade, replace, 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 such as cloud-based cameras and an air quality monitoring system. • Procurement and implementation of new or upgraded electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency.

Figure 5-1: 2023 Planned Activities

2024	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Develop Long Range Capital Plan • Complete Regional Transit Study • Complete Microtransit Study • Complete Comprehensive Operational Analysis • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP) • Complete the ADA Transition Plan
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Complete Phase 1 of construction and begin construction of Phase 2 and 3 of the MOA Base relocation project. • Begin transfer of personnel and equipment to new MOA. • Conduct facility design support as needed for MOA base relocation project to incorporate zero emission infrastructure. • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrade and replace dispatch hardware and communication equipment as necessary. • Upgrade HVAC system at Skagit Station
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 • Replace computer servers and other IT hardware as necessary. <ul style="list-style-type: none"> ○ Replace modems on revenue fleet vehicles. • 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 such as cloud-based cameras and an air quality monitoring system. • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-2: 2024 Planned Activities

2025	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)
Services	<ul style="list-style-type: none"> • Preservation of existing service • Website upgrades for improved accessibility • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Construct Phase 2 and 3 of the MOA Base relocation project • Continue transfer of personnel and equipment to new MOA • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Design pedestrian canopy for March Point Park & Ride • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 • 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 such as cloud-based cameras and an air quality monitoring system. • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-3: 2025 Planned Activities

2026	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP) • Conduct Triennial Rider Survey for National Transit Database reporting
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Complete construction for MOA Base relocation project • Complete transfer of personnel and equipment to new MOA • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Upgrade maintenance facilities 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. Construct pedestrian canopy on the bus island at major transfer points. • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> ◦ Upgrade vehicles to zero emission alternatives 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 such as cloud-based cameras and an air quality monitoring system. • Purchase additional equipment to support revenue operations and maintenance at the new MOA

Figure 5-4: 2026 Planned Activities

2027	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Conduct Triennial Rider Survey for development of Average Passenger Trip Length data • Annual review and update of Public Transportation Agency Safety Plan if needed (PTASP)
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Upgrade maintenance facilities by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc. • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> ◦ Upgrade vehicles to zero emission alternatives as support facilities and funding allows. • Replace computer servers and other IT hardware as necessary. • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection. • Upgrade and replace dispatch hardware and communication equipment as necessary. • Add Wi-Fi to both fixed route and paratransit revenue fleets. • Upgrade and update mobile data terminal to keep up with current data technology. • Improve safety through implementation of equipment/software upgrades on existing coaches such as cloud-based cameras and an air quality monitoring system.

Figure 5-5: 2027 Planned Activities

2028	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Plan for Operating Services from new MOA2 Facility • Draft Zero Emissions Fleet Transition Plan • Conduct a Regional Transit Study to improve County Connector system • Annual Update of Public Transportation Agency Safety Plan (PTASP) • Rollout Safety Data Sheets Training to staff • Conduct a 2022 Strategic Planning process
Services	<ul style="list-style-type: none"> • Preservation of existing service • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Construct Phase 1 for MOA Base relocation project • Design and Construct Comfort Station at Sedro Woolley Park & Ride • Construct Sedro Woolley Food Bank Pullout
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> ○ Upgrade vehicles to zero emission alternatives as support facilities and funding allows. • Implement a project to provide real time info to riders. • Implement software upgrades to operational dispatching software to increase capabilities such as Spanish IVR functions for Spanish speaking clients. • Replace computer servers and other IT hardware as necessary. • Upgrade and replace dispatch hardware and communication equipment as necessary. • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection. • Improve safety through implementation of equipment/software upgrades on existing coaches

Figure 5-6: 2028 Planned Activities

Rolling Stock Expansion and Replacement Plan

2023-2028 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT			
Year	Type	Expansion (Quantity)	Replacement (Quantity)
2023	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	0
	Vanpool	0	10
	Support	0	2
2024	Commuter Bus	0	0
	Fixed Route	0	5
	Paratransit	0	5
	Vanpool	0	11
	Support	0	4
2025	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	5
	Vanpool	0	9
	Support	0	5
2026	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	7
	Vanpool	0	5
	Support	0	4
2027	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	3
	Vanpool	0	0
	Support	0	3
2028	Commuter Bus	0	2
	Fixed Route	0	2
	Paratransit	0	6
	Vanpool	0	0
	Support	0	0

Figure 5-7: 2023-2028 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: 2022 Notable activities

Skagit Transit had the following notable activities occur in 2022.

- Skagit Transit operated reduced service on the Routes 205, 206, and 207 due to staffing shortages
- Skagit Transit improved service in September with the redesign of Route 300. The old Route 300 was split into two routes, Route 300 which operates on a loop in Sedro Woolley and the new Route 301 which operates between the Chuckanut Park & Ride and the Sedro Woolley Park & Ride.
- Skagit Transit partnered with local food banks to host food drives using a “Stuff the Bus” motif.
- A driver comfort station was constructed at the Sedro Woolley Park & Ride.
- Skagit Transit joined the Washington State Public Employee Retirement System.
- Annual update of the Public Transportation Safety Plan (PTASP) completed
- Safety/Training
 - 41 employees were provided with initial or re-certification First Aid/CPR/AED training.
 - 17 new Coach Operators and 3 Maintenance Department Employees were trained to receive their Commercial Driver Licenses (CDL).
 - 33 Coach Operators received post-accident or event refresher training.
 - 38 Coach Operators were provided with the Yearly refresher training
 - All new employees were provided with Bloodborne Pathogen Exposure, HazComm, Drug & Alcohol, DEI, Back Safety/Slips-Trips& Falls, Workplace Violence & ERP training. We also started Active Shooter Trainings.
 - Two (2) operations supervisors were certified by the WA Dept of Licensing to test CDL applicants for their on-road skills test needed to receive their CDL.

Section 7: Capital Improvement Program, 2023-2028

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. If 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 2023-2028

Replacement/ Preservation	2023	2024	2025	2026	2027	2028
MOA2	\$ 4,004,242	\$ 2,300,000	\$ 13,000,000	\$ 16,000,000		
Maint/Admin equip/facility/IT	\$ 1,432,387	\$ 1,504,006	\$ 1,579,207	\$ 1,658,167	\$ 1,741,075	\$ 1,828,129
Fixed Route/Commuter Vehicles	\$ -	\$ 3,325,000	\$ -	\$ -	\$ -	\$ 2,560,000
Paratransit Vehicles	\$ 1,130,000	\$ -	\$ 850,000	\$ 1,225,000	\$ 540,000	\$ 1,110,000
Service vehicles	\$ 128,335	\$ 150,000	\$ 160,000	\$ 128,000	\$ 102,000	\$ -
Bus Stop PSE/Construction	\$ 300,000	\$ 650,000	\$ -	\$ -	\$ -	\$ -
Transit Shelters	\$ -	\$ 204,000	\$ 896,700	\$ 941,535	\$ 175,000	\$ 183,750
Rideshare	\$ 455,200	\$ 280,000	\$ 378,000	\$ 210,000	\$ -	\$ -
Subtotals	\$ 7,450,164	\$ 8,413,006	\$ 16,863,907	\$ 20,162,702	\$ 2,558,075	\$ 5,681,879
Expansion	2023	2024	2025	2026	2027	2028
Maint/Admin equip/facility/IT						
Fixed Route/Commuter Vehicles						
Paratransit Vehicles						
Service vehicles	\$ 64,127					
Transit Centers						
Transit Shelters						
Rideshare Vans		\$ 160,000				
Subtotals	\$ 64,127	\$ 160,000	\$ -	\$ -	\$ -	\$ -
Total Capital	\$ 7,514,291	\$ 8,573,006	\$ 16,863,907	\$ 20,162,702	\$ 2,558,075	\$ 5,681,879

The Capital Improvement Program, 2023-2028 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 2023-2028

	2023		
	General	Capital	Total
Beginning Cash Balance January 1st.	\$ 1,165,520	\$ 10,391,645	\$ 11,557,165
Operating Revenues			-
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	5,957,331	-	5,957,331
State Operating Grants	2,529,608	-	2,529,608
Other Grants	-	-	-
Other Revenues	50,000	-	50,000
Transfers	-	-	-
Total Operating Revenues	16,659,551	7,500,000	24,159,551
Subtotal Available	17,825,071	17,891,645	35,716,716
Operating Expenses			
Vanpool P&M	999,774	-	999,774
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	15,250,286	-	15,250,286
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	6,078,905	-	6,078,905
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	22,328,965	-	22,328,965
Net Cash Available	(4,503,894)	17,891,645	13,387,751
Capital Revenues			
Federal Grants	-	\$ 1,353,679	1,353,679
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	\$98,000	98,000
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	1,451,679	1,451,679
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	\$ 1,432,387	1,432,387
FixedRoute/Commuter	-	\$ -	-
Dial-a-Ride	-	\$ 1,130,000	1,130,000
Service/Staff Vehicles	-	\$ 128,335	128,335
Transit Center/Facilities (MOA2)	-	\$ 4,004,242	4,004,242
Transit Shelters/Improvements	-	\$ 300,000	300,000
Rideshare	-	\$ 455,200	455,200
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	\$ 64,127	64,127
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	7,514,291	7,514,291
Ending Cash Balance 12/31	\$ (4,503,894)	\$ 11,829,033	\$ 7,325,139

	2024		
	General	Capital	Total
Beginning Cash Balance January 1st.	\$ (4,503,894)	\$ 11,829,033	\$ 7,325,139
Operating Revenues			-
Sales Tax (transit portion)	15,300,000	-	15,300,000
Fares	328,996	-	328,996
Van Pools	324,747	-	324,747
Federal Operating Grants	4,044,696	-	4,044,696
State Operating Grants	1,465,798	-	1,465,798
Other Grants	-	-	-
Other Revenues	51,000	-	51,000
Transfers	-	-	-
Total Operating Revenues	21,515,237	-	21,515,237
Subtotal Available	17,011,343	11,829,033	28,840,376
Operating Expenses			
Vanpool P&M	1,049,763	-	1,049,763
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	16,012,800	-	16,012,800
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	6,382,850	-	6,382,850
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	23,445,413	-	23,445,413
Net Cash Available	(6,434,070)	11,829,033	5,394,963
Capital Revenues			
Federal Grants	-	2,975,525	2,975,525
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	\$ 1,414,700	1,414,700
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	4,390,225	4,390,225
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,504,006	1,504,006
FixedRoute/Commuter	-	\$ 3,325,000	3,325,000
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	150,000	150,000
Transit Center/Facilities (MOA2)	-	\$ 2,300,000	2,300,000
Transit Shelters/Improvements	-	\$ 854,000	854,000
Rideshare	-	280,000	280,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	160,000	160,000
Subtotal Capital Obligations	-	8,573,006	8,573,006
Ending Cash Balance 12/31	\$ (6,434,070)	\$ 7,646,252	\$ 1,212,181

	2025		
	General	Capital	Total
Beginning Cash Balance January 1st.	\$ (6,434,070)	\$ 7,646,252	\$ 1,212,181
Operating Revenues			-
Sales Tax (transit portion)	15,628,950	-	15,628,950
Fares	345,446	-	345,446
Van Pools	340,984	-	340,984
Federal Operating Grants	4,052,995	-	4,052,995
State Operating Grants	3,413,674	-	3,413,674
Other Grants		-	-
Other Revenues	52,020	-	52,020
Transfers		-	-
Total Operating Revenues	23,834,068	-	23,834,068
Subtotal Available	17,399,998	7,646,252	25,046,250
Operating Expenses			
Vanpool P&M	1,102,251	-	1,102,251
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	16,813,440	-	16,813,440
Fixed Route/Commuter Sys Expand		-	-
Dial-a-Ride (ADA) P&M	6,701,993	-	6,701,993
Dial-a-Ride (ADA) Expand		-	-
Other	-	-	-
Total Operating Expenses	24,617,684	-	24,617,684
Net Cash Available	(7,217,686)	7,646,252	428,566
Capital Revenues			
Federal Grants	-	\$ 7,660,000	7,660,000
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	665,000	665,000
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	8,325,000	8,325,000
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,579,207	1,579,207
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	850,000	850,000
Service/Staff Vehicles	-	160,000	160,000
Transit Center/Facilities (MOA2)	-	\$ 13,000,000	13,000,000
Transit Shelters/Improvements	-	896,700	896,700
Rideshare	-	378,000	378,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	16,863,907	16,863,907
Ending Cash Balance 12/31	\$ (7,217,686)	\$ (892,655)	\$ (8,110,341)

	2026		
	General	Capital	Total
Beginning Cash Balance January 1st.	\$ (7,217,686)	\$ (892,655)	\$ (8,110,341)
Operating Revenues			-
Sales Tax (transit portion)	15,941,529	-	15,941,529
Fares	362,718	-	362,718
Van Pools	358,033	-	358,033
Federal Operating Grants	4,007,196	-	4,007,196
State Operating Grants	2,565,592	-	2,565,592
Other Grants		-	-
Other Revenues	53,060	-	53,060
Transfers		-	-
Total Operating Revenues	23,288,129	-	23,288,129
Subtotal Available	16,070,443	(892,655)	15,177,788
Operating Expenses			
Vanpool P&M	1,157,364	-	1,157,364
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	17,654,112	-	17,654,112
Fixed Route/Commuter Sys Expand		-	-
Dial-a-Ride (ADA) P&M	7,037,092	-	7,037,092
Dial-a-Ride (ADA) Expand		-	-
Other	-	-	-
Total Operating Expenses	25,848,568	-	25,848,568
Net Cash Available	(9,778,125)	(892,655)	(10,670,780)
Capital Revenues			
Federal Grants	-	-	-
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)		-	-
Subtotal Capital Revenue	-	-	-
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,658,167	1,658,167
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	1,225,000	1,225,000
Service/Staff Vehicles	-	128,000	128,000
Transit Center/Facilities (MOA2)	-	\$ 16,000,000	16,000,000
Transit Shelters/Improvements	-	941,535	941,535
Rideshare	-	210,000	210,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	20,162,702	20,162,702
Ending Cash Balance 12/31	\$ (9,778,125)	\$ (21,055,357)	\$ (30,833,482)

	2027		
	General	Capital	Total
Beginning Cash Balance January 1st.	\$ (9,778,125)	\$ (21,055,357)	\$ (30,833,482)
Operating Revenues			-
Sales Tax (transit portion)	16,260,360	-	16,260,360
Fares	380,854	-	380,854
Van Pools	375,935	-	375,935
Federal Operating Grants	3,717,768	-	3,717,768
State Operating Grants	2,565,592	-	2,565,592
Other Grants		-	-
Other Revenues	54,122	-	54,122
Transfers		-	-
Total Operating Revenues	23,354,630	-	23,354,630
Subtotal Available	13,576,505	(21,055,357)	(7,478,852)
Operating Expenses			
Vanpool P&M	1,215,232	-	1,215,232
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	18,536,817	-	18,536,817
Fixed Route/Commuter Sys Expand		-	-
Dial-a-Ride (ADA) P&M	7,388,947	-	7,388,947
Dial-a-Ride (ADA) Expand		-	-
Other	-	-	-
Total Operating Expenses	27,140,997	-	27,140,997
Net Cash Available	(13,564,492)	(21,055,357)	(34,619,849)
Capital Revenues			
Federal Grants	-	-	-
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)			-
Subtotal Capital Revenue	-	-	-
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,741,075	1,741,075
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	540,000	540,000
Service/Staff Vehicles	-	102,000	102,000
Transit Center/Facilities (MOA2)	-		-
Transit Shelters/Improvements	-	175,000	175,000
Rideshare	-	-	-
System Expansion			
Maintenance & Other Equipment	-		-
Dial-a-Ride	-		-
FixedRoute/Commuter	-		-
Service/Staff Vehicles	-		-
Transit Center	-		-
Transit Shelters	-		-
Vanpool Vans	-		-
Subtotal Capital Obligations	-	2,558,075	2,558,075
Ending Cash Balance 12/31	\$ (13,564,492)	\$ (23,613,432)	\$ (37,177,924)

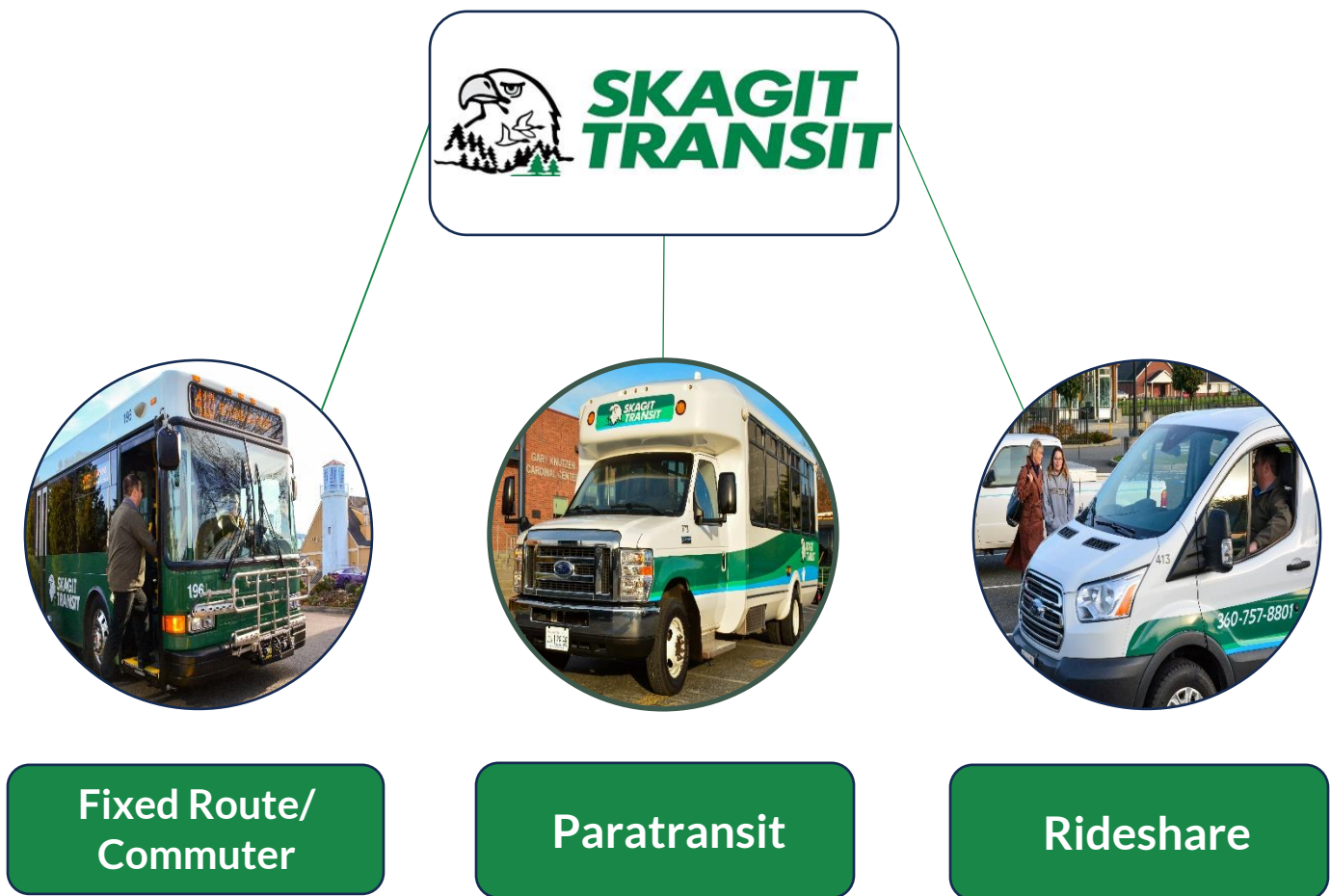
	2028		
	General	Capital	Total
Beginning Cash Balance January 1st.	\$ (13,564,492)	\$ (23,613,432)	\$ (37,177,924)
Operating Revenues			-
Sales Tax (transit portion)	17,073,378	-	17,073,378
Fares	399,897	-	399,897
Van Pools	394,732	-	394,732
Federal Operating Grants	6,283,360	-	6,283,360
State Operating Grants	2,693,872	-	2,693,872
Other Grants		-	-
Other Revenues	56,828	-	56,828
Transfers		-	-
Total Operating Revenues	26,902,065	-	26,902,065
Subtotal Available	13,337,574	(23,613,432)	(10,275,859)
Operating Expenses			
Vanpool P&M	1,275,994	-	1,275,994
Vanpool Sys Expand	-	-	-
Fixed Route/Commuter P&M	19,463,658	-	19,463,658
Fixed Route/Commuter Sys Expand		-	-
Dial-a-Ride (ADA) P&M	7,758,394	-	7,758,394
Dial-a-Ride (ADA) Expand		-	-
Other	-	-	-
Total Operating Expenses	28,498,046	-	28,498,046
Net Cash Available	(15,160,473)	(23,613,432)	(38,773,905)
Capital Revenues			
Federal Grants	-	-	-
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)		-	-
Subtotal Capital Revenue	-	-	-
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	1,828,129	1,828,129
FixedRoute/Commuter	-	2,560,000	2,560,000
Dial-a-Ride	-	1,110,000	1,110,000
Service/Staff Vehicles	-	-	-
Transit Center/Facilities (MOA2)	-	-	-
Transit Shelters/Improvements	-	183,750	183,750
Rideshare	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	5,681,879	5,681,879
Ending Cash Balance 12/31	\$ (15,160,473)	\$ (29,295,311)	\$ (44,455,784)

Appendices

Appendix A - Operating Data 2023-2028

Appendix B - Public Participation Process

Appendix C - Public Transportation Management System Inventory



Appendix A – Operating Data

OPERATING DATA 2023-2028

(All figures, except 2022, in thousands of units)

	Actual <u>2022</u>	Budgeted <u>2023</u>	Estimated <u>2024</u>	Estimated <u>2025</u>	Estimated <u>2026</u>	Estimated <u>2027</u>	Estimated <u>2028</u>
<u>Fixed Routes</u>							
Vehicle hours	61,780	67	71	77	82	84	85
Vehicle revenue hours	59,094	64	68	74	79	81	82
Vehicle miles	866,175	970	1076	1148	1198	1222	1246
Vehicle revenue miles	822,724	925	1030	1100	1150	1173	1196
Passenger trips	276,522	321	369	424	488	561	645
Fatalities	0						
Reportable injuries	3						
Collisions	10						
Diesel fuel consumed	173,952	166	176	190	205	212	214
<u>Commuter Routes</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Vehicle hours	20,622	21	21	22	27	32	32
Vehicle revenue hours	19,393	20	20	21	26	31	31
Vehicle miles	582,664	583	583	612	662	712	712
Vehicle revenue miles	548,814	549	549	576	626	676	676
Passenger trips	100,058	116	133	153	176	202	233
Fatalities	0						
Reportable injuries	0						
Collisions	2						
Diesel fuel consumed	73,272	73	73	74	100	115	115
<u>ADA Demand Response</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Vehicle hours	33,851	39	43	45	47	50	52
Vehicle revenue hours	30,330	35	39	40	42	45	47
Vehicle miles	441,283	480	552	580	609	639	671
Vehicle revenue miles	374,842	420	483	507	533	559	587
Passenger trips	53,400	71	82	86	90	95	99
Fatalities	0						
Reportable injuries	0						
Collisions	8						
Diesel fuel consumed	1,902	2	2	2	0	0	0
Propane fuel consumed	85,292	95	109	116	123	130	138
<u>Vanpools</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Vehicle hours	17,046	18	18	19	19	19	20
Vehicle revenue hours	17,046	18	18	19	19	19	20
Vehicle miles	610,414	639	652	665	678	692	706
Vehicle revenue miles	610,414	639	652	665	678	692	706
Passenger trips	53,297	55	56	57	58	60	61
Fatalities	0						
Reportable injuries	0						
Collisions	4						
Gasoline consumed	30,297	32	32	33	34	34	35

Appendix B – Public Participation Process

Public Comment Period: July 19-August 16, 2023. 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 16, 2023 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 in the “Calendar” section.

Posted to Website: No Later than July 19, 2022, <http://www.skagittransit.org/news/>

Public Notices Published: Skagit Valley Herald (no later than July 19, 2023) and El Mundo (no later than July 19, 2023)

Requests for Paper or Digital Copies: On and after July 19, 2023, 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 19, 2023, 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: December 2020



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: 2022

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency vehicle number	Actual life odometer	Meets financial needs of SGR?	Is the vehicle safe?	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance current?	Performs its designed function?	Replacement cost (\$)	ADA access?	Seating capacity	Fuel type	WSDOT title?
1	2014	Gillig/40R Suburban Low Floor	01	15GGD2713E1183921	141	446,065	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	No
2	2014	Gillig/40R Suburban Low Floor	01	15GGD2715E1183922	142	424,564	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	No
3	2018	Gillig/40R Suburban Low Floor	01	15GGD2718J3191463	181	302,528	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	35+2	D	No
4	2020	Gillig/40R Suburban Low Floor	01	15GGD2719J3195220	2001	199,325	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
5	2020	Gillig/40R Suburban Low Floor	01	15GGD2710J3195221	2002	170,511	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
6	2020	Gillig/40R Suburban Low Floor	01	15GGD2712J3195222	2003	169,278	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
7	2020	Gillig/40R Suburban Low Floor	01	15GGD2714J3195223	2004	203,553	Yes	Yes	15	750,000	Yes	Yes	\$571,774	Yes	36+2	D	Yes
8	2020	Gillig/40R Suburban Low Floor	01	15GGD2716J3195224	2005	138,809	Yes	Yes	15	750,000	Yes	No	\$571,774	Yes	36+2	D	Yes
9	2009	NABI/31LPW-01	03	1N93136669A140004	091	532,583	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
10	2009	NABI/31LPW-01	03	1N93136669A140006	093	552,419	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
11	2009	NABI/31LPW-01	03	1N93136669A140007	094	565,279	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
12	2009	NABI/31LPW-01	03	1N93136669A140008	095	526,420	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
13	2009	NABI/31LPW-01	03	1N93136669A140009	096	555,113	Yes	Yes	12	500,000	Yes	Yes	\$526,764	Yes	25+2	D	No
14	2011	Gillig/35R Low Floor	02	15GGD2715B1178544	111	422,568	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	Yes
15	2014	Gillig/35R Low Floor	02	15GGD271XE1183923	143	364,410	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	No
16	2014	Gillig/35R Low Floor	02	15GGD2711E1183924	144	356,259	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	No
17	2016	Gillig/35R Low Floor	02	15GGD2717G1186443	161	301,095	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	32+2	D	No
18	2017	Gillig/35R Low Floor	02	15GGD2713H1187778	171	270,871	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	29+2	D	Yes
19	2017	Gillig/35R Low Floor	02	15GGD2715H1187779	172	240,413	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	29+2	D	Yes
20	2017	Gillig/30R Low Floor	03	15GGD2712H1093127	174	205,323	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	26+2	D	No

21	2019	Gillig/30ft Low Floor	02	15GGE2715K3093506	191	197,940	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
22	2019	Gillig/30ft Low Floor	02	15GGE2717K3093507	192	219,576	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
23	2019	Gillig/30ft Low Floor	02	15GGE2719K3093508	193	241,453	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
24	2019	Gillig/30ft Low Floor	02	15GGE2710K3093509	194	255,019	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
25	2019	Gillig/30ft Low Floor	02	15GGE2717K3093510	195	236,137	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
26	2019	Gillig/30ft Low Floor	02	15GGE2719K3093511	196	231,819	Yes	Yes	15	750,000	Yes	Yes	\$526,764	Yes	29+2	D	No
27	2020	Gillig/35ft Low Floor	02	15GGE2710L3195255	2006	158,299	Yes	Yes	15	750,000	Yes	Yes	\$555,203	Yes	30+2	D	Yes
28	2020	Gillig/30ft Low Floor	03	15GGE2713L3093649	2007	159,952	Yes	Yes	15	200,000	Yes	Yes	\$526,764	Yes	30+2	D	Yes
29	2020	Gillig/30ft Low Floor	03	15GGE271XL3093650	2008	129,483	Yes	Yes	15	200,000	Yes	No	\$526,764	Yes	30+2	D	Yes
30	2020	Gillig/30ft Low Floor	03	15GGE271L3093651	2009	156,943	Yes	Yes	15	200,000	Yes	Yes	\$526,764	Yes	30+2	D	Yes
31	2022	Gillig/35ft Low Floor	03	15GGE2714N3197689	2201	22,276	Yes	Yes	15	200,000	Yes	Yes	\$541,421	Yes	30+2	D	No
32	2013	Chevy/Siartrans Senator	11	1GB6G5BLXC1171643	757	132,387	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	10+3	D	No
33	2013	Chevy/Siartrans Senator	11	1GB6G5BL6C1200281	758	132,748	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	10+3	D	No
34	2015	Chevy/Siartrans Senator	11	1GB6G5BL6E1158200	759	102,113	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	10+4	D	No
35	2015	Chevy/Siartrans Senator	11	1GB6G5BL9E1158448	760	127,960	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	10+4	D	No
36	2015	Chevy/Siartrans Senator	11	1GB6G5BL9E1157249	761	105,483	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	10+4	D	No
37	2016	Ford/Aerotech	11	1FDFE4FS8GD55022	762	108,806	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	14+2	LP	Yes
38	2016	Ford/Aerotech	11	1FDFE4FS8GD55026	763	127,553	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	14+2	LP	No
39	2016	Ford/Aerotech	11	1FDFE4FS1GD55024	764	127,768	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	14+2	LP	No
40	2016	Ford/Aerotech	11	1FDFE4FSXGD55023	765	109,478	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	14+2	LP	No
41	2016	Ford/Aerotech	11	1FDFE4FS3GD55025	766	106,231	Yes	Yes	7	200,000	Yes	Yes	144,398	Yes	14+2	LP	No
42	2018	Ford/Aerotech	11	1FDFE4FS4HDC78671	767	87,890	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
43	2018	Ford/Aerotech	11	1FDFE4FS8HDC78673	768	90,680	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
44	2018	Ford/Aerotech	11	1FDFE4FSXHD78674	769	106,376	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
45	2018	Ford/Aerotech	11	1FDFE4FS3HDC78676	770	97,269	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
46	2018	Ford/Aerotech	11	1FDFE4FS2HDC78670	771	106,376	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
47	2018	Ford/Aerotech	11	1FDFE4FS1HDC78675	772	107,949	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	No
48	2018	Ford/Aerotech	11	1FDFE4FS6HDC78672	773	108,124	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
49	2019	Ford/Aerotech	11	1FDFE4FS8KDC51156	774	65,010	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	No
50	2019	Ford/Aerotech	11	1FDFE4FSXKDC51157	775	60,407	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	No
51	2019	Ford/Aerotech	11	1FDFE4FS1KDC51158	776	60,824	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	No
52	2020	Ford/Aerotech	11	1FDFE4FS6KDC64553	777	47,744	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
53	2020	Ford/Aerotech	11	1FDFE4FS4KDC64549	778	42,038	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
54	2020	Ford/Aerotech	11	1FDFE4FS5KDC64552	779	30,757	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
55	2020	Ford/Aerotech	11	1FDFE4FS8KDC64554	780	33,280	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
56	2020	Ford/Aerotech	11	1FDFE4FS2KDC64551	781	28,929	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes
57	2020	Ford/Aerotech	11	1FDFE4FS0KDC64550	782	29,580	Yes	Yes	7	200,000	Yes	Yes	\$144,398	Yes	15+4	LP	Yes

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: 2022

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1		Maintenance/Operations/Administration Bas	3	22	8	\$2,400,000.00	Land is leased from Skagit County
2		Maintenance/Operations/Administration Bas	4	7	43	\$5,100,000.00	Recently acquired property is undeveloped for intended purposes, not scored.
3		Skagit Station Multi-Modal Transfer Center	4	17	13	\$2,095,000.00	100 Stall Park & Ride
4		South Mount Vernon	4	11	29	\$3,810,000.00	382 Stall Park & Ride
5		Chuckanut Park and Ride	4	11	29	\$1,878,000.00	368 Stall Park & RideProperty State Owned
6		Alger Park and Ride	4	8	32	\$1,115,084.00	50 Stall Park & Ride
7		March Point Park and Ride	4	15	15	\$643,000.00	Land leased from Shell Oil Corp.
8		Sedro Woolley Park & Ride	4	8	22	\$115,000.00	Sedro Woolley Owned
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**Washington State
Department of Transportation**

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: 2022

No.	Eqmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	Comments
1	9	DPF Pneumatic Cleaning System	4	9	1	\$75,000.00	
2	5	2012 Ford F-550 XL	4	10	-2	\$60,000.00	
3	5	2019 Ford X2B F250	5	3	2	\$52,885.00	
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Required by 49 CFR 625.43.6 and RCW 81.112.086