

Transit Development Plan 2018- 2023

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, Greyhound and to any private concessionaire wishing to operate the coffee shop.

Park and rides facilities maintained by Skagit Transit include:

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

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Section 1 – Introduction

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

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

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

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

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

Section 2 - Organization

Structure of Governance

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



BOARD OF DIRECTORS

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



Jill Boudreau
Mayor, Mount Vernon



Steve Sexton
Mayor, Burlington



Laurie Gere, Vice-Chair
Mayor Anacortes



Kenneth Dahlstedt, Chair
Skagit County Commissioner



Ron Wesen,
Skagit County Commissioner



Rick DeGloria
Burlington City Council



Lisa Janicki
Skagit County Commissioner



Julia Johnson,
Mayor, Sedro-Woolley



Mary Hudson
Mount Vernon City Council



Organizational Chart May 2018

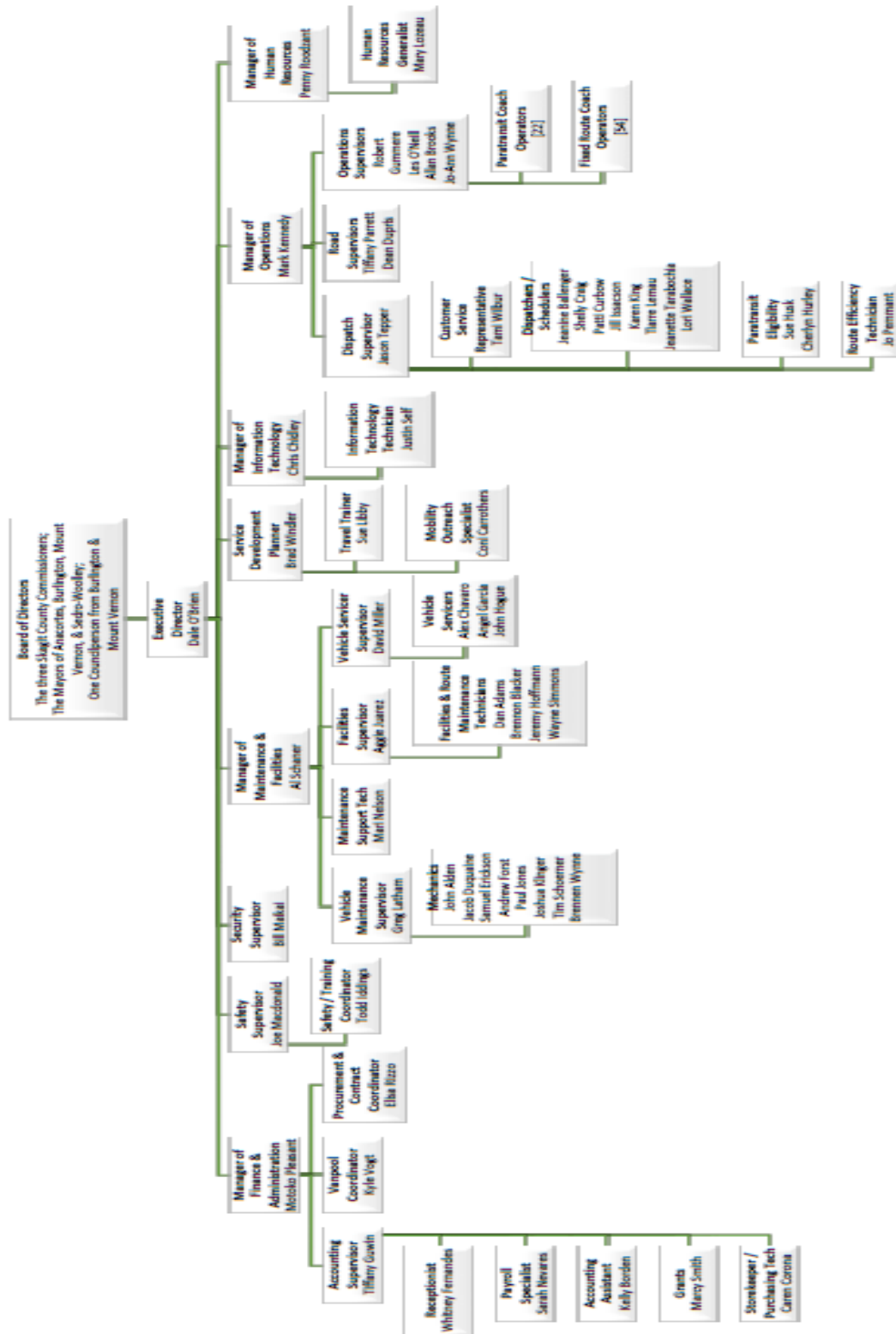


Figure 2-1: 2018 Organization Chart

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Mission Statement

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

Organizational Values

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

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

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

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

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

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

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

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



Section 3 – Service Characteristics

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



Fixed Route Service

Skagit Transit's fixed route service includes local routes, commuter routes, and flex routes. In 2017 the number of all fixed route passenger boarding's (local, commuter, and flex) decreased by 4.3% from 2016.

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 2017 there were 19 fixed routes, including 6 local urban routes, three commuter routes and six rural routes. With all routes combined, Skagit Transit covers 322 miles of streets, roads, and highways. Local fixed routes operated between 5 and 7 days per week. Commuter routes operate 7 days per week. Rural routes operate between 1 and 6 days per week.

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

Commuter Routes - Commuter routes are a special category of fixed route service. In 2017, Skagit Transit operated three commuter bus routes, the 80X making express trips between Mount Vernon and Bellingham, the 90X making express trips between Mount Vernon and Everett, and the 40X making express trips between Anacortes and Mount Vernon. Commuter bus schedules feature longer stretches of closed-door service and limited stops. Commuter routes also feature peak commute hour scheduling. Whatcom Transportation Authority (WTA) and Skagit Transit jointly operate the 80X.

Figure 3-1: 2015 thru 2017 Fixed Route Operating Statistics

	2015	2016	2017	2016-2017 % Change
Passenger Trips	813,134	698,182	667,890	-4.3%
Revenue Miles	1,241,986	1,192,251	1,266,296	6.2%
Revenue Hours	68,993	67,816	71,103	4.8%

Figure 3-2: Fixed Route Overview

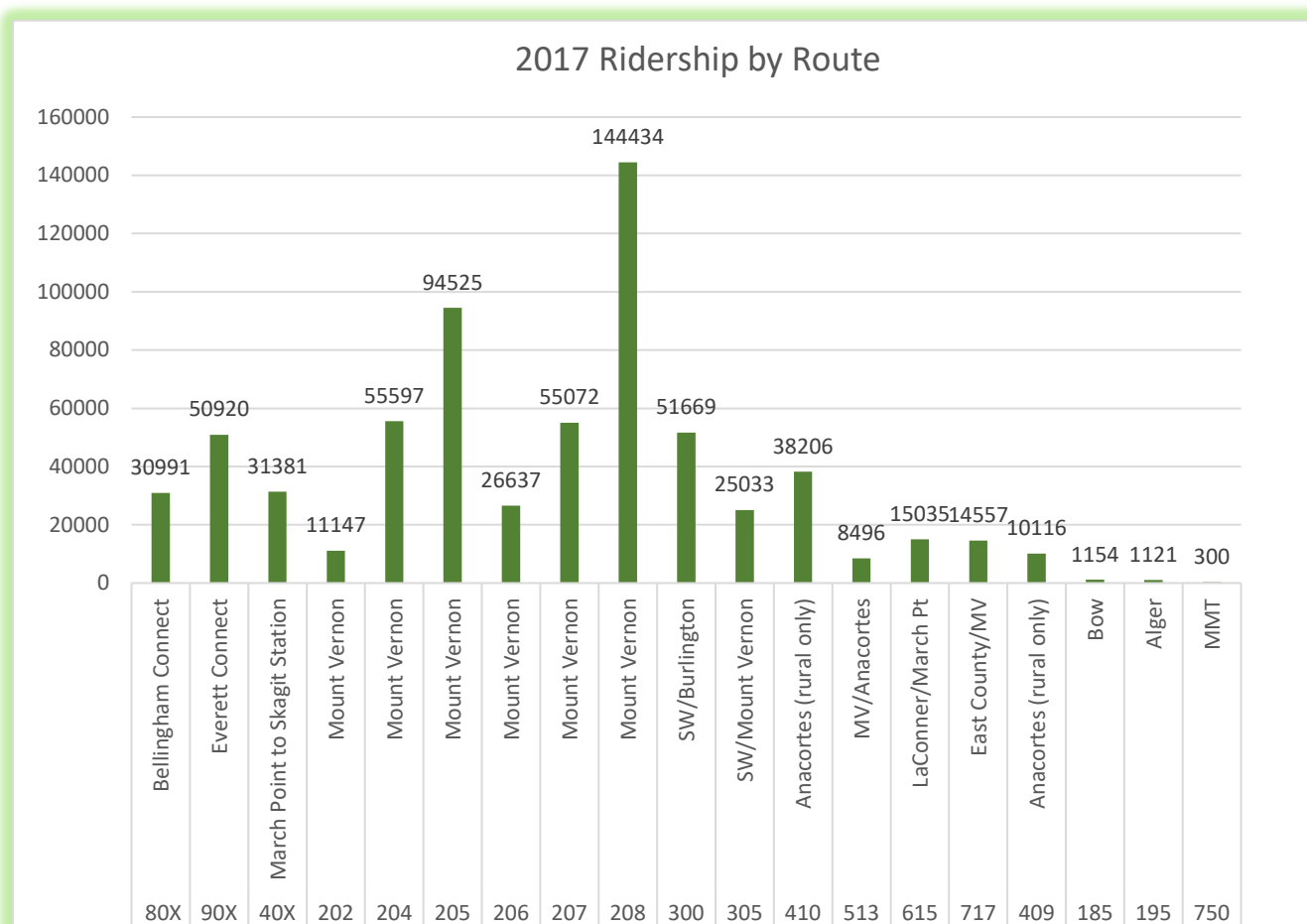
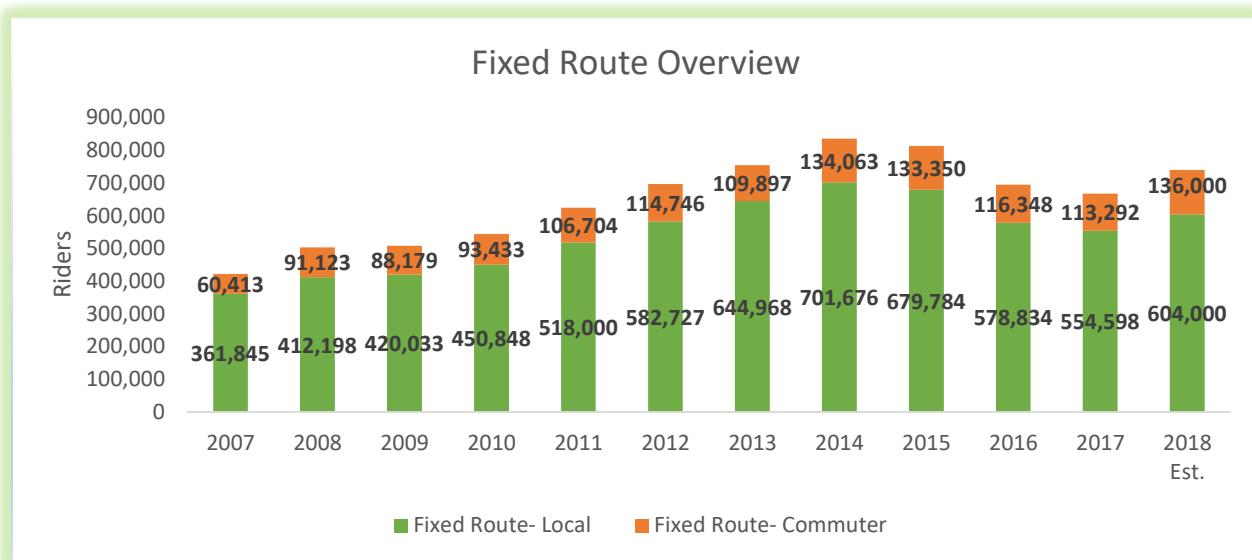


Figure 3-3: 2017 Ridership by Route

ADA Transit

ADA Paratransit provides specialized transportation comparable with Skagit Transit's fixed-route bus service. **In 2017, ADA transit boarding's decreased by 0.8% from 2016.**

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

Figure 3-4: 2015 thru 2017 ADA Operating Statistics

	2015	2016	2017	2016 to 2017 % Change
Passenger Trips	60,229	64,492	63,977	-0.8%
Revenue Miles	293,958	333,240	341,321	2.4%
Revenue Hours	27,052	30,046	31,044	3.3%

Figure 3-5: Paratransit Ridership



Vanpool Program

The Vanpool Program is a service that allows people with long commutes to share the drive to work with others making the same or similar trip. In 2017 vanpool passenger trips decreased by 8.4% from 2016. Skagit Transit currently has 46 active vans. A vanpool group consists of 5 to 15 individuals with a driver provided from within the vanpool group. Vanpool groups must either start or end their trip in Skagit County. Groups pay a monthly fee and a per mile charge. Skagit Transit maintains the van and provides fuel and insurance. In 2017, the cumulative sum of the distances ridden by each vanpool passenger totaled 4,905,811 miles. By far the largest number of vanpool users, 60%, are traveling to Snohomish County as Boeing employees. The vanpool program has a goal of increasing the number of vanpool groups by two to five per year, however forecasting demand for the service can be difficult because of variables such as gas prices, tolls, parking, and local employment trends.

	2015	2016	2017	2016 to 2017 % Change
Passenger Trips	60,229	118,028	108,100	-8.4%
Revenue Miles	293,958	1,021,395	981,440	-3.9%
Revenue Hours	27,052	27,976	26,761	-4.3%

Figure 3-6: 2015 thru 2017 Vanpool Operating Statistics

Fares

Figure 3-7: Current fares have been in place since October 1, 2008

	REGULAR	YOUTH	REDUCED
Standard Fare	\$1.00	\$0.50	\$0.50
One-Day Pass (local)	\$2.00	\$1.00	\$1.00
31-Day Pass (local)	\$25.00	\$12.50	\$12.50
County Connectors (Commuter Service)	\$2.00	\$1.00	\$1.00
County Connector 31-Day Pass	\$50.00	\$25.00	\$25.00
ADA Transit	No Set Fare / By Donation		
Vanpool Fares	\$200 / Month / Vanpool + Mileage Costs (\$0.30 7-person van & \$0.38 12-15- person van)		

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, 2018-2023

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

The relocation of Skagit Transit's Maintenance, Operations, and Administrative Base (MOA) is the largest capital facilities project planned over the next six years. Based upon a recently completed Feasibility Study, Skagit Transit has purchased a former FedEx facility and some adjacent land for a new MOA facility. Over the next two to three years, Skagit Transit hopes to complete the redevelopment of this facility and to relocate all of its operations and equipment to this facility by 2020.

The following tables describe the planned activities to be undertaken by Skagit Transit from 2018 to 2023. 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.

2018	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Create a Strategic Plan focused on the development and implementation of goals including service changes, infrastructure requirements, funding options, coordination with stakeholders, and public engagement
Services	<ul style="list-style-type: none"> • Preservation of existing services
Facilities	<ul style="list-style-type: none"> • Begin the Design and Engineering for MOA Base relocation project (Phase II) • 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 • Upgrades to Skagit Station including: a wiring upgrade, conference room technology upgrades, and installing a new public announcement system
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit • Continue paratransit vehicle purchases to use propane fuel as funding and support facilities permit • Begin to plan and design the upgrade/replacement of current vehicle radio system • Finalize the planning and design of the upgrade/replacement of current vehicle radio system • Implement an upgrade/replacement of current vehicle radio system • Design and implement improvements to the existing farebox system • Design and implement improvements to agency website for graphic updates and for mobile friendly viewing. • Replace computer servers and other IT hardware as necessary

Figure 5-1: 2018 Planned Activities

2019	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Plan for Operating Services from new MOA2 Facility
Services	<ul style="list-style-type: none"> • Preservation of existing service • Implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc. • Implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Complete the Design and Engineering for MOA Base relocation project (Phase II) • Begin construction for MOA Base relocation project (Phase III) • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrades to Skagit Station including: a wiring upgrade, conference room technology upgrades, and installing a new public announcement system
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Purchase high capacity buses for commuter services as funding permits • Continue upgrading heavy duty coach purchases to electric buses as funding and support facilities permit • Continue Paratransit vehicle purchases to use propane fuel as funding and support facilities permit • Upgrade website to take credit card payments • Upgrade Streets with MYRIDE module for real time information to customers • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware as necessary • Design a new and improved fare-system • Hire consultant for farebox technology • Upgrade and update mobile terminal data to keep up with current data technology • Improve safety through implementation of DVR battery backups in coaches

Figure 5-2: 2019 Planned Activities

2020	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Plan for Operating Services from new MOA2 Facility
Services	<ul style="list-style-type: none"> • Preservation of existing service • Implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc. • Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Complete construction for MOA Base relocation project (Phase III) • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Add pedestrian canopy and information kiosk on bus island at major transfer points • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrades to Skagit Station including: a wiring upgrade, conference room technology upgrades, and installing a new public announcement system •
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit • Continue Paratransit vehicle purchases to use propane fuel as funding and support facilities permit • Purchase high capacity buses for commuter services as funding permits • Purchase additional equipment to support revenue operations and the maintenance of the new MOA such as a towed cement mixer, indoor scissor lift, and other specialty maintenance equipment. • Replace computer servers and other IT hardware as necessary

Figure 5-3: 2020 Planned Activities

2021	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update
Services	<ul style="list-style-type: none"> • Preservation of existing service • Implement urban service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc. • Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Add pedestrian canopy and information kiosk on bus island at major transfer points • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrades to Skagit Station including: a wiring upgrade, conference room technology upgrades, and installing a new public announcement system •
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit • Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit • Purchase high capacity buses for commuter services as funding permits • Replace computer servers and other IT hardware as necessary • Purchase additional equipment to support revenue operations and the maintenance of the new MOA such as a towed cement mixer, indoor scissor lift, and other specialty maintenance equipment. • Replace computer servers and other IT hardware as necessary • Upgrade and implement new farebox technology

Figure 5-4: 2021 Planned Activities

2022	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update
Services	<ul style="list-style-type: none"> • Preservation of existing service • Implement urban service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc. • Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Add pedestrian canopy and information kiosk on bus island at major transfer points • Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrades to Skagit Station including: a wiring upgrade, conference room technology upgrades, and installing a new public announcement system •
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit • Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit • Purchase high capacity buses for commuter services as funding permits • Replace computer servers and other IT hardware as necessary • Purchase additional equipment to support revenue operations and the maintenance of the new MOA such as a towed cement mixer, indoor scissor lift, and other specialty maintenance equipment.

Figure 5-5: 2022 Planned Activities

2023	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update
Services	<ul style="list-style-type: none"> • Preservation of existing service • Implement urban service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc. • Implement rural service recommendations from the 2017 strategic plan such as increasing frequencies, routing adjustments, etc.
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Add pedestrian canopy and information kiosk on bus island at major transfer points • Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrades to Skagit Station including: a wiring upgrade, conference room technology upgrades, and installing a new public announcement system •
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Upgrade heavy duty coach purchases to electric buses as funding and support facilities permit • Upgrade Paratransit vehicle purchases to use propane fuel as funding and support facilities permit • Purchase high capacity buses for commuter services as funding permits • Replace computer servers and other IT hardware as necessary • Purchase additional equipment to support revenue operations and the maintenance of the new MOA such as a towed cement mixer, indoor scissor lift, and other specialty maintenance equipment.

Figure 5-6: 2023 Planned Activities

Rolling Stock Expansion and Replacement Plan

2018-2023 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT			
Year	Type	Expansion (Quantity)	Replacement (Quantity)
2018	Commuter Bus	1	0
	Fixed Route	0	5
	Paratransit	0	7
	Vanpool	0	12
	Support	0	0
2019	Commuter Bus	0	0
	Fixed Route	0	3
	Paratransit	0	3
	Vanpool	0	10
	Support	0	2
2020	Commuter Bus	0	0
	Fixed Route	0	6
	Paratransit	0	3
	Vanpool	0	10
	Support	0	2
2021	Commuter Bus	0	5
	Fixed Route	0	2
	Paratransit	0	0
	Vanpool	0	10
	Support	0	5
2022	Commuter Bus	0	0
	Fixed Route	0	2
	Paratransit	0	3
	Vanpool	0	10
	Support	0	2
2023	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	0
	Vanpool	0	10
	Support	0	1

Figure 5-7: 2018-2023 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: 2017 Notable activities

Skagit Transit had the following notable activities occur in 2017.

- Consulting team was selected to design the New MOA 2
- Commuter service was expanded
 - 80X added service on Saturday and Sunday
 - 90X added 3 midday trips on weekdays and introduced service on Saturday and Sunday
 - 40X added several midday trips to provide hourly service all day long
- Local bus service was expanded
 - Route 202 was created to provide better service to south Mount Vernon and the Britt Rd area
 - Route 204 and 206 were redesigned to improve efficiency
- Lighting projects
 - LED lighting was installed at South Mount Vernon and Chuckanut park & ride lots
 - Will significantly reduce electricity usage and is expected to provide a 3.5 year return on investment
- Propane Powered Paratransit Vehicles
 - 12 diesel vehicles have been replaced with propane powered vehicles
 - Propane should power the entire Paratransit fleet by 2022
- Bitimec Bus Washer
 - Can service on average 24 buses a day
 - Previously, on average we could wash about 15 buses per day
 - This has dramatically increased the amount of manpower that can be directed to clean the interior of our vehicles

Section 7: Capital Improvement Program, 2018-2023

The Capital Improvement Program includes the capital expenses identified in Section 9. However, while the program below shows the entire cost of the MOA Relocation Project, Section 9 Financial Tables only reflect the anticipated 20% local match. Grant funds will actively be sought to cover the remaining costs of design, engineering, and construction. In the event that grant funding is not available or insufficient to complete this project within the next six years, timelines for completion will be re-evaluated.

SECTION 7: CAPITAL IMPROVEMENT PROGRAM 2018-2023						
Preservation	2018	2019	2020	2021	2022	2023
Maint/Admin equip/facility	\$ 322,253	\$ -	\$ -	\$ -	\$ -	\$ -
Fixed Route Vehicles	\$ 2,150,000	\$ 1,558,305	\$ 3,272,441	\$ 1,145,354	\$ 1,202,622	\$ -
Paratransit Vehicles	\$ 1,223,910	\$ 409,500	\$ 429,975	\$ -	\$ 474,047	\$ -
Service vehicles		\$ 116,500	\$ 81,034	\$ 212,714	\$ 89,340	\$ 46,903
Transit Centers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Shelters	\$ 13,700	\$ -	\$ -	\$ -	\$ -	\$ -
Vanpool vans	\$ 367,000	\$ 378,000	\$ 396,900	\$ 416,745	\$ 437,582	\$ 459,461
Subtotals	\$ 4,076,863	\$ 2,462,305	\$ 4,180,350	\$ 1,774,813	\$ 2,203,591	\$ 506,364
Expansion	2018	2019	2020	2021	2022	2023
Maint/Admin equip/facility						
Fixed Route Vehicles	\$ 494,700					
Paratransit Vehicles						
Service vehicles						
Transit Centers	\$ 2,197,045	\$ 9,262,378	\$ 20,000,000			
Transit Shelters						
Vanpool vans						
Subtotals	\$ 2,691,745	\$ 9,262,378	\$ 20,000,000	\$ -	\$ -	\$ -
Total Capital	\$ 6,768,608	\$ 11,724,683	\$ 24,180,350	\$ 1,774,813	\$ 2,203,591	\$ 506,364

The Capital Improvement Program, 2018-2023 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 2018-2023

	2018		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 9,366,796	\$ 4,314,918	\$ 13,681,714
Operating Revenues			-
Sales Tax (transit portion)	11,573,151	-	11,573,151
Fares	417,100	-	417,100
Van Pools	465,600	-	465,600
Federal Operating Grants	240,936	-	240,936
State Operating Grants	399,932	-	399,932
Other Grants	3,000	-	3,000
Other Revenues	80,000	-	80,000
Transfers	-	-	-
Total Operating Revenues	13,179,719	-	13,179,719
Subtotal Available	22,546,515	4,314,918	26,861,433
Operating Expenses			
Vanpool P&M	810,454	-	810,454
Vanpool Sys Expand	-	-	-
Fixed Route P&M	8,576,887	-	8,576,887
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,132,411	-	5,132,411
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,300,000	(1,300,000)	-
Total Operating Expenses	15,819,752	(1,300,000)	14,519,752
Net Cash Available	6,726,763	5,614,918	12,341,681
Capital Revenues			
Federal Grants	-	4,813,365	4,813,365
Federal 5309 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5313 Grants	-	-	-
State Grants	-	822,115	822,115
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	200,000	200,000
Subtotal Capital Revenue	-	5,835,480	5,835,480
Capital Expenditures			
System P&M			
Maintenance & Other Equip	-	322,253	322,253
FixedRoute	-	2,150,000	2,150,000
Dial-a-Ride	-	1,223,910	1,223,910
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	13,700	13,700
Vanpool Vans	-	367,000	367,000
System Expansion			
Maintenance & Other Equip	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	494,700	494,700
Service/Staff Vehicles	-	-	-
Transit Center	-	2,197,045	2,197,045
Transit Shelters	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	6,768,608	6,768,608
Ending Cash Balance 12/31	\$ 6,726,763	\$ 4,681,790	\$ 11,408,553

	2019		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 6,726,763	\$ 4,681,790	\$ 11,408,553
Operating Revenues			
Sales Tax (transit portion)	12,151,809	-	12,151,809
Fares	429,613	-	429,613
Van Pools	479,568	-	479,568
Federal Operating Grants	2,048,164	-	2,048,164
State Operating Grants	407,931	-	407,931
Other Grants	2,500	-	2,500
Other Revenues	88,000	-	88,000
Transfers	-	-	-
Total Operating Revenues	15,607,585	-	15,607,585
Subtotal Available	22,334,348	4,681,790	27,016,138
Operating Expenses			
Vanpool P&M	834,768	-	834,768
Vanpool Sys Expand	-	-	-
Fixed Route P&M	8,834,193	-	8,834,193
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	5,286,384	-	5,286,384
Dial-a-Ride (ADA) Expand	99,000	-	99,000
Other	-	-	-
Annual Depreciation	1,300,000	(1,300,000)	-
Total Operating Expenses	16,354,345	(1,300,000)	15,054,345
Net Cash Available	5,980,004	5,981,790	11,961,794
Capital Revenues			
Federal Grants	-	8,262,378	8,262,378
Federal 5309 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5313 Grants	-	-	-
State Grants	-	302,400	302,400
Other	-	245,700	245,700
Fund Transfers (Matching & Non-Matching)	(1,000,000)	1,000,000	-
Subtotal Capital Revenue	(1,000,000)	9,810,478	8,810,478
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	-	-
FixedRoute	-	1,558,305	1,558,305
Dial-a-Ride	-	409,500	409,500
Service/Staff Vehicles	-	116,500	116,500
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	378,000	378,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	9,262,378	9,262,378
Transit Shelters	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	11,724,683	11,724,683
Ending Cash Balance 12/31	\$ 4,980,004	\$ 4,067,585	\$ 9,047,589

	2020		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 4,980,004	\$ 4,067,585	\$ 9,047,589
Operating Revenues			-
Sales Tax (transit portion)	12,759,400	-	12,759,400
Fares	442,501	-	442,501
Van Pools	493,955	-	493,955
Federal Operating Grants	2,109,609	-	2,109,609
State Operating Grants	416,089	-	416,089
Other Grants	2,500	-	2,500
Other Revenues	89,760	-	89,760
Transfers	-	-	-
Total Operating Revenues	16,313,814	-	16,313,814
Subtotal Available	21,293,818	4,067,585	25,361,403
Operating Expenses			
Vanpool P&M	859,811	-	859,811
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,099,219	-	9,099,219
Fixed Route Sys Expand	480,000	-	480,000
Dial-a-Ride (ADA) P&M	5,546,945	-	5,546,945
Dial-a-Ride (ADA) Expand	102,000	-	102,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	17,587,975	(1,500,000)	16,087,975
Net Cash Available	3,705,843	5,567,585	9,273,428
Capital Revenues			
Federal Grants	-	20,000,000	20,000,000
Federal 5309 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5313 Grants	-	-	-
State Grants	-	317,520	317,520
Other	-	257,985	257,985
Fund Transfers (Matching & Non)	-	-	-
Subtotal Capital Revenue	-	20,575,505	20,575,505
Capital Expenditures			
System P&M			
Maintenance & Other Equip	-	-	-
FixedRoute	-	3,272,441	3,272,441
Dial-a-Ride	-	429,975	429,975
Service/Staff Vehicles	-	81,034	81,034
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	396,900	396,900
System Expansion			
Maintenance & Other Equip	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	20,000,000	20,000,000
Transit Shelters	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	24,180,349	24,180,349
Ending Cash Balance 12/31	\$ 3,705,843	\$ 1,962,741	\$ 5,668,584

	2021		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 3,705,843	\$ 1,962,741	\$ 5,668,584
Operating Revenues			
Sales Tax (transit portion)	13,397,369	-	13,397,369
Fares	455,776	-	455,776
Van Pools	508,774	-	508,774
Federal Operating Grants	2,172,897	-	2,172,897
State Operating Grants	424,411	-	424,411
Other Grants	2,500	-	2,500
Other Revenues	91,555	-	91,555
Transfers	-	-	-
Total Operating Revenues	17,053,283	-	17,053,283
Subtotal Available	20,759,126	1,962,741	22,721,867
Operating Expenses			
Vanpool P&M	885,605	-	885,605
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,866,596	-	9,866,596
Fixed Route Sys Expand	328,000	-	328,000
Dial-a-Ride (ADA) P&M	5,818,414	-	5,818,414
Dial-a-Ride (ADA) Expand	210,000	-	210,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	18,608,614	(1,500,000)	17,108,614
Net Cash Available	2,150,512	3,462,741	5,613,253
Capital Revenues			
Federal Grants	-	-	-
Federal 5309 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5313 Grants	-	-	-
State Grants	-	333,396	333,396
Other	-	270,884	270,884
Fund Transfers (Matching & Non-Matching)	-	-	-
Subtotal Capital Revenue	-	604,280	604,280
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	-	-
Fixed Route	-	1,145,354	1,145,354
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	212,714	212,714
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	416,745	416,745
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
Fixed Route	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	1,774,813	1,774,813
Ending Cash Balance 12/31	\$ 2,150,512	\$ 2,292,208	\$ 4,442,720

	2022		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 2,150,512	\$ 2,292,208	\$ 4,442,720
Operating Revenues			
Sales Tax (transit portion)	14,067,238	-	14,067,238
Fares	469,450	-	469,450
Van Pools	524,037	-	524,037
Federal Operating Grants	2,238,084	-	2,238,084
State Operating Grants	432,899	-	432,899
Other Grants	2,500	-	2,500
Other Revenues	93,386	-	93,386
Transfers	-	-	-
Total Operating Revenues	17,827,594	-	17,827,594
Subtotal Available	19,978,106	2,292,208	22,270,315
Operating Expenses			
Vanpool P&M	912,173	-	912,173
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,500,433	-	10,500,433
Fixed Route Sys Expand	168,000	-	168,000
Dial-a-Ride (ADA) P&M	6,209,266	-	6,209,266
Dial-a-Ride (ADA) Expand	108,000	-	108,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	19,397,873	(1,500,000)	17,897,873
Net Cash Available	580,234	3,792,208	4,372,442
Capital Revenues			
Federal Grants	-	-	-
Federal 5309 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5313 Grants	-	-	-
State Grants	-	350,066	350,066
Other	-	284,428	284,428
Fund Transfers (Matching & Non)	-	-	-
Subtotal Capital Revenue	-	634,494	634,494
Capital Expenditures			
System P&M			
Maintenance & Other Equip	-	-	-
FixedRoute	-	1,202,622	1,202,622
Dial-a-Ride	-	474,047	474,047
Service/Staff Vehicles	-	89,340	89,340
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	437,582	437,582
System Expansion			
Maintenance & Other Equip	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	2,203,591	2,203,591
Ending Cash Balance 12/31	\$ 580,234	\$ 2,223,111	\$ 2,803,345

	2023		
	General Fund	Capital Fund	Total
Beginning Cash Balance January 1st.	\$ 580,234	\$ 2,223,111	\$ 2,803,345
Operating Revenues			-
Sales Tax (transit portion)	14,770,600	-	14,770,600
Fares	483,533	-	483,533
Van Pools	539,758	-	539,758
Federal Operating Grants	2,305,227	-	2,305,227
State Operating Grants	441,557	-	441,557
Other Grants	2,500	-	2,500
Other Revenues	95,254	-	95,254
Transfers	1,000,000	(1,000,000)	-
Total Operating Revenues	19,638,429	(1,000,000)	18,638,429
Subtotal Available	20,218,663	1,223,111	21,441,774
Operating Expenses			
Vanpool P&M	939,538	-	939,538
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,988,486	-	10,988,486
Fixed Route Sys Expand	86,000	-	86,000
Dial-a-Ride (ADA) P&M	6,506,784	-	6,506,784
Dial-a-Ride (ADA) Expand	111,000	-	111,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
Total Operating Expenses	20,131,809	(1,500,000)	18,631,809
Net Cash Available	86,854	2,723,111	2,809,965
Capital Revenues			
Federal Grants	-	-	-
Federal 5309 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5313 Grants	-	-	-
State Grants	-	367,569	367,569
Other	-	298,650	298,650
Fund Transfers (Matching & Non-Matching)	-	-	-
Subtotal Capital Revenue	-	666,219	666,219
Capital Expenditures			
System P&M			
Maintenance & Other Equipment	-	-	-
FixedRoute	-	-	-
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	46,903	46,903
Transit Center	-	-	-
Transit Shelters	-	-	-
Vanpool Vans	-	459,461	459,461
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	-	-
Subtotal Capital Obligations	-	506,365	506,365
Ending Cash Balance 12/31	\$ 86,854	\$ 2,882,965	\$ 2,969,820

Appendices

Appendix A - Operating Data 2018

Appendix B - Public Participation Process

Appendix C - Public Transportation Management System Inventory



Appendix A – Operating Data

OPERATING DATA 2018-2023

(All figures, except 2017, in thousands of units)

<u>Fixed Routes</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Vehicle hours	59,417	63	63	69	70	72	73
Vehicle revenue hours	56,983	60	60	66	67	69	70
Vehicle miles	918,416	964	964	1061	1082	1104	1126
Vehicle revenue miles	858,705	902	902	992	1012	1032	1053
Passenger trips	578,638	619	631	644	657	670	683
Fatalities	0						
Reportable Injuries	0						
Collisions	1						
Diesel fuel consumed	160,164	168	168	185	188	192	196
<u>Commuter Routes</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Vehicle hours	11,606	16	16	16	19	19	19
Vehicle revenue hours	10,833	15	15	15	18	18	18
Vehicle miles	359,589	462	462	462	554	554	554
Vehicle revenue miles	333,546	434	434	434	521	521	521
Passenger trips	116,348	126	131	136	150	155	159
Fatalities	0						
Reportable Injuries	0						
Collisions	0						
Diesel fuel consumed	56,957	60	60	60	64	64	64
<u>ADA Demand Response</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Vehicle hours	33,068	34	35	36	37	38	39
Vehicle revenue hours	31,074	33	34	35	36	37	38
Vehicle miles	394,086	420	433	446	459	473	487
Vehicle revenue miles	341,598	364	375	387	398	410	423
Passenger trips	64,001	68	70	72	75	77	79
Fatalities	0						
Reportable Injuries	2						
Collisions	1						
Diesel fuel consumed	32,542	28	24	21	15	8	9
Propane fuel consumed	16,116	20	25	30	37	42	42
<u>Vanpools</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Vehicle hours	30,414	31	32	32	33	34	34
Vehicle revenue hours	29,868	30	31	32	32	33	34
Vehicle miles	1,037,565	1058	1079	1101	1123	1146	1168
Vehicle revenue miles	1,037,565	1058	1079	1101	1123	1146	1168
Passenger trips	118,028	120	123	125	128	130	133
Fatalities	0						
Reportable Injuries	0						
Collisions	0						
Gasoline consumed	57,197	58	60	61	62	63	64

Appendix B – Public Participation Process

Public Comment Period: July 18-August 15, 2018. Submit comments to:

bwindler@skagittransit.org

Skagit Transit
Service & Development Planner
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 15, 2018 at 1:00PM at the Burlington City Hall Council Chambers, 833 S Spruce St, Burlington, WA 98233.

Posted to Website: No Later than July 1, 2017, <http://www.skagittransit.org/news/>

Public Notices Published: Skagit Valley Herald (no later than July 18, 2018) and El Mondo (no later than July 17, 2018)

Requests for Paper or Digital Copies: On and after July 18, 2018, 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 18, 2018, 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

+B3+A1:R20+A1:R19

Owned Rolling Stock Inventory & Verification of Continued Use

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

Agency/Organization: Skagit Transit

Date: 31-Dec-17

Signature and Title Allan Schaner, Mgr. Facilities & Maintenance Date _____

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR Yes/No	Is the Vehicle Safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Main-tenance Current Yes/No	Performs its Designed Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
1	2007	Gillig/Phantom 40ft Suburban	01	15GCD271071112855	071	440,500	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
2	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112856	072	483,252	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
3	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112857	073	486,441	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
4	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112858	074	503,143	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
5	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112859	075	473,328	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
6	2014	Gillig/40ft Suburban Low Floor	01	15GGD2713E1183921	141	223,662	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	36+2	D	No
7	2014	Gillig/40ft Suburban Low Floor	01	15GGD2715E1183922	142	220,084	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	36+2	D	No
8	2011	Gillig/35ft Low Floor	02	15GGB2715B1178544	111	255,669	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	Yes
9	2014	Gillig/35ft Low Floor	02	15GGD2711E1183923	143	165,748	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
10	2014	Gillig/35ft Low Floor	02	15GGB2711E1183924	144	163,085	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
11	2016	Gillig/35ft Low Floor	02	15GGB2717G1186443	161	64,674	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
12	2017	Gillig/35ft Low Floor	02	15GGB2713h1187378	171	38,907	Yes	Yes	15	750,000	Yes	Yes	\$446,000	Yes	32+2	D	Yes
13	2017	Gillig/35ft Low Floor	02	15GGB2715H1187379	172	33,454	Yes	Yes	15	750,000	Yes	Yes	\$446,000	Yes	32+2	D	Yes
14	2009	NABI/31LFW-01	03	IN93136669A140004	091	380,155	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
15	2009	NABI/31LFW-01	03	IN93136689A140005	092	361,826	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	Yes
16	2009	NABI/31LFW-01	03	IN931366X9A140006	093	375,916	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
17	2009	NABI/31LFW-01	03	IN93136619A140007	094	389,489	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
18	2009	NABI/31LFW-01	03	IN93136639A140008	095	387,598	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
19	2009	NABI/31LFW-01	03	IN93136659A140009	096	381,362	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
20	2004	Gillig/30ft Low Floor	03	15GGE291X41090659	121	549,234	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	No
21	2004	Gillig/30ft Low Floor	03	15GGE291641090660	122	549,219	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	No
22	2004	Gillig/30ft Low Floor	03	15GGE291841090661	123	558,651	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	no



Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets	Is the	Agency's ULB (Year)	Agency's ULB (Miles)	Main-tenance Current Yes/No	Performs	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
						Financial Needs of SGR Yes/No	Vehicle Safe? Yes/No				its Designed Function Yes/No					
2017	Gillig/30ft Low Floor	03	15GGE2710H1093126	173	34,672	Yes	Yes	15	750,000	Yes	Yes	\$437,000	Yes	30+2	D	No
2017	Gillig/30ft Low Floor	03	15GGE2712H1093127	174	31,351	Yes	Yes	15	750,000	Yes	Yes	\$437,000	Yes	30+2	D	No
2015	Chevy/ARBOC Spirit of Mobility	11	1GB6G5BL2E1198564	151	178,276	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
2015	Chevy/ARBOC Spirit of Mobility	11	1GB6G5BL0E1199325	152	169,257	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	Yes
2012	Chevy/Startrans Senator	11	1GB6G5BL3C1124566	153	212,307	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
2012	Chevy/Startrans Senator	11	1GB6G5BL7C1124909	154	211,259	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
2013	Chevy/Startrans Senator	11	1GB6G5BL0C1201345	155	177,333	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
2014	Chevy/Startrans Senator	11	1GB6G5BL7C1200578	156	139,779	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
2013	Chevy/Startrans Senator	11	1GB6G5BL8C1200900	157	78,188	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	D	No
2008	Chevy/Startrans Senator	11	1GBJG316X81210796	738	215,598	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+4	D	No
2010	Chevy/Startrans Senator	11	1GB9G5A60A1122294	739	168,906	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2010	Chevy/Startrans Senator	11	1GB9G5A67A1122213	740	238,892	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2010	Chevy/Startrans Senator	11	1GB9G5A62A1121857	741	189,855	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2010	Chevy/Startrans Senator	11	1GB9G5A65A1121755	742	152,701	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2010	Chevy/Startrans Senator	11	1GB9G5A69A1121158	744	179,246	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2010	Chevy/Startrans Senator	11	1GB9G5A61A1122062	745	188,431	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2012	Chevy/Startrans Senator	11	1GB6G5B36C1124772	748	110,728	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2012	Chevy/Startrans Senator	11	1GB6G5BL9C1125737	749	115,885	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2012	Chevy/Startrans Senator	11	1GB6G5BL8C1125633	750	122,513	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2014	Chevy/Startrans Senator	11	1GB6G5BL0C1200194	754	95,518	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2013	Chevy/Startrans Senator	11	1GB6G5BLXC1200736	755	89,931	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2013	Chevy/Startrans Senator	11	1GB6G5BL2C1201153	756	87,565	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2013	Chevy/Startrans Senator	11	1GB6G5BLXC1171643	757	76,984	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2013	Chevy/Startrans Senator	11	1GB6G5BL6C1200281	758	82,291	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
2015	Chevy/Startrans Senator	11	1GB6G5BL6E1158200	759	45,441	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	Yes
2015	Chevy/Startrans Senator	11	1GB6G5BL9E1158448	760	55,725	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	No
2015	Chevy/Startrans Senator	11	1GB6G5BL9E1157249	761	49,082	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	No
2016	Ford/Aerotech	11	1FDFF4FS8GDC55022	762	16,190	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	Yes
2016	Ford/Aerotech	11	1FDFF4FS5GDC55026	763	15,275	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
2016	Ford/Aerotech	11	1FDFF4FS1GDC55024	764	22,699	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
2016	Ford/Aerotech	11	1FDFF4FSXGDC55023	765	15,789	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No

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2016	Ford/Aerotech	11	1FD4E4FS3GDC55025	766	16,251	Yes	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
2012	Dodge/Grand Caravan	13	2C4RDGCGXCR353742	1002	129,373	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG6CR353740	1003	124,361	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG8CR353741	1004	100,916	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG1CR353743	1005	91,102	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG3CR353744	1006	113,351	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG5CR353745	1007	97,289	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG7CR353746	1008	115,457	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG9CR353747	1009	128,764	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG0CR353748	1010	72,654	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG2CR353749	1011	136,946	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG9CR353750	1012	143,458	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG0CR353751	1013	119,650	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG2CR353752	1014	121,991	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG4CR353753	1015	64,687	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2012	Dodge/Grand Caravan	13	2C4RDGCG6CR353754	1016	104,008	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2013	Dodge/Grand Caravan	13	2C4RDGCG6DR761012	1017	84,738	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2013	Dodge/Grand Caravan	13	2C4RDGCG8DR761013	1018	55,353	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2015	Dodge/Grand Caravan	13	2C4RDGCG6FR659695	1019	52,733	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2015	Dodge/Grand Caravan	13	2C4RDGCG8FR659696	1020	52,292	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2015	Dodge/Grand Caravan	13	2C4RDGCGXFR659697	1021	59,724	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2015	Dodge/Grand Caravan	13	2C4RDGCGXFR661126	1022	63,880	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2015	Dodge/Grand Caravan	13	2C4RDGCG1FR661127	1023	46,621	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2015	Dodge/Grand Caravan	13	2C4RDGCG3FR661128	1024	18,960	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2015	Dodge/Grand Caravan	13	2C4RDGCG3FR659699	1025	45,389	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2015	Dodge/Grand Caravan	13	2C4RDGCG3FR661128	1026	51,309	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2015	Dodge/Grand Caravan	13	2C4RDGCG1FR659698	1027	34,600	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
2015	Dodge/Grand Caravan	13	2C4RDGCG0FR691008	1028	15,867	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
2014	Chevy/Express 15	13	1GAZG1FG6E1115385	401	63,634	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FG4E1116664	402	76,565	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FG4E1116390	403	70,264	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	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 Yes/No	Performs its Designed Function	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title
						Yes/No	Yes/No				Yes/No					Yes/No
2014	Chevy/Express 15	13	1GAZG1FG5E1115913	404	62,380	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2015	Chevy/Express 15	13	1GAZGZFF6F1277606	405	36,122	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2015	Chevy/Express 15	13	1GAZGZFFXF1277110	406	38,233	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2015	Chevy/Express 15	13	1GAZGZFFXF1278144	407	60,896	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2017	Ford/X2YB Transit 15	13	1FBZX2YG5HKA31295	408	14,682	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
2017	Ford/X2YB Transit 15	13	1FBZX2YG7HKA31296	409	22,600	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
2017	Ford/X2YB Transit 15	13	1FBZX2YG9HKA31297	410	8,520	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
2017	Ford/X2YB Transit 15	13	1FBZX2YG0HKA31298	411	228	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
2017	Ford/X2YB Transit 15	13	1FBZX2YG9HKA62694	412	16,249	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
2017	Ford/X2YB Transit 15	13	1FBZX2YG1HKB26372	413	10,417	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
2008	Chevy/Express 15	13	1GAHG39K281191214	874	148,761	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2011	Ford/Econoline 15	13	1FBSS3BL3BDA48197	883	144,529	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2011	Ford/Econoline 15	13	1FBSS3BL5BDA48198	884	137,665	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2011	Ford/Econoline 15	13	1FBSS3BL7BDA48199	885	123,384	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2011	Ford/Econoline 15	13	1FBSS3BLXBDA48200	886	133,735	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2012	Chevy/Express 15	13	1GAZG1FG4C1196223	887	124,561	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2012	Chevy/Express 15	13	1GAZG1FGXC1196419	888	114,380	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2012	Chevy/Express 15	13	1GAZG1FG4C1195508	889	87,330	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2012	Chevy/Express 15	13	1GAZG1FG3C1195631	890	101,047	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2012	Chevy/Express 15	13	1GAZG1FG0C1195988	891	95,046	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2012	Chevy/Express 15	13	1GAZG1FG5C1197882	892	128,914	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2012	Chevy/Express 15	13	1GAZG1FG3C1197038	893	121,221	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FG2E1115545	894	126,991	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FG9E1115591	895	85,353	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FG0E1115639	896	76,292	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FG6E1114947	897	96,670	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FG0E1115267	898	78,659	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
2014	Chevy/Express 15	13	1GAZG1FGXE1115082	899	106,496	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No

Public Transportation Management System
Owned Facility Inventory

Agency Skagit Transit

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

Facilities and Maintenance Manager
Signature and Title 01/10/2018

Refer to instructions for facility code

No.	Facility Code	Facility Name	Condition (points)	Age (Year)	Remaining Useful Life	Replacement Cost (\$)	Comments (If more than two lines, attach a separate comment page)
1	23	Maintenance/Operations/Administration Base	80	17	13	\$2,400,000	Land is leased from Skagit County
2	06	Skagit Station Multi-Modal Transfer Center	80	12	28	\$2,095,000	100 Stall Park & Ride
3	09	South Mount Vernon	90	6	34	\$3,810,000	382 Stall Park & Ride
4	09	Chuckanut Park and Ride	90	6	34	\$1,878,000	368 Stall Park & Ride Property State Owned
5	09	Alger Park and Ride	90	3	37	\$1,115,084	50 Stall Park & Ride
6	09	March Point Park and Ride	90	10	20	\$643,000	133 Stall Park & Ride Land leased from Shell Oil Corp.
7	23	Maintenance/Operations/Administration Base	0	2	48	\$5,100,000	Recently aquired property is undeveloped for intended purposes, not scored.
8	09	Sedro Woolley Park & Ride	90	3	27	\$115,000	25 Stall Park & Ride City of Sedro Woolley Owned
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Required by 49 CFR 625.43.6 and RCW 81.112.086