

# Transit Development Plan 2019- 2024

## Skagit Transit



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Chris Chidley, Information Technologies  
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Joe MacDonald, Safety & Training

## About Skagit Transit

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Skagit Transit has the following office and facility locations:

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

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

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

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

Park and rides facilities maintained by Skagit Transit include:

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

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# Section 1 – Introduction

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

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

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

Skagit Transit over the next six years aims to maintain 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**, Chair  
Mayor Anacortes



**Kenneth Dahlstedt**, Vice-Chair  
Skagit County Commissioner



**Ron Wesen**,  
Skagit County Commissioner



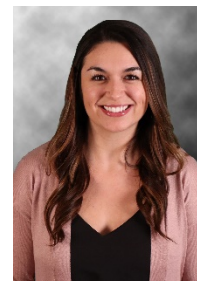
**Rick DeGloria**  
Burlington City Council



**Lisa Janicki**  
Skagit County Commissioner



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



**Erin Moberg**  
Mount Vernon City Council





## Organizational Chart July 2019

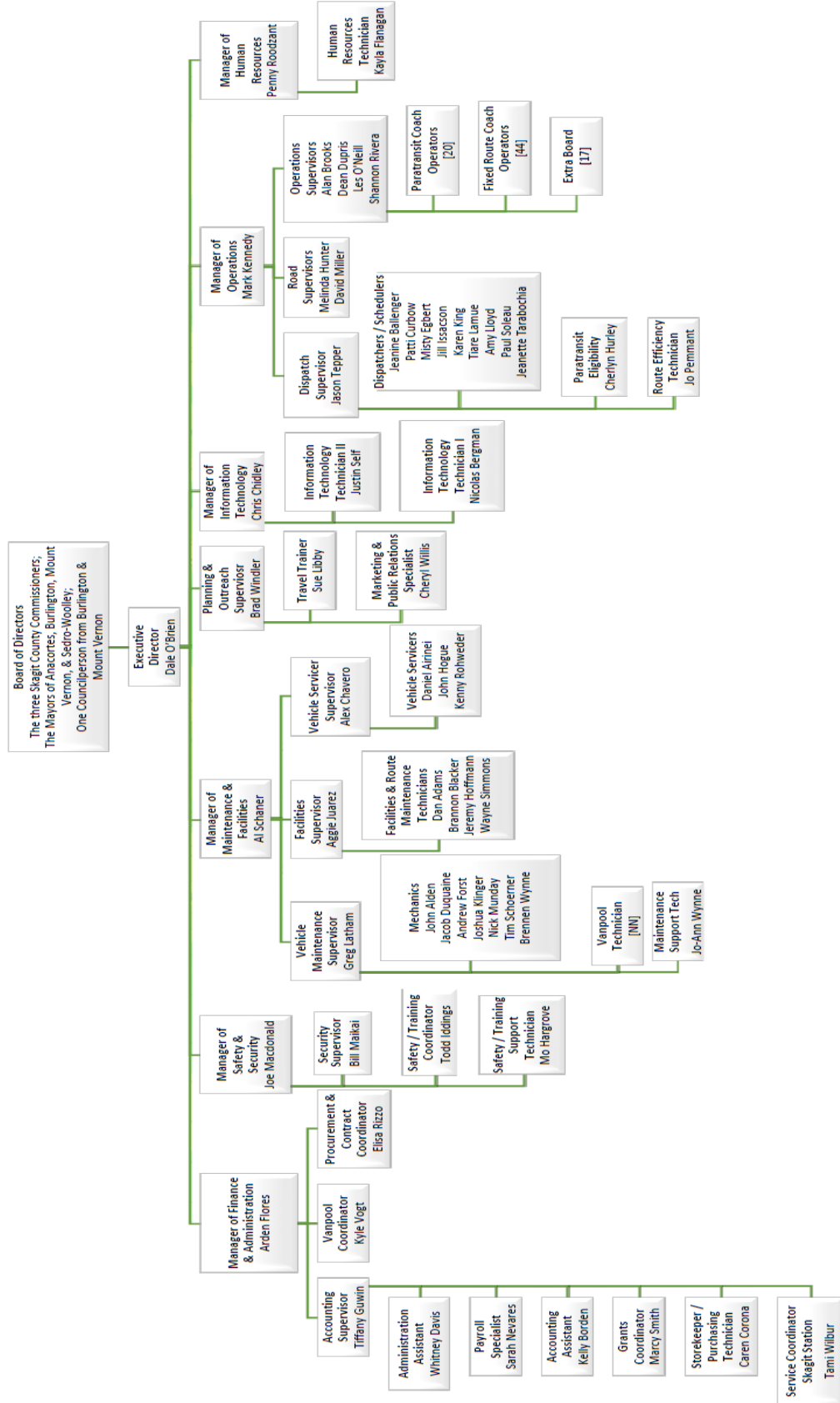


Figure 2.1 Skagit Transit Organizational Chart



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## Mission Statement

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

## Organizational Values

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

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

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

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

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

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

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

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



## Section 3 – Service Characteristics

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



### Fixed Route Service

Skagit Transit's fixed route service includes local routes, commuter routes, and flex routes. **In 2018 the number of all fixed route passenger boarding's (local and commuter) increased by 9.3% from 2017.**

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 2018 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 2018, 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 2018 Fixed Route Operating Statistics*

	2015	2016	2017	2018	2017-2018 % Change
<b>Passenger Trips</b>	813,134	698,182	667,890	730,270	9.3%
<b>Revenue Miles</b>	1,241,986	1,192,251	1,266,296	1,338,799	5.7%
<b>Revenue Hours</b>	68,993	67,816	71,103	76,398	7.5%

Figure 3-2: Fixed Route Overview

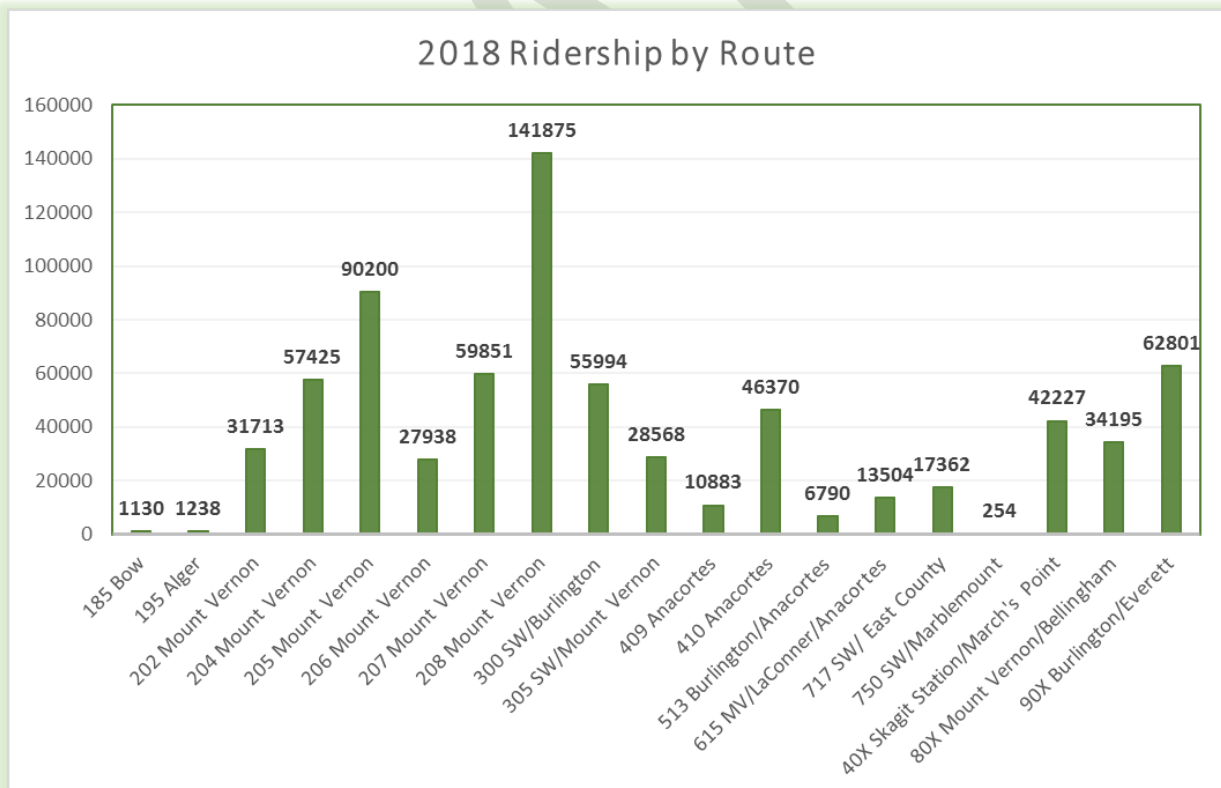
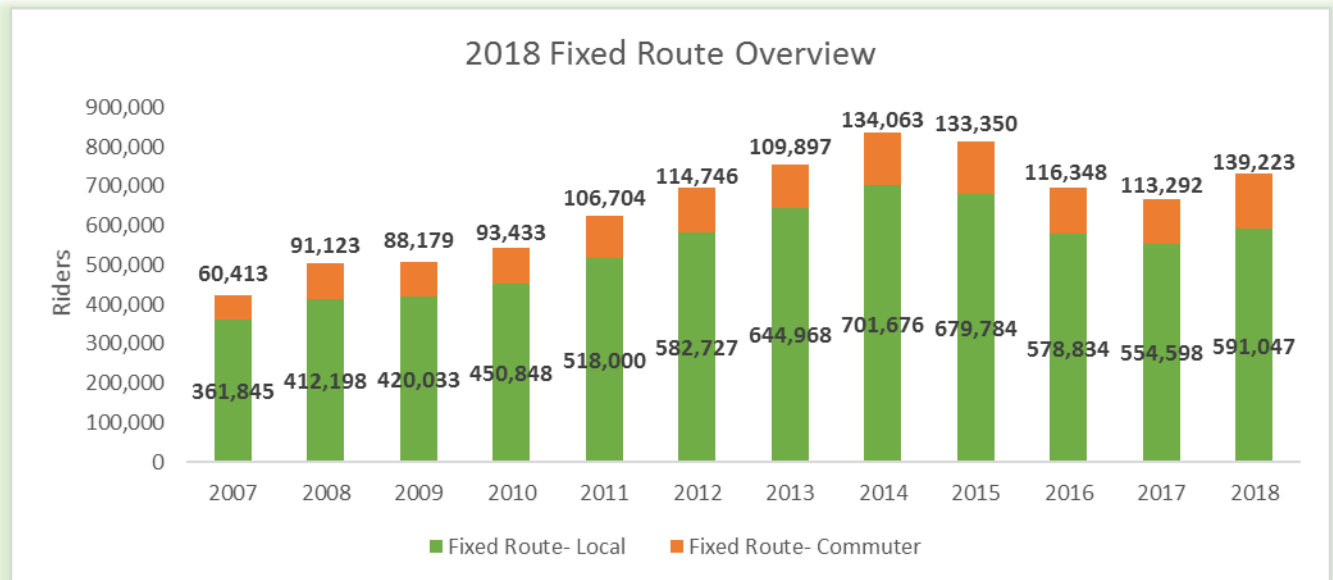


Figure 3-3: 2017 Ridership by Route

## ADA Transit

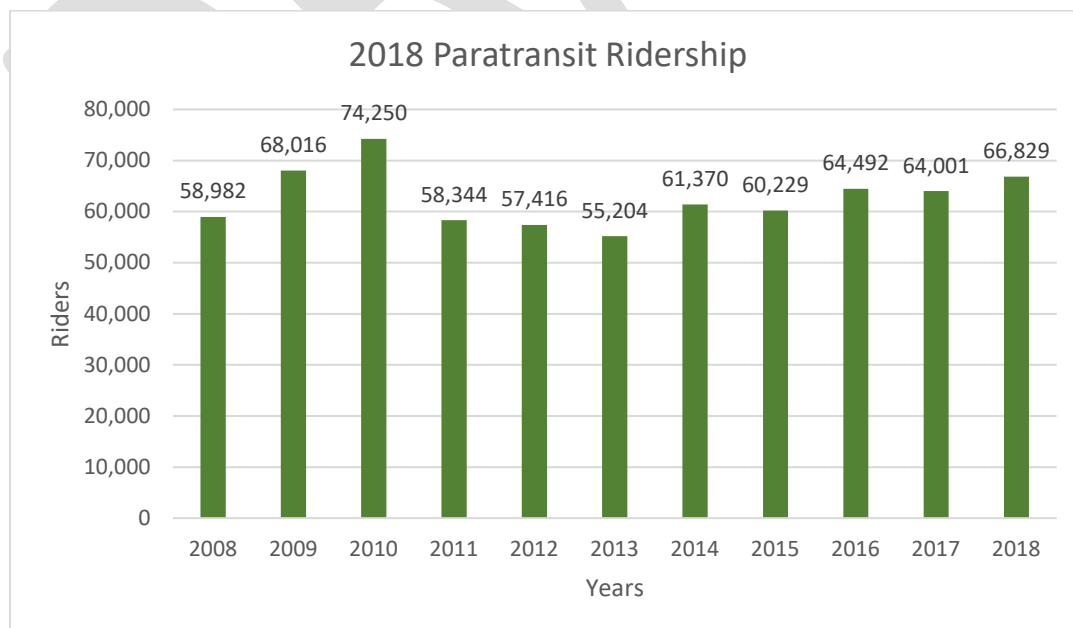
ADA Paratransit provides specialized transportation comparable with Skagit Transit's fixed-route bus service. **In 2018, ADA transit boarding's increased by 4.5% from 2017.**

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 2018 ADA Operating Statistics

	2015	2016	2017	2018	2017 to 2018 % Change
<b>Passenger Trips</b>	60,229	64,492	64,001	66,829	4.4%
<b>Revenue Miles</b>	293,958	333,240	341,321	332,231	-2.7%
<b>Revenue Hours</b>	27,052	30,046	31,044	33,239	7.1%

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 2018 vanpool passenger trips increased by 2.1% from 2017.** Skagit Transit currently has 48 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 2018, the cumulative sum of the distances ridden by each vanpool passenger totaled 5,037,035 miles. By far the largest number of vanpool users, 60%, are traveling to Snohomish County as Boeing employees. The vanpool program has a goal of increasing the number of vanpool groups by two to five per year, however forecasting demand for the service can be difficult because of variables such as gas prices, tolls, parking, and local employment trends.

	2015	2016	2017	2018	2017 to 2018 % Change
<b>Passenger Trips</b>	60,229	118,028	108,100	110,388	2.1%
<b>Revenue Miles</b>	293,958	1,021,395	981,440	1,057,836	7.2%
<b>Revenue Hours</b>	27,052	27,976	26,761	28,928	7.5%

Figure 3-6: 2015 thru 2018 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)		

A new fare structure is being considered for implementation in the second half of 2019.



## Section 4: Service Connections

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

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

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

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

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

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

## **Section 5: Planned Activities, 2019-2024**

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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 2022.

The following tables describe the planned activities to be undertaken by Skagit Transit from 2019 to 2024. 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.

2019	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Plan for Operating Services from new MOA2 Facility</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Complete the Design and Engineering for MOA Base relocation project</li> <li>• Begin construction for MOA Base relocation project</li> <li>• Contract with an engineering consultant to help with minor projects such as ADA upgrades and minor facility work.</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 24 <ul style="list-style-type: none"> <li>○ Upgrade heavy duty coach purchases - Skagit Transit has requested grant funds for 2 electric buses</li> <li>○ Continue propane powered paratransit vehicle purchases as funding permits</li> </ul> </li> <li>• Procure and implement a mobile ticketing solution</li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>• Add Wi-Fi to both fixed route and paratransit revenue fleets</li> <li>• Upgrade and update mobile data terminal to keep up with current data technology</li> <li>• Improve safety through implementation of equipment upgrades on existing coaches</li> </ul>

Figure 5-1: 2019 Planned Activities

2020	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Plan for Operating Services from new MOA2 Facility</li> <li>• Participate in regional transportation planning to improve County Connector system</li> <li>• Conduct Triennial Rider Survey for development of Average Passenger Trip Length data</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Continue construction for MOA Base relocation project</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 24 <ul style="list-style-type: none"> <li>○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows</li> <li>○ Continue propane powered paratransit vehicle purchases as funding permits</li> </ul> </li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>• Upgrade and update mobile data terminal to keep up with current data technology</li> <li>• Improve safety through implementation of equipment upgrades on existing coaches</li> </ul>

Figure 5-2: 2020 Planned Activities

2021	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Complete construction for MOA Base relocation project</li> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Add information kiosks on the bus island at major transfer points</li> <li>• Design bus pullout at Sedro-Woolley Food Bank</li> <li>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> <li>• Construct raised crosswalks at Skagit Station for pedestrian safety</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 24 <ul style="list-style-type: none"> <li>○ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows</li> <li>○ Continue propane powered paratransit vehicle purchases as funding permits</li> </ul> </li> <li>• Upgrade Streets system with MYRIDE module for real time information to customers including digital signage at bus stops</li> <li>• Purchase additional equipment to support revenue operations and maintenance at the new MOA.</li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>• Upgrade and update mobile data terminal to keep up with current data technology</li> <li>• Improve safety through implementation of equipment upgrades on existing coaches</li> </ul>

Figure 5-3: 2021 Planned Activities

2022	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Develop Long Range Capital Plan</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Add pedestrian canopy and information kiosk on the bus island at major transfer points</li> <li>• Construct bus pullout at Sedro-Woolley food bank</li> <li>• Design Driver Comfort Station at Sedro-Woolley Park &amp; Ride</li> <li>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 24 <ul style="list-style-type: none"> <li>◦ Upgrade heavy duty coach purchases to electric buses as support facilities and funding allows</li> <li>◦ Continue propane powered paratransit vehicle purchases as funding permits</li> </ul> </li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>• Upgrade and update mobile data terminal to keep up with current data technology</li> <li>• Improve safety through implementation of equipment upgrades on existing coaches</li> <li>• Purchase additional equipment to support revenue operations and maintenance at the new MOA</li> </ul>

Figure 5-4: 2022 Planned Activities

2023	Planned Activities
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> <li>• Conduct a Strategic Planning Process</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Add pedestrian canopy and information kiosk on the bus island at major transfer points</li> <li>• Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as installing electric bus charging equipment, canopy over revenue vehicle parking, etc</li> <li>• Construct Driver Comfort Station at Sedro-Woolley Park &amp; Ride</li> <li>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 24 <ul style="list-style-type: none"> <li>◦ Complete the conversion of the paratransit fleet from diesel to propane fuel</li> </ul> </li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>• Upgrade and update mobile data terminal to keep up with current data technology</li> <li>• Improve safety through implementation of equipment upgrades on existing coaches</li> <li>• Purchase additional equipment to support revenue operations and maintenance at the new MOA</li> </ul>

Figure 5-5: 2023 Planned Activities



<b>2024</b>	<b>Planned Activities</b>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Transit Development Plan Update</li> </ul>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Preservation of existing service</li> <li>• As funding allows, implement urban service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> <li>• As funding allows, implement rural service recommendations from the 2018 strategic plan such as increasing frequencies, routing adjustments, etc.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.</li> <li>• Add pedestrian canopy and information kiosk on bus island at major transfer points</li> <li>• Upgrade maintenance facility by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc.</li> <li>• Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Purchase replacement vehicles according to the schedule on page 24</li> <li>• Replace computer servers and other IT hardware as necessary</li> <li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li> <li>• Upgrade and update mobile data terminal to keep up with current data technology</li> <li>• Improve safety through implementation of equipment upgrades on existing coaches</li> <li>• Purchase additional equipment to support revenue operations and maintenance at the new MOA</li> </ul>

*Figure 5-6: 2024 Planned Activities*

## Rolling Stock Expansion and Replacement Plan

2019-2024 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT			
Year	Type	Expansion (Quantity)	Replacement (Quantity)
2019	Commuter Bus		5
	Fixed Route		4
	Paratransit	3	3
	Vanpool	3	12
	Support		---
2020	Commuter Bus		---
	Fixed Route		5
	Paratransit		2
	Vanpool	3	15
	Support		6
2021	Commuter Bus		---
	Fixed Route		2
	Paratransit		3
	Vanpool	1	---
	Support		---
2022	Commuter Bus		---
	Fixed Route		---
	Paratransit		---
	Vanpool	1	6
	Support		---
2023	Commuter Bus		---
	Fixed Route		---
	Paratransit		5
	Vanpool	1	18
	Support		1
2024	Commuter Bus		---
	Fixed Route		---
	Paratransit		7
	Vanpool	1	---
	Support		3

Figure 5-7: 2019-2024 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: 2018 Notable activities

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Skagit Transit had the following notable activities occur in 2018.

- Design work for the New MOA 2 was conducted
- Commuter service expansion had significant ridership gains
- Local fixed route service had significant ridership gains
- Safety/Training was expanded from 1 employee to 3
  - 51 Coach Operators were provided with refresher training in 2018
  - 21 new Coach Operators completed their initial training
  - All Skagit Transit employees were provided with de-escalation and anti-harrassment training in November 2018
- Propane Powered Paratransit Vehicles
  - 7 diesel vehicles have been replaced with propane powered vehicles
  - Propane should power the entire Paratransit fleet in 2022
- Bus Stop Upgrades
  - Wal-Mart stop received new concrete pad and bus shelter
  - Mount Vernon had new amenities installed (3 shelters and 3 Simme Seats)
  - City of Anacortes placed several concrete pads at various bus stops. 1 bus shelter was placed in 2018. Additional amenities (3 Simme Seats and 1 bus shelter) will be installed in 2019.

## Section 7: Capital Improvement Program, 2019-2024

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 2019-2024						
Preservation	2019	2020	2021	2022	2023	2024
Maint/Admin equip/facility	\$ 230,400	\$ 241,920	\$ 254,016	\$ 266,717	\$ 280,053	\$ 294,055
Fixed Route Vehicles	\$ 222,000	\$ 2,589,122	\$ 1,087,431			\$ -
Paratransit Vehicles	\$ 777,000	\$ 273,000	\$ 429,975	\$ -	\$ 790,079	\$ 1,161,416
Service vehicles	\$ 52,000	\$ 252,000			\$ 48,620	\$ 153,154
Transit Centers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Shelters	\$ 27,428	\$ 22,000	\$ 23,100	\$ 24,255	\$ 25,468	\$ 26,741
Vanpool vans	\$ 336,000	\$ 598,500		\$ 263,939	\$ 831,406	
Subtotals	\$ 1,644,828	\$ 3,976,542	\$ 1,794,522	\$ 554,911	\$ 1,975,626	\$ 1,635,366
Expansion	2019	2020	2021	2022	2023	2024
Maint/Admin equip/facility						
Fixed Route Vehicles						
Paratransit Vehicles						
Service vehicles						
Transit Centers	\$ 3,732,378	\$ 10,000,000	\$ 17,000,000			
Transit Shelters						
Vanpool vans		\$ 119,700	\$ 41,895	\$ 43,990	\$ 46,189	\$ 48,499
Subtotals	\$ 3,732,378	\$ 10,119,700	\$ 17,041,895	\$ 43,990	\$ 46,189	\$ 48,499
<b>Total Capital</b>	<b>\$ 5,377,206</b>	<b>\$ 14,096,242</b>	<b>\$ 18,836,417</b>	<b>\$ 598,901</b>	<b>\$ 2,021,815</b>	<b>\$ 1,683,865</b>

The Capital Improvement Program, 2019-2024 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 2019-2024

	2019		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 9,144,945</b>	<b>\$ 4,393,142</b>	<b>\$ 13,538,087</b>
<b>Operating Revenues</b>			
Sales Tax (transit portion)	12,376,842	-	12,376,842
Fares	419,250	-	419,250
Van Pools	465,600	-	465,600
Federal Operating Grants	2,094,708	-	2,094,708
State Operating Grants	428,450	-	428,450
Other Grants	3,000	-	3,000
Other Revenues	141,750	-	141,750
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>15,929,600</b>	<b>-</b>	<b>15,929,600</b>
<b>Subtotal Available</b>	<b>25,074,545</b>	<b>4,393,142</b>	<b>29,467,687</b>
<b>Operating Expenses</b>			
Vanpool P&M	848,146	-	848,146
Vanpool Sys Expand	-	-	-
Fixed Route P&M	8,840,714	-	8,840,714
Fixed Route Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	4,233,264	-	4,233,264
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Annual Depreciation	1,300,000	(1,300,000)	-
<b>Total Operating Expenses</b>	<b>15,222,124</b>	<b>(1,300,000)</b>	<b>13,922,124</b>
<b>Net Cash Available</b>	<b>9,852,421</b>	<b>5,693,142</b>	<b>15,545,563</b>
<b>Capital Revenues</b>			
Federal Grants	-	4,163,478	4,163,478
State Grants	-	850,000	850,000
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	(2,220,000)	2,220,000	-
<b>Subtotal Capital Revenue</b>	<b>(2,220,000)</b>	<b>7,233,478</b>	<b>5,013,478</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	230,400	230,400
FixedRoute	-	2,220,000	2,220,000
Dial-a-Ride	-	777,000	777,000
Service/Staff Vehicles	-	52,000	52,000
Transit Center	-	-	-
Transit Shelters	-	27,428	27,428
Vanpool Vans	-	336,000	336,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	3,732,378	3,732,378
Transit Buses	-	-	-
Vanpool Vans	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>7,375,206</b>	<b>7,375,206</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 7,632,421</b>	<b>\$ 5,551,414</b>	<b>\$ 13,183,835</b>

	2019		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 6,726,763</b>	<b>\$ 4,681,790</b>	<b>\$ 11,408,553</b>
<b>Operating Revenues</b>			
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	-	-	-
<b>Total Operating Revenues</b>	<b>15,607,585</b>	<b>-</b>	<b>15,607,585</b>
<b>Subtotal Available</b>	<b>22,334,348</b>	<b>4,681,790</b>	<b>27,016,138</b>
<b>Operating Expenses</b>			
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)	-
<b>Total Operating Expenses</b>	<b>16,354,345</b>	<b>(1,300,000)</b>	<b>15,054,345</b>
<b>Net Cash Available</b>	<b>5,980,004</b>	<b>5,981,790</b>	<b>11,961,794</b>
<b>Capital Revenues</b>			
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	-
<b>Subtotal Capital Revenue</b>	<b>(1,000,000)</b>	<b>9,810,478</b>	<b>8,810,478</b>
<b>Capital Expenditures</b>			
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	-	-	-
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>11,724,683</b>	<b>11,724,683</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 4,980,004</b>	<b>\$ 4,067,585</b>	<b>\$ 9,047,589</b>

	2020		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 7,632,421</b>	<b>\$ 5,551,414</b>	<b>\$ 13,183,835</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	12,995,684	-	12,995,684
Fares	431,828	-	431,828
Van Pools	479,568	-	479,568
Federal Operating Grants	2,157,549	-	2,157,549
State Operating Grants	437,019	-	437,019
Other Grants	2,500	-	2,500
Other Revenues	144,585	-	144,585
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>16,648,733</b>	<b>-</b>	<b>16,648,733</b>
<b>Subtotal Available</b>	<b>24,281,154</b>	<b>5,551,414</b>	<b>29,832,568</b>
<b>Operating Expenses</b>			
Vanpool P&M	873,590	-	873,590
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,105,935	-	9,105,935
Fixed Route Sys Expand	480,000	-	480,000
Dial-a-Ride (ADA) P&M	4,360,262	-	4,360,262
Dial-a-Ride (ADA) Expand	102,000	-	102,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>16,421,787</b>	<b>(1,500,000)</b>	<b>14,921,787</b>
<b>Net Cash Available</b>	<b>7,859,367</b>	<b>7,051,414</b>	<b>14,910,781</b>
<b>Capital Revenues</b>			
Federal Grants	-	10,000,000	10,000,000
State Grants	-	574,560	574,560
Other	-	389,025	389,025
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>10,963,585</b>	<b>10,963,585</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	241,920	241,920
FixedRoute	-	2,589,122	2,589,122
Dial-a-Ride	-	273,000	273,000
Service/Staff Vehicles	-	252,000	252,000
Transit Center	-	-	-
Transit Shelters	-	23,100	23,100
Vanpool Vans	-	598,500	598,500
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	10,000,000	10,000,000
Transit Buses	-	-	-
Vanpool Vans	-	119,700	119,700
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>14,097,342</b>	<b>14,097,342</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 7,859,367</b>	<b>\$ 3,917,657</b>	<b>\$ 11,777,024</b>



	2021		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 7,859,367</b>	<b>\$ 3,917,657</b>	<b>\$ 11,777,024</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	13,645,468	-	13,645,468
Fares	444,782	-	444,782
Van Pools	493,955	-	493,955
Federal Operating Grants	2,222,276	-	2,222,276
State Operating Grants	445,759	-	445,759
Other Grants	2,500	-	2,500
Other Revenues	147,477	-	147,477
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>17,402,217</b>	<b>-</b>	<b>17,402,217</b>
<b>Subtotal Available</b>	<b>25,261,584</b>	<b>3,917,657</b>	<b>29,179,241</b>
<b>Operating Expenses</b>			
Vanpool P&M	899,798	-	899,798
Vanpool Sys Expand	-	-	-
Fixed Route P&M	9,873,513	-	9,873,513
Fixed Route Sys Expand	328,000	-	328,000
Dial-a-Ride (ADA) P&M	4,596,130	-	4,596,130
Dial-a-Ride (ADA) Expand	210,000	-	210,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>17,407,441</b>	<b>(1,500,000)</b>	<b>15,907,441</b>
<b>Net Cash Available</b>	<b>7,854,144</b>	<b>5,417,657</b>	<b>13,271,800</b>
<b>Capital Revenues</b>			
Federal Grants	-	17,000,000	17,000,000
State Grants	-	33,516	33,516
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>17,033,516</b>	<b>17,033,516</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	254,016	254,016
FixedRoute	-	1,087,431	1,087,431
Dial-a-Ride	-	429,975	429,975
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	24,255	24,255
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	17,000,000	17,000,000
Transit Buses	-	-	-
Vanpool Vans	-	41,895	41,895
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>18,837,572</b>	<b>18,837,572</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 7,854,144</b>	<b>\$ 3,613,600</b>	<b>\$ 11,467,744</b>

	2022		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 7,854,144</b>	<b>\$ 3,613,600</b>	<b>\$ 11,467,744</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	14,327,742	-	14,327,742
Fares	458,126	-	458,126
Van Pools	508,774	-	508,774
Federal Operating Grants	2,288,944	-	2,288,944
State Operating Grants	454,675	-	454,675
Other Grants	2,500	-	2,500
Other Revenues	150,426	-	150,426
Transfers	-	-	-
<b>Total Operating Revenues</b>	<b>18,191,186</b>	<b>-</b>	<b>18,191,186</b>
<b>Subtotal Available</b>	<b>26,045,330</b>	<b>3,613,600</b>	<b>29,658,930</b>
<b>Operating Expenses</b>			
Vanpool P&M	926,792	-	926,792
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,507,559	-	10,507,559
Fixed Route Sys Expand	168,000	-	168,000
Dial-a-Ride (ADA) P&M	4,950,314	-	4,950,314
Dial-a-Ride (ADA) Expand	108,000	-	108,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>18,160,664</b>	<b>(1,500,000)</b>	<b>16,660,664</b>
<b>Net Cash Available</b>	<b>7,884,665</b>	<b>5,113,600</b>	<b>12,998,266</b>
<b>Capital Revenues</b>			
Federal Grants	-	-	-
State Grants	-	246,343	246,343
Other	-	171,560	171,560
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>417,903</b>	<b>417,903</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	266,717	266,717
FixedRoute	-	-	-
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	25,468	25,468
Vanpool Vans	-	263,939	263,939
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	43,990	43,990
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>600,113</b>	<b>600,113</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 7,884,665</b>	<b>\$ 4,931,390</b>	<b>\$ 12,816,056</b>

	2023		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 7,884,665</b>	<b>\$ 4,931,390</b>	<b>\$ 12,816,056</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	15,044,129	-	15,044,129
Fares	471,870	-	471,870
Van Pools	524,037	-	524,037
Federal Operating Grants	2,357,612	-	2,357,612
State Operating Grants	463,768	-	463,768
Other Grants	2,500	-	2,500
Other Revenues	153,435	-	153,435
Transfers	1,000,000	(1,000,000)	-
<b>Total Operating Revenues</b>	<b>20,017,350</b>	<b>(1,000,000)</b>	<b>19,017,350</b>
<b>Subtotal Available</b>	<b>27,902,016</b>	<b>3,931,390</b>	<b>31,833,406</b>
<b>Operating Expenses</b>			
Vanpool P&M	954,596	-	954,596
Vanpool Sys Expand	-	-	-
Fixed Route P&M	10,995,825	-	10,995,825
Fixed Route Sys Expand	86,000	-	86,000
Dial-a-Ride (ADA) P&M	5,210,063	-	5,210,063
Dial-a-Ride (ADA) Expand	111,000	-	111,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>18,857,484</b>	<b>(1,500,000)</b>	<b>17,357,484</b>
<b>Net Cash Available</b>	<b>9,044,532</b>	<b>5,431,390</b>	<b>14,475,922</b>
<b>Capital Revenues</b>			
Federal Grants	-	-	-
State Grants	-	702,076	702,076
Other	-	540,414	540,414
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>1,242,490</b>	<b>1,242,490</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	280,053	280,053
FixedRoute	-	-	-
Dial-a-Ride	-	790,079	790,079
Service/Staff Vehicles	-	48,620	48,620
Transit Center	-	-	-
Transit Shelters	-	26,741	26,741
Vanpool Vans	-	831,406	831,406
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	46,189	46,189
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>2,023,089</b>	<b>2,023,089</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 9,044,532</b>	<b>\$ 4,650,792</b>	<b>\$ 13,695,324</b>

	2024		
	General Fund	Capital Fund	Total
<b>Beginning Cash Balance January 1st.</b>	<b>\$ 9,044,532</b>	<b>\$ 4,650,792</b>	<b>\$ 13,695,324</b>
<b>Operating Revenues</b>			-
Sales Tax (transit portion)	15,796,335	-	15,796,335
Fares	486,026	-	486,026
Van Pools	539,758	-	539,758
Federal Operating Grants	2,428,341	-	2,428,341
State Operating Grants	473,043	-	473,043
Other Grants	2,500	-	2,500
Other Revenues	156,503	-	156,503
Transfers	1,000,000	(1,000,000)	-
<b>Total Operating Revenues</b>	<b>20,882,506</b>	<b>(1,000,000)</b>	<b>19,882,506</b>
<b>Subtotal Available</b>	<b>29,927,038</b>	<b>3,650,792</b>	<b>33,577,830</b>
<b>Operating Expenses</b>			
Vanpool P&M	983,234	-	983,234
Vanpool Sys Expand	-	-	-
Fixed Route P&M	11,414,280	-	11,414,280
Fixed Route Sys Expand	86,000	-	86,000
Dial-a-Ride (ADA) P&M	5,480,695	-	5,480,695
Dial-a-Ride (ADA) Expand	111,000	-	111,000
Other	-	-	-
Annual Depreciation	1,500,000	(1,500,000)	-
<b>Total Operating Expenses</b>	<b>19,575,209</b>	<b>(1,500,000)</b>	<b>18,075,209</b>
<b>Net Cash Available</b>	<b>10,351,830</b>	<b>5,150,792</b>	<b>15,502,622</b>
<b>Capital Revenues</b>			
Federal Grants	-	-	-
State Grants	-	38,799	38,799
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
<b>Subtotal Capital Revenue</b>	<b>-</b>	<b>38,799</b>	<b>38,799</b>
<b>Capital Expenditures</b>			
System P&M			
Maintenance & Other Equipment	-	294,055	294,055
FixedRoute	-	-	-
Dial-a-Ride	-	1,161,416	1,161,416
Service/Staff Vehicles	-	153,154	153,154
Transit Center	-	-	-
Transit Shelters	-	28,078	28,078
Vanpool Vans	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Buses	-	-	-
Vanpool Vans	-	48,499	48,499
<b>Subtotal Capital Obligations</b>	<b>-</b>	<b>1,685,202</b>	<b>1,685,202</b>
<b>Ending Cash Balance 12/31</b>	<b>\$ 10,351,830</b>	<b>\$ 3,504,389</b>	<b>\$ 13,856,219</b>

## Appendices

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Appendix A - Operating Data 2019

Appendix B - Public Participation Process

Appendix C - Public Transportation Management System Inventory



Fixed  
Route/Commuter



Vanpool



Paratransit



## Appendix A – Operating Data

OPERATING DATA 2019-2024							
(All figures, except 2018, in thousands of units)							
<b><u>Fixed Routes</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>
Vehicle hours	63,567	64	64	64	65	67	68
Vehicle revenue hours	61,192	61	61	61	62	64	65
Vehicle miles	935,017	935	935	935	954	973	992
Vehicle revenue miles	873,956	918	918	1009	1030	1050	1071
Passenger trips	591,047	600	591	597	609	621	633
Fatalities	0						
Reportable injuries	0						
Collisions	3						
Diesel fuel consumed	165,770	166	166	166	169	173	176
<b><u>Commuter Routes</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>
Vehicle hours	16,160	16	16	16	19	19	19
Vehicle revenue hours	15,206	15	15	15	18	18	18
Vehicle miles	491,359	492	492	492	502	502	502
Vehicle revenue miles	464,843	465	465	465	474	474	474
Passenger trips	139,223	146	153	158	163	168	173
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Diesel fuel consumed	64,657	65	65	65	66	66	66
<b><u>ADA Demand Response</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>
Vehicle hours	36,755	40	42	44	45	46	48
Vehicle revenue hours	33,239	36	38	40	41	42	43
Vehicle miles	382,786	475	517	533	549	565	582
Vehicle revenue miles	332,231	412	449	463	476	491	505
Passenger trips	66,829	76	81	83	86	88	91
Fatalities	0						
Reportable injuries	1						
Collisions	0						
Diesel fuel consumed	23,264	19	16	16	11	11	12
Propane fuel consumed	39,756	54	63	65	72	74	76
<b><u>Vanpools</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>
Vehicle hours	29,401	30	32	32	33	34	34
Vehicle revenue hours	29,401	30	32	32	33	34	34
Vehicle miles	1,074,576	1096	1162	1185	1209	1233	1258
Vehicle revenue miles	1,074,576	1096	1162	1185	1209	1233	1258
Passenger trips	110,388	113	117	119	122	124	127
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Gasoline consumed	60,583	62	66	67	68	70	71

## Appendix B – Public Participation Process

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**Public Comment Period:** July 17-August 21, 2019. 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 21, 2019 at 1:00PM at the Burlington City Hall Council Chambers, 833 S Spruce St, Burlington, WA 98233.

**Posted to Website:** No Later than July 12, 2019, <http://www.skagittransit.org/news/>

**Public Notices Published:** Skagit Valley Herald (no later than July 17, 2019) and El Mondo (no later than July 17, 2019)

**Requests for Paper or Digital Copies:** On and after July 17, 2019, 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 17, 2019, the public can view a copy of the draft TDP at one of the following locations.

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

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



# Appendix C – Public Transportation MGMT System Inventory



## Public Transportation Management System

### Owned Rolling Stock Inventory & Verification of Continued Use

Agency/Organization:

SKAGIT TRANSIT

Date:

31-Dec-18

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

Allan Schaner, Manager Facilities and Maintenance

Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number	(VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs SGR?	Is the Vehicle Safe?	Agency's ULB (Year)	Agency's ULB (Miles)	Main-tenance Current?	Performs its Designed Function?	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
1	2007	Gillig/Phantom 40ft Suburban	01	15GCD271071112855		071	4,735	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
2	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112856		072	514,013	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
3	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112857		073	528,174	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
4	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112858		074	548,786	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
5	2007	Gillig/Phantom 40ft Suburban	01	15GCD271271112859		075	511,069	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	43+2	D	No
6	2014	Gillig/40ft Suburban Low Floor	01	15GCD2713E1183921		141	309,510	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	36+2	D	No
7	2014	Gillig/40ft Suburban Low Floor	01	15GCD2715E1183922		142	290,258	Yes	Yes	15	750,000	Yes	Yes	\$455,000	Yes	36+2	D	No
8	2011	Gillig/35ft Low Floor	02	15GCB2715B1178544		111	300,604	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	Yes
9	2014	Gillig/35ft Low Floor	02	15GCD2711E1183923		143	208,303	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
10	2014	Gillig/35ft Low Floor	02	15GCB2711E1183924		144	206,510	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
11	2016	Gillig/35ft Low Floor	02	15GCB2717C1186443		161	118,752	Yes	Yes	15	750,000	Yes	Yes	\$410,000	Yes	32+2	D	No
12	2017	Gillig/35ft Low Floor	02	15GCB2713H1187378		171	91,962	Yes	Yes	15	750,000	Yes	Yes	\$446,000	Yes	32+2	D	Yes
13	2017	Gillig/35ft Low Floor	02	15GCB2715H1187379		172	89,690	Yes	Yes	15	750,000	Yes	Yes	\$446,000	Yes	32+2	D	Yes
14	2009	NABI/31LFW-01	03	1N9313669A140004		091	424,712	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
15	2009	NABI/31LFW-01	03	1N9313669A140005		092	409,237	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	Yes
16	2009	NABI/31LFW-01	03	1N9313669A140006		093	429,665	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
17	2009	NABI/31LFW-01	03	1N9313669A140007		094	440,966	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
18	2009	NABI/31LFW-01	03	1N9313669A140008		095	440,716	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
19	2009	NABI/31LFW-01	03	1N9313669A140009		096	433,720	Yes	Yes	12	500,000	Yes	Yes	\$400,000	Yes	25+2	D	No
20	2004	Gillig/30ft Low Floor	03	15GCE291X1090659		121	579,816	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	No
21	2004	Gillig/30ft Low Floor	03	15GCE291841090661		123	605,457	Yes	Yes	15	750,000	Yes	Yes	\$402,000	Yes	30+2	D	No
22	2017	Gillig/30ft Low Floor	03	15GCE2710H1093126		173*	51,876	No	No	15	750,000	No	No	\$437,000	Yes	30+2	D	No

\*Vehicle Totaled-Waiting for disposal

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Meets Financial Needs of SGR?		Is the Vehicle Safe?	Agency's ULB (Year)	Agency's ULB (Miles)	Main-tenance Current?	Performs its Designed Function?	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
						Yes/No	Actual Life Odometer										
23	2017	Gillig/30ft Low Floor	03	15GGE2712H1093127	174	Yes	81,414	Yes	15	750,000	Yes	Yes	\$437,000	Yes	30+2	D	No
24	2018	Gillig/40ft Suburban Low Floor	01	15GCD2718J3191463	181	Yes	73,556	Yes	15	750,000	Yes	Yes	\$490,000	Yes	36+2	D	No
25	2015	Chevy/ARBOR Spirit of Mobility	11	1GB6G5BL2E1198564	151	Yes	254,175	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
26	2015	Chevy/ARBOR Spirit of Mobility	11	1GB6G5BL0E1199325	152	Yes	237,284	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	Yes
27	2012	Chevy/Startrans Senator	11	1GB6G5BL3C1124566	153	Yes	256,576	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
28	2012	Chevy/Startrans Senator	11	1GB6G5BL7C1124909	154	Yes	259,744	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
29	2013	Chevy/Startrans Senator	11	1GB6G5BL0C1201345	155	Yes	214,665	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
30	2014	Chevy/Startrans Senator	11	1GB6G5BL7C1200578	156	Yes	175,151	Yes	7	200,000	Yes	Yes	\$112,000	Yes	19+2	D	No
31	2013	Chevy/Startrans Senator	11	1GB6G5BL8C1200900	157	Yes	104,417	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	D	No
32	2012	Chevy/Startrans Senator	11	1GB6G5BL3C1124772	748	Yes	127,653	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
33	2012	Chevy/Startrans Senator	11	1GB6G5BL9C1125737	749	Yes	125,513	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
34	2012	Chevy/Startrans Senator	11	1GB6G5BL8C1125633	750	Yes	132,812	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
35	2014	Chevy/Startrans Senator	11	1GB6G5BL0C1200194	754	Yes	116,774	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
36	2013	Chevy/Startrans Senator	11	1GB6G5BLXC1200736	755	Yes	112,516	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
37	2013	Chevy/Startrans Senator	11	1GB6G5BL2C1201153	756	Yes	113,854	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
38	2013	Chevy/Startrans Senator	11	1GB6G5BLXC1171643	757	Yes	100,159	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
39	2013	Chevy/Startrans Senator	11	1GB6G5BL6C1200281	758	Yes	108,248	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+3	D	No
40	2015	Chevy/Startrans Senator	11	1GB6G5BL6E1158200	759	Yes	62,542	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	Yes
41	2015	Chevy/Startrans Senator	11	1GB6G5BL9E1158448	760	Yes	78,572	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	No
42	2015	Chevy/Startrans Senator	11	1GB6G5BL9E1157249	761	Yes	71,142	Yes	7	200,000	Yes	Yes	\$112,000	Yes	10+4	D	No
43	2016	Ford/Aerotech	11	1FDFE4F58GDC55022	762	Yes	41,142	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	Yes
44	2016	Ford/Aerotech	11	1FDFE4F55GDC55026	763	Yes	35,463	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
45	2016	Ford/Aerotech	11	1FDFE4F51GDC55024	764	Yes	47,653	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
46	2016	Ford/Aerotech	11	1FDFE4F5XGDC55023	765	Yes	31,837	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
47	2016	Ford/Aerotech	11	1FDFE4F53GDC55025	766	Yes	35,122	Yes	7	200,000	Yes	Yes	\$112,000	Yes	14+2	LP	No
48	2018	Ford/Aerotech	11	1FDFE4F54HDC78671	767	Yes	11,817	Yes	7	200,000	Yes	Yes	\$128,429	Yes	15+4	LP	Yes
49	2018	Ford/Aerotech	11	1FDFE4F58HDC78673	768	Yes	17,522	Yes	7	200,000	Yes	Yes	\$128,429	Yes	15+4	LP	Yes
50	2018	Ford/Aerotech	11	1FDFE4F5XHDC78674	769	Yes	16,646	Yes	7	200,000	Yes	Yes	\$128,429	Yes	15+4	LP	Yes

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number	Vehicle (VIN)	Agency Vehicle Number	Actual Life Odometer	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
51	2018	Ford/Aerotech	11	1FDFE4F53HDC78676		770	13,961	Yes	Yes	7	200,000	Yes	Yes	\$128,429	Yes	15+4	LP	Yes
52	2018	Ford/Aerotech	11	1FDFE4F53HDC78670		771	16,930	Yes	Yes	7	200,000	Yes	Yes	\$128,429	Yes	15+4	LP	Yes
53	2018	Ford/Aerotech	11	1FDFE4F51HDC78675		772	11,931	Yes	Yes	7	200,000	Yes	Yes	\$128,429	Yes	15+4	LP	Yes
54	2018	Ford/Aerotech	11	1FDFE4F56HDC78672		773	13,163	Yes	Yes	7	200,000	Yes	Yes	\$128,429	Yes	15+4	LP	Yes
55	2012	Dodge/Grand Caravan	13	2C4RDGCG8CR353741		1004	119,826	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
56	2012	Dodge/Grand Caravan	13	2C4RDGCG1CR353743		1005	113,192	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
57	2012	Dodge/Grand Caravan	13	2C4RDGCG7CR353746		1008	123,443	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
58	2012	Dodge/Grand Caravan	13	2C4RDGCG9CR353747		1009	134,789	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
59	2012	Dodge/Grand Caravan	13	2C4RDGCG0CR353748		1010	93,589	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
60	2012	Dodge/Grand Caravan	13	2C4RDGCG9CR353750		1012	461	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
61	2012	Dodge/Grand Caravan	13	2C4RDGCG0CR353751		1013	126,509	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
62	2012	Dodge/Grand Caravan	13	2C4RDGCG4CR353753		1015	86,514	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
63	2012	Dodge/Grand Caravan	13	2C4RDGCG6CR353754		1016	122,824	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
64	2013	Dodge/Grand Caravan	13	2C4RDGCG6DR761012		1017	112,095	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
65	2013	Dodge/Grand Caravan	13	2C4RDGCG8DR761013		1018	66,514	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
66	2015	Dodge/Grand Caravan	13	2C4RDGCG6FR659695		1019	84,294	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
67	2015	Dodge/Grand Caravan	13	2C4RDGCG8FR659696		1020	81,696	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
68	2015	Dodge/Grand Caravan	13	2C4RDGCGXFR659697		1021	87,166	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
69	2015	Dodge/Grand Caravan	13	2C4RDGCGXFR661126		1022	86,542	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
70	2015	Dodge/Grand Caravan	13	2C4RDGCG1FR661127		1023	70,895	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
71	2015	Dodge/Grand Caravan	13	2C4RDGCG3FR661128		1024	48,179	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
72	2015	Dodge/Grand Caravan	13	2C4RDGCG3FR659699		1025	61,011	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
73	2015	Dodge/Grand Caravan	13	2C4RDGCG3FR661128		1026	70,992	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
74	2015	Dodge/Grand Caravan	13	2C4RDGCG1FR659698		1027	51,725	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
75	2015	Dodge/Grand Caravan	13	2C4RDGCG0FR691008		1028	29,146	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
76	2018	Chrysler/Pacifica	13	2C4RC1AG3JR234026		1029	9,779	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
77	2018	Chrysler/Pacifica	13	2C4RC1AG5JR234027		1030	13,612	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
78	2018	Chrysler/Pacifica	13	2C4RC1AG9JR234029		1031	11,903	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
79	2018	Chrysler/Pacifica	13	2C4RC1AG5JR234030		1032	9,677	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes



No.	Year	Make/Model	Vehicle Code	Meets Financial Needs of SGR?			Agency Vehicle Number	Vehicle Identification Number (VIN)	Actual Life Odometer	Is the Vehicle Safe?		Agency's ULB (Miles)	Main-tenance Current?	Performs its Designed Function?	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
				Yes/No	Yes/No	Yes/No				Yes/No	Yes/No								
80	2018	Chrysler/Pacifica	13				1033	2C4RC1AG7JR234031	8,337	Yes	Yes	5	Yes	Yes	\$26,000	No	7	G	Yes
81	2018	Chrysler/Pacifica	13				1034	2C4RC1AG7JR234028	10,260	Yes	Yes	5	Yes	Yes	\$26,000	No	7	G	Yes
82	2014	Chevy/Express 15	13				401	1GAZG1FG6E1115385	74,173	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
83	2014	Chevy/Express 15	13				402	1GAZG1FG4E1116664	95,633	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
84	2014	Chevy/Express 15	13				403	1GAZG1FG4E1116390	90,792	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
85	2014	Chevy/Express 15	13				404	1GAZG1FG5E1115913	85,463	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
86	2015	Chevy/Express 15	13				405	1GAZG2FF6F1277606	44,222	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
87	2015	Chevy/Express 15	13				406	1GAZG2FF6F1277110	52,652	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
88	2015	Chevy/Express 15	13				407	1GAZG2FF6F1278144	86,190	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
89	2017	Ford/X2YB Transit 15	13				408	1FBZK2YG5HKA31295	28,606	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	Yes
90	2017	Ford/X2YB Transit 15	13				409	1FBZK2YG7HKA31296	53,772	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	Yes
91	2017	Ford/X2YB Transit 15	13				410	1FBZK2YG9HKA31297	30,880	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	Yes
92	2017	Ford/X2YB Transit 15	13				411	1FBZK2YG0HKA31298	9,159	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	Yes
93	2017	Ford/X2YB Transit 15	13				412	1FBZK2YG9HKA2694	36,217	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	Yes
94	2017	Ford/X2YB Transit 15	13				413	1FBZK2YG1HKB26372	36,718	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
95	2018	Ford/X2Y Transit 15	13				414	1FBZK2YM0KBA1912	5,885	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
96	2018	Ford/X2Y Transit 15	13				415	1FBZK2YM0KBA1909	5,244	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
97	2018	Ford/X2Y Transit 15	13				416	1FBZK2YM2KBA1913	5,844	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
98	2018	Ford/X2Y Transit 15	13				417	1FBZK2YM7KBA1910	2,799	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
99	2018	Ford/X2Y Transit 15	13				418	1FBZK2YM9KBA1911	3,317	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
100	2018	Ford/X2YB Transit 15	13				419	1FBZK2YM6KBA86883	14,460	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
101	2018	Ford/X2YB Transit 15	13				420	1FBZK2YM8KBA86884	10,346	Yes	Yes	5	Yes	Yes	\$35,000	No	15	G	No
102	2008	Chevy/Express 15	13				874	1GAHG39K281191214	155,382	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
103	2011	Ford/Econoline 15	13				883	1FBSS3BL3BDA48197	153,187	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
104	2011	Ford/Econoline 15	13				884	1FBSS3BL5BDA48198	146,926	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
105	2011	Ford/Econoline 15	13				885	1FBSS3BL7BDA48199	131,778	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
106	2011	Ford/Econoline 15	13				886	1FBSS3BLXBDA48200	140,600	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
107	2012	Chevy/Express 15	13				888	1GAZG1FGXC1196419	132,571	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No
108	2012	Chevy/Express 15	13				889	1GAZG1FG4C1195508	107,547	Yes	Yes	5	Yes	Yes	\$30,000	No	15	G	No

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number	Vehicle (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR?	Is the Vehicle Safe?	Agency's ULB (Year)	Agency's ULB (Miles)	Main-tenance Current?	Performs its Designed Function?	Replacement Cost \$	ADA Access	Seating Capacity	Fuel Type	WSDOT Title
109	2012	Chevy/Express 15	13	1GAZG1FG3C1195631		890	114,616	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
110	2012	Chevy/Express 15	13	1GAZG1FG0C1195988		891	113,347	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
111	2012	Chevy/Express 15	13	1GAZG1FG3C1197038		893	133,673	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
112	2014	Chevy/Express 15	13	1GAZG1FG2E1115545		894	152,346	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
113	2014	Chevy/Express 15	13	1GAZG1FG9E1115591		895	106,631	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
114	2014	Chevy/Express 15	13	1GAZG1FG0E1115639		896	94,655	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
115	2014	Chevy/Express 15	13	1GAZG1FG6E1114947		897	117,271	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
116	2014	Chevy/Express 15	13	1GAZG1FG0E1115267		898	97,180	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
117	2014	Chevy/Express 15	13	1GAZG1FGXE1115082		899	132,697	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No

# Public Transportation Management System Owned Facility Inventory

**Agency** SKAGIT TRANSIT December 31, 2018

Refer to instructions for facility code

**Facility No. 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	18	12	\$2,400,000	Land is leased from Skagit County
2	06	Skagit Station Multit-Modal Transfer Center	80	13	27	\$2,095,000	100 Stall Park & Ride
3	09	South Mount Vernon	90	7	33	\$3,810,000	382 Stall Park & Ride
4	09	Chuckanut Park and Ride	90	7	33	\$1,878,000	368 Stall Park & Ride - Property State Owned
5	09	Alger Par and Ride	90	4	36	\$1,115,084	50 Stall Park & Ride
6	09	March Point Park and Ride	90	11	19	\$643,000	133 Stall Park & Ride - Land leased from shell Oil Corp.
7	23	Maintenance/Operations/Administration Base	0	3	47	\$5,100,000	Recently acquired property is undeveloped for intended purposes, not scored.
8	09	Sedro Woolley Park and Ride	90	4	26	\$115,000	25 Stall Park & Ride City of Sedro Woolley Owned
9							
10							
11							
12							

# Public Transportation Management System Owned Equipment Inventory

Agency: SKAGIT TRANSIT December 31, 2018

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

		Equipment Description										Comments
		Equip Code	Make/Model	Vehicle Identification Number (VIN)	Agency Vehicle Number	Condition (Points)	Age (years)	Agency's ULB (Year)	Remaining Useful Life (years)	Replacement Cost \$		
1	5	Toyota/Prius Hybrid	JTDKB20U340039883	915	3.4	14	10	-4	\$30,000			
2	5	Ford/F450XL	1FDXF46P94EC48891	916	3.2	14	12	-2	\$40,000			
3	5	Ford/F250SD 4x4 Supercab	1FTSX21R18EA62941	920	2.4	10	12	2	\$48,000	Engine Issues - Replacement 2019		
4	5	Chevy/Colorado PU	1GCCS14E398145793	921	3.6	9	10	1	\$26,000			
5	5	Ford/Escape SLX 4WD	1FMCU927X9KB86367	922	3.6	9	10	1	\$28,000			
6	5	Ford/Escape SLX 4WD	1FMCU92719KB86368	923	3.6	9	10	1	\$28,000			
7	5	Chevy/Impala	2G1WA5EK3A1205387	924	3.6	8	10	2	\$27,000			
8	5	Ford/SD F-550 X	1FD0X5HT9CEC05827	926	4.0	6	12	6	\$65,000			
9	5	Toyota/Prius Hybrid	JTDZN3EU4D3273985	932	4.2	5	10	5	\$30,000			
10	5	Ford/Escape SLX 4WD	1FMCU9GX1EUE28535	934	4.6	4	10	6	\$28,000			
11	5	Ford/Escape SLX 4WD	1FMCU9GX3FUA26436	935	4.6	3	10	7	\$28,000			
12	5	Ford/Escape SLX 4WD	1FMCU9GX6FUB42441	936	4.6	3	10	7	\$28,000			
13	5	Chevy/Express 12	1GAHG35K281189677	937	3.2	10	10	0	\$30,000			
14	5	Ford/Explorer XLT	1FMSK8DH4HGB47421	938	5.0	1	10	9	\$35,000			
15	5	Dodge/Grand Caravan	2D4RN4DG4BR647083	940	3.6	7	10	3	\$26,000			
16	5	Dodge/Grand Caravan	2C4RDGCGXCR353739	941	3.8	6	10	4	\$26,000			
17	5	Dodge/Grand Caravan	2D4RN4DG6BR647084	943	3.8	7	10	3	\$26,000			
18	5	Chevy/Express 12	1GAZGYFAXC1194979	944	3.8	6	10	4	\$26,000			
19	5	Dodge/Grand Caravan	2D4RN4DG2BR647082	945	3.8	7	10	3	\$26,000			
20	5	Dodge/Grand Caravan	2D4RN4DGXBR647086	946	3.6	7	10	3	\$26,000			
21	5	Dodge/Grand Caravan	2D4RN4DG8BR647085	947	3.6	7	10	3	\$26,000			
22	5	Dodge/Grand Caravan	2C4RDGCG6CR353740	948	3.6	6	10	4	\$26,000			
23	5	Dodge/Grand Caravan	2C4RDGCG3CR353744	949	3.6	6	10	4	\$26,000			
24	5	Dodge/Grand Caravan	2C4RDGCG5CR353745	950	3.6	6	10	4	\$26,000			
25	5	Dodge/Grand Caravan	2C4RDGCG2CR353752	951	3.6	6	10	4	\$26,000			
26	9	DPF Pneumatic Cleaning System			4	7	10	3	\$75,000			

Required by 49 CFR 625.43.6 and RCW 81.112.086