

I. PROJECT DESCRIPTION

This 2018 BUILD Grant Application is for the construction of Skagit Transit's Maintenance, Operations and Administration Facility which is located in Skagit County in Northwest Washington State. This project proposes to remodel a recently acquired former FedEx Distribution Center, programing the existing interior and exterior for all activities performed in support of Skagit Transit's transit services. The project also proposes to construct a vehicle wash station, fueling station and operator training area on a parcel of land north of the project site. The site location is just east of the Port of Skagit County Industrial Park, four miles west of the city of Burlington Washington located outside the Mount Vernon UZA . The warehouse is situated on 7.4 acres and was purchased by Skagit Transit in December 2015 for the purpose of transit support services relocation. The additional land to the north is 2.96 acres and was purchased in June 2018 to support the ancillary revenue vehicle facilities and training activities.



Skagit Transit's Newly Acquired Facility "MOA II"

The newly acquired facility is a pre-engineered, steel fabricated building with a concrete floor which was constructed in 2004 and expanded in 2008. On-site improvements include a 68,230 sf distribution building (64,729 distribution warehouse and 3,900 sf office space, truck trailer parking, staff and visitor parking, fencing, security lighting, cameras, and storm water detention. The site's configuration and existing building size and flexibility are already well suited to transit needs and will easily accommodate the changes needed to correctly program the space for Skagit Transit's operations, maintenance and administration for the next 20 years and beyond. Remodeling construction will include up to 12 maintenance bays (the facility is currently equipped with bays) office space for maintenance, operations and administration that will ease the current overcrowding with room to grow, storage space for vital records, vehicle and facility inventory, and overall larger areas for all operations, administration and maintenance activities, i.e. workrooms, dispatching, conference rooms, meeting spaces, etc. The exterior will need minimal adjustment as the current improvements are well suited to transit operational needs.

PROJECT DESCRIPTION continued

Project Background

In 2010, Skagit Transit began looking for funding opportunities to study current and future space needs for its Maintenance, Operations, and Administrative base (MOA). Inadequate parking and facility space had begun to be seen as limiting factors in the agency's future growth and the provision of transit service expansions in the years to come.

In the fall of 2014, Skagit Transit procured consultant services to complete a Feasibility Study to identify Skagit Transit's MOA current and future needs.

Projections of future space and programming needs were based on an assessment of the current MOA's size and programming, staffing numbers, and vehicle counts.

The horizon year for planning was 2035 however accommodations that would support growth beyond 2035 were also considered.

The feasibility study found the MOA would need to be located on a site with a minimum of 8.7 acres of usable land, preferably on a site with 9.7 acres of usable land to accommodate future expansions with an estimated minimum facility requirement of 52,000 sf. Multiple properties were identified and reviewed using a two tier evaluation criteria. Approximately 20 sites were narrowed down to 4 sites.

Just prior to the public notification for the Feasibility Study, Skagit Transit became aware of the project property: the site was evaluated using the criteria as set forth in the study and emerged as the top ranking site, an amendment to the feasibility report was posted and the site was included in the public notification process. This site includes improvements that could be used and modified by Skagit Transit when correctly programmed for transit operations.

The site's history of land use does not raise concerns for hazardous materials or contamination and is located outside of the floodplain.

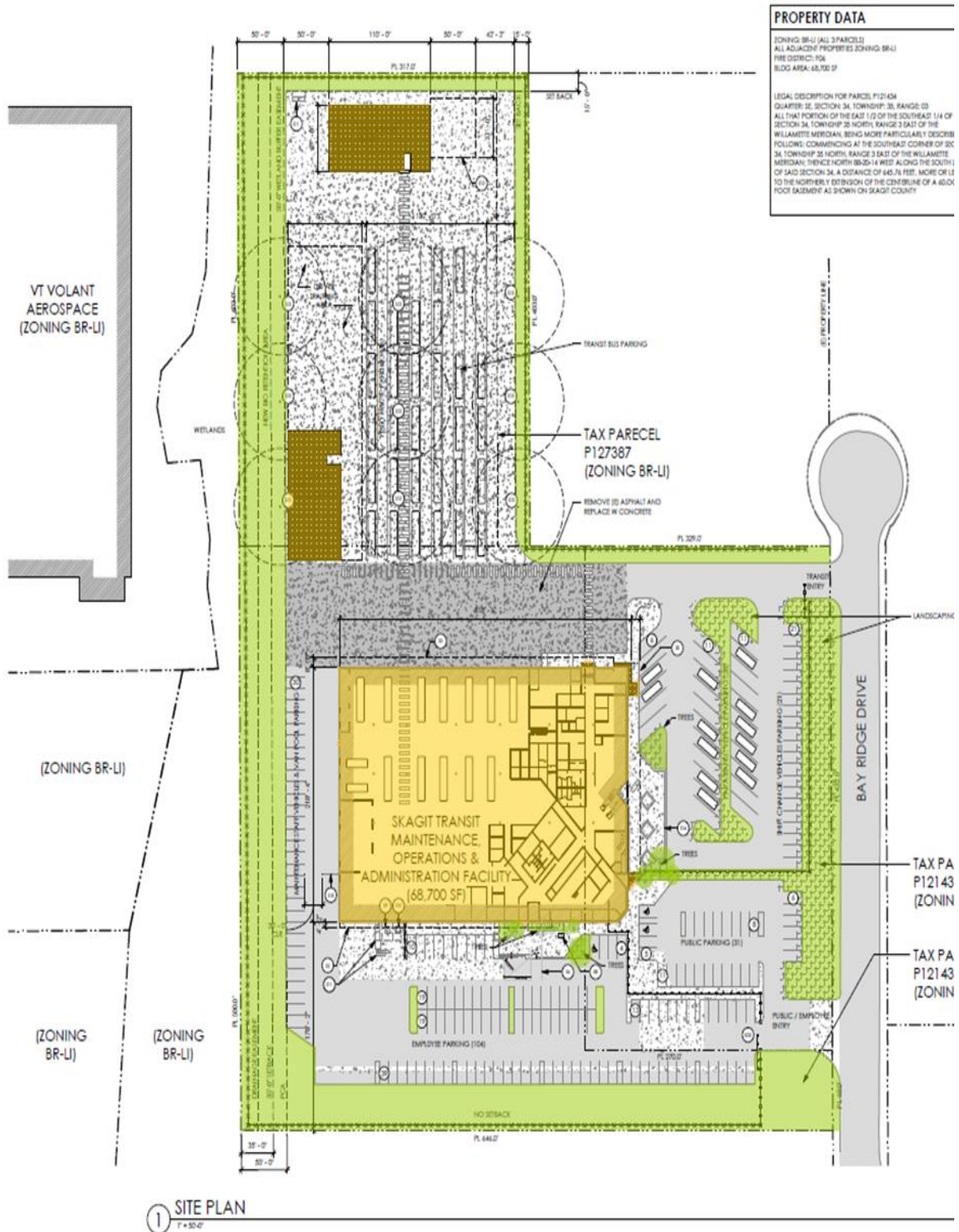
Operational considerations for deadhead and public access are similar to nearby sites that were included in the study.

Total costs of property acquisition and tenant improvements to program building space to fit Skagit Transit's needs are estimated to be 25% less than the cost of new development.

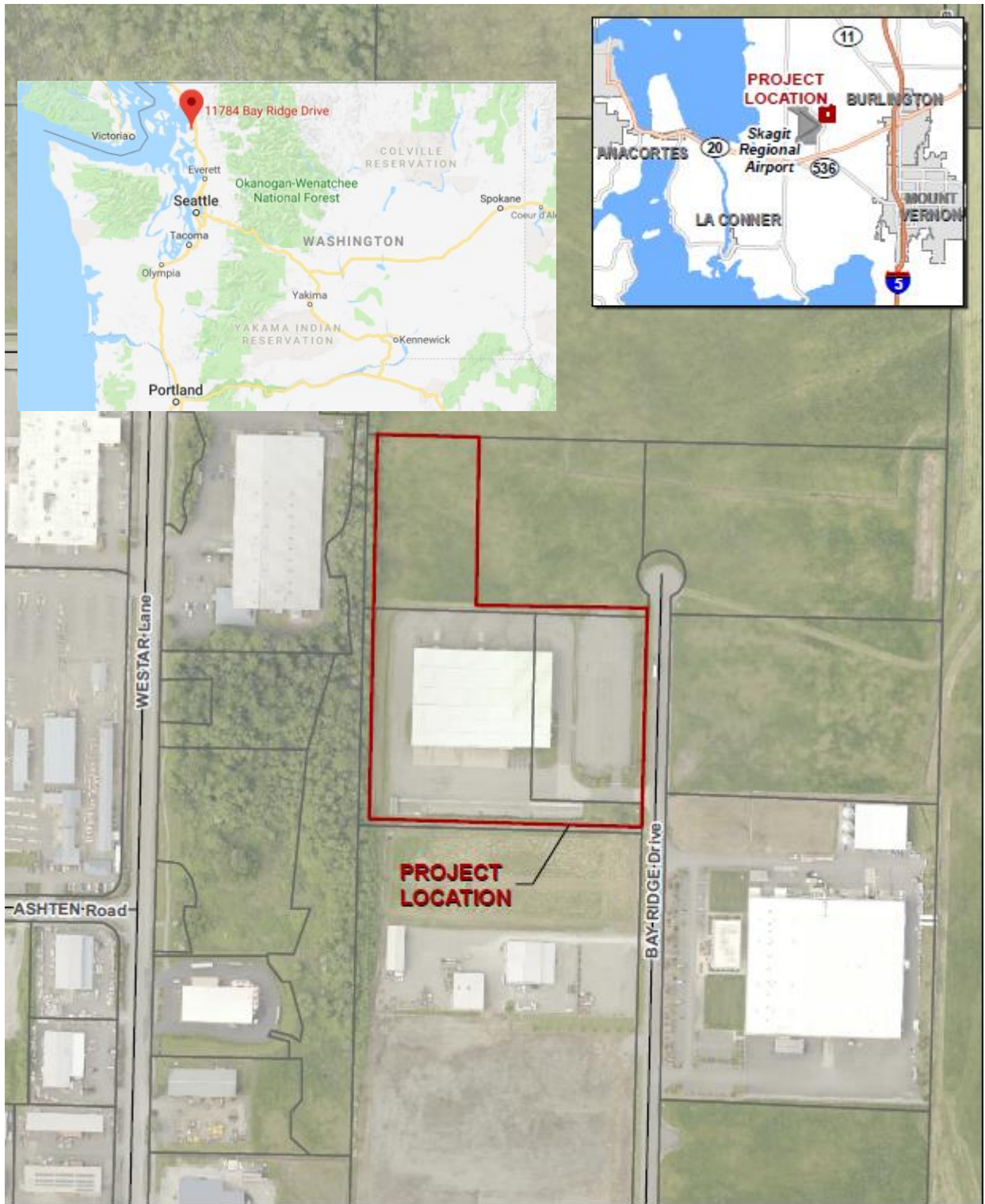
Skagit Transit staff quickly sought Board approval to begin the required due diligence under the Uniform Relocation Act and FTA requirements for property acquisition, completed all requirements necessary for the purchase of the property to be used as match to future federal funding. The purchase was finalized in December 2015, property to the north (2.96 acres) for ancillary facilities was purchased in 2018.

PROJECT DESCRIPTION continued

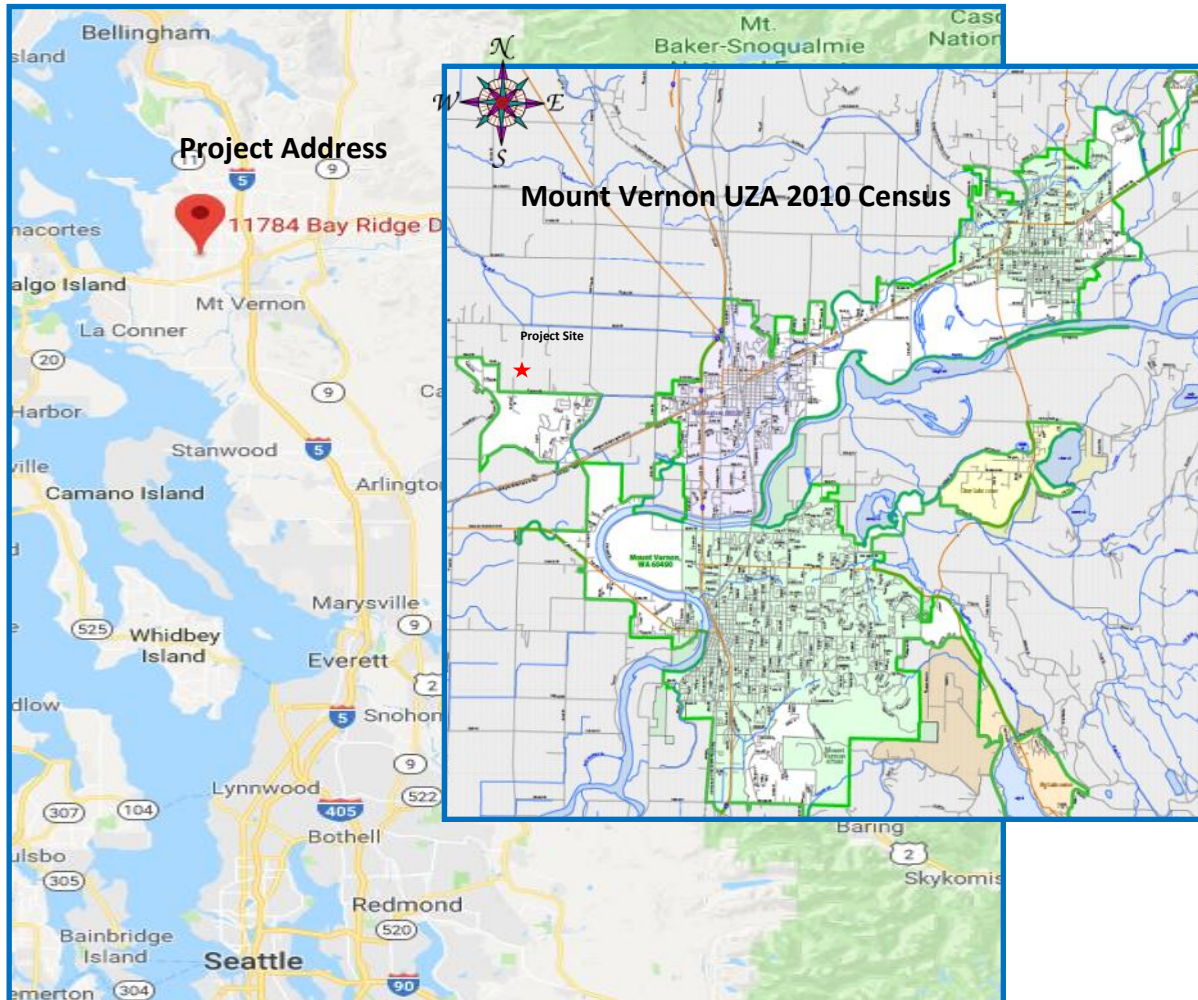
Conceptual Design



II. PROJECT LOCATION



PROJECT LOCATION continued



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<http://www.skagittransit.org/routes/>