



TRANSIT ASSET MANAGEMENT PLAN



SKAGIT TRANSIT
600 County Shop Lane
Burlington, WA 98233
www.skagittransit.org

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Acknowledgements

Skagit Transit Administrative Staff

Dale O'Brien, Executive Director and Accountable Executive

Allan Schaner, Maintenance and Facility Manager

Arden Flores, Manager of Finance and Administration

Mark Kennedy, Manager of Operations

Penny Roodzant, Manager of Human Resources

Marcia Smith, Grants Administrator

Eliza Rizzo, Contracts Administrator

Brad Windler, Planning and Outreach Supervisor

Chris Chidley, IT Manager

Jo-Ann Wynne, TAM Project Coordinator/Maintenance Support

Skagit Transit, Board of Directors

Ken Dahlstedt, Skagit County Commissioner, District 2 (Chair)

Jill Boudreau, City of Mount Vernon, Mayor (Vice Chair)

Ron Wesen, Skagit County Commissioner, District 1

Lisa Janicki, Skagit County Commissioner, District 3

Laurie Gere, City of Anacortes, Mayor

Steve Sexton, City of Burlington, Mayor

Julia Johnson, City of Sedro Woolley, Mayor

Rick DeGloria, City of Burlington, Councilmember

Mark Hulst, City of Mount Vernon, Councilmember

Labor Representative (Non-Voting Member)

MISSION:

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.

AGENCY HISTORY AND OVERVIEW:

Skagit Transit is the public transportation service provider for the Skagit Public Transportation Benefit Area (PTBA).

Skagit Transit System was established under RCW 36.57A. The authority was established in 1993 by voter approval of 2/10 of 1% local sales tax to support transit service in the Mount Vernon/Burlington area. Since initial voter approval in 1993, expansion of the Public Transit Benefit Area (PTBA) or service area occurred through public vote in Anacortes, La Conner, Sedro Woolley, Lyman, Hamilton and Concrete.

Voters in unincorporated South Fidalgo Island, Burlington Country Club, North and Northwest Skagit County additionally approved Transit expansion in their areas. At present time the PTBA covers approximately 750 square miles of Skagit County. In 2008, voters approved an additional 2/10 of 1% to support transit service in the Skagit PTBA. Fares as well as capital and operating grants also support the expense of the transit system. Skagit Transit currently receives a total of 4/10 of 1% local sales tax. In 2017 there were 19 fixed routes, including 6 local urban routes, three commuter routes, six rural routes along with Paratransit (ADA) Services and 2 Demand Response Routes. Skagit Transit's Commuter Routes coordinate with two other transit agencies, Whatcom Transit Authority in Bellingham and Island Transit on Whidbey Island to provide service between three Northwest Counties. Skagit Transit provides these services to approximately 1.2 million passengers annually. Additionally Skagit Transit has over 45 vanpool groups in operation, carrying an average of 330 daily riders.

Skagit Transit has an extensive inventory of rolling stock and capital assets, including the following:

- 31 Fixed Route and Commuter Buses
- 26 Paratransit Vehicles
- 58 Vanpools
- 28 Staff Vehicles
- Maintenance/Operations/Administration Building (MOA)
- Multi-Modal Transfer Center
- 5 Park and Rides of which 3 are leased

Skagit Transit has outgrown the current Maintenance/Operations/Administration (MOA) facilities and has recently acquired a larger facility to accommodate the growth with the anticipated Phase I construction start date Spring of 2020.

Skagit Transit operates 7 days a week, ranging service from 5am to 9:30pm and operates most holidays. Most of the year we experience rainy conditions and during the winter month's ice or

snow on roadways and sand or de-icer can be expected along with precipitation. Adjustments must be made to our routine maintenance to prevent premature corrosion to our assets. Skagit County's overall average annual rainfall is 48.75 inches per year and varies from 25 inches in Anacortes to 95 inches in Marblemount¹.

TAM PLAN INTRODUCTION:

Per FTA TAM (Transit Asset Management) requirements, every agency must develop a transit asset management plan (TAMP) if it owns, operates or manages capital assets used to provide public transportation and receives federal financial assistance under 40 U.S.C. Chapter 53 as a recipient or sub recipient.

As a direct recipient under the 49 U.S.C. 5307 Urbanized Area Formula Grant Program, Skagit Transit is responsible for preparing our own TAM plan and is considered a FTA defined ***Tier II*** transit agency, which operates in compliance with (49 CFR § 625.45 (b)(1).

Tier II transit providers are defined as an agency that operates 100 or fewer fixed-route revenue vehicles during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours and do not operate a rail fixed-guideway public transportation system.

THE ACCOUNTABLE EXECUTIVE:

Each transit provider must designate an Accountable Executive to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan (49 CFR 625.5). Skagit Transit's Accountable Executive shall be the Executive Director.

TAM Plans are self-certified by the Accountable Executive. The FTA will review the plan during Triennial and State Management Reviews, as well as during MPO (Metropolitan Planning Organization) Certification reviews.

REPORTING TIMELINES

This TAM document covers a time horizon of 4 years commencing October 1, 2018 and ending September 30, 2022. It began with setting SGR (State of Good Repair) targets January 1, 2017 and then providing said SGR targets to Skagit Transit's MPO (Metropolitan Planning Organization) Skagit Council of Governments (SCOG) June, 2017. A full implemented compliant TAM plan will be summited to SCOG no later than October 1, 2018 and the plan will be updated

¹ Skagit County Agriculture Statistics-WSU Extension-Washington State University

in its entirety at least once every four years. This TAM document will be amended as needed during the four year time line when there is a significant change to staff, assets or operations to Skagit Transit.

TAM PLAN ELEMENTS

There are Four Elements that Tier II agencies must comply per TAM requirements:

1. **Inventory of Capital Assets:** All capital assets that a transit provider owns, operates or manages, including those acquired without FTA funds.
2. **Condition Assessment:** Rating of Inventoried assets, collected at individual or asset class level.
3. **Decision Support Tools:** Analytical processes used to make investment prioritization.
4. **Investment Prioritization:** Ranked list of proposed projects and programs ordered by year of planned implementation.

REQUIRED ELEMENT 1

INVENTORY OF CAPITAL ASSETS

The following pages list Skagit Transit's inventory of capital assets broken down by:

- Rolling Stock (Revenue Vehicles)
- Equipment (Vehicles used to support revenue vehicles, Staff/Service) and any equipment with a replacement value in excess of \$50,000
- Facilities

Maintenance/Operations/Administration Base

Skagit Station Multi-Modal Transfer Center

Park and Rides

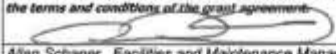
INVENTORY OF CAPITAL ASSETS

ROLLING STOCK

Public Transportation Management System
Owned Rolling Stock Inventory & Verification of Continued Use

Agency/Organization: Skagit Transit
Date: 15-Jan-20

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.

 01/24/2020
Allan Schaner, Facilities and Maintenance Manager Date:

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Estimate	Meets Financial Needs of GDS Yes/No	Is the Vehicle Safe? Yes/No	Agency's U.S. (Year)	Agency's U.S. (Miles)	Purchased Current Yes/No	Perform as Designed Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
1	2007	Gillig/Phantom 40ft	01	15GCD271071112855	071	487,003	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
2	2007	Gillig/Phantom 40ft	01	15GCD271271112856	072	546,398	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
3	2007	Gillig/Phantom 40ft	01	15GCD271271112857	073	558,648	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
4	2007	Gillig/Phantom 40ft	01	15GCD271271112858	074	580,517	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
5	2007	Gillig/Phantom 40ft	01	15GCD271271112859	075	548,420	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	43+2	D	No
6	2014	Gillig/40ft Low Floor	01	15GDD2713E1183921	141	391,938	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	36+2	D	No
7	2014	Gillig/40ft Low Floor	01	15GDD2715E1183922	142	362,602	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	36+2	D	No
8	2018	Gillig/40ft Low Floor	01	15GGD2718R191463	181	186,267	Yes	Yes	15	750,000	Yes	Yes	\$548,880	Yes	35+2	D	No
9	2019	Gillig/30ft Low Floor	02	15GGE2715K3093506	191	52,318	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
10	2019	Gillig/30ft Low Floor	02	15GGE2717K3093507	192	51,363	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
11	2019	Gillig/30ft Low Floor	02	15GGE2719K3093508	193	51,387	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
12	2019	Gillig/30ft Low Floor	02	15GGE2710K3093509	194	51,503	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
13	2019	Gillig/30ft Low Floor	02	15GGE2717K3093510	195	54,880	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
14	2019	Gillig/30ft Low Floor	02	15GGE2719K3093511	196	48,627	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	29+2	D	No
15	2011	Gillig/35ft Low Floor	02	15GGB2715R1178544	111	347,883	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	Yes
16	2014	Gillig/35ft Low Floor	02	15GGB2711E1183923	143	252,798	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	No
17	2014	Gillig/35ft Low Floor	02	15GGB2711E1183924	144	247,910	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	No
18	2016	Gillig/35ft Low Floor	02	15GGB2717G1186443	161	176,378	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	32+2	D	No
19	2017	Gillig/35ft Low Floor	02	15GGB2713H1187378	171	145,438	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	29+2	D	Yes
20	2017	Gillig/35ft Low Floor	02	15GGB2715H1187379	172	127,078	Yes	Yes	15	750,000	Yes	Yes	\$527,640	Yes	29+2	D	Yes
21	2009	NAB/31LPW-01	03	IN93136689A140004	091	472,657	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
22	2009	NAB/31LPW-01	03	IN93136689A140005	092	452,719	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	Yes
23	2009	NAB/31LPW-01	03	IN93136689A140006	093	477,078	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
24	2009	NAB/31LPW-01	03	IN93136689A140007	094	489,304	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
25	2009	NAB/31LPW-01	03	IN93136689A140008	095	467,714	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No
26	2009	NAB/31LPW-01	03	IN93136689A140009	096	487,715	Yes	Yes	12	500,000	Yes	Yes	\$511,297	Yes	25+2	D	No

Rolling Stock Cont'd

	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life (Mileage)	Meets Federal Needs of SSB Yes/No	Is the Vehicle Safe? Yes/No	Agency's ULS (Year)	Agency's ULS (Mile)	Maintenance Current Yes/No	Returned to Original Function Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
27	2017	Gillig/10ft Low Floor	09	15GGE2712H1093127	174	135,420	Yes	Yes	15	750,000	Yes	Yes	\$511,297	Yes	26+2	D	No
28	2015	Chevy/ARBOC Spirit of Mobility	11	1G86G5BL2F1198564	151	296,207	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
29	2015	Chevy/ARBOC Spirit of Mobility	12	1G86G5BLDE1199325	152	274,812	Yes	Yes	7	200,000	Yes	Yes	\$115,000	Yes	17+2	D	No
30	2014	Chevy/Startrans Senator	11	1G86G5BL7C1200678	156	199,654	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	14+2	D	No
31	2013	Chevy/Startrans Senator	11	1G86G5BL8C1200900	157	125,203	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	14+2	D	No
32	2012	Chevy/Startrans Senator	11	1G86G5BL9C1124772	148	132,140	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
33	2012	Chevy/Startrans Senator	11	1G86G5BL9C1125717	149	131,081	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
34	2012	Chevy/Startrans Senator	11	1G86G5BL8C1125633	150	141,259	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
35	2014	Chevy/Startrans Senator	11	1G86G5BL0C1200194	154	139,111	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
36	2013	Chevy/Startrans Senator	11	1G86G5BLKC1200736	155	138,670	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
37	2013	Chevy/Startrans Senator	11	1G86G5BL2C1201153	156	137,787	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
38	2013	Chevy/Startrans Senator	11	1G86G5BLKC1171643	157	127,856	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
39	2013	Chevy/Startrans Senator	11	1G86G5BL6C1200281	158	128,736	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+3	D	No
40	2015	Chevy/Startrans Senator	11	1G86G5BL6E1158200	159	90,943	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	Yes
41	2015	Chevy/Startrans Senator	11	1G86G5BL9E1158448	160	100,949	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	No
42	2015	Chevy/Startrans Senator	11	1G86G5BL9E1157249	161	93,681	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	10+4	D	No
43	2016	Ford/Aerotech	11	1FDFE4F58GDC55022	162	66,632	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
44	2016	Ford/Aerotech	11	1FDFE4F55GDC55026	163	70,531	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
45	2016	Ford/Aerotech	11	1FDFE4F51GDC55024	164	77,514	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
46	2016	Ford/Aerotech	11	1FDFE4F53GDC55023	165	55,455	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
47	2016	Ford/Aerotech	11	1FDFE4F53GDC55025	166	60,015	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
48	2018	Ford/Aerotech	11	1FDFE4F54HDC78671	167	41,190	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
49	2018	Ford/Aerotech	11	1FDFE4F58HDC78673	168	44,116	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
50	2018	Ford/Aerotech	11	1FDFE4F50HDC78674	169	45,803	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
51	2018	Ford/Aerotech	11	1FDFE4F53HDC78676	170	48,254	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
52	2018	Ford/Aerotech	11	1FDFE4F52HDC78670	171	45,337	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
53	2018	Ford/Aerotech	11	1FDFE4F53HDC78675	172	41,060	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes

Rolling Stock Cont'd

Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life (Months)	Meets Fleetwide Needs of SER Yes/No	In the Vehicle Set? Yes/No	Agency's ULR (Year)	Agency's ULR (Miles)	Maintenance Current Yes/No	Is Designed For Use Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
54	2018 Ford/Aerotech	11	1FDFE4F56HOC78675	773	42,659	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	Yes
55	2019 Ford/Aerotech	11	1FDFE4F58KDC51156	774	1,911	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
56	2019 Ford/Aerotech	11	1FDFE4F58KDC51157	775	1,913	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
57	2019 Ford/Aerotech	11	1FDFE4F51KDC51158	776	1,909	Yes	Yes	7	200,000	Yes	Yes	\$128,500	Yes	15+4	LP	No
58	2012 Dodge/Grand Caravan	13	2C4RDGCG8CR353741	1004	131,697	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
59	2012 Dodge/Grand Caravan	13	2C4RDGCG1CR353743	1005	124,924	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
60	2012 Dodge/Grand Caravan	13	2C4RDGCG7CR353746	1006	131,580	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
61	2011 Dodge/Grand Caravan	13	2C4RDGCG6CR761012	1017	136,742	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
62	2011 Dodge/Grand Caravan	13	2C4RDGCG6CR761013	1018	153,631	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
63	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR659696	1020	113,238	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
64	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR659697	1021	113,554	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
65	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR661126	1022	100,742	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
66	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR661127	1023	96,620	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
67	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR661128	1024	81,843	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
68	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR669699	1025	76,695	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
69	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR661128	1026	90,877	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
70	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR659698	1027	71,477	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
71	2015 Dodge/Grand Caravan	13	2C4RDGCG8FR691008	1028	49,627	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
72	2018 Chrysler Pacifica	13	2C4RC1AG3JR234026	1029	29,676	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
73	2018 Chrysler Pacifica	13	2C4RC1AG3JR234027	1030	29,914	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
74	2018 Chrysler Pacifica	13	2C4RC1AG3JR234029	1031	35,500	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
75	2018 Chrysler Pacifica	13	2C4RC1AG3JR234030	1032	28,915	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
76	2018 Chrysler Pacifica	13	2C4RC1AG3JR234031	1033	23,522	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
77	2018 Chrysler Pacifica	13	2C4RC1AG3JR234032	1034	32,820	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
78	2019 Chrysler Pacifica	13	2C4RC1AG3JR653477	1035	15,670	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
79	2019 Chrysler Pacifica	13	2C4RC1AG3JR653478	1036	13,470	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
80	2019 Chrysler Pacifica	13	2C4RC1AG3JR653479	1037	14,288	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	No
81	2019 Chrysler Pacifica	13	2C4RC1AG3JR653480	1038	12,719	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
82	2019 Chrysler Pacifica	13	2C4RC1AG3JR653481	1039	10,770	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
83	2019 Chrysler Pacifica	13	2C4RC1AG3JR653482	1040	12,131	Yes	Yes	5	125,000	Yes	Yes	\$26,000	No	7	G	Yes
84	2014 Chevy/Express 15	13	1GAZG1F06E1115385	401	90,475	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
85	2014 Chevy/Express 15	13	1GAZG1F06E1116664	402	114,504	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 (Months)	Meets Fleetwide Needs of SER Yes/No	In the Vehicle Set? Yes/No	Agency's ULR (Year)	Agency's ULR (Miles)	Maintenance Current Yes/No	Is Designed For Use Yes/No	Replacement Cost \$	ADA Access Yes/No	Seating Capacity	Fuel Type	WSDOT Title Yes/No
86	2014 Chevy/Express 15	13	1GAZG1F06E1116680	403	112,458	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
87	2014 Chevy/Express 15	13	1GAZG1F06E1115913	404	120,431	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
88	2015 Chevy/Express 15	13	1GAZG2F06F1277606	405	46,902	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
89	2015 Chevy/Express 15	13	1GAZG2F06F1277610	406	67,466	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
90	2015 Chevy/Express 15	13	1GAZG2F06F1278144	407	109,009	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
91	2017 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31296	408	42,485	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
92	2017 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31296	409	85,867	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
93	2017 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31297	410	55,196	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
94	2017 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31298	411	30,835	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
95	2017 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31299	412	55,837	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
96	2017 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31300	413	61,883	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
97	2018 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31301	414	31,892	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
98	2018 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31302	415	29,000	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
99	2018 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31303	416	24,465	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
100	2018 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31304	417	39,587	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
101	2018 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31305	418	34,373	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	Yes
102	2018 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31306	419	41,155	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
103	2018 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31307	420	29,752	Yes	Yes	5	125,000	Yes	Yes	\$35,000	No	15	G	No
104	2019 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31308	421	5,660	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
105	2019 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31309	422	5,386	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
106	2019 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31310	423	5,459	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
107	2019 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31311	424	3,190	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
108	2019 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31312	425	3,393	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
109	2019 Ford/X2YB Transit 15	13	1F8XZ2Y63HKA31313	426	7,216	Yes	Yes	5	125,000	Yes	Yes	\$38,000	No	15	G	Yes
110	2014 Chevy/Express 15	13	1GAZG1F06E1115591	895	125,762	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
111	2014 Chevy/Express 15	13	1GAZG1F06E1115639	896	111,516	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
112	2014 Chevy/Express 15	13	1GAZG1F06E1114947	897	136,051	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
113	2014 Chevy/Express 15	13	1GAZG1F06E1115267	898	115,325	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No
114	2014 Chevy/Express 15	13	1GAZG1F06E1115082	899	160,354	Yes	Yes	5	125,000	Yes	Yes	\$30,000	No	15	G	No

EQUIPMENT (with an acquisition <\$50,000)

Public Transportation Management System Owned Infrastructure 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 terms of the grant agreement.

01/24/2020
Allan Schaner, Facilities and Maintenance Manager Date:

No.	Facility Code	Infrastructure Description	Condition (points)	Age (Year)	Remaining Useful Life	Replacement Cost (\$)	Comments (If more than two lines, attach a separate comment page)
1	9	DPF Pneumatic Cleaning System	4	8	2	\$75,000.00	
2							
3							
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20							
21							
22							

Required by 49 CFR § 625.43.d and RCW 81.112.086

EQUIPMENT (SUPPORT VEHICLES)

Public Transportation Management System Owned Support Vehicles Inventory & Verification of Continued Use

Agency/Organization: Skagit Transit
Date: 15-Jan-20

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.

01/24/2020
Allan Schaner, Facilities and Maintenance Manager Date: 1-15-2020

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number	(VIN)	Agency Vehicle Number	Actual Life	Meets Financial Needs of SOR	Is the Vehicle Safe?	Agency's ULR (Year)	Agency's ULR (Miles)	Maintenance Current Yes/No	Performs its Designed Function	Replacement Cost \$	Fuel Type	WSDOT Title Yes/No
1	2004	Toyota Prius	28	JTDKB20U340039883	915		101,881	Yes	Yes	10	200,000	Yes	Yes	\$30,000	G/E	No
2	2004	Ford F450 XL	28	1F0XFA6P94EC48891	916		68,595	Yes	Yes	12	300,000	Yes	Yes	\$40,000	D	No
3	2009	Chevy Colorado	28	1GCCS14E398145793	921		91,722	Yes	Yes	12	300,000	Yes	Yes	\$48,000	G	No
4	2009	Ford Escape	28	1GCCS14E398145793	922		89,690	Yes	Yes	10	200,000	Yes	Yes	\$26,000	G	No
5	2009	Ford Escape	28	1FMCU92719KB86368	923		93,900	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
6	2010	Chevy Impala	28	2G1WA5EK3A1205387	924		59,140	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
7	2012	Ford F550	28	1FD0K5HT9CEC05827	926		162,078	Yes	Yes	12	300,000	Yes	Yes	\$60,000	D	No
8	2013	Toyota Prius	28	JTD2N3EU403273985	932		39,543	Yes	Yes	10	200,000	Yes	Yes	\$27,000	G/E	No
9	2014	Ford Escape	28	1FMCU9G31EUE28535	934		41,242	Yes	Yes	10	300,000	Yes	Yes	\$65,000	G	No
10	2015	Ford Escape	28	1FMCU9GX3FUA26436	935		7,660	Yes	Yes	10	300,000	Yes	Yes	\$30,000	G	No
11	2015	Ford Escape	28	1FMCU9GX6FUB42441	936		41,737	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
12	2008	Chevy Express 12 pass	28	1GAHG35K281189677	937		146,756	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
13	2017	Ford Explorer	28	1FM5K8DH4HGB47421	938		22,566	Yes	Yes	10	200,000	Yes	Yes	\$28,000	G	No
14	2011	Dodge Grand Caravan	28	2D4RN4DG4BR647083	940		125,060	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
15	2012	Dodge SE	28	2C4RDGCGXCR353739	941		93,104	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
16	2011	Dodge Grand Caravan	28	2D4RN4DG6BR647084	943		105,609	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
17	2012	Chevy Express 12 pass	28	1GAZGYFAXC1194979	944		104,718	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
18	2011	Dodge Grand Caravan	28	2D4RN4DG2BR647082	945		104,656	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
19	2011	Dodge Grand Caravan	28	2D4RN4DGXBR647086	946		132,558	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
20	2011	Dodge Grand Caravan	28	2D4RN4DG8BR647085	947		140,855	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
21	2012	Dodge Grand Caravan	28	2C4RDGCG6CR353740	948		146,819	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
22	2012	Dodge Grand Caravan	28	2C4RDGCG3CR353744	949		127,948	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
23	2012	Dodge Grand Caravan	28	2C4RDGCG5CR353745	950		113,580	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
24	2018	Ford Transit	28	1FB2X2XM1JKB31617	952		#REF!	Yes	Yes	10	200,000	Yes	Yes	\$76,574	G/E	No
25	2012	Dodge Grand Caravan	28	2C4RDGCG6CR353748	953		104,233	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
26	2012	Dodge Grand Caravan	28	2C4RDGCG6CR353754	954		132,238	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No
27	2019	Ford X2B F250 4X4	28	1FT7X2BT1KEE89401	955		7,053	Yes	Yes	12	300,000	Yes	Yes	\$51,345	D	No
27	2012	Chevrolet Express 15 passenger	28	1GAZG1FG4C1195508	956		117,625	Yes	Yes	10	200,000	Yes	Yes	\$35,000	G	No

FACILITIES

Public Transportation Management System Owned Facility Inventory

Agency Skagit Transit Jan. 15, 2020

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

01/24/2020

Allan Schaner, Facilities and Maintenance Manager 1-15-2020

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	3	20	10	\$2,400,000.00	Land is leased from Skagit County
2	23	Maintenance/Operations/Administration Base 2	0	3	47	\$5,100,000.00	Recently acquired property is undeveloped for intended purposes, not scored.
3	6	Skagit Station Multi-Modal Transfer Center	3	15	25	\$2,095,000.00	100 Stall Park & Ride
4	9	South Mount Vernon	4	9	31	\$3,810,000.00	382 Stall Park & Ride
5	9	Chuckanut Park and Ride	4	8	31	\$1,878,000.00	368 Stall Park & Ride Property State Owned
6	9	Alger Park and Ride	4	6	34	\$1,115,084.00	50 Stall Park & Ride
7	9	March Point Park and Ride	3	12	17	\$643,000.00	133 Stall Park & Ride Land leased from Shell Oil Corp.
8	9	Sedro Woolley Park & Ride	5	5	24	\$115,000.00	25 Stall Park & Ride City of Sedro Woolley Owned
9							
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Required by 49 CFR § 625.43.d and RCW 81.112.086

REQUIRED ELEMENT II

Asset Condition Assessment

TAM plans must include a condition assessment of all items in the public transportation agency's asset inventory. The condition of the asset is assessed using a condition rating scale performed annually where applicable. The rating scale rates its ULB percentage based on age remaining, the current condition of the asset, its performance (does it meet industry standards/reliability/safety) and current level of maintenance required.

TRANSIT ASSET CONDITION RATING SCALE

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality, Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventive and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles.	5	Excellent	4.8 to 5.0
Asset is nearing or at its mid-point of ULB 50%-75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 to 4.7
Asset has passed its mid-point of ULB 25%-50%	Asset is showing moderately signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for none schedule maintenance	Asset needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 to 3.9
Asset nearing or at end of its ULB 0%-25%	Asset's major subcomponents needs to be rebuilt or replace	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant increased in repairs between preventative maintenance cycles	2	Marginal	2.0 to 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 to 1.9

3 points or greater rating scale, the asset is in SGR

Less than 3 points rating scale, the asset is NOT in SGR

Asset ULB	Asset Condition	Asset Performance	Level of Maintenance	Asset Condition Rating
3	4	2	3	3

Enter a value between 1 and 5 for each condition criteria above.

Use this asset condition rating scale for each asset, equipment and facility.

EQUIPMENT (support vehicles) CONDITION RATING SCALE

VEHICLE CONDITION CRITERIA					VEHICLE RATING SCALE		
Vehicle Useful Life Benchmark (ULB)	Vehicle Mileage (ULB)	Vehicle Condition	Vehicle Performance	Vehicle Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Percent of ULB Based on Mileage Remaining	Quality, Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventive and Corrective Maintenance			
Vehicle is new or nearly new 75% - 100%	Vehicle is new or nearly new 75% - 100%	Vehicle is new or like new	Vehicle meets or exceeds all performance and reliability metrics, industry standards	Vehicle requires routine preventative maintenance according to scheduled maintenance cycles.	5	Excellent	4.8 to 5.0
Vehicle is nearing or at its mid-point of ULB 50%-75%	Vehicle is nearing or at its mid-point of ULB 50%-75%	Vehicle is showing minimal signs of wear and deterioration	Vehicle generally meets performance and reliability, based on manufacturer's performance standards	Vehicle needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 to 4.7
Vehicle has passed its mid-point of ULB 25%-50%	Vehicle has passed its mid-point of ULB 25%-50%	Vehicle is showing moderately signs of defective or deteriorated components	Vehicle's performance and reliability may decrease and cause service interruption for none schedule maintenance	Vehicle needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 to 3.9
Vehicle nearing or at end of its ULB 0%-25%	Vehicle nearing or at end of its ULB 0%-25%	Vehicle's major subcomponents needs to be rebuilt or replace	Vehicle performance and reliability is becoming more substantial, but <i>does not pose safety risk</i>	Vehicle's maintenance is significant increased in repairs between preventative maintenance cycles	2	Marginal	2.5 to 2.9 2.0 to 2.4
Vehicle passed its ULB	Vehicle passed its ULB	Vehicle is no longer serviceable	Vehicle does not meet performance standards and <i>would pose safety hazard if put in service</i>	Major component failures	1	Poor	1.0 to 1.9
Asset non-operable or unsafe. Spare parts					0		0

Greater than 2.5 rating, the asset is in SGR

Planning for Asset Replacement

Less than 2.5 rating, the Asset is NOT in SGR

Vehicle ULB	Vehicle Mileage ULB	Vehicle Condition	Vehicle Performance	Level of Maintenance	Asset Condition Rating
2	3	3	5	3	3.2

Enter a value between 1 and 5 for each condition criteria.

USEFUL LIFE BENCHMARK (ULB)

Useful Life is either the expected life-cycle of an asset or the acceptable period of use in service determined by the FTA. A ULB is the expected life-cycle or the acceptable period of use in service for an asset, as determined by a public transportation agency or the default benchmark provided by FTA.

When developing ULB, Skagit Transit took into account our operating environment within our service area (service frequency, weather, geography), historical maintenance records, manufacturer guidelines and the default benchmark provided by FTA.

Following is Skagit Transit's ULB for all vehicles (Rolling Stock/Support Vehicles):

Vehicle Useful Life Benchmark

VEHICLE USEFUL LIFE BENCHMARK (ULB)

VEHICLE CATEGORY	VEHICLES	Skagit Transit's ULB Year/Mileage	FTA Minimal ULB Year/Mileage
HEAVY-DUTY LARGE BUS	40FT GILLIG, 35FT GILLIG	15/750,000	12 Years/500,000 Miles
HEAVY-DUTY SMALL BUS	30FT GILLIG	15/750,000	10 Years/350,000 Miles
MEDIUM-DUTY BUS	NABI	12/500,000	7 Years/200,000 Miles
LIGHT-DUTY MID-SIZE BUS	ARBOC, CHEVY STARTRANS, FORD AEROTECH <30 ft	7/200,000	5 Years/150,000 Miles
LIGHT-DUTY SMALL BUS, VANS	VANPOOLS	5/125,000	4 Years/100,000 Miles
STAFF VEHICLES	SHIFT CHANGE, SEDANS, 1/2 T. PICKUP	10/200,000	No Criteria
MAINTENANCE VEHICLES	STANDARD/1 TON TRUCKS, SPECIALTY VEHICLES	12/300,000	No Criteria


Al Schaner, Facility/Maintenance Manager

Date Effective: January 15, 2020

PERFORMANCE MANAGEMENT

Asset performance is measured by asset class which is a sub-group of capital assets within an asset category. Following is the table that breaks down each capital asset grouping:

ASSETS*	PERFORMANCE MEASURE
ROLLING STOCK Revenue Vehicles by Mode	Percentage of vehicles met or exceeded Useful Life Benchmark (ULB)
FACILITIES Maintenance and Administrative Facilities Passenger Stations (buildings) and Parking Facilities (Park and Rides)	Percentage of assets with a condition rating below 3.0 on FTA TERM Scale
EQUIPMENT Non-revenue support/service and maintenance vehicles and any owned equipment assets exceeding \$50,000 in acquisition value	Percentage of vehicles met or exceeded Useful Life Benchmark (ULB)
INFRASTRUCTURE Only rail fixed-guideway, track, signals & systems	Skagit Transit does not own in this category

*only direct capital responsibility

SGR PERFORMANCE MEASURES & TARGETS

ASSET STATE OF GOOD REPAIR (SGR) POLICY:

SGR (State of Good Repair) performance measures combine ULB (Useful Life Benchmark) and physical condition of an asset to create performance measures which performance targets are based.

A capital asset is in a state of good repair when it operates at a full level of performance and each of the following criteria are met:

- It is within its minimum useful life or useful life benchmark (ULB) (age/mileage)
- Meets the financial need of SGR
- Does not pose a safety risk
- All preventative maintenance is up-to-date
- Performs its original design function

State of Good Repair (SGR) performance targets will be set at least once every fiscal year for the following fiscal year.

Skagit Transit 2020 FLEET STATE OF GOOD REPAIR (SGR) PERFORMANCE

REVENUE VEHICLES:

Skagit Transit Performance Measures Rolling Stock JANUARY 2020 FLEET STATE OF GOOD REPAIR (SGR) SUMMARY BASED ON AGENCY USEFUL LIFE BENCHMARK (ULB)											
Asset Category	Vehicle Class	Vehicle Type	Service Type	Total By Type	Total Within ULB	% Within ULB	Total Exceeding ULB	% Exceeding ULB	2020 Target	2021 Target	2022 Target
Rolling Stock	Bus (BU)	40 Ft	Commuter	8	3	38%	5	63%	90%	90%	90%
	Bus (BU)	35 Ft	Fixed Route	6	6	100%	0	0%	90%	90%	90%
	*Bus (BU)	30 Ft	Fixed Route	13	7	54%	6	46%	90%	90%	90%
	Other Passenger Vehicles	Cutaway (CU)	Fixed Route	4	1	25%	3	75%	90%	90%	90%
	Other Passenger Vehicles	Cutaway (CU)	Paratransit	26	8	31%	18	69%	90%	90%	90%
	Other Passenger Vehicles	Van (VN)	Vanpool	57	5	9%	52	91%	90%	90%	90%
			Totals	114	30	26%	84	74%	90%	90%	90%
Agency's SGR Goal:											
Agency's goal is to maintain the fleet at 90% of the rolling stock within SGR											

EQUIPMENT (NON-REVENUE VEHICLES/EQUIPMENT >\$50,000):

Skagit Transit Performance Measures Service Vehicles JANUARY 2020 FLEET STATE OF GOOD REPAIR (SGR) SUMMARY BASED ON AGENCY USEFUL LIFE BENCHMARK (ULB)											
Asset Category	Vehicle Class	Vehicle Type	Service Type	Total By Type	Total Within ULB	% Within ULB	Total Exceeding ULB	% Exceeding ULB	2020 Target	2021 Target	2022 Target
Service Vehicles	Other Passenger Vehicles	AO	Staff Vehicles	26	20	77%	6	23%	90%	90%	90%
			Totals	26	20	77%	6	23%	90%	90%	90%
	Equipment (acquisition >\$50,000)	DPF Cleaner	Service Facility Maint.	1	1	100%	0	0	90%	90%	90%
	Agency's SGR Goal: Agency's goal is to maintain the fleet at 90% of the rolling stock within SGR										

SKAGIT TRANSIT FACILITY PERFORMANCE MEASURES (Useful Life Benchmark/Condition Rating) Summary ending 2020									
									SGR
Facility Name	Description	Build/Age	Remaining Useful Life	Replacement Cost (\$)	FTA Minimal ULB (Years)	Recommended Skagit Transit ULB (Years)	FTA Minimum Score*	Skagit Transit Score*	% within FTA Condition Rating
Maintenance/Operations/Administration Base	Land is leased from Skagit County	2000/20	14	\$2,400,000	30	30	3	3	100%
Maintenance/Operations/Administration Base	Recently acquired property is undeveloped for intended purposes, not scored.	2015/5	47	\$5,100,000	N/A not in service		3	N/A	N/A
Skagit Station Multi-Modal Transfer Center	100 Stall Park & Ride	2005/15	25	\$2,095,000	40	40	3	3	100%
South Mount Vernon	362 Stall Park & Ride	2011/9	31	\$3,810,000	40	40	3	4	100%
Chuckanut Park and Ride	Property State Owned	2011/9	31	\$1,878,000	40	40	3	4	100%
Alger Park and Ride	50 Stall Park & Ride	2014/6	34	\$1,115,084	40	40	3	4	100%
March Point Park and Ride	133 Stall Park & Ride	2007/13	10	\$643,000	23	23	3	3	100%
Sedro Woolley Park & Ride	Land leased from Shell Oil Corp. 25 Stall Park & Ride City of Sedro Woolley Owned	2014/6	34	\$115,000	40	40	3	5	100%
Based on FTA Facility Condition Assessment Guidebook Methodology for Performance Targets per MAP-21 Requirements									
Using FTA TERM Scale									Overall SGR
Agency's Facilities Performance Targets:									
Agency's goal is to maintain a minimum of overall SGR at 85%									

Skagit Transit Facility Performance TARGETS & MEASURES State of Good Repair (SGR) SUMMARY BASED ON AGENCY TERM MEASUREMENT SCALE								
Asset Category	Facility Class	Individual Asset Type	Total By Type	Total Within TERM	% Within TERM	2018 Target	2019 Target	2020 Target
Facilities	Maintenance & Administrative	(MOA) Maintenance Operations Administration	1	1	100%	85%	85%	85%
	Parking & Passenger	Park and Rides	6	6	100%	85%	85%	85%
	Agency's Facilities Performance Targets: Agency's goal is to maintain a minimum of overall SGR at 85%							

SGR CONDITION RATING OF ASSETS

The following pages show spreadsheet breakdowns of each Rolling Stock Asset and Non-Revenue Equipment Assets using the Asset Condition Rating Scale.

ROLLING STOCK JANUARY 15, 2020
SGR COMMODITY RATING U1B PERFORMANCE MEASURES

Vehicle No.	Year	Make	Model	Fleet	Vehicle Code	Replacement Cost	Target Replacement Year	U1B Yrs	U1B Remaining	Based on U1B	U1B Remaining	% Based on U1B	Rating Based on U1B	Vehicle Condition Rating	Vehicle Performance Rating	Life or Subsequent Rating	Asset Condition Rating	Greater than 2.5	Plan for 2.5	Less than 2.5	Notes:
071	2007	Gilling	Phantom 400 Suburban	Commuter	01	\$548,880	2022	15	2	13.33%	2	750,000	262,997	64.93%	3	3	3	2.80	1	1	will be replaced with 003
072	2007	Gilling	Phantom 400 Suburban	Commuter	01	\$548,880	2022	15	2	13.33%	2	750,000	203,802	72.83%	3	3	3	2.80	1	1	will be replaced with 002
073	2007	Gilling	Phantom 400 Suburban	Commuter	01	\$548,880	2022	15	2	13.33%	2	750,000	191,352	74.49%	3	3	3	2.80	1	1	will be replaced with 003
074	2007	Gilling	Phantom 400 Suburban	Commuter	01	\$548,880	2022	15	2	13.33%	2	750,000	169,083	77.46%	3	3	3	2.80	1	1	will be replaced with 004
075	2007	Gilling	Phantom 400 Suburban	Commuter	01	\$548,880	2022	15	2	13.33%	2	750,000	201,580	73.12%	3	3	3	2.80	1	1	will be replaced with 005
141	2014	Gilling	407 Suburban Low Floor	Commuter	01	\$548,880	2029	15	9	60.00%	4	750,000	358,062	51.76%	4	4	4	4.20	1		
142	2014	Gilling	407 Suburban Low Floor	Commuter	01	\$548,880	2029	15	9	60.00%	4	750,000	387,398	48.35%	4	4	4	4.20	1		
181	2018	Gilling	407 Suburban Low Floor	Commuter	01	\$548,880	2033	15	13	86.67%	5	750,000	563,733	24.64%	5	5	5	5.00	1		
111	2011	Gilling	35 Low Floor	Fleet	02	\$527,640	2026	15	6	40.00%	3	750,000	402,117	46.38%	4	4	4	3.80	1		
143	2014	Gilling	35 Low Floor	Fleet	02	\$527,640	2029	15	9	60.00%	4	750,000	497,202	33.71%	4	4	4	4.00	1		
144	2014	Gilling	35 Low Floor	Fleet	02	\$527,640	2029	15	9	60.00%	4	750,000	502,090	33.05%	4	4	4	4.00	1		
161	2016	Gilling	35 Low Floor	Fleet	02	\$527,640	2031	15	11	73.33%	5	750,000	573,622	23.52%	5	5	4	4.80	1		
171	2017	Gilling	35 Low Floor	Fleet	02	\$527,640	2032	15	12	80.00%	5	750,000	604,562	19.39%	5	5	5	5.00	1		
172	2017	Gilling	35 Low Floor	Fleet	02	\$527,640	2032	15	12	80.00%	5	750,000	632,922	16.94%	5	5	5	5.00	1		
091	2009	NABE	31LFW-01	Fleet	03	\$511,297	2021	12	1	8.33%	2	500,000	27,343	94.53%	2	3	3	2.60	1	1	2020 budget permitting will be replaced with 006
092	2009	NABE	31LFW-01	Fleet	03	\$511,297	2021	12	1	8.33%	2	500,000	47,281	90.54%	2	3	3	2.60	1	1	2020 budget permitting will be replaced with 006
093	2009	NABE	31LFW-01	Fleet	03	\$511,297	2021	12	1	8.33%	2	500,000	22,922	95.42%	2	3	3	2.60	1	1	2020 budget permitting will be replaced with 007
094	2009	NABE	31LFW-01	Fleet	03	\$511,297	2021	12	1	8.33%	2	500,000	10,796	97.64%	2	3	3	2.60	1	1	2020 budget permitting will be replaced with 008
095	2009	NABE	31LFW-01	Fleet	03	\$511,297	2021	12	1	8.33%	2	500,000	32,286	93.54%	2	3	3	2.60	1	1	2020 budget permitting will be replaced with 009
096	2009	NABE	31LFW-01	Fleet	03	\$511,297	2021	12	1	8.33%	2	500,000	12,785	97.44%	2	3	3	2.60	1	1	2020 budget permitting will be replaced with 010
174	2017	Gilling	35 FL Low Floor	Fleet	03	\$511,297	2032	15	12	80.00%	5	750,000	614,580	18.06%	5	5	5	5.00	1		
191	2019	Gilling	29 FL Low Floor	Fleet	03	\$511,297	2034	15	14	93.33%	5	750,000	697,682	6.88%	5	5	5	5.00	1		
192	2019	Gilling	29 FL Low Floor	Fleet	03	\$511,297	2034	15	14	93.33%	5	750,000	698,639	6.85%	5	5	5	5.00	1		
193	2019	Gilling	29 FL Low Floor	Fleet	03	\$511,297	2034	15	14	93.33%	5	750,000	698,613	6.85%	5	5	5	5.00	1		
194	2019	Gilling	29 FL Low Floor	Fleet	03	\$511,297	2034	15	14	93.33%	5	750,000	698,497	6.87%	5	5	5	5.00	1		
195	2019	Gilling	29 FL Low Floor	Fleet	03	\$511,297	2034	15	14	93.33%	5	750,000	695,120	7.32%	5	5	5	5.00	1		
196	2019	Gilling	29 FL Low Floor	Fleet	03	\$511,297	2034	15	14	93.33%	5	750,000	701,373	6.48%	5	5	5	5.00	1		
151	2015	Cheney	ARBQC	Fleet	11	\$115,000	2022	7	2	28.57%	3	200,000	-96,707	148.35%	1	3	4	3.00	1	0	
152	2015	Cheney	ARBQC	Fleet	11	\$115,000	2022	7	2	28.57%	3	200,000	-74,812	137.41%	1	3	3	2.60	1	1	will be replaced with 009
156	2014	Cheney	Startrans Senator	Fleet	11	\$128,500	2021	7	1	14.29%	3	200,000	146	99.33%	2	3	3	2.80	1	1	will be replaced with 007
157	2013	Cheney	Startrans Senator	Fleet	11	\$128,500	2020	7	0	0.00%	2	200,000	74,797	62.60%	3	3	3	2.80	1	1	will be replaced with 008
746	2012	Cheney	Startrans Express Senator	Para	11	\$128,500	2019	7	-1	-14.29%	1	200,000	67,880	66.07%	3	3	3	2.60	1	3	0
749	2012	Cheney	Startrans Express Senator	Para	11	\$128,500	2019	7	-1	-14.29%	1	200,000	68,919	65.54%	3	3	3	2.60	1	1	Replace with 774
750	2012	Cheney	Startrans Express Senator	Para	11	\$128,500	2019	7	-1	-14.29%	1	200,000	56,747	71.63%	3	3	3	2.60	1	1	Replace with 775
754	2014	Cheney	Startrans Senator	Para	11	\$128,500	2021	7	1	14.29%	3	200,000	60,889	69.56%	3	3	3	3.00	1	1	will be replaced with 777
755	2013	Cheney	Startrans Senator	Para	11	\$128,500	2020	7	0	0.00%	2	200,000	61,330	69.34%	3	3	3	2.80	1	1	will be replaced with 778
756	2013	Cheney	Startrans Senator	Para	11	\$128,500	2020	7	0	0.00%	2	200,000	62,213	68.89%	3	3	3	2.80	1	1	will be replaced with 779
757	2013	Cheney	Startrans Senator	Para	11	\$128,500	2020	7	0	0.00%	2	200,000	72,144	63.95%	3	3	3	2.80	1	1	
758	2013	Cheney	Startrans Senator	Para	11	\$128,500	2020	7	0	0.00%	2	200,000	71,264	64.37%	3	3	3	2.80	1	1	
759	2015	Cheney	Senator	Para	11	\$128,500	2022	7	2	28.57%	3	200,000	109,057	45.47%	4	4	4	3.80	1		
760	2015	Cheney	Senator	Para	11	\$128,500	2022	7	2	28.57%	3	200,000	99,051	50.47%	4	4	4	3.80	1		
761	2015	Cheney	Senator	Para	11	\$128,500	2022	7	2	28.57%	3	200,000	106,319	46.84%	4	4	4	3.80	1		

ROLLING STOCK JANUARY 15, 2020
SGR CONDITION RATING URB PERFORMANCE MEASURES

Vehicle No.	Year	Make	Model	Fleet	Vehicle Code	Replacement Cost	Target Replacement Year	ULB Yrs	ULB Remaining (Yr)	Based on ULB (ULB Yrs)	ULB Remaining Miles	% Based on ULB	Being Based On (ULB Miles)	Vehicle Condition Rating	Vehicle Performance Rating	Level of Maintenance Required Rating	Asset Cost (Greater than 2.5 Plan for 1 in 50% ROI)	Less than 2.5 Plan for 1 in 50% ROI	Notes	
762	2016	Ford	Aerotech	Para	11	\$128,500	2023	7	3	42.86%	4	200,000	133,368	33.32%	4	5	5	4.60	1	
763	2016	Ford	Aerotech	Para	11	\$128,500	2023	7	3	42.86%	4	200,000	129,469	35.27%	4	5	5	4.60	1	
764	2016	Ford	Aerotech	Para	11	\$128,500	2023	7	3	42.86%	4	200,000	122,486	38.76%	4	5	5	4.60	1	
765	2016	Ford	Aerotech	Para	11	\$128,500	2023	7	3	42.86%	4	200,000	144,545	27.73%	5	5	5	4.80	1	
766	2016	Ford	Aerotech	Para	11	\$128,500	2023	7	3	42.86%	4	200,000	139,985	30.01%	5	5	5	4.80	1	
767	2016	Ford	Aerotech	Para	11	\$128,500	2025	7	5	71.43%	5	200,000	158,810	20.60%	5	5	5	5.00	1	
768	2016	Ford	Aerotech	Para	11	\$128,500	2025	7	5	71.43%	5	200,000	155,884	22.06%	5	5	5	5.00	1	
769	2016	Ford	Aerotech	Para	11	\$128,500	2025	7	5	71.43%	5	200,000	154,997	22.80%	5	5	5	5.00	1	
770	2016	Ford	Aerotech	Para	11	\$128,500	2025	7	5	71.43%	5	200,000	151,746	24.13%	5	5	5	5.00	1	
771	2016	Ford	Aerotech	Para	11	\$128,500	2025	7	5	71.43%	5	200,000	154,663	22.67%	5	5	5	5.00	1	
772	2016	Ford	Aerotech	Para	11	\$128,500	2025	7	5	71.43%	5	200,000	158,940	20.53%	5	5	5	5.00	1	
773	2016	Ford	Aerotech	Para	11	\$128,500	2025	7	5	71.43%	5	200,000	157,341	21.33%	5	5	5	5.00	1	
774	2016	Ford	Aerotech	Para	11	\$128,500	2026	7	6	85.71%	5	200,000	198,125	0.94%	5	5	5	5.00	1	
775	2016	Ford	Aerotech	Para	11	\$128,500	2026	7	6	85.71%	5	200,000	198,125	0.94%	5	5	5	5.00	1	
776	2016	Ford	Aerotech	Para	11	\$128,500	2026	7	6	85.71%	5	200,000	198,091	0.95%	5	5	5	5.00	1	
1004	2012	Dodge	Grand Caravan Express SE	Varpool	13	\$26,000	2017	5	-3	-60.00%	1	115,000	-4,697	105.36%	1	4	4	2.80	1	2018 budget permitting
1005	2012	Dodge	Grand Caravan Express SE	Varpool	13	\$26,000	2017	5	-3	-60.00%	1	115,000	76	99.94%	2	4	4	3.00	1	2018 budget permitting
1006	2012	Dodge	Grand Caravan Express SE	Varpool	13	\$26,000	2017	5	-3	-60.00%	1	115,000	-4,580	105.36%	1	4	4	2.80	1	2018 budget permitting
1017	2013	Dodge	Grand Caravan	Varpool	13	\$26,000	2018	5	-2	-40.00%	1	115,000	-11,742	108.39%	2	4	4	3.00	1	2018 budget permitting
1018	2013	Dodge	Grand Caravan	Varpool	13	\$26,000	2018	5	-2	-40.00%	2	115,000	-28,631	122.90%	3	4	4	3.40	1	2018 budget permitting
1020	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	-11,853	109.48%	2	4	4	3.40	1	
1021	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	36,969	70.41%	2	4	4	3.40	1	
1022	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	-2,745	102.20%	2	4	4	3.40	1	
1023	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	46,118	63.91%	3	4	4	3.60	1	
1024	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	81,843	34.53%	3	4	4	3.60	1	
1025	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	11,762	90.59%	3	4	4	3.60	1	
1026	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	11,446	90.84%	3	4	4	3.60	1	
1027	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	18,258	85.39%	3	4	4	3.60	1	
1028	2015	Dodge	Grand Caravan	Varpool	13	\$26,000	2020	5	0	0.00%	2	115,000	26,380	77.30%	4	4	4	3.80	1	
1029	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2023	5	3	60.00%	5	115,000	43,157	65.47%	5	5	5	5.00	1	
1030	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2023	5	3	60.00%	5	115,000	46,305	61.36%	5	5	5	5.00	1	
1031	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2023	5	3	60.00%	5	115,000	34,123	22.70%	5	5	5	5.00	1	
1032	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2023	5	3	60.00%	5	115,000	53,573	57.14%	5	5	5	5.00	1	
1033	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2023	5	3	60.00%	5	115,000	81,373	34.90%	5	5	5	5.00	1	
1034	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2024	5	4	80.00%	5	115,000	95,234	23.74%	5	5	5	5.00	1	
1035	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2024	5	4	80.00%	5	115,000	85,086	31.93%	5	5	5	5.00	1	
1036	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2024	5	4	80.00%	5	115,000	89,500	28.40%	5	5	5	5.00	1	
1037	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2024	5	4	80.00%	5	115,000	96,085	23.13%	5	5	5	5.00	1	
1038	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2024	5	4	80.00%	5	115,000	101,478	18.82%	5	5	5	5.00	1	
1039	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2024	5	4	80.00%	5	115,000	91,180	26.26%	5	5	5	5.00	1	
1040	2016	Chrysler	Pacifica	Varpool	13	\$26,000	2024	5	4	80.00%	5	115,000	109,330	12.54%	5	5	5	5.00	1	
401	2014	Chevy	Express 15 Passenger	Varpool	13	\$30,000	2019	5	-1	-20.00%	1	115,000	34,525	72.38%	3	4	4	3.40	1	
402	2014	Chevy	Express 15 Passenger	Varpool	13	\$30,000	2019	5	-1	-20.00%	1	115,000	10,466	91.60%	2	4	4	3.20	1	
403	2014	Chevy	Express 15 Passenger	Varpool	13	\$30,000	2019	5	-1	-20.00%	1	115,000	12,542	89.97%	2	4	4	3.20	1	
404	2014	Chevy	Express 15 Passenger	Varpool	13	\$30,000	2019	5	-1	-20.00%	1	115,000	4,569	96.34%	2	4	4	3.20	1	

	Vehicle No.	Year	Make	Model	Fuel	Vehicle Code	Replacement Cost	Target Year	US B.Ys	US Banning (%)	Saves as US	Req'd US Int'l	US Banning Mts	US Banning Rate	Req'd US Int'l Vols	Vehicle Performance Rating	Vehicle Maintenance Requirements	Avg Fuel Economy (mpg)	Greener than 15 Pairs for 100% Req'd	Last	
405	2015	Chen	IS Passenger Express	Napool	13	\$30,000	2020	5	0	0.0%	70,068	125,000	70,068	37.52%	4	4	4	5	3.80	1	
406	2015	Chen	IS Passenger Express	Napool	13	\$30,000	2020	5	0	0.0%	57,534	125,000	57,534	33.97%	4	4	4	5	3.80	1	
407	2015	Chen	IS Passenger Express	Napool	13	\$30,000	2020	5	0	0.0%	15,951	125,000	15,951	87.11%	2	4	4	5	3.40	1	
408	2017	Ford	XZT/B Transit 15	Napool	13	\$35,000	2022	5	2	40.0%	82,315	125,000	82,315	34.15%	4	5	5	5	4.60	1	
409	2017	Ford	XZT/B Transit 15	Napool	13	\$35,000	2022	5	2	40.0%	29,133	125,000	29,133	68.69%	3	5	5	5	4.40	1	
410	2017	Ford	XZT/B Transit 15	Napool	13	\$35,000	2022	5	2	40.0%	69,864	125,000	69,864	44.16%	4	5	5	5	4.50	1	
411	2018	Ford	XZT/B Transit 16	Napool	13	\$35,001	2022	5	2	40.0%	94,165	125,000	94,165	24.67%	5	5	5	5	4.80	1	
412	2017	Ford	XZT/B Transit 15	Napool	13	\$35,000	2022	5	2	40.0%	69,063	125,000	69,063	44.75%	5	5	5	5	4.80	1	
413	2017	Ford	XZT/B Transit 15	Napool	13	\$35,000	2022	5	2	40.0%	63,117	125,000	63,117	48.51%	5	5	5	5	4.80	1	
414	2018	Ford	XZT/B Transit 15	Napool	13	\$35,000	2023	5	3	60.0%	93,108	125,000	93,108	35.51%	5	5	5	5	5.00	1	
415	2018	Ford	XZT/B Transit 15	Napool	13	\$35,000	2023	5	3	60.0%	95,000	125,000	95,000	33.20%	5	5	5	5	5.00	1	
416	2018	Ford	XZT/B Transit 15	Napool	13	\$35,000	2023	5	3	60.0%	300,535	125,000	300,535	19.57%	5	5	5	5	5.00	1	
417	2018	Ford	XZT/B Transit 15	Napool	13	\$35,000	2023	5	3	60.0%	105,312	125,000	105,312	35.75%	5	5	5	5	5.00	1	
418	2018	Ford	XZT/B Transit 15	Napool	13	\$35,000	2023	5	3	60.0%	96,627	125,000	96,627	27.50%	5	5	5	5	5.00	1	
419	2018	Ford	XZT/B Transit 15	Napool	13	\$35,000	2023	5	3	60.0%	83,665	125,000	83,665	32.92%	5	5	5	5	5.00	1	
420	2018	Ford	XZT/B Transit 15	Napool	13	\$35,000	2023	5	3	60.0%	95,346	125,000	95,346	23.00%	5	5	5	5	5.00	1	
421	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	119,340	125,000	119,340	4.53%	5	5	5	5	5.00	1	
422	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	119,514	125,000	119,514	4.51%	5	5	5	5	5.00	1	
423	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	119,541	125,000	119,541	4.57%	5	5	5	5	5.00	1	
424	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
425	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
426	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
427	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
428	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
429	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
430	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
431	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
432	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
433	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
434	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
435	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
436	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
437	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
438	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
439	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
440	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
441	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
442	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
443	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
444	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
445	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
446	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
447	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
448	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
449	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
450	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
451	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
452	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
453	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
454	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
455	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
456	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
457	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
458	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
459	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
460	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
461	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
462	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
463	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
464	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
465	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
466	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
467	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
468	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
469	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,647	125,000	121,647	2.57%	5	5	5	5	5.00	1	
470	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	117,794	125,000	117,794	5.77%	5	5	5	5	5.00	1	
471	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	100,610%	125,000	100,610%	100.610%	2	4	4	4	3.00	1	
472	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5	4	80.0%	121,851	125,000	121,851	2.53%	5	5	5	5	5.00	1	
473	2019	Ford	XZY Transit	Napool	13	\$38,000	2024	5													

SGR CONDITION RATING ULB PERFORMANCE MEASURES

Vehicle No.	Year	Make	Model	Planet	Vehicle Code	Replacement Cost	Target mt Year	ULB Yrs	US Emission (mpg)	Waste or ULB	Buy-Or ULB term	ULB Miles	US Emission Max	% Buy-Or On	Score	Vehicle Performance On a Rating	Vehicle Reliability on a Rating	Level of Maintenance & Repair Rating	Asset Costing	Greater than 1.5 in SCR	2.5-2.9 Plan for	Than 3.0 NOT	Less than 3.5
915	2004	Toyota	Prins Hybrid	Shift-Admin	28	\$30,000	2014	10	-6	-60.00%	1	200,000	98,119	49.05%	4	4	4	4	3.40	1			
916	2004	Ford	F450 XL	Shift-Fac	28	\$40,000	2016	12	-4	-33.33%	1	300,000	231,405	77.14%	5	3	4	4	3.40	1			
921	2009	Chevy	Colorado PU	Shift-Maint	28	\$26,000	2019	10	-1	-10.00%	1	200,000	108,278	54.14%	4	4	4	4	3.40	1			
922	2009	Ford	Escape XLS AWD 4DR	Shift-Ops	28	\$28,000	2019	10	-1	-10.00%	1	200,000	120,310	55.16%	4	4	4	4	3.40	1			
923	2009	Ford	Escape XLS AWD 4DR	Shift-Ops	28	\$28,000	2019	10	-1	-10.00%	1	200,000	106,100	53.05%	4	4	4	4	3.40	1			
924	2010	Chevy	Impala	Shift-Admin	28	\$27,000	2020	10	0	0.00%	2	200,000	140,860	70.43%	4	3	3	3	3.00	1	1		
926	2012	Ford	F350	Shift-Fac	28	\$90,000	2024	12	4	33.33%	3	300,000	137,922	45.97%	3	4	4	4	3.60	1			no longer permitted
932	2013	Toyota	Prins V Hybrid	Shift-Admin	28	\$30,000	2023	10	3	30.00%	3	200,000	160,457	80.23%	5	4	4	4	4.00	1			
934	2014	Ford	Escape	Shift-Ops	28	\$28,000	2024	10	4	40.00%	4	200,000	158,758	79.38%	5	5	5	4	4.60	1			
936	2015	Ford	Escape	Shift-H	28	\$28,000	2025	10	5	50.00%	4	200,000	192,340	96.17%	5	5	5	4	4.60	1			
937	2008	Chevy	Express 12 Passenger	Shift-Fac	28	\$30,000	2018	10	-2	-20.00%	1	200,000	158,263	79.13%	5	5	4	4	4.60	1			
938	2017	Ford	Explorer XLT	Shift-Elec	28	\$35,000	2027	10	7	70.00%	5	200,000	117,434	88.72%	5	5	5	5	5.00	1			
940	2011	Dodge	Grand Caravan	Shift-Ops	28	\$26,000	2021	10	1	10.00%	2	200,000	74,940	37.87%	3	3	3	3	2.80	1	1		no longer permitted
941	2012	Dodge	SE	Shift-Maint	28	\$26,000	2022	10	2	20.00%	3	200,000	106,896	53.45%	4	4	4	4	3.60	1			no longer permitted
943	2011	Dodge	Grand Caravan	Shift-Ops	13	\$26,000	2021	10	1	10.00%	2	200,000	94,391	47.10%	3	3	3	3	2.80	1	1		no longer permitted
944	2012	Chevy	Express 12 Passenger	Shift-Maint	13	\$26,000	2022	10	2	20.00%	3	200,000	95,282	47.64%	3	4	4	4	3.60	1			no longer permitted
945	2011	Dodge	Grand Caravan	Shift-Ops	13	\$26,000	2021	10	1	10.00%	2	200,000	95,344	47.67%	3	3	3	3	2.80	1	1		no longer permitted
946	2011	Dodge	Grand Caravan	Shift-Ops	13	\$26,000	2021	10	1	10.00%	2	200,000	67,442	33.72%	3	3	3	3	2.80	1	1		no longer permitted
947	2011	Dodge	Grand Caravan	Shift-Ops	13	\$26,000	2021	10	1	10.00%	2	200,000	59,145	29.77%	3	4	4	4	3.60	1	1		no longer permitted
948	2012	Dodge	Grand Caravan	Shift-Safety	13	\$26,000	2022	10	2	20.00%	3	200,000	53,181	26.59%	3	4	4	4	3.60	1			
949	2012	Dodge	Grand Caravan	Shift-Safety	13	\$26,000	2022	10	2	20.00%	3	200,000	72,052	36.05%	3	4	4	4	3.60	1			
950	2012	Dodge	Grand Caravan	Shift-Security	13	\$26,000	2022	10	2	20.00%	3	200,000	86,420	43.21%	3	4	4	4	3.60	1			
952	2016	Ford	Transit	Shift-Ops	13	\$76,574	2028	10	8	80.00%	5	200,000	191,304	95.65%	5	5	5	5	5.00	1			
953	2012	Dodge	Grand Caravan	Shift-Safety	13	\$26,000	2022	10	2	20.00%	3	200,000	95,767	47.68%	3	4	4	3	3.40	1			
954	2012	Dodge	Grand Caravan	Shift-Ops	13	\$26,002	2022	10	2	20.00%	3	200,000	67,762	33.68%	3	4	4	3	3.40	1			
955	2019	Ford	F250 SD 4x4	Service-Fac	28	\$51,345	2031	12	11	91.67%	5	300,000	292,949	97.65%	5	5	5	5	5.00	1			
956	2014	Chevy	Express 15 Passenger	Shift-Fac	13	\$35,000	2024	10	4	40.00%	3	200,000	82,375	41.19%	4	4	4	4	3.80	1	26	6	0
DPF	2011	FSX	DPF Cleaner	Service-Fac	9	\$75,000	2020	20	10	50.00%	4	n/a	n/a	n/a					1.00	1			

Skagit Transit uses the FTA's TERM (Transit Economic Requirements Model) to access and score the conditions of our facility assets.

			Percent of Asset Quantity by Condition						
COMPONENTS	SUB-COMPONENTS	ASSESSMENT TASKS	Asset Quantity	Unit of Measure	5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
Substructure	Foundations	Inspect walls, columns, pilings, other structural components for signs of decay and establish overall condition							
Shell	Structural Frame	Inspect columns, pillars and walls							
	Facade	Inspect building envelope, glazing system, exterior, sealants							
	Gutters, Downspouts, Doors, Windows								
	Paint, Masonry								
	Roof	Roof Surface, eaves, skylights, flashing, surrounds. Note evidence of ponding or roof leaks... age, wear and if still under warranty							
Interiors	Doors, Windows	Inspect soundness and finish, signs of cracks, holes, and any other roughness or damage to surfaces							
	drywall, partitions ceiling, ceiling tiles interior finishes	Inspect surface materials, ie paint and other coatings							
Plumbing	Fixtures	Check condition and function of fixtures							
	Water Distribution Sanitary Waste Water Drainage	Inspect pipes for distribution check for damage or leaks including any drainage Inspect outdoor faucets							
HVAC	Energy Supply	Inspect coils, housing, drains, wiring and evaluate overall performance of each system. Note apparent or reported age of the equipment, any past component replacements/upgrades and the apparent level of maintenance exercised. Note refrigerants/fuels used and their suitability or need for improvement/upgrade. Establish overall condition for each unit.							
	Distribution Systems Cooling Generation & Distribution Systems Controls, Instrumentation, testing, balancing Chimneys and Vents								
Electrical	Electrical service & distribution	Inspect service, noting any deficiencies or needed upgrades							
	Lighting & branch wiring (interior & exterior) Communications & Security	Examine any and all components related to electrical service & distribution such as conduit, boxes, mountings, checking for damaged wire chaffing or loose or corroded connections Evaluate overall performance of the system							
Equipment	NONE OVER \$10,000								

			Percent of Asset Quantity by Condition						
COMPONENTS	SUB-COMPONENTS	ASSESSMENT TASKS	Asset Quantity	Unit of Measure	5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
Site	Roadways/driveways & associated signage markings and equipment	Inspect areas looking for cracking and/or settling of the concrete and asphalt. Inspect for uneven surfaces, holes and trip hazards.							
	Parking Lots & associated signage markings and equipment	Inspect signs for pitting, rust, damage. Inspect parking lot markings for chips, condition of paint							
	Pedestrian areas & associated signage markings and equipment								
	Passenger Platforms, Shelter Overhangs								
	Curbing, ADA access areas	Pay special attention to wheelchair ramp areas and other ADA access considerations. Check curbs for chips, condition of paint							
	Fencing and gates	Look for corrosion, structural integrity and surface condition							
	Landscaping and Irrigation	Look for signs of drainage problems such as flooded areas, eroded soil & water damage to the asphalt and clogged storm drain inlets. Visually inspect the irrigation system, if installed. Look for signs of leaks, water pooling. Check trees/grasses for signs of insect invasion, overall health							
	Site Utilities including lighting	Inspect poles and wiring for damage and inspect lighting, noting any deficiencies and evaluate overall condition							
Totals:									

General Condition Assessment Rating Scale			Inspection Date: _____	
Rating	Condition	Description	Inspected By: _____	
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable	Assessment Approved by: _____	
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated components, but is overall functional		
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life		
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life		
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life		
			Total Assessment Rating: _____	

FACILITES CONDITION ASSESSMENTS:

Percent of Asset Quantity by Condition

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SKAGIT STATION FACILITY CONDITION ASSESSMENT FORM

Percent of Asset Quantity by Condition

COMPONENTS		SUB-COMPONENTS		ASSESSMENT TASKS		Percent of Asset Quantity by Condition						
Substructure	Foundations			Inspect walls, columns, pilings, other structural components for signs of decay and establish overall condition		Asset Quantity	Unit of Measure	5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
Shell	Structural Frame			Inspect columns, pillars and walls					X			
	Facade			Inspect building envelope, glazing system, exterior, sealants				X				
	Gutters, Downspouts, Doors, Windows							X				
	Finishes			Paint, Masonry						X		
Interiors	Roof			Roof Surface, eaves, skylights, flashing, surrounds. Note evidence of ponding or roof leaks... age, wear and if still under warranty								
	Doors, Windows			Inspect soundness and finish, signs of cracks, holes, and any other roughness or damage to surfaces				X				
	drywall, partitions			Inspect surface materials, ie paint and other coatings					X			
	ceiling, ceiling tiles								X			
Plumbing	Passenger Waiting Areas, flooring								X			
	Interior finishes								X			
	Fixtures			Check condition and function of fixtures						X		
	Water Distribution			Inspect pipes for distribution				X				
HVAC	Sanitary Waste			check for damage or leaks including any drainage				X				
	Water Drainage			Inspect outdoor faucets					X			
	Energy Supply			Inspect coils, housing, drains, wiring and evaluate overall performance of each system. Note apparent or reported age of the equipment, any past component replacements/upgrades and the apparent level of maintenance exercised. Note refrigerants/fuels used and their suitability or need for improvement/upgrade. Establish overall condition for each unit.		3				X		
	Heat Generation & Distribution					2			X			
Fire Protection	Cooling Generation & Distribution Systems							X				
	Controls, instrumentation, testing, balancing								X			
	Chimneys and Vents									X		
Electrical	Sprinklers, Standpipes			Inspect any and all components relating to overall protection and compliance				X				
	Fire Alarms, Hydrants							X				
	Emergency Lighting, smoke evacuation								X			
	Electrical service & distribution			Inspect service, noting any deficiencies or needed upgrades					X			
Equipment	Lighting & branch wiring (interior & exterior)			Examine any and all components related to electrical service & distribution such as conduit, boxes, mountings, checking for damaged wire chaffing or loose or corroded connections				X				
	Communications & Security			Evaluate overall performance of the system					N/A			
	Generators											
	Roll up cages			Inspect function and service, noting any deficiencies or needed upgrades. Note apparent or reported age of equipment, any past component replacements/upgrades and the apparent level of maintenance exercised		2			X			
				Establish overall condition of each unit								

COMPONENTS		SUB-COMPONENTS		ASSESSMENT TASKS		Percent of Asset Quantity by Condition						
Site						Asset Quantity	Unit of Measure	5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
	Roadways/driveways & associated signage markings and equipment			Inspect areas looking for cracking and/or settling of the concrete and asphalt. Inspect for uneven surfaces, holes and trip hazards.				X				
	Parking lots & associated signage markings and equipment			Inspect signs for pitting, rust, damage. Inspect parking lot markings for chips, condition of paint					X			
	Pedestrian areas & associated signage markings and equipment							X				
	Passenger Platforms, Shelter Overhangs							X				
	Curbing, ADA access areas							X				
	Fencing and gates			Pay special attention to wheelchair ramp areas and other ADA access considerations. Check curbs for chips, condition of paint				X				
	Landscaping and irrigation			Look for corrosion, structural integrity and surface condition				X				
				Look for signs of drainage problems such as flooded areas, eroded soil & water damage to the asphalt and clogged storm drain inlets. Visually inspect the irrigation system, if installed.								
				Look for signs of leaks, water pooling. Check trees/grasses for signs of insect invasion, overall health								
				Inspect poles and wiring for damage and inspect lighting, noting any deficiencies and evaluate overall condition								
	Site Utilities including lighting					2		X				
Totals:								2	26	1		

General Condition Assessment Rating Scale	
Rating	Description
5	Excellent No visible defects, new or near new condition, may still be under warranty if applicable
4	Good Good condition, but no longer new, may have some slightly defective or deteriorated components, but is overall functional
3	Adequate Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor Critically damaged component(s) or in need of immediate repair; well past useful life

Inspected By:  Agustine Suarez, Facilities Supervisor		Inspection Date: 10/16/2019
Assessment Approved By:  Allan Schaner, Facilities/Maintenance Manager		Total Assessment Rating: 4



Notes:

We utilized the Median Value system on page 24 of the Facility Condition Guidebook provided by the Department of Transportation.

HVAC



Electric Heat

ALGER PARK AND RIDE FACILITY CONDITION ASSESSMENT FORM

COMPONENTS		SUB-COMPONENTS		ASSESSMENT TASKS		Percent of Asset Quantity by Condition						
Site						Asset Quantity	Unit of Measure	5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
Electrical	Roadways/driveways & associated signage markings and equipment			Inspect areas looking for cracking and/or settling of the concrete and asphalt. Inspect for uneven surfaces, holes and trip hazards.								
	Parking lots & associated signage markings and equipment			Inspect signs for pitting, rust, damage. Inspect parking lot markings for chips, condition of paint								
	Pedestrian areas & associated signage markings and equipment											
	Passenger Platforms, Shelter Overhangs											
	Curbing, ADA access areas											
	Fencing and gates											
	Landscaping and irrigation											
	Detention Pond (gravity fed) (2)											
	Electrical service & distribution											
	Communications & Security											
General Condition Assessment Rating Scale					Inspection Date 10/14/2019							
Rating	Condition	Description										
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable										
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated components, but is overall functional										
3	Adequate	Moderately deteriorated or defective components, but has not exceeded useful life										
2	Marginal	Defective or deteriorated component(s) in need of replacement, exceeded useful life										
1	Poor	Critically damaged component(s) or in need of immediate repair, well past useful life										
Notes:					Inspected By:  Agustine Juarez, Facilities Supervisor Assessment Approved by:  Allan Schaner, Facilities/Maintenance Manager Total Assessment Rating: 4							

COMPONENTS		SUB-COMPONENTS		ASSESSMENT TASKS		Percent of Asset Quantity by Condition						
Site						Asset Quantity	Unit of Measure	5	4	3	2	1
								Excellent	Good	Adequate	Marginal	Poor
Roadways/driveways & associated signage markings and equipment		Inspect areas looking for cracking and/or settling of the concrete and asphalt. Inspect for uneven surfaces, holes and trip hazards.										
Parking lots & associated signage markings and equipment		Inspect signs for pitting, rust, damage. Inspect parking lot markings for chips, condition of paint										
Pedestrian areas & associated signage markings and equipment												
Passenger Platforms, Shelter Overhangs		Pay special attention to wheelchair ramp areas and other ADA access considerations. Check curbs for chips, condition of paint										
Curbing, ADA access areas		Look for corrosion, structural integrity and surface condition										
Fencing and gates		Look for signs of drainage problems such as flooded areas, eroded soil & water damage to the asphalt and clogged storm drain inlets. Visually inspect the irrigation system, if installed.										
Landscaping and irrigation		Look for signs of leaks, water pooling. Check trees/grasses for signs of insect invasion, overall health										
Site Utilities including lighting		Inspect poles and wiring for damage and inspect lighting, noting any deficiencies and evaluate overall condition										
Totals:								2	5	22		

General Condition Assessment Rating Scale	
Rating	Description
5	Excellent No visible defects, new or near new condition, may still be under warranty if applicable
4	Good Good condition, but no longer new, may have some slightly defective or deteriorated components, but is overall functional
3	Adequate Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor Critically damaged component(s) or in need of immediate repair; well past useful life

Inspected By:  Agutrone Juare, Facilities Supervisor Assessment Approved By:  Allan Schaner, Facilities/Maintenance Manager Total Assessment Rating: 3	Inspection Date: 10/16/2019
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Notes:

SEDRO WOOLLEY PARK AND RIDE FACILITY CONDITION ASSESSMENT FORM

Percent of Asset Quantity by Condition

COMPONENTS		SUB-COMPONENTS		ASSESSMENT TASKS						
Site				Asset Quantity	Unit of Measure	5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
	Roadways/driveways & associated signage markings and equipment		Inspect areas looking for cracking and/or settling of the concrete and asphalt. Inspect for uneven surfaces, holes and trip hazards.			X				
	Parking Lots & associated signage markings and equipment		Inspect signs for pitting, rust, damage. Inspect parking lot markings for chips, condition of paint			X				
	Pedestrian areas & associated signage markings and equipment					X				
	Passenger Platforms, Shelter Overhangs					X				
	Curbing, ADA access areas		Pay special attention to wheelchair ramp areas and other ADA access considerations. Check curbs for chips, condition of paint. Look for corrosion, structural integrity and surface condition. Look for signs of drainage problems such as flooded areas, eroded soil & water damage to the asphalt and clogged storm drain inlets. Visually inspect the irrigation system, if installed. Look for signs of leaks, water pooling. Check trees/grasses for signs of insect invasion, overall health. Inspect poles and wiring for damage and inspect lighting, noting any deficiencies and evaluate overall condition			X				
	Fencing and gates					X				
	Landscaping and irrigation					X				
	Site Utilities including lighting					X				
				Totals:						
						8				

General Condition Assessment Rating Scale	
Rating	Description
5	Excellent No visible defects, new or near new condition, may still be under warranty if applicable.
4	Good Good condition, but no longer new, may have some slightly defective or deteriorated components, but is overall functional.
3	Adequate Moderately deteriorated or defective components, but has not exceeded useful life.
2	Marginal Defective or deteriorated component(s) in need of replacement, exceeded useful life.
1	Poor Critically damaged component(s) or in need of immediate repair; well past useful life.

Inspected By: 	Inspection Date: 10/25/2019
Assessment Approved by: 	
Allison Schaner, Facilities/Maintenance Manager	
Total Assessment Rating: 5	

Notes:

SOUTH MOUNT VERNON PARK AND RIDE FACILITY CONDITION ASSESSMENT FORM

Percent of Asset Quantity by Condition

SOUTH MOUNT VERNON PARK AND RIDE FACILITY CONDITION ASSESSMENT FORM

COMPONENTS		SUB-COMPONENTS		ASSESSMENT TASKS		Percent of Asset Quantity by Condition						
Substructure	Foundations		Inspect walls, columns, pilings, other structural components for signs of decay and establish overall condition		Asset Quantity	Unit of Measure	5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
Shell	Structural Frame		Inspect columns, pillars and walls				X					
	Facade		Inspect building envelope, glazing system, exterior, sealants				X					
	Gutters, Downspouts, Doors, Windows						X					
	Finishes		Paint, Masonry					X				
Interiors	Roof		Roof Surface, eaves, skylights, flashing, surrounds. Note evidence of ponding or roof leaks... Age, wear and if still under warranty						X			
	Doors, Windows		Inspect soundness and finish, signs of cracks, holes, and any other roughness or damage to surfaces				X					
	drywall, partitions		Inspect surface materials, ie paint and other coatings				X					
	ceiling, ceiling tiles						X					
Plumbing	Interior finishes						X					
	Fixtures		Check condition and function of fixtures				X					
	Water Distribution		Inspect pipes for distribution				X					
	Sanitary Waste		check for damage or leaks including any drainage				X					
HVAC	Water Drainage		Inspect outdoor faucets				X					
	Energy Supply		Inspect coils, housing, drains, wiring and evaluate overall performance of each system. Note apparent or reported age of the equipment, any past component replacements/upgrades and the apparent level of maintenance exercised. Note refrigerants/fuels used and their suitability or need for improvement/upgrade. Establish overall condition for each unit.					N/A				
	Distribution Systems							N/A				
	Cooling Generation & Distribution Systems							N/A				
Electrical	Controls, instrumentation, testing, balancing							N/A				
	Chimneys and Vents							N/A				
	Electrical service & distribution		Inspect service, noting any deficiencies or needed upgrades				X					
	Lighting & branch wiring (interior & exterior)		Examine any and all components related to electrical service & distribution such as conduit, boxes, mountings, checking for damaged wire chaffing or loose or corroded connections				X					
Equipment	Communications & Security		Evaluate overall performance of the system									
	Detention Pond System		Inspect overall condition of system, noting any deficiencies or damage to electrical system and pumps. Check pond area for any leaks or seeping.				X					
	In-ground vault with pumps						X					
	Control Panel						X					

ASSET INSPECTIONS/PREVENTATIVE MAINTENANCE

Established asset inspections is another tool used to assess an asset's condition.

Preventative Maintenance cycles are performed on every revenue and non-revenue support/service vehicles including components such as wheel chair lifts, fare card equipment, etc.

Individual preventive maintenance programs have been developed on key facilities components such as HVAC, Maintenance Equipment, Emergency Power Systems and similar items that have significant wear and tear or present a clear possibility in a disruption of service if they should fail even if acquisition is less than \$50,000.

In all situations, the goal of the Preventative Maintenance Program is to enhance the quality and safety of the asset, minimize interruptions in service, and reduce overall costs to the agency.

REVENUE AND NON-REVENUE VEHICLES:

In most cases vehicle inspections are established on mileage/hour meter intervals according to manufacturer's recommendations.

FACILITIES/EQUIPMENT ASSETS:

Facility Structures including shells, substructure and interiors are monitored on a daily basis. Plumbing, HVAC, Electrical, Maintenance Equipment, Fire Protection, etc. inspections are performed on date/hour meter intervals.

INSPECTION FORECASTING:

Inspections are forecasted and printed daily before a scheduled inspection is due. Forecasted Mileage notification averages are 600 miles prior to inspection due and date forecasts average 7 days prior notification.

Revenue Vehicles:

37

Inspection Reports cont'd
FACILITIES:

Shagit Transit		SCHEDULED MAINTENANCE DUE									
W103 - ScheduleMaintenanceDuer		08/01/2018 TO 08/01/2018									
ASSET NUMBER	YEAR MAKE	MODEL	SERIAL NUMBER	LICENSE	TYPE	CYCLE	CURRENT	NEXT DUE	AMOUNT OVER DUE	AMOUNT TILL DUE IN	NEXT LEVEL INFORMATION
DEPARTMENT: 772MOAEQP - MOA Equip											
Emergency Lights MOA	999	unknown	unknown	none	S - Annual Inspection(A)	365 Set Annual Day	09/11/2018	08/23/19		345 Days	P - Due on 10/1/2018
Exit Sign MOA	999	unknown	unknown	NONE	S - Annual Inspection(A)	365 Set Annual Day	09/11/2018	08/23/19		345 Days	P - Due on 10/1/2018
DEPARTMENT TOTALS: 772MOAEQP - MOA Equip						ASSET NUMBER COUNT: 2		NUMBER OF PM/SA'S DUE: 2			
P - Due on 10/1/2018											
DEPARTMENT: 881SSEQP - SS Equip											
Emergency Lights SS	999	unknown	unknown	none	S - Annual Inspection(A)	365 Set Annual Day	09/11/2018	08/28/19		350 Days	P - Due on 10/1/2018
Exit Sign SS	999	unknown	unknown	none	S - Annual Inspection(A)	365 Set Annual Day	09/11/2018	08/28/19		350 Days	P - Due on 10/1/2018
DEPARTMENT TOTALS: 881SSEQP - SS Equip						ASSET NUMBER COUNT: 2		NUMBER OF PM/SA'S DUE: 2			
P - Due on 10/1/2018											
DEPARTMENT: MOA2Equip - MOATwo.0 Equip											
PressWashHydro	2017	Hydroblaster 5/3000GOTT525	Asset#3302	Asset#3302	35 - 50 Hour Replace fuel filter on oil burner	50 Hours	52	51	1 Hours		33 - Due in 50 hours 34 - Due in 50 hours 36 - Due in 49 hours 37 - Due in 49 hours 38 - Due in 49 hours 39 - Due in 49 hours 44 - Due on 9/21/2018 45 - Due on 9/21/2018 P - Due on 10/1/2018
DEPARTMENT TOTALS: MOA2Equip - MOATwo.0 Equip						ASSET NUMBER COUNT: 1		NUMBER OF PM/SA'S DUE: 1			
P - Due on 10/1/2018											

REQUIRED ELEMENT III

Decision Support Tools:

Authority staff within the executive, maintenance, operations, finance/grants and planning departments utilize a variety of management practices, policies and technology to manage, maintain and plan throughout the life cycle of an asset.

The decision support tools that Skagit Transit utilizes include both electronic software and written policies. Each compliments the other as they contribute to our asset management.

Tools include, but not limited are:

1. Life Cycle Cost Analysis Tool
2. Vehicle Replacement Lifecycle
3. Faster™ Software Program
4. Asset Condition Assessment (SGR) (ULB)
5. TAM Plan
6. Skagit Transit's Six-Year Development Plan (TDP)

LIFE CYCLE COST ANALYSIS TOOL

A life cycle cost analysis (LCCA) is performed on each vehicle category and model/size within that category. A LCCA is crucial in assisting forecasting maintenance operating and capital costs and in addition can give us a comparison of advantages/disadvantages pertaining to alternative fuel sources.

On the following pages are 3 comparisons of LCCA on 3 different revenue vehicles:

*Commuter

*Paratransit

*local Fixed Route

LIFE CYCLE COST ANALYSIS TOOL
Current Maintenance Practices
2014 40Ft Gillig LoFloor

Asset Type	commuter coach
Useful Life	15
Benchmark	
First Cost	\$ 443,625
Inflate Rate *1	2.50%
PM & Insp.	\$ 772.00
Engine R/R	\$ 32,500
Trans R/R	\$ 10,500
Brake program	\$ 3,950
Tire program	\$ 2,855
Miles/Year	77,000
Miles/PM	6,000
Engine Miles	350,000
Trans Miles	350,000
Brake Miles	80,000
Tire Miles	60,000
Road Calls/per call	\$ 83

FTA minimum ASSET LIFE		PM & Inspection		Engine RR		Trans. RR		Brake program		Tire program		Road Calls		Projected Total Ownership
	# per year	Cost	Year (x)	Cost	Year (x)	Cost	Year (x)	Cost	Year (x)	Cost	# per year	Cost		
Year 1	12	\$ 9,264		\$ -		\$ -		\$ -		\$ -	20	\$ 1,654	\$ 10,918	
Year 2	12	\$ 9,496		\$ -		\$ 4,049	1	\$ 2,926	1	\$ 1,686	20	\$ 1,686	\$ 18,166	
Year 3	12	\$ 9,733		\$ -		\$ -		\$ 1,471		\$ 1,738	20	\$ 1,738	\$ 11,471	
Year 4	12	\$ 9,976		\$ -		\$ 4,254	1	\$ 3,075	1	\$ 1,781	20	\$ 1,781	\$ 19,086	
Year 5	12	\$ 10,226		\$ -		\$ -		\$ 1,826		\$ 1,826	20	\$ 1,826	\$ 12,052	
Year 6	12	\$ 10,481		\$ -		\$ 4,469	1	\$ 3,230	1	\$ 1,918	20	\$ 1,872	\$ 20,052	
Year 7	12	\$ 10,743	1	\$ 37,690	1	\$ 12,177		\$ -		\$ 1,918	20	\$ 1,918	\$ 62,529	
Year 8	12	\$ 11,012		\$ -		\$ 4,695	1	\$ 3,394		\$ 1,966	20	\$ 1,966	\$ 21,067	
Year 9	12	\$ 10,226		\$ -		\$ -		\$ 1,826		\$ 1,826	20	\$ 1,826	\$ 12,052	
Year 10	12	\$ 10,481		\$ -		\$ 4,469	1	\$ 3,230	1	\$ 1,872	20	\$ 1,872	\$ 20,052	
Year 11	12	\$ 10,743		\$ -		\$ -		\$ 1,826		\$ 1,918	20	\$ 1,918	\$ 12,662	
Year 12	12	\$ 11,012		\$ -		\$ 4,695	1	\$ 3,394	1	\$ 1,966	20	\$ 1,966	\$ 21,067	
Year 13	12	\$ 11,287		\$ -		\$ -		\$ 1,826		\$ 2,015	20	\$ 2,015	\$ 13,303	
Year 14	12	\$ 11,569		\$ -		\$ 4,933	1	\$ 3,566	\$1	\$ 2,066	20	\$ 2,066	\$ 22,134	
Year 15	12	\$ 11,859		\$ -		\$ -		\$ 1,826		\$ 2,118	20	\$ 2,118	\$ 13,976	
Year 16		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -	
Year 17		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -	
Year 18		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -	
Year 19		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -	
Year 20		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ -	
TOTALS	180	\$ 158,109	1	\$ 37,690	1	\$ 12,177	7	\$ 31,564	7	\$ 22,814	300	\$ 28,232	\$ 290,587	

*1 Rate adjusted per CPI Seattle area

LIFE CYCLE COST ANALYSIS TOOL
Current Maintenance Practices
Starttrans Paratransit

Asset Type	paratransit
Useful Life	7
Benchmark	
First Cost	\$ 104,225
Inflate Rate *1	2.50%
PM & Insp.	\$ 425.00
Engine R/R	-
Trans R/R	-
Brake program	\$ 1,732
Tire program	980
Miles/Year	20,600
Miles/PM	6,000
Engine Miles	-
Trans Miles	-
Brake Miles	80,000
Tire Miles	40,000
Road Calls/per call	\$ 83
Multipliers based on inflation	
Year 1	1.00
Year 2	1.025
Year 3	1.05
Year 4	1.08
Year 5	1.10
Year 6	1.13
Year 7	1.16
Year 8	1.19
Year 9	1.22
Year 10	1.25
Year 11	1.28
Year 12	1.31
Year 13	1.34
Year 14	1.38
Year 15	1.41
Year 16	1.45
Year 17	1.48
Year 18	1.52
Year 19	1.56
Year 20	1.60

FTA minimum ASSET LIFE	# per year	PM & Inspection		Engine RR		Trans. RR		Brake program		Tire program		Road Calls		Projected Total Ownership
		Cost	Year (x)	Cost	Year (x)	Cost	Year (x)	Cost	Year (x)	Cost	Year (x)	# per year	Cost	
Year 1	4	\$ 1,700		\$ -		\$ -		\$ -		\$ -		20	\$ 1,654	\$ 3,354
Year 2	4	\$ 1,743		\$ -		\$ -		\$ -	1	\$ 1,005		20	\$ 1,696	\$ 4,443
Year 3	4	\$ 1,786		\$ -		\$ -		\$ -		\$ -		20	\$ 1,738	\$ 3,524
Year 4	4	\$ 1,831		\$ -		\$ -		\$ 1,865	1	\$ 1,055		20	\$ 1,781	\$ 6,533
Year 5	4	\$ 1,876		\$ -		\$ -		\$ -		\$ -		20	\$ 1,826	\$ 3,702
Year 6	4	\$ 1,923		\$ -		\$ -		\$ -	1	\$ 1,109		20	\$ 1,872	\$ 4,904
Year 7	4	\$ 1,971		\$ -		\$ -		\$ -		\$ -		20	\$ 1,918	\$ 3,890
Year 8		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 9		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 10		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 11		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 12		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 13		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 14		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 15		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 16		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 17		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 18		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 19		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
Year 20		\$ -		\$ -		\$ -		\$ -		\$ -			\$ -	\$ -
TOTALS	28	\$ 12,831	0	\$ -	0	\$ -		\$ 1,865	3	\$ 3,169		140	\$ 12,485	\$ 30,349

*1 Rate adjusted per CPI Seattle area

LIFE CYCLE COST ANALYSIS TOOL
Current Maintenance Practices
31 Ft NAB/LF

Asset Type	urban/rural coach
Useful Life	12
Benchmark	
First Cost	\$ 307,810
Inflate Rate *1	2.50%
PM & Insp.	\$ 700.00
Engine R/R	\$ 37,000
Trans R/R	\$ 4,800
Brake program	\$ 2,002
Tire program	\$ 2,273
Miles/Year	47,000
Miles/PM	6,000
Engine Miles	350,000
Trans Miles	350,000
Brake Miles	42,000
Tire Miles	60,000
Road Calls/per call	\$ 83
Multipliers based on inflation	
Year 1	1.00
Year 2	1.025
Year 3	1.05
Year 4	1.08
Year 5	1.10
Year 6	1.13
Year 7	1.16
Year 8	1.19
Year 9	1.22
Year 10	1.25
Year 11	1.28
Year 12	1.31
Year 13	1.34
Year 14	1.38
Year 15	1.41
Year 16	1.45
Year 17	1.48
Year 18	1.52
Year 19	1.56
Year 20	1.60

FTA minimum ASSET LIFE	PM & Inspection		Engine RR		Trans. RR		Brake program		Tire program		Road Calls		Projected Total Ownership
	# per year	Cost	Year (x)	Cost	Year (x)	Cost	Year (x)	Cost	Year (x)	Cost	# per year	Cost	
Year 1	12	\$ 8,400		\$ -		\$ -	1	\$ 2,002		\$ -	20	\$ 1,654	\$ 12,056
Year 2	12	\$ 8,610		\$ -		\$ -	1	\$ 2,052	1	\$ 2,330	20	\$ 1,696	\$ 14,688
Year 3	12	\$ 8,825		-		-	1	\$ 2,103		-	20	\$ 1,738	\$ 12,667
Year 4	12	\$ 9,046		-		-	1	\$ 2,156	1	\$ 2,448	20	\$ 1,781	\$ 15,431
Year 5	12	\$ 9,272		-		-	1	\$ 2,210		-	20	\$ 1,826	\$ 13,308
Year 6	12	\$ 9,504		-		-	1	\$ 2,265	1	\$ 2,572	20	\$ 1,872	\$ 16,212
Year 7	12	\$ 9,741		-		-	1	\$ 2,322		-	20	\$ 1,918	\$ 13,981
Year 8	12	\$ 9,985	1	\$ 43,981	1	\$ 5,706	1	\$ 2,380	1	\$ 2,702	20	\$ 1,966	\$ 66,720
Year 9	12	\$ 9,272		-		-	1	\$ 2,210		-	20	\$ 1,826	\$ 13,308
Year 10	12	\$ 9,504		-		-	1	\$ 2,265	1	\$ 2,572	20	\$ 1,872	\$ 16,212
Year 11	9	\$ 7,306		-		-	1	\$ 2,322		-	20	\$ 1,918	\$ 11,546
Year 12	9	\$ 7,489		-		-	1	\$ 2,380	1	\$ 2,702	20	\$ 1,966	\$ 14,537
Year 13	0	\$ -		-		-		\$ -		-		\$ -	\$ -
Year 14	0	\$ -		-		-		\$ -		-		\$ -	\$ -
Year 15	0	\$ -		-		-		\$ -		-		\$ -	\$ -
Year 16		\$ -		-		-		\$ -		-		\$ -	\$ -
Year 17		\$ -		-		-		\$ -		-		\$ -	\$ -
Year 18		\$ -		-		-		\$ -		-		\$ -	\$ -
Year 19		\$ -		-		-		\$ -		-		\$ -	\$ -
Year 20		\$ -		-		-		\$ -		-		\$ -	\$ -
TOTAL \$	138	\$ 106,954	1	\$ 43,981	1	\$ 5,706	12	\$ 26,666	6	\$ 15,327	240	\$ 22,033	\$ 220,667

*1 Rate adjusted per CPI Seattle area

VEHICLE REPLACEMENT LIFE CYCLE

Skagit Transit's use of a vehicle replacement life cycle spreadsheet in conjunction with Useful Life Benchmarks (ULB) and State of Good Repair (SGR) performance measures gives a good forecast of developing future capital needs and investment prioritizations.

SKAGIT TRANSIT EQUIPMENT LIFE CYCLE (updated 01-13-2020)																									
Veh No#	Make	Grant Funding	Placed In Svc	Useful Life	Useful life Mileage	approx WSDOT Title release	LTD Miles	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	NOTES
COMMUTER/FIXED ROUTE																									
1	141	Gillig 40	FTA 5307	2014	15 Years	750,000	391,838																		
2	142	Gillig 40		2014	15 Years	750,000	206											X							
3	181	Gillig 40	5307 WA-90-X555	2018	15 Years	750,000	200																		
4	001	Gillig 40	WSDOT	2020	15 Years	750,000																			
5	002	Gillig 40	WSDOT	2020	15 Years	750,000																			
6	003	Gillig 40	WSDOT	2020	15 Years	750,000																			
7	004	Gillig 40	WSDOT	2020	15 Years	750,000																			
8	005	Gillig 40	WSDOT	2020	15 Years	750,000																			
9	071	Gillig 40	5309 / 57.1%	2007	15 Years	750,000	2019																		
10	072	Gillig 40	5309 / 61.8%	2007	15 Years	750,000	2019																		
11	073	Gillig 40		2007	15 Years	750,000	2019																		
12	074	Gillig 40	Everett / 43.45%	2007	15 Years	750,000	2019																		
13	075	Gillig 40	GCA 4942	2007	15 Years	750,000	2019																		
14	111	Gillig 35 LF	GCA 6208	2011	15 Years	750,000	2023																		
15	143	Gillig 35 LF		2014	15 Years	750,000	2026																		
16	144	Gillig 35 LF		2014	15 Years	750,000	2026																		
17	156	Chevy		2013	7 Years	200,000	2018																		
18	157	Chevy		2013	7 Years	200,000	2018																		
19	161	Gillig 35 LF		2016	15 Years	750,000	2028																		
20	171	Gillig 35 LF	GCB 2275	2017	15 Years	750,000	2029																		
21	172	Gillig 35 LF	GCB 2275	2017	15 Years	750,000	2029																		
22	174	Gillig 20 LF		2017	15 Years	750,000	2029																		
23	008	Gillig 35 LF		2020	15 Years	750,000																			
24	007	Gillig 20 LF		2020	15 Years	750,000																			
25	008	Gillig 20 LF		2020	15 Years	750,000																			
26	009	Gillig 20 LF		2020	15 Years	750,000																			
27	081	NABI	WA-04-0011	2009	12 Years	500,000	2018																		
28	082	NABI	JARC	2009	12 Years	500,000	2018																		
29	083	NABI		2009	12 Years	500,000	2018																		
30	094	NABI		2009	12 Years	500,000	2018																		
31	095	NABI		2009	12 Years	500,000	2018																		
32	098	NABI		2009	12 Years	500,000	2018																		
33	151	ARBOC		2015	7 Years	200,000	2020																		
34	152	ARBOC	FTA 5319-05-8188	2015	7 Years	200,000	2020																		
35	191	Gillig 20 LF		2019	15 Years	750,000	2031																		
36	192	Gillig 20 LF		2019	15 Years	750,000	2031																		
37	193	Gillig 20 LF		2019	15 Years	750,000	2031																		
38	194	Gillig 20 LF		2019	15 Years	750,000	2031																		
39	195	Gillig 20 LF		2019	15 Years	750,000	2031																		
40	196	Gillig 20 LF		2019	15 Years	750,000	2031																		

RED = MET USEFUL LIFE
RED W/YELLOW BACKGROUND= SLATED FOR DISPOSAL

FASTER™ SOFTWARE PROGRAM

A good fleet software program is key to managing asset management from acquisition through disposal. Faster™ is a web-based system which allows each maintenance personnel and facility personnel access through laptops, desktops and tablets. Using the web-based system results in a more user friendly environment with the ability to link our Facility Maintenance with on-site reporting in addition to using multiple database and spreadsheet programs for greater reporting and cost tracking capabilities.

ASSET CONDITION ASSESSMENTS USING STATE OF GOOD REPAIR (SGR)

As introduced earlier, a State of Good Repair (SGR) is a threshold that identifies the desired performance condition. An asset is in a SGR when the condition of a capital asset is able to operate at a full level of performance.

SGR performance targets are based on realistic expectations obtained from the most available data (ULB-useful life benchmarks), FTA performance measure criteria and the financial resources Skagit Transit reasonably expects to be available during the TAM plan period for capital planning.

REQUIRED ELEMENT IV

Investment Prioritization

Skagit Transit's Six-Year Development Plan (TDP)

Skagit Transit's Six-Year Transit Development Plan (2018-2023) 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 conforms to the State's transportation system policy goals (RCS 47.04.280). It is reviewed annually and amended to reflect funding realities and changing service needs or objectives.

2019-2022 SUMMARY OF ROLLING STOCK FOR EXPANSION/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	
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				

CAPITAL IMPROVEMENT PROGRAM 2018-2022									
		2019		2020		2021		2022	
Preservation	2018	Amount	Priority	Amount	Priority	Amount	Priority	Amount	Priority
Maint/Admin Equip/Facility	\$322,253								
Fixed Route Vehicles	\$2,150,000	\$1,558,305	High	\$4,805,983	High	\$1,582,920	High	\$1,055,280	High
Paratransit Vehicles	\$1,223,910	\$409,500	High	\$439,425	High	\$292,590	High	\$439,425	High
Service/Staff Vehicles		\$116,500	High						
Vanpool Vans	\$367,000	\$378,000	Medium						
Transit Centers									
Transit Shelters	\$13,700								
Sub-Totals	\$4,076,863	\$2,462,305		\$5,245,408		\$1,875,510		\$1,494,705	
		2019		2020		2021		2022	
Expansion	2018	Amount	Priority	Amount	Priority	Amount	Priority	Amount	Priority
Maint/Admin Equip/Facility									
Fixed Route Vehicles	\$494,700								
Paratransit Vehicles				\$439,425	High				
Service/Staff Vehicles									
Vanpool Vans									
Transit Centers*	\$2,197,045	\$9,262,378	High	\$3,754,008	High			\$22,000,000	High
Skagit Station Traffic Revision				\$108,625	High				
Transit Shelters				\$34,944	Medium				
Sub-Totals	\$2,691,745	\$9,262,378		\$4,337,002		\$---		\$---	
Total Capital	\$6,768,608	\$11,724,683		\$9,582,410		\$1,877,531		\$23,496,727	
* New MOA2 Relocation Project									
2020 Phase I (Actual Construction)		The Capital Improvement Program 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/insufficient to complete the capital project, a reevaluation of the project will be performed.							
2022-Phase II & Phase III									

Appendix A- Vehicle, Equipment and Facilities Management Plan

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INTRODUCTION

Skagit Transit's Maintenance Department is responsible for providing safe, clean and mechanically reliable vehicles (Fixed-Route, Paratransit, Vanpools, and Staff Support/Service Vehicles) for transit operations within Skagit County. Meeting these responsibilities is the basis for the plan that follows.

Skagit Transit's Maintenance Department is also responsible for maintaining Skagit Transit's Facilities, its Facility Equipment, Park and Rides and Route Maintenance.

It is Skagit Transit's goal to maximize the useful life and achieve the lowest life cycle cost of each asset by utilizing FasterAssett preventative maintenance and repair software.

Elements necessary to provide a high standard of service are a fleet of mechanically reliable vehicles, adequate facilities, equipment to maintain the fleet, and skilled, motivated employees. To provide reliable service, the fleet size must reflect the peak requirement including spares to cover scheduled major repair work and a preventative maintenance program that meets or exceeds the manufacture's recommendations and inspections.

Each asset is managed with the intent to achieve the following:

Maximize intervention of wearing parts, premature failures, and early detection.

Minimize equipment catastrophic failures. Minimize agency liability when incidents occur
Maximize service reliability

I. LABOR ALLOCATION

The Maintenance Department is responsible for ensuring customer and operator satisfaction by providing equipment that is safe, clean, mechanically reliable, and maintained to highest standards.

To accomplish effective and efficient operation of the department and to support the overall goals of the agency, the current staff structure is separated into eight job categories. The number of personnel by job categories is:

- (1) (1) Facilities & Maintenance Manager
- (2) (1) Maintenance Supervisor
- (3) (1) Maintenance Administrative Technician/Data Specialist
- (4) (1) Vehicle Servicer Supervisor
- (5) (5) Vehicle Servicers
- (6) (1) Lead Mechanic
- (7) (9) Mechanics
- (8) (1) Lubrication Technician
- (9) (1) Facility Supervisor
- (10) (4) Facility Technicians

The extended periods of system operation require varied shift assignments and appropriate staffing levels for each. Maintenance staff is required to be at the facility seven days a week. Determination of work schedules and duty hours for vehicle maintenance staff requires the evaluation of several factors. These include:

- 1. Staffing levels,
- 2. Availability of equipment/facilities,
- 3. Operation's Service levels on each day,
- 4. Operation's based miles per day,
- 5. Pull-in and pull-out times for service hours,
- 6. Scheduled time off, i.e. vacations, sick leave, and holidays.

LOCAL CONDITIONS:

Local conditions have a direct impact on the level of PM needed. Skagit Transit provides service throughout Skagit County.

The following conditions are considered when developing a PM program for a vehicle or group of vehicles:

Service Design:

Due to diversity in both equipment and miles, may require a higher frequency of PM service inspection.

Urban Service: Fixed Route and Paratransit service.

Rural Area: Fixed Route, and Paratransit long distance corridors.

Topography: Skagit County is located along the Pacific coast west of the Cascade Mountains. Skagit County is 1,735 square miles. Our service consists of small city, in town, stop and go traffic to 79 miles one way. Our terrain can be considered valley flat to hills north, south and east of the I-5 corridor, leading out west to the Puget Sound.

Weather: Most of the year we experience rainy conditions and during the winter month's ice or snow on roadways and sand or de-icer can be expected along with precipitation. Adjustments must be made to our routine maintenance to prevent premature corrosion to our assets. Skagit County annual rainfall is from 26 in (Anacortes) to 65 in (Concrete).

Fixed Route are washed on an average of 6 times a week. Paratransit vehicles are washed 3 to 4 times a week. Staff vehicles are scheduled in monthly, time and labor force permitting.

Graffiti must be removed within 24 hours.

WORKFORCE DEVELOPMENT

A small maintenance staff (relative to the size of the fleet, miles traveled and specific applications) maintains Skagit Transit vehicles. The philosophy chosen for workforce development is to seek maximum versatility through comprehensive understanding of the vehicle system. This means that Skagit Transit typically attracts, hires and develops "generalists" or bumper-to-bumper types of mechanics and limits specialization.

Understanding that each individual brings specific skills and abilities to the workplace, nonetheless it is Skagit Transit's policy to practice, to foster, and encourage generalists.

Consistent with the desire for well-rounded mechanics, recruitment to fill open positions should consider both internal promotion and hiring from external of the agency. In-house promotion suggests that the staff would have the necessary aptitude and **skills** required of the open position. Offering career growth through entry-level positions is desirable, but the small staff does not always provide qualified applicants for higher level positions.

II. COMMUNICATION

Policies and procedures are unique to organizations. Training of new staff as well

as the ongoing or periodic retraining of all employees in the maintenance programs, policies and procedures is critical to achieving program objectives. Current practice for the dissemination of information is through staff meetings, bulletin boards, memoranda, and one-on-one discussions with staff.

To achieve Skagit Transit's goal to train, promote and retain the best qualified employee, periodic evaluations are conducted on all positions. Employees are evaluated by the respective Supervisor at the completion of the introductory period (6 month) and thereafter on an annual basis.

An employee orientation program is currently utilized. Certain common elements for all positions lessen the scope of this program. Preliminary issues during indoctrination include health and safety, departmental and company organization, departmental policies and requirements, and basic orientation to the fleet and specific work centers. (Orientation Checklist Safety/HR).

TRAINING

Training is necessary for maintenance staff to become generalists and also to enhance the knowledge base of the maintenance program as a whole. Outside training is the primary method of accomplishing this goal and is provided either by the Original Equipment Manufacturers or through independent training facilities i.e. Cummins, Voith, Roush Cleantech. Also available are the online training/certification programs and sub-departments of the larger Puget Sound transit systems such as Northwest Transit Training Coalition, Washington State Training Coalition and the Pacific Northwest Fleet Manager Association.

Employee initiative continues to be encouraged by offering financial assistance for college-level related courses based on the employee's final grade

ENVIRONMENT

In addition to training, the most effective methods of performing specific tasks are dictated by important factors in the job environment. Many times a procedure is developed based on available repair equipment within the shop.

When changes in a repair process or equipment occur, periodic evaluations of work activities must be conducted to watch for substantial time increases and to eliminate the potential for on-the-job injuries. The department will document the procedure or equipment changes so that evaluations later could be abbreviated but still are effective, safe, and continue to result in cost and labor savings.

IDENTIFICATION OF CRITICAL JOB FUNCTIONS

The identification of critical job functions such as brakes, component rebuilds, inspection cycles, and others will be a continuing effort. Staff input into the review and conclusions is encouraged. Completed reviews will be maintained for future evaluations.

In addition to seeking a better work environment through task review, the continued growth of employee skills and performance should be recognized.

III. WORK ASSIGNMENTS

Maintenance Manager decides on a daily basis which items will be maintained by Skagit Transit's Maintenance staff and which items, if any, should be contracted out to the vendor network. The available labor resources, cost of the items, and the equipment to do the job usually determines the need for contract work.

Historically, Skagit Transit has struck a balance between contract and internal work. The direction the department has moved over the last several years is to internalize those elements where skills and abilities exist or to create those skills in order to internalize.

The basis for most of this decision-making is largely quality driven issues with some economic overtones.

For example, event damage repairs were brought in-house in early 2016 resulting in cost savings, significant quality and durability improvements, and dramatic improvements in turn-around time.

In the course of the decision-making process the Maintenance Manager must evaluate labor resources and daily workload. Due to Skagit Transit's budget and staffing levels, the primary considerations are safe operating equipment, timeliness of returning vehicles to service, economic considerations, quality issues and personnel development issues including training opportunities.

ASSIGNMENT OF TASKS

The Maintenance Manager, Maintenance Supervisor, Facilities Supervisor, & Vehicle Servicers Supervisor assign tasks daily.

The assignment of tasks requires continuous evaluation. Priorities considered are:

1. essential maintenance before elective maintenance;
2. timeliness of returning a vehicle to revenue service;
3. scheduled preventative maintenance service.

Consideration is also based on the number and relative skills of the particular employees available for assignment.

IV PREVENTATIVE MAINTENANCE

The Maintenance Manager is responsible for developing the PM schedule for each vehicle fleet and ensuring that all PM activities are completed in a timely manner. Preventative maintenance cycles are performed for a number of components as well as for all Skagit Transit Vehicles. Examples of components are wheel chair lifts, fare equipment, exhaust after-treatment, transmissions, engines, alternators, and axle assemblies. In most cases the manufacturer's recommendations are followed. In some cases the intervals established are either longer or shorter than the recommendations. In these cases, extensive research and data collection is done prior to establishing a cycle. In all situations the goal of the maintenance programs is to enhance the quality and safety of the vehicle, minimize interruptions in service, and to reduce overall costs to the agency.

Throughout the PM and repair process the tasks performed by maintenance staff are under constant review by the Maintenance Department management and staff. This constant review is designed to ensure that review and decisions are made at the proper level of management. Maintenance programs are designed, constantly

monitored, and updated to minimize service interruptions and ensure consistently high quality of service on the street. As an aid in establishing a program, most components list manufacturer's recommendations for inspections and maintenance. In addition, many items lend themselves to a calculated decay-cycle type of maintenance forecasting.

The analysis of fleet component specifics relies heavily on the quantitative and qualitative analysis of individual components. Variability in components suggests custom-tailored inspection intervals and methods must be applied in some cases.

Each day the Maintenance Manager, Maintenance Supervisor and Facilities Supervisor review the PM Tracking report to identify which vehicles and equipment are due or coming due for Preventative Maintenance. The identified vehicles are removed from service and scheduled for work.

The work is then assigned to the respective technician performs the PM and completes the appropriate PM electronic inspection form. The technician is provided with complete instructions on how to perform the PM and is required to follow those instructions to completion. Very minor repairs such as light bulbs and the securing of fasteners etc. are done during the PM process.

Other needed repairs may be identified during the PM inspection. These are referred to as "PM Write-Ups". A separate work order is issued for this type of repair.

In addition, drivers/customers may report problems. The assigned technician reviews the PM write-ups and driver repair request daily and opens a Fasterasset work order. The repairs are then scheduled into the associated repair shop, assigned to a technician and completed before the vehicle/equipment returns to service if it is a safety item.

CONDITION-BASED PROGRAM

The means of preventative maintenance programming which offer the optimum combination of cost-effectiveness and serviceability is a "condition based" program. In this type of program, measures of equipment/component's condition are monitored.

Through trends in fleet and facility experience, approaching problems may be identified and remedied before failure and subsequent interruption of service.

Condition-based programs are not readily applicable to all components. The next preferred method of maintenance scheduling is "fixed mileage".

FIXED-MILEAGE REPLACEMENT

For fixed-mileage replacement to be effective, components must have shown deterioration patterns. Often, only general conclusions can be reached due to the variations in equipment and service, the manufacturer's recommendations, and experience with the fleet. Local history is critical for optimum determinations. The determination of replacement mileage requires sufficient data to be studied and analyzed before reliable trend-line specifics can be determined.

Factors that determine the replacement mileage are the qualitative and quantitative effects of a breakdown. Operation of a component until failure typically results in additional repair expense. The qualitative issue is valuable to the transit system by avoiding service interruption breakdowns.

An engine is an example of an expensive and critical component that lends itself to periodic interval maintenance. Through performance evaluation, (i.e. horsepower, smoke, oil analysis, operator reporting, fluid and fuel use, and component performance history), reasonable guidelines may be established to achieve maximum mileage while avoiding service interruption and catastrophic failure. Skagit Transit has adapted to swing both Engine and transmission as one unit. If a failure or schedule mileage/hours time occurs both are done at the same time. This is to minimum downtime and to maximize cost and resources.

Engines and transmissions have established fixed mileage/hours replacement cycles.

Considering these issues, maintenance management may define an acceptable level of on-street failure. However, the operational goal for vehicle maintenance is "minimal failure."

COST ANALYSIS TOOL

Skagit Transit Maintenance Department uses a life cycle cost analysis tool as part of its decision-making process when establishing and making changes to the preventive maintenance interval. This enables our agency to analyze the cost effects of alternative practices over the life of the equipment.

VEHICLE INSPECTION SCHEDULING

Vehicle inspections are forecasted and printed daily on a report 600 miles before the scheduled inspection is due. The forecasted mileage process is established so that maintenance management is given a vehicle service notification two days prior an inspection coming due. Our goal is to perform the vehicle and component inspections within 10% of the targeted mileage. Most of the inspections are established on mileage intervals. Daily monitoring is performed to assist management in reaching this goal.

V. INFORMATION SYSTEM

Skagit Transit uses a system of manual and computerized forms and reports to schedule and perform preventative maintenance (PM) and repairs to its fleet of vehicles. These documents include:

- Work orders
- Purchase orders
- Parts requests
- PM Tracking report
- Electronic PM Inspection forms (these vary based on type of vehicle and level of PM to be performed)

Skagit Transit currently uses Microsoft's SQL Server 2012. Skagit Transit's Maintenance Department's Management Software is Faster™ Fleet Management. Faster™ is an **Intranet Web** based program which provides a user friendly environment with the ability to link our Facility Maintenance with on-site work order generation in addition to using multiple database and spreadsheet programs for greater reporting and cost tracking capabilities.

The computer applications of greatest benefit to maintenance are the work orders, fluid & fuel, inventory management, and reporting applications. Using the reporting capabilities, we are able to track our vehicles, maintenance, fuel fluid, parts, personnel and options. This makes the reporting process easier and more accurate

PREVENTATIVE MAINTENANCE MODULE

After the vehicle is identified which vehicles are due for PM, a work order is prepared that describes the work to be done, the account codes to be charged, and instructions as to which level of PM is to be performed. All the PM labor and costs are captured under the PM code on the work order. When there is a PM write-up, a new work order or multiple work orders are then generated listing those repairs. All repair labor and parts are charged to the work orders under the specific coding applicable to the individual repairs.

The required parts and supplies are assembled by the parts department and charged to the work order. The PM work order is checked and completed by the Maintenance Support Technician and then referred to management for final signature. The Maintenance Support Technician then updates the PM Tracking Report to show when the PM was completed.

If a repair is determined is to be covered under warranty, the appropriate coding will be identified on the work order. Any warranty parts removed from the vehicle(s) are tagged with the repair information and sent to the parts department for storage until requested by the manufacturer/vendor. The Maintenance Supervisor initiates a warranty claim to the applicable manufacturer/vendor. (See Warranty Recovery Program section of this plan for more details).

INVENTORY MANAGEMENT MODULE

The Inventory Management Module processes and tracks purchases, receipts, issues, and adjustments to inventory. In addition, through this module:

- Outstanding purchase orders are processed.
- Multiple inventory locations are tracked.
- Usage reports, physical-to-book comparisons, costing, and work order summary reports are generated.

Historical usage reporting provides an analysis of usage by month during the current year as well as the amount consumed during the prior year.

VEHICLE MAINTENANCE MODULE

The Vehicle Maintenance Module consists of a series of programs designed to monitor and record vehicle maintenance activities and associated costs. Preventative maintenance inspections, fuel consumption, usage and costs, and general maintenance activities are recorded in this system.

Each vehicle is individually identified and grouped into a sub-fleet. Pertinent fleet and vehicle information such as vehicle type, status, year, fuel type, seating capacity, and tire cost is recorded for each vehicle.

Vehicle service data is entered into the system daily. Fuel is entered and any exception data is noted for low performance. Mileage is updated daily and vehicles due for inspection are identified and scheduled.

As the daily service data is entered into the system, costs are computed and appropriate transactions are generated. Cost information is available for each job, vehicle and sub- fleet. Inventory levels of items used, i.e. parts, and oil, are automatically reduced as usage is entered into the system.

Skagit Transit has a separate fuel data base up and running to support the use of Ultra Low Sulfur Diesel, and propane.

Various reports are available such as, monthly maintenance report, exception reports, and inspections due report.

Inspection miles and hours are also tracked by this system.

IV. EQUIPMENT MANAGEMENT

FIXED ROUTE COACHES

Our coaches are on a replacement schedule that meets the FTA minimum vehicle certification life and Skagit Transits' Useful Life Benchmark.

An inherent problem of having a large portion of the fleet suffering the same type of major maintenance failures at one time is real. Means to prevent this include programming repair cycles prior to expected failures and evaluating equipment conditions to identify repair necessary prior to impending failure.

PARATRANSIT VANS

Our paratransit vans are on a replacement schedule that meets the FTA minimum vehicle certification life and Skagit Transits' Useful Life Benchmark.

VANPOOL VANS

Vanpool vans are another significant vehicle sub-fleet. One group of passengers generally keeps the van for the life of the vehicle. All of our vanpool vans are on a replacement schedule that meets the FTA minimum vehicle certification life and Skagit Transits' Useful Life Benchmark.

Because these vehicles are lighter duty than fixed route and dial-a-ride vehicles, the flexibility of using the van for an extended period beyond the time the van exhibits signs of age exists. Resale value and failure probabilities suggest that major work toward the end of the life cycle is not cost effective.

The above reasons, and continued growth in the program, suggest that procurements of vans need to occur on a five year cycle. Smaller units of procurement suggest the desirability of joint procurements with other agency vanpool programs or through the State of Washington contracts if federal funds are not involved.

STAFF AND SUPPORT VEHICLES

The variety of this vehicle sub-fleet is due to the varied needs within the agency. Due to the size of the fleet and relatively slow growth, this fleet is expected to remain a varied- age and varied-type conglomeration of vehicles. Service decisions will be made on an individual vehicle rather than a fleet basis.

V. PARTS INVENTORY MANAGEMENT

The Maintenance Department repair parts inventory function operates under the managements of both the Maintenance and Administrative Department (assigned storekeeper). However, during physical inventories, administrative personnel do the physical counting. Quarterly the internal Auditor performs spot checks.

Purchases, receipts, issues, and adjustments to inventory are processed and tracked by computer. Usage reports, physical-to-book comparisons, and costing are also supported by the computer system.

Skagit Transit operates an open door parts room for all maintenance personnel. The Storekeeper procures needed parts from established vendors' whereas the Maintenance Administrative Technician places the parts in their respective location whereas the employees will enter the inventory information on individual equipment repair work orders. Parts listed on work orders are tracked weekly to adjust levels and generate restocking reports on the computer-tracking program. The computer system also provides costing data, mileage, fluid consumption and other report items.

Part stock levels are determined by the frequency of use, delivery lead times, the effect on service if unavailable, weather considerations, and the condition of the fleet. The goal is to minimize inventory yet balance it against providing the necessary parts to keep a sufficient number of vehicles available for revenue service at all times.

Decisions on stock levels are aided by the computer system. The Storekeeper, Maintenance Supervisor and Maintenance Support Technician monitor the minimum and maximum inventory levels along with the computer-generated suggested reorder points.

Inventory verification is done annually through a physical inventory. Adjustments are made as parts are reordered or when Internal Auditor quarterly spot checks of inventory levels are performed.

VI. WARRANTY PROCEDURES/RECOVERY

Skagit Transit aggressively seeks warranty reimbursement whenever possible. Except in emergency situations, most warranty repairs must be preauthorized by the manufacturer. Once a determination has been made that a possible warranty problem exists, maintenance staff will contact the warranty administrator for specific instructions for reimbursement prior to having any labor performed and/or parts replaced. Since suppliers' warranty procedures vary, the evaluation of several factors include: whether the repair is within Skagit Transit resources and time, total coverage of repairs, parts replacements coverage, and with-in OEM authorization. The Maintenance Manager will verify with accounts receivable that payment is received.

PREVENTIVE MAINTENANCE POLICY FOR FACILITIES EQUIPMENT

Purpose:

As part of its responsibility to ensure safe, friendly and reliable service, Skagit Transit must maintain its facilities and related equipment in a clean and safe condition, as well as conduct all necessary preventive maintenance inspections and repairs in a timely manner. By performing inspections and repairs on time, Skagit Transit will not only be able to maintain the facilities and related equipment effectively but will also help insure the reliability of the facilities and related equipment while preserving the significant capital investment in these assets. ·

Scope:

Individual preventive maintenance programs have been developed on key facilities components such as Heating and Air Conditioning, Handicapped Facilities, Life Safety Systems, Pollution Control Equipment, Emergency Power Systems, Vehicle Lifts, Bus Wash Equipment, and similar items that have a high dollar value, significant wear and tear, or present a clear possibility in a disruption of service if they should fail. In addition, preventive maintenance programs have been set up for all components with a regulated or statutory inspection cycle such as fire sprinkler/alarm systems, hot water tanks, and compressed air vessels.

Facilities and Equipment Maintenance Program Goals:

- Conduct 100% of all legally mandated inspections by mandated inspection date.
- Review and improve practices for the effective and efficient management of utilization of facilities and equipment.
- Ensure to the extent possible Skagit Transit's facilities and grounds are both functional and aesthetically pleasing.
- Continue to conduct at least 80% of all facilities and equipment preventive maintenance within the "On Time Performance Guidelines". In addition, the Maintenance Manager conducts documented inspections of each facility on a monthly basis.

On Time Inspection Performance Guidelines:

Due to their unique nature and operating characteristics most facility inspection and preventive maintenance activities allow greater flexibility than comparable

automotive inspections. Also limited staff size presents challenges in preventive maintenance scheduling. Therefore within the following guidelines are set up to evaluate "On Time Inspection" performance within the Facilities section.

- Conduct 100% of all legally mandated inspections by mandated inspection date.
 - Conduct monthly inspections and services no later than 7 days after the due date.
 - Conduct quarterly inspections and services no later than 14 days after the due date.
 - Conduct annual inspections and services no later than one month after the due date.
-
- In specific cases some pieces of equipment or some applications may require a stricter standard of PM schedule adherence. These will be identified based on field experience and specific on-time guidelines will be identified in this section.

Implementation:

The Maintenance Manager and Supervisor shall review facilities drawings and records to identify all equipment and components that require ongoing maintenance.

The Supervisor shall review Manufacturer's recommendations for preventive maintenance and repair. The Supervisor upon consultation with staff shall determine if ongoing preventive maintenance is required, or if an item should be classified "Repair as Needed". The "Repair As Needed" designation will only be used for items that do not have a recognized ongoing preventive maintenance requirement. Maintenance needs for "Repair as Needed" items will be identified through the defect reporting and site inspection processes outlined elsewhere in this manual.

The Supervisor shall review the list of items requiring preventive maintenance with the Manager and staff. Together they shall conduct field inspections of each location to verify that all preventive maintenance items have been identified. The Supervisor shall assign responsibility for each item of equipment. The Manager and Supervisors shall assign responsibility for items that directly affect shop floor performance, mobile equipment and other fixed equipment items.

The Supervisor shall develop a specific service check list and preventive maintenance intervals for each assigned piece of equipment. These check lists and intervals will be based at a minimum on the Manufacturer's written recommendations. The PM intervals and tasks may be modified based on local experience and conditions, life cycle costing analysis, and good trade practices.

The Manager/Supervisor shall determine whether each piece of equipment should be maintained in-house or by a service contractor. The Manager shall determine scope and negotiate required service contracts in accordance with Skagit Transit procurement policies.

The Maintenance Support Technician sets each system or piece of equipment up in the FasterAssett software. The Manager shall set up the desired preventive maintenance tasks and intervals. The Maintenance Support Technician inputs the maintenance schedules into the work management software.

The Facilities Supervisor generates PM Work Orders from FasterAssett Software and

forwards them as each PM task comes due.

The manager delegates sufficient resources to accomplish PM schedule and assign work orders to either the designated service contractor or a qualified technician.

Facility Technicians complete the required assignments and return completed work orders and preventive maintenance checklists to the Maintenance Technician for data input and costing.

Service Contractors shall submit their completed service reports and invoices to their Skagit Transit contact. The manager shall review the work to ensure it is complete and that any defects have been corrected. The manager shall forward the service report and invoice to the Maintenance Technician for data input and costing. Service contract invoices and service records shall be forwarded to the Manager for approval prior to payment.

Self Audit and Performance Review

The responsible Manager shall work with the Maintenance Technician on an ongoing basis to review Preventive Maintenance accomplishment and to ensure that a backlog of preventive maintenance work does not accumulate.

On a monthly basis the Maintenance Manager shall review Preventive Maintenance Inspection Reports to ensure that the preventive maintenance accomplishment matches the preventive maintenance plan. The Manager shall bring any discrepancies to the attention of the responsible section for correction.

On a bi-annual basis the Manager shall review the Equipment List and Equipment Inventory to ensure that all appropriate new equipment has been set up in the work management system and that preventive maintenance programs have been established.

Annually the manager shall conduct an "80%" audit of their respective assigned preventive maintenance responsibilities using the evaluation procedures set forth in the FTA Grant Management Workbook.. Based on the results of the 80% audit the manager shall institute corrective measures to ensure compliance with the 80% guideline.

The Manager shall review the entire facilities and equipment preventive maintenance program on an annual basis to evaluate actual accomplishment and to ensure that adequate resources are available to accomplish the plan.

Annually the Maintenance Manager shall aggregate the service contract requirements and submit a budget request sufficient to accomplish the contemplated contracting program.

SUMMARY OF RECOMMENDATIONS

1. Continue to evaluate work elements for optimal selection of internal and outside contract work.
2. Continue to customize vehicle and component inspection intervals based on current data.
3. Continue to define and analyze trends in major components. Selection and definition of subsystems must be performed using "condition-based", "fixed-mileage", modes for each major component and system.
4. Complete individual and department skill assessments and provide training as identified.
5. Encourage employees to seek outside training on their own as well as providing training in-house and training through outside training programs.
6. Evaluate major cost and accident-causing tasks with thought to cutting cost and improving safety through improved training and provision of appropriate tools and equipment.
7. Seek to minimize the swings in fleet age by procurement timing and quantities purchased.
8. Continue to strive for fleet homogeneity when appropriate.
9. Avoid major vanpool mechanical work by continual monitoring and adjusting vehicle's anticipated life cycle. Quality and resale factors suggest on-going adjustments to the replacement cycle of the vehicles.

REVISION HISTORY

Agency Name: *Skagit Transit*

Accountable Executive: *Dale O'Brien, Executive Director*

Initial Adoption Date: September 20, 2018

Original Effective Date: October 1, 2018

Last Modified By (Name):	Last Modified (Date):
MARY NELSON	March 21, 2019
Ref: extracted pg 6 of Rolling Stock to include Vehicles 766-772 previously omitted in EERP	
JoAnn Wynne	Sept 17, 2019
pg 1 staff changes in yellow	
pg 5-8 updated vehicle info	
pg 18-22 updated vehicle info in SGR	
pg 15, 16 updated SGR, ULB	1-29-2020
JoAnn Wynne	
Cover photo, Table of Contents, vehicle info, facility info, Appendix A added	