

Transit Development Plan 2024-2029

Skagit Transit



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Letter from the CEO

Dear Skagit Transit Stakeholders,

I am pleased to present the draft of our 2024-2029 Transit Development Plan (TDP) for review. This is a comprehensive roadmap that outlines our vision for the future of transit services. This plan represents our commitment to enhancing mobility, connectivity, and sustainability for our community.

As our region continues to grow and evolve, it is crucial that we anticipate and meet the transportation needs of our residents and businesses. The TDP reflects a thorough analysis of current conditions and future opportunities.

This plan is not just a document; it is a commitment to providing safe, reliable, and sustainable transit options that support economic growth, reduce congestion, and enhance quality of life for all residents.

I encourage you to review the Transit Development Plan and provide your feedback. Your input is invaluable as we work together to shape the future of transit in Skagit County.

Thank you for your continued support and partnership as we embark on this important journey.

Sincerely,

Crystle Stidham
CEO
Skagit Transit

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Section 1 – Overview

Skagit Transit is the primary provider of public transportation in Skagit County, dedicated to enhancing mobility, connectivity, and sustainability within our community. The annual update to the Six-Year Transit Development Plan (TDP) serves as a comprehensive roadmap outlining our vision for the future of transit in Skagit County. It builds upon our past successes while addressing current challenges and opportunities in transportation.

We have developed a plan that prioritizes reliability, innovation, and environmental stewardship. Our objective is not only to meet the growing demand for transit services but also to evolve and adapt in response to emerging trends and technologies. By aligning with local, state, and regional goals, this plan aims to expand service offerings, improve operational efficiency, and foster a more inclusive and accessible transit system.

The plan addresses how such programs will be funded and how it conforms to the State’s transportation system policy goals (RCW 47.04.280) by supporting local comprehensive planning, as well as economic objectives within Skagit County. The Washington State transportation system policy is made up of six strategic goals:

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

Skagit Transit aligns its objectives with Washington state’s transportation oriented plans as well as the local plan *Skagit 2045 Regional Transportation Plan*¹. These plans mirror our commitment to sustainable and accessible transit solutions. Over the next six years, Skagit Transit aims to enhance the effectiveness of its fixed route service, expand the Rideshare program, and improve overall transit accessibility. These goals will be further refined through the completion of our Long-Range Transit Plan.

Additionally, Skagit Transit will play a critical role in supporting local governments as they address their obligations under the Growth Management Act (GMA) to reduce per-capita Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. These obligations represent a significant shift in state planning policy, and Skagit Transit’s services are essential to the County and cities in meeting these requirements

Beginning within this timeframe, Skagit Transit will begin to transition into a zero emissions fleet, encompassing fixed route coaches, paratransit vehicles, and vanpool vehicles. This initiative underscores our commitment to reducing environmental impact and exploring innovative energy solutions, including the consideration of hydrogen as a potential fuel source.

Actions planned over the next six years are designed to reduce emissions and enhance access to diverse destinations, ranging from essential services to social and recreational activities. By adopting sustainable practices and embracing technological advancements, we aim to improve the overall quality of transit service for Skagit County residents.

Skagit Transit is also set to complete the relocation of its Maintenance, Operations, and Administrative Base (MOA2) to a new site that will accommodate agency growth for the next 30+ years. This strategic move supports our long-term vision of expanding operational capacity and enhancing service delivery across the region, allowing us to transition to a zero-emissions fleet.

1 [Transportation Plans - SCOG](#)

Section 2 - Organization

Mission Statement

Skagit Transit connects communities and fosters growth by providing sustainable, innovative, and equitable public transportation options. We are dedicated to enhancing the mobility and quality of life for all residents through reliable, safe, excellence in customer service. By embracing technology, innovation, and community input, we strive to be a leader in shaping the future of public transit, making Skagit County more accessible and livable for everyone.

Vision Statement

To be the lifeline of Skagit County, empowering our communities through a sustainable and innovative public transit system. We envision a future where every resident has access to reliable, efficient, and environmentally friendly transportation, connecting them to opportunities, services, and each other. Our vision is to contribute towards a more connected, sustainable, and thriving Skagit County for all.

Organizational Values

- **Safety:** We commit to ensure that our employees, passengers and the general public's safety are always our first consideration.
- **Service Excellence:** We commit to provide safe, clean, reliable, on-time, courteous service for our clients and customers.
- **Workforce Development:** We commit to make Skagit Transit a learning organization that attracts, develops, motivates and retains a world class workforce.
- **Fiscal Responsibility:** We commit to manage every tax payer and customer-generated dollar as if it were coming from our own pocket.
- **Innovation and Technology:** We commit to actively participate in identifying best practices for continuous improvement.
- **Sustainability:** We commit to reduce, re-use and recycle all internal resources and reduce greenhouse gas emissions.

- **Integrity:** We commit to rely on the professional ethics and honesty of every Skagit Transit employee.
- **Teamwork:** We commit to actively blend our individual talents to achieve world-class performance and service.

Agency History and Funding

Skagit Transit was established under RCW 36.57A in 1993 when voters approved a 0.2% local sales tax (\$0.002 per \$1) to support transit service in the Mount Vernon and Burlington areas. Over the next two years, the Public Transit Benefit Area (PTBA), or service area, expanded to include Anacortes, La Conner, Sedro Woolley, Bayview, Lyman, Hamilton, and Concrete. Voters in unincorporated Shelter Bay, Burlington Country Club, North and Northwest Skagit County, and Big Lake have also been annexed into the PTBA after successful voter initiatives to expand Skagit Transit's service area.

After service cuts in 2000, Skagit Transit was able to build back and expand by introducing inter-county routes to Island and Whatcom counties by 2005. The following year, service connecting to Everett began. In November 2008, voters approved an additional 0.2% sales tax to support transit service in the PTBA.

Currently, Skagit Transit is supported by a 0.4% sales tax and is our primary revenue source aside from grants. This equates to \$0.04 for every \$10 spent within the PTBA. In 2022 we received \$16,797,225 in sales tax revenue and \$17,168,881 for 2023. This is roughly a 2.2% increase year to year.

Skagit Transit is funded by Washington State's Climate Commitment Act (CCA), an effort in combating climate change and advancing a sustainable, zero-emission future. The CCA plays a role in funding projects aimed at reducing climate pollution, generating employment opportunities, and enhancing public health. At Skagit Transit, this commitment translates into initiatives such as transitioning from diesel-reliant buses to low-to-no emissions vehicles, enhancing service frequencies, and conducting community-focused analyses to optimize transit services.

In addition to these operational improvements, Skagit Transit plays a critical role in supporting local governments as they address recent updates to the Growth Management Act (GMA). These updates require the establishment of multi-modal level of service standards and concerted efforts to reduce per-capita Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Skagit Transit's services are integral to enabling land use, development, and transportation mode shifts that align with these new GMA mandates. Going forward, achieving these goals will necessitate a high level of coordination between Skagit Transit and regional land use planners to ensure that transit services effectively contribute to the reduction of VMT and GHG emissions in Skagit County.

Agency Future

In response to the unprecedented challenges posed by the COVID-19 pandemic, Skagit Transit has adapted swiftly to ensure the safety and continuity of our services. As we emerge from this period of disruption, we are committed to shaping a resilient future for transit in Skagit County. We recognize that our experiences have reshaped expectations and behaviors, ushering in what many term as 'the new normal.'

Over the past year, we have observed a steady increase in ridership, reflecting a positive trend in our community's return to public transportation. While our current ridership levels are still recovering and have not yet reached pre-pandemic figures, this pattern aligns with national averages, highlighting a broader movement towards renewed reliance on transit systems.

Looking ahead, our Six-Year Transit Development Plan (TDP) embraces this 'new normal' with a forward-thinking approach. Rather than dwelling on past disruptions, we draw upon our resilience and lessons learned to innovate and improve. This plan in conjunction with our Long-Range Transit Plan (LRTP) not only addresses the immediate impacts of the pandemic but also anticipates future trends and community needs. By integrating flexibility, technology advancements, and sustainable practices, we aim to enhance service reliability, operational efficiency, and overall transit accessibility.

Looking ahead, our Six-Year Transit Development Plan (TDP) embraces a forward-thinking approach to support Skagit County's development and land use plans. Building on our resilience and lessons learned, this plan, in conjunction with our Long-Range Transit Plan (LRTP), addresses the immediate impacts of the pandemic while anticipating future trends and community needs. We are committed to integrating flexibility, technological advancements, and sustainable practices to enhance service reliability, operational efficiency, and overall transit accessibility. By aligning our transit strategies with local development and land use objectives, we aim to support regional growth, reduce vehicle miles traveled (VMT), and contribute to the reduction of greenhouse gas (GHG) emissions, ensuring that our transit services play a crucial role in the county's future development.

Through ongoing dialogue with our community and stakeholders, we are shaping a transit system that is responsive, inclusive, and forward-looking. Together, we are building a transportation network that supports Skagit County's growth, connects communities, and contributes to a vibrant and sustainable future.

Structure of Governance

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



Matt Miller,
Chair
Mayor, Anacortes



Lisa Janicki
Skagit County
Commissioner



Julia Johnson,
Mayor,
Sedro Woolley



Peter Browning,
Vice-Chair
Skagit County
Commissioner



Bill Aslett
Mayor, Burlington



James Stavig
Burlington City
Council



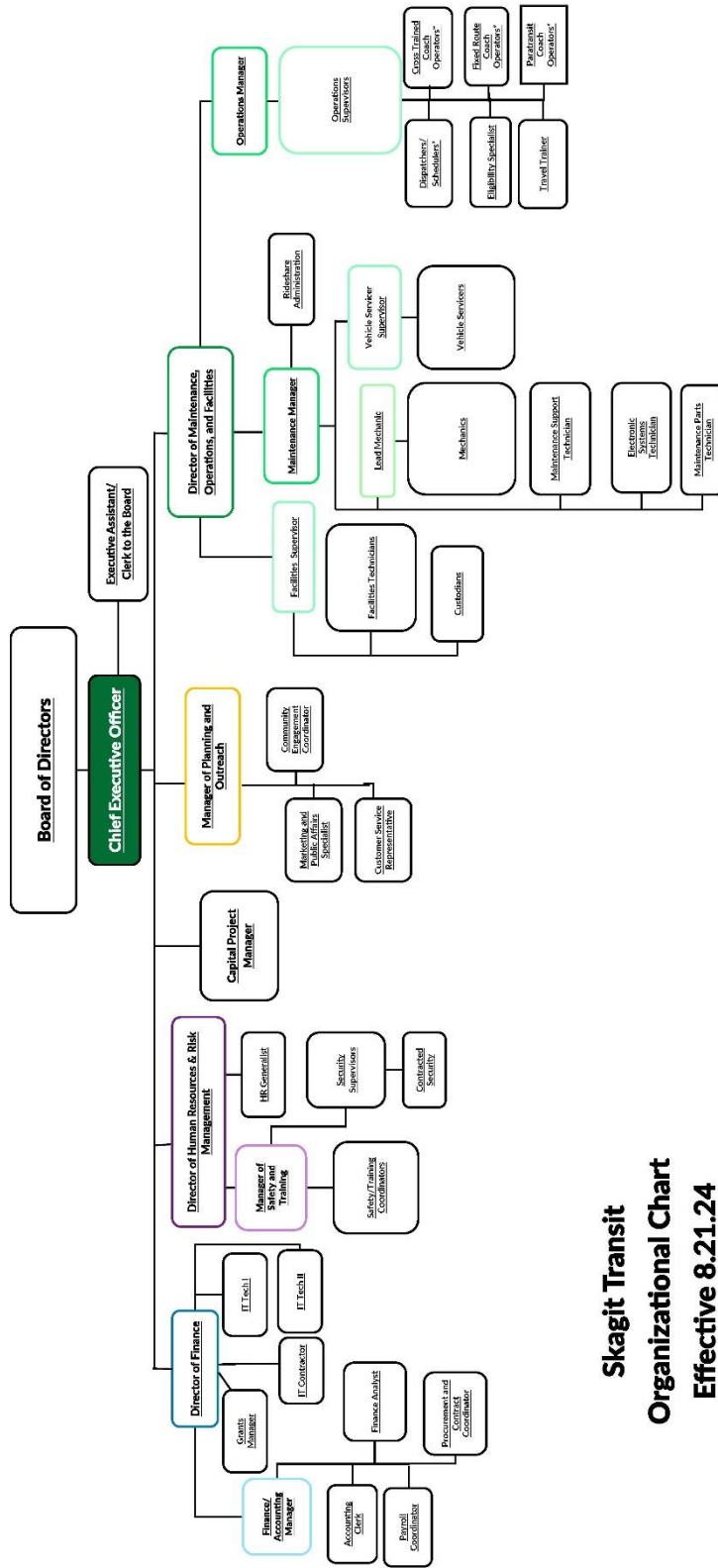
Peter Donovan
Mayor, Mount
Vernon



Ron Wesen,
Skagit County
Commissioner



**Andrew
Vander Stoep**
Mount Vernon City
Council



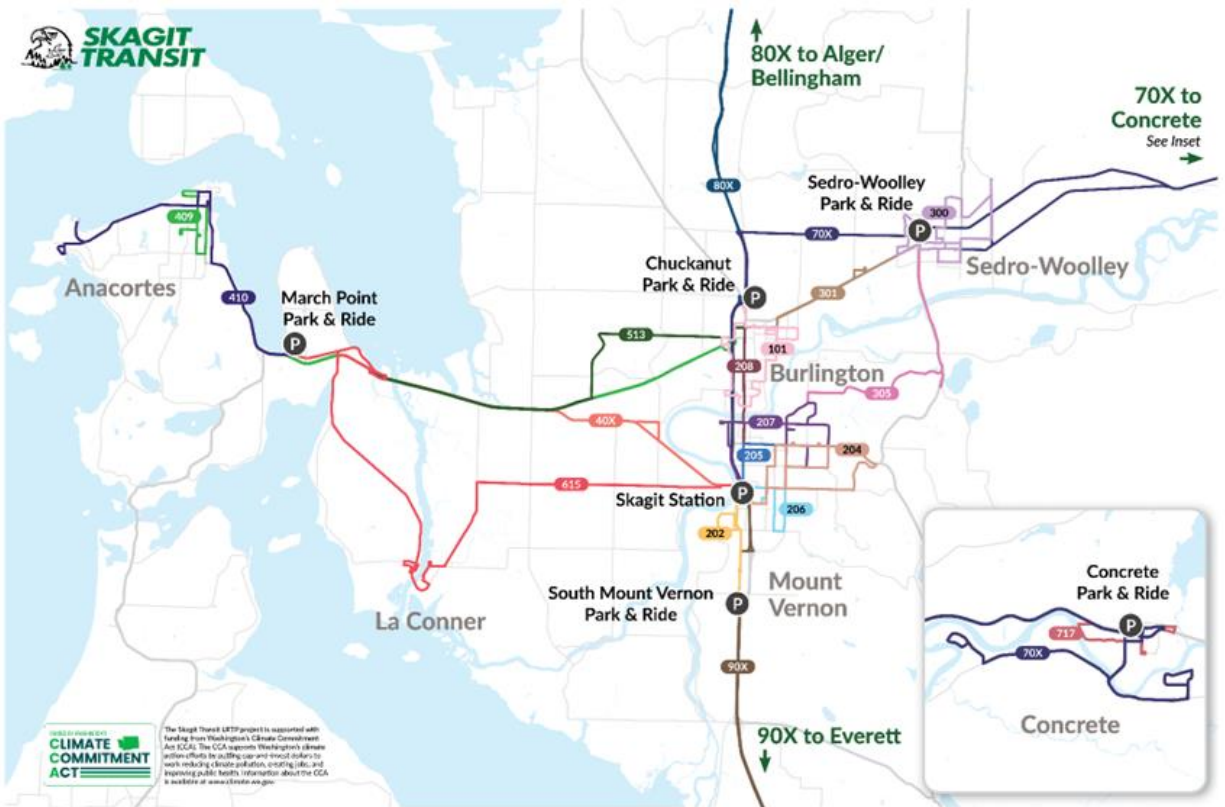
**Skagit Transit
Organizational Chart
Effective 8.21.24**



Section 3 – Existing System Conditions

Coverage Area

Skagit Transit is a Public Transportation Benefit Area that serves a diverse and expansive coverage area within Skagit County. Our transit services are designed to connect residents, commuters, and visitors to key destinations throughout the community, promoting accessibility and mobility for all. Our area provides service to most of the northern part of the county, including all incorporated cities.



As part of our commitment to continuous improvement, Skagit Transit is committed to maximizing the efficiency of its existing resources to provide fast, frequent, direct, and reliable service between regional centers and is exploring opportunities for service expansion and route optimization. This includes evaluating demographic trends, transportation demand, and community feedback to identify areas where enhanced transit services would provide the greatest benefit.

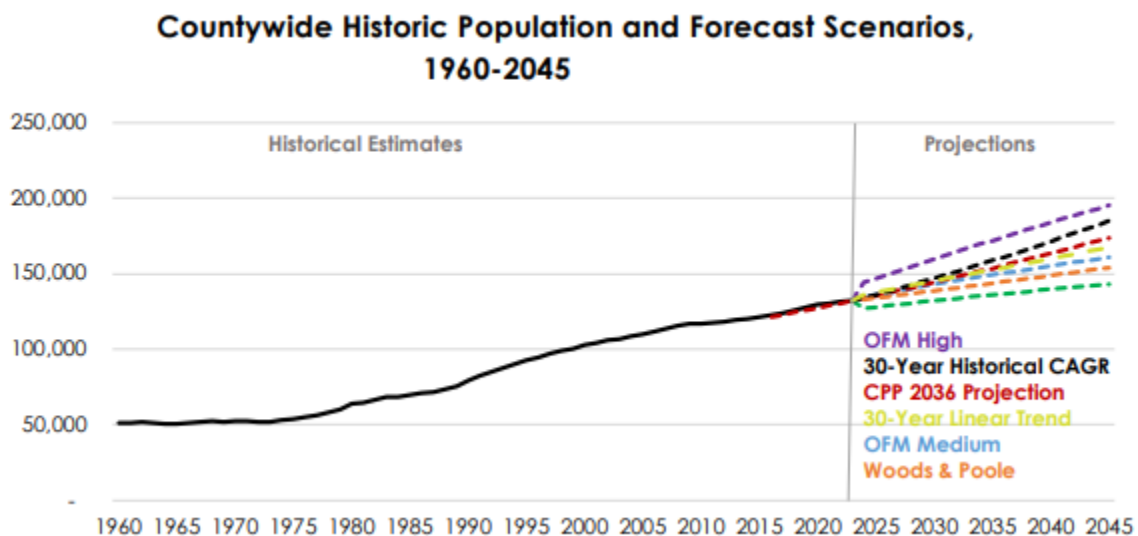
By strategically expanding our coverage area and enhancing connectivity, we aim to create a more integrated and efficient transit network that supports economic development, reduces traffic congestion, and improves overall quality of life for residents throughout Skagit County.

Demographics

Skagit County, situated in northwest Washington State, embodies a diverse demographic landscape shaped by its unique geographical features and economic activities. As of the latest census data, Skagit County is home to a dynamic population characterized by both urban and rural communities, with notable growth and demographic shifts in recent years.

Population Size and Growth:

Skagit County's population has experienced steady growth over the past decade, reflecting its appeal as a residential area within commuting distance to major urban centers such as Seattle and Everett. The countywide forecast for population growth projects an annual growth rate from 1.3% to 1.5%.

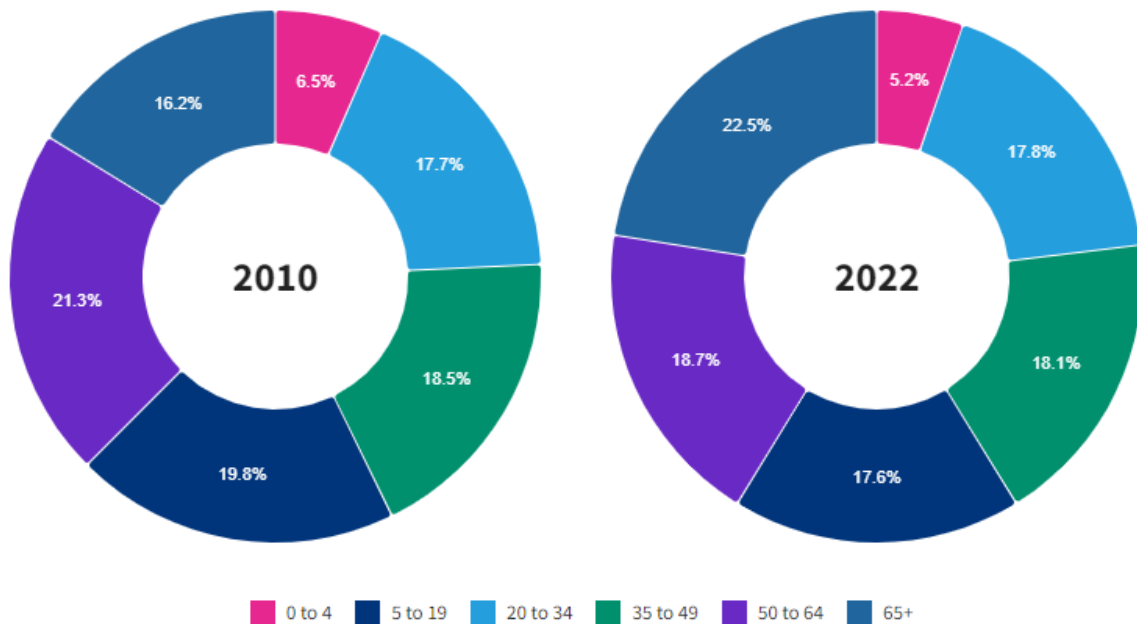


Source: [Growth Projections and Allocations Methodology 2023-12-12.pdf \(skagitcounty.net\)](#)

Age Distribution:

The age distribution in Skagit County is diverse, with significant segments of both young families and retirees attracted to its scenic landscapes and quality of life. The median age in the county is 42.1, slightly above the state and national average, indicating a balanced mix of age groups contributing to the community's fabric. Notably, 45.3% of our residents fall into the categories of seniors and youth, who are more likely to rely on public transit for their mobility needs. This demographic highlights the importance of providing accessible and reliable public transportation options to support the daily activities and quality of life for nearly half of our population.

Age makeup of Skagit County



Source: Census Bureau

Ethnic and Racial Composition:

Skagit County's population is characterized by a blend of ethnicities and races, with 72.4% identifying as White, 20.2% as Hispanic or Latino, 2.1% as Asian, and smaller percentages of African American, Native American, and other ethnic groups. This diversity enriches the cultural tapestry of the region and influences community dynamics.

Skagit County is home to four recognized tribes: the Swinomish, Upper Skagit, Samish, and Sauk-Suiattle tribes. These tribal communities have unique cultural, historical, and socioeconomic characteristics that are vital to consider in our transit planning efforts. The tribal communities in Skagit County represent some of the most underserved and marginalized populations. Ensuring equitable access to transportation for these communities is a critical aspect of Skagit Transit’s mission.

Currently, Skagit Transit provides limited service to these areas due to resource constraints. For example, beginning in the fall of 2024 our partnership with Community Transit will help to serve the Sauk-Suiattle Tribe. However, this partnership highlights the urgent need for increased funding to expand our service coverage and ensure that all tribal communities have equitable access to transit.

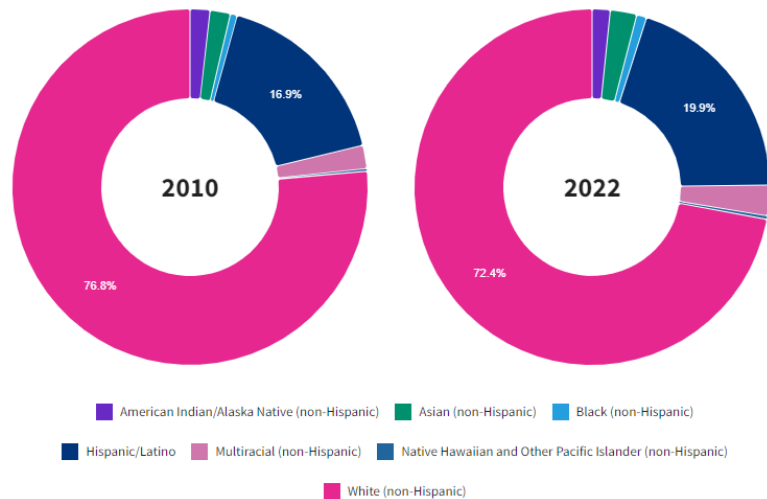
How has the racial and ethnic makeup of Skagit County changed?

In **2022**, Skagit County was more diverse than it was in 2010. In **2022**, the **white (non-Hispanic)** group made up **72.4%** of the population compared with **76.8%** in 2010.

Between **2010** and **2022**, the share of the population that is **Hispanic/Latino** grew the most, increasing **2.9** percentage points to **19.9%**. The **white (non-Hispanic)** population had the largest decrease dropping **4.4** percentage points to **72.4%**.

Racial makeup of Skagit County

Hide Hispanic ethnicity



Source: Census Bureau

Economic Profile:

The county's economy is diverse, with key sectors including agriculture, manufacturing, healthcare, and tourism. The unemployment rate stands at 4.8%, reflecting a resilient job market amidst economic fluctuations. Household incomes vary across urban and rural areas, with a median household income of \$79,001, influenced by factors such as industry presence and educational attainment. Public transit plays a crucial role in

supporting and enhancing this economic diversity. By providing reliable transportation options, Skagit Transit enables residents to access employment opportunities, educational institutions, healthcare facilities, and tourist destinations, thereby contributing to the county's economic development.

The economic benefits of transit are often overlooked but are significant. Public transit increases workforce participation and earning potential by providing broader job access to those who do not have access to a car, cannot afford to drive, or are unable to drive. Additionally, transit reduces household dependency on cars, lowering transportation costs—typically the second-largest household expense after housing. This reduction allows households to reallocate money not spent on transportation to other needs, such as consumer expenditures or better housing, thereby providing substantial local economic benefits.

Income

\$39,676

Per capita income

about 80 percent of the amount in Washington: \$50,764

a little less than the amount in United States: \$41,804

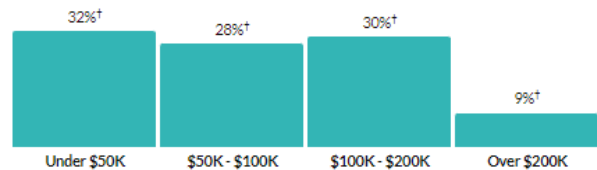
\$79,001

Median household income

about 90 percent of the amount in Washington: \$91,306

a little higher than the amount in United States: \$74,755

Household income



Source: censusreporter.org

Poverty Rate and Income Disparities:

Despite economic diversity, poverty remains a significant concern in Skagit County, with a poverty rate of 12% affecting individuals and families across different demographic groups. Factors contributing to poverty include limited job opportunities in certain sectors, educational disparities, and the cost of living relative to income levels. Public transit serves as a critical lifeline for individuals and families facing economic challenges. By providing affordable and accessible transportation options, Skagit Transit helps residents access employment opportunities, educational resources, healthcare services, and community support networks.

While Skagit Transit plays a vital role in supporting those facing economic challenges, it also provides significant benefits to the broader public. Reliable public transit enhances mobility for the entire community, reduces

traffic congestion, and promotes sustainable development. By offering a convenient and cost-effective alternative to driving, Skagit Transit contributes to the overall quality of life and economic vitality in Skagit County, benefiting residents from all walks of life.

Poverty

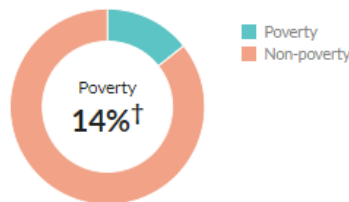
12%

Persons below poverty line

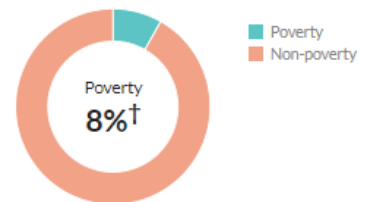
about 20 percent higher than the rate in Washington: 10%

a little less than the rate in United States: 12.6%

Children (Under 18)



Seniors (65 and over)

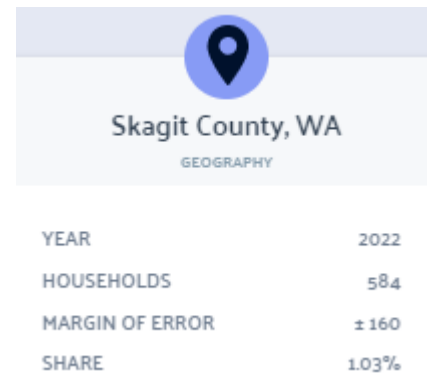


Source: censusreporter.org

Zero-Car Households

Zero-car households are an important demographic to consider in transit planning as they rely heavily on public transportation for their mobility needs. In Skagit County, a little over 1% of households do not have access to a personal vehicle, underscoring the critical role that public transit plays in ensuring equitable access to employment, education, healthcare, and other essential services.

The presence of zero-car households highlights the need for Skagit Transit to provide robust and reliable transit services that can accommodate the transportation needs of all residents, particularly those without access to a personal vehicle. Ensuring that public transit is accessible, affordable, and efficient is essential for supporting the mobility and quality of life of zero-car households.



Source: [Skagit County, WA | Data USA](#)

In addition to those who rely on public transit out of necessity, there are many residents who might choose to drive less if reliable and convenient public transportation options were available. For these individuals, Skagit Transit provides an opportunity to reduce car dependency, lower transportation costs, and contribute to a more sustainable community.

Expanding and enhancing our transit services can encourage more residents to make environmentally and economically beneficial transportation choices

Educational Attainment:

Education is a cornerstone of Skagit County's community fabric. Many residents who have not pursued higher education face challenges in accessing jobs that offer a livable wage. These individuals often rely on public transit as a critical link to employment opportunities and education among other important resources.

Skagit Transit supports the educational aspirations of students of all ages. Thanks to funding from the Climate Commitment Act we are able to provide transportation for youth aged 18 and under for free. We transport youth to schools and extracurricular activities, ensuring they have reliable access to education. For adults attending college or vocational programs, our transit system facilitates commuting to campuses and training facilities, supporting their academic pursuits and career advancement.

Investing in public transit infrastructure and services is essential for improving access to education and economic opportunities for residents without college degrees. By enhancing transit options, Skagit County can foster educational attainment, workforce readiness, and economic mobility, creating a more inclusive and thriving community.

Educational attainment

89.3%

High school grad or higher

a little less than the rate in Washington: 92.2%

about the same as the rate in United States: 89.6%

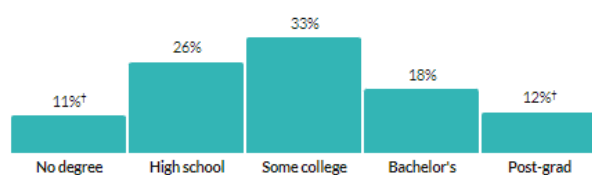
29.9%

Bachelor's degree or higher

about three-quarters of the rate in Washington: 39.5%

about 80 percent of the rate in United States: 35.7%

Population by highest level of education



Source: censusreporter.org

Housing Landscape:

Housing affordability is a critical issue in Skagit County, impacting poverty levels and community stability. The median home value stands at \$520,900, and even rental costs are higher than many can afford. Affordable housing options are few and far between, with high living expenses absorbing much

of residents' incomes. Housing policies and initiatives are making strides to address these affordability challenges, aiming to ensure equitable access to housing across income brackets.

Public transit plays a pivotal role in this context, connecting housing and transportation in two key ways. First, transportation costs commonly represent the second largest household expense after housing. Access to reliable transit service allows households to spend less on transportation, freeing up more income to be allocated toward housing. This can reduce cost burdens or allow households to secure better living arrangements. Second, transit provides access to more affordable housing options by enabling the development of housing with fewer parking facilities, which significantly reduces construction costs. By offering a robust transit network, Skagit Transit supports economic stability and enhances access to essential services for the entire community.

Units & Occupancy

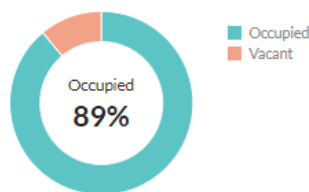
57,132

Number of housing units

Washington: 3,313,479

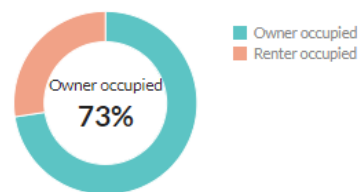
United States: 143,772,900

Occupied vs. Vacant



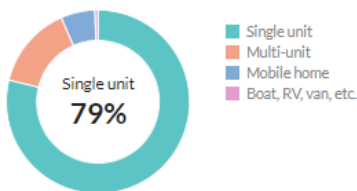
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Ownership of occupied units



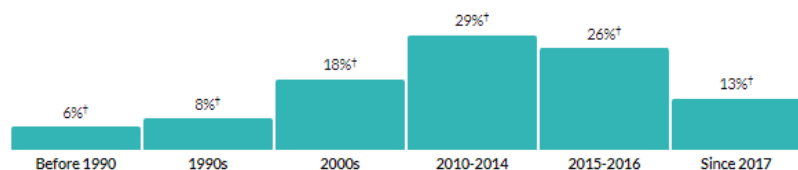
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Types of structure



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Year moved in, by percentage of population



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Source: censusreporter.org

Future Projections:

Looking ahead, Skagit County anticipates continued population growth driven by factors such as its proximity to urban centers, natural amenities, and economic opportunities. Addressing infrastructure needs, enhancing transportation connectivity, and promoting sustainable development will be

critical to supporting a thriving community for current and future residents. Understanding these demographic trends is essential for crafting effective policies and initiatives that cater to the needs of all residents and ensure sustainable growth and development.

Skagit Transit Facilities

At Skagit Transit, we facilitate community connectivity by ensuring access to a diverse array of essential and quality-of-life destinations. This commitment is supported by the operation and maintenance of several key facilities and park and ride lots which play a crucial role in supporting the mobility of our residents. We offer free parking at all locations for up to 10 days. For stays longer than 72 hours, vehicle registration required and a parking pass will be issued.



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

This facility houses Skagit Transit's administrative offices, maintenance and operations, ensuring efficient and effective management of transit services.

Parking at this facility is for employees only.

Maintenance, Operations and Administration (MOA2) Construction Site
11784 Bay Ridge Drive
Burlington, WA 98233

The future site for expanded maintenance and operational activities to support the growing demands of Skagit County's residents.

Parking at this facility is for employees only.

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

Skagit Station is a multi-modal transportation facility owned and operated by Skagit Transit. Skagit Transit leases space to AMTRAK within the confines of the station and parking lot. The lot's capacity has room for 44 vehicles.

Skagit Transit routes 202, 204, 205, 206, 207, 208, 615, 40X, 70X, 80X and 90X, as well as Rideshare operate, from this location. Island Transit's route 411C also services this location. Riders can connect directly with Amtrack services and are only a short walk away from Greyhound buses.

Note: Route 80X is jointly operated by Skagit Transit and WTA

Library Commons
208 E. Kincaid Street
Mount Vernon, WA 98273

Library Commons is a multi-use infrastructure project located in downtown Mount Vernon along Interstate 5. Adjacent to Skagit Station, the project supports regional transportation with 75 public EV charging spaces, Skagit Transit bus stop facilities, and over 150 spaces available for park & ride use by Skagit Station, a multiregional bus/Amtrak transit facility, effectively tripling existing parking capacity at Skagit Station.

South Mount Vernon Park and Ride

4225 Old Hwy 99 South Rd.
Mount Vernon, WA 98273

Located in Mount Vernon just off I-5, on Old Highway 99. The facility is owned, operated and maintained by Skagit Transit. The lot's capacity has room for 382 vehicles. Amenities here include lighting and security cameras.

Skagit Transit routes 202 and 90X, as well as Rideshare operate, from this location.

Chuckanut Park and Ride

999 N. Burlington Blvd.
Burlington, WA 98233

Located near I-5 Exit 231 in north Burlington, this facility is owned by WSDOT and is operated and maintained by Skagit Transit. Skagit Transit owns the bus island and transfer station located at the Park and Ride. The lot's capacity has room for 369 vehicles. Amenities here include lighting and security cameras.

Skagit Transit routes 208, 301, 409, 513, 80X, 90X, as well as Rideshare operate, from this location. *Please note some route 80X buses are operated by Whatcom Transit Authority (WTA).*

George Hopper Park and Ride

1787 S Burlington Blvd.
Burlington, WA 98233

This facility is owned, operated and maintained by WSDOT. The lot's capacity has room for 77 vehicles. Amenities here include lighting.

Skagit Transit operates Rideshare services from this location.

March's Point Park and Ride

8147 S. March Point Rd.
Anacortes, WA 98221

Located near Anacortes off Highway 20 at Christianson Rd., this facility is owned, operated and maintained by Skagit Transit; the land is leased through a long-term lease agreement between Skagit Transit and Shell Oil Products, Inc. The lot's capacity has room for 133 vehicles. Amenities here include lighting and security cameras.

Skagit Transit routes 410, 615, 513, 40X, as well as Rideshare operate, from this location. Island Transit's route 411W also services this location.

Alger Park and Ride

1480 Lake Samish Rd.
Bellingham, WA 98229

Located in Alger just off I-5 at exit 240. This facility is owned, operated and maintained by Skagit Transit. The lot's capacity has room for 54 vehicles. Amenities here include lighting and security cameras.

Route 80X, as well as Rideshare, operate from this location.

Sedro Woolley Park and Ride and Transfer Station

545 W Ferry St.
Sedro Woolley, WA 98284

Located near the convergence of Cook Road and Highway 20 in Sedro Woolley, the facility is operated and maintained by Skagit Transit, and the property is owned by the city of Sedro Woolley. The lot's capacity has room for 20 vehicles. Amenities here include lighting.

Skagit Transit's routes 301, 301, 305 and 70X, as well as Rideshare services, operate from this location.

Concrete Park and Ride
7503 S Superior Ave.
Concrete, WA 98237

The lot's capacity has room for 35 vehicles. Amenities here include lighting.

Skagit Transit's routes 717 and 70X, as well as Rideshare services, operate from this location.

Everett Station
3201 Smith Ave.
Everett, WA 98201

Serving the city of Everett, south of Skagit County, this facility is owned, operated and maintained by Amtrak. The lot's capacity has room for 1607 vehicles. Amenities here include lighting, security cameras, bicycle racks and lockers.

Skagit Transit's route 90X connects with Amtrak, Greyhound Lines, Northwestern Trailways, ST Express, Community Transit, Everett Transit, and Island Transit at this location.

Fleet

Skagit Transit operates a diverse and well-maintained fleet of vehicles to meet the transportation needs of Skagit County residents. Our fleet includes a variety of vehicles tailored to provide reliable service to our community and non-revenue functions.

Fixed Route Coaches: We maintain a fleet of 30 Fixed Route Coaches equipped to provide regular scheduled services along established routes throughout Skagit County. These coaches are designed for comfort, accessibility, and efficiency, ensuring a reliable transit experience for our passengers. All fixed route coaches are ADA compliant and equipped with bike racks to accommodate passengers' diverse needs and preferences. Our fixed route services are operated by skilled professionals who ensure a smooth and safe journey for all riders, showcasing their commitment to excellence in public transit.

Paratransit Vehicles: To serve individuals with disabilities and others who require specialized transportation, we operate 26 Paratransit vehicles. These vehicles are ADA compliant and equipped with features necessary for accessibility. They are operated by trained professionals dedicated to providing safe and accessible door-to-door service.

Rideshare Vehicles: In addition to our fixed route and paratransit services, we offer a fleet of 40 Rideshare vans. These vehicles are available to groups of commuters who share rides to common destinations, promoting cost-effective and sustainable transportation options for daily commuters in Skagit County.

Non-Revenue Vehicles: Our fleet includes 32 Non-Revenue Vehicles essential for various operational purposes such as maintenance, administrative support, and service enhancements. These vehicles ensure that our transit services operate smoothly behind the scenes, supporting the overall efficiency of our operations.

Future Fleet Expansion: As part of our ongoing commitment to improving transit services in Skagit County, we continually assess our fleet needs and explore opportunities for future expansion and modernization. This includes exploring advancements in vehicle technology, operational efficiencies, and service enhancements to meet evolving community needs.

- Rideshare Program: We plan to restore and expand our Rideshare program to pre-COVID levels, ensuring convenient and flexible transportation options for our riders.
- Microtransit Pilot Program: We are actively exploring the introduction of a microtransit pilot program tailored to the specific needs of our community. This initiative includes evaluating the most suitable vehicle types, service areas and technologies to enhance mobility and accessibility.

Rolling Stock Expansion and Replacement Plan

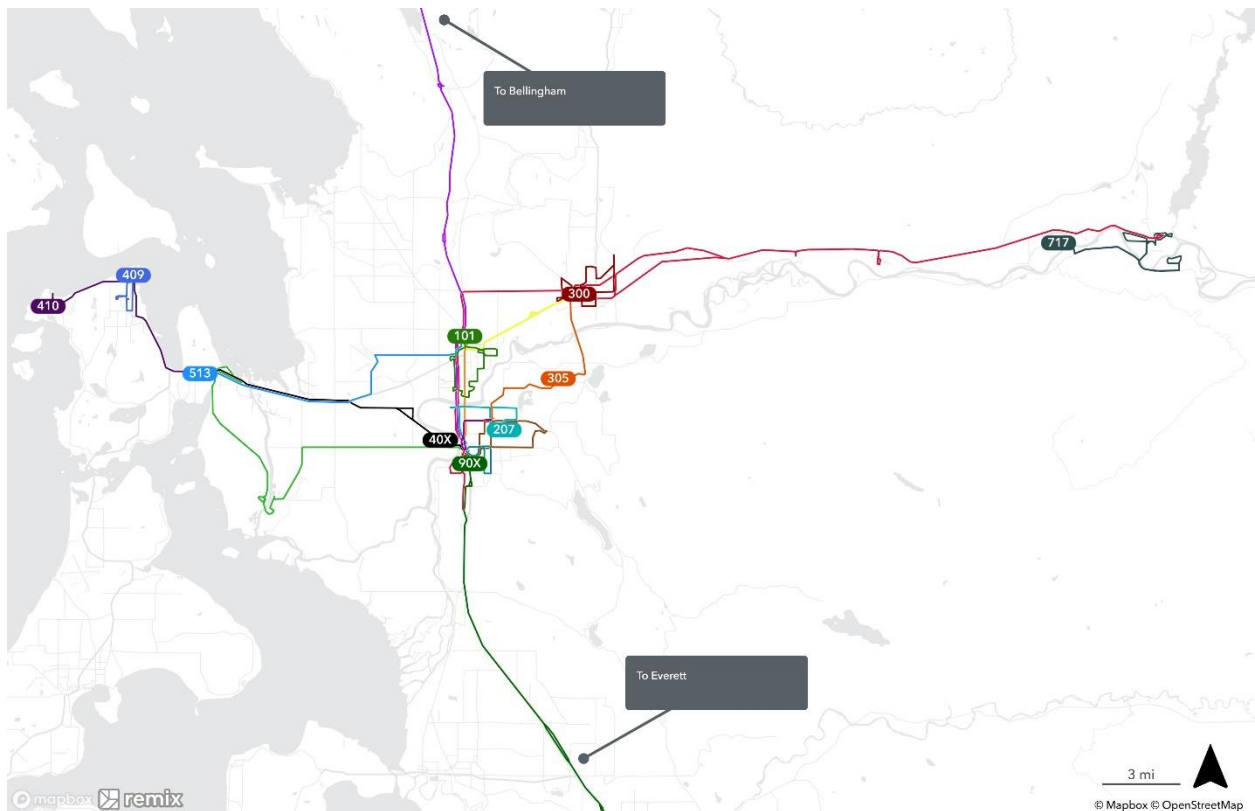
2024-2029 SUMMARY OF ROLLING STOCK FOR EXPANSION AND REPLACEMENT			
Year	Type	Expansion (Quantity)	Replacement (Quantity)
2024	Commuter Bus	0	0
	Fixed Route	0	5
	Paratransit	0	5
	Rideshare	4	7
	Support	0	1
2025	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	1	5
	Rideshare	0	0
	Support	1	5
2026	Commuter Bus	0	2
	Fixed Route	0	2
	Paratransit	1	7
	Rideshare	4	12
	Support	0	5
2027	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	3
	Rideshare	4	0
	Support	1	3
2028	Commuter Bus	0	0
	Fixed Route	0	0
	Paratransit	0	6
	Rideshare	4	10
	Support	0	2
2029	Commuter Bus	0	0
	Fixed Route	0	1
	Paratransit	0	0
	Rideshare	4	11
	Support	0	1

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.

Modes of Service

Skagit Transit offers a diverse range of transportation options tailored to meet the needs of our community. Currently, our comprehensive network includes a combination of fixed route, paratransit and Rideshare services with the goal to explore a potential expansion into microtransit services as well.

Fixed route service: With 19 established routes, Skagit Transit connects urban and rural communities within Skagit County with several routes connecting with neighboring counties. Service is provided seven days a week on most routes, except for six major holidays. Weekday service starts as early as 4:35 a.m. and operates as late as 9:10 p.m., with reduced or suspended service hours on weekends depending on the route. These routes are designed to provide reliable and accessible transportation to key destinations, fostering connectivity across the region.



	2018	2019	2020	2021	2022	2023	Year over Year Change
Passenger Trips	730,318	706,554	297,577	289,143	380,057	452,644	19.1%
Revenue Miles	1,347,197	1,365,728	965,006	1,149,321	1,353,107	1,506,776	11.36%
Revenue Hours	76,524	76,997	54,143	67,019	77,922	82,793	6.25%

Urban routes are typically short to medium-distance services that operate along a fixed route. At Skagit Transit these are defined as serving the Anacortes, Burlington, Mount Vernon and Sedro Woolley areas. They are designed to stop frequently providing access to a city’s everyday amenities such as shopping centers, schools, hospitals, and other key destinations. At Skagit Transit routes 101, 202, 204, 205, 206, 207, 208, 300, 301, 305, 409, and 410 are designated as local routes.

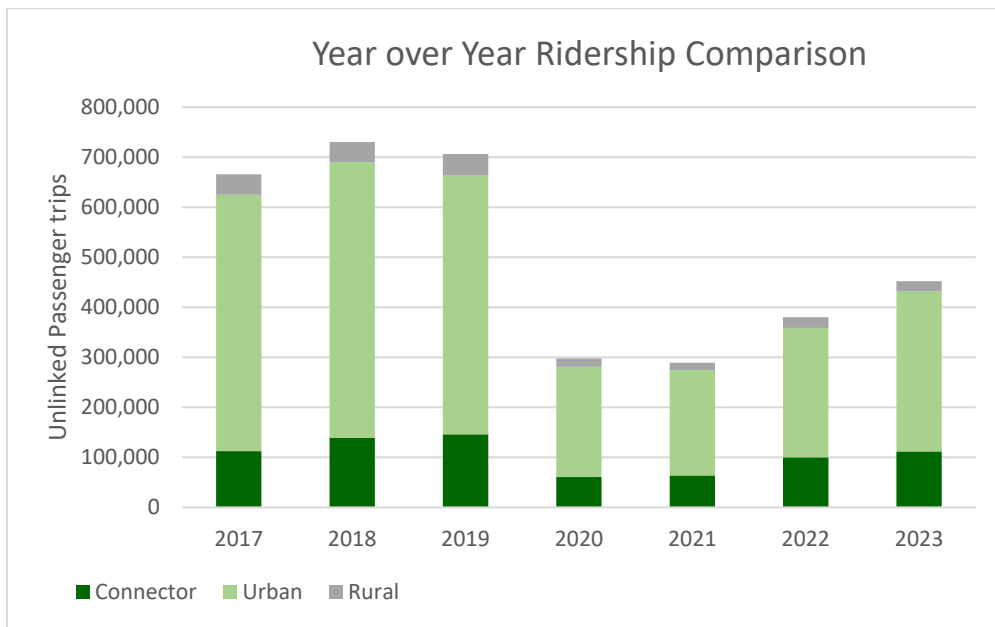
Rural routes serve less densely populated areas, including small towns and rural communities. They are designed to connect residents in these areas to essential services and larger transit hubs, often covering longer distances with fewer stops compared to urban routes. Although rural routes have lower frequency due to the lower demand and greater distances involved, they play a critical role in providing access to the La Conner, Concrete, Lyman, and Hamilton areas. At Skagit Transit, routes 513, 615 and 717 are designated as rural routes. Given the finite resources available, careful allocation of these resources is essential to ensure that both rural and urban areas receive the necessary transit services. Prioritizing access to these outlying communities helps maintain connectivity and supports the overall economic and social fabric of the region, even with the challenges posed by limited demand and extended travel distances.

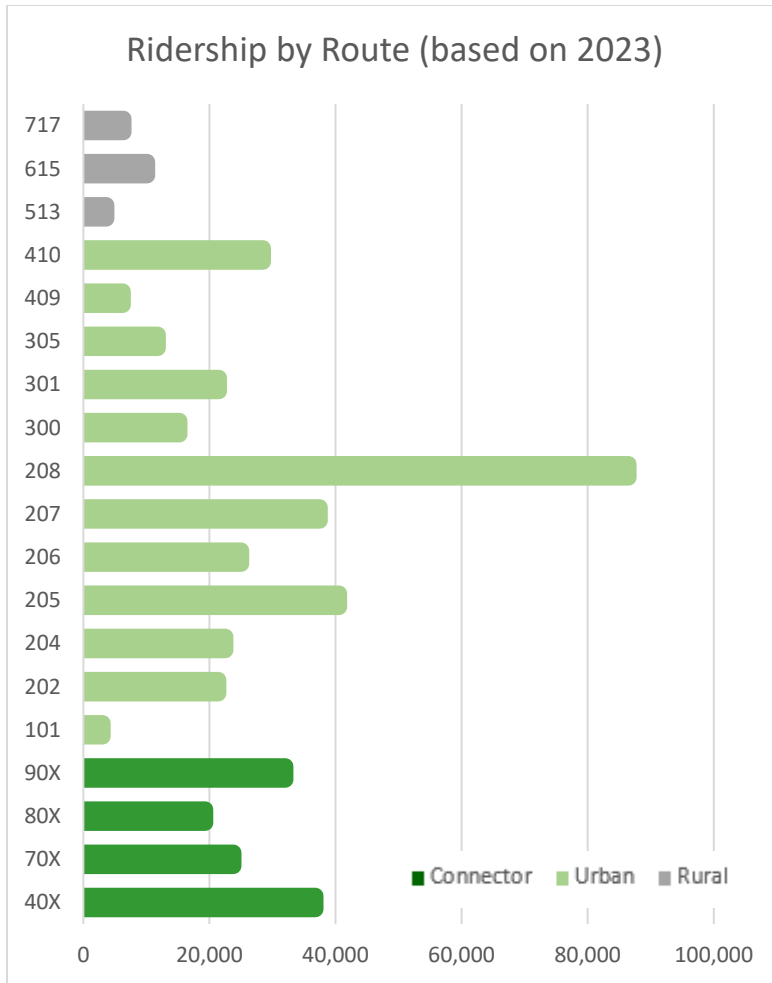
Connector routes are longer-distance services that connect suburban areas with employment hubs and urban centers. Typically, these services provide express service with limited stops to reduce travel times. Routes are designated by the route number ending in “X” to easily identify the

express nature of the service to our riders. At Skagit Transit routes 40X, 70X, 80X, and 90X are designated as local routes.

70X operates express service between Concrete and Mount Vernon
80X operates express service between Mount Vernon and Bellingham*
90X operates express service between Mount Vernon and Everett
40X operates express service between Anacortes and Mount Vernon

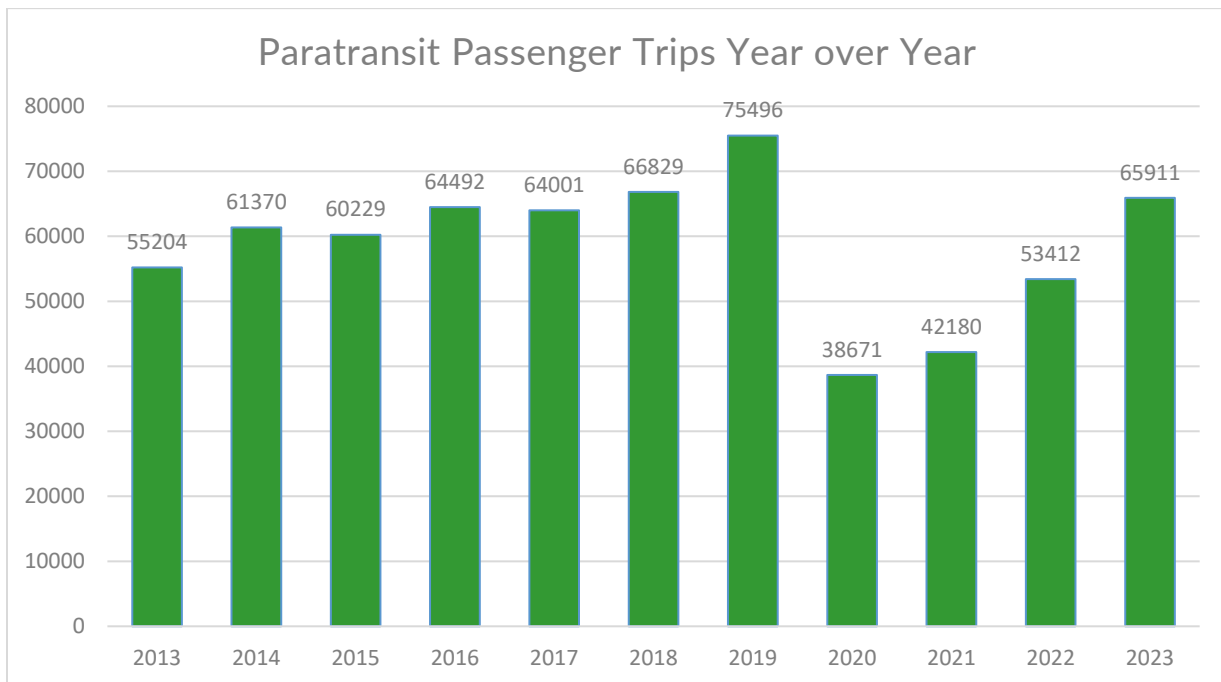
**Skagit Transit has a partnership with Whatcom Transportation Authority (WTA) to jointly operate the 80X.*





ADA Paratransit service provides essential mobility solutions for individuals with disabilities within Skagit County. This pre-scheduled curb-to-curb service extends up to $\frac{3}{4}$ of a mile around fixed routes, providing access to individuals whose conditions and/or disabilities prevent them from using Skagit Transit's fixed-route buses. Paratransit is a shared ride service, meaning clients may be required to remain onboard while other passengers are picked up and dropped off on the way to the rider's destination. ADA transit service operates during the same hours as the fixed route line it complements. We are committed to ensuring that all members of our community have access to reliable transportation, regardless of mobility challenges.

	2018	2019	2020	2021	2022	2023	Year over Year Change
Passenger Trips	66,829	75,496	38,671	42,180	53,412	65,911	23.4%
Revenue Miles	332,231	445,994	246,972	288,506	374,846	401,891	7.21%
Revenue Hours	33,239	37,563	21,407	24,658	30,302	34,450	13.69%



Rideshare program: Our Rideshare program provides a flexible transportation option for groups of three or more. This growing program allows individuals to share rides on-demand, maximizing vehicle occupancy, minimizing commuting costs, and promoting environmental sustainability by reducing the number of single-occupancy vehicles on the road.

	2018	2019	2020	2021	2022	2023	Year over Year Change
Passenger Trips	110,388	114,180	62,739	52,933	53,297	56,190	5.43%
Revenue Miles	1,057,836	1,085,851	689,617	600,230	610,414	627,103	2.73%
Revenue Hours	28,928	29,504	18,968	16,494	17,046	17,747	4.11%

Mircotransit pilot: As part of our commitment to enhancing transportation options and improving accessibility for residents of Skagit County, Skagit Transit is exploring the implementation of a grant-funded microtransit pilot program. This initiative aims to address specific transportation needs within our community by leveraging innovative technology and flexible routing to complement existing transit services.

Service Standards

Service standards are predefined benchmarks used to measure and ensure the quality, reliability, and effectiveness of transit services provided to the community. These standards are typically established to serve as guidelines for planning, delivering, and evaluating transit operations. While route frequency is our primary focus at present, in accordance with GMA RCW 3670A.070 we are actively working on expanding our set of service standards to include a broader range of metrics. This will enable us to better assess and enhance all aspects of our transit services, ensuring we meet the evolving needs of our community.

Route Frequency Minimums

	Minimum	Ideal
Rural	180 minutes	60 minutes
Urban	60 minutes	30 minutes
Connectors	120 minutes	30 minutes non-peak 15 minutes in peak

Fares

Skagit Transit's fare structure is designed to offer affordable and accessible options for all riders. The

- Standard Fare: \$1.00 (regular), \$0.50 (reduced)
- 80X and 90X Routes: \$2.00 (regular), \$1.00 (reduced); for single-county travel, \$1.00 (regular), \$0.50 (reduced)

UMO Passes

Fare Capping ensures a passenger never pays more than the cost of a day pass (\$3) or a 31-day pass (\$30) using our electronic fare system, Umo. Once a passenger reaches \$3 in fares (\$1.50 for Reduced Fare) in a single day, any additional rides that day are free.

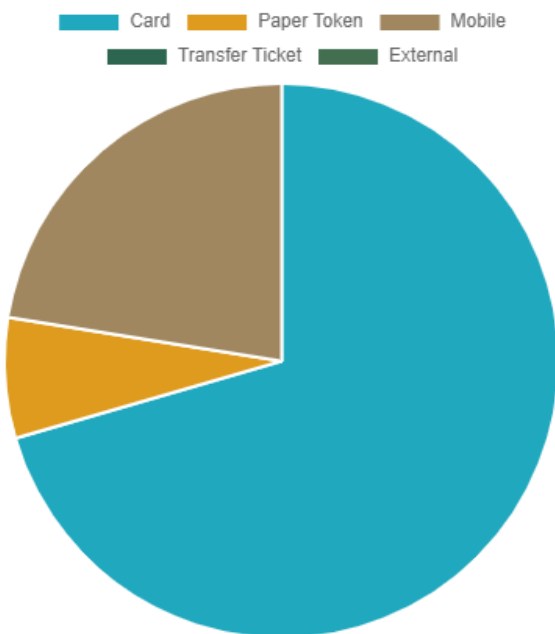
- Local Fixed Route: Day passes are capped at \$3, 31-day passes at \$30.
- Regional Connectors: 31-day passes capped at \$50.
- Paratransit: Capped at \$60 per month.
- Reduced Fare One-Day Pass: \$1.50
- Reduced Fare 31-Day Pass: \$15.00
- County Connector 31-Day Pass: \$50.00 (regular), \$25.00 (reduced)
- Skagit-Whatcom One-Day Pass: \$6.00 (regular), \$3.00 (reduced)
- Youth (18 and under): Free

Reduced Fare Permits:

- Skagit Transit Reduced Fare Permit: Free for seniors (65+), Medicare cardholders, and people with disabilities. Valid on all Skagit Transit Fixed Route services.
- Regional Reduced Fare Permit: \$3.00 for seniors (65+), Medicare cardholders, and people with disabilities. Valid on multiple transit systems across the Puget Sound Region, including Skagit Transit, King County Metro, and Sound Transit.

Skagit Transit Fare Payments by Media Type Last Year

Media Type	Count	Percentage
Card	202,929	70.50%
Paper Token	20,198	7.02%
Mobile	64,720	22.48%
Transfer Ticket		
External		
	287,847	100.00%



Section 4: Needs Assessment

As part of our commitment to continuous improvement and strategic planning, Skagit Transit is currently developing a comprehensive Long-Range Transit Plan (LRTP). This plan serves as the foundation for our needs assessment, ensuring that our future transit services are aligned with community growth, emerging trends, and stakeholder expectations.

The LRTP includes three key studies, all supported by county-wide engagement to better understand the opportunities and challenges of the rider experience and recommend improvements accordingly:

- **Comprehensive Operational Analysis (COA):** This study assesses current transit operations within Skagit Transit's service area to identify opportunities for service improvements, route efficiencies, and overall system upgrades to meet the current and future demands of ridership.
- **Regional Transit Study:** This study examines how transit service could be improved within Skagit County and the greater region, including Island, Whatcom, San Juan, and Snohomish Counties. It focuses particularly on service improvements in collaboration with Whatcom Transit Authority and Island Transit.
- **Micro Transit Study:** This study explores an alternative service model that allows for on-demand service in areas with lower population density or during low ridership periods when consistent bus service is not required.

By integrating these studies into our long-range planning process, we ensure a thorough and data-driven approach to addressing current challenges while anticipating and preparing for future demands.

Section 5: Planned Activities, 2024-2029

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

The relocation of Skagit Transit's Maintenance, Operations, and Administrative Base (MOA) is the largest capital facilities project planned over the next six years. Skagit Transit has purchased a former FedEx facility and some adjacent land to re-purpose into our new MOA facility. Over the next two to three years, Skagit Transit plans to complete the redevelopment of this facility and to relocate all of its operations and equipment to this facility by 2027.

The following tables describe the planned activities to be undertaken by Skagit Transit from 2024 to 2029. These activities include the deployment of new transit service, the continuation and adjustment of existing service, plan development, MOA base relocation, and equipment purchases.

These tables include capital projects and service expansions that will require grant funding to complete. The timing of grant funds can be unpredictable. Project timelines may be pushed forward or back depending on grant availability and awards. In the event that grant funding is not available or insufficient to complete a project, it will be reevaluated.

2024	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Partner with the county, cities, MPOs, such as SCOG, and other stakeholders on regional transportation planning • Begin Regional Transit Study, Microtransit Study, and Comprehensive Operational Analysis • Review and update the Zero Emissions Fleet Transition Plan • Develop long range capital plan • Establish service standard guidelines • Streets service interruption • Begin NOVUS migration • Simplify Transit • HRIS/ERP consultant • Land acquisition for growth
Services	<ul style="list-style-type: none"> • Preservation of existing service • Expand Rideshare services
Facilities	<ul style="list-style-type: none"> • Complete Phase 1 of construction • Conduct facility design support as needed for MOA base relocation project to incorporate zero emission infrastructure • Continue to improve ADA accessibility and compliance at existing stops • Add passenger amenities at new stops per our guidelines • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, the MOA, and bathroom A&E/construction at Skagit Station • Upgrade Chuckanut Park & Ride with improvements like installing fire suppression/alarm systems • Complete architectural and engineering plans for phase 2/3 • Go out to bid for phase 2/3 • Solar investments • Fiber Sedro Woolley data connection
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary • Upgrade software, mobile data terminals, and fare collection equipment to improve data and fare collection • Improve safety through implementation of equipment/software upgrades on existing coaches such as cloud-based cameras and an air quality monitoring system • Procurement and implementation of new or upgraded electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency • Procure and install protective barriers for driver's seats on all buses to enhance safety and prevent assaults.

2025	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Partner with the county, cities, MPOs, such as SCOG, and other stakeholders on regional transportation planning • Review and update the Zero Emissions Fleet Transition Plan • Review and revise service standard guidelines • Land acquisition for growth • Complete Regional Transit Study, Microtransit Study, Comprehensive Operational Analysis, and implement consultant-based recommendations • Complete the ADA Transition Plan; Implement the Plan; Review and revise • Emergency response training
Services	<ul style="list-style-type: none"> • Plan new service and stop locations • Implement service recommendations from the recently completed 2024 Regional Transit, Microtransit, and Comprehensive Operational Analysis Studies • Install Wi-Fi on fixed route coaches
Facilities	<ul style="list-style-type: none"> • Start construction on phases 2 and 3 for the MOA Base relocation project • Continue construction of Phase 2 and 3 of the MOA Base relocation project • Continue to review and revise design work as needed for MOA base relocation project to incorporate zero emission infrastructure. • Continue to improve ADA accessibility and compliance at existing stops • Add passenger amenities at new stops per our guidelines • Camera upgrades to improve safety and security at Skagit Station, the Park and Rides, and the MOA • Upgrade and replace dispatch hardware and communication equipment as necessary • Upgrade HVAC at Skagit Station • Continual improvement and upgrades to transit centers <ul style="list-style-type: none"> ○ Zero emissions infrastructure to upgrade transit centers
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Apply for ADA grants for stop accessibility • Replace computer servers and other IT hardware as necessary. <ul style="list-style-type: none"> ○ Replace modems on revenue fleet vehicles • Upgrade and replace dispatch hardware and communication equipment as necessary. • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection. • Improve safety through implementation of equipment/software upgrades on existing coaches such as cloud-based cameras and an air quality monitoring system.

2026	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Partner with the county, cities, MPOs, such as SCOG, and other stakeholders on regional transportation planning • Review and update the Zero Emissions Fleet Transition Plan • Review and revise service standard guidelines
Services	<ul style="list-style-type: none"> • Preservation of existing service • Implement service recommendations from the 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies • Website upgrades for improved accessibility
Facilities	<ul style="list-style-type: none"> • Continuing construction on phases 2 and 3 of MOA 2 • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Upgrade maintenance facilities by purchasing new equipment and materials to add new capabilities such as a vehicle paint booth, body shop repair equipment, canopy over revenue vehicle parking, etc. • Construct pedestrian canopy on the bus island at major transfer points. • Continual improvement and upgrades to transit centers • Zero emissions infrastructure to upgrade transit centers
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 24 • Replace computer servers and other IT hardware as necessary. • Upgrade and replace dispatch hardware and communication equipment as necessary. • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection. • Improve safety through implementation of equipment/software upgrades on existing coaches such as cloud-based cameras and an air quality monitoring system. • Purchase additional equipment to support revenue operations and maintenance at the new MOA

2027	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Review and update the Zero Emissions Fleet Transition Plan • Review and revise service standard guidelines • Partner with the county, cities, MPOs, such as SCOG, and other stakeholders on regional transportation planning • Conduct Triennial Rider Survey for development of Average Passenger Trip Length data • Customer satisfaction survey
Services	<ul style="list-style-type: none"> • Preservation of existing service • Service Evaluation of changes implemented from the long range plan • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Complete construction of MOA 2 • Begin to transfer personnel to MOA 2 • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Continual improvement and upgrades to transit centers • Zero emissions infrastructure to upgrade transit centers
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> ◦ Upgrade vehicles to zero emission alternatives as support facilities and funding allows. • Replace computer servers and other IT hardware as necessary. • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection. • Upgrade and replace dispatch hardware and communication equipment as necessary. • Add Wi-Fi to both fixed route and paratransit revenue fleets. • Upgrade and update mobile data terminal to keep up with current data technology. • Improve safety through implementation of equipment/software upgrades on existing coaches such as cloud-based cameras and an air quality monitoring system.

2028	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Review and update the Zero Emissions Fleet Transition Plan • Review and revise service standard guidelines • Partner with the county, cities, MPOs, such as SCOG, and other stakeholders on regional transportation planning • Conduct Triennial Rider Survey for development of Average Passenger Trip Length data • Customer satisfaction survey
Services	<ul style="list-style-type: none"> • Preservation of existing service • Service Evaluation of changes implemented from the long range plan • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Complete the transfer personnel to MOA 2 • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Continual improvement and upgrades to transit centers • Zero emissions infrastructure to upgrade transit centers
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> ○ Upgrade vehicles to zero emission alternatives as support facilities and funding allows. • Replace computer servers and other IT hardware as necessary. • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection. • Upgrade and replace dispatch hardware and communication equipment as necessary. • Add Wi-Fi to both fixed route and paratransit revenue fleets. • Upgrade and update mobile data terminal to keep up with current data technology. • Improve safety through implementation of equipment/software upgrades on existing coaches such as cloud-based cameras and an air quality monitoring system.

2029	Planned Activities
Planning	<ul style="list-style-type: none"> • Transit Development Plan Update • Review and update the Zero Emissions Fleet Transition Plan • Review and revise service standard guidelines • Partner with the county, cities, MPOs, such as SCOG, and other stakeholders on regional transportation planning • Conduct Triennial Rider Survey for development of Average Passenger Trip Length data • Customer satisfaction survey
Services	<ul style="list-style-type: none"> • Preservation of existing service • Service Evaluation of changes implemented from the long range plan • As funding allows, implement service recommendations from the recently completed 2024 Microtransit, Regional Transit, and Comprehensive Operational Analysis Studies
Facilities	<ul style="list-style-type: none"> • Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. • Continual improvement and upgrades to transit centers • Zero emissions infrastructure to upgrade transit centers
Equipment	<ul style="list-style-type: none"> • Purchase replacement vehicles according to the schedule on page 27 <ul style="list-style-type: none"> ○ Upgrade vehicles to zero emission alternatives as support facilities and funding allows. • Replace computer servers and other IT hardware as necessary. • Upgrade and update mobile data terminals and fare collection equipment to improve data and fare collection. • Upgrade and replace dispatch hardware and communication equipment as necessary. • Add Wi-Fi to both fixed route and paratransit revenue fleets. • Upgrade and update mobile data terminal to keep up with current data technology. • Improve safety through implementation of equipment/software upgrades on existing coaches such as cloud-based cameras and an air quality monitoring system.

Section 6: 2023 Notable activities

Skagit Transit had the following notable activities occur in 2023.

- Restored service to prepandemic levels, January 2023
- Established new service: Route 101
- Increased frequency on the 513 and 615
- Updated our Mission Statement
- Established a Vision Statement
- Transitioned to Washington State Department of Retirement Systems
- Bathroom at Sedro Woolley Park and Ride
- Grants Totaling \$9.57 Million
- Continuation of Construction at MOA2
- New Employee Breakroom at Skagit Station
- Successful State Drug and Alcohol Audit
- 382 Years of Safe Drivers
- 333 of Safe Workers
- Provided 89 Employee Trainings

Section 7: Capital Improvement Program, 2024-2029

The Capital Improvement Program includes the capital expenses identified in Section 8. Grant funds will actively be sought to cover the costs of design, engineering, and construction of the MOA Relocation Project included in this report. In the event that grant funding is not available or insufficient to complete this project within the next six years, timelines for completion will be reevaluated.

Replacement/Preservation	2024	2025	2026	2027	2028	2029
MOA2	\$ 4,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000		
Maint/Admin equip/facility/IT	\$ 634,695	\$ 374,000	\$ 130,200	\$ 136,710	\$ 143,546	\$ 150,723
Fixed Route/Commuter Vehicles	\$ 3,131,053	\$ -	\$ 3,720,000	\$ -	\$ -	\$ 2,520,000
Dial-a-Ride	\$ 933,470	\$ 850,000	\$ 1,225,000	\$ 540,000	\$ 1,110,000	\$ -
Service vehicles	\$ 93,486	\$ 160,000	\$ 160,000	\$ 102,000	\$ 72,000	\$ -
Bus Stop PSE/Construction	\$ -	\$ -			\$ -	\$ -
Transit Shelters	\$ 455,000	\$ 100,000	\$ 100,000	\$ 175,000	\$ 183,750	\$ -
Rideshare	\$ 608,859	\$ 168,000	\$ 504,000	\$ -	\$ 460,000	\$ -
Subtotals	\$ 9,856,563	\$ 16,652,000	\$ 20,839,200	\$ 15,953,710	\$ 1,969,296	\$ 2,670,723

Expansion	2023	2024	2025	2026	2027	2028
Maint/Admin equip/facility/IT						
Fixed Route/Commuter Vehicles						
Paratransit Vehicles		\$ 170,000	\$ 175,000			
Service vehicles		\$ 32,000		\$ 45,000		
Transit Centers	\$ 270,000					
Transit Shelters						
Rideshare Vans			\$ 168,000	\$ 176,000	\$ 184,000	
Subtotals	\$ 270,000	\$ 202,000	\$ 343,000	\$ 221,000	\$ 184,000	\$ -

Total Capital	\$ 10,126,563	\$ 16,854,000	\$ 21,182,200	\$ 16,174,710	\$ 2,153,296	\$ 2,670,723
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The Capital Improvement Program, 2024-2029 includes all capital expenses in the plan.

Please note: Grant funds will be sought for all capital projects. In the event grant funding is not available or insufficient to complete the capital project, a reevaluation of the project will be performed. MOA 2 is expected to be funded via a TIFFIA loan starting in 2025. Grants will continue to be sought to offset this loan.

Section 8: Operating Revenues and Expenditures 2024-2029

	2024		
	Operating	Capital	Total
Beginning Cash Balance January 1st.	\$ 11,102,328	\$ 15,324,279	\$ 26,426,607
Operating Revenues			-
Sales Tax (transit portion)	15,750,000		15,750,000
Fares	328,996		328,996
Van Pools	324,747		324,747
Federal Operating Grants	6,107,510		6,107,510
State Operating Grants	1,787,266		1,787,266
Other Grants			-
Other Revenues	51,000		51,000
Transfers	-		-
Total Operating Revenues	24,349,519		24,349,519
Subtotal Available	35,451,847	15,324,279	50,776,126
Operating Expenses			-
Rideshare P&M	1,049,763		1,049,763
Rideshare Sys Expand	-		-
Fixed Route/Commuter P&M	16,012,800		16,012,800
Fixed Route/Commuter Sys Expand	-		-
Dial-a-Ride (ADA) P&M	6,382,850		6,382,850
Dial-a-Ride (ADA) Expand	-		-
Other	-		-
Total Operating Expenses	23,445,413		23,445,413
Net Cash Available	12,006,434	15,324,279	27,330,713
Capital Revenues			-
Federal Grants	-		-
Federal 5307 Grants	-	2,719,164	2,719,164
Federal 5310 Grants	-	2,504,842	2,504,842
Federal 5311 Grants	-		-
Federal 5339 Grants	-	37,394	37,394
State Grants	-	\$ 2,079,298	2,079,298
Other	-	6,000	6,000
Fund Transfers (Matching & Non-Grant)	-		-
Subtotal Capital Revenue	-	7,346,698	7,346,698
Capital Expenditures			-
System P&M			
Maintenance & Other	-	634,695	634,695
FixedRoute/Commuter	-	\$ 3,131,053	3,131,053
Dial-a-Ride	-	933,470	933,470
Service/Staff Vehicles	-	93,486	93,486
Transit Center/Facilities (MOA2)	-	\$ 4,000,000	4,000,000
Transit Shelters/Improvements	-	\$ 455,000	455,000
Rideshare	-	608,859	608,859
System Expansion			
Maintenance & Other Equipment	-		-
Dial-a-Ride	-		-
FixedRoute/Commuter	-		-
Service/Staff Vehicles	-		-
Transit Center	-	270,000	270,000
Transit Shelters	-		-
Rideshare Vans	-		-
Subtotal Capital Obligations	-	10,126,563	10,126,563
Loan Activity Tifia Expected \$50 Million			
Ending Cash Balance 12/31	\$ 12,006,434	\$ 12,544,414	\$ 24,550,848

	2025		
	Operating	Capital	Total
Beginning Cash Balance January 1st.	\$ 12,006,434	\$ 12,544,414	\$ 24,550,848
Operating Revenues			-
Sales Tax (transit portion)	16,088,625		16,088,625
Fares	445,000		445,000
Van Pools	340,984		340,984
Federal Operating Grants	3,552,995		3,552,995
State Operating Grants	3,413,674		3,413,674
Other Grants			-
Other Revenues	52,020		52,020
Transfers			-
Total Operating Revenues	23,893,298		23,893,298
Subtotal Available	35,899,732	12,544,414	48,444,146
Operating Expenses			
Rideshare P&M	1,102,251		1,102,251
Rideshare Sys Expand	-		-
Fixed Route/Commuter P&M	16,813,440		16,813,440
Fixed Route/Commuter Sys Expand	-		-
Dial-a-Ride (ADA) P&M	6,701,993		6,701,993
Dial-a-Ride (ADA) Expand	-		-
Other	-		-
Total Operating Expenses	24,617,684		24,617,684
Net Cash Available	11,282,048	12,544,414	23,826,462
Capital Revenues			
Federal Grants	-	1,483,200	1,483,200
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	5,000,000	5,000,000
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	6,483,200	6,483,200
Capital Expenditures			
System P&M			
Maintenance & Other	-	374,000	374,000
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	850,000	850,000
Service/Staff Vehicles	-	160,000	160,000
Transit Center/Facilities (MOA2)	-	\$ 15,000,000	15,000,000
Transit Shelters/Improvements	-	100,000	100,000
Rideshare	-	168,000	168,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	170,000	170,000
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	32,000	32,000
Transit Center	-	-	-
Transit Shelters	-	-	-
Rideshare Vans	-	-	-
Subtotal Capital Obligations	-	16,854,000	16,854,000
Loan Activity Tifia Expected \$50 Million		10,000,000	10,000,000
Ending Cash Balance 12/31	\$ 11,282,048	\$ 12,173,614	\$ 23,455,662

	2026		
	Operating	Capital	Total
Beginning Cash Balance January 1st.	\$ 11,282,048	\$ 12,173,614	\$ 23,455,662
Operating Revenues			-
Sales Tax (transit portion)	16,490,841	-	16,490,841
Fares	467,250	-	467,250
Van Pools	358,033	-	358,033
Federal Operating Grants	3,507,196	-	3,507,196
State Operating Grants	2,565,592	-	2,565,592
Other Grants	-	-	-
Other Revenues	53,060	-	53,060
Transfers	-	-	-
Total Operating Revenues	23,441,972	-	23,441,972
Subtotal Available	34,724,020	12,173,614	46,897,634
Operating Expenses			
Rideshare P&M	1,157,364	-	1,157,364
Rideshare Sys Expand	-	-	-
Fixed Route/Commuter P&M	17,654,112	-	17,654,112
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	7,037,092	-	7,037,092
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	25,848,568	-	25,848,568
Net Cash Available	8,875,452	12,173,614	21,049,066
Capital Revenues			
Federal Grants	-	4,945,760	4,945,760
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	4,945,760	4,945,760
Capital Expenditures			
System P&M			
Maintenance & Other	-	130,200	130,200
FixedRoute/Commuter	-	3,720,000	3,720,000
Dial-a-Ride	-	1,225,000	1,225,000
Service/Staff Vehicles	-	160,000	160,000
Transit Center/Facilities (MOA2)	-	\$ 15,000,000	15,000,000
Transit Shelters/Improvements	-	100,000	100,000
Rideshare	-	504,000	504,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	175,000	175,000
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Rideshare Vans	-	168,000	168,000
Subtotal Capital Obligations	-	21,182,200	21,182,200
Loan Activity Tifia Expected \$50 Million		15,000,000	15,000,000
Ending Cash Balance 12/31	\$ 8,875,452	\$ 10,937,174	\$ 19,812,626

	2027		
	Operating	Capital	Total
Beginning Cash Balance January 1st.	\$ 8,875,452	\$ 10,937,174	\$ 19,812,626
Operating Revenues			-
Sales Tax (transit portion)	16,903,112	-	16,903,112
Fares	490,613	-	490,613
Van Pools	375,935	-	375,935
Federal Operating Grants	3,362,482	-	3,362,482
State Operating Grants	2,565,592	-	2,565,592
Other Grants	-	-	-
Other Revenues	54,122	-	54,122
Transfers	-	-	-
Total Operating Revenues	23,751,855	-	23,751,855
Subtotal Available	32,627,307	10,937,174	43,564,481
Operating Expenses			
Rideshare P&M	1,215,232	-	1,215,232
Rideshare Sys Expand	-	-	-
Fixed Route/Commuter P&M	18,536,817	-	18,536,817
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	7,388,947	-	7,388,947
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	27,140,997	-	27,140,997
Net Cash Available	5,486,310	10,937,174	16,423,484
Capital Revenues			
Federal Grants	-	939,768	939,768
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	140,800	140,800
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	1,080,568	1,080,568
Capital Expenditures			
System P&M			
Maintenance & Other	-	136,710	136,710
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	540,000	540,000
Service/Staff Vehicles	-	102,000	102,000
Transit Center/Facilities (MOA2)	-	15,000,000	15,000,000
Transit Shelters/Improvements	-	175,000	175,000
Rideshare	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	45,000	45,000
Transit Center	-	-	-
Transit Shelters	-	-	-
Rideshare Vans	-	176,000	176,000
Subtotal Capital Obligations	-	16,174,710	16,174,710
Loan Activity Tifia Expected \$50 Million		15,000,000	15,000,000
Ending Cash Balance 12/31	\$ 5,486,310	\$ 10,843,032	\$ 16,329,342

	2028		
	Operating	Capital	Total
Beginning Cash Balance January 1st.	\$ 5,486,310	\$ 10,843,032	\$ 16,329,342
Operating Revenues			-
Sales Tax (transit portion)	17,748,267	-	17,748,267
Fares	515,143	-	515,143
Van Pools	394,732	-	394,732
Federal Operating Grants	5,167,768	-	5,167,768
State Operating Grants	2,565,592	-	2,565,592
Other Grants			-
Other Revenues	56,828	-	56,828
Transfers			-
Total Operating Revenues	26,448,330	-	26,448,330
Subtotal Available	31,934,640	10,843,032	42,777,672
Operating Expenses			
Rideshare P&M	1,275,994	-	1,275,994
Rideshare Sys Expand	-	-	-
Fixed Route/Commuter P&M	19,463,658	-	19,463,658
Fixed Route/Commuter Sys Expand			-
Dial-a-Ride (ADA) P&M	7,758,394	-	7,758,394
Dial-a-Ride (ADA) Expand			-
Other	-	-	-
Total Operating Expenses	28,498,046	-	28,498,046
Net Cash Available	3,436,594	10,843,032	14,279,626
Capital Revenues			
Federal Grants	-	1,722,636	1,722,636
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	515,200	515,200
Other	-	299,000	299,000
Fund Transfers (Matching & Non-Grant)			-
Subtotal Capital Revenue	-	2,536,836	2,536,836
Capital Expenditures			
System P&M			
Maintenance & Other	-	143,546	143,546
FixedRoute/Commuter	-	-	-
Dial-a-Ride	-	1,110,000	1,110,000
Service/Staff Vehicles	-	72,000	72,000
Transit Center/Facilities (MOA2)	-	-	-
Transit Shelters/Improvements	-	183,750	183,750
Rideshare	-	460,000	460,000
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Rideshare Vans	-	184,000	184,000
Subtotal Capital Obligations	-	2,153,296	2,153,296
Loan Activity Tifia Expected \$50 Million			-
Ending Cash Balance 12/31	\$ 3,436,594	\$ 11,226,573	\$ 14,663,167

	2029		
	Operating	Capital	Total
Beginning Cash Balance January 1st.	\$ 3,436,594	\$ 11,226,573	\$ 14,663,167
Operating Revenues			-
Sales Tax (transit portion)	18,635,681	-	18,635,681
Fares	540,900	-	540,900
Van Pools	414,468	-	414,468
Federal Operating Grants	5,167,768	-	5,167,768
State Operating Grants	2,565,592	-	2,565,592
Other Grants	-	-	-
Other Revenues	59,669	-	59,669
Transfers	-	-	-
Total Operating Revenues	27,384,078	-	27,384,078
Subtotal Available	30,820,672	11,226,573	42,047,245
Operating Expenses			
Rideshare P&M	1,339,793	-	1,339,793
Rideshare Sys Expand	-	-	-
Fixed Route/Commuter P&M	20,436,841	-	20,436,841
Fixed Route/Commuter Sys Expand	-	-	-
Dial-a-Ride (ADA) P&M	8,146,314	-	8,146,314
Dial-a-Ride (ADA) Expand	-	-	-
Other	-	-	-
Total Operating Expenses	29,922,949	-	29,922,949
Net Cash Available	897,724	11,226,573	12,124,296
Capital Revenues			
Federal Grants	-	2,136,578	2,136,578
Federal 5307 Grants	-	-	-
Federal 5310 Grants	-	-	-
Federal 5311 Grants	-	-	-
Federal 5339 Grants	-	-	-
State Grants	-	-	-
Other	-	-	-
Fund Transfers (Matching & Non-Grant)	-	-	-
Subtotal Capital Revenue	-	2,136,578	2,136,578
Capital Expenditures			
System P&M			
Maintenance & Other	-	150,723	150,723
FixedRoute/Commuter	-	2,520,000	2,520,000
Dial-a-Ride	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center/Facilities (MOA2)	-	-	-
Transit Shelters/Improvements	-	-	-
Rideshare	-	-	-
System Expansion			
Maintenance & Other Equipment	-	-	-
Dial-a-Ride	-	-	-
FixedRoute/Commuter	-	-	-
Service/Staff Vehicles	-	-	-
Transit Center	-	-	-
Transit Shelters	-	-	-
Rideshare Vans	-	-	-
Subtotal Capital Obligations	-	2,670,723	2,670,723
Loan Activity Tifia Expected \$50 Million			-
Ending Cash Balance 12/31	\$ 897,724	\$ 10,692,428	\$ 11,590,152

Appendices

Appendix A - Operating Data 2024-2029

Appendix B - Public Participation Process

Appendix C - Public Transportation Management System Inventory



Appendix A – Operating Data

OPERATING DATA 2024-2029								
<i>(All figures, in thousands of units)</i>								
	Budgeted	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	
Fixed Routes	#	2023	2024	2025	2026	2027	2028	2029
Vehicle hours		67	71	77	82	84	85	87
Vehicle revenue hours		64	68	74	79	81	82	84
Vehicle miles		970	1076	1148	1198	1222	1246	1271
Vehicle revenue miles		925	1030	1100	1150	1173	1196	1220
Passenger trips		321	369	424	488	561	645	742
Fatalities								
Reportable injuries								
Collisions								
Diesel fuel consumed		166	176	190	205	212	214	214
Commuter Routes	#	2023	2024	2025	2026	2027	2028	2028
Vehicle hours		21	21	22	27	32	32	32
Vehicle revenue hours		20	20	21	26	31	31	31
Vehicle miles		583	583	612	662	712	712	712
Vehicle revenue miles		549	549	576	626	676	676	676
Passenger trips		116	133	153	176	202	233	268
Fatalities								
Reportable injuries								
Collisions								
Diesel fuel consumed		73	73	74	100	115	115	115
ADA Demand Response#		2023	2024	2025	2026	2027	2028	2028
Vehicle hours		39	43	45	47	50	52	55
Vehicle revenue hours		35	39	40	42	45	47	49
Vehicle miles		480	552	580	609	639	671	705
Vehicle revenue miles		420	483	507	533	559	587	616
Passenger trips		71	82	86	90	95	99	104
Fatalities								
Reportable injuries								
Collisions								
Diesel fuel consumed		2	2	2	0	0	0	0
Propane fuel consumed		95	109	116	123	130	138	147
Vanpools	#	2023	2024	2025	2026	2027	2028	2028
Vehicle hours		18	18	19	19	19	20	20
Vehicle revenue hours		18	18	19	19	19	20	20
Vehicle miles		639	652	665	678	692	706	720
Vehicle revenue miles		639	652	665	678	692	706	720
Passenger trips		55	56	57	58	60	61	62
Fatalities								
Reportable injuries								
Collisions								
Gasoline consumed		32	32	33	34	34	35	36

Appendix B – Public Participation Process

Public Comment Period: July 19-August 21, 2024. Submit comments to:

smathews@skagittransit.org

Skagit Transit
Planning & Outreach Supervisor
600 County Shop Lane
Burlington, WA 98233

Public hearing: Skagit Transit will hold public hearing on the Transit Development Plan. The public hearing will be held on August 21, 2024 at 11:00AM at Burlington City Hall 833 S Spruce St, Burlington WA 98233 or via ZOOM. The ZOOM invite is obtainable at www.skagittransit.org in the “Calendar” section.

Posted to Website: No Later than July 19, 2024, <http://www.skagittransit.org/news/>

Requests for Paper or Digital Copies: On and after July 19, 2024, anyone may request a paper or digital copy of the TDP by emailing smathews@skagittransit.org or calling 360-757-8801.

Available to the Public for Review: On and after July 19, 2024, the public can view a copy of the draft TDP online or at one of the following locations:

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

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

Appendix C – Public Transportation MGMT System Inventory

Owned rolling stock inventory and verification of continued use form

Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
Refer to instructions tab for vehicle codes.

Agency/org: Skagit Transit Inventory year: 2023

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency vehicle number	Actual life odometer	Meets financial needs of SCR? Yes/No	Is the vehicle safe? Yes/No	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance current? Yes/No	Performs its designed function? Yes/No	Replacement cost (\$)	Planned replacement year	Planned replacement fuel type	ADA access? Yes/No	Seating capacity	Fuel type	WSDOT title? Yes/No
1	2014	Gillig/40H Suburban Low Floor	01	156G02713E1183921	141	461,200	Yes	Yes	15	750,000	Yes	Yes	\$571,774	2029	D	Yes	36+2	D	No
2	2014	Gillig/40H Suburban Low Floor	01	156G02713E1183922	142	449,800	Yes	Yes	15	750,000	Yes	Yes	\$571,774	2029	D	Yes	36+2	D	No
3	2018	Gillig/40H Suburban Low Floor	01	156G02718J3191468	181	355,997	Yes	Yes	15	750,000	Yes	Yes	\$571,774	2033	D	Yes	35+2	D	No
4	2020	Gillig/40H Suburban Low Floor	01	156G02719L3195220	2001	271,532	Yes	Yes	15	750,000	Yes	Yes	\$571,774	2035	D	Yes	36+2	D	Yes
5	2020	Gillig/40H Suburban Low Floor	01	156G02710L3195221	2002	258,511	Yes	Yes	15	750,000	Yes	Yes	\$571,774	2035	D	Yes	36+2	D	Yes
6	2020	Gillig/40H Suburban Low Floor	01	156G02712L3195222	2003	259,365	Yes	Yes	15	750,000	Yes	Yes	\$571,774	2035	D	Yes	36+2	D	Yes
7	2020	Gillig/40H Suburban Low Floor	01	156G02714L3195223	2004	300,709	Yes	Yes	15	750,000	Yes	Yes	\$571,774	2035	D	Yes	36+2	D	Yes
8	2020	Gillig/40H Suburban Low Floor	01	156G02716L3195224	2005	207,514	Yes	Yes	15	750,000	Yes	No	\$571,774	2035	D	Yes	36+2	D	Yes
9	2009	NABI/31LPW-01	03	1N93136669A140004	091	564,532	Yes	Yes	12	500,000	Yes	Yes	\$526,764	2024	D	Yes	25+2	D	No
10	2009	NABI/31LPW-01	03	1N93136669A140006	093	596,280	Yes	Yes	12	500,000	Yes	Yes	\$526,764	2024	D	Yes	25+2	D	No
11	2009	NABI/31LPW-01	03	1N93136619A140007	094	607,438	Yes	Yes	12	500,000	Yes	Yes	\$526,764	2024	D	Yes	25+2	D	No
12	2009	NABI/31LPW-01	03	1N93136659A140009	096	584,688	Yes	Yes	12	500,000	Yes	Yes	\$526,764	2024	D	Yes	25+2	D	No
13	2014	Gillig/35H Low Floor	02	156G82715B1178544	111	446,297	Yes	Yes	15	750,000	Yes	Yes	\$555,203	2029	D	Yes	32+2	D	Yes
14	2014	Gillig/35H Low Floor	02	156G82713E1183923	143	413,157	Yes	Yes	15	750,000	Yes	Yes	\$555,203	2029	D	Yes	32+2	D	No
15	2014	Gillig/35H Low Floor	02	156G82711E1183924	144	398,791	Yes	Yes	15	750,000	Yes	Yes	\$555,203	2029	D	Yes	32+2	D	No
16	2014	Gillig/35H Low Floor	02	156G82717G1186443	161	345,356	Yes	Yes	15	750,000	Yes	Yes	\$555,203	2031	D	Yes	32+2	D	No
17	2017	Gillig/35H Low Floor	02	156G82713H1187378	171	323,097	Yes	Yes	15	750,000	Yes	Yes	\$555,203	2032	D	Yes	29+2	D	Yes
18	2017	Gillig/35H Low Floor	02	156G82715H1187379	172	291,196	Yes	Yes	15	750,000	Yes	Yes	\$555,203	2032	D	Yes	29+2	D	Yes
19	2017	Gillig/35H Low Floor	03	156GE2712H1093127	174	245,888	Yes	Yes	15	750,000	Yes	Yes	\$526,764	2032	D	Yes	26+2	D	No
20	2019	Gillig/30H Low Floor	02	156GE2715K3093506	191	278,909	Yes	Yes	15	750,000	Yes	Yes	\$526,764	2034	D	Yes	26+2	D	No
21	2019	Gillig/30H Low Floor	02	156GE2717K3093507	192	294,137	Yes	Yes	15	750,000	Yes	Yes	\$526,764	2034	D	Yes	29+2	D	No
22	2019	Gillig/30H Low Floor	02	156GE2719K3093508	193	312,109	Yes	Yes	15	750,000	Yes	Yes	\$526,764	2034	D	Yes	29+2	D	No
23	2019	Gillig/30H Low Floor	02	156GE2710K3093509	194	322,129	Yes	Yes	15	750,000	Yes	Yes	\$526,764	2034	D	Yes	29+2	D	No
24	2019	Gillig/30H Low Floor	02	156GE2717K3093510	195	282,932	Yes	Yes	15	750,000	Yes	Yes	\$526,764	2034	D	Yes	29+2	D	No
25	2019	Gillig/30H Low Floor	02	156GE2719K3093511	196	295,791	Yes	Yes	15	750,000	Yes	Yes	\$526,764	2034	D	Yes	29+2	D	No
26	2020	Gillig/35H Low Floor	02	156G82710L3195225	2006	222,666	Yes	Yes	15	750,000	Yes	Yes	\$555,203	2035	D	Yes	30+2	D	Yes
27	2020	Gillig/30H Low Floor	03	156GE2713L3093649	2007	219,734	Yes	Yes	15	200,000	Yes	Yes	\$526,764	2035	D	Yes	30+2	D	Yes
28	2020	Gillig/30H Low Floor	03	156GE271XL3093650	2008	194,532	Yes	Yes	15	200,000	Yes	No	\$526,764	2035	D	Yes	30+2	D	Yes
29	2020	Gillig/30H Low Floor	03	156GE2711L3093651	2009	213,671	Yes	Yes	15	200,000	Yes	Yes	\$526,764	2035	D	Yes	30+2	D	Yes
30	2022	Gillig/35H Low Floor	03	156G82714N3197689	2201	65,859	Yes	Yes	15	200,000	Yes	Yes	\$541,421	2037	D	Yes	30+2	D	Yes
31	2013	Chevy/Startrans Senator	11	1G8655BLXC1171643	757	132,423	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2020	D	Yes	10+3	D	No
32	2013	Chevy/Startrans Senator	11	1G8655BL6C1200281	758	132,927	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2020	D	Yes	10+3	D	No
33	2015	Chevy/Startrans Senator	11	1G8655BL6E1158200	759	102,358	Yes	Yes	7	200,000	Yes	Yes	\$144,400	2022	D	Yes	10+4	D	No
34	2015	Chevy/Startrans Senator	11	1G8655BL9E1158448	760	133,806	Yes	Yes	7	200,000	Yes	Yes	\$144,401	2022	D	Yes	10+4	D	No
35	2015	Chevy/Startrans Senator	11	1G8655BL9E1157249	761	109,917	Yes	Yes	7	200,000	Yes	Yes	\$144,402	2022	D	Yes	10+4	D	No
36	2016	Ford/Aerotech	11	1FDFE4F88DCS5202	762	124,244	Yes	Yes	7	200,000	Yes	Yes	\$144,403	2024	LP	Yes	14+2	LP	Yes
37	2016	Ford/Aerotech	11	1FDFE4F88DCS5206	763	153,080	Yes	Yes	7	200,000	Yes	Yes	\$144,404	2024	LP	Yes	14+2	LP	No
38	2016	Ford/Aerotech	11	1FDFE4F81GDCS3024	764	153,249	Yes	Yes	7	200,000	Yes	Yes	\$144,405	2024	LP	Yes	14+2	LP	No
39	2016	Ford/Aerotech	11	1FDFE4F83MDCS3023	765	132,164	Yes	Yes	7	200,000	Yes	Yes	\$144,406	2024	LP	Yes	14+2	LP	No
40	2016	Ford/Aerotech	11	1FDFE4F83MDCS3025	766	128,691	Yes	Yes	7	200,000	Yes	Yes	\$144,407	2024	LP	Yes	14+2	LP	No
41	2018	Ford/Aerotech	11	1FDFE4F84HDC78671	767	104,402	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	Yes
42	2018	Ford/Aerotech	11	1FDFE4F85HDC78673	768	115,136	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	Yes
43	2018	Ford/Aerotech	11	1FDFE4F83HDC78674	769	132,109	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2024	LP	Yes	15+4	LP	Yes
44	2018	Ford/Aerotech	11	1FDFE4F83HDC78676	770	138,448	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	Yes
45	2018	Ford/Aerotech	11	1FDFE4F82HDC78670	771	129,134	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	Yes
46	2018	Ford/Aerotech	11	1FDFE4F81HDC78675	772	134,290	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	No
47	2018	Ford/Aerotech	11	1FDFE4F85HDC78672	773	135,763	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	Yes
48	2019	Ford/Aerotech	11	1FDFE4F88KDCS1156	774	94,231	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	No
49	2019	Ford/Aerotech	11	1FDFE4F83KDCS1157	775	89,126	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	No
50	2019	Ford/Aerotech	11	1FDFE4F81KDCS1158	776	87,875	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2025	LP	Yes	15+4	LP	No
51	2020	Ford/Aerotech	11	1FDFE4F85KDC64553	777	74,352	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2026	LP	Yes	15+4	LP	Yes
52	2020	Ford/Aerotech	11	1FDFE4F84KDC64549	778	69,094	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2026	LP	Yes	15+4	LP	Yes
53	2020	Ford/Aerotech	11	1FDFE4F85KDC64552	779	47,623	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2026	LP	Yes	15+4	LP	Yes
54	2020	Ford/Aerotech	11	1FDFE4F88KDC64554	780	61,749	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2027	LP	Yes	15+4	LP	Yes
55	2020	Ford/Aerotech	11	1FDFE4F82KDC64551	781	48,932	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2027	LP	Yes	15+4	LP	Yes
56	2020	Ford/Aerotech	11	1FDFE4F80KDC64550	782	53,266	Yes	Yes	7	200,000	Yes	Yes	\$144,398	2027	LP	Yes	15+4	LP	Yes
57	2013	Dodge/Grand Caravan	13	2C4RDGCG8DR761013	1018	123,938	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2018	G	No	7	G	No
58	2015	Dodge/Grand Caravan	13	2C4RDGCG8R659696	1020	157,141	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
59	2015	Dodge/Grand Caravan	13	2C4RDGCG8R659697	1021	136,531	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
60	2015	Dodge/Grand Caravan	13	2C4RDGCG8R661126	1022	161,992	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
61	2015	Dodge/Grand Caravan	13	2C4RDGCG8R661127	1023	178,858	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
62	2015	Dodge/Grand Caravan	13	2C4RDGCG8R661128	1024	156,653	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
63	2015	Dodge/Grand Caravan	13	2C4RDGCG8R661128	1026	114,497	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
64	2015	Dodge/Grand Caravan	13	2C4RDGCG8R659698	1027	147,695	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
65	2015	Dodge/Grand Caravan	13	2C4RDGCG8R691008	1028	75,079	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2020	G	No	7	G	No
66	2018	Chrysler Pacifica	13	2C4RC1AG3JR234026	1029	98,950	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2023	G	No	7	G	Yes
67	2018	Chrysler Pacifica	13	2C4RC1AG5JR234027	1030	99,459	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2023	G	No	7	G	No
68	2018	Chrysler Pacifica	13	2C4RC1AG9JR234029	1031	118,072	Yes	Yes	5	125,000	Yes	Yes	\$26,533	2023	G	No	7	G	Yes
69	2018	Chrysler Pacifica	13	2C4RC1AG3JR234030	1032	81,398	Yes	Yes	5										

84	2023	Chrysler Pacifica Touring L	13	2C4RC1BG3P852055	1047	4,409	Yes	Yes	5	200,000	Yes	Yes	\$44,995	2028	G	No	7	G	Yes
85	2017	Ford/X2YB Transit 15	13	1FBZK2YG5HKA31295	408	131,786	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2022	G	No	15	G	No
86	2017	Ford/X2YB Transit 15	13	1FBZK2YG1HKB26372	413	150,983	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2022	G	No	15	G	No
87	2018	Ford/X2YB Transit 15	13	1FBZK2YM0IKB41912	414	81,191	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
88	2018	Ford/X2YB Transit 15	13	1FBZK2YM0IKB41909	415	119,002	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
89	2018	Ford/X2YB Transit 15	13	1FBZK2YM2IKB41913	416	86,915	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
90	2018	Ford/X2YB Transit 15	13	1FBZK2YM7IKB41910	417	62,378	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
91	2018	Ford/X2YB Transit 15	13	1FBZK2YM9IKB41911	418	128,572	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
92	2018	Ford/X2YB Transit 15	13	1FBZK2YM6IKB48883	419	66,205	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
93	2018	Ford/X2YB Transit 15	13	1FBZK2YM8IKB48884	420	61,526	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
94	2019	Ford/X2YB Transit 15	13	1FBZK2YG1HKB60657	421	32,560	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2023	G	No	15	G	No
95	2019	Ford/X2YB Transit 15	13	1FBZK2YG2HKB60652	422	74,022	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2024	G	No	15	G	No
96	2019	Ford/X2YB Transit 15	13	1FBZK2YG4HKB60653	423	76,944	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2024	G	No	15	G	No
97	2019	Ford/X2YB Transit 15	13	1FBZK2YG8HKB60655	424	75,320	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2024	G	No	15	G	No
98	2019	Ford/X2YB Transit 15	13	1FBZK2YG3HKB60656	425	89,647	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2024	G	No	15	G	No
99	2019	Ford/X2YB Transit 15	13	1FBZK2YG6HKB60654	426	87,919	Yes	Yes	5	125,000	Yes	Yes	\$40,960	2024	G	No	15	G	No

Owned facility inventory form

Facilities with a replacement value of \$25,000 or greater.
Refer to instructions for facility code.

Agency/org: Skagit Transit Inventory year: 2023

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	23	Maintenance/Operations/Administration Base	3	24	6	\$4,036,982.00	Land is leased from Skagit County
2	23	Maintenance/Operations/Administration Base	4	8	41	\$24,499,701.00	Recently acquired property is undeveloped for intended purposes, not scored.
3	6	Skagit Station Multi-Modal Transfer Center	4	19	11	\$3,476,274.00	100 Stall Park & Ride
4	9	South Mount Vernon	4	17	23	\$3,810,000.00	382 Stall Park & Ride
5	9	Chuckanut Park and Ride	4	12	28	\$1,878,000.00	368 Stall Park & Ride Property State Owned
6	9	Alger Park and Ride	4	17	23	\$1,115,084.00	50 Stall Park & Ride
7	9	March Point Park and Ride	4	17	13	\$643,000.00	Land leased from Shell Oil Corp.
8	9	Sedro Woolley Park & Ride	4	9	21	\$141,972.33	Sedro Woolley Owned

Owned equipment inventory form

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

Agency/org: Skagit Transit Inventory year: 2023

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	Comments
1	9	DPF Pneumatic Cleaning System	4	10	0	\$75,000.00	
2	5	2012 Ford F-550 XL	4	11	1	\$60,000.00	
3	5	2019 Ford X2B F250	5	4	8	\$52,885.00	
4	5	2023 Ford F550 Chassis XL	5	0	12	\$74,450.00	
5	5	2023 Ford-250 supercab XL	5	0	12	\$57,905.00	

Required by 49 CFR 625.43.6 and RCW 81.112.086