



DRAFT JULY 10, 2026

# Island Transit

TRANSIT DEVELOPMENT PLAN

# 2026–2031 TDP & 2025 Annual Report

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Serving Whidbey Island and Camano Island in Island County, Washington

PUBLIC HEARING  
August 7, 2026

PREPARED BY  
Planning & Outreach Department

SUBMITTED TO  
WSDOT Public Transportation Division



Island Transit serves Whidbey and Camano Islands in Island County. The mission of Island Transit is to provide safe, accessible, convenient, and friendly public transportation services that enhance our Island quality of life.

## 2026 BOARD OF DIRECTORS

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Jenny Bright, Chair  
Town of Coupeville Councilmember

Janet St. Clair, Vice Chair  
Island County Commissioner, District 3

James P. Marrow, Secretary  
City of Oak Harbor Councilmember

Craig Cyr  
City of Langley Councilmember

Melanie Bacon  
Island County Commissioner, District 1

Jill Johnson  
Island County Commissioner, District 2

Lela Perkins  
Amalgamated Transit Union (non-voting member)

## ISLAND TRANSIT STAFF

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Melinda Adams  
Executive Director

Terrance Ellison  
Administrative & Human Resources Director

Brad Windler  
Planning & Outreach Director

Liz Williams  
Operations Director

Chris Chidley  
Information Technology Director

Vanya Brown  
Finance Manager

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Human Resources Assistant Manager

Pete Schrum  
Facilities Manager

Will Vogelmann  
Maintenance Manager

Meghan Heppner  
Executive Project Manager

Jeanie Hines  
Executive Assistant / Clerk of the Board & Public Records Officer

Matt Hendricks  
Legal Counsel

Island Transit complies with all federal requirements under Title VI, which prohibits discrimination on the basis of race, color, or national origin.

If you have questions concerning this policy or practice, please contact Island Transit, 19758 SR 20, Coupeville, WA 98239, or contact the agency's Title VI Coordinator at (360) 678-7771 or [sanseri@islandtransit.org](mailto:sanseri@islandtransit.org).

This document can be made available in other accessible formats. Please contact Island Transit at (360) 678-7771 or email [info@islandtransit.org](mailto:info@islandtransit.org).

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## INTRODUCTION

### Introduction: Year of Momentum

2025 was a year of momentum for Island Transit. Under the leadership of Executive Director Melinda Adams, the agency began a period of modernization focused on strengthening operations, investing in infrastructure, and building a transportation system prepared to meet the future needs of island County.

Throughout the year, Island Transit advanced initiatives that strengthened internal operations and improved public service. Reviews of financial policies and information technology infrastructure laid the groundwork for long-term organizational improvements, while departments modernized policies, processes, and technology to better serve riders and support employees. New dispatching technology, continued fleet modernization, and vehicles rebranded with Island Transit's refreshed identity reflected the agency's commitment to innovation and operational excellence.

Equally important was the investment in the people. Throughout 2025, agency leadership worked intentionally to strengthen organizational culture, improve communication, recognize employee contributions, and foster collaboration across departments. An essential element of strengthening our operations was negotiating a new contract with the Amalgamated Transit Union Local 1576 which made our wages competitive. Also, leadership began an investment in the executive training for managers and supervisors that would change the culture and improve the working environment of the agency. These efforts created a stronger, more unified organization positioned to meet both today's challenges and tomorrow's opportunities.

One of the most significant milestones of the year was the launch of Roadmap to 2047, officially beginning in early 2026. This is Island Transit's 20-year Long-Range Plan. Guided by extensive community engagement and partnerships, with data driven planning, the Roadmap to 2047 will establish a shared vision for transportation across Island County.

As Island Transit looks toward the future, the agency remains committed to listening to the communities it serves, strengthening regional partnerships, and delivering safe, reliable, a fare-free transportation that connects people with the places and opportunities that matter most. The accomplishments of 2025 represent more than just progress. They establish the foundation for a stronger, more connected Island County and the successful implementation of Roadmap to 2047.

## **Policy Framework of Island Transit’s 2026–2031 Transit Development Plan**

Washington State’s transportation system policy requires rural agencies, as subrecipients of Federal Transit Administration (FTA) formula funds, to submit an annual Transit Development Plan (TDP) that meets the FTA requirement for having a multi-year financial plan (FTA Circular C5010.1F). The Washington State Department of Transportation (WSDOT) requires each TDP to contain the following nine elements:

- Required Element I — Plan Acceptance, Public Hearing, and Distribution; Mission Statement
- Required Element II — Description of Service Area, Operations, & Facilities
- Required Element III — State & Agency Goals, Objectives, Accomplishments & Action Strategies
- Required Element IV — Local Performance Measures and Targets
- Required Element V — Plan Consistency
- Required Element VI — Planned Capital Expenses
- Required Element VII — Planned Operating Changes & Operating Data
- Required Element VIII — Multiyear Financial Plan
- Required Element IX — Projects of Regional Significance

REQUIRED ELEMENT I

Plan Acceptance, Public Hearing, and Distribution

Plan Acceptance

Island Transit’s 2026 Draft Transit Development Plan (TDP) is scheduled for discussion with the IRTPO TAC committee and the Island Transit Board of Directors in July 2026. The Board of Directors will hold a hybrid public hearing to accept the Final Draft 2026–2031 Transit Development Plan and 2025 Annual Report on August 7, 2026, at 9:30 AM.

Public Participation Process

|                                      |                                                                                                                                                          |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public comment period                | July 10, 2026 – August 7, 2026                                                                                                                           |
| Comments submitted to                | Island Transit, ATTN: Planning & Outreach Director, 19758 SR 20, Coupeville, WA 98239   (360) 678-7771   communityengagement@islandtransit.org           |
| Hybrid public hearing                | August 7, 2026, 9:30 AM — Island Transit Operations & Administration Building, 19758 SR 20, Coupeville, WA 98239                                         |
| Notice posted to website             | Posted to www.islandtransit.org in advance of the public comment period                                                                                  |
| Notice posted in local papers        | Whidbey News Times · South Whidbey Record · Stanwood Camano News                                                                                         |
| Board of Directors review            | August 7, 2026 meeting — Resolution No. TBD                                                                                                              |
| Requests for paper or digital copies | Available by emailing communityengagement@islandtransit.org or calling (360) 678-7771                                                                    |
| Available for public review          | Island Transit Operations & Administration Building, 19758 SR 20, Coupeville, WA 98239   Camano Satellite Base, 174 Can Ku Road, Camano Island, WA 98282 |

Plan Distribution

Following the public hearing and prior to the September 1, 2026 deadline, Island Transit will distribute the final Transit Development Plan to:

- WSDOT Public Transportation Division online grants management system compliance module
- Island Regional Transportation Planning Organization (IRTPO)
- All cities, counties, and regional transportation planning organizations within which Island Transit operates
- Naval Air Station Whidbey Island

## REQUIRED ELEMENT II

### Description of Service Area, Operations, and Facilities

The Island County Public Transportation Benefit Area (PTBA), d/b/a Island Transit, has provided public transportation to the Island County community since December 1, 1987. Island Transit is a zero-fare transit system in Island County, Washington, serving Whidbey Island and Camano Island. Island Transit provides a full suite of transportation services including fixed route, paratransit, On Demand, and rideshare services, providing over 529,093 trips annually.

**529,093**

ANNUAL TRIPS (2025)

**7.9%**

YOY RIDERSHIP  
GROWTH

**0.9%**

ISLAND COUNTY  
SALES TAX

**162**

BUDGETED FTE  
(+2 PTE)

The system is funded by a 0.9 percent sales tax within Island County, as well as state and federal grants.

A seven-member Board of Directors governs Island Transit. The Board provides financial oversight and policy guidance for the agency and holds regular monthly open public business meetings. The Board of Directors is comprised of the following:

- Three Island County Commissioners
- One elected official from the City of Oak Harbor
- One elected official from the Town of Coupeville
- One elected official from the City of Langley
- One labor representative (non-voting)

As of January 2026, Island Transit budgeted 162 full-time equivalent (FTE) and 2 PTE employees allocated to the following positions:

|                          |                  |
|--------------------------|------------------|
| Executive Administration | 2 FTE            |
| Human Resources          | 4 FTE            |
| Finance                  | 7 FTE            |
| Planning & Outreach      | 6 FTE            |
| Information Technology   | 4 FTE            |
| Operations               | 18 FTE           |
| Operators                | 81 FTE           |
| Dispatchers              | 11 FTE           |
| Maintenance              | 13 FTE           |
| Facilities Maintenance   | 16 FTE and 2 PTE |

#### Service Area

Island Transit serves incorporated and unincorporated Island County, comprising Whidbey Island and Camano Island.

## Operations

Island Transit provides fare-free fixed routes, commuter express, On Demand, paratransit, rideshare, and RideLink services throughout Island County on Whidbey and Camano Islands. The agency connects riders to neighboring transit systems such as Skagit Transit and Everett Transit, as well as the Washington State Ferry System and regional Park & Ride lots. Please reference Appendix A to view a system map depicting Island Transit’s entire service area.

## GENERAL SERVICE HOURS AND HOLIDAYS

Most regular routes operate seven days per week and on select holidays. System headways vary between 30 and 60 minutes on weekdays and weekends. The span of service is generally from 3:45 AM to 7:40 PM on weekdays and from 4:45 AM to 7:00 PM on weekends. The Clinton Commuter runs during peak weekday hours.

Riders can access real-time service information through the Passio GO! app and timely rider alerts through Simplify Transit. Rider alerts can be accessed by email or text. Riders can also contact the dispatch office during service hours for additional assistance.

## Facilities

Island Transit has the following office and facility locations:

Administrative Offices & Main Base  
19758 SR 20  
Coupeville, WA 98239  
Whidbey Island

Camano Satellite Base  
174 Can Ku Road  
Camano Island, WA 98282  
Camano

The agency provides service to a total of eight park & rides in Island County; Island Transit owns two of these park & rides, also known as “Transit Parks”.

- The Noble Creek Transit Park is located in Langley and has 47 stalls
- The Prairie Station Transit Park is located in Coupeville and has 48 stalls.

Both transit parks reflect the communities where they are located. The focus at Langley’s Noble Creek transit park is native plants and local artists’ work. The focus of the Coupeville Prairie Station transit park is the prairie and farms of Ebey’s Landing National Historical Reserve, as well as native plants of the area.

Island Transit also owns three undeveloped properties on Whidbey and Camano Islands, located in the following areas:

- SR 525 and Bush Point Road intersection (Whidbey)
- SR 20 and SR 525 intersection (Whidbey)
- South Camano Drive and East Mountain View Road intersection (Camano)

## Intermodal Connections

Island Transit service connects with Skagit Transit, Everett Transit, and Community Transit. In addition, the agency connects to the Washington State Ferry (WSF) system’s service between Mukilteo and Clinton, and Coupeville and Port Townsend.



## Service Details

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### Whidbey Island Services

Whidbey Island service currently includes ten weekday fixed routes, seven weekend fixed routes, and two On Demand zones.

- A primary connecting route service between Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, and Clinton Ferry.
- Seven routes serving the City of Oak Harbor.
- Three routes serving South Whidbey Island, including Bayview, Langley, and Scatchet Head.
- Two routes serving Central Whidbey Island including Coupeville and the Coupeville/Port Townsend Ferry, in addition to an On Demand zone.
- Clinton Commuter serving afternoon commuters from Clinton/Mukilteo Ferry to area park and rides.
- Naval Air Station Whidbey Island is accessed via a fixed-route service.
- On Demand service Monday to Friday currently servicing northeast of Oak Harbor city limits.
- A County Connector route serving between Island and Skagit Counties, with connections from Oak Harbor to March's Point (Skagit County) and from Camano Island to Skagit Station (Mount Vernon).

### Camano Island Services

On Camano Island, services include five weekday fixed routes and four weekend fixed routes.

- Two fixed routes exclusively to the island.
- Service from Camano Island to Stanwood destinations, including shopping, schools, medical, and other services.
- County Connector service between Camano Island and Mt. Vernon.
- County Connector service from Camano Island to Everett Station.

### Weekend Services

Saturday and Sunday service for Whidbey and Camano Islands includes:

- Routes serving North, Central, and South Whidbey Island, and Camano Island.
- A primary route connecting Oak Harbor, Coupeville Ferry, and Clinton Ferry.
- A connecting route to Deception Pass State Park.
- A County Connector route serving Island and Skagit Counties, with connections from Oak Harbor to March's Point and from Camano Island to Skagit Station.

### Paratransit Service

Island Transit Paratransit service is an origin-to-destination, shared-ride public transportation service required by the ADA for eligible persons. All of Island Transit's buses are wheelchair accessible and offer designated priority seating, boarding, and seating assistance from Operators. Island Transit Paratransit service operates the same days and hours as Island Transit's fixed route services, within  $\frac{3}{4}$  of a mile of the fixed route.

## **Rideshare (Vanpool) Program**

Island Transit provides an additional transportation service through a public Rideshare program. The trip must start or stop within Island County to qualify for the program. Rideshare groups travel between 10 and 155 miles in daily round trips traversing six counties. Riders 18 years of age and younger ride free in Rideshare vehicles.

The Rideshare program offers benefits on several levels. Rideshare participants realize improved travel times through the use of HOV lanes and priority loading onboard Washington State Ferries. Employers may provide benefits as well, such as preferred parking or funding incentives to reduce or pay for the Rideshare service. Reducing single-occupancy vehicle use also decreases traffic congestion during peak commute hours, and Washington residents benefit from reduced vehicle emissions by eliminating additional vehicles from the roads.

The agency also runs a program called RideLink that works with local service organizations assisting elderly, disabled, veteran, low-income, and limited-English-proficiency populations. The program provides the use of vans to transport their clients, giving local service organizations the flexibility to schedule client outings, work programs, access to services, and training as their schedule dictates — including access beyond Island Transit’s fixed route and paratransit areas or hours of operation. Island Transit, as a partner in the program, provides vehicle maintenance, driver training, and vehicle insurance. The partnering agency covers the cost of fuel, provides insurance to cover the deductible, and records and reports usage to Island Transit.

## **Systemwide 2025 Ridership Statistics**

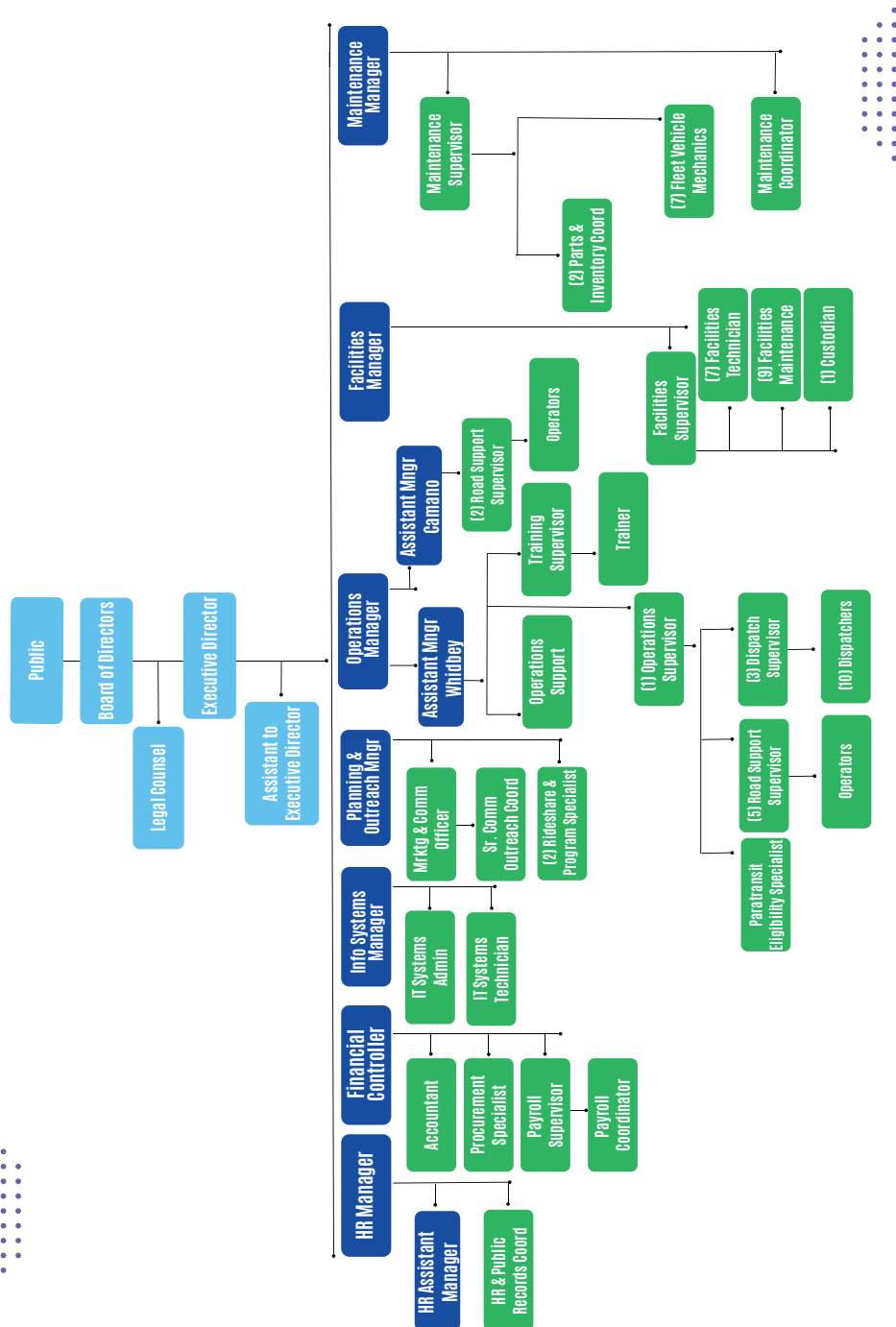
Systemwide ridership (Fixed/Deviated Route, Paratransit, and Vanpool) totaled 529,093 boardings, an increase of 7.9% from the previous year - reflecting the continued, steady recovery from the 2020 COVID-19 downturn. Fixed/Deviated Route boardings increased 5.3%, Rideshare (Vanpooling) increased 6.3%, and Paratransit boardings climbed 9.2%.

## **Rideshare (Vanpool) 2025 Ridership Statistics**

A total of 66,382 passenger trips were recorded during 2025. Rideshare (Vanpool) groups fluctuated between 28 and 32. Vans operated throughout a six-county region, and with trained volunteer drivers in place, these vanpools carried an average of 143 daily riders - removing approximately 130 vehicles from congested roadways and ferries each weekday.

## Organizational Chart

The organizational chart below depicts Island Transit’s staffing levels and reporting structure as of January 1, 2026.



Island Transit Organizational Chart: May 1, 2026. Positions shown in italics are budgeted and currently open.

### REQUIRED ELEMENT III

## State and Agency Goals, Objectives, and Accomplishments

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- **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.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

### Economic Vitality

- Partner with Naval Air Station Whidbey Island to find ways to increase the number of sailors traveling off base to local businesses.
- Rebuild a user friendly modern website to increase access and promote service usage.

### Preservation

- Monitor service metrics and provide informed recommendations to the Board for future service adjustments or expansions.
- Restore or maintain facilities and equipment in a state of good repair; modify capital reserve schedules based on available funding to support the Transit Asset Management Plan; ensure the fleet is sized appropriately; continue monitoring and evaluating park & ride usage.
- Participate in Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) funding opportunities, as well as the State Consolidated grant program and other federal funding programs, as appropriate.
- Completed HVAC upgrades for the Coupeville Operating Base.
- Upgrade the capacity of the electrical transformer at the Coupeville Operating Base.

### Safety

- Complete an annual training plan that provides for increased awareness, skills, and tools that improve the agency's safety posture for customers, operators, and staff; work with other community agencies where practicable to leverage or improve existing training.
- Review the agency emergency management plan and participate in coordinated regional emergency management planning.
- Add an improved-style portable restroom at Terry's Corner.

## **Mobility**

- Implement new service as requested in the Roadmap 2047 Long-Range Transit Plan to better meet the mobility needs of the public, business community, and visitors.
- Conduct public outreach to better inform and educate the public on services and bus capabilities.
- Improve website and trip-planning tools; redesign the agency website.
- Implement a real-time information app for use by fixed route riders.
- Complete preliminary design and engineering for the new South Whidbey Transit Center.

## **Environmental Quality and Health**

- Begin acquiring low- and zero-emission vehicles when practical, starting with hybrid or plug-in hybrid vehicles.
- Complete a feasibility study for solar power projects at both the Coupeville Operating Base and the new South Whidbey Transit Center.

## **Stewardship**

- Conduct a Long-Range Transit Plan to produce a report that will guide service improvements and financial analysis for both operating and capital expenses.
- Auction and/or surplus excess vehicles and equipment.
- Continue rebranding of Island Transit's logo and colors across agency materials, website, facilities, and vehicles.
- Hire new staff to achieve upcoming capital projects.

## **Equity**

- Conduct a Long-Range Transit Plan to guide service improvements and capital planning efforts.
- Continue to support the employment program for staff with disabilities.
- Review opportunities to improve access to information via various channels, including the agency website, particularly for those who are disadvantaged or disabled persons.

## 2025 Accomplishments

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### Service in 2025

- Eliminated On Demand service on Camano Island.
- Restored Clinton Commuter service.
- Started operating a new CAD/AVL system that included a real-time rider app on January 2.
- Transitioned the Planning/Scheduling process to OPTIBUS software.
- Paratransit service received more dedicated bids and vehicles to provide the level of service needed based on demand.

### Facilities Projects Completed in 2025

- Negotiated a lifting of the conservation easement on the adjoining Coupeville property.
- Completed installation of charging stations on the Whidbey Campus.

### Equipment Projects Completed in 2025

- Began the process of converting revenue vehicles to the new Island Transit brand and logo.
- Installed the Passio CAD/AVL System.
- Installed cybersecurity systems including Multi-Factor Authentication.
- Integrated OPTIBUS Planning/Scheduling Software.
- Purchased nine (9) cutaway vans.
- Streamlined GTFS updates and management.

## Action Strategies 2026–2031

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From 2026 through 2031, the following action strategies will be pursued to meet the state policy objectives listed above.

1. Preserve and improve existing public transportation service levels.

- Continue implementing strategic service adjustments - monitor service metrics, provide informed recommendations to the Board, establish new baseline performance indicators, conduct a Long-Range Transit Plan, and partner with Naval Air Station Whidbey Island to engage and cultivate ridership.
- Develop and implement a marketing and outreach campaign to stimulate rider confidence in public transportation and Island Transit specifically - engage current, former, and potential users; coordinate with regional partners on a consistent narrative; and continue to gather public comment to optimize route and schedule effectiveness.
- Increase community engagement in the transit planning process - public meetings, surveys, presentations, outreach events, civic briefings, timely evaluation of service requests, and a website redesign.
- Implement recommendations for continued service and routing enhancements through Island County, including stakeholder conversations.
- Utilize Geographic Information Systems (GIS) services for transit facility and route improvement planning.
- Coordinate with local law enforcement and county service providers to prepare for disaster/emergency response and recovery, including an annual training plan and review of the emergency management plan.

2. Preserve existing public transportation facilities and equipment.

- Continue to use preventive maintenance to keep equipment and facilities in a state of good repair.
- Replace aging fleet vehicles as funds become available.
- Continue to replace and add shelters, benches, and trash receptacles as funds become available, considering stop usage when evaluating shelter replacement.
- Continue implementation and updates to the Transit Asset Management Plan (TAMP).

3. Integrate public transportation services into a coordinated system linked by inter-modal facilities.

4. Continue to meet and exceed Americans with Disabilities Act (ADA) and state barrier-free design regulations to improve mobility for all individuals.

- Continue to meet all requirements of the ADA as they apply to fixed route and paratransit services.
- Provide all customer materials, including schedule books and information brochures, in alternative formats upon request.
- Ensure all capital facilities and telecommunication equipment meet ADA requirements.
- Continue work on the ADA Transition Plan/transportation element.

## REQUIRED ELEMENT IV

### Local Performance Measures and Targets

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Island Transit's condition assessment for equipment, facilities, and rolling stock reflects the same measurements included in Island Transit's Transit Asset Management Plan (TAMP).

For rolling stock (revenue vehicles), the Useful Life Benchmark (ULB) is used to reflect the condition of the asset — a rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM): 5.0 Excellent; 4.0 Good; 3.0 Adequate; 2.0 Marginal; and 1.0 Poor.

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a transit provider's operating environment. ULB criteria are user-defined, and for Island Transit, consideration was given to the local environment, historical maintenance records, manufacturing guidelines, and the default asset ULB derived from the FTA. In most cases, an asset exceeding its ULB is a strong indicator that it may not be in a state of good repair.

## REQUIRED ELEMENT V

### Plan Consistency

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Island Transit's Transit Development Plan is consistent with the various comprehensive plans adopted by the local jurisdictions in Island County. Island Transit is an active and engaged partner with all local jurisdictions as they update their comprehensive plans, which will be referred to as an essential element of the ongoing long-range transit plan that Island Transit is in the process of conducting.

Island Transit's projects are first programmed into the Island Regional Transportation Planning Organization's (IRTPO) Transportation Improvement Program. Island Transit is a member of the IRTPO, and grant-funded projects are programmed into the State Transportation Improvement Program (STIP). Planning and coordination efforts with regional partners are facilitated at the IRTPO through the Technical Advisory Committee (TAC) and the IRTPO Executive Board.

Island Transit anticipates that future TDPs will reflect the goals of the aforementioned comprehensive plans and the completed Island Transit long-range plan, further demonstrating the mutually supportive nature of those plans.



## REQUIRED ELEMENT VI

# Planned Capital Expenses 2026–2031

The table below reflects Island Transit’s planned preservation (replacement) and improvement (expansion) capital expenses for the 2026–2031 planning period.

| Preservation (Replacement)                                                                       | 2026        | 2027         | 2028        | 2029         | 2030        | 2031        |
|--------------------------------------------------------------------------------------------------|-------------|--------------|-------------|--------------|-------------|-------------|
| Park and Rides                                                                                   | \$100,000   | \$100,000    | \$100,000   | \$100,000    | \$100,000   | \$100,000   |
| Fuel Building - Whidbey                                                                          | \$510,000   | –            | –           | –            | –           | –           |
| HVAC Upgrades - Admin., Maint., Fuel Buildings                                                   | \$38,619    | –            | –           | –            | –           | –           |
| Equipment - Riding Lawnmower                                                                     | \$5,500     | –            | –           | –            | –           | –           |
| Printers                                                                                         | \$15,000    | \$15,000     | –           | –            | \$15,000    | \$15,000    |
| Door Controller Upgrade System                                                                   | –           | \$75,300     | –           | –            | –           | –           |
| Microsoft M365 and SIEM                                                                          | \$50,000    | \$437,800    | \$96,000    | \$96,000     | \$96,000    | \$96,000    |
| Small Buses (2026 budget 11 buses from Schetky)                                                  | \$2,786,896 | –            | –           | \$3,781,659  | –           | \$3,009,852 |
| Large Buses                                                                                      | –           | \$19,857,837 | –           | \$12,058,173 | \$6,029,088 | \$3,415,478 |
| Support Vehicles Facility and Maint. Trucks and 5 admin vehicles                                 | \$395,825   | –            | \$450,000   | –            | –           | –           |
| Rideshare Vans (2026 budget 14 PHEV buses Chrysler) PTD 1260                                     | –           | \$852,880    | \$1,224,320 | \$669,435    | \$264,180   | –           |
| Property Acquisition - Non-Grant                                                                 | \$387,840   | –            | –           | –            | –           | –           |
| Improvements (Expansion)                                                                         |             |              |             |              |             |             |
| Electric Transformer - Whidbey                                                                   | \$1,250,000 | –            | –           | –            | –           | –           |
| Bus Stop Amenities (2026 budget-bus seats,Flashing light signal Ryan's House cost sharing & M&O) | \$302,000   | \$204,313    | \$250,000   | \$250,000    | \$250,000   | \$250,000   |
| Bus Stop Pullouts                                                                                | \$500,000   | –            | –           | –            | –           | –           |
| Real Time Bus Stop Displays                                                                      | \$200,000   | –            | –           | –            | –           | –           |
| Metal Wash Building - Camano                                                                     | \$40,000    | –            | –           | –            | –           | –           |
| Terry's Corner Operator Break Facility                                                           | \$1,520,000 | –            | –           | –            | –           | –           |
| Equipment - External Security Camera Patch Panel / Security Camera Refresh Phase 2               | –           | \$50,000     | –           | –            | \$300,000   | –           |
| South Whidbey Transit Center (grant PTD 0970 \$7,526,400)                                        | –           | \$11,776,400 | –           | –            | –           | –           |
| Solar Power Project (grant pending)                                                              | \$150,000   | \$729,124    | \$1,000,000 | \$150,000    | –           | –           |
| Phone System Upgrade/ShoreTel PBX Replacement                                                    | \$300,000   | –            | –           | –            | –           | –           |
| InfrastructureUpgrade Server and Network (2026 Budget Network upgrade)                           | \$150,000   | \$150,000    | \$150,000   | \$150,000    | \$150,000   | \$150,000   |

| <b>Preservation (Replacement)</b>                                                                 | <b>2026</b>         | <b>2027</b>         | <b>2028</b>         | <b>2029</b>         | <b>2030</b>         | <b>2031</b>        |
|---------------------------------------------------------------------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------|
| Automated Bus Passenger Counters                                                                  | \$400,000           | \$39,000            | \$41,000            | \$42,000            | \$43,000            | \$44,000           |
| Bus Driver Safety Barriers                                                                        | –                   | \$600,000           | –                   | –                   | –                   | –                  |
| Vehicle Trailers (Facility and Maintenance)                                                       | \$23,357            | –                   | –                   | –                   | –                   | –                  |
| Small Buses                                                                                       | –                   | –                   | \$1,114,760         | \$2,666,900         | –                   | –                  |
| Large Buses (2026 budget 2 buses expension )                                                      | \$2,189,834         | –                   | \$5,426,178         | –                   | \$3,315,998         | –                  |
| Support Vehicles                                                                                  | –                   | –                   | –                   | –                   | –                   | –                  |
| Rideshare Vans                                                                                    | \$227,148           | –                   | \$244,864           | –                   | \$264,180           | –                  |
| Vehicle expension 2027-2029 staff discussion(06.30.2026)                                          | –                   | –                   | \$5,232,000         | \$5,232,000         | –                   | –                  |
| WSTIP Risk Reduction Equipment (2026 budget Rideshare cameras)- Rideshare Vehicles - Dash Cameras | \$82,385            | –                   | –                   | –                   | –                   | –                  |
| <b>Total Capital Expense</b>                                                                      | <b>\$11,624,404</b> | <b>\$34,887,654</b> | <b>\$15,329,122</b> | <b>\$25,196,167</b> | <b>\$10,827,446</b> | <b>\$7,080,330</b> |

Source: Island Transit Capital Plan, TDP 2026–2031 workbook.

## REQUIRED ELEMENT VII

# Planned Operating Changes 2026–2031

| 2026 Planned Activities   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SERVICES /<br>PLANNING    | <ul style="list-style-type: none"><li>• Preserve services based on budgeted 2026 service levels</li><li>• Implement service improvements called for in the Long-Range Transit Plan</li><li>• Annual update to the Transit Development Plan</li><li>• Conduct the development of a Long-Range Transit Plan (LRTP)</li><li>• Update agency website</li></ul>                                                                                                                                                                                                          |
| FACILITIES /<br>EQUIPMENT | <ul style="list-style-type: none"><li>• Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities</li><li>• Coupeville electrical upgrades including installation of new transformer</li><li>• Replace computer servers and other IT hardware as necessary</li><li>• Upgrade and replace dispatch hardware and communication equipment as necessary</li><li>• Design &amp; construct improvements to Coupeville fueling building</li><li>• Finish construction of Terry’s Corner Operator Break Facility</li></ul> |
| ROLLING STOCK             | <ul style="list-style-type: none"><li>• Purchase replacement vehicles according to the schedule outlined in this plan</li><li>• Upgrade and replace vehicle electronics as necessary</li><li>• Improve safety through implementation of equipment/software upgrades on existing rolling stock, such as air quality monitoring systems and cloud-based cameras</li></ul>                                                                                                                                                                                             |

## 2027 Planned Activities

### SERVICES / PLANNING

- Preserve existing services
- Implement service improvements included in the Roadmap to 2047 Long-Range Transit Plan
- Annual update to the Transit Development Plan

### FACILITIES / EQUIPMENT

- Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities
- Replace computer servers and other IT hardware as necessary
- Upgrade and replace dispatch hardware and communication equipment as necessary
- South Whidbey Transit Center design & construction
- Procurement and implementation of new or upgraded electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency
- Procure and install displays for real-time bus arrival information system

### ROLLING STOCK

- Purchase replacement vehicles according to the schedule on the following page
- Upgrade and replace vehicle electronics as necessary
- Improve safety through implementation of equipment/software upgrades on existing rolling stock, such as air quality monitoring systems and cloud-based cameras

## 2028 Planned Activities

### SERVICES / PLANNING

- Preserve existing services
- Implement service improvements called for in the Roadmap to 2047 LRTP
- Annual update to the Transit Development Plan

### FACILITIES / EQUIPMENT

- Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities
- Replace computer servers and other IT hardware as necessary
- Upgrade and replace dispatch hardware and communication equipment as necessary
- Procurement and implementation of new or upgraded electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency

### ROLLING STOCK

- Purchase replacement vehicles according to the schedule on the following page
- Upgrade and replace vehicle electronics as necessary
- Improve safety through implementation of equipment/software upgrades on existing rolling stock, such as air quality monitoring systems and cloud-based cameras

## 2029 Planned Activities

### SERVICES / PLANNING

- Preserve existing services
- Implement service improvements called for in the Roadmap to 2047 LRTP
- Annual update to the Transit Development Plan

### FACILITIES / EQUIPMENT

- Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities
- Replace computer servers and other IT hardware as necessary
- Upgrade and replace dispatch hardware and communication equipment as necessary

### ROLLING STOCK

- Purchase replacement vehicles according to the schedule on the following page
- Upgrade and replace vehicle electronics as necessary
- Improve safety through implementation of equipment/software upgrades on existing rolling stock, such as air quality monitoring systems and cloud-based cameras

## 2030 Planned Activities

### SERVICES / PLANNING

- Preserve existing services
- Implement service improvements called for in the Roadmap to 2047 LRTP
- Annual update to the Transit Development Plan

### FACILITIES / EQUIPMENT

- Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities
- Replace computer servers and other IT hardware as necessary
- Upgrade and replace dispatch hardware and communication equipment as necessary

### ROLLING STOCK

- Purchase replacement vehicles according to the schedule on the following page
- Upgrade and replace vehicle electronics as necessary
- Improve safety through implementation of equipment/software upgrades on existing rolling stock, such as air quality monitoring systems and cloud-based cameras

## 2031 Planned Activities

### SERVICES / PLANNING

- Preserve existing services
- Implement service improvements called for in the Roadmap to 2047 LRTP
- Annual update to the Transit Development Plan
- Initiate 5-year update of the Long-Range Transit Plan

### FACILITIES / EQUIPMENT

- Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities
- Replace computer servers and other IT hardware as necessary
- Upgrade and replace dispatch hardware and communication equipment as necessary

### ROLLING STOCK

- Purchase replacement vehicles according to the schedule on the following page
- Upgrade and replace vehicle electronics as necessary
- Improve safety through implementation of equipment/software upgrades on existing rolling stock, such as air quality monitoring systems and cloud-based cameras

REQUIRED ELEMENT VII • CONTINUED

## 2026–2031 Rolling Stock Expansion and Replacement Summary

| Year | Type        | Expansion (Qty) | Replacement (Qty) |
|------|-------------|-----------------|-------------------|
| 2026 | Fixed Route | 2               | 0                 |
|      | Paratransit | 0               | 0                 |
|      | Rideshare   | 4               | 0                 |
|      | Support     | 0               | 7                 |
| 2027 | Fixed Route | 0               | 18                |
|      | Paratransit | 5               | 11                |
|      | Rideshare   | 4               | 14                |
|      | Support     | 0               | 0                 |
| 2028 | Fixed Route | 4               | 0                 |
|      | Paratransit | 4               | 0                 |
|      | Rideshare   | 4               | 20                |
|      | Support     | 0               | 1                 |
| 2029 | Fixed Route | 4               | 12                |
|      | Paratransit | 4               | 15                |
|      | Rideshare   | 0               | 11                |
|      | Support     | 0               | 0                 |
| 2030 | Fixed Route | 2               | 0                 |
|      | Paratransit | 4               | 0                 |
|      | Rideshare   | 4               | 4                 |
|      | Support     | 0               | 0                 |
| 2031 | Fixed Route | 0               | 2                 |
|      | Paratransit | 0               | 9                 |
|      | Rideshare   | 0               | 0                 |
|      | Support     | 0               | 0                 |

## REQUIRED ELEMENT VII • CONTINUED

### Operating Data: 2026–2031

This schedule is based on actual 2025 and budgeted 2026 data. Fixed and Paratransit hours are predicted to increase 5% in 2027. Fixed, deviated, and Paratransit ridership is predicted to increase 5% year-over-year starting in 2028. Rideshare (vanpool) hours and miles are predicted to increase 1% year-over-year from 2027–2031.

#### FIXED & DEVIATED ROUTE

| Fixed & Deviated Route | 2026      | 2027      | 2028      | 2029      | 2030      | 2031      |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Vehicle Total Hours    | 76,557    | 80,385    | 90,257    | 103,957   | 106,036   | 111,338   |
| Vehicle Revenue Hours  | 67,340    | 70,707    | 81,040    | 94,740    | 96,635    | 101,467   |
| Vehicle Total Miles    | 2,290,900 | 2,405,445 | 2,519,990 | 2,771,989 | 2,827,429 | 2,968,800 |
| Vehicle Revenue Miles  | 2,183,895 | 2,293,090 | 2,402,284 | 2,642,513 | 2,695,363 | 2,830,131 |
| Passenger Trips        | 443,543   | 510,074   | 586,585   | 645,244   | 677,506   | 711,381   |
| Diesel Fuel Consumed   | 248,731   | 261,168   | 273,604   | 300,965   | 306,984   | 322,333   |
| Unleaded Fuel Consumed | 3,104     | 3,259     | 3,414     | 3,756     | 4,694     | 5,868     |
| Propane Fuel Consumed  | 14,905    | 15,650    | 16,396    | 18,035    | –         | –         |

#### ADA DEMAND RESPONSE / PARATRANSIT

| ADA Demand Response/PARA | 2026    | 2027    | 2028    | 2029    | 2030    | 2031    |
|--------------------------|---------|---------|---------|---------|---------|---------|
| Vehicle Total Hours      | 27,800  | 29,190  | 31,803  | 33,075  | 34,729  | 36,466  |
| Vehicle Revenue Hours    | 25,578  | 26,857  | 29,261  | 30,432  | 31,953  | 33,551  |
| Vehicle Total Miles      | 530,000 | 556,500 | 606,320 | 630,573 | 662,101 | 695,207 |
| Vehicle Revenue Miles    | 409,239 | 429,701 | 468,169 | 486,896 | 511,241 | 536,803 |
| Passenger Trips          | 58,023  | 63,825  | 66,378  | 69,033  | 75,936  | 83,530  |
| Diesel Fuel Consumed     | –       | –       | –       | –       | –       | –       |
| Unleaded Fuel Consumed   | 22,125  | 23,231  | 23,930  | 58,000  | 72,500  | 90,625  |
| Propane Fuel Consumed    | 57,429  | 60,300  | 62,115  | 32,000  | –       | –       |



## REQUIRED ELEMENT VII · CONTINUED

### Operating Data: 2026–2031 (continued)

#### RIDESHARE

| Rideshare              | 2026    | 2027    | 2028    | 2029    | 2030    | 2031    |
|------------------------|---------|---------|---------|---------|---------|---------|
| Vehicle Total Hours    | 15,369  | 16,138  | 18,597  | 19,527  | 20,503  | 21,528  |
| Vehicle Revenue Hours  | 15,369  | 16,138  | 18,597  | 19,527  | 20,503  | 21,528  |
| Vehicle Total Miles    | 528,541 | 554,968 | 639,535 | 671,512 | 705,087 | 740,342 |
| Vehicle Revenue Miles  | 526,776 | 553,114 | 637,399 | 669,269 | 702,732 | 737,869 |
| Passenger Trips        | 73,020  | 80,322  | 88,354  | 92,772  | 102,049 | 112,254 |
| Unleaded Fuel Consumed | 21,050  | 22,102  | 25,470  | 26,744  | 28,081  | 29,485  |

#### SUPPORT VEHICLES

| Support Vehicles         | 2026    | 2027    | 2028    | 2029    | 2030    | 2031    |
|--------------------------|---------|---------|---------|---------|---------|---------|
| Miles - Support Vehicles | 163,780 | 167,056 | 170,397 | 173,805 | 177,281 | 180,827 |

#### SYSTEMWIDE TOTALS

| Totals                 | 2026      | 2027      | 2028      | 2029      | 2030      | 2031      |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Vehicle Total Hours    | 283,507   | 292,768   | 311,054   | 330,364   | 338,549   | 350,158   |
| Vehicle Revenue Hours  | 108,287   | 113,702   | 128,898   | 144,698   | 149,091   | 156,546   |
| Vehicle Total Miles    | 3,349,441 | 3,516,913 | 3,765,845 | 4,074,073 | 4,194,617 | 4,404,348 |
| Vehicle Revenue Miles  | 3,121,936 | 3,277,932 | 3,509,881 | 3,800,707 | 3,911,366 | 4,106,834 |
| Passenger Trips        | 858,092   | 946,990   | 1,052,372 | 1,137,413 | 1,194,041 | 1,257,324 |
| Diesel Fuel Consumed   | 248,731   | 261,168   | 273,604   | 300,965   | 306,984   | 322,333   |
| Unleaded Fuel Consumed | 46,278    | 48,592    | 52,814    | 88,499    | 105,275   | 125,978   |
| Propane Fuel Consumed  | 72,334    | 75,950    | 78,510    | 50,035    | —         | —         |

Source: Island Transit Operating Data workbook, TDP 2026–2031 (updated June 2026).

## REQUIRED ELEMENT VIII

# Multiyear Financial Plan

### Projected Revenue and Expenditure: 2026–2031

#### Major Assumptions

- Capital expenditures are calculated from Island Transit’s asset inventory list and assume purchases to meet the FTA’s Useful Life Benchmark (ULB).

#### Growth Rate Assumptions

- Operating expenditures are projected to grow 7% year-over-year starting in 2027; 2026 reflects budget manager estimates.
- State and federal grant contract revenue is projected per the capital and grant award schedule.
- Sales tax revenue is projected to grow approximately 5% year-over-year.
- Interest and miscellaneous revenue is projected to grow modestly year-over-year.

| Description                   | 2026         | 2027         | 2028         | 2029         | 2030         | 2031         |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Beginning Balance — January 1 | \$73,815,055 | \$67,285,593 | \$65,356,446 | \$59,577,899 | \$58,335,665 | \$55,949,059 |
| OPERATING & CAPITAL REVENUE   |              |              |              |              |              |              |
| Transit Fares / Rideshare     | \$168,632    | \$177,064    | \$184,146    | \$191,512    | \$199,173    | \$207,139    |
| Sales Tax Revenue             | \$18,845,269 | \$19,787,533 | \$20,579,034 | \$21,402,195 | \$22,258,283 | \$23,148,614 |
| Interest                      | \$1,771,578  | \$1,860,156  | \$1,934,563  | \$2,011,945  | \$2,092,423  | \$2,176,120  |
| Federal Operating Grants      | \$1,857,664  | \$1,950,047  | \$2,027,649  | \$2,108,355  | \$2,192,289  | \$2,279,581  |
| State Operating Grants        | \$5,900,754  | \$4,324,470  | \$4,497,449  | \$4,677,347  | \$4,864,440  | \$5,059,018  |
| State Capital Grants          | \$460,000    | \$7,477,269  | \$6,436,313  | \$5,632,000  | \$5,073,270  | –            |
| Federal Capital Grants        | –            | \$22,486,371 | –            | \$15,083,501 | –            | –            |
| Other / Miscellaneous         | \$70,000     | \$73,500     | \$76,440     | \$79,498     | \$82,678     | \$85,985     |
| Total Revenue                 | \$29,073,897 | \$58,136,410 | \$35,735,593 | \$51,186,353 | \$36,762,556 | \$32,956,457 |
| OPERATING EXPENSES            |              |              |              |              |              |              |
| Wages                         | \$10,977,883 | \$11,526,778 | \$11,987,849 | \$12,467,363 | \$12,966,057 | \$13,484,700 |
| Taxes                         | \$646,123    | \$678,429    | \$705,567    | \$733,789    | \$763,141    | \$793,666    |
| Benefits                      | \$5,801,753  | \$6,091,841  | \$6,335,514  | \$6,588,935  | \$6,852,492  | \$7,126,592  |
| Services                      | \$1,647,294  | \$1,729,659  | \$1,798,845  | \$1,870,799  | \$1,945,631  | \$2,023,456  |
| Fuel & Lubricants             | \$1,185,492  | \$1,244,767  | \$1,294,558  | \$1,346,340  | \$1,400,193  | \$1,456,201  |
| Supplies                      | \$1,669,550  | \$1,753,027  | \$1,823,148  | \$1,896,074  | \$1,971,917  | \$2,050,794  |
| Communications                | \$222,933    | \$234,080    | \$243,443    | \$253,181    | \$263,308    | \$273,840    |
| Utilities                     | \$211,137    | \$221,693    | \$230,561    | \$239,784    | \$249,375    | \$259,350    |

| Description                               | 2026         | 2027         | 2028         | 2029         | 2030         | 2031         |
|-------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Insurance                                 | \$620,388    | \$651,407    | \$677,464    | \$704,562    | \$732,745    | \$762,055    |
| Subscriptions & Fees                      | \$587,163    | \$616,521    | \$641,182    | \$666,830    | \$693,503    | \$721,243    |
| Training, Meetings, Travel, Food, Lodging | \$234,200    | \$245,910    | \$255,747    | \$265,977    | \$276,616    | \$287,680    |
| Advertising & Media                       | \$138,517    | \$145,443    | \$151,260    | \$157,311    | \$163,603    | \$170,147    |
| Other Miscellaneous                       | \$35,808     | \$37,598     | \$39,102     | \$40,666     | \$42,293     | \$43,985     |
| Lease and Rental                          | \$713        | \$749        | \$779        | \$810        | \$842        | \$876        |
| Total Operating Expense                   | \$23,978,955 | \$25,177,903 | \$26,185,019 | \$27,232,419 | \$28,321,716 | \$29,454,585 |
| Total Capital Expenses                    | \$11,624,404 | \$34,887,654 | \$15,329,122 | \$25,196,167 | \$10,827,446 | \$7,080,330  |
| Ending Balance — December 31              | \$67,285,593 | \$65,356,446 | \$59,577,899 | \$58,335,665 | \$55,949,059 | \$52,370,601 |

Source: Island Transit Financial Plan, TDP 2026–2031 workbook. Figures reflect the agency’s consolidated operating and capital fund projection.

## REQUIRED ELEMENT IX

### Projects of Regional Significance

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Island Transit is focused on replacing revenue vehicles. Certain fleets have a larger percentage of vehicles that are due for replacement — namely the fixed route fleet and the rideshare fleet. Another significant project is the construction of a driver relief station at Terry’s Corner on Camano Island.

Island Transit is also undertaking the agency’s first-ever long-range transit plan. This planning process will provide a roadmap for the improvements the agency will make in the foreseeable future.

## APPENDIX A

# 2026 System Map



## APPENDIX B

# WSDOT Public Transportation Management System Inventories

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Island Transit maintains rolling stock, equipment, and facility inventories in WSDOT’s Public Transportation Management System (PTMS). The most recently filed inventory (December 2024) is provided on the following pages for reference; the 2025 inventory update is in progress with WSDOT and will supersede this filing once finalized.

## Rolling Stock Inventory and Verification of Continued Use Form

Island Transit - Inventory Year 2025 - Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services. (122 vehicles)

| No. | Year | Make/model             | Vehicle code | Vehicle identification number (VIN) | Organization vehicle number | Actual life odometer | Meets financial needs of SGR? | Is the vehicle safe? | Organization's ULB (Year) | Organization's ULB (Miles) | Maintenance current? | Performs its designed function? | Replacement cost (\$) | Planned replacement year | Planned replacement fuel type | ADA access? | Seating capacity | Fuel type     | WSDOT titled? |
|-----|------|------------------------|--------------|-------------------------------------|-----------------------------|----------------------|-------------------------------|----------------------|---------------------------|----------------------------|----------------------|---------------------------------|-----------------------|--------------------------|-------------------------------|-------------|------------------|---------------|---------------|
| 1   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211071112850                   | 119                         | 606344               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2023                     | Hybrid diesel                 | Yes         | 43               | Blodiesel     | NO            |
| 2   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211271112851                   | 120                         | 671312               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2023                     | Hybrid diesel                 | Yes         | 43               | Blodiesel     | NO            |
| 3   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211671112853                   | 122                         | 689665               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2023                     | Hybrid diesel                 | Yes         | 43               | Blodiesel     | NO            |
| 4   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211871112854                   | 123                         | 667198               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2023                     | Hybrid diesel                 | Yes         | 43               | Blodiesel     | NO            |
| 5   | 2009 | GILLIG LOWFLOOR        | 1            | 15GGD211891079441                   | 124                         | 688141               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2023                     | Hybrid diesel                 | Yes         | 37               | Blodiesel     | NO            |
| 6   | 2009 | GILLIG LOWFLOOR        | 1            | 15GGD211X91079442                   | 125                         | 712757               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2023                     | Hybrid diesel                 | Yes         | 37               | Blodiesel     | NO            |
| 7   | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD21481178545                    | 126                         | 562451               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2025                     | Hybrid diesel                 | Yes         | 37               | Blodiesel     | NO            |
| 8   | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD21681178546                    | 127                         | 535817               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2025                     | Hybrid diesel                 | Yes         | 37               | Blodiesel     | NO            |
| 9   | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD21881178547                    | 128                         | 512418               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2025                     | Hybrid diesel                 | Yes         | 37               | Blodiesel     | NO            |
| 10  | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD21XB1178548                    | 129                         | 509344               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2025                     | Hybrid diesel                 | Yes         | 37               | Blodiesel     | NO            |
| 11  | 2019 | GILLIG LOWFLOOR        | 3            | 15GGE2711K3093485                   | 130                         | 215319               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2033                     | Hybrid diesel                 | Yes         | 26               | Blodiesel     | YES           |
| 12  | 2019 | GILLIG LOWFLOOR        | 3            | 15GGE2713K3093486                   | 131                         | 189592               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2033                     | Hybrid diesel                 | Yes         | 26               | Blodiesel     | YES           |
| 13  | 2020 | GILLIG LOWFLOOR Hybrid | 2            | 15GGD301XL3195355                   | 132                         | 221312               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2034                     | Hybrid diesel                 | Yes         | 28               | Hybrid diesel | YES           |
| 14  | 2020 | GILLIG LOWFLOOR Hybrid | 2            | 15GGD3011L3195356                   | 133                         | 203341               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2034                     | Hybrid diesel                 | Yes         | 28               | Hybrid diesel | YES           |
| 15  | 2020 | GILLIG LOWFLOOR Hybrid | 2            | 15GGD3013L3195357                   | 134                         | 185359               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2034                     | Hybrid diesel                 | Yes         | 28               | Hybrid diesel | YES           |
| 16  | 2021 | GILLIG LOWFLOOR        | 3            | 15GGE2716M3093873                   | 135                         | 196844               | Yes                           | Yes                  | 14                        | 585000                     | Yes                  | Yes                             | \$890,000             | 2035                     | Hybrid diesel                 | Yes         | 26               | Blodiesel     | YES           |



| No. | Year | Make/model                     | Vehicle code | Vehicle identification number (VIN) | Organization vehicle number | Actual life odometer | Meets financial needs of SGR? Yes/no | Is the vehicle safe? Yes/no | Organization's ULB (Year) | Organization'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 titled? Yes/no |
|-----|------|--------------------------------|--------------|-------------------------------------|-----------------------------|----------------------|--------------------------------------|-----------------------------|---------------------------|----------------------------|-----------------------------|----------------------------------------|-----------------------|--------------------------|-------------------------------|--------------------|------------------|-----------|----------------------|
| 17  | 2021 | GILLIG LOWFLOOR                | 3            | 15GGE2718M3093874                   | 136                         | 179972               | Yes                                  | Yes                         | 14                        | 585000                     | Yes                         | Yes                                    | \$890,000             | 2035                     | Hybrid diesel                 | Yes                | 26               | Blodiesel | YES                  |
| 18  | 2022 | GILLIG LOWFLOOR                | 2            | 15GGB2716N3197063                   | 137                         | 27011                | Yes                                  | Yes                         | 14                        | 585000                     | Yes                         | Yes                                    | \$890,000             | 2036                     | Hybrid diesel                 | Yes                | 26               | Blodiesel | YES                  |
| 19  | 2019 | Ford Glaval Universal          | 11           | 1FDFE4FSXKDC51370                   | 265                         | 134991               | Yes                                  | Yes                         | 10                        | 200000                     | Yes                         | Yes                                    | \$230,000             | 2029                     | Hybrid diesel                 | Yes                | 21               | Propane   | NO                   |
| 20  | 2019 | Ford Glaval Universal          | 11           | 1FDFE4FS2KDC51315                   | 266                         | 129963               | Yes                                  | Yes                         | 10                        | 200000                     | Yes                         | Yes                                    | \$230,000             | 2029                     | Hybrid diesel                 | Yes                | 21               | Propane   | NO                   |
| 21  | 2019 | Ford Glaval Universal          | 11           | 1FDFE4FS0KDC51314                   | 267                         | 137592               | Yes                                  | Yes                         | 10                        | 200000                     | Yes                         | Yes                                    | \$230,000             | 2029                     | Hybrid diesel                 | Yes                | 21               | Propane   | NO                   |
| 22  | 2019 | Ford Glaval Universal          | 11           | 1FDFE4FS4KDC51316                   | 268                         | 114495               | Yes                                  | Yes                         | 10                        | 200000                     | Yes                         | Yes                                    | \$230,000             | 2029                     | Hybrid diesel                 | Yes                | 21               | Propane   | NO                   |
| 23  | 2019 | Ford Glaval Universal          | 11           | 1FDFE4FS5KDC51325                   | 269                         | 127848               | Yes                                  | Yes                         | 10                        | 200000                     | Yes                         | Yes                                    | \$230,000             | 2029                     | Hybrid diesel                 | Yes                | 21               | Propane   | NO                   |
| 24  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFD5JCJM3139                   | 413                         | 340170               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2025                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 25  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFD1JCJM3140                   | 414                         | 364751               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2025                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 26  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFD3JCJM3141                   | 415                         | 345861               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2025                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 27  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFD5JCJM3142                   | 416                         | 360726               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2025                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 28  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFDXJCJU8594                   | 417                         | 317092               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 29  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFD1JCJU8595                   | 418                         | 264447               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 30  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFD3JCJU8596                   | 419                         | 239327               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 31  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFD5JCJU8597                   | 420                         | 282555               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |



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|-----|------|--------------------------------|--------------|-------------------------------------|-----------------------------|----------------------|--------------------------------------|-----------------------------|---------------------------|----------------------------|-----------------------------|----------------------------------------|-----------------------|--------------------------|-------------------------------|--------------------|------------------|-----------|----------------------|
| 32  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF7JCIU8598                    | 421                         | 264503               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 33  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF9JCIU8599                    | 422                         | 270412               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 34  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF1JCIU8600                    | 423                         | 313121               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 35  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF3JCIU8601                    | 424                         | 267600               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 36  | 2018 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF5JCIU8602                    | 425                         | 276444               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 37  | 2019 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF2KCLH4464                    | 426                         | 286884               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2027                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 38  | 2019 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF4KCLH4465                    | 427                         | 276891               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2027                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 39  | 2019 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF6KCLH4466                    | 428                         | 285090               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 40  | 2019 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF8KCLH4467                    | 429                         | 256202               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 41  | 2019 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRFDKCLH4468                    | 430                         | 238743               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2029                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 42  | 2019 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF1KCLH4469                    | 431                         | 262751               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2028                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 43  | 2019 | Freightliner SC2 Glaval Legacy | 11           | 4UZADRF8KCLH4470                    | 432                         | 248229               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2029                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | NO                   |
| 44  | 2022 | Freightliner SC2 Glaval Legacy | 12           | 4UZADRFC1NCUE6170                   | 433                         | 102827               | Yes                                  | Yes                         | 10                        | 300000                     | Yes                         | Yes                                    | \$890,000             | 2032                     | Hybrid diesel                 | Yes                | 25               | Blodiesel | YES                  |

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|-----|------|--------------------------------|--------------|-------------------------------------|-----------------------------|----------------------|-------------------------------|----------------------|---------------------------|----------------------------|----------------------|---------------------------------|-----------------------|--------------------------|-------------------------------|-------------|------------------|-----------|----------------------|
| 45  | 2022 | Freightliner SC2 Glaval Legacy | 12           | 4UZADRFC3NCUE6171                   | 434                         | 111646               | Yes                           | Yes                  | 10                        | 300000                     | Yes                  | Yes                             | \$890,000             | 2032                     | Hybrid diesel                 | Yes         | 25               | Blodiesel | YES                  |
| 46  | 2012 | Go sh e n Che vy Pa ce r ill   | 11           | 1GB3GCBGOC1175432                   | 505                         | 267408               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2023                     | Gas                           | Yes         | 8                | Gas       | NO                   |
| 47  | 2012 | Go sh e n Che vy Pa ce r ill   | 11           | 1GB3G2BGXC1176698                   | 512                         | 281128               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2023                     | Gas                           | Yes         | 8                | Gas       | NO                   |
| 48  | 2018 | Go sh e n Che vy Pa ce r ill   | 11           | 1HA3GRBGHND06043                    | 515                         | 158815               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2028                     | Gas                           | Yes         | 8                | Gas       | NO                   |
| 49  | 2018 | Go sh e n Che vy Pa ce r ill   | 11           | 1HA3GRBGXHN06356                    | 516                         | 151719               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2028                     | Gas                           | Yes         | 8                | Gas       | NO                   |
| 50  | 2018 | Go sh e n Che vy Pa ce r ill   | 11           | 1HA3GRBGHND06388                    | 517                         | 125372               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2028                     | Gas                           | Yes         | 8                | Gas       | NO                   |
| 51  | 2018 | Go sh e n Che vy Pa ce r ill   | 11           | 1HA3GRBGXHN06308                    | 518                         | 174377               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2028                     | Gas                           | Yes         | 8                | Gas       | NO                   |
| 52  | 2018 | Go sh e n Che vy Pa ce r ill   | 11           | 1HA3GRBG3HND06456                   | 519                         | 167625               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2028                     | Gas                           | Yes         | 8                | Gas       | NO                   |
| 53  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F57KDC65310                   | 520                         | 129171               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 54  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F59KDC65311                   | 521                         | 117306               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 55  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F50KDC65312                   | 522                         | 118260               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 56  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F52KDC65313                   | 523                         | 128824               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 57  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F54KDC65314                   | 524                         | 98634                | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 58  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F56KDC65315                   | 525                         | 113595               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 59  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F58KDC65316                   | 526                         | 122597               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 60  | 2019 | Eldorado AeroTech              | 11           | 1FDFF4F5XKDC65317                   | 527                         | 119241               | Yes                           | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |



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|-----|------|--------------------|--------------|-------------------------------------|-----------------------------|----------------------|--------------------------------|----------------------|---------------------------|----------------------------|----------------------|---------------------------------|-----------------------|--------------------------|-------------------------------|-------------|------------------|-----------|----------------------|
| 61  | 2019 | Eldorado AeroTech  | 11           | 1FDFE4F51KDC65318                   | 528                         | 112578               | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 62  | 2019 | Eldorado AeroTech  | 11           | 1FDFE4F53KDC65319                   | 529                         | 104994               | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2029                     | Gas                           | Yes         | 8                | Propane   | NO                   |
| 63  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN5DD12523                    | 532                         | 6078                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 64  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN1SDD12552                   | 533                         | 5947                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 65  | 2025 | Eldorado Advantage | 11           | 1FDFE4FNXSD12565                    | 534                         | 5354                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 66  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN0SDD12557                   | 535                         | 6567                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 67  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN3SDD12567                   | 536                         | 5520                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 68  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN8SDD12578                   | 537                         | 6681                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 69  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN8SDD12581                   | 538                         | 5432                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 70  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN1SDD12616                   | 539                         | 4716                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 71  | 2025 | Eldorado Advantage | 11           | 1FDFE4FN5SDD12621                   | 540                         | 5037                 | Yes                            | Yes                  | 10                        | 200000                     | Yes                  | Yes                             | \$230,000             | 2035                     | Gas                           | Yes         | 14               | Gas       | YES                  |
| 72  | 2013 | FORD CLUB WAGON    | 13           | 1FBNE3BL4DDA43775                   | 810                         | 97417                | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$65,892              | 2023                     | Hybrid gas                    | No          | 12               | Gas       | NO                   |
| 73  | 2016 | FORD TRANSIT       | 13           | 1FBZX2YM3GKB10954                   | 811                         | 79996                | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$65,892              | 2024                     | Hybrid gas                    | No          | 12               | Gas       | NO                   |
| 74  | 2016 | FORD TRANSIT       | 13           | 1FBZX2YM5GKB10955                   | 812                         | 115718               | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$65,892              | 2024                     | Hybrid gas                    | No          | 12               | Gas       | NO                   |
| 75  | 2016 | FORD TRANSIT       | 13           | 1FBZX2YM7GKB10956                   | 813                         | 95519                | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$65,892              | 2024                     | Hybrid gas                    | No          | 12               | Gas       | NO                   |
| 76  | 2016 | FORD TRANSIT       | 13           | 1FBZX2YM9GKB10957                   | 814                         | 93040                | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$65,892              | 2024                     | Hybrid gas                    | No          | 12               | Gas       | NO                   |
| 77  | 2016 | FORD TRANSIT       | 13           | 1FBZX2YM0GKB10958                   | 815                         | 115245               | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$65,892              | 2024                     | Hybrid gas                    | No          | 12               | Gas       | NO                   |
| 78  | 2016 | FORD TRANSIT       | 13           | 1FBZX2YM2GKB10959                   | 816                         | 100866               | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$65,892              | 2024                     | Hybrid gas                    | No          | 12               | Gas       | NO                   |
| 79  | 2016 | DODGE CARAVAN      | 13           | 2C4RDGCG3GR345021                   | 819                         | 95891                | Yes                            | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$54,000              | 2024                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |

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|-----|------|-------------------|--------------|-------------------------------------|-----------------------------|----------------------|-------------------------------|----------------------|---------------------------|----------------------------|----------------------|---------------------------------|-----------------------|--------------------------|-------------------------------|-------------|------------------|-----------|----------------------|
| 80  | 2016 | DODGE CARAVAN     | 13           | 2C4RDGCG5GR345022                   | 820                         | 101461               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$54,000              | 2024                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 81  | 2016 | DODGE CARAVAN     | 13           | 2C4RDGCG7GR345023                   | 821                         | 76092                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$54,000              | 2024                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 82  | 2016 | DODGE CARAVAN     | 13           | 2C4RDGCG9GR345024                   | 822                         | 69817                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$54,000              | 2024                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 83  | 2017 | DODGE CARAVAN     | 13           | 2C4RDGBG4HR687614                   | 823                         | 80128                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$54,000              | 2025                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 84  | 2017 | DODGE CARAVAN     | 13           | 2C4RDGBG6HR687615                   | 824                         | 100928               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$54,000              | 2025                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 85  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG2JR253246                   | 825                         | 99092                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 86  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG3JR255426                   | 826                         | 95841                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 87  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG5JR255427                   | 827                         | 74337                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 88  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG7JR255428                   | 828                         | 62282                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 89  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG9JR255429                   | 829                         | 68873                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 90  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG7JR255431                   | 831                         | 89602                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 91  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG9JR255432                   | 832                         | 88876                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 92  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG0JR255433                   | 833                         | 130658               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 93  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG2JR255434                   | 834                         | 109915               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 94  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG4JR255435                   | 835                         | 132054               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 95  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG6JR355908                   | 836                         | 86696                | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 96  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG8JR355909                   | 837                         | 120465               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 97  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG4JR355910                   | 838                         | 114450               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |
| 98  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AG6JR355911                   | 839                         | 126850               | Yes                           | Yes                  | 8                         | 150000                     | Yes                  | Yes                             | \$49,356              | 2026                     | Hybrid gas                    | No          | 7                | Gas       | NO                   |



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|-----|------|-------------------|--------------|-------------------------------------|-----------------------------|----------------------|--------------------------------------|-----------------------------|---------------------------|----------------------------|-----------------------------|----------------------------------------|-----------------------|--------------------------|-------------------------------|--------------------|------------------|------------------|----------------------|
| 99  | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AGJR355912                    | 840                         | 104799               | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$49,356              | 2026                     | Hybrid gas                    | No                 | 7                | Gas              | NO                   |
| 100 | 2018 | CHRYSLER PACIFICA | 13           | 2C4RC1AGXR355913                    | 841                         | 80963                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$49,356              | 2026                     | Hybrid gas                    | No                 | 7                | Gas              | NO                   |
| 101 | 2019 | CHEVY EXPRESS VAN | 13           | 1GAWGFFGK1309033                    | 842                         | 28416                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$57,594              | 2027                     | Hybrid gas                    | No                 | 12               | Gas              | NO                   |
| 102 | 2019 | CHEVY EXPRESS VAN | 13           | 1GAWGFFGK1309324                    | 843                         | 20739                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$57,594              | 2027                     | Hybrid gas                    | No                 | 12               | Gas              | NO                   |
| 103 | 2019 | CHEVY EXPRESS VAN | 13           | 1GAWGFFGK1310676                    | 844                         | 79086                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$57,594              | 2027                     | Hybrid gas                    | No                 | 12               | Gas              | NO                   |
| 104 | 2019 | CHEVY EXPRESS VAN | 13           | 1GAWGFFGK1311128                    | 845                         | 58852                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$57,594              | 2027                     | Hybrid gas                    | No                 | 12               | Gas              | NO                   |
| 105 | 2019 | CHEVY EXPRESS VAN | 13           | 1GAWGFFGK1311210                    | 846                         | 24713                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$57,594              | 2027                     | Hybrid gas                    | No                 | 12               | Gas              | NO                   |
| 106 | 2023 | TESLA MODEL 3     | 13           | 5YJ3E1EA0PF410315                   | 847                         | 19160                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$50,000              | 2031                     | Hybrid gas                    | No                 | 5                | Battery electric | YES                  |
| 107 | 2023 | TESLA MODEL 3     | 13           | 5YJ3E1EA3PF413385                   | 848                         | 43191                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$50,000              | 2031                     | Hybrid gas                    | No                 | 5                | Battery electric | YES                  |
| 108 | 2023 | TESLA MODEL 3     | 13           | 5YJ3E1EA7PF408366                   | 849                         | 18923                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$50,000              | 2031                     | Hybrid gas                    | No                 | 5                | Battery electric | YES                  |
| 109 | 2023 | TESLA MODEL 3     | 13           | 5YJ3E1EA3PF408846                   | 850                         | 25604                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$50,000              | 2031                     | Hybrid gas                    | No                 | 5                | Battery electric | YES                  |
| 110 | 2023 | TESLA MODEL 3     | 13           | 5YJ3E1EA8PF409655                   | 851                         | 25757                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$50,000              | 2031                     | Hybrid gas                    | No                 | 5                | Battery electric | YES                  |
| 111 | 2024 | CHRYSLER PACIFICA | 13           | 2C4RC1S73RR201473                   | 852                         | 19254                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2032                     | Hybrid gas                    | No                 | 7                | Hybrid gas       | NO                   |
| 112 | 2024 | CHRYSLER PACIFICA | 13           | 2C4RC1S75RR201474                   | 853                         | 18883                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2032                     | Hybrid gas                    | No                 | 7                | Hybrid gas       | NO                   |
| 113 | 2024 | CHRYSLER PACIFICA | 13           | 2C4RC1S77RR201475                   | 854                         | 16761                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2032                     | Hybrid gas                    | No                 | 7                | Hybrid gas       | NO                   |
| 114 | 2024 | CHRYSLER PACIFICA | 13           | 2C4RC1S79RR201476                   | 855                         | 13270                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2032                     | Hybrid gas                    | No                 | 7                | Hybrid gas       | NO                   |
| 115 | 2024 | CHRYSLER PACIFICA | 13           | 2C4RC1S70RR201477                   | 856                         | 22619                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2032                     | Hybrid gas                    | No                 | 7                | Hybrid gas       | NO                   |

| No. | Year | Make/model        | Vehicle code | Vehicle identification number (VIN) | Organization vehicle number | Actual life odometer | Meets financial needs of SGR? Yes/no | Is the vehicle safe? Yes/no | Organization's ULB (Year) | Organization'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 titled? Yes/no |
|-----|------|-------------------|--------------|-------------------------------------|-----------------------------|----------------------|--------------------------------------|-----------------------------|---------------------------|----------------------------|-----------------------------|----------------------------------------|-----------------------|--------------------------|-------------------------------|--------------------|------------------|------------|----------------------|
| 116 | 2024 | CHRYSLER PACIFICA | 13           | 2C4RC1S72RR201478                   | 857                         | 11997                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2032                     | Hybrid gas                    | No                 | 7                | Hybrid gas | NO                   |
| 117 | 2013 | DODGE CARAVAN     | 13           | 2C4RDGBG5DR656169                   | RL10                        | 93881                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$54,000              | 2023                     | Hybrid gas                    | No                 | 7                | Gas        | NO                   |
| 118 | 2013 | FORD CLUB WAGON   | 13           | 1FBNE3BLXDDA43778                   | RL11                        | 99305                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2024                     | Hybrid gas                    | No                 | 12               | Gas        | NO                   |
| 119 | 2013 | FORD CLUB WAGON   | 13           | 1FBNE3BL1DDA43779                   | RL12                        | 90139                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2024                     | Hybrid gas                    | No                 | 12               | Gas        | NO                   |
| 120 | 2013 | FORD CLUB WAGON   | 13           | 1FBNE3BL8DDA43777                   | RL13                        | 102979               | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$65,892              | 2024                     | Hybrid gas                    | No                 | 12               | Gas        | NO                   |
| 121 | 2016 | DODGE CARAVAN     | 13           | 2C4RDGCG5GR345019                   | RL14                        | 93386                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$54,000              | 2024                     | Hybrid gas                    | No                 | 7                | Gas        | NO                   |
| 122 | 2016 | DODGE CARAVAN     | 13           | 2C4RDGCG1GR345020                   | RL15                        | 90367                | Yes                                  | Yes                         | 8                         | 150000                     | Yes                         | Yes                                    | \$54,000              | 2024                     | Hybrid gas                    | No                 | 7                | Gas        | NO                   |

## Equipment Inventory Form

Island Transit - Inventory Year 2025 - Support vehicles and equipment with an acquisition value of \$50,000 or more; WSDOT grant-funded equipment with an acquisition value of \$10,000 or more. (16 items)

| No. | Eqmnt. Code | Equipment description           | Condition (points) | Age (years) | Remaining useful life (years) | Replacement cost (\$) | WSDOT Grant Number (if applicable) | If WSDOT-funded, VIN or Unique ID | Comments                              |
|-----|-------------|---------------------------------|--------------------|-------------|-------------------------------|-----------------------|------------------------------------|-----------------------------------|---------------------------------------|
| 1   | 8           | Radio Repeaters                 | 3                  | 7           | 3                             | \$300,000             | Yes                                | Grant #GCB2531B                   |                                       |
| 2   | 13          | Bike Lockers                    | 3                  | 4           | 9                             | \$18,000              | Yes                                | Grant #GCB3060A                   |                                       |
| 3   | 9           | Refrigerant Evacuation Machine  | 4                  | 5           | 5                             | \$15,000              | Yes                                | Grant #PTD0182B                   |                                       |
| 4   | 1           | Parts Washer Machine            | 4                  | 5           | 5                             | \$27,000              | Yes                                | Grant #PTD0182B                   |                                       |
| 5   | 5           | 2003 FORD F450                  | 2.5                | 22          | 0                             | \$80,000              | No                                 |                                   |                                       |
| 6   | 5           | 2008 DODGE RAM 3500             | 3.9                | 17          | 0                             | \$60,000              | No                                 |                                   |                                       |
| 7   | 5           | 2005 FREIGHTLINER M2112 TRACTOR | 2.5                | 20          | 0                             | \$150,000             | No                                 |                                   |                                       |
| 8   | 5           | 1999 FORD F550                  | 2                  | 26          | 0                             | \$60,000              | No                                 |                                   |                                       |
| 9   | 5           | 2018 FORD TRANSIT               | 5                  | 7           | 1                             | \$63,473              | No                                 |                                   |                                       |
| 10  | 5           | 2009 TRAIL KING TK70SA-532      | 4                  | 16          | 0                             | \$75,000              | No                                 |                                   |                                       |
| 11  | 5           | 2022 FORD F350                  | 5                  | 3           | 11                            | \$84,000              | No                                 |                                   |                                       |
| 12  | 5           | 2025 FORD F550                  | 5                  | 0           | 14                            | \$120,000             | No                                 |                                   |                                       |
| 13  | 3           | Security Cameras                | 5                  | 0           | 15                            | \$195,000             | No                                 |                                   |                                       |
| 14  | 5           | 2024 Kenworth 50 Ton            | 5                  | 1           | 13                            | \$650,000             | No                                 |                                   |                                       |
| 15  | 5           | 2023 Ford Transit               | 4                  | 2           | 12                            | \$250,000             | No                                 |                                   | Vehicle moved from Revenue to Support |
| 16  | 5           | 2023 Ford Transit               | 4                  | 2           | 12                            | \$250,000             | No                                 |                                   | Vehicle moved from Revenue to Support |

### Facility Inventory Form

Island Transit - Inventory Year 2025 - Facilities with a replacement value of \$25,000 or more. (8 facilities)

| No. | Facility code | Facility name                    | Condition (points) | Age (year) | Remaining useful life | Replacement cost (\$) | WSDOT Grant Number (if applicable) | Comments |
|-----|---------------|----------------------------------|--------------------|------------|-----------------------|-----------------------|------------------------------------|----------|
| 1   | 23            | Ops/Admin Building Coupeville    | 4                  | 13         | 17                    | \$10,450,000          |                                    |          |
| 2   | 11            | Maintenance Building Coupeville  | 4                  | 13         | 17                    | \$16,500,000          |                                    |          |
| 3   | 21            | Fuel Building Coupeville         | 4                  | 13         | 17                    | \$5,500,000           |                                    |          |
| 4   | 21            | Wash Building Coupeville         | 3                  | 13         | 17                    | \$5,500,000           |                                    |          |
| 5   | 6             | Harbor Station                   | 3                  | 29         | 11                    | \$4,500,000           |                                    |          |
| 6   | 23            | Camano Station                   | 4                  | 19         | 21                    | \$4,500,000           |                                    |          |
| 7   | 9             | Prairie Station, Coupeville      | 4                  | 15         | 25                    | \$2,750,000           |                                    |          |
| 8   | 9             | Noble Creek Park & Ride, Langley | 4                  | 16         | 24                    | \$2,750,000           |                                    |          |

**Infrastructure Inventory:** Not applicable. This category covers rail fixed-guideway, tracks, signals, and systems. Island Transit operates a bus-only fixed route, paratransit, and rideshare system with no rail fixed-guideway infrastructure, so no inventory entries apply.