

Transit Development Plan 2025-2030 and 2024 Annual Report



Island Transit

ANNUAL SUBMISSION

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.

2025 ISLAND TRANSIT BOARD OF DIRECTORS

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

Dani Julien, Amalgamated Transit Union (non-voting member)

ISLAND TRANSIT STAFF

Melinda Adams, Executive Director
Terrance Ellison, Human Resources Manager
Paul Arand, Financial Controller
Brad Windler, Planning & Outreach Manager
Liz Williams, Operations Manager
David Bryant, Information Technology Manager
Pete Schrum, Facilities Manager
Will Vogelmann, Maintenance Manager
Meghan Heppner, Executive Project Manager
Nate Burns, Procurement & Risk Manager
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 tellison@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.

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Introduction: Annual Report 2024

The year 2024, sparked significant change for Island Transit. The first half of 2024 had a thorough review of current leadership within the agency and the board hired Nash Consulting to examine the health of the organization and survey its employees. Difficult decisions were made on staffing and service in the region.

A shortage of drivers led to the suspension of some routes and the agency's "Island Transit Maximized Plan" was paused. A reorganization took place and Island Transit's board of directors dedicated their time and effort to search for a new Executive Director to lead Island Transit.

Island Transit has made progress in the battle to reduce carbon emissions. New solar panels were installed at both operating bases as well as the purchase of battery electric vehicles. The agency purchased two electric vans to evaluate the technology. The board of directors also authorized the purchase of replacement, hybrid electric fixed route buses.

On the state level, the Move Ahead Washington investment package provided historic levels of state funding for public transit agencies. This funding requires transit agencies to use the funding to benefit vulnerable populations and overburdened communities. Island Transit introduced Sunday service to expand its reach in the community.

New leadership, new beginnings:

In November of 2024, Island Transit employed a new Executive Director, Melinda Adams. Under new leadership the agency will embark on a 20-year Long-Range planning process in 2025 to ensure the communities in Island County are being served with meaningful and targeted transportation services. A long-range transit plan will include the comprehensive plans of the Island County and each of the communities within the county. The process will involve a robust public engagement process to examine the needs of our community for both fixed route and paratransit customers. The plan will examine population growth, business development, housing density, service needs and the financial forecasting to support those services. The 20-year long range plan is designed to be reviewed annually and updated every five years. As the agency moves forward over time, future transit development plans will highlight upcoming programs and projects that will enable Island Transit to fulfill the vision of the long-range plan.

Policy framework of Island Transit's 2025 – 2030 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 Adoption, 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

Plan Adoption, Public Hearing, and Distribution

Public Adoption

Island Transit's 2025 Draft Transit Development Plan (TDP) was discussed with the IRTPO TAC committee on July 10, 2025, and Island Transit Board of Directors on July 11, 2025. The Board of Directors held a public hearing to accept the Final Draft 2025-2030 Transit Development Plan and 2024 annual report on August 8, 2025.

Public Participation Process

Public comment period: July 1, 2025 – August 1, 2025

Comments submitted to: Island Transit
Planning & Outreach Manager
19758 SR 20
Coupeville, WA 98239

Public hearing: Island Transit held a public hearing on the 2025-2030 Transit Development Plan and 2024 Annual Report on August 8, 2025 at 9:30am at the Island Transit Operations & Administration Building, 19758 SR20, Coupeville, WA 98239.

Notice posted to website: Island Transit posted a notice of the hearing on its Transit Development Plan to its website: www.islandtransit.org on July 3, 2025.

Notice posted in local papers: July 9, 16, 23, 30, 2025 - Whidbey News Times
July 9, 16, 23, 30 2025 - South Whidbey Record
July 8, 15, 22, 29, 2025 - Stanwood Camano News

Requests for paper or digital copies: The public may request a paper or digital copy of the Transit Development Plan on or after July 4, 2025 by emailing communityengagement@islandtransit.org or calling 360-678-7771.

Available to the public for review: The public may view a copy of the draft Transit Development Plan at the Whidbey and Camano administrative offices:

- Island Transit Operations & Administration Building, 19758 SR20, Coupeville, WA 98239
- Camano Satellite Base, 174 Can Ku Road, Camano Island, WA 98282

Plan Distribution: After the public hearing on August 8, 2025, and prior to the deadline of September 1, 2025, 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
- All cities, counties, and regional transportation planning organizations within which Island Transit operates.
- Naval Air Station Whidbey Island

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 Islands. Island Transit provides a full suite of transportation services including fixed, paratransit, On Demand, and rideshare services providing over 491,832 trips annually.

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. They provide financial oversight and policy guidance for the agency. The Board of Directors hold 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 2025, Island Transit budgeted 155 full-time equivalent (FTE) and 2 PTE employees allocated to the following positions:

Executive Administration	4FTE
Human Resources	3FTE
Finance	5FTE
Planning & Outreach	5FTE
Information Technology	4FTE
Operations	19FTE
Operators	76FTE
Dispatchers	11FTE
Maintenance	12FTE
Facilities Maintenance	16FTE and 2PTE

Service Area

Island Transit serves incorporated and unincorporated Island County comprising of 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 the appendix 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 3:45am to 7:40pm on weekdays and from 4:45am to 7:00pm 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. These properties are 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.

Whidbey Island Services

Whidbey Island service currently includes eight weekday fixed routes, five weekend fixed routes, and four On Demand zones.

- A primary connecting route service between Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, and Clinton Ferry.
- Six 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 an On Demand 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 (located in Skagit County) and from Camano Island to Skagit Station (located in Mount Vernon).

Camano Island Services

On Camano Island services include five weekday fixed routes, and three 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 serve 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 serves 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 to 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 the 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.

In addition, reducing single occupancy vehicle use decreases traffic congestion during peak commute hours. Washington residents benefit from reduced vehicle emissions by eliminating additional vehicles from the roads.

RideLink

The agency also runs a program called RideLink that works with local service organizations assisting elderly, disabled, veterans, low income, and people with limited English proficiency. The program provides the use of vans to transport their clients. This program allows local service organizations the flexibility to schedule client outings, work programs, access to services, and training as their schedule dictates, as well as those who may need access to services 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 2024 Ridership Statistics

Systemwide ran an increase of (Fixed/Deviated Route, Paratransit, and Vanpool) with 491,832 boardings, increased 8.2% from the previous year. Fixed/Deviated Route boardings increased 11.3%, Rideshare (Vanpooling) was flat, and Paratransit boardings climbed 13.1%.

Rideshare (Vanpool) 2024 Ridership Statistics

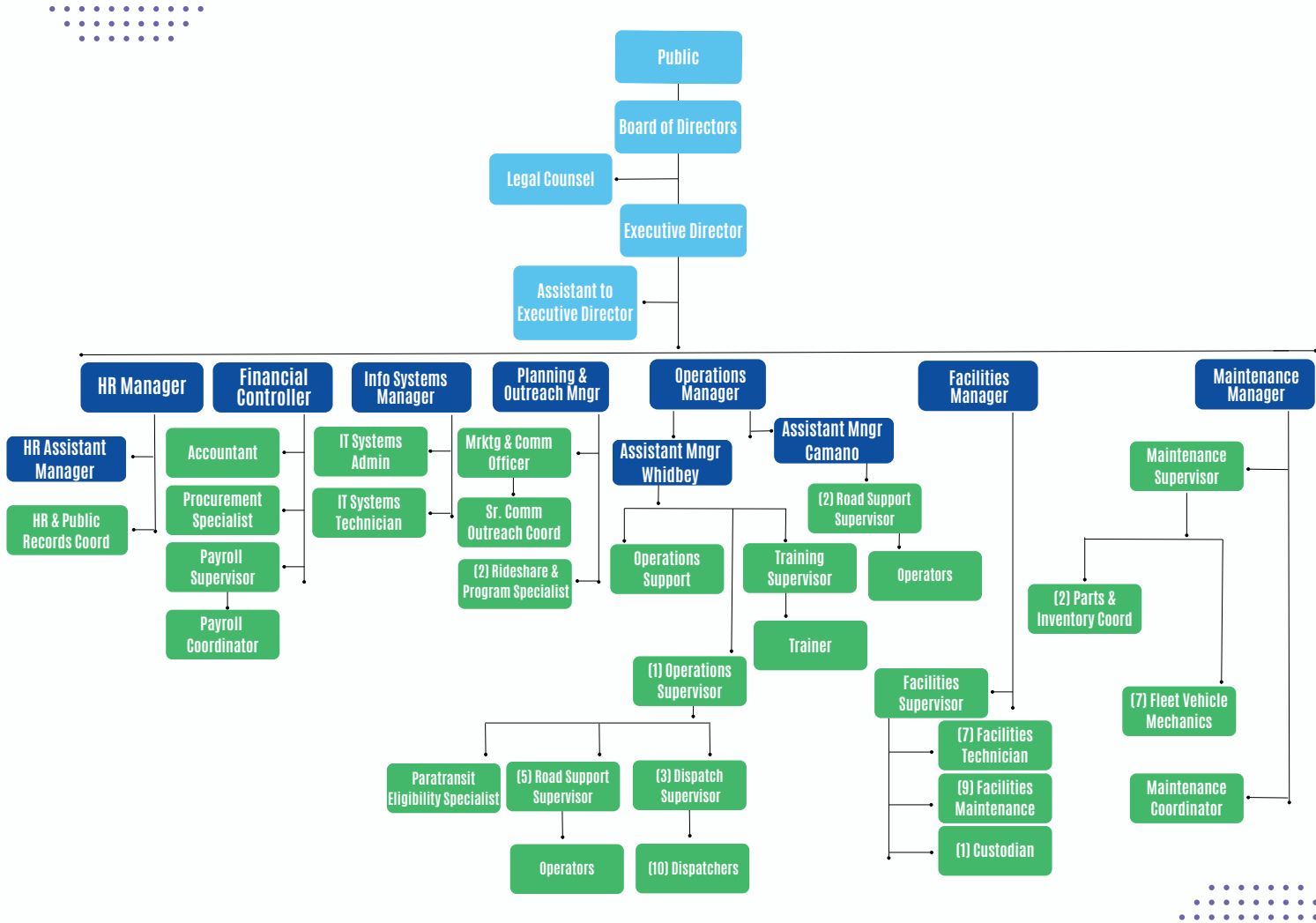
The 68,260 passenger trips recorded during 2024 was less than 1% growth from 2023. Rideshare (Vanpool) groups fluctuated between 24 and 27. Vans operated throughout a six-county region. With trained volunteer drivers in place, these vanpools carried an average of 131 daily riders, removing approximately 119 vehicles from congested roadways and ferries each weekday.

The Organization Chart below depicts the staffing levels and distribution as of January 2025:



Island Transit

Organizational Chart 2025



State and Agency Goals, Objectives, and Accomplishments

- **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

Service in 2024

- Eliminated Clinton Commuter due to staff shortages in July to maximize efficiency
- Initiated planning to remove On Demand and convert to fixed route service on Camano in January 2025
- Route changes on Route 6: Reinstated Fixed-Route service to Coupeville Ferry utilizing Route 6 on week days. On Demand remains in service weekdays and weekends

Facilities Projects Completed in 2024

- Purchased adjacent seed orchard property
- Completed installation of charging stations on Whidbey Campus

Equipment Projects Completed in 2024

- Completed update/redesign of Island Transit brand and logo.
- Installed Passio CAD/AVL System.
- Installed Real Time Passenger Information
- Integrated OPTIBUS Planning/Scheduling Software
- Updated radio communications to First Net First Responders Network
- Purchased (6) six plug-in hybrid electric mini vans
- Streamlined GTFS updates and management

Action Strategies 2025-2030

From 2025 through 2030, the following action strategies will be pursued to meet the five State Policy Objectives listed below.

1. Preserve and improve existing public transportation service levels.
 - a. Continue implementing strategic service adjustments.
 - i. Monitor service metrics and provide informed recommendations to the board for future service adjustments or expansions. Review services accordingly and recommend adjustments to improve efficiency or safety that meet community needs.
 - ii. Establish new baseline performance indicators to better understand service needs.
 - iii. Conduct a Long-Range Transit Plan to produce a report that will guide service improvements and capital planning efforts.
 - iv. Partner with Naval Air Station Whidbey Island to engage and cultivate ridership.
 - b. Develop and implement a marketing and outreach campaign to stimulate rider confidence in public transportation and Island Transit specifically.
 - i. Strategically engage current users, former users, and potential users of Island Transit's services to demonstrate transit's safety, ease of use, and affordability.
 - ii. Work with regional partners conducting similar marketing campaigns to present a consistent collective narrative.
 - iii. Continue to gather public comments and information from online open forums and public meetings to optimize route and schedule effectiveness.
 - c. Increase community engagement in the transit planning process.
 - i. Continue to solicit community engagement through public meetings, surveys, and presentations. Attend annual outreach events including various community events, job fairs, and multicultural job fairs.
 - ii. Provide briefings and transit updates to civic and community organizations and neighborhood associations upon request and throughout the year regarding service changes or projects.
 - iii. Continue to evaluate each community member request for service in a timely manner.
 - iv. Redesign website.
 - d. Implement recommendations for continued service and routing enhancements through Island County.
 - i. Invite and engage in stakeholder conversations.
 - e. Utilize Geographic Information Systems (GIS) services for transit facility and route improvements planning.
 - f. Coordinate with local law enforcement and county service providers to prepare for disaster/emergency response and recovery.
 - i. 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.
 - ii. Review the emergency management plan, as well as participating in coordinated regional emergency management planning process.

2. Preserve existing public transportation facilities and equipment.
 - a. Continue to use preventive maintenance in order to keep equipment and facilities in a state of good repair.
 - b. Replace aging fleet vehicles as funds become available.
 - c. Continue to replace and add shelters, benches, and trash receptacles as funds become available. Consider stop usage when evaluating shelter replacement.
 - d. 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. Public transportation providers will continue to meet and exceed Americans with Disabilities Act (ADA) and state barrier-free design regulations to improve mobility for all individuals.
 - a. Continue to meet all the requirements of the ADA as it applies to fixed route and paratransit services.
 - b. Provide all customer materials, including schedule books and information brochures, in alternative formats upon request.
 - c. Ensure all capital facilities and telecommunication equipment meet ADA requirements.
 - d. Continue work on the ADA Transition plan/transportation element.

Local Performance Measures and Targets

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 conditions 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.

For rolling stock (revenue vehicles), the Useful Life Benchmark (ULB) is used and 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.

Plan Consistency

Island Transit's Transit Development Plan is consistent with and supported by Island County's Comprehensive Plan, Island County planning documents and Island County's Human Services Transportation Plan.

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

Planned Capital Expenses 2025-2030

Planned Capital Expenses 2025 - 2030

Preservation (Replacement)	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Park and Rides	100,000	100,000	100,000	100,000	100,000	100,000
Fuel Building - Whidbey	350,000	350,000	-	-	-	-
Front Security Gate - Camano	500,000	-	-	-	-	-
Security Cameras	300,000	-	-	-	-	-
Security Badge System	75,000	-	-	-	-	-
HVAC - Whidbey	726,300	-	-	-	-	-
Computer Software	36,061	112,000	35,000	35,000	35,000	35,000
Small Buses	688,878	-	2,601,662	2,679,712	-	-
Large Buses	-	-	20,299,761	19,747,157	-	-
Support Vehicles	-	495,000	400,000	560,155	-	-
Vanpool Vans	645,039	852,880	-	1,292,601	399,414	-
Improvements (Expansion)						
Electric Transformer - Whidbey	154,738	1,100,000	-	-	-	-
Bus Stop Seats	-	275,000	-	-	-	-
Bus Stop Pullouts		500,000	-	-	-	-
Real Time Bus Stop Displays	-	200,000	-	-	-	-
Covered Shelter - Camano	30,000	-	-	-	-	-
Terry's Corner Operator Break Facility	36,326	1,200,000	-	-	-	-
South Whidbey Transit Center	-	-	13,375,000	-	-	-
Water Purification System	50,000	-	-	-	-	-
Computer Equipment	234,263	125,000	100,000	100,000	100,000	100,000
Automated Bus Passenger Counters	-	900,000	-	-	-	-
Bus Driver Safety Barriers	-	-	600,000	-	-	-
Vehicle Trailers	-	32,159	-	-	-	-
Small Buses	1,377,756	-	-	-	-	-
Large Buses	-	2,189,834	-	-	-	-
Support Vehicles	1,810,000	128,350	-	-	-	-
Vanpool Vans	-	-	-	258,520	-	274,264
Total Capital Expense	<u>7,114,361</u>	<u>8,560,223</u>	<u>37,511,424</u>	<u>24,773,145</u>	<u>634,414</u>	<u>509,264</u>

Planned Operating Changes 2025-2030

2025 Planned Activities	
SERVICES	• Preserve services based on budgeted 2025 service levels • Make weekday schedule adjustments to fixed route to improve reliability • Annual Update to the Transit Development Plan • Initiate Development of a Long-Range Transit Plan • Add Marina stop in Oak Harbor to On Demand Zone 3 • Restored Fixed Route 6 to Coupeville Ferry on weekdays
FACILITIES	• 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/replace dispatch hardware/software and comm equipment • Coupeville Electrical upgrades including installation of new transformer • Coupeville water filtration system upgrade • Camera system upgrade for all facilities on Camano and Whidbey Islands • New gate system at the Camano Operating Base • Procurement and implementation of new or upgraded electronic timekeeping, dispatching, and scheduling modules to improve operational efficiency
EQUIPMENT/ ROLLING STOCK	• Purchase replacement vehicles according to the schedule on page 19 • Upgrade and replace vehicle electronics as necessary • Improve safety through implementation of equipment/software upgrades on existing rolling stock such as, but not limited to, air quality monitoring systems and cloud-based cameras

2026 Planned Activities	
SERVICES	• Preserve services based on budgeted 2026 service levels • Implement service improvements called for in the Long-Range Transit Plan • Annual Update to the Transit Development Plan • Finalize Development of a Long-Range Transit Plan (LRTP)
FACILITIES	• Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities • Coupeville Electrical upgrades including installation of new transformer • Procure and install displays for real-time bus arrival information system • Replace computer servers and other IT hardware as necessary. • Upgrade and replace dispatch hardware and communication equipment as necessary.
EQUIPMENT/ ROLLING STOCK	• Purchase replacement vehicles according to the schedule on page 19 • Upgrade and replace vehicle electronics as necessary • Improve safety through implementation of equipment/software upgrades on existing rolling stock such as, but not limited to, air quality monitoring systems and cloud-based cameras

2027 Planned Activities	
SERVICES	• Preserve services based on budgeted 2027 service levels • Implement service improvements called for in the Long-Range Transit Plan • Annual Update to the Transit Development Plan
FACILITIES	• 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
EQUIPMENT/ ROLLING STOCK	• Purchase replacement vehicles according to the schedule on page 19 • Upgrade and replace vehicle electronics as necessary • Improve safety through implementation of equipment/software upgrades on existing rolling stock such as, but not limited to, air quality monitoring systems and cloud-based cameras
2028 Planned Activities	
SERVICES	• Preserve services based on budgeted 2028 service levels • Implement service improvements called for in the Long-Range Transit Plan • Annual Update to the Transit Development Plan
FACILITIES	• 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
EQUIPMENT/ ROLLING STOCK	• Purchase replacement vehicles according to the schedule on page 19 • Upgrade and replace vehicle electronics as necessary • Improve safety through implementation of equipment/software upgrades on existing rolling stock such as, but not limited to, air quality monitoring systems and cloud-based cameras

2029 Planned Activities	
SERVICES	• Preserve services based on budgeted 2029 service levels • Implement service improvements called for in the Long-Range Transit Plan • Annual Update to the Transit Development Plan
FACILITIES	• 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
EQUIPMENT/ ROLLING STOCK	• Purchase replacement vehicles according to the schedule on page 19 • Upgrade and replace vehicle electronics as necessary • Improve safety through implementation of equipment/software upgrades on existing rolling stock such as, but not limited to, air quality monitoring systems and cloud-based cameras

2030 Planned Activities	
SERVICES	• Preserve services based on budgeted 2030 service levels • Implement service improvements called for in the Long-Range Transit Plan • Annual Update to the Transit Development Plan
FACILITIES	• 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
EQUIPMENT/ ROLLING STOCK	• Purchase replacement vehicles according to the schedule on page 19 • Upgrade and replace vehicle electronics as necessary • Improve safety through implementation of equipment/software upgrades on existing rolling stock such as, but not limited to, air quality monitoring systems and cloud-based cameras

2025-2030 Rolling Stock Expansion and Replacement Summary			
Year	Type	Expansion (Quantity)	Replacement/To Be Replaced (Quantity)
2025	Fixed Route	0	0
	Paratransit	6	3
	Rideshare	0	0
	Support	4	0
2026	Fixed Route	2	0
	Paratransit	0	0
	Rideshare	0	14
	Support	0	7
2027	Fixed Route	0	18
	Paratransit	0	11
	Rideshare	0	0
	Support	0	1
2028	Fixed Route	0	17
	Paratransit	0	0
	Rideshare	4	20
	Support	0	0
2029	Fixed Route	0	0
	Paratransit	0	0
	Rideshare	0	6
	Support	0	0
2030	Fixed Route	0	0
	Paratransit	0	0
	Rideshare	4	0
	Support	0	0

Operating Data: 2025 - 2030

This schedule is based on actual 2024 and 2025 data. We're predicting fixed and Paratransit hours to increase 5% in 2026. We are predicting fixed, deviated, and Paratransit ridership to increase 5% YOY starting in 2027, Rideshare (vanpool) hours and miles are predicted to increase 1% YOY from 2027-2030.

Fixed & Deviated Route Whidbey	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Vehicle Total Hours	55,063	57,817	58,395	58,979	59,568	60,164
Vehicle Revenue Hours	41,703	43,788	44,226	44,668	45,115	45,566
Vehicle Total Miles	1,145,223	1,156,675	1,168,242	1,179,925	1,191,724	1,203,641
Vehicle Revenue Miles	1,083,196	1,094,028	1,104,968	1,116,018	1,127,178	1,138,449
Passenger Trips	325,111	341,367	358,435	376,357	380,120	383,922
Diesel Fuel Consumed	149,468	150,962	152,472	153,997	155,537	157,092
Unleaded Fuel Consumed	2,367	2,391	2,414	2,439	2,463	2,488
Propane Fuel Consumed	11,277	11,389	11,503	11,618	11,734	11,852

Fixed & Deviated Route Camano	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Vehicle Total Hours	23,092	24,247	24,489	24,734	24,981	25,231
Vehicle Revenue Hours	16,249	17,062	17,232	17,405	17,579	17,755
Vehicle Total Miles	498,468	503,452	508,487	513,572	518,707	523,894
Vehicle Revenue Miles	487,848	492,726	497,653	502,630	507,656	512,733
Passenger Trips	61,435	64,507	67,732	71,119	71,830	72,548
Diesel Fuel Consumed	48,429	48,913	49,402	49,896	50,395	50,899
Unleaded Fuel Consumed	9,490	9,585	9,681	9,778	9,875	9,974
Propane Fuel Consumed	-	-	-	-	-	-

ADA Demand Response	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Vehicle Total Hours	23,047	24,200	24,442	24,686	25,920	27,216
Vehicle Revenue Hours	19,978	20,977	21,187	21,399	22,469	23,592
Vehicle Total Miles	392,289	396,212	400,174	404,176	424,385	445,604
Vehicle Revenue Miles	326,832	330,101	333,402	336,736	353,573	371,251
Passenger Trips	51,082	53,636	56,317	59,133	62,090	65,195
Diesel Fuel Consumed	-	-	-	-	-	-
Unleaded Fuel Consumed	8,318	8,401	8,485	8,570	8,999	9,449
Propane Fuel Consumed	55,377	55,931	56,490	57,055	57,625	60,507

Rideshare	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Vehicle Total Hours	15,056	15,809	15,967	16,127	16,288	16,451
Vehicle Revenue Hours	15,056	15,809	15,967	16,127	16,288	16,451
Vehicle Total Miles	513,667	518,804	523,992	529,232	534,524	539,869
Vehicle Revenue Miles	452,671	457,198	461,770	466,388	471,051	475,762
Passenger Trips	62,459	65,582	66,238	66,900	67,569	68,245
Unleaded Fuel Consumed	23,685	23,922	24,161	24,403	24,647	24,893
Electricity Fuel Consumed (Kwh)	13,934	14,073	14,214	14,356	14,500	14,645

Support Vehicles	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Miles - Support Vehicles	156,889	164,734	166,381	168,045	169,725	171,423
Miles - Rideshare used as Support Vehicles	88	89	90	91	91	92

Totals	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Vehicle Total Hours	116,259	122,072	123,293	124,526	126,758	129,063
Vehicle Revenue Hours	92,986	97,636	98,612	99,598	101,450	103,363
Vehicle Total Miles	2,706,624	2,739,966	2,767,366	2,795,040	2,839,157	2,884,524
Vehicle Revenue Miles	2,350,547	2,374,052	2,397,793	2,421,771	2,459,458	2,498,195
Passenger Trips	500,087	525,091	548,722	573,509	581,609	589,909
Diesel Fuel Consumed	197,896	199,875	201,874	203,893	205,932	207,991
Unleaded Fuel Consumed	43,860	44,299	44,742	45,189	45,984	46,804
Propane Fuel Consumed	11,277	11,389	11,503	11,618	11,734	11,852

Multiyear Financial Plan

Projected Revenue and Expenditure: 2025 - 2030 (Page 1 of 2)

Major Assumptions:

1. *Capital Expenditures* are calculated from Island Transit's asset inventory list and assumes purchases to meet the FTA's Useful Life Benchmark (ULB).
3. Items highlighted in green reveal change in reserve funds. They do not affect the *Revenue* or *Expenditure* totals or *Total Net Change in Cash*.

Growth Rate Assumptions:

1. *Operating Expenditures* are projected to grow 7% YoY starting in 2027. 2025 is based on projected actuals to date. 2026 is based on budget manager estimates.
2. *State and Federal Grant Contract Revenue (not listed above)* is projected to grow at 3% every biennium starting 2027.
3. Vanpool fares, *Interest* and *Miscellaneous* revenue is projected to grow at 1% YoY starting 2027.
4. *Local Sales Tax* is projected to grow 2.5% starting 2027.

Description	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Beginning Reserves						
Bus	12,472,617	2,189,834	4,450,202	4,351,388	-	-
Van	645,039	852,880	-	232,668	59,912	41,140
Support Vehicle	1,810,001	623,349	400,000	560,155	-	-
Other Capital	7,081,341	5,402,859	14,742,700	235,000	235,000	235,000
Land Acquisition	3,000,000	3,000,000	-	-	-	-
Fuel	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000
Climate Sustainability	200,000	300,000	300,000	300,000	300,000	300,000
Emergency Operating	5,503,836	5,903,836	5,653,452	5,753,452	5,853,452	5,953,452
General Cash	37,212,591	52,159,298	43,182,068	54,719,852	58,276,908	60,863,512
Total Beginning Reserves:	68,925,424	71,632,055	70,128,421	67,752,515	66,525,271	69,393,104
Operating Revenue						
Local Sales Tax	17,080,335	18,337,438	18,795,874	19,265,771	19,747,415	20,241,100
State Sales Tax Equalization	4,568,292	4,614,861	4,753,307	4,895,907	5,042,784	5,194,067
State Paratransit Formula	1,312,236	1,723,664	1,775,373	1,775,373	1,828,635	1,883,494
TriCounty (411) & Everett (412) Connectors	1,616,688	1,674,191	1,724,416	1,724,416	1,776,149	1,829,433
Mobility Management Specialist	67,114	82,745	83,572	84,408	86,940	89,548
WSTIP Grant	2,500	2,500	2,525	2,550	2,627	2,706
Rideshare Fares	176,237	180,000	181,800	183,618	189,127	194,800
Bike Locker Rental	79	50	51	51	53	54
Bike Locker Deposit	-	-	-	-	-	-
State Sales Tax Interest	43,207	45,000	45,450	45,905	47,282	48,700
Investment Interest	1,916,728	1,500,000	1,515,000	1,530,150	1,576,055	1,623,336
Miscellaneous	64,350	70,000	70,700	71,407	73,549	75,756
Other Grants	5,000	5,000	5,000	5,000	5,000	5,000
Transfer from Fuel Reserve	-	-	-	-	-	-
Transfer from Emergency Operating Reserve	-	350,384	-	-	-	-
Total Operating Revenue:	26,852,766	28,235,448	28,953,068	29,584,556	30,375,613	31,187,995
Operating Expenditures						
Whidbey Operations	5,771,297	7,526,070	8,052,895	8,616,597	9,219,759	9,865,142
Information Systems	931,170	1,042,251	1,115,209	1,193,274	1,276,803	1,366,179
Transit Parks	11,909	41,025	43,897	46,970	50,257	53,775
Whidbey Paratransit	1,596,551	1,683,074	1,800,889	1,926,951	2,061,837	2,206,166
Camano Operations	2,503,502	2,420,327	2,589,749	2,771,032	2,965,004	3,172,554
Camano Paratransit	162,968	128,226	137,202	146,806	157,083	168,079
Administration	2,843,583	3,324,824	3,557,562	3,806,592	4,073,053	4,358,167
Planning & Marketing	540,425	1,157,129	1,238,128	1,324,797	1,417,533	1,516,760
Rideshare	314,972	351,168	375,750	402,052	430,196	460,309
Vehicle Maintenance	2,588,654	2,767,122	2,960,820	3,168,077	3,389,843	3,627,132
Facilities Maintenance	1,420,048	1,772,591	1,896,673	2,029,440	2,171,500	2,323,505
Transfer to Fuel Reserve	200,000	200,000	200,000	200,000	200,000	200,000
Transfer to Emergency Operating Reserve	400,000	100,000	100,000	100,000	100,000	100,000
Total Operating Expenditure:	18,685,081	22,213,807	23,768,774	25,432,588	27,212,869	29,117,770
Net Cash from Operations	8,167,685	6,021,641	5,184,295	4,151,968	3,162,745	2,070,225

Projected Revenue and Expenditure: 2025 - 2030 (Page 2 of 2)

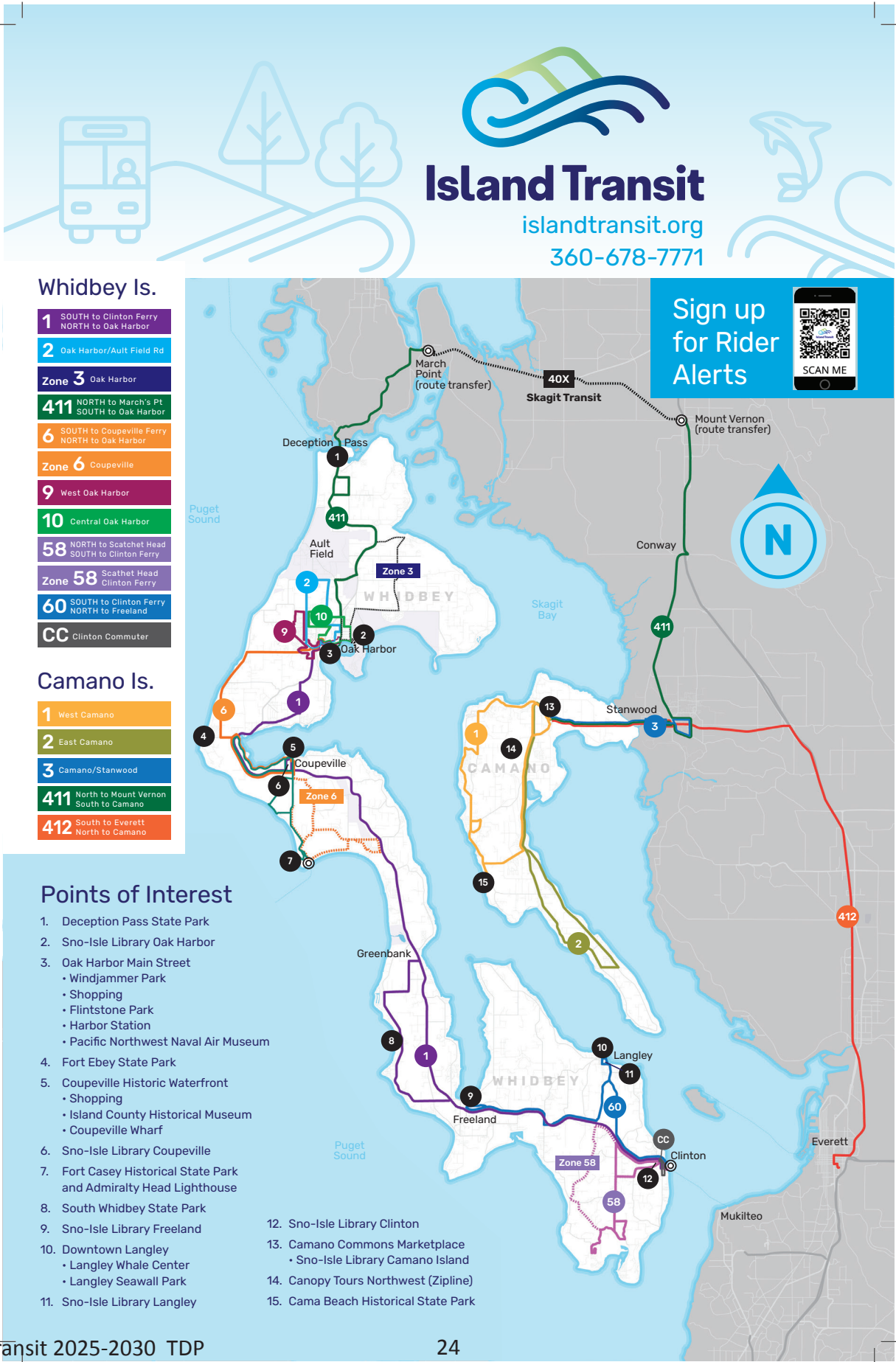
Description	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2029 Projected
Capital Revenue						
3 Gas Para Bus - Replacement - PTD0337 - 5311	551,102	-	-	-	-	-
6 Gas Para Bus - Expansion -PTD0339 - 5311	1,102,205	-	-	-	-	-
Large Buses	-	-	16,239,809	15,797,725	-	-
Small Buses	-	-	2,211,413	2,277,755	-	-
Vanpool Vans	-	724,948	-	1,318,453	339,502	233,124
Terry's Corner Restroom - Leg. Appr.	-	310,000	-	-	-	-
South Whidbey Transit Center	-	-	11,500,000	-	-	-
Transfer from Bus Reserve	9,869,456	-	98,814	4,351,388	-	-
Transfer from Van Reserve	-	852,880	-	172,756	18,772	41,140
Trans. from Support Vehicle Reserve	-	223,350	-	560,155	-	-
Trans. from Other Capital Reserve	-	-	14,507,700	-	-	235,000
Transfer To Land Acquisition Reserve	-	3,000,000	-	-	-	-
Trans. from Climate Sustainability Reserve	-	-	-	-	-	-
Total Capital Revenue:	1,653,307	1,034,948	29,951,222	19,393,933	339,502	233,124
Capital Expenditure						
Park & Ride Improvements	100,000	100,000	100,000	100,000	100,000	100,000
Electric Improvements	154,738	1,100,000	-	-	-	-
Bus Stop Improvements	-	975,000	-	-	-	-
Administrative Building - Camano	30,000	-	-	-	-	-
Maintenance Building - Whidbey	50,000	-	-	-	-	-
Fuel Building - Whidbey	350,000	350,000	-	-	-	-
South Whidbey Transit Center	-	-	13,375,000	-	-	-
Terry's Corner Restroom Facility - Camano	36,326	1,200,000	-	-	-	-
HVAC	726,300	-	-	-	-	-
Security Cameras	300,000	-	-	-	-	-
Security Gate	500,000	-	-	-	-	-
Equipment	-	932,159	600,000	-	-	-
3 Gas Vans - Replacement - Consol. RM	688,878	-	-	-	-	-
6 Gas Vans - Expansion - Consol. RM	1,377,756	-	-	-	-	-
2 35' Hybrid Buses - Non-Grant	-	-	-	-	-	-
Large Buses	-	2,189,834	20,299,761	19,747,157	-	-
Small Buses	-	-	2,601,662	2,679,712	-	-
Support Vehicles - Non-Grant	1,810,000	623,350	400,000	560,155	-	-
Vanpool Vans - TBD	645,039	852,880	-	1,551,121	399,414	274,264
Computer Servers	175,000	125,000	100,000	100,000	100,000	100,000
Computer Security	75,000	-	-	-	-	-
Computer Other Equipment	58,000	-	-	-	-	-
Computer Tablets	1,263	-	-	-	-	-
Computer Modules	-	-	-	-	-	-
Computer Software	36,061	112,000	35,000	35,000	35,000	35,000
Transfer To Bus Reserve	-	2,260,368	-	-	-	-
Transfer To Van Reserve	852,880	-	232,668	-	-	-
Transfer To Support Vehicle Reserve	623,349	-	160,155	-	-	-
Transfer To Other Capital Reserve	914,206	9,339,841	-	-	-	-
Transfer To Land Acquisition Reserve	-	-	-	-	-	-
Transfer To Climate Sustainability Reserve	100,000	-	-	-	-	-
Total Capital Expenditure:	7,114,361	8,560,223	37,511,424	24,773,145	634,414	509,264
Net Cash from Capital	(5,461,054)	(7,525,275)	(7,560,202)	(5,379,211)	(294,912)	(276,140)
Total Net Change in Cash	2,706,631	(1,503,634)	(2,375,907)	(1,227,244)	2,867,833	1,794,085
Ending Reserves						
Bus	2,189,834	4,450,202	4,351,388	-	-	-
Van	852,880	-	232,668	59,912	41,140	-
Support Vehicle	623,349	400,000	560,155	-	-	-
Other Capital	5,402,859	14,742,700	235,000	235,000	235,000	-
Land Acquisition	3,000,000	-	-	-	-	-
Fuel	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000
Climate Sustainability	300,000	300,000	300,000	300,000	300,000	300,000
Emergency Operating	5,903,836	5,653,452	5,753,452	5,853,452	5,953,452	6,053,452
General Cash	52,159,298	43,182,068	54,719,852	58,276,908	60,863,512	62,633,738
Total Ending Reserves:	71,632,055	70,128,421	67,752,515	66,525,271	69,393,104	71,187,189

Projects of Regional Significance

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

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

Appendix A: 2025 System Map



Island Transit 2025-2030 TDP

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Appendix B: WSDOT Public Transportation Management System Inventories

Please see pages 26-28

Rolling stock inventory and verification of continued use form

Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Refer to instructions tab for vehicle codes.

Agency/org Island Transit Inventory year: 2024

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency/ organization vehicle number	Actual life odometer	Meets financial needs of SGR? Yes/no	Is the vehicle safe? Yes/no	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance current? Yes/no	Performs its designed function? Yes/no	Replacement cost (\$)	Planned replacement year	Planned replacement fuel type	ADA access? Yes/no	Seating capacity	Fuel type	WSDOT title? Yes/no
1	2007	GILLIG PHANTOM	1	15GCD211071112850	119	577,274.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2023	DE	Yes	43	BD	NO
2	2007	GILLIG PHANTOM	1	15GCD211271112851	120	637,084.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2023	DE	Yes	43	BD	NO
3	2007	GILLIG PHANTOM	1	15GCD211671112853	122	680,698.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2023	DE	Yes	43	BD	NO
4	2007	GILLIG PHANTOM	1	15GCD211871112854	123	629,598.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2023	DE	Yes	43	BD	NO
5	2009	GILLIG LOWFLOOR	1	15GGD211891079441	124	661,505.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2023	DE	Yes	37	BD	NO
6	2009	GILLIG LOWFLOOR	1	15GGD211X91079442	125	676,995.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2023	DE	Yes	37	BD	NO
7	2011	GILLIG LOWFLOOR	1	15GGD2714B1178545	126	527,410.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	37	BD	NO
8	2011	GILLIG LOWFLOOR	1	15GGD2716B1178546	127	507,397.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	37	BD	NO
9	2011	GILLIG LOWFLOOR	1	15GGD2718B1178547	128	477,837.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	37	BD	NO
10	2011	GILLIG LOWFLOOR	1	15GGD271XB1178548	129	474,881.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	37	BD	NO
11	2019	GILLIG LOWFLOOR	3	15GGE2711K3093485	130	167,214.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2033	DE	Yes	26	BD	YES
12	2019	GILLIG LOWFLOOR	3	15GGE2713K3093486	131	131,259.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2033	DE	Yes	26	BD	YES
13	2020	GILLIG LOWFLOOR Hybrid	1	15GGD301XL3195355	132	175,310.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2034	DE	Yes	28	DE	YES
14	2020	GILLIG LOWFLOOR Hybrid	1	15GGD301L13195356	133	151,238.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2034	DE	Yes	28	DE	YES
15	2020	GILLIG LOWFLOOR	1	15GGD3013L3195357	134	156,580.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2034	DE	Yes	28	DE	YES
16	2021	GILLIG LOWFLOOR	3	15GGE2716M3093873	135	136,110.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2035	DE	Yes	26	BD	YES
17	2021	GILLIG LOWFLOOR	3	15GGE2718M3093874	136	126,870.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2035	DE	Yes	26	BD	YES
18	2022	GILLIG LOWFLOOR	3	15GGB2716N3197063	137	22,521.00	Yes	Yes	14	585,000.00	Yes	Yes	\$ 890,000.00	2036	DE	Yes	26	BD	YES
19	2019	Ford Glaval Universal	11	1FDFE4F5XKDC51370	265	117,118.00	Yes	Yes	10	200,000.00	Yes	Yes	\$ 230,000.00	2029	G	Yes	21	PRO	YES
20	2019	Ford Glaval Universal	11	1FDFE4F5S2KDC51315	266	116,820.00	Yes	Yes	10	200,000.00	Yes	Yes	\$ 230,000.00	2029	G	Yes	21	PRO	YES
21	2019	Ford Glaval Universal	11	1FDFE4F5S0KDC51314	267	124,595.00	Yes	Yes	10	200,000.00	Yes	Yes	\$ 230,000.00	2029	G	Yes	21	PRO	YES
22	2019	Ford Glaval Universal	11	1FDFE4F5S4KDC51316	268	100,370.00	Yes	Yes	10	200,000.00	Yes	Yes	\$ 230,000.00	2029	G	Yes	21	PRO	YES
23	2019	Ford Glaval Universal	11	1FDFE4F5S5KDC51325	269	112,736.00	Yes	Yes	10	200,000.00	Yes	Yes	\$ 230,000.00	2029	G	Yes	21	PRO	YES
24	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD5JCJM3139	413	300,403.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	25	BD	NO
25	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD1JCJM3140	414	324,601.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	25	BD	NO
26	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD3JCJM3141	415	302,479.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	25	BD	NO
27	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD5JCJM3142	416	320,187.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2025	DE	Yes	25	BD	NO
28	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFDXJCJU8594	417	284,181.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	NO
29	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD1JCJU8595	418	229,564.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES
30	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD3JCJU8596	419	207,395.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES
31	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD5JCJU8597	420	234,290.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES
32	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD7JCJU8598	421	219,513.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES
33	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD9JCJU8599	422	238,585.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES
34	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD1JCJU8600	423	269,069.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	NO
35	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD3JCJU8601	424	228,848.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES
36	2018	Freighliner SC2 Glaval Legacy	11	4UZADRFD5JCJU8602	425	231,378.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES
37	2019	Freighliner SC2 Glaval Legacy	11	4UZADRFD2KCLH4464	426	239,215.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2027	DE	Yes	25	BD	YES
38	2019	Freighliner SC2 Glaval Legacy	11	4UZADRFD4KCLH4465	427	232,022.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2027	DE	Yes	25	BD	YES
39	2019	Freighliner SC2 Glaval Legacy	11	4UZADRFD6KCLH4466	428	237,273.00	Yes	Yes	10	300,000.00	Yes	Yes	\$ 890,000.00	2028	DE	Yes	25	BD	YES



Washington State
Department of Transportation

Updated: December 2024

Equipment inventory form

Support vehicles and equipment with an acquisition value of \$50,000 or more.
WSDOT grant-funded equipment with an acquisition value of \$5,000 or more.
Refer to instructions tab for equipment code.

Agency/org: Island Transit Inventory year: 2024

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	WSDOT funded Yes/No	Comments
1	3	Security Cameras	2	10	5	\$55,000	Yes	Grant #GCB1375A
2	8	Radio Repeaters	3	6	4	\$300,000	Yes	Grant #GCB2531B
3	13	Bike Lockers	3	5	10	\$18,000	Yes	Grant #GCB3060A
4	9	Refrigerant Evacuation Machine	4	4	6	\$15,000	Yes	Grant #PTD0182B
5	1	Parts Washer Machine	4	4	6	\$27,000	Yes	Grant #PTD0182B
6	5	2003 FORD F450	3	21	0	\$80,000.00	No	
7	5	2008 DODGE RAM 3500	4	16	0	\$60,000.00	No	
8	5	2005 FREIGHTLINER M2112 TRACTOR	3	19	0	\$150,000.00	No	
9	5	1999 FORD F550	2	25	0	\$60,000.00	No	
10	5	2018 FORD TRANSIT	5	6	2	\$63,473.00	No	
11	5	2009 TRAIL KING TK70SA-532	4	15	0	\$75,000.00	No	
12	5	2022 FORD F350	5	2	12	\$84,000.00	No	
13								
14								
15								
16								



Washington State
Department of Transportation

Updated: December 2024

Facility inventory form

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

Agency/org: Island Transit

Inventory year: 2024

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	23	Ops/Admin Building Coupeville	4	12	18	\$10,450,000.00	
2	11	Maintenance Building Coupeville	4	12	18	\$16,500,000.00	
3	21	Fuel Building Coupeville	4	12	18	\$5,500,000.00	
4	21	Wash Building Coupeville	3	12	18	\$5,500,000.00	
5	6	Harbor Station	3	28	12	\$4,500,000.00	
6	23	Camano Station	4	18	22	\$4,500,000.00	
7	9	Prairie Station, Coupeville	4	14	26	\$2,750,000.00	
8	9	Noble Creek Park & Ride, Langley	4	15	25	\$2,750,000.00	
9							
10							
11							
12							
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16							

Appendix C: PUBLIC COMMENTS

Comments received by the August 1, 2025 deadline are included in this document. There will be an opportunity to make public comments for the 2025-2030 Transit Development Plan (TDP) during the August 8, 2025 Public Hearing. Those comments will be included in the final TDP document that is submitted to The Washington State Department of Transportation (WSDOT).

- Page 12: Include On-Demand service to the Oak Harbor Marina from 2025 Service Planned Activities.
- Page 12: Is it possible to list the changes or a quick overview of changes to Route 6?
- Page 24: Is there an opportunity to look at an express route between Clinton and Oak Harbor with less stops?
- Page 24: Route 10 goes around Whidbey Avenue in key areas where some schools, The Center, and Boys and Girls Club is located. Is it possible to get a route that goes through this location or promote nearby stops on Midway and SR20?
- Please add the new bus stop service to the Marina in Oak Harbor under the 2025 Service Planned Activities
- Section 1.
 - c. “Increase community engagement in the transit planning process”

Gaining such engagement is likely to required effort beyond posting the document for a few weeks and accepting feedback. Success in public engagement requires personal outreach – actual purpose created scheduled meetings yield some result, but best practice seems to be active presence (e.g., a table) at popular community events (e.g., parades, preparedness events). Further, it seems necessary to reach out to people who lead efforts where people need transportation, such as the directors of SPIN and Haven (Low Income Housing facility in Freeland) to learn how public transit could better meet the transportation needs of the people they serve. I strongly encourage activities to engage the public in public transportation planning in 2025-30 and beyond, targeted direct outreach t people who create and manage the need for transportation in our communities, in addition to your asking the public for input via your web page and through email.
 - Under “Action Strategies 2025-2030” on Page 13
 - Section 1.
 - d. “Increase community engagement in the transit planning process”

I hope you will study and then seriously engage the Executive Directors and Board members at both SPIN and Haven. There is an incredible opportunity of directly providing transportation services that would directly benefit using those organizations, and the people providing those services, but also indirectly benefit the communities where those services operate. There are reports that guests of the homeless facilities are commonly harassed and preyed upon while awaiting transportation at bus stops. On the other hand, there are citizens who believe clusters of people receiving SPIN and Haven services are damaging the communities while “hanging out” waiting for transportation. Surely, among all the services Island Transit provides our community of communities, helping the unhoused people who must move from Freeland to Oak Harbor and back would rank as a very valuable service for everyone involved. Please, include outreach to the directors of SPIN and Haven in your transit planning.
 - Perhaps the following fits best in:
 - 3. Integrate public transportation services into a coordinated system linked by inter-modal facilities; on page 14.

I understand the geographic challenges as well as the technical barriers and federal and state policy prohibitions keeping Island Transit from providing access, mobility and safety between our two islands and importantly, on and off our Islands to connect us with goods, services, and facilities. But the myopia of the past where we pretend we are incapable of educating and influencing the people and governmental

entities who create those public transportation barriers needs to be shed and overcome. Please extend your planning to out of the box thinking, education, and influence on how public transportation can get people to the other half of the access, mobility, and safety the need. So this does not sound mysterious, I am asking you to educate the federal government on why ferry access is fundamental to equitable transportation. Educate the federal and state government on how you could use voucher systems to make use of ferries, pedestrian ferries, ubers and in the near future, air taxis. Please discontinue acceptance of policies set a hundred or three thousand miles away who have no concept of what public transportation needs are for people who live on an Island. If you can influence them, you could truly provide people who need equitable transportation access to the medical treatment that is available in, for example, the Everett Medical Community, that is not available on Whidbey or Camano.

STAFF RESPONSE:

- All routing service suggestions will be included in the public comments of the Long-Range Transit process.
- Marina bus stop has been updated to be included in the 2025 Service Planning Activities Section.
- Comments asking for increased communication to the public are being addressed through the outreach process of the long-range transit plan and through the creation of the Island Transit Community Advisory Group. This will be a permanent advisory group to advise Island Transit on the impacts of policy and service proposals.

RESOLUTION NO. 12-25

A RESOLUTION of the Board of Directors of the Island County Public Transportation Benefit Area Corporation to accept the Island Transit Six-Year Transit Development Plan 2025-2030, as amended and set forth in Exhibit A, attached hereto and incorporated herein by this reference, and authorize the Executive Director to apply and execute all applicable federal, state, and local grants consistent with projects approved in the Island Transit Six-Year Transit Development Plan 2025-2030.

WHEREAS RCW 35.58.2795 directs that by September 1 of each year, the legislative authority of each municipality, as defined in RCW 35.58.272, and each regional transit authority shall prepare a six-year transit development plan for that calendar year and the ensuing five years after; and

WHEREAS the Board of Directors of Island Transit accept the Island Transit's 2025-2030 Transit Development Plan (TDP), as amended and set forth in Exhibit A, attached hereto and incorporated herein by this reference; and

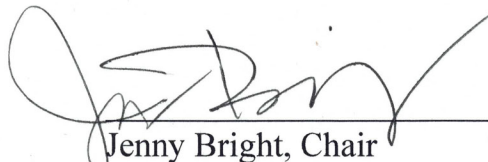
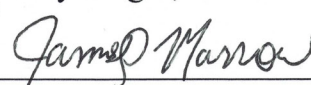
WHEREAS the Board of Directors of Island Transit authorizes the Executive Director to apply and execute all applicable federal, state, and local grants consistent with projects approved in the Island Transit Six-Year Transit Development Plan 2025-2030.

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the Island County Public Transportation Benefit Area Corporation that they hereby accept the Island Transit Six-Year Transit Development Plan 2025-2030 as amended and set forth in Exhibit A, attached hereto and incorporated herein by this reference, and authorize the Executive Director to apply and execute all applicable federal, state, and local grants consistent with projects approved in the Island Transit Six-Year Transit Development Plan 2025-2030.

ADOPTED at an open public meeting of the Board of Directors of Island Transit on August 8, 2025.

APPROVED AS TO FORM:


Matthew Hendricks, Attorney


Jenny Bright, Chair

James P. Marrow, Secretary