



Island Transit

FINAL DRAFT
AUGUST 7, 2026

TRANSIT DEVELOPMENT PLAN

2026–2031 TDP & 2025 Annual Report

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

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.

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Executive Director

Terrance Ellison
Administrative & Human Resources Director

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Planning & Outreach Director

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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.

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

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 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

REQUIRED ELEMENT I

Plan Adoption, Public Hearing, and Distribution

Plan Adoption

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

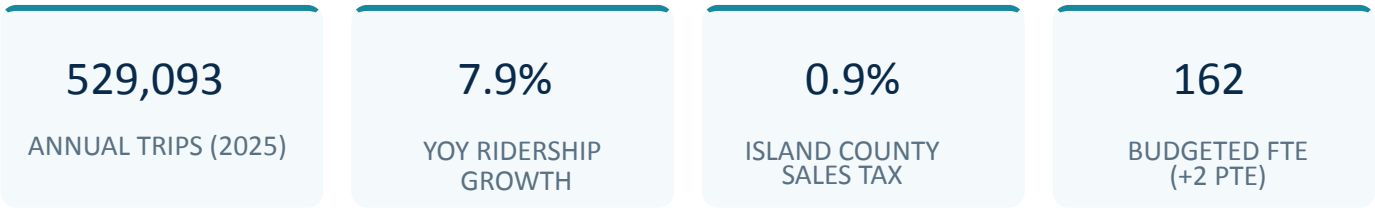
Following the public hearing and prior to the September 1, 2026 deadline, Island Transit will distribute the final Transit Development Plan to:

- 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.



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

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

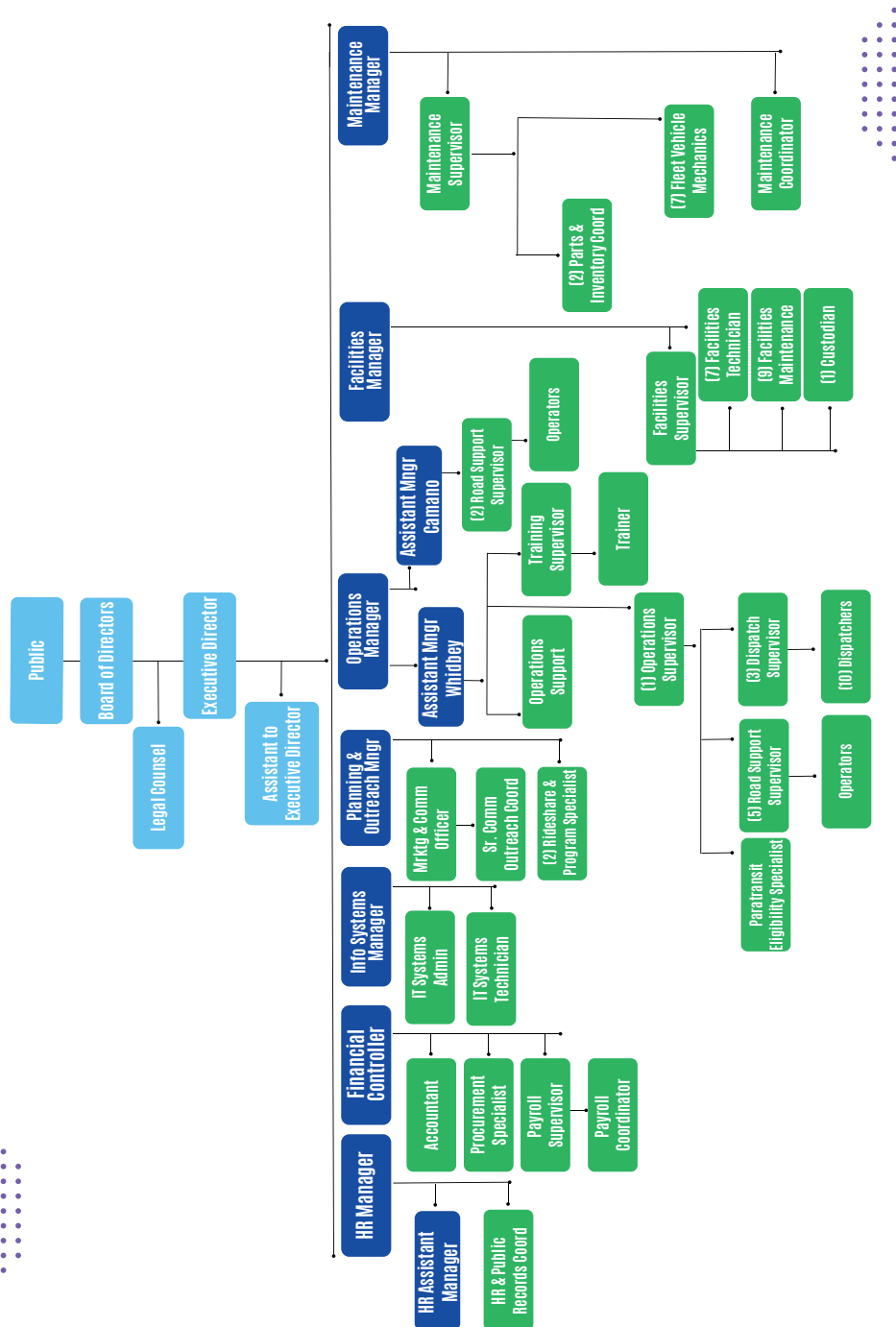
Systemwide ridership (Fixed/Deviated Route, Paratransit, and Vanpool) totaled 529,093 boardings, an increase of 7.9% from the previous year - reflecting the continued, steady recovery from the 2020 COVID-19 downturn. Fixed/Deviated Route boardings increased 5.3%, Rideshare (Vanpooling) increased 6.3%,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

- **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

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

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

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

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

Preservation (Replacement)	2026	2027	2028	2029	2030	2031
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	–	–	–	–	–
Total Capital Expense	\$11,624,404	\$34,887,654	\$15,329,122	\$25,196,167	\$10,827,446	\$7,080,330

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

REQUIRED ELEMENT VII

Planned Operating Changes 2026–2031

2026 Planned Activities	
SERVICES / PLANNING	• 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 • Conduct the development of a Long-Range Transit Plan (LRTP) • Update agency website
FACILITIES / EQUIPMENT	• Continue to improve ADA accessibility and overall rider comfort at bus stops by adding passenger amenities • Coupeville electrical upgrades including installation of new transformer • Replace computer servers and other IT hardware as necessary • Upgrade and replace dispatch hardware and communication equipment as necessary • Design & construct improvements to Coupeville fueling building • Finish construction of Terry's Corner Operator Break Facility • Conduct feasibility study for solar project at the Coupeville Operating Base
ROLLING STOCK	• Purchase replacement vehicles according to the schedule outlined in this plan • 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

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 • Design and Construct solar project at the Coupeville Operating Base
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 • Design and Construct solar project at the Coupeville Operating Base
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
- Design and Construct solar project at the Coupeville Operating Base

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

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

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

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
32	2018	Freightliner SC2 Glaval Legacy	11	4UZADRFD7JC1U8598	421	264503	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
33	2018	Freightliner SC2 Glaval Legacy	11	4UZADRFD9JC1U8599	422	270412	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
34	2018	Freightliner SC2 Glaval Legacy	11	4UZADRFD1JC1U8600	423	313121	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
35	2018	Freightliner SC2 Glaval Legacy	11	4UZADRFD3JC1U8601	424	267600	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
36	2018	Freightliner SC2 Glaval Legacy	11	4UZADRFD5JC1U8602	425	276444	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
37	2019	Freightliner SC2 Glaval Legacy	11	4UZADRFD2KCLH4464	426	286884	Yes	Yes	10	300000	Yes	Yes	\$890,000	2027	Hybrid diesel	Yes	25	Blodiesel	NO
38	2019	Freightliner SC2 Glaval Legacy	11	4UZADRFD4KCLH4465	427	276891	Yes	Yes	10	300000	Yes	Yes	\$890,000	2027	Hybrid diesel	Yes	25	Blodiesel	NO
39	2019	Freightliner SC2 Glaval Legacy	11	4UZADRFD6KCLH4466	428	285090	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
40	2019	Freightliner SC2 Glaval Legacy	11	4UZADRFD8KCLH4467	429	256202	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
41	2019	Freightliner SC2 Glaval Legacy	11	4UZADRFD9KCLH4468	430	238743	Yes	Yes	10	300000	Yes	Yes	\$890,000	2029	Hybrid diesel	Yes	25	Blodiesel	NO
42	2019	Freightliner SC2 Glaval Legacy	11	4UZADRFD1KCLH4469	431	262751	Yes	Yes	10	300000	Yes	Yes	\$890,000	2028	Hybrid diesel	Yes	25	Blodiesel	NO
43	2019	Freightliner SC2 Glaval Legacy	11	4UZADRFD8KCLH4470	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

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
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	1HA3GRBGJHN06388	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	1HA3GRBG3HN06456	519	167625	Yes	Yes	10	200000	Yes	Yes	\$230,000	2028	Gas	Yes	8	Gas	NO
53	2019	Eldorado AeroTech	11	1FD4FE4F57KDC65310	520	129171	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO
54	2019	Eldorado AeroTech	11	1FD4FE4F59KDC65311	521	117306	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO
55	2019	Eldorado AeroTech	11	1FD4FE4F50KDC65312	522	118260	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO
56	2019	Eldorado AeroTech	11	1FD4FE4F52KDC65313	523	128824	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO
57	2019	Eldorado AeroTech	11	1FD4FE4F54KDC65314	524	98634	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO
58	2019	Eldorado AeroTech	11	1FD4FE4F56KDC65315	525	113595	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO
59	2019	Eldorado AeroTech	11	1FD4FE4F58KDC65316	526	122597	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO
60	2019	Eldorado AeroTech	11	1FD4FE4F5XKDC65317	527	119241	Yes	Yes	10	200000	Yes	Yes	\$230,000	2029	Gas	Yes	8	Propane	NO

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? Yes/no
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

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Organization vehicle number	Actual life odometer	Meets financial needs of SGRR?	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? Yes/no
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	2C4RDGGB4HR687614	823	80128	Yes	Yes	8	150000	Yes	Yes	\$54,000	2025	Hybrid gas	No	7	Gas	NO
84	2017	DODGE CARAVAN	13	2C4RDGGB6HR687615	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

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
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.

RESOLUTION NO. 5-26

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 2026-2031, 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 2026-2031.

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 2026-2031 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 2026-2031.

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 2026-2031 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 2026-2031.

ADOPTED at an open public meeting of the Board of Directors of Island Transit on August 7, 2026.

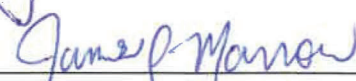
APPROVED AS TO FORM:



Matthew Hendricks, Attorney



Jenny Bright, Chair



James P. Marrow, Secretary

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