



**2022 ANNUAL REVIEW AND  
TRANSIT DEVELOPMENT PLAN 2023 – 2028**

*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 which enhance our Island quality of life.*

## EXHIBIT A

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Paul Arand, Finance Manager  
Tom Aichele, Maintenance & Facilities Manager  
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Meghan Heppner, Assistant to the Executive Director & Clerk of the Board  
Matt Hendricks, Legal Counsel

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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 [info@islandtransit.org](mailto:info@islandtransit.org).

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

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## INTRODUCTION

### **A focus on equity and the climate crisis**

Equity and the climate crisis continue to be the focus of Island Transit’s service and programs. It is about increasing access to opportunities and decarbonization. More specifically, it is about increasing and improving our service as planned in Island Transit *Maximized* and transitioning our fleet to zero emission vehicles.

In 2022 Island Transit began implementing the service improvements contemplated in Island Transit *Maximized*. This includes Sunday service, new routes and on-demand service zones, and improvements to existing routes so that riders—including essential workers and transit dependent customers—are better connected to where they need to go. On the climate front it includes the installation of solar panels at our two operating bases as well as the purchase of battery electric rideshare (formerly vanpool) vehicles. It includes the adoption of a zero emission fleet transition plan by the Island Transit Board of Directors at the March 3, 2023, Board meeting. It also includes the planning and procurement underway for the purchase of battery electric vehicles and their charging infrastructure.

This focus on equity and climate change has been underscored by legislative and policy changes on the federal and state level. Those changes are historic and transformative.

On the federal level, the Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act (IIJA), provides unprecedented levels of federal funding for our nation’s infrastructure, including local transit agencies such as Island Transit. To be eligible for many of those dollars, a transit agency must provide a plan outlining the steps it is taking to transition to a zero emission fleet. Concurrent policy guidance includes showing how the funding benefits historically disadvantaged populations.

On the state level, the Move Ahead Washington investment package provides historic levels of state funding for public transit agencies, particularly those who are fare free for youth. Another condition of the funding is that a certain percentage is used to benefit vulnerable populations and overburdened communities.

### **The policy framework of Island Transit’s 2023-2028 Transit Development Plan**

Island Transit’s 2023-2028 Transit Development Plan (TDP) and 2022 Annual Review identifies how the agency has met and will meet local and state long-range priorities for public transportation. This includes capital improvements, operating changes, and other programs. The plan addresses how to fund such programs as well.

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The State's transportation system policy goals as contained in [RCW 47.04.280](#) may seem outdated and not fully represent the new, broad legislative focus on equity and climate change. Nonetheless, the goals codified in RCW 47.04.280 remain the official transportation system goals for Washington State. Therefore, despite the shortcomings of those goals, Island Transit's TDP is organized around them and supports them. The TDP also supports regional and local comprehensive planning and economic objectives within Island County. The State transportation system policy goals currently are:

- **Economic Vitality – promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.** Island Transit contributes to economic vitality by providing fare free public transportation to places of employment, school, medical appointments, and other activities. Island Transit strives to support the local tourism industry and connects Island County to its four gateways and beyond.
- **Preservation – maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.** Island Transit maintains the agency's rolling stock, equipment, and facilities in a state of good repair.
- **Safety – provide for and improve the safety and security of transportation customers and the transportation system.** Island Transit maintains a safe and efficient operation, and strives to provide continual safety and risk training, including health and safety measures to protect the public and employees during the COVID-19 pandemic.
- **Mobility – improve the predictable movement of goods and people throughout Washington State.** Island Transit operates under the requirements of its Performance Standards Policy, and continually analyzes service to keep the system efficient and effective.
- **Environment – enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.** Island Transit is reducing its energy dependence through the installation of solar panels at its operating bases and improving its infrastructure in order to replace its carbon-fueled fleet with green energy, zero emission vehicles. The agency is also working to maximize its service so that more individuals will use transit, thereby reducing their impact on the environment.
- **Stewardship – continuously improve the quality, effectiveness, and efficiency of the transportation system.** Island Transit performs quarterly service performance reviews to ensure the route structure is efficient and effective while meeting the riders' needs.

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Island Transit has an additional goal, **Equity**. Although equity is not contained in RCW 47.04.280, it is at the heart of nearly everything we do. The goal of equity reflects our agency's ongoing commitment to improving access to opportunities and the benefits that focus provides.

- **Equity – ensure that everyone has access to opportunities to thrive.** Island Transit provides vulnerable, overburdened, and disadvantaged populations access to jobs, school, medical care, shopping, recreation, and social services. Island Transit does not charge a fare to ride its buses or use its paratransit service. Island Transit believes that access to opportunity should be at the center of our service and public investment decisions.

The Transportation Development Plan (TDP) provides a framework for guiding service delivery over the next five years. Island Transit reviews the plan annually and amends it to reflect funding realities and changing service needs and objectives. This document is a tool for communicating Island Transit's short- and mid-range plans to the public, and used within the organization to identify grant opportunities, for procurement planning, for budgetary purposes, and for updating the Regional Transportation Improvement Program (RTIP) and the State Transportation Improvement Program (STIP).

The goals listed above are consistent with local and regional goals and priorities as set forth in both the Island County Coordinated Public Transit – Human Services Transportation Plan, adopted in 2022, as well as the Island County long-range Regional Transportation Plan (RTP) *Access 2040*, adopted in September 2019 and currently being updated for *Access 2045*. The Island County RTP strives to address chronic mobility issues and recommends a number of strategies that Island Transit looks towards when drafting the agency's annual TDP update.

Island Transit strives to recognize the history, challenges, and needs of those who are Black, Indigenous, or people of color. We also strive to meet the needs of low-income citizens. We do that in part by not charging a fare for our bus service. We also focus on the needs of our essential workers, senior citizens, people with disabilities, and veterans who call Island County home. Our route network project examined ways to adapt our service to meet their needs and the new travel patterns that evolved during the pandemic.

The result of that work--Island Transit *Maximized*-- produced a number of service improvement proposals that the agency is now implementing. Subject to available labor, completion is planned for Winter 2024. These improvements include improved frequency and connections on key routes, Sunday bus service, late evening service, and new on-demand service in four locations in the county. Our new north end route is designed to provide additional service to Island County's only historically disadvantaged census tract.

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Significantly, Island Transit is transitioning to a zero emission fleet. Earlier this year a transportation engineering firm, Hatch LTK, completed a zero emission feasibility study. The Board subsequently adopted a plan for transitioning our fleet to zero emission vehicles by 2040. Additionally, the installation of solar panels at both of our operating bases moves us to a more sustainable, greener operating model.

While this Transit Development Plan focuses on Island Transit services, facilities, and goals, it is important to recognize the significance of multimodal transportation partners throughout the region. These partnerships and shared facilities make it possible for the public to travel across jurisdictional boundaries.

For instance, Island Transit serves two islands which have four gateway entrances. Our buses connect with the Washington State Ferries at the Clinton and Coupeville ferry terminals, and with our neighboring transit agencies in Anacortes, Mount Vernon, Stanwood, and Everett. Island Transit is working with its transit partners in the North Sound Transportation Alliance to study ways to efficiently improve connections up and down the Interstate 5 corridor. That work just received a state grant.

Another example is our planned South Whidbey Transit Center. Island Transit will build a transit center on the south end of Whidbey Island to provide a safe, off-street area to transfer between buses and on-demand vehicles, increasing the public's access to opportunities via transit. The new facility will also support the agency's transition to zero emissions, provide park and ride spaces in excess of 100 and create a place to easily access the new Ken's Korner to Clinton trail.

There currently is no place on the south end of Whidbey Island for customers to safely transfer (off-street) between buses, on-demand vehicles, and other modes. This facility will support the implementation of Island Transit's new on-demand service, a new service that will make it easier for people to access transit and the opportunities they seek. This new service is needed for the disproportionately high numbers of veterans and seniors in the south end, as well as those who come from the two disadvantaged census tracts in the north (in order to connect to Snohomish County and points south and west).

This facility will enable easier travel across the county and from one side of the Salish Sea to the other. It is regionally significant because of the improvements it will bring to cross-jurisdictional trips.

Island Transit will continue working with WSDOT and our local partners to improve access and safety at bus stops at various locations on state highways and county and city streets. Island Transit participated in WSDOT's study of State Route 532, the gateway to Camano Island.

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Finally, it is important to note that the implementation of our new service, as well as the agency's other goals, strategies, and actions, are dependent on increasing Island Transit's workforce and the on-going financial stability of the agency.

### **SECTION 1 – ORGANIZATION AND FUNDING**

Island Transit is the business name for the Island County Public Transportation Benefit Area (PTBA), and it is a municipal corporation. The PTBA is authorized by RCW 36.57A and is a separate governmental entity from Island County.

#### **Island Transit History at a Glance**

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. Service started with a small system providing fixed route service moving 161 riders on the first day of service. It has since evolved into a countywide system providing bus service to nearly 962 riders daily commuting to work, traveling to businesses, and accessing services or connecting to ferries and neighboring transit systems. Today Island Transit provides a full suite of transportation services including fixed, paratransit and vanpool services providing over 380,574 trips annually. Other notable historic achievements include:

#### **1980 - 1989**

In 1983, Island Transit was formally established as a public transportation benefit area, a municipal corporation, per RCW 36.57A. Voters approved a 3/10ths of 1 percent local sales tax to fund Island Transit services that November. Following a court decision resulting in implementation of the tax in 1985, Island Transit began fixed route service in December 1987 carrying 161 riders that first day. The following year the vanpool program began, and bus service expanded to South Whidbey to include regularly scheduled hourly service.

#### **1990 - 1999**

In 1990, improvements continued with the first dedicated transit-only lane at the Clinton ferry dock and expanded services supporting the Clinton Ferry. In 1991, Island Transit introduced Special Needs Service, aka Paratransit service. By March 1992, Island Transit became the first transit system in Washington to be in full compliance with the Americans with Disabilities Act. May 1992 Island Transit received the Elizabeth H. Dole Silver Award, a national safety award and the highest honor awarded by APTA. Only five transit systems in North America had received the award at the time. 1992 also saw growth of the PTBA with voters approving annexation of the north end of Whidbey Island.

During the mid-1990s, Island Transit continued to grow and received a Rural Mobility Grant for a demonstration project providing service on Camano Island from January through June 1994.



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The pilot project was successful, thus in May 1995 annexation of Camano Island into the PTBA's service area became a reality. By 1998, Camano Island's service doubled and expanded into Stanwood with hourly service.

Whidbey Island facilities continued to expand. Oak Harbor's Harbor Station transit hub opened for service on December 20, 1996. Island Transit and Skagit Transit established a partnership providing service to Mount Vernon from Whidbey Island. However, in 1999 voters also approved ballot measure I-695, eliminating Motor Vehicle Excise Tax funding support for transit agencies, as of January 2000. As a result, Island Transit eliminated Saturday service and service to Mount Vernon.

### **2000 - 2009**

In May 2000, Island County voters approved an additional 3/10s of 1 percent local sales tax revenue for Island Transit; this brought the total revenue to 6/10s of 1 percent to fund public transportation services in Island County. By August of that year, Island Transit reinstated modified Saturday service. The agency received another Rural Mobility Grant from the state that again supported service connections between Island and Skagit counties as of July 1, 2001.

Island Transit service continued expanding and the agency began planning for a new, modern facility to support the growing operational and maintenance demands of the bus fleet. In 2004, Island Transit received the first of several federal grants to assist with growing facilities demands on both Whidbey and Camano islands. In October 2004, WSDOT held a dedication ceremony for Camano Island's Terry's Corner Park & Ride. This coincided with expanded commuter service connections in Stanwood with Community Transit.

In 2005, Island Transit and the State of Washington collaborated on planning for new Park & Rides located on Camano Island and the Whidbey communities of Langley, Coupeville, and Freeland. On September 6, 2005, Island, Skagit, and Whatcom transits' launched the "County Connector" which provided service between Island, Skagit, and Whatcom counties. Island Transit's service is Routes 411W (Whidbey) and 411C (Camano).

Island Transit continued to expand with new service routes in Oak Harbor and South Whidbey, as well as acquiring property adjacent to the existing base in Coupeville, a product of a partnership between Island Transit, Naval Air Station Whidbey Island, Plum Creek Timber, and Whidbey Camano Land Trust. The new Camano Satellite Facility was finished, and the agency held an open house and dedication ceremony on November 27, 2006. Service changes included the "Everett Connector" partnership between Island, Skagit, Everett, and Community Transits, establishing Island Transit's Route 412 to Everett. Island Transit's service increased by 43% from 2005 to 2007. In 2009, Island County voters approved an increase of 3/10s of 1 percent local sales tax, which brought the total sales tax revenue to 9/10s of 1 percent, the current maximum

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allowed by State law. This allowed Island Transit to maintain existing levels of service.

### **2010 - 2019**

In 2011, an important milestone was reached for Island Transit's plan of new main base facilities. The state awarded funds to realign the Parker Road/SR 20 intersection and construct a secondary access to the Island Transit facilities in Coupeville. In October, Island Transit received a federal grant through the FY11 State of Good Repair program for the new Whidbey Main Operations Base Facilities. The new project started with the groundbreaking in April 2012. Island Transit moved into the new facilities in June 2013, and in May 2014, the agency held the official grand opening and ribbon cutting.

Island Transit also experienced challenges during this period. Shifting state funding priorities meant the loss of Everett Connector (412) funding, which resulted in suspension of the service. A depressed economy and elevated fuel prices affected Island Transit's sales tax revenue and placed the agency in a fiscal crisis. Needing to reduce costs in response to the emergency, Island Transit reduced service to Monday through Friday, adjusted existing routes, and laid off staff and operators.

In 2015, the agency saw an improvement in their financial situation, which was a direct result of the cost cutting measures taken earlier, as well as reduced fuel prices and an improving economy. Island Transit provided a small service expansion on South Whidbey in April 2015 and received notice that the State would award operating funds for the Everett Connector (412) until June 2017, contingent upon an 8% fare box recovery. The Everett Connector resumed service in June 2016 and included the first fare for riding an Island Transit bus.

Finances further improved from 2016-2018 with robust sales tax revenue and an improving economy. In 2017, staff implemented a service improvement plan, improving connections across the fixed route system and with Washington State Ferries. The agency's Board of Directors directed staff to research the implementation of a fare structure. In 2018, upon receiving the results of the fare study and conducting extensive public outreach, the Board of Directors voted not to implement a fare structure. That February, Saturday service began again on Camano and Whidbey Islands.

In 2018, Island Transit refreshed their mission statement to one that was more concise and impactful. The mission statement update served two purposes: 1) to help agency employees understand the value of their work better; and 2) to help the public understand the purpose and value of the agency. Staff began the process for engaging in long-range planning. In May 2019, streamlining the fixed route structure resulted in extended Saturday service on Whidbey, as well as other service adjustments. Commuter service to Naval Air Station Whidbey Island (NASWI) began, running from the Ault Field Base and naval housing, by way of Harbor Station in Oak

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Harbor. This was a longtime goal of NASWI, Island Transit, and the City of Oak Harbor.

In November 2019, in an effort to reduce car taxes and fees, the voters of Washington State approved Initiative 976. (A majority of Island County residents voted against the initiative.) I-976 jeopardized 19% of the agency's operating revenue and puts capital dollars at risk. Following the passage of I-976, WSDOT notified Island Transit that the vanpool funding (\$514,000) previously awarded would not occur. Funding for the state's share of the agency's operating revenue was not on the cut list, but assuming that future cuts were coming, the Island Transit Board of Directors approved a 2020 budget that anticipated receiving 80% of the state operating assistance and no state capital dollars for vanpool purchases.

The Washington State Transit Association (WSTA) and other entities filed a suit questioning the constitutionality of I-976. Late 2019/early 2020 saw the fight against I-976 go to the State Appeals Court and the State Supreme Court, which found Initiative 976 unconstitutional.

### **2020 - 2021**

Early 2020 saw the first wave of the COVID-19 global pandemic to hit Washington State. Governor Jay Inslee declared a state of emergency, the Island County Commissioners issued an emergency declaration as well, and the Island Transit Board of Directors passed a resolution allowing the agency to respond accordingly. Ridership was down 90% at one point. Several employees contracted COVID-19, and Island Transit was able to support them through their illness. Some employees worked remotely. The agency immediately moved to virtual meetings instead of holding meetings in person.

On March 23, 2020, the agency made emergency service reductions. On April 6, 2020, the agency implemented a revised emergency service plan, with four routes on each island, service Monday through Friday, and cancellation of Saturday service. Amidst the pandemic, Island Transit's role in serving essential workers and essential trips became noticeably clear. The agency put in place additional mitigation measures that allowed Island Transit to continue to provide service for essential workers despite the pandemic and to focus on the health and safety of riders and staff. These measures included improvements to our buses with new health and safety best practices. We began daily hydrostatic bus cleaning, universal mask availability and placing hand sanitizers on buses, new social distancing requirements, installation of safety shields for coach operators and active air sanitation systems on our fleet. The agency hired on-site security personnel for Harbor Station in Oak Harbor, which continues.

The agency collaborated with Island County and Island County Public Health by placing large signs on the exterior of buses that asked residents to "Mask Up". As the pandemic worsened, state government mandated social distancing on buses; this resulted in reducing the carrying capacity and created the need for backup "shadow" buses. Face coverings were also mandated.

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Later that year Island Transit received \$3.2 million in federal CARES Act funding. This funding was for all COVID-19-related expenses incurred since January 20, 2020, as well as to replace local sales tax revenue lost because of the pandemic's economic impacts. That funding was followed by a second (CRRSAA) and third (ARPA) round of additional federal funding for Island Transit.

On July 6, 2020, Island County transitioned from Phase 2 to Phase 3 of the Washington State phased reopening plan and the agency implemented a modified service plan. The service increase included trips on Saturday, more service to the ferry dock in Clinton, service to Naval Air Station Whidbey Island, and reinstatement of Route 6 on Whidbey Island, as well as trips between Camano Island and Everett. Several agency staff contracted COVID-19. Dispatch moved to a temporary location while it received a deep cleaning. Despite these challenges, Island Transit did not miss a single day of service.

### **2022-current**

The COVID pandemic remained with us. In the spring and summer of 2022 there was an uptick of cases despite the availability of the vaccine and booster shots. In the month of April 2022, not long after the federal mask mandate was suspended, Island Transit had the most cases of COVID among its employees since the pandemic began. Thankfully, in most cases the illness was not severe. Despite the continuation of the pandemic, Island Transit was able to increase our focus on equity and climate with several new projects.

The first was the implementation of significant new service improvements, called Island Transit *Maximized*. On April 1, 2022, the Island Transit Board approved the service improvement recommendations contained in that plan. That plan was the result of work by Fehr & Peers, who studied the Island Transit route network and looked for ways our service could better meet the needs of Island County. The goal was to propose changes to increase access to transit and opportunities.

The service improvements included multiple sets of changes in service, with the last installment scheduled for Winter 2024. The improvements include five zones of new on-demand service, an extended route, more trips on key routes (including later in the evening), a seasonal route connecting the Central Whidbey parks, a new route in Oak Harbor, and service on Sundays for the first time in the agency's history. Transit service, including complementary paratransit service, will extend past the existing fixed route service areas to new un- and under-served areas. As part of this, the agency acquired new scheduling software so that paratransit and on-demand customers can schedule their trips on-line, if they wish, instead of calling the Island Transit dispatch.

Prior to increasing the service, the agency completed a financial feasibility study to ascertain

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what level of improvements could be financially sustained. That work was completed by The Center for Economic and Business Research at Western Washington University.

In addition, in 2022 the agency began addressing our climate crisis through several initiatives. This included the installation of solar panels at the two operating bases during the summer of 2022. That project was funded largely by a grant from the State of Washington's Commerce Department. The year also saw the creation of an employee team focused on sustainable business practices, called the "Green Team".

In the spring of 2022 the Washington State Legislature passed the Move Ahead Washington investment package. In that measure, thanks to the work of State Representative Dave Paul, Island Transit was awarded two major grants: \$330,000 for the Terry's Corner Staff Support Facility (on Camano Island) and \$7 million for Island Transit's transition to zero emissions.

With the design of Island Transit's route network updated, the agency moved to determine the technologies that would work best to decarbonize the agency's fleet. To assist in this process, again with grant funds from the State of Washington, the agency retained HATCH LTK to study the unique needs of our agency and county. The Facilities and Maintenance Manager along with the Executive Director, also increased their focus on learning about zero emission options. As the ultimate decision makers, the Island Transit Board of Directors received best practice information and traveled to see firsthand the different technologies at work.

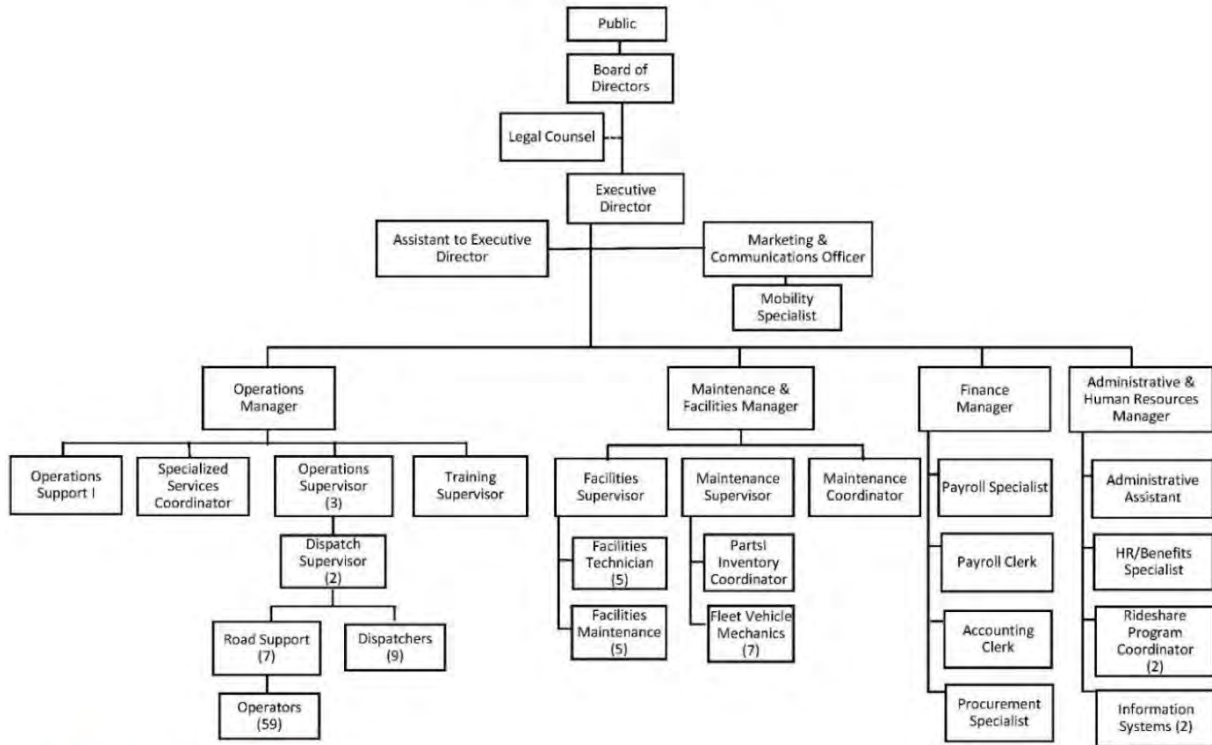
All of this culminated in the Board's adoption of a Zero Emission Fleet Transition plan for Island Transit on March 3, 2023. (See Appendix A.) This plan sets a goal of transitioning the bus fleet by 2035, and the remainder of the fleet by 2040. It also sets forth a schedule for making infrastructure improvements to support this transition, including the installation of fueling and charging infrastructure at the agency's two operating bases. The Whidbey bus fleet will be replaced with hydrogen fuel cell buses and battery electric on-demand and paratransit vehicles. On Camano the entire fleet is planned to be battery electric.

During this time the agency, helped by consultants KPFF, has been working on two major capital projects: the Terry's Corner Staff Support facility (a bathroom and breakroom for our Camano-based Coach Operators), and the South Whidbey Transit Center project. The latter project was just awarded \$7.52 million in federal funds for design and construction from the Federal Transit Administration. A \$4 million CDS request for that project is also in the FY2024 markup.

For a list of grants awarded administratively to Island Transit through 2023, see Appendix B.

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## Organizational Chart - 2023



Rev 5.19.2023

As of July 2023 Island Transit had 122 full-time equivalent (FTE) and 7 PTE employees.

| Department                       | Full-time Equivalent (FTE) Employees |
|----------------------------------|--------------------------------------|
| Executive Administration         | 2 FTE                                |
| Administration & Human Resources | 7 FTE                                |
| Finance                          | 5 FTE                                |
| Information Technology           | 2 FTE                                |
| Operations                       | 14 FTE                               |
| Operators                        | 53 FTE (5 PTE)                       |
| Dispatchers                      | 11 FTE                               |
| Maintenance                      | 13 FTE                               |
| Facilities Maintenance           | 15 FTE (2 PTE)                       |

### Organizational Structure and Governance

A six-member Board of Directors governs Island Transit. They provide agency financial oversight and policy guidance. The Board of Directors hold monthly regular open public business meetings. The Board of Directors is comprised of the following:



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- Two 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)

### SECTION 2 – FACILITIES

Island Transit dispatches all Whidbey Island services and weekend Camano Island services from its main administrative/operations and maintenance facilities at 19758 SR 20, in Coupeville on Whidbey Island. The Camano satellite base located on 174 Can Ku Road dispatches weekday service on Camano Island.

There are a total of eight park & rides in Island County; Island Transit owns two of these park & rides, aka “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 that may lend themselves to future uses. 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)

Information about Island Transit’s rolling stock, owned equipment, and facility inventory are found in the agency’s Transportation Asset Management Plan (TAMP). See Appendix C.

### SECTION 3 - SERVICE CHARACTERISTICS

Island Transit provides fixed route bus service, commuter express bus service, on demand, and paratransit service within  $\frac{3}{4}$  of a mile of fixed route lines. All Island Transit buses are accessible to persons with Americans with Disabilities Act (ADA) requirements and Island Transit’s fixed route and paratransit services are fare free for all.

The agency provides service on Whidbey Island, Monday – Friday, 3:45 AM to 7:50 PM, and on Saturday-Sunday, from 6:45 AM – 7:00 PM. Services are provided on Camano Island Monday – Friday, 5:45 AM – 7:30 PM, and Saturday-Sunday 7:30 AM – 6:30 PM. Island Transit does not

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currently provide service on the following holidays: New Year's Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day; and Christmas Day.

Whidbey Island service currently includes nine weekday fixed routes, six weekend fixed routes, one on-demand route, and a seasonal Central Whidbey State Parks route.

- A primary connecting route service between Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, and Clinton Ferry.
- Ten routes serving the City of Oak Harbor.
- Seven 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 terminal.
- Clinton Commuter serving afternoon commuters from Clinton/Mukilteo Ferry to area park and rides.
- Naval Air Station Whidbey Island accessed via an on-demand service.
- On-demand service Monday to Friday currently servicing northeast of Oak Harbor city limits. Additional On-demand zones are planned to begin in late 2023.
- 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).

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

- Two island-wide rural routes.
- 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, Everett Community College, WSU Everett, and near Providence Regional Medical Center Everett.

Saturday and Sunday service for Whidbey and Camano Islands includes:

- Routes serving North, Central, and South Whidbey Island, and Camano Island.
- A primary connecting route between Oak Harbor, Coupeville, Coupeville Ferry, Greenbank, Freeland, Bayview, and Clinton Ferry.
- A connecting route to Deception Pass State Park.
- A Central Whidbey State Parks route serving the Coupeville Ferry, Fort Casey State Park, Island County Historical Museum, and Fort Ebey State Park.



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- A connecting route serving the Coupeville/Port Townsend Ferry terminal.
- 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, Skagit County).

All fixed route buses are equipped with bike racks and can accommodate two mobility devices. There are rental bike lockers available in select locations.

### **Paratransit Service**

Island Transit Paratransit service is origin-to-destination, shared-ride public transportation services required by the ADA for eligible persons. All of Island Transit's fixed route buses are wheelchair accessible, offer designated priority seating, and 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. Five new battery-electric vehicles were just added to the service. With new legislation, beginning September 1, 2021, a minimum of three participants are required to be eligible for a Rideshare vehicle. The trip must start or stop within Island County to qualify for the program. Rideshare groups travel between 10 - 155 daily round trip miles, 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 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.

For statistical information regarding ongoing and projected operations for fixed-route, paratransit, and rideshare service, see Section 10.

### **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

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Island Transit’s fixed route and paratransit areas or hours of operation. Island Transit, as a partner in the program, provides the vehicle, 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. Nonprofit social service organizations served include:

- Whidbey Veterans Resource Center (2). Transportation for South end Whidbey Island Veterans to the VA Hospital in South Seattle three times a week

**Systemwide 2022 Ridership Statistics:** Systemwide ran increase of(Fixed/Deviated Route, Paratransit, and Vanpool) with 380,574 boardings, increased 13.9% from the previous year. The increase reflects the slow and steady recovery from the 2020 COVID-19 downturn which triggered three service changes. Fixed/Deviated Route boardings increased 2.85%, Rideshare (Vanpooling) rose 4.85%, and Paratransit boardings climbed 19.21%.

**Rideshare (Vanpool) 2022 Ridership Statistics:** The 58,540 passenger trips recorded during 2022 was an increase of 2.33% from the previous year’s tally. Rideshare (Vanpool) Groups fluctuated between 20 and 25, influenced by the COVID-19 pandemic, retirements at Boeing and other corporations, and the implementation of remote work. Vans operate throughout a six-county region. With trained volunteer drivers in place, these vanpools carried an average of 122 daily riders, removing over approximately 98 vehicles from congested roadways and ferries each weekday.

### SECTION 4 – SERVICE CONNECTIONS

Island Transit serves the population of Island County, as well as providing connections outside of Island County. These regionally significant connections include, but are not limited to, the following:

|                 |   |
|-----------------|---|
| Skagit Transit  | Whidbey Island service connections six days a week between Harbor Station in Oak Harbor and the Skagit Transit March’s Point Park & Ride. (Skagit Transit only serves March’s Point six days out of seven.) Camano Island service connections between Terry’s Corner Park & Ride and Skagit Station in Mount Vernon. Skagit Station provides follow on connections with Skagit Transit, Whatcom Transit, Amtrak, and Greyhound. |
| Everett Transit | Camano Island service connections between Terry’s Corner Park & Ride and Everett Station. Everett Station provides follow on connections with Everett Transit, Sound Transit, Community Transit, Skagit Transit, Greyhound Lines, Northwestern Trailways, and Amtrak.   |

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|                                     |  |
|-------------------------------------|--|
| Coupeville Ferry Terminal           | Island Transit provides connections to the Washington State Ferry system at the Coupeville terminal for transfer to Port Townsend. In Port Townsend Jefferson Transit provides connecting services for transit riders.   |
| Clinton Ferry Terminal              | Island Transit provides connections to the Washington State Ferry system at the Clinton terminal for transfer to Mukilteo. In Mukilteo, Community Transit, Everett Transit, and Sound Transit provide connecting services for transit riders.  |
| Amtrak                              | Island Transit Routes 411W, 411C and 412 provide service or connections to Skagit Station and Everett Station where Amtrak services are available.   |
| Greyhound Lines                     | Island Transit Routes 411W, 411C and 412 provide service or connections to Skagit Station and Everett Station where Greyhound services are available.  |
| Park & Rides (P&R)                  | <p>Fixed route service is available at the following lots:</p> <p>Clinton Park &amp; Ride, SR 525 &amp; Deer Lake Road</p> <p>Noble Creek Transit Park, Camano Avenue &amp; Sandy Point Road, Langley*</p> <p>Bayview Park &amp; Ride, SR 525 at Bayview Road</p> <p>Freeland Park &amp; Ride, SR 525 (Trinity Lutheran Church) &amp; Woodard</p> <p>Greenbank Park &amp; Ride, SR 525 &amp; Bakken Road</p> <p>Prairie Station Transit Park, 201 S. Main, Coupeville*</p> <p>Harbor Station Transfer Center, 760 SE Bayshore Drive, Oak Harbor*</p> <p>Oak Harbor Park &amp; Ride, SR 20 &amp; Hoffman Road</p> <p>Terry's Corner Park &amp; Ride, SR 532 &amp; Sunrise Boulevard, Camano Island</p> <p>*Indicates facilities Owned and Maintained by Island Transit.</p> |
| National and Washington State Parks | Island Transit provides access to Ebey's Landing National Historical Reserve, Deception Pass State Park, South Whidbey State Park, and Fort Casey State Park on Whidbey Island, and Cama Beach State Park on Camano Island.  |
| Educational Facilities              | Fixed route service is available to many public and private schools throughout the service area. A number of these routes coincide with schools' hours of operation. Island Transit provides service to the Skagit Valley College campus in Oak Harbor and Everett Community College in Everett.   |

## SECTION 5 – REPORT and ACTIVITIES ACCOMPLISHED IN 2022

Per RCW 47.04.280, the Washington State Legislature outlined policy goals for the planning, operation, performance of, and investment in the state’s transportation system. Below are the policy goals, also referred to as the WSDOT State Transportation Goals, plus our additional goal of Equity, followed by an account of Island Transit’s compliance activities in 2022. Many of these activities addressed multiple goals.

### ***Economic Vitality – promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy***

- Began the implementation of Island Transit *Maximized*, expanding Island Transit’s bus service to meet the changing needs of Island County.
- Kept transit service running despite workforce challenges.
- Positioned the agency favorably for grant awards and increased funding; Executive Director is a Board member of The Bus Coalition (a national organization that advocates for increasing federal bus funding), the President of the Washington State Transit Association (WSTA), and treasurer of the Economic Development Council of Island County.
- Steering Committee member of North South Transportation Alliance (NSTA).
- Maintained the relationship with Island County Tourism.
- The Washington State Transit Association successfully advocated for the passage of Move Ahead Washington, which significantly increased state funding of local transit agencies including Island Transit.

### ***Preservation – maintain, preserve, and extend the life and utility of prior investments in transportation systems and services***

- Obtained approval to use federal bus funding to purchase nine battery electric ADA-accessible on-demand vehicles, rather than conventionally powered vehicles for vehicle replacements.
- Solar panels were installed at the Whidbey and Camano operating facilities.
- Spent federal funding received through the CARES, CRRSAA, and ARP pandemic response programs.
- Continued installing bus stop seats.
- Completed update to the agency’s Transportation Asset Management plan (TAMP).

### ***Safety – provide for and improve the safety and security of transportation customers and the transportation system***

- Continued health and safety best practices adopted during the COVID-19 pandemic including daily hydrostatic bus cleaning, universal mask availability, hand sanitizers on

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buses, bus air sanitation systems, and safety shields for coach.

- Continued on-site security personnel at Harbor Station in Oak Harbor.
- Distributed yellow reflective safety vest to bus riders.
- Installed two safety harness systems for working on bus rooftops.

### ***Mobility – improve the predictable movement of goods and people throughout Washington State***

- Began implementation of the Island Transit Board approved Island Transit *Maximized* set of bus services improvements.
- Participated in Island Regional Transportation Planning Organization (IRTPO) Policy Board, Technical Advisory Committee (TAC), and Transportation Equity Committee (TEC).
- Continued the RideLink pilot program to support connections between service organizations and their clients.
- Continued the work to build a new transit center on South Whidbey which will improve the movement of people on our system and throughout the region.

### ***Environment – enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment***

- Undertook a consultant-led feasibility study process to plan Island Transit’s transition to a zero emission fleet.
- Installed solar panels at our Coupeville and Camano operating base.
- Purchased five battery electric Rideshare (formerly vanpool) vehicles.
- Continued planning for South Whidbey Transit Center focusing on the opportunity to further decrease the public’s carbon footprint, as well as meet Island Transit’s decarbonization goals.

### ***Stewardship – continuously improve the quality, effectiveness, and efficiency of the transportation system***

- Began efforts to select a new customer-focused scheduling software for Island Transit’s new on-demand bus service and paratransit service.
- Begin design for a staff support facility (bathroom and breakroom) at Island Transit’s Terry’s Corner Transit Center on Camano Island.
- Provided flashlights and reflective wristbands to improve visibility and make it easier for Coach Operators to see passengers who are waiting for the bus when it is dark.
- Received line items of \$331,000 (Terry’s Corner Transit Center staff support facility) and
- \$7 million (transition to a zero emission fleet) in the state’s Move Ahead Washington transportation investment package passed by the legislature.

### ***Equity – ensure that everyone has access to opportunities to thrive***

- Continued to provide disadvantaged populations access to jobs, school, medical care, shopping, recreation, and social services during the pandemic.

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- Began implementation of Island Transit Maximized bus service improvements, increasing access to opportunities for essential workers and disadvantaged populations.
- Began supportive employment of a disabled individual.
- Provided new non-discrimination training for all staff.

### SECTION 6 – ONGOING AND PLANNED ACTIVITIES FOR 2023

The activities in Section 6 are ongoing and planned strategies for 2023. They contribute to Island Transit's transportation goals:

#### Economic Vitality

- Continue to implement service improvements outlined in the Board adopted Island Transit *Maximized* plan. This will result in a more than 30% increase in Island Transit's service, including Sunday service, for the first time in the agency's history.
- Continue working on planning and site acquisition for South Whidbey Transit Center, with the assistance of an architectural and engineering consultant.
- Continue to participate in North Sound Transportation Alliance (NSTA), Washington State Ferries planning processes, and the Island Region Transportation Planning Organization (IRTPO).
- Participate as a board member in The Bus Coalition (TBC), Washington State Transit Association (WSTA), local service organizations, Economic Development Council for Island County, and chambers of commerce.
- Collaborate with Island County Tourism on materials that promote agency service as an option for visiting Island County.

#### Preservation

- Monitor service metrics to 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.
- 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 fleet sized appropriately. Continued monitoring and evaluating park & ride usage.
- Complete design and begin construction of a staff support facility at Terry's Corner Transit Center on Camano Island.
- Participate in Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) funding opportunities, as well as the State Consolidated grant program, and other federal, state, and local funding programs, as appropriate.

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### Safety

- Review safety measures for agency bus yards and facilities, implementing improvements.
- Retain safety consultant to assess safety practices at Island Transit and update safety policies for the agency.
- Maintain COVID-19 adopted cleaning measures in agency vehicles and facilities.

### Mobility

- Continue the implementation of Island Transit *Maximized* service improvements, including Sunday service and other improvements.
- Provide transit for essential workers, people with disabilities, disadvantaged populations, area residents and tourists.
- Complete the site acquisition process for a new transit center on south Whidbey Island.
- Awarded a \$7.52 million grant from the Federal Transit Administration to plan, design, and build the South Whidbey Transit Center. \$4 million CDS request for the project in FY24 markup.
- Complete installation of Passenger Information Systems in existing buses, thereby improving speed, reliability, and access to transit, as well as improving rider experience.

### Environmental Quality and Health

- Island Transit Board of Directors adopted a zero emission fleet analysis, providing a zero emission fleet transition plan for entire fleet. .
- Continuing to engage staff through the employee-led “Green Team” to seek ways to improve the sustainability of the agency’s work practices and educate employees on opportunities to reduce Island Transit’s carbon footprint.
- Undertake an energy efficiency assessment of the agency’s operating bases and facilities to find opportunities to conserve energy and reduce the carbon footprint.
- Complete improvements to the server-room HVAC system and begin work to update the HVAC system for the Coupeville operating base.
- Begin planning for hydrogen fueling and electric charging needed for the transition to zero emission vehicles.
- Assign battery electric Rideshare vehicles to interested vanpool groups.
- Begin property acquisition and continue planning for South Whidbey Transit Center focusing on the opportunity to further decrease the public’s carbon footprint, as well as meet Island Transit’s decarbonization goals.

### Stewardship

- Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.
- Conduct the Community Surplus Vehicle Program (CVSP) to improve equitable access to transportation throughout Whidbey and Camano Islands and strengthen connections in

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the community.

- Install alignment equipment in the Maintenance shop to provide less costly, in-house bus realignments.
- Complete efforts to select a new customer-focused scheduling software for Island Transit's new on-demand bus service and paratransit service.
- Acquire new payroll software to improve efficiency of system process.
- Begin phased in implementation of rebranding of Island Transit's logo and colors. This includes replacing the old logo and paint scheme on the agency's materials, website, facilities, and vehicles. This rebranding comes as the agency implements Island Transit *Maximized* service improvements and adds a new mode of service: On-Demand.

### Equity

- Continue the implementation of Island Transit *Maximized* service improvements, including Sunday service to help essential workers and disadvantaged populations.
- Begin property acquisition for a new transit center in Whidbey's south end.
- Provide transit service, including complementary paratransit service, that will extend past the existing fixed route service areas to new un- and under-served areas.

**Grants:** See Appendix B for grants awarded to Island Transit through 2023.

## SECTION 7 – PLANNED ACTIVITIES FOR 2024

The activities in Section 7 are action strategies for 2024. They will contribute to meeting Island Transit's transportation goals:

### Economic Vitality

- Complete the implementation of Island Transit *Maximized* service improvements, including the addition of late evening.
- Continue rebranding of Island Transit's logo and colors. This includes replacing the old logo and paint scheme on the agency's materials, website, facilities, and vehicles.
- Complete preliminary design and engineering for new South Whidbey Transit Center.

### Preservation

- 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.
- 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 fleet sized appropriately and reflects zero emission goals. 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.



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- Study and plan HVAC upgrades for Coupeville Operating base.
- Begin phased in implementation of rebranding of Island Transit's logo and colors. This includes replacing the old logo and paint scheme on the agency's materials, website, facilities, and vehicles. This rebranding comes as the agency implements Island Transit *Maximized* service improvements and adds a new mode of service: On-Demand.
- Update agency's Transit Asset Management plan (TAMP).

### Safety

- Continue practicing COVID-19 health and safety measures through the end of the pandemic. Maintain staff engagement.
- Complete 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, as well as participating in coordinated regional emergency management planning process.
- Build Terry's Corner staff support facility.

### Mobility

- Implement new service, including late evening service to better meet the mobility needs of the public, business community, and visitors in a post- pandemic world.
- Conduct public outreach to better inform or educate the public on services and bus capabilities.
- Improve website and trip planning tools. Move the website to a new platform that better meets the agency's needs.
- Complete preliminary design and engineering for new South Whidbey Transit Center.

### Environmental Quality and Health

- Begin acquiring zero emission vehicles, starting with on-demand vehicles; install the charging stations needed at the operating base for these new vehicles. Complete plans for hydrogen fueling.
- Work with third party vendor to install publicly accessible electric vehicle charging stations at Terry's Corner Transit Center.
- Complete preliminary design and engineering for new South Whidbey Transit Center.

### Stewardship

- Complete implementation of multiple on-demand service zones which in part replace unproductive scheduled bus service.
- Auction and/or surplus excess vehicles and equipment.
- Continue rebranding of Island Transit's logo and colors. This includes replacing the old logo and paint scheme on the agency's materials, website, facilities, and vehicles.
- Hire new staff to achieve ZEV transition and for upcoming capital projects.

### Equity

- Complete implementation of Island Transit *Maximized* service improvements.

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- Continue to support employment program for staff with disabilities.
- Review opportunities to improve access to information via various channels, including our website, particularly for those who are disadvantaged or differently abled.
- Implement new initiatives to reach small, disadvantaged and/or woman-owned businesses. Initiate an annual Disadvantaged Business Enterprises (DBE) conference in partnership with the Washington State Office of Minority and Women’s Enterprises (OMWBE).

### SECTION 8 – PLANNED ACTIVITIES FOR 2025 – 2028

Island Transit will continue to provide efficient fixed route service, a strong rideshare program, and ADA paratransit service within three-quarters of a mile of fixed route lines. Actions planned over the next six years are intended to reduce impact on the environment and improve access to employment centers, shopping areas, health facilities, housing areas, education facilities, and other existing bus, rail, and ferry systems for all persons, irrespective of age, income, or physical challenges.

Planning includes capital projects and service expansions that may require grant funding to complete. The timing of grant funds can be unpredictable. **Project timelines may be pushed forward or back, depending on staffing and grant availability.** In the event that staff or grant funding is not available or insufficient to complete a project, it will be reevaluated. Assumptions for ridership, any fares, and costs are internal estimates based on the best available information.

#### 2025 - 2028

#### Planned Activities

- |                   |   |
|-------------------|---|
| <b>Planning</b>   | - Assess and evaluate efficiency of operations to find opportunities to increase and improve service.   |
|                   | - Provide service to passenger-only ferry.  |
|                   | - Support tourist economy by promoting bicyclist trips on buses and efforts to create off-island parking for those who want to leave their car at home.   |
|                   | - Evaluate reserves and investment policies.  |
|                   | - Apply for funding through federal, state, and local grants, as available.   |
| <b>Facilities</b> | - Complete construction of South Whidbey Transit Center.  |
|                   | - During construction and remodeling projects, build facilities which are “light on the earth” and meet industry environmental sustainability standards.  |
|                   | - Install the necessary charging and fueling equipment to support the new zero emission vehicles. Assess the need for additional space at both operating bases to support zero emission and other future needs. |

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- Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc.
  - Look for opportunities to install electric vehicle charging stations at agency facilities when construction and funding opportunities arise.
  - Put in place energy conservation and carbon reduction measures at agency facilities if not completed in earlier years.
  - Complete the replacement of the old logo and paint scheme on the agency's materials, website, facilities, and vehicles.
- Equipment**
- Purchase zero emission vehicles as outlined in the zero emission vehicle transition plan.
  - Update maintenance equipment that will be needed for zero emission vehicles.
- Training**
- Train vehicle technicians on how to work on zero emission vehicles.
  - Train Coach Operators on how to drive the new ZEV fleet.
  - Train fuelers on how to fuel the new fleet.

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**Section 9 :: Capital Improvement Program: 2023 - 2028**

These capital improvement items are also shown in *Section 11, Capital Expenses*. We will actively seek grant funds to recover the costs to procure these items. In the event that grant funding is not available or insufficient to complete these projects within the next six years, Island Transit might reevaluate these purchase deadlines. See *Appendix B* a complete list of assets. This schedule is calculated from Island Transit's asset inventory list, assuming additions and replacements according to the FTA's recommended useful life benchmarks (ULB).

| Description               | 2023 |           | 2024 |            | 2025 |           | 2026 |           | 2027 |           | 2028 |           |
|---------------------------|------|-----------|------|------------|------|-----------|------|-----------|------|-----------|------|-----------|
|                           | Num. | Amount    | Num. | Amount     | Num. | Amount    | Num. | Amount    | Num. | Amount    | Num. | Amount    |
| <b>Fixed Route Buses</b>  |      |           |      |            |      |           |      |           |      |           |      |           |
| 35' Electric              | -    | -         | -    | -          | -    | -         | 3    | 3,504,131 | -    | -         | 2    | 2,575,536 |
| 40' Electric              | -    | -         | -    | -          | -    | -         | -    | -         | 2    | 2,552,563 | -    | -         |
| 35' Hydrogen              | -    | -         | 2    | 2,415,000  | 2    | 2,535,750 | -    | -         | 4    | 5,591,329 | 2    | 2,935,448 |
| 40' Hydrogen              | -    | -         | 3    | 3,780,000  | 3    | 3,969,000 | 2    | 2,778,300 | -    | -         | -    | -         |
| Electric Vans             | -    | -         | 11   | 2,936,768  | -    | -         | -    | -         | -    | -         | -    | -         |
| Medium Diesel             | -    | -         | 2    | 403,445    | -    | -         | -    | -         | -    | -         | -    | -         |
| Bus Upgrades              | -    | 765,931   | -    | 1,000,000  | -    | -         | -    | -         | -    | -         | -    | -         |
| <b>Total Bus Items</b>    | -    | 765,931   | 18   | 10,535,213 | 5    | 6,504,750 | 5    | 6,282,431 | 6    | 8,143,892 | 4    | 5,510,984 |
| <b>Rideshare Vehicles</b> |      |           |      |            |      |           |      |           |      |           |      |           |
| 7/8 Passenger             | -    | -         | 15   | 866,250    | 6    | 363,825   | 2    | 127,339   | 17   | 1,136,498 | -    | -         |
| 12 Passenger              | -    | -         | 14   | 1,176,000  | 6    | 529,200   | -    | -         | -    | -         | 5    | 510,513   |
| 15 Passenger              | -    | -         | 3    | 315,000    | -    | -         | -    | -         | -    | -         | -    | -         |
| Charging Equipment        | -    | -         | 2    | -          | -    | -         | -    | -         | -    | -         | -    | -         |
| <b>Total Vans</b>         | -    | -         | 34   | 2,357,250  | 12   | 893,025   | 2    | 127,339   | 17   | 1,136,498 | 5    | 510,513   |
| <b>Support Vehicles</b>   |      |           |      |            |      |           |      |           |      |           |      |           |
| 5 Passenger               | -    | -         | -    | -          | 3    | 181,913   | -    | -         | -    | -         | 2    | 140,391   |
| 7/8 Passenger             | -    | -         | 9    | 519,750    | -    | -         | -    | -         | -    | -         | -    | -         |
| 12 Passenger              | -    | -         | 3    | 252,000    | -    | -         | -    | -         | -    | -         | -    | -         |
| Truck                     | 1    | 77,869    | -    | -          | -    | -         | -    | -         | -    | -         | -    | -         |
| <b>Total Sup. Veh.</b>    | -    | 77,869    | 12   | 771,750    | 3    | 181,913   | -    | -         | -    | -         | 2    | 140,391   |
| <b>Other Capital</b>      |      |           |      |            |      |           |      |           |      |           |      |           |
| Computer                  | -    | 69,414    | -    | 94,000     | -    | 100,000   | -    | 100,000   | -    | 100,000   | -    | 80,000    |
| Other Equipment           | -    | 528,599   | -    | 240,000    | -    | -         | -    | -         | -    | -         | -    | -         |
| Facilities                | -    | 516,812   | -    | 8,470,000  | -    | 100,000   | -    | 100,000   | -    | 100,000   | -    | 100,000   |
| Park & Rides              | -    | -         | -    | 100,000    | -    | 100,000   | -    | 100,000   | -    | 100,000   | -    | 100,000   |
| Climate Sustainability    | -    | -         | -    | 100,000    | -    | 100,000   | -    | 100,000   | -    | 100,000   | -    | 100,000   |
| Land Acquisition          | -    | -         | -    | 3,000,000  | -    | -         | -    | -         | -    | -         | -    | -         |
| ZEV Fueling Equip.        | -    | -         | -    | 3,000,000  | 3    | 893,025   | -    | -         | -    | -         | -    | -         |
| <b>Total Other</b>        | -    | 1,114,826 | -    | 15,004,000 | 3    | 1,293,025 | -    | 400,000   | -    | 400,000   | -    | 380,000   |
| <b>Total Cost</b>         |      | 1,958,626 |      | 28,668,213 |      | 8,872,713 |      | 6,809,770 |      | 9,680,390 |      | 6,541,887 |

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### SECTION 10 :: Operating Data: 2023 - 2028

This schedule is based on actual 2022 and 2023 data. We're predicting fixed and Paratransit hours to increase 7%, and fixed and Paratransit miles to increase 7% in 2023 with service expansion, and 1% thereafter. We are predicting fixed, deviated, and Paratransit ridership to increase 14% YOY in 2023 with planned service expansion, and 5% thereafter. Rideshare hours, miles, and ridership are predicted to increase 1% from 2023-2028.

| Fixed & Deviated Route Whidbey | 2023      | 2024      | 2025      | 2026      | 2027      | 2028      |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Vehicle Total Hours            | 52,604    | 53,130    | 53,661    | 54,198    | 54,740    | 55,287    |
| Vehicle Revenue Hours          | 37,852    | 38,230    | 38,613    | 38,999    | 39,389    | 39,783    |
| Vehicle Total Miles            | 1,117,611 | 1,128,788 | 1,140,075 | 1,151,478 | 1,162,991 | 1,174,621 |
| Vehicle Revenue Miles          | 1,021,656 | 1,031,873 | 1,042,191 | 1,052,613 | 1,063,139 | 1,073,771 |
| Passenger Trips                | 260,277   | 273,291   | 286,955   | 301,303   | 316,368   | 319,532   |
| Diesel Fuel Consumed           | 140,968   | 142,378   | 143,802   | 145,240   | 146,692   | 148,159   |
| Unleaded Fuel Consumed         | 2,507     | 2,532     | 2,558     | 2,583     | 2,609     | 2,635     |
| Propane Fuel Consumed          | 29,734    | 30,031    | 30,332    | 30,635    | 30,941    | 31,251    |

| Fixed & Deviated Route Camano | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    |
|-------------------------------|---------|---------|---------|---------|---------|---------|
| Vehicle Total Hours           | 17,694  | 17,871  | 18,050  | 18,230  | 18,412  | 18,597  |
| Vehicle Revenue Hours         | 12,178  | 12,300  | 12,422  | 12,547  | 12,672  | 12,799  |
| Vehicle Total Miles           | 404,460 | 408,504 | 412,589 | 416,715 | 420,882 | 425,091 |
| Vehicle Revenue Miles         | 395,640 | 399,596 | 403,592 | 407,628 | 411,705 | 415,822 |
| Passenger Trips               | 57,756  | 60,644  | 63,676  | 66,860  | 70,203  | 70,905  |
| Diesel Fuel Consumed          | 52,417  | 52,941  | 53,471  | 54,005  | 54,545  | 55,091  |
| Unleaded Fuel Consumed        | 2,887   | 2,916   | 2,945   | 2,974   | 3,004   | 3,034   |
| Propane Fuel Consumed         | -       | -       | -       | -       | -       | -       |

| ADA Demand Response    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    |
|------------------------|---------|---------|---------|---------|---------|---------|
| Vehicle Total Hours    | 22,644  | 22,871  | 23,099  | 23,330  | 23,564  | 24,742  |
| Vehicle Revenue Hours  | 16,925  | 17,094  | 17,265  | 17,438  | 17,612  | 18,493  |
| Vehicle Total Miles    | 366,160 | 369,822 | 373,520 | 377,255 | 381,028 | 400,079 |
| Vehicle Revenue Miles  | 285,657 | 288,513 | 291,399 | 294,313 | 297,258 | 312,118 |
| Passenger Trips        | 47,445  | 49,817  | 52,308  | 54,923  | 57,669  | 60,553  |
| Diesel Fuel Consumed   | 1,322   | 1,336   | 1,349   | 1,362   | 1,376   | 1,445   |
| Unleaded Fuel Consumed | 9,287   | 9,380   | 9,474   | 9,568   | 9,664   | 10,147  |
| Propane Fuel Consumed  | 25,651  | 25,908  | 26,167  | 26,429  | 26,693  | 26,960  |

| Rideshare              | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    |
|------------------------|---------|---------|---------|---------|---------|---------|
| Vehicle Total Hours    | 14,443  | 14,587  | 14,733  | 14,881  | 15,029  | 15,180  |
| Vehicle Revenue Hours  | 14,443  | 14,587  | 14,733  | 14,881  | 15,029  | 15,180  |
| Vehicle Total Miles    | 365,249 | 368,902 | 372,591 | 376,317 | 380,080 | 383,881 |
| Vehicle Revenue Miles  | 366,803 | 370,471 | 374,175 | 377,917 | 381,698 | 385,513 |
| Passenger Trips        | 60,580  | 61,186  | 61,798  | 62,416  | 63,040  | 63,670  |
| Unleaded Fuel Consumed | 19,953  | 20,153  | 20,354  | 20,558  | 20,764  | 20,971  |

| Support Vehicles                           | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    |
|--|---------|---------|---------|---------|---------|---------|
| Miles - Support Vehicles                   | 101,968 | 101,968 | 101,968 | 101,968 | 101,968 | 101,968 |
| Miles - Rideshare used as Support Vehicles | 5,683   | 5,683   | 5,683   | 5,683   | 5,683   | 5,683   |

| Totals                 | 2023      | 2024      | 2025      | 2026      | 2027      | 2028      |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Vehicle Total Hours    | 107,385   | 108,459   | 109,543   | 110,639   | 111,745   | 113,805   |
| Vehicle Revenue Hours  | 81,397    | 82,211    | 83,033    | 83,864    | 84,702    | 86,254    |
| Vehicle Total Miles    | 2,361,132 | 2,383,686 | 2,406,427 | 2,429,414 | 2,452,632 | 2,491,323 |
| Vehicle Revenue Miles  | 2,069,756 | 2,090,453 | 2,111,358 | 2,132,471 | 2,153,796 | 2,187,224 |
| Passenger Trips        | 426,057   | 444,937   | 464,737   | 485,501   | 507,280   | 514,659   |
| Diesel Fuel Consumed   | 194,708   | 196,655   | 198,621   | 200,608   | 202,614   | 204,695   |
| Unleaded Fuel Consumed | 34,634    | 34,980    | 35,330    | 35,683    | 36,040    | 36,787    |
| Propane Fuel Consumed  | 29,734    | 30,031    | 30,332    | 30,635    | 30,941    | 31,251    |

# EXHIBIT A

## SECTION 11 :: Projected Revenue and Expenditure: 2023 - 2028 (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 2024.
2. *State and Federal Grant Contract Revenue (not listed above)* is projected to grow at 3% every biennium starting 2023.
3. *Interest and Miscellaneous* revenue is projected to grow at 1% YoY starting 2024.
4. *Local Sales Tax* is projected to grow 3% starting 2024.

| Description                               | 2023<br>Projected | 2024<br>Projected | 2025<br>Projected | 2026<br>Projected | 2027<br>Projected | 2028<br>Projected |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Beginning Reserves</b>                 |                   |                   |                   |                   |                   |                   |
| Bus                                       | 11,192,502        | 12,100,886        | 4,948,441         | 12,590,924        | 10,353,665        | 3,922,540         |
| Van                                       | 985,454           | 1,011,676         | 212,861           | -                 | -                 | -                 |
| Support Vehicle                           | 417,168           | 445,249           | -                 | -                 | 28,081            | 56,162            |
| Other Capital                             | 11,794,733        | 20,924,073        | 14,130,073        | 14,130,073        | 14,130,073        | 14,110,073        |
| Land Acquisition                          | 3,000,000         | 3,000,000         | -                 | -                 | -                 | -                 |
| Fuel                                      | 600,000           | 800,000           | 1,000,000         | 1,200,000         | 1,250,000         | 1,300,000         |
| Emergency Operating                       | 2,299,988         | 2,399,988         | 2,499,988         | 2,599,988         | 2,699,988         | 2,799,988         |
| General Cash                              | 22,564,596        | 21,254,219        | 30,254,738        | 24,113,969        | 26,936,408        | 33,069,771        |
| <b>Total Beginning Reserves:</b>          | <b>52,854,441</b> | <b>61,936,091</b> | <b>53,046,101</b> | <b>54,634,955</b> | <b>57,398,214</b> | <b>55,258,534</b> |
| <b>Operating Revenue</b>                  |                   |                   |                   |                   |                   |                   |
| Local Sales Tax                           | 16,734,274        | 17,236,303        | 18,098,118        | 19,003,024        | 19,953,175        | 20,950,834        |
| State and Federal Grant Contracts         | 6,048,402         | 7,262,244         | 7,516,789         | 6,619,869         | 6,816,744         | 6,926,066         |
| Rideshare                                 | 181,805           | 180,000           | 181,800           | 183,618           | 185,454           | 187,309           |
| Bike Locker Rental                        | -                 | 200               | 202               | 204               | 206               | 208               |
| Interest                                  | 1,136,000         | 1,500,000         | 1,515,000         | 1,530,150         | 1,545,452         | 1,560,906         |
| Miscellaneous                             | 65,000            | 65,000            | 65,650            | 66,307            | 66,970            | 67,639            |
| Other Grants                              | 2,200             | 2,500             | 2,500             | 2,500             | 2,500             | 2,500             |
| Transfer from Fuel Reserve                | -                 | -                 | -                 | -                 | -                 | -                 |
| Transfer from Emergency Operating Reserve | -                 | -                 | -                 | -                 | -                 | -                 |
| <b>Total Operating Revenue:</b>           | <b>24,167,681</b> | <b>26,282,246</b> | <b>27,380,059</b> | <b>27,405,671</b> | <b>28,570,500</b> | <b>29,695,462</b> |
| <b>Operating Expenditures</b>             |                   |                   |                   |                   |                   |                   |
| Whidbey Operations                        | 4,754,646         | 6,301,757         | 6,742,880         | 7,214,881         | 7,719,923         | 8,260,317         |
| Information Systems                       | 354,486           | 643,697           | 688,756           | 736,969           | 788,556           | 843,755           |
| Transit Parks                             | 24,763            | 27,239            | 29,146            | 31,186            | 33,370            | 35,705            |
| Paratransit                               | 1,169,596         | 1,445,996         | 1,547,215         | 1,655,520         | 1,771,407         | 1,895,405         |
| Camano Operations                         | 2,146,959         | 2,804,584         | 3,000,905         | 3,210,968         | 3,435,736         | 3,676,238         |
| Administration                            | 2,848,412         | 2,816,765         | 3,013,936         | 3,224,914         | 3,450,658         | 3,692,204         |
| Rideshare                                 | 307,416           | 331,044           | 354,217           | 379,012           | 405,543           | 433,931           |
| Vehicle Maintenance                       | 1,835,648         | 3,268,026         | 3,496,788         | 3,741,563         | 4,003,472         | 4,283,715         |
| Facilities Maintenance                    | 947,362           | 1,301,299         | 1,392,390         | 1,489,857         | 1,594,147         | 1,705,738         |
| Transfer to Fuel Reserve                  | 200,000           | 200,000           | 200,000           | 50,000            | 50,000            | 50,000            |
| Transfer to Emergency Operating Reserve   | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           |
| <b>Total Operating Expenditure:</b>       | <b>14,389,288</b> | <b>18,940,406</b> | <b>20,266,234</b> | <b>21,684,871</b> | <b>23,202,812</b> | <b>24,827,008</b> |
| <b>Net Cash from Operations</b>           | <b>9,778,394</b>  | <b>7,341,840</b>  | <b>7,113,825</b>  | <b>5,720,801</b>  | <b>5,367,688</b>  | <b>4,868,454</b>  |

## EXHIBIT A

### SECTION 11 :: Projected Revenue and Expenditure: 2023 - 2028 (Page 2 of 2)

| Description                          | 2023<br>Projected | 2024<br>Projected   | 2025<br>Projected  | 2026<br>Projected  | 2027<br>Projected  | 2028<br>Projected  |
|--------------------------------------|-------------------|---------------------|--------------------|--------------------|--------------------|--------------------|
| <b>Capital Revenue</b>               |                   |                     |                    |                    |                    |                    |
| Bus Grants                           | 1,245,714         | 3,130,170           | 8,379,000          | 10,051,889         | 4,473,063          | 6,469,216          |
| Rideshare Van Grants                 | -                 | 1,532,213           | 580,466            | 82,770             | 738,724            | 331,833            |
| Other Capital Grants                 | 16,168            | 7,810,000           | -                  | -                  | -                  | -                  |
| Transfer from Bus Reserve            | (445,786)         | 7,405,043           | 4,630,500          | 2,512,972          | 6,709,595          | 4,552,752          |
| Transfer from Van Reserve            | -                 | 825,038             | 312,559            | 44,569             | 397,774            | 178,679            |
| Trans. from Support Vehicle Reserve  | -                 | 771,750             | 181,913            | -                  | -                  | 140,391            |
| Trans. from Other Capital Reserve    | 1,064,660         | 7,194,000           | 400,000            | 400,000            | 400,000            | 380,000            |
| Trans. from Land Acquisition Reserve | -                 | 3,000,000           | -                  | -                  | -                  | -                  |
| <b>Total Capital Revenue:</b>        | <b>1,261,882</b>  | <b>12,472,383</b>   | <b>8,959,466</b>   | <b>10,134,660</b>  | <b>5,211,787</b>   | <b>6,801,049</b>   |
| <b>Capital Expenditure</b>           |                   |                     |                    |                    |                    |                    |
| Buses                                | 799,929           | 10,535,213          | 13,009,500         | 12,564,862         | 11,182,658         | 11,021,968         |
| Rideshare Vans                       | -                 | 2,357,250           | 893,025            | 127,339            | 1,136,498          | 510,513            |
| Support Vehicles                     | 77,869            | 771,750             | 181,913            | -                  | -                  | 140,391            |
| Other Capital                        | 1,080,828         | 15,004,000          | 400,000            | 400,000            | 400,000            | 380,000            |
| Transfer To Bus Reserve              | 462,598           | 252,598             | 12,272,983         | 275,713            | 278,470            | 1,281,255          |
| Transfer To Van Reserve              | 25,222            | 26,222              | 99,698             | 44,569             | 397,774            | 178,679            |
| Trans. To Support Vehicle Reserve    | 28,081            | 326,501             | 181,913            | 28,081             | 28,081             | 84,229             |
| Transfer To Other Capital Reserve    | 10,194,000        | 400,000             | 400,000            | 400,000            | 380,000            | 80,000             |
| Transfer To Land Acquisition Reserve | -                 | -                   | -                  | -                  | -                  | -                  |
| <b>Total Capital Expenditure:</b>    | <b>1,953,626</b>  | <b>28,668,213</b>   | <b>14,484,436</b>  | <b>13,092,201</b>  | <b>12,719,156</b>  | <b>13,677,034</b>  |
| <b>Net Cash from Capital</b>         | <b>(691,744)</b>  | <b>(16,195,830)</b> | <b>(5,524,971)</b> | <b>(2,957,541)</b> | <b>(7,507,369)</b> | <b>(6,875,985)</b> |
| <b>Total Net Change in Cash</b>      | <b>9,081,650</b>  | <b>(8,853,390)</b>  | <b>1,588,853</b>   | <b>2,763,260</b>   | <b>(2,139,681)</b> | <b>(2,007,532)</b> |
| <b>Ending Reserves</b>               |                   |                     |                    |                    |                    |                    |
| Bus                                  | 12,100,886        | 4,948,441           | 12,590,924         | 10,353,665         | 3,922,540          | 651,043            |
| Van                                  | 1,011,676         | 212,861             | -                  | -                  | -                  | -                  |
| Support Vehicle                      | 445,249           | -                   | -                  | 28,081             | 55,162             | -                  |
| Other Capital                        | 20,924,073        | 14,130,073          | 14,130,073         | 14,130,073         | 14,110,073         | 13,810,073         |
| Land Acquisition                     | 3,000,000         | -                   | -                  | -                  | -                  | -                  |
| Fuel                                 | 800,000           | 1,000,000           | 1,200,000          | 1,250,000          | 1,300,000          | 1,350,000          |
| Emergency Operating                  | 2,399,988         | 2,499,988           | 2,599,988          | 2,699,988          | 2,799,988          | 2,899,988          |
| General Cash                         | 21,254,219        | 30,254,738          | 24,113,969         | 28,936,408         | 33,069,771         | 42,391,057         |
| <b>Total Ending Reserves:</b>        | <b>61,936,091</b> | <b>53,046,101</b>   | <b>54,634,955</b>  | <b>57,398,214</b>  | <b>55,258,534</b>  | <b>61,102,161</b>  |

**EXHIBIT A**

**APPENDIX A**

**ZERO EMISSION FLEET TRANSITION PLAN**





## Zero Emission Fleet Transition Plan



*Island Transit*

Prepared by:

**HATCH**

Version: 1

02/13/2023

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## 1. Executive Summary

In an effort to decrease reliance on fossil fuels and reduce its carbon emissions, Island Transit is considering transitioning its fixed route fleet to zero emission technology. To achieve this goal the agency plans to replace its existing fossil fueled vehicles (19 transit-style buses and 13 cutaways are used for fixed-route service) with a mix of hydrogen fuel cell electric buses (FCEBs) and battery-electric buses (BEBs). In a parallel effort, the agency is also planning to replace the remainder of its fleet of 114 sedans, vans, and cutaways – used for paratransit, ridesharing, and other demand-response service – with battery-electric vehicles.

As one of the primary motivations behind Island Transit’s fleet conversion is emissions reduction, the agency explored the transition’s emissions impact. The emissions reduction potential for fuel cell vehicles depends heavily on the electricity production technology. With current generation technology, use of FCEBs with “green” hydrogen (an energy-intensive production method) will only decrease emissions by 22%. However, if state goals for carbon-neutrality are met, emissions reductions will rise to 99%, yielding a fleetwide emissions reduction of 97%.

Island Transit also analyzed the transition’s impact on total cost of vehicle and infrastructure ownership. In general, any transition to zero-emissions vehicles requires additional upfront capital spending, as the vehicles are more expensive and require specialized charging or fueling infrastructure. In most cases, recurring costs (operations and maintenance) remain constant or decrease. Although the newly installed infrastructure must be maintained – for a hydrogen station, at significant expense – lower maintenance and charging costs outweigh this additional spending. Over a 12-year vehicle lifecycle, the total cost of ownership is expected to increase by 7%.

Given the results and other key qualitative concerns such as safety, technological maturity, resource availability, construction feasibility, operational logistics, and workforce readiness presented in the Technology Assessment Report, Island Transit prefers to adopt a mixed fleet, with FCEBs on Whidbey Island and BEBs on Camano Island. With this strategy, the agency will have to commission a hydrogen fueling station at the Whidbey Depot in 2026 and begin replacing the fleet with FCEBs as quickly as funding limitations allow. Island Transit will construct charging infrastructure at the Camano depot and begin purchasing BEBs for that island by 2028. According to this plan, the transition will conclude by 2035. However, as the zero-emissions bus market is rapidly evolving, the agency is encouraged to stay up to date on the latest developments and revise its fleet transition plans accordingly.

## **2. Introduction**

Island Transit provides fare-free transit and paratransit service on Whidbey and Camano Islands in northwestern Washington State. The agency has committed to reduce its emissions and its fossil fuel dependence while continuing to offer its riders sustainable and reliable transportation. The agency started its journey to a carbon-free future by adding hybrid-electric buses and propane cutaways to its fleet. In addition, Island Transit ordered five, all-electric sedans to test the vehicle's feasibility to support the agency's on-demand services. To continue this transition and make an even larger impact, Island Transit commissioned a study to evaluate the feasibility of battery electric and fuel cell electric buses for its fixed route operations. The study aimed to develop a fleet transition strategy as part of Island Transit's commitment to FTA's "Sustainable Transit for a Healthy Planet Challenge."

The Federal Transit Administration (FTA) also requires that all agencies seeking federal funding for "Zero-Emissions" bus projects under the grants for Buses and Bus Facilities Competitive Program (49 U.S.C. § 5339(b)) and the Low or No Emission Program (49 U.S.C. § 5339(c)) complete a fleet transition plan. Specifically, the FTA requires that each transition plan address the following:

- + Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current request for resources and future acquisitions.
- + Address the availability of current and future resources to meet costs for the transition and implementation.
- + Consider policy and legislation impacting relevant technologies.
- + Include an evaluation of existing and future facilities and their relationship to the technology transition.
- + Describe the partnership of the applicant with the utility or alternative fuel provider.
- + Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retraining needs of the applicant's existing workers to operate and maintain zero-emissions vehicles and related infrastructure and avoid displacement of the existing workforce.

As part of this study, Island Transit's operation was analyzed in detail to determine the right zero emissions technology for the agency's unique operating environment. Based on the analysis, a fleet transition plan was developed to serve as a roadmap for Island Transit. The transition plan also addresses details on building electrical capacity, building spatial assessment, emissions impacts, resiliency, and financial implications.

### **2a. Existing Conditions**

Island Transit is a fare-free transit agency in Island County, Washington providing fixed route services to Whidbey Island and Camano Island. The agency currently owns and operates a fleet of 146 vehicles for both revenue and non-revenue use; these vehicles are powered by gasoline, diesel, propane, or hybrid propulsion systems. 114 of these vehicles are used for demand-response applications, including paratransit and rideshare service. The agency plans to introduce

## EXHIBIT A

### Zero Emission Fleet Transition Plan – Island Transit

its first five electric vehicles in 2023: Tesla Model 3 vehicles are on order for future vanpool/rideshare usage and will be charged and stored at the Whidbey Island facility.

The agency’s fixed-route operations fleet primarily consists of 19 transit buses. Cutaway shuttle vehicles are also used for the fixed route services, though the vehicles are often diverted to serve paratransit customers as necessary. Table 1 below shows Island Transit’s bus and cutaway fleet. Of these vehicles, approximately 32 are used for transit service (including spares) at any one time, with the remainder operating paratransit service.

**Table 1 Current Vehicle Roster**

| Make          | Model         | Year | Type    | Quantity | Fleet Numbers | Fuel Type |
|---------------|---------------|------|---------|----------|---------------|-----------|
| Gillig        | Phantom 35    | 2003 | Bus     | 1        | 118           | Diesel    |
| Gillig        | Phantom 40    | 2007 | Bus     | 4        | 119-20, 122-3 | Diesel    |
| Gillig        | Low Floor 40  | 2009 | Bus     | 2        | 124-5         | Diesel    |
| Gillig        | Low Floor 40  | 2011 | Bus     | 4        | 126-9         | Diesel    |
| Gillig        | Low Floor 29  | 2019 | Bus     | 2        | 130-1         | Diesel    |
| Gillig        | Low Floor 35  | 2020 | Bus     | 3        | 132-4         | Hybrid    |
| Gillig        | Low Floor 29  | 2021 | Bus     | 2        | 135-6         | Diesel    |
| Gillig        | Low Floor 35  | 2022 | Bus     | 1        | 137           | Diesel    |
| Chevrolet     | Kodiak Goshen | 2009 | Cutaway | 2        | 250, 259      | Diesel    |
| Ford          | E450 Glavel   | 2019 | Cutaway | 5        | 265-9         | Propane   |
| International | -             | 2012 | Cutaway | 1        | 411           | Diesel    |
| Freightliner  | Legacy SC2    | 2018 | Cutaway | 20       | 413-32        | Diesel    |
| Chevrolet     | C3500 Goshen  | 2012 | Cutaway | 3        | 505, 512, 514 | Gasoline  |
| Chevrolet     | C3500 Goshen  | 2018 | Cutaway | 5        | 515-9         | Gasoline  |
| Ford          | E450 Eldorado | 2019 | Cutaway | 10       | 520-9         | Propane   |

Island Transit operates 16 fixed routes: 11 on Whidbey Island and five on Camano Island. No routes directly connect the two islands. The agency currently operates six days a week, with plans to add Sunday service, and expanded evening service, in the near future. Except as noted otherwise, the remainder of this study considers seven-day service with the expanded evening service. The services currently operated are as follows:

**[Whidbey] Route 1**

- + Roundtrip service between Oak Harbor and Clinton Ferry.
- + Operates approximately every 30-60 minutes Mondays to Fridays.
- + Operates approximately every 60-90 minutes on Saturdays.

**[Whidbey] Route 2**

- + Services Whidbey Island, connecting Harbor Station, Oak Harbor High School, Ault Field Road, and Senior Center/Pool.
- + Operates typically every hour Mondays to Fridays.

- + Operates approximately every one-two hours on Saturdays.

[Whidbey] Route 3

- + Services East Oak Harbor on Whidbey Island.
- + Operates five round trips Mondays to Fridays.

[Whidbey] Route 411W

- + Roundtrip service between Oak Harbor and March's Point.
- + Operates approximately every hour Mondays to Fridays.
- + Operates approximately every two hours on Saturdays.
- + Connecting service to Skagit Transit at March's Point.

[Whidbey] Route 6

- + Roundtrip service between Oak Harbor and Coupeville Ferry.
- + Operates Mondays to Fridays, with headways between 30 minutes and two hours.

[Whidbey] Route 9

- + Services West Oak Harbor on Whidbey Island.
- + Operates approximately every hour Mondays to Fridays.

[Whidbey] Route 10

- + Services Central Oak Harbor on Whidbey Island.
- + Operates approximately every 15-30 minutes Mondays to Fridays.
- + Operates approximately every 15-60 minutes on Saturdays.

[Whidbey] Route 58

- + Service between Clinton Ferry and Scatchet Head.
- + Operates two roundtrips for AM service Mondays to Fridays.
- + Operates two roundtrips for PM service Mondays to Fridays.

[Whidbey] Route 60

- + Roundtrip service between Bayview and Clinton Ferry.
- + Operates approximately every 30-60 minutes Mondays to Fridays.
- + Operates approximately every 60-90 minutes on Saturdays.

[Whidbey] Clinton Commuter

- + Roundtrip service connecting Clinton Ferry to Clinton P&R and Humphrey Rd. Park and Ride.
- + Operates approximately every 30 minutes Monday to Friday afternoons.

[Whidbey] NASWI Commuter

- + Roundtrip service connecting Harbor Station to Naval Air Station on Whidbey Island.
- + Operates two roundtrips for AM service Mondays to Fridays.
- + Operates two roundtrips for PM service Mondays to Fridays.
- + Service provided to NASWI personnel only.

[Camano] Route 1

- + Services West Camano.
- + Operates approximately every 30-75 minutes Mondays to Fridays.
- + Operates approximately every hour on Saturdays.

[Camano] Route 2

- + Services East Camano.
- + Operates approximately every 30-75 minutes Mondays to Fridays.
- + Operates approximately every hour on Saturdays.

[Camano] Route 3

- + Roundtrip service connecting Camano and Stanwood.
- + Operates approximately every 30-60 minutes Mondays to Fridays.
- + Operates approximately every hour on Saturdays.

[Camano] Route 411C

- + Roundtrip service connecting Camano and Mount Vernon.
- + Operates seven round trips Mondays to Fridays.
- + Operates three round trips on Saturdays.
- + Connecting service to Skagit Transit at Skagit Station.

[Camano] Route 412

- + Roundtrip service connecting Camano and Everett Station.
- + Operates five round trips Mondays to Fridays.
- + Connecting service to Sound Transit at Everett Station

### **3. Technology Options**

The agency considered both battery-electric and hydrogen fuel cell vehicles for its fixed routes. Island Transit's long routes, comparatively unreliable electrical supply, space-constrained terminals, and remote asset deployment challenges indicated that neither technology was immediately obvious or correct solution. Therefore, a feasibility study considered all vehicle types outlined below for its fixed route operation. The fixed route operation is served by a mix of transit buses and cutaway shuttles while the paratransit service is served by the cutaway shuttles. Island Transit plans to phase out the cutaway shuttles in the future due to the changes in the ridership demand and a limited options for zero emission alternatives. Some fixed routes that are served with cutaway shuttles today will be served by 35' or 40' zero emission transit buses. The duty of the cutaway shuttles for the paratransit service will be fulfilled by vans in the future. Since electric vehicles are the only viable zero emission vehicles in the market for vans, the portion of the cutaway shuttles that are currently used for paratransit operation will be replaced with electric vans in the future.

### **3a. Battery Electric**

Today, a wide range of BEBs are available on the market. Compared to conventional diesel buses, these vehicles eliminate the diesel propulsion engine, most of the transmission, and other associated components. The buses are equipped with large batteries, typically mounted under the floor or on the roof, that supply power to the traction motors. One of the primary differentiating factors between models is the available battery capacity, ranging from 160 kWh to 738 kWh on common bus models available today. This wide capacity range primarily presents a cost and maintainability tradeoff. Although more capacious batteries allow the bus to travel farther, they cost significantly more to purchase and place additional weight on the bus. This added weight increases the strain on axles, suspension, and other components. To ensure maximum competition during procurement and minimize the agency's exposure to risk associated with industry-leading technology, this study assumed a battery capacity of 492 kWh, which is representative of the products offered by a range of established vendors. The market is changing quickly, with a battery capacity increase of approximately three percent per year; vehicles procured later will likely have larger battery capacities than the ones available today.

A consideration for both current and future batteries is that the advertised "nameplate" capacity is not entirely usable for daily operations. To ensure that buses can be operated daily throughout their useful life, two types of safety margins were subtracted from the nominal battery capacities. First, due to aging, the battery was assumed to have only 80% available capacity. As batteries degrade over time, their capacity decreases. Typically, if the capacity declines by more than 20% the battery is replaced, either under a battery warranty or at the transit agency's expense. Second, it was assumed the bus needs to return to the garage before its level of charge falls below 20%. This is both a manufacturer's recommendation – batteries have a longer life if they are not discharged to zero percent – and an operational safety buffer to prevent dead buses from becoming stranded on the road. These two margins yield a usable battery capacity of 64% of the nameplate capacity.

### **3b. Hydrogen Fuel Cell**

FCEBs are less common in the US transit market; only two major vendors offer them today. In fact, the market is so small that no 35' FCEBs are currently available. Although this is expected to change in coming years as the technology matures and more vendors enter the market, in the near-term Island Transit may be compelled to adopt 40' vehicles for its fuel cell bus procurements.

FCEBs are nearly identical to BEBs: an onboard battery supplies their electric traction motors with power. However, unlike BEBs where battery size determines the range, FCEBs are equipped with a hydrogen storage tank. The hydrogen passes through a fuel cell to generate electricity used to replenish the battery (which can be smaller than on a BEB as a result). Although this additional step decreases drivetrain efficiency significantly, this is mitigated by the additional range that is made available. Hydrogen storage tanks are typically made as large as reasonably practical because bus components, such as the fuel cell itself, contribute to most of the cost and weight of a fuel-cell bus independent of the required vehicle range. A representative bus on the market



today can accommodate 37.5 kilograms (kg) of hydrogen. Like BEBs, this capacity is a theoretical maximum and must be reduced to account for real-world conditions. However, unlike batteries, hydrogen tanks do not lose capacity over time and do not degrade when they are fully drained. Therefore, a capacity reduction of approximately five percent is appropriate for daily operations, yielding a usable hydrogen capacity of 35 kg.

## **4. Operations Planning**

Island Transit’s current operating model for fixed-route services is similar to that of most transit agencies. Buses typically leave the depot in the morning, operate for as long as they are needed, and then return to the depot in the evening. Although Island Transit’s schedulers must account for operator-related restrictions like lunch breaks and maximum shift lengths, the vehicles are assumed to operate for as long as they are needed. This assumption will be invalidated for zero-emissions vehicles; both hydrogen and batteries are low-density means of energy storage that do not provide the same vehicle range as gasoline or diesel fuel. In addition, seasonal factors become much more significant for zero-emissions vehicles, particularly for BEBs. Even when diesel heaters are installed, as was assumed in the feasibility study, icy road conditions and cold temperatures degrade the performance of the vehicles. Although practices to extend range like pre-conditioning the bus before leaving the depot are recommended, winter conditions will present challenges to zero-emissions vehicle operation. Island Transit’s operating model will need to account for these limitations as service must operate year-round.

### **4a. Operations Simulation**

A simulation was conducted to predict how zero-emissions vehicles would perform on Island Transit’s routes. Simulation was necessary because the available range estimates – typically provided by vehicle manufacturers – are maximum values that ignore the effects of gradients, road congestion, driver performance, severe weather, and other agency-specific factors. Island Transit’s network was analyzed on a route-by-route basis through the creation of “drive cycles” for several routes representing the agency’s typical modes of operation, ranging from slower-speed urban routes to higher-speed routes through more rural areas. For each representative route, the full geography (horizontal and vertical alignment), transit infrastructure (location of key stops and transit hubs), and road conditions (vehicle congestion, traffic lights, stop signs, crosswalks, etc.) were modeled. The performance of both battery-electric and fuel cell vehicles was simulated in worst-case weather conditions to create a drive cycle. These Island Transit-specific drive cycles were used to calculate hydrogen or battery energy consumption per mile. This analysis provided information regarding the total hydrogen or battery energy consumed by a vehicle on each route.

Island Transit currently operates its vehicles across both fixed-route and demand-response services; a given vehicle can switch between fixed-route and demand-response operation several times a day. In the future the agency plans to eliminate this type of operation; vehicles will spend the full day on either fixed-route or demand-response services, but not both. As a result, this study used vehicle blocks exclusively for fixed-route operations, provided by Island Transit, and assumed that these would be operated whether zero-emissions vehicles were used or not. Figure

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1 below presents the hydrogen / battery energy consumption for each of these current blocks, with the green line denoting the theoretical maximum capacity of the vehicle and the orange line denoting the practical capacity, accounting for operating margin as discussed in Section 3.

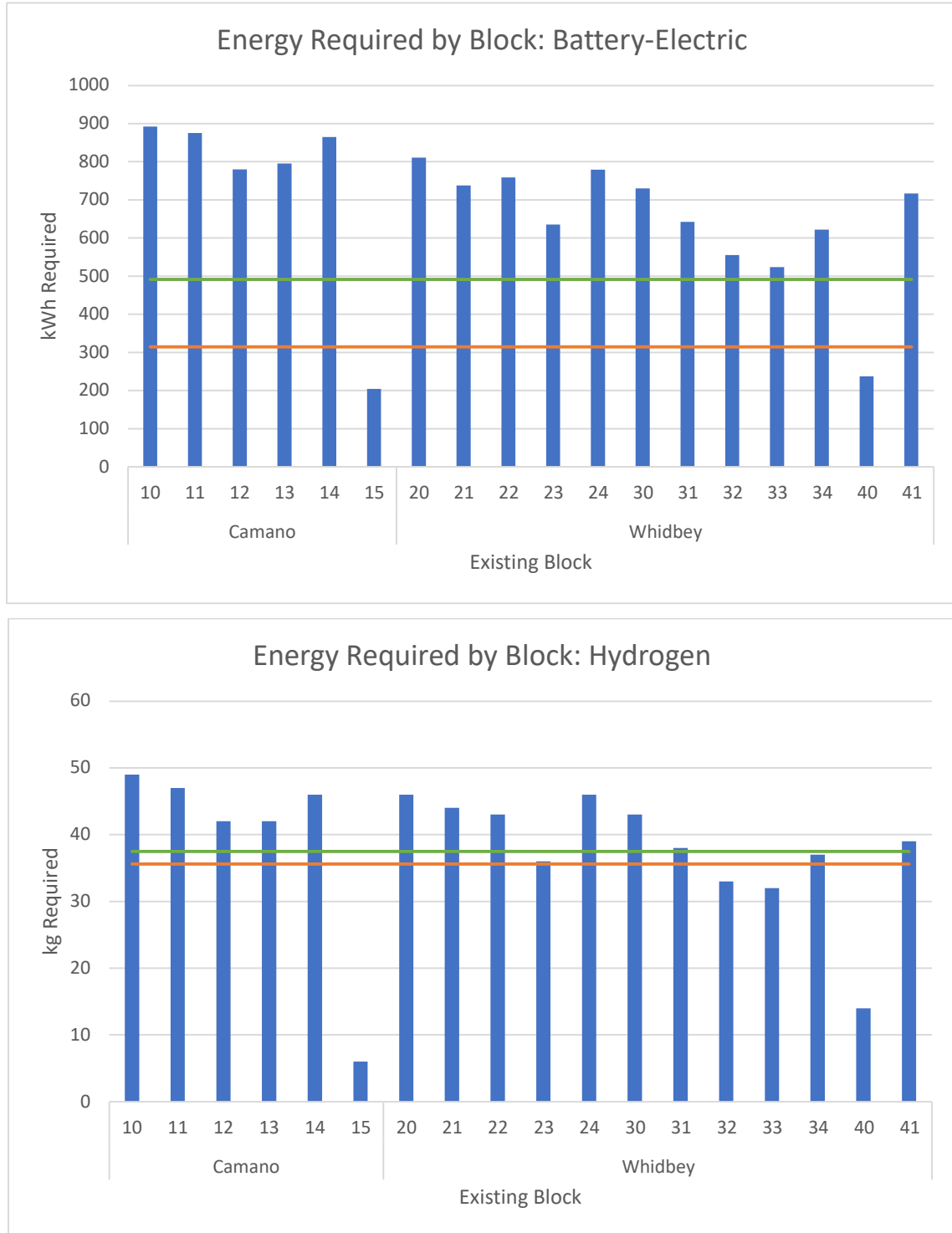


Figure 1 Energy Required for Operation of Existing Blocks

As shown in Figure 1, zero-emissions vehicles do not have sufficient range for most blocks currently operated by Island Transit. To address these limitations, Island Transit will have to operate the existing blocks to the extent possible and replace buses that have exhausted their range with fresh vehicles from the depot. Swapping buses in and out of service throughout the day allows the length of each block to be balanced with the available range of each vehicle. In addition, this “depot swapping” option allows service operation without reliance on “field” infrastructure. However, the primary downside of this option is the additional deadheading required to cycle buses in and out of the depot. Particularly in cases where the depot is far away from the route terminal – as on Whidbey Island – additional energy use and driver time would be required. Additionally, despite extra deadheading time all passenger trips would still require service; this will necessitate an increase in fleet size. The use of FCEBs will partially mitigate this concern, as they have longer range than BEBs, but some degree of deadheading will still be required for all zero-emissions vehicles. Another option for BEBs is to install on-route chargers at the hubs and use layover times to extend vehicle range. However, this option requires reliance on “field” infrastructure to be installed and maintained, often in coordination with external stakeholders.

The block schedules shown in Figure 1 are for Island Transit’s current operation. However, as mentioned above, the agency is expanding its service starting in May 2023. Although the future schedules have not yet been developed, the impact on the blocks and resulting total service fleet was estimated for the above-described operating scenarios based on the scope of the proposed expansion.

For efficient operations, the schedule (and perhaps even the route structure) would require modifications. For example, buses recharging or refueling while drivers are taking a lunch break or starting/ending their shifts ensures that drivers are not waiting unproductively while their vehicles’ range is replenished. Interlining is also important to minimize unproductive deadheading time. On Whidbey Island, the hubs are located far away from the depot, requiring significant deadheading for midday recharging or refueling. However, Route 6’s southern terminal at the Coupeville Ferry Terminal is less than a ten-minute drive from the depot. Therefore, buses on Route 6 can be swapped out for fresh vehicles with little wasted time or mileage. Introducing interlining between Route 6 and the other Oak Harbor routes will allow those routes to be operated efficiently as well; buses with nearly exhausted range would operate a trip on Route 6, be replaced with a fresh bus at the depot, and return to Oak Harbor to continue service on another route, while a separate bus would operate the next Route 6 trip. Although such tweaks increase operating complexity, they help minimize wasted mileage and driver time.

Given the operational limitations outlined above, and the impracticalities associated with installation of on-route charging, Island Transit has selected a mixed-fleet operating model. The agency will operate FCEBs on Whidbey Island, fueling them at the depot in Coupeville, and operate BEBs on Camano Island, charging them at the smaller facility there.

**4b. Infrastructure for Hydrogen Operations**

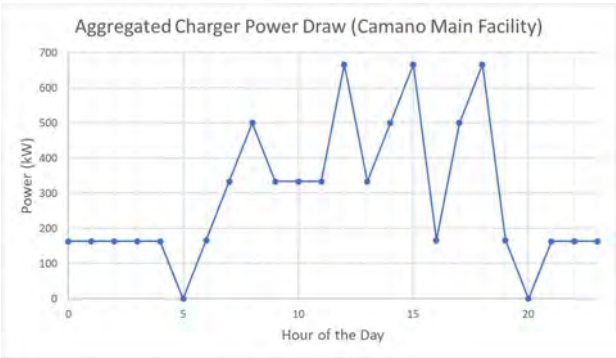
Hydrogen storage and fueling infrastructure is required for FCEB fleet operation. On-site hydrogen production is also an option for consideration. However, the daily usage of hydrogen must be significant in order to achieve the economies of scale required to make on-site production economical and feasible. Therefore, hydrogen delivery was assumed in this study.

For a hydrogen fueling station, the main variable in configuring its size is the number of vehicles that must be refueled per day. The size of the liquid hydrogen storage tank, the rating for the vaporizer, the number of hydrogen dispensers and fuel delivery frequency is determined based on the daily consumption. On Whidbey Island, the storage tank is estimated to be 12,000 gallons with two dispensers. The hydrogen deliveries are estimated to be on a weekly basis.

**4c. Infrastructure for Electric Operations**

Charging infrastructure is required for operating battery electric vehicles. There are several complexities to consider when deciding on the charging infrastructure.

The most important parameter is the expected peak charging rate for a given location, as this determines the size of the electrical hardware and affects utility billing. Vehicles typically sit for extended periods overnight at depot so there is room for fine-tuning to decrease agency costs. Charge management systems are typically deployed for this optimization. Without any charge management, vehicles would likely be plugged in to charge at full power (usually 150 kW) as soon as they arrive at the depot. This would potentially expose them to higher-priced electricity, before the overnight period with low power costs begins, and if several vehicles arrived near the same time the peak power rate would increase significantly. On the other hand, with optimal charge management, vehicles would only be charged during the overnight low-cost period, and charging would occur gradually across all vehicles to minimize peak power load. If possible, the charge management system would be programmed with the vehicle schedule for the following day, ensuring that vehicles reach full charge when they are needed for entry into service. Figure 2 below presents an example charging schedule for BEB operation of the current schedule on Camano Island assuming that charge management is fully utilized at the depots. Without charge management systems the peak demand – and therefore the size of the required utility feed – would be significantly higher than shown here.



**Figure 2 Optimized Charging Schedules**

## 5. Facility Evaluations

Either battery-electric or fuel-cell vehicles represent a substantial transition for Island Transit’s typical mode of operations. Accordingly, the agency’s facilities must be able to accommodate the new vehicles and required supporting infrastructure. This section details the spatial and electrical ability of the depots to accommodate electrical charging or hydrogen storage and fueling for fixed-route vehicles.

### 5a. Spatial Capacity

Island Transit has two main facilities. The Whidbey Island facility, located at 19758 Route 20 in Coupeville, is comprised of two buildings for Administration and Maintenance. Agency vehicles can be stored outside, as shown in Figure 3, but vanpools are typically parked overnight at operators’ homes. A PSE utility survey was conducted to determine the infrastructure conditions and needs to support future electric vehicle charging, including that of the five Tesla rideshare vehicles currently on order. The initial evaluation indicated that the facility has the capacity to support up to five DCFCs, which the agency intends to install for the vanpool vehicles. Even after these chargers are installed, there is ample space on the facility grounds to install a hydrogen fueling station for fixed-route vehicles. Because of the different vehicle classes and power requirements, these assets would likely be separate from the planned charging stations for a large-scale electric demand-response fleet, which would likely be placed on existing curbs in the southeastern parking lot.



**Figure 3 Whidbey Island Facility Maintenance Building and Outdoor Vehicle Storage**

Additionally, the maintenance building will need substantial upgrades. The upgrades could include installation of hydrogen sensors, upgrades to light fixtures, new electrical wiring, and upgrades to the HVAC system among other things. The HVAC system will make up a large portion of the total building modification costs. Island Transit is already considering upgrades to the HVAC system in the maintenance building (shown in Figure 4) since the current geothermal heating

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### Zero Emission Fleet Transition Plan – Island Transit

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system is proving inadequate for colder days. The agency could consider the transition to hydrogen fuel cell vehicles as the opportunity to make the necessary upgrades and share the upgrade cost between both projects.



**Figure 4 Whidbey Island Facility Maintenance Building Interior**

The Camano Island facility, located at 198 N Can Ku Rd. in Camano and shown in Figure 5 below, has limited space for potential fueling or charging stations. All fueling is currently done off-site at a nearby Island County facility. Electric vehicle chargers could be installed in several locations on the property, including the north side of the employee parking lot, the southern edge of the vehicle parking area, or a new mid-lot curb.



**Figure 5 Camano Island Facility**

Because of land ownership issues, route scheduling, use of FCEBs on Whidbey Island, and expected vehicle range, Island Transit’s transit hubs, such as Oak Harbor, Clinton Ferry, and Terry’s Corner, were not considered for on-route charging.

### 5b. Electrical, Infrastructure, and Utility Capacity

Island Transit’s two facilities have different utility providers. Puget Sound Energy (PSE) is the utility provider on Whidbey Island, including the depot in Coupeville. Snohomish County Public Utility District (PUD) is the utility provider for the Camano Island facility. As part of the development of this transition plan, Island Transit partnered with both utilities to communicate its projected future utility requirements at each of the locations.

The storage and maintenance facility in Coupeville has a 480V 3-phase service which is stepped down using a 300kVA transformer, shown in Figure 6 below. The power is distributed within the facility using 480V panels. The current transformer and distribution system is not sufficient for the charging infrastructure’s power requirements for demand-response vehicles; even if comparatively low-power 7.2 kW Level 2 chargers are installed, and assuming that 50% of demand-response vehicles charge at the driver’s home or another location, roughly 400 kW of power will be required to charge the remainder of Whidbey’s demand-response fleet each night.



Figure 6 Whidbey Island Coupeville Facility Distribution Transformer

The peak energy requirement for hydrogen fueling infrastructure is also nontrivial, as the cryogenic pumps usually make up a large portion of the electrical load. Pumps large enough for the Whidbey depot’s operational needs would likely range from 350 kW to 700 kW (depending on the manufacturer). Therefore, the current electrical system and utility service will either need

upgrades or a new dedicated transformer and outdoor distribution system for any operating scenario.

The depot on Camano Island has a single phase 120/240 V service which is provided from a utility pole located at the north end of the facility on Can Ku Road. The single-phase pole mount service transformer is shown in Figure 7 below.



**Figure 7 Service Transformer at the Camano Island Storage Facility**

This service is not adequate for or compatible with the power requirements of DCFCs. The service may be adequate for one or two low-power level 2 chargers for demand-response vehicles, but this alone would not meet Island Transit’s zero-emissions goals. Therefore, the facility will need a new three phase 480V service, including new metering, to serve both fixed-route and demand-response vehicles. As with PSE on Whidbey Island, extensive coordination with PUD will be required to realize this upgrade.

### **5c. Risks**

Every new vehicle procurement brings about a certain degree of operational risk to the agency. Even when the existing fleet is replaced ‘in-kind’ with new diesel, gasoline, or propane vehicles, there are new technologies to contend with, potential build quality issues that must be uncovered, and maintenance best practices that can only be learned through experience with a particular bus. Converting to zero emissions vehicles makes some failure modes impossible – for example by eliminating the fossil fuel propulsion engine – but introduces others. For example,



the ability to provide service becomes dependent on the continuous supply of electricity to the charging location. To convert to zero emissions vehicles, it is important to understand these risks and the best ways to mitigate them.

The vehicle and wayside technology required for zero emissions bus operation is in its early stages; few agencies have operated their fleets or charging/fueling assets through a complete lifecycle of procurement, operation, maintenance, and eventual replacement. This exposes zero-emissions bus purchasers to several areas of uncertainty:

- + Technological robustness: By their nature as newer technology, many zero emissions vehicles (and their associated charging / fueling infrastructure) have not had the chance to stand the test of time. Although many industry vendors have extensive experience with fossil fuel buses, and new vehicles are required to undergo Altoona testing, some of the new designs will inevitably have reliability shortcomings.
- + Battery performance: The battery duty cycle required for transit buses – intensive, cyclical use in all weather conditions – is demanding, and its long-term implications on battery performance are still being studied. Though manufacturers have recommended general principles like battery conditioning, diesel heater installation, and preferring lower power charging to short bursts of high power, best practices in bus charging and battery maintenance will become clearer in coming years. This concern is most critical for BEBs, though it also affects the batteries on FCEBs.
- + Supply availability: Compared with other types of vehicles, zero emissions buses (particularly BEBs) are especially vulnerable to supply disruptions due to the small number of battery vendors and worldwide competition for raw materials such as lithium. As society increasingly shifts to electricity for an ever-broader range of needs, from heating to transportation, both the demand and the supply will need to expand and adapt. FCEBs have several additional concerns as well: hydrogen availability is a constraint due to the lack of companies producing it, and the market for fuel cells, storage tanks, and hydrogen pumps is similarly limited.
- + Lack of industry standards: Although the market has begun moving toward standardization in recent years – for example through the adoption of a uniform bus charging interface – there are many areas (e.g. battery and depot fire safety) in which best practices have not yet been developed. This may mean that infrastructure installed early may need to be upgraded later to remain compliant.
- + Reliance on wayside infrastructure: Unlike diesel buses, which can refuel at any publicly accessible fueling station, BEBs require DCFCs for overnight charging and specialized pantograph chargers for midday fast charging. Particularly early on, when there is not a widespread network of public fast chargers, this may pose an operating constraint in case of charger failure. Similarly, FCEBs require reliable access to hydrogen fueling stations for daily operations. There are not currently any hydrogen fueling stations available in Washington State, though two are under construction in Chehalis and East Wenatchee. This small market can pose a constraint on the use of FCEBs if Island Transit’s fueling station requires maintenance or is out of commission for any other reason.

- + Fire and explosion risk: As discussed below, both BEBs and FCEBs have some fire and explosion risks (as, of course, fossil fuel vehicles do as well). These risks are low-probability but must still be understood and mitigated.

The batteries on BEBs and FCEBs require special consideration from a fire risk perspective. A bus battery is a dense assembly of chemical energy. If this large supply of energy begins reacting outside of its intended circuitry, for example due to faulty wiring or defective or damaged components, the battery can start rapidly expelling heat and flammable gas, causing a “thermal runaway” fire. Given their abundant fuel supply, battery fires are notoriously difficult to put out and can even reignite after they are extinguished. Furthermore, without prompt fire mitigation the dispersed heat and gas will likely spread to whatever is located near the bus. If this is another zero-emissions bus then a chain reaction can occur, with the heat emanating from one bus overheating (and likely igniting) the batteries of another bus. This can endanger all the buses in the overnight storage area. Mitigations are recommended for these risks. Increasingly sophisticated battery management systems are being developed on the vehicles themselves, ensuring that warning signs of battery fires – such as high temperature, swelling, and impact and vibration damage – are quickly caught and addressed. Though research is ongoing, most battery producers believe that with proper manufacturing quality assurance and operational monitoring the risk of a battery fire can be minimized.

The infrastructure best practices for preventing fire spread with battery-electric vehicles are still being developed. There are partially relevant standards for the storage of high-capacity batteries indoors for backup power systems, such as UL9540, NFPA 70, and NFPA 230, and the primary components of any fire mitigation strategy are well understood. These include detectors for immediate discovery of a fire, sprinklers to extinguish it as much as possible, and barriers to prevent it from spreading to other buses or the building structure. In terms of staffing, it is recommended that staff be located nearby to respond in case of a battery fire and move unaffected buses out of harm’s way.

The use of hydrogen introduces additional challenges. Hydrogen has a greater risk of fire or explosion than gases like methane or natural gas due to its wider flammability limits, lower minimum ignition energy, and higher typical storage pressure. Although fuel cell vehicle designs take these risks into account, depots and storage areas require special design considerations. For example, NFPA and OSHA regulations limit how close a hydrogen storage tank can be placed to property lines, buildings, or other structures. Facilities serving fuel-cell vehicles must also be designed accordingly. For instance, blow-out windows are required to dissipate the force of any indoor explosion before it affects the structural integrity of the building. Hydrogen leakage is another potential issue; gaseous hydrogen is a small molecule so small leaks are common. Hydrogen is colorless, odorless, and tasteless, so leaks are hard to detect. It is lighter than air and highly flammable, so an indoor leak is very dangerous because the hydrogen will accumulate under the ceiling and pose an explosion risk. Hydrogen fuel cell vehicle maintenance and storage facilities must be designed (or retrofitted) with this in mind: unventilated peaks in the roof (such as skylights) are not permitted, and spark-producing equipment (such as light fixtures) cannot be located within a certain distance of a flat ceiling. Unlike battery-electric vehicles, where the

infrastructure standards are still being developed, the requirements for hydrogen fuel cell vehicle fueling stations and maintenance depots are well established; however, they typically impose a significant financial burden on agencies with existing, constrained facilities.

All these risks are likely to be resolved, or at least better understood and mitigated, as zero-emissions bus technology develops. Given Island Transit’s enthusiasm for zero-emissions vehicles and small fleet size, the agency should consider several strategies to maximize operational robustness:

- As part of vehicle procurements, require the zero-emissions bus vendor to have a technician on site or nearby in case of problems. This is most economical when the technician is shared with several nearby agencies.
- Reach a “mutual aid” agreement with a nearby transit agency that would let Island Transit borrow spare buses in case of difficulties with its fleet.
- Retain a small fossil fuel reserve fleet to ensure adequate backup for zero-emissions vehicles if any incidents or weather conditions require it.
- Develop contingency plans in case any charging or fueling location fails and operation must continue using another location(s).

## **6. Lifecycle Cost**

To calculate the cost of this transition, a life cycle cost (LCC) model was constructed, using the net present value (NPV) method to compare future costs on an equivalent basis. This allows all costs incurred throughout the fleet transition to be considered in terms of today’s dollars. The costs are based on the weekday service levels analyzed above and scaled to account for weekends and holidays. They include initial capital as well as operations and maintenance costs of the vehicles and supporting infrastructure for battery-electric and hydrogen fuel-cell fixed-route vehicles. These costs can then be compared to the costs of replacing the existing fossil fuel-based operation with another round of diesel vehicles, which were calculated similarly. Because of uncertainties with timing and scope of demand-response vehicle electrification, no synergies with that project were assumed. Table 2 below outlines the LCC model components, organized by basic cost elements, for fossil fuel, battery-electric, and fuel cell vehicles.

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**Table 2 Primary Cost Categories by Vehicle Type**

| Category                    | Fossil fuel (baseline) | Battery-Electric                   | Hydrogen fuel cell                              |
|-----------------------------|------------------------|------------------------------------|---|
| <b>Capital</b>              | Vehicle purchase       | Vehicle purchase                   | Vehicle purchase                                |
|                             | Mid-life overhaul      | Mid-life overhaul                  | Mid-life overhaul                               |
|                             |                        | Battery replacement/warranty       | Battery replacement/warranty                    |
|                             |                        | Charging infrastructure            | Fueling infrastructure                          |
|                             |                        | Electrical infrastructure upgrades | Facility upgrades and code compliance work      |
|                             |                        | Utility feed upgrades              | Hydrogen storage infrastructure                 |
| <b>Operations</b>           | Fossil fuel            | Electricity                        | Hydrogen fuel                                   |
|                             |                        |                                    | Hydrogen trucking                               |
|                             | Operator’s cost        | Operator’s cost                    | Operator’s cost                                 |
|                             |                        | Demand charges for electricity     |   |
|                             |                        | Diesel fuel for auxiliary heaters  |   |
| <b>Maintenance</b>          | Vehicle maintenance    | Vehicle maintenance                | Vehicle maintenance                             |
|                             |                        | Charger maintenance                | Hydrogen storage and fueling system maintenance |
| <b>Financial incentives</b> | Grants                 | Grants                             | Grants  |

Like any complex system, Island Transit has a range of ways it can fund, procure, operate, maintain, and dispose of its assets. In coordination with agency stakeholders, the following assumptions were developed to ensure that the cost model reflected real-world practices:

#### Capital Investment

- + The lifespan of a bus is 12 years, in accordance with Island Transit practice.
- + The Camano Island facility is not relocated.
- + The maintenance building at the Whidbey Island facility is upgraded.
- + Backup generators are installed at each vehicle charging location.
- + 12-year battery warranties are purchased with the bus, removing the need for battery replacement at vehicle midlife.

#### Funding

- + Federal grants cover 80% of the procurement cost for buses (of all types) as well as charging and hydrogen infrastructure.

#### Costs

- + 3% year-over-year inflation
- + 7% agency discount rate

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Table 3 lists the operating and capital costs assumed for this study. These are based on Island Transit’s figures and general industry trends and have been escalated to 2022 dollars where necessary.

**Table 3 Estimated Costs**

| Asset  | Estimated Cost Per Unit (2022 Dollars) |
|--|--|
| 30’ Transit Bus: Diesel                          | \$531,000                              |
| 30’ Transit Bus: Battery-Electric                | \$978,000                              |
| 30’ Transit Bus: Hydrogen Fuel Cell              | N/A                                    |
| 35’ Transit Bus: Diesel                          | \$546,000                              |
| 35’ Transit Bus: Battery-Electric                | \$1,009,000                            |
| 35’ Transit Bus: Hydrogen Fuel Cell              | \$1,150,000                            |
| 40’ Transit Bus: Diesel                          | \$551,000                              |
| 40’ Transit Bus: Battery-Electric                | \$1,050,000                            |
| 40’ Transit Bus: Hydrogen Fuel Cell              | \$1,200,000                            |
|  |  |
| DC Fast Charger, Depot (Plug-in w/ 3 dispensers) | \$270,000                              |
| DC Fast Charger, Pantograph Overhead             | \$635,000                              |
|  |  |
| Hydrogen Storage Tank, per kg                    | \$1,000                                |
| Hydrogen Vaporizer, per kg per hour              | \$4,500                                |
| Hydrogen Chiller, per kW                         | \$6,900                                |
| Hydrogen Fuel Pump                               | \$99,000                               |
|  |  |
| HVAC Upgrades for Whidbey Island Building        | \$1,450,000                            |
|  |  |
| Operator Wages, Benefits, and Overhead, per hour | \$44.08                                |
| Bus Maintenance, per mile: Diesel                | \$1.30                                 |
| Bus Maintenance, per mile: Battery-Electric      | \$0.96                                 |
| Bus Maintenance, per mile: Hydrogen Fuel-Cell    | \$1.19                                 |
| Diesel Fuel, per gallon                          | \$3.00                                 |
| Hydrogen, per kilogram                           | \$8.86                                 |
|  |  |
| Generator Unit Cost per kW                       | \$600                                  |

Because the transition to zero-emissions vehicles will be gradual, LCC calculations necessarily overlap multiple bus procurement periods. This was addressed by setting the start of the analysis period to the year when the last fossil fuel bus is proposed to be retired (2034), with the analysis period stretching for a full bus lifespan. For buses already on property at the beginning of the analysis period, or for buses with remaining life at the end, a residual value was calculated and added or subtracted as appropriate.

The LCC analysis determines the relative cost difference between the baseline (fossil fuel) case and the proposed case. Costs common to both alternatives, such as bus stop maintenance, are

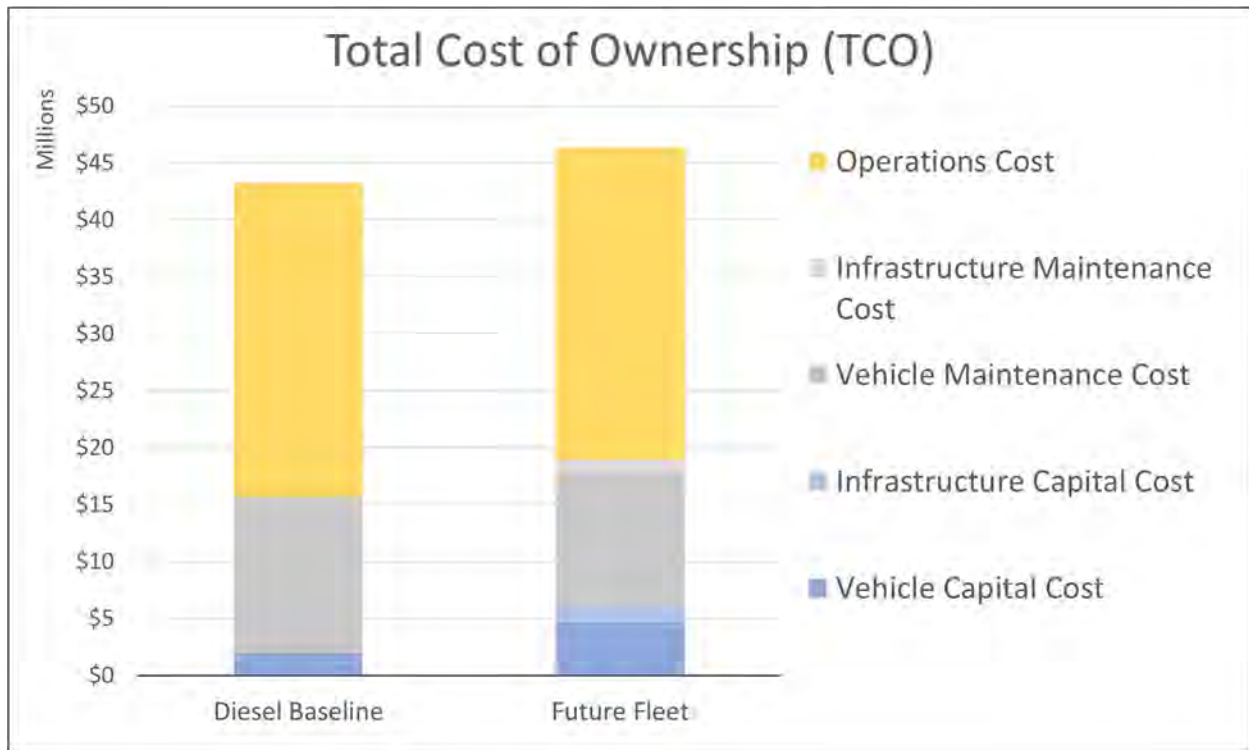
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not included as they do not have a net effect on the LCC comparison. Thus, the model indicates the change in the LCC and does not represent the full or true cost of the two scenarios. Table 4 and Figure 8 summarize the NPV for the current and proposed future fleet.

**Table 4 Life Cycle Cost Estimates**

| Category                         | Fossil Fuel Baseline | Future Fleet        |
|----------------------------------|----------------------|---------------------|
| Vehicle Capital Costs            | \$1,985,829          | \$4,660,973         |
| Infrastructure Capital Costs     | \$0                  | \$1,356,074         |
| Vehicle Maintenance Costs        | \$13,661,649         | \$11,737,968        |
| Infrastructure Maintenance Costs | \$0                  | \$1,157,995         |
| Operational Costs                | \$27,614,182         | \$27,418,536        |
| <b>Total Life Cycle Cost</b>     | <b>\$43,261,660</b>  | <b>\$46,331,545</b> |



**Figure 8 Life Cycle Cost Estimates**

Capital costs are substantially higher for the zero-emissions option than for the diesel baseline option, due to both vehicle and infrastructure procurement costs. On a BEB, the primary expensive component is the battery; on a FCEB, the battery is accompanied by a hydrogen fuel cell for additional range extension, which increases the cost further. Consequently, vehicle acquisition cost is expected to increase by nearly 135% compared to the baseline. Infrastructure will contribute to upfront capital spending as well; although Island Transit will generate some economies of scale through the larger fleet on Whidbey Island and through sharing with demand-response vehicles on Camano Island, the cost of the Whidbey Island hydrogen fueling station

(including the storage tank, vaporizers, chillers, pumps, safety upgrades, etc.) will overshadow these savings. These factors combine to yield a total capital cost increase of 203%.

On the other hand, zero-emissions vehicles, particularly BEBs, are expected to reduce recurring costs for both maintenance and daily operations. Maintenance costs will likely decline because of the simplified nature of BEBs' and FCEBs' drivetrains, which reduces brake wear, eliminates several maintenance-intensive components, and enables more advanced vehicle diagnostics. Even though the shift to BEBs and especially FCEBs introduces additional infrastructure that must be maintained, total spending on asset maintenance should decrease. Maintenance costs will decrease by approximately 6%, reflecting the balance between less maintenance-intensive vehicles and highly maintenance-intensive hydrogen infrastructure. Operating costs will decrease by 1%. The resulting total cost of ownership for the mixed fleet is estimated to be 7% more than the diesel fleet.

Each alternative requires initial capital spending to reduce recurring cost and achieve strategic goals over the fleet's lifetime. This finding is common to many transit projects and is representative of the transit industry, with nearly all bus and rail systems requiring capital investments up front to save money in other areas (traffic congestion, air pollution, etc.) and achieve broader societal benefits over the long term. By extension, just as with the transit industry at large, policy and financial commitment will be required from government leaders to achieve the desired benefits. The federal government's contribution to these goals via FTA and Low-No grants is already accounted for, leaving state and local leaders to cover the remaining increase in upfront capital cost.

The zero-emissions bus market is a new and developing space, with rapid advancements in technology. Although this study used the best information available to date to analyze the alternatives and recommend a path forward, it will be important in the coming years for Island Transit to review the assumptions underlying this report to ensure that they have not changed significantly. Major changes in capital costs, fuel costs, labor costs, routes, schedules, or other operating practices may make it prudent for Island Transit to modify vehicle procurement schedules or quantities, tweak operating schedules, or otherwise revise this report's assumed end state.

## **7. Emissions Impacts**

One of the motivations behind Island Transit's transition towards zero-emissions buses is the State of Washington's goals to reduce emissions. While specific targets for public transportation have not been established, the state Clean Fuel Standard's goal to achieve a 20% overall emissions reduction by 2035 was considered as a target by Island Transit.

The anticipated emissions reductions from Island Transit's transition plan were calculated to quantify the plan's contribution toward meeting the state's emissions reduction goals. To provide a complete view of the reduction in emissions offered by the transition plan, the effects were analyzed based on three criteria:

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### Zero Emission Fleet Transition Plan – Island Transit

#### Well-to-tank

- + These are emissions associated with fossil fuel production and delivery.

#### Tank-to-wheel

- + These are “tailpipe” emissions produced when the fossil fuel is used.

#### Energy Generation

- + These emissions are associated with production of the electricity/hydrogen needed for vehicle operation. The two utilities that supply power to Island Transit (Puget Sound Energy on Whidbey Island and the Snohomish Public Utility District on Camano Island) each provide information on the emissions associated with their sources of electricity. These data were incorporated into the calculations below, reflecting the total emissions that would result from operation of zero-emissions vehicles if the grid did not change from its current state. However, the Washington State Clean Energy Transformation Act, signed in 2019, requires utilities to provide a fully emissions-neutral electricity mix by 2030. To account for these future grid emissions reduction goals, emissions reductions were also calculated assuming that utilities achieve these goals.

Table 5 below presents the types of emissions that are considered for each case.

**Table 5 Types of Emissions**

|                          | Diesel                                    | Battery-Electric  | Hydrogen Fuel Cell  |
|--------------------------|---|---|---|
| <b>Well-to-tank</b>      | Fuel production, processing, and delivery | Diesel heater fuel production, processing, and delivery | Fuel production, processing, and delivery for hydrogen transport truck (East Wenatchee to Island Transit)   |
| <b>Tank-to-wheel</b>     | Use of diesel fuel for propulsion         | Use of diesel fuel for cabin heating                    | Use of diesel fuel for propulsion for hydrogen transport truck (East Wenatchee to Island Transit)   |
| <b>Energy Generation</b> | N/A                                       | Electricity production from non-renewable sources       | Grey Hydrogen: Emissions from hydrogen production<br>Green Hydrogen: Electricity production from non-renewable sources to power hydrogen production |

Table 6 and Figure 9 summarize the results of the emissions calculations. These results demonstrate the critical impact that electricity production technology has on emissions reduction, especially given that FCEBs will be used.

**Table 6 Emissions Estimates**

| Scenario                                  | Well-to-Tank (kg) | Tank-to-Wheel (kg) | Energy Generation (kg) |           | Total (kg) (Current) | Reduction |        |
|---|-------------------|--------------------|------------------------|-----------|----------------------|-----------|--------|
|   |                   |                    | Current                | Future    |                      | Current   | Future |
| <b>Baseline</b>                           | 2,000,583         | 3,443,272          | -                      | -         | 5,443,855            | -         | -      |
| <b>Future Fleet (Grey H<sub>2</sub>)</b>  | 55,667            | 95,811             | 1,638,500              | 1,638,500 | 1,789,978            | 67%       | 67%    |
| <b>Future Fleet (Green H<sub>2</sub>)</b> | 55,667            | 95,811             | 2,797,822              | -         | 2,949,301            | 46%       | 97%    |



## EXHIBIT A

### Zero Emission Fleet Transition Plan – Island Transit

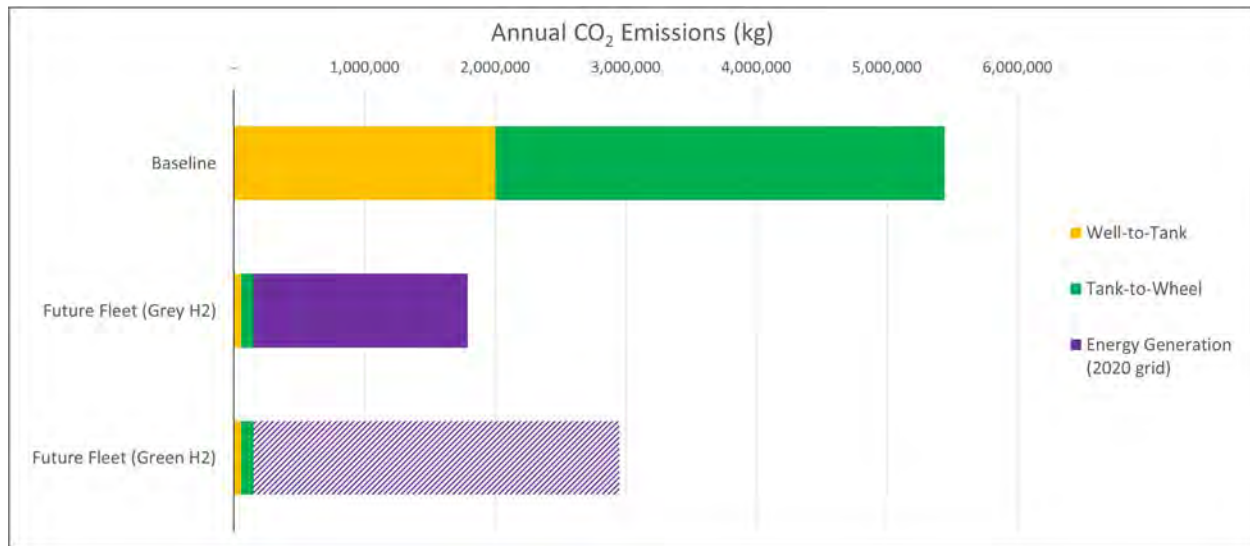


Figure 9 Emissions Estimates

The largest contributor, by far, to the carbon emissions from zero-emissions bus operation is the technology used to generate the electricity and/or hydrogen. For grey hydrogen, this is related to the fossil fuel that is burned during production. Although the large scale of such facilities increases the efficiency of fossil fuel burning compared to the small diesel engines found on buses, there are still inefficiencies related to the steam methane reformation process used to produce grey hydrogen. Hence, fleet operation using grey hydrogen only yields a 67% emissions reduction compared to the diesel baseline. For battery-electric operation and for green hydrogen, this is directly related to the composition of the Washington State grid. For the current grid composition, BEBs are the most climate-friendly technology because they avoid the energy expenditures (and the resulting emissions) associated with producing, transporting, storing, and using hydrogen. Once fully carbon-neutral electricity production is achieved, however, as much as 97% of emitted carbon being eliminated by a transition to the proposed fleet.

## 8. Asset Selection, Fleet Management, and Transition Timeline

A key decision for Island Transit relates to the procurement timelines for vehicles and supporting infrastructure. Island Transit, like almost all transit agencies, currently acquires buses on a rolling schedule. This helps lower average fleet age, maintain stakeholder competency with procurements and new vehicles, and minimize scheduling risks. However, this also yields a high number of small orders. For any bus procurement – and especially for a newer technology like BEB or FCEBs – there are advantages to larger orders, such as lower cost and more efficient vendor support. Because of this potential for economies of scale, as well as the large number of vehicles past due for replacement, Island Transit should consolidate the procurement timeline as outlined below.

Consolidation of vehicle procurements will also simplify the infrastructure installation timeline. FCEB operations are very capital-intensive because they require hydrogen pumping, storage, and potentially generation equipment at each fueling location. This makes deployment of only one or two FCEB at a given depot uneconomical. On the other hand, once the required infrastructure

is installed, it is most efficient to convert the depot’s entire fleet to FCEBs, maximizing the benefit of the installed equipment. Even for BEBs, the required retrofit of the depot for charger installation will be most economical for larger fleet sizes. For small depots, such as on Camano Island, an all-at-once conversion will have the benefit of keeping the facility consolidated; given the small size of that facility, minimizing the number of fuel types used there is beneficial.

To fulfill Island Transit’s fixed-route operational requirements, the agency will need peak fleet sizes of 18 buses on Whidbey and eight buses on Camano Island. Given the agency’s comparatively small fleet size, the long distance between the two depots, and the lack of any nearby fueling or maintenance facilities for hydrogen or heavy-duty battery-electric vehicles, a vehicle spare ratio of 30% is assumed on each island to ensure operational robustness. Although this exceeds the FTA guideline maximum spare ratio of 20%, that guideline only applies to agencies operating 50 or more revenue vehicles and is not applicable to Island Transit’s fixed-route operation. In total, to fully convert its fixed-route operations to zero emission buses, Island Transit should procure 24 for Whidbey Island buses and 10 buses for Camano Island.

For charging stations and especially hydrogen fueling facilities, the agency will need to do significant permitting, grant-seeking, engineering, and construction work. In addition, as mentioned previously, many of Island Transit’s existing vehicles are past due for replacement. For these reasons, Island Transit should plan to replace its entire Whidbey Island fixed-route fleet with zero-emissions vehicles as quickly as possible starting in 2026. This will allow sufficient time for the agency to design, fund, procure, install, and commission the required infrastructure ahead of the arrival of the first vehicles, and would avoid incurring the high cost of installing the infrastructure to serve only a few vehicles. On Camano Island, Island Transit should convert the facility (or construct a new one, if necessary) for zero-emissions operation by early 2028 and start procuring the battery electric fleet for entry into service in the same year. This would allow the transition on both Islands to begin almost simultaneously. At the same time, having two years gap between the two projects will allow Island Transit to more efficiently manage both projects internally with current resources.

Island Transit should consider several factors as it begins its transition to a zero-emissions fleet. First, FCEBs, and use of hydrogen for transportation in general, are largely unexplored in Washington State, posing significant uncertainty to the agency. Agency leaders should talk closely with other agencies in the state (such as Twin Transit) that will be operating FCEBs, as their experiences and incurred costs will likely be similar to Island Transit’s. Second, because there are operational implications to owning a mixed fleet of both FCEBs and BEBs, the agency should consider these challenges and develop operational contingency plans before purchasing vehicles. Finally, the total cost of ownership of each technology is also a concern. Although federal grants mitigate much of the upfront cost of zero-emissions vehicles and infrastructure, the agency will need to identify funding sources for the recurring costs – ranging from charger maintenance to hydrogen fuel – that are less likely to qualify for grants.

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Table 7 and Table 8 below show the preferred timeline for asset replacement over the transition period, taking into account limitations on vehicle order size related to availability of local matching funds.

Table 7 shows the start date for the process of facility upgrade development or vehicle procurement as well as the date when the facility or vehicle enters service for fixed route operation. For the infrastructure expansions, the estimated timeline for funding application and approval, detailed engineering, and construction for such projects can be up to three years. Hence, it is recommended that Island Transit begin the funding application and detailed design development for Whidbey Island immediately. For the vehicles, the agency will need to secure the funding and place order for the vehicle approximately two years before entry into service. The lead times for zero emission vehicles – approximately 18 to 24 months – are longer than diesel vehicles due to the developing supply chains and limited availability of the raw materials for battery and fuel cell production.

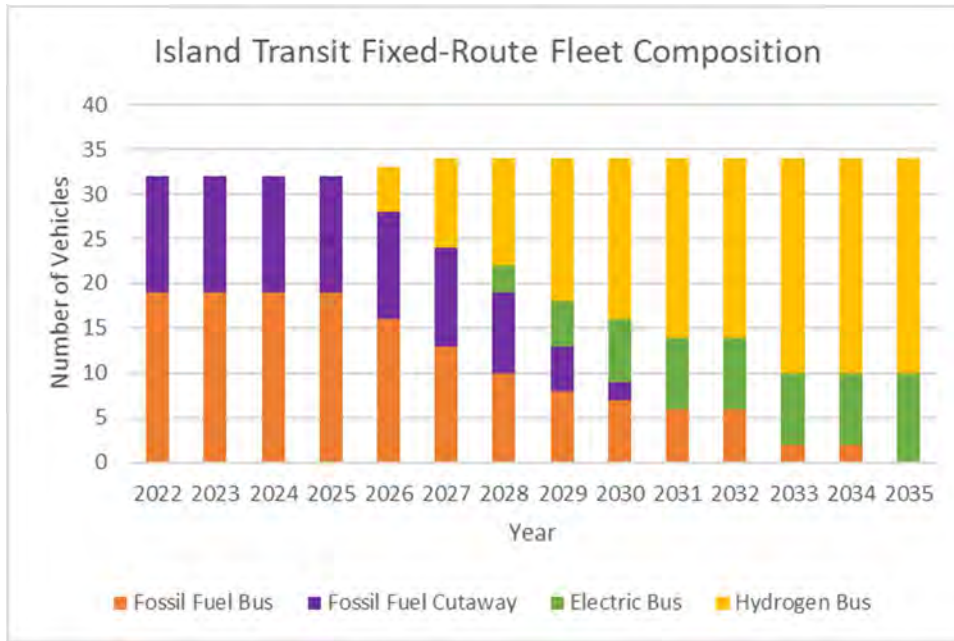
**Table 7 Asset Procurement Timeline for Fixed Route Operation**

| Year (Start of Process) | Year (Entry into Service) | Asset  | Replacing                 |
|-------------------------|---------------------------|--|---------------------------|
| 2023                    | 2026                      | Hydrogen storage / fueling station (Whidbey Depot)                             | N/A                       |
| 2024                    | 2026                      | Three 40' hydrogen fuel cell buses<br>Two 35' hydrogen fuel cell buses         | 118-120, 1 cutaway, 1 new |
| 2025                    | 2027                      | Three 40' hydrogen fuel cell buses<br>Two 35' hydrogen fuel cell buses         | 122-124, 1 cutaway, 1 new |
| 2025                    | 2028                      | Three centralized 150 kW chargers (Camano Depot)                               | N/A                       |
| 2026                    | 2028                      | Two 40' hydrogen fuel cell buses<br>Three 35' battery-electric buses (492 kWh) | 125-127, 2 cutaways       |
| 2027                    | 2029                      | Four 35' hydrogen fuel cell buses<br>Two 40' battery-electric buses (492 kWh)  | 128-129, 4 cutaways       |
| 2028                    | 2030                      | Two 35' hydrogen fuel cell buses<br>Two 35' battery-electric buses (492 kWh)   | 130, 3 cutaways           |
| 2029                    | 2031                      | Two 35' hydrogen fuel cell buses<br>One 35' battery-electric buses (492 kWh)   | 131, 2 cutaways           |
| 2031                    | 2033                      | Four 35' hydrogen fuel cell buses  | 132-135                   |
| 2033                    | 2035                      | Two 35' battery-electric buses (492 kWh)                                       | 136-137                   |

Figure 10 below shows the fleet composition for fixed route operation by year as new zero emissions vehicles enter service.

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Zero Emission Fleet Transition Plan – Island Transit



**Figure 10 Fixed-Route Fleet Composition**

Table 8 shows the start date for the process of charger installation or vehicle procurement as well as the date when the charger or vehicle enters service for paratransit and rideshare operation.

**Table 8 Asset Procurement Timeline for Paratransit/Rideshare Route Operation**

| Year (Start of Process) | Year (Entry into Service) | Asset                                 | Replacing                       |
|-------------------------|---------------------------|---------------------------------------|---------------------------------|
| 2022                    | 2023                      | Five DC Fast Chargers (Whidbey Depot) | N/A                             |
| 2022                    | 2023                      | Five Electric SUVs                    | Five Fossil Fuel Light Vehicles |
| 2023                    | 2024                      | Five Electric Vans                    | Five Fossil Fuel Light Vehicles |
| 2023                    | 2025                      | New Chargers (Whidbey Depot)          | N/A                             |
| 2024                    | 2025                      | Five Electric Vans                    | Five Fossil Fuel Light Vehicles |
| 2025                    | 2026                      | Five Electric Vans                    | Five Fossil Fuel Light Vehicles |
| 2025                    | 2027                      | New Chargers (Camano Depot)           | N/A                             |
| 2026                    | 2027                      | Four Electric Vans                    | Six Fossil Fuel Light Vehicles  |
| 2026                    | 2028                      | New Chargers (Whidbey Depot)          | N/A                             |
| 2027                    | 2028                      | Six Electric Vans                     | Six Fossil Fuel Light Vehicles  |
| 2028                    | 2029                      | Nine Electric Vans                    | Nine Fossil Fuel Light Vehicles |
| 2028                    | 2030                      | New Chargers (Whidbey Depot)          | N/A                             |
| 2029                    | 2030                      | Nine Electric Vans                    | Nine Fossil Fuel Light Vehicles |
| 2030                    | 2031                      | Nine Electric Vans                    | Nine Fossil Fuel Light Vehicles |
| 2030                    | 2032                      | New Chargers (Camano Depot)           | N/A                             |
| 2031                    | 2032                      | Nine Electric Vans                    | Nine Fossil Fuel Light Vehicles |

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Zero Emission Fleet Transition Plan – Island Transit

|      |      |                              |                                  |
|------|------|------------------------------|----------------------------------|
| 2031 | 2033 | New Chargers (Whidbey Depot) | N/A                              |
| 2032 | 2033 | Nine Electric Vans           | Nine Fossil Fuel Light Vehicles  |
| 2033 | 2034 | Nine Electric Vans           | Nine Fossil Fuel Light Vehicles  |
| 2033 | 2035 | New Chargers (Whidbey Depot) | N/A                              |
| 2034 | 2035 | Nine Electric Vans           | Nine Fossil Fuel Light Vehicles  |
| 2035 | 2036 | Eight Electric Vans          | Eight Fossil Fuel Light Vehicles |
| 2036 | 2037 | Five Electric Vans           | Five Fossil Fuel Light Vehicles  |
| 2036 | 2038 | New Chargers (Whidbey Depot) | N/A                              |
| 2037 | 2038 | Three Electric Vans          | Three Fossil Fuel Light Vehicles |
| 2038 | 2039 | Three Electric Vans          | Three Fossil Fuel Light Vehicles |

Figure 11 below shows the fleet composition for Paratransit and Rideshare operations by year as new zero emissions vehicles enter service.

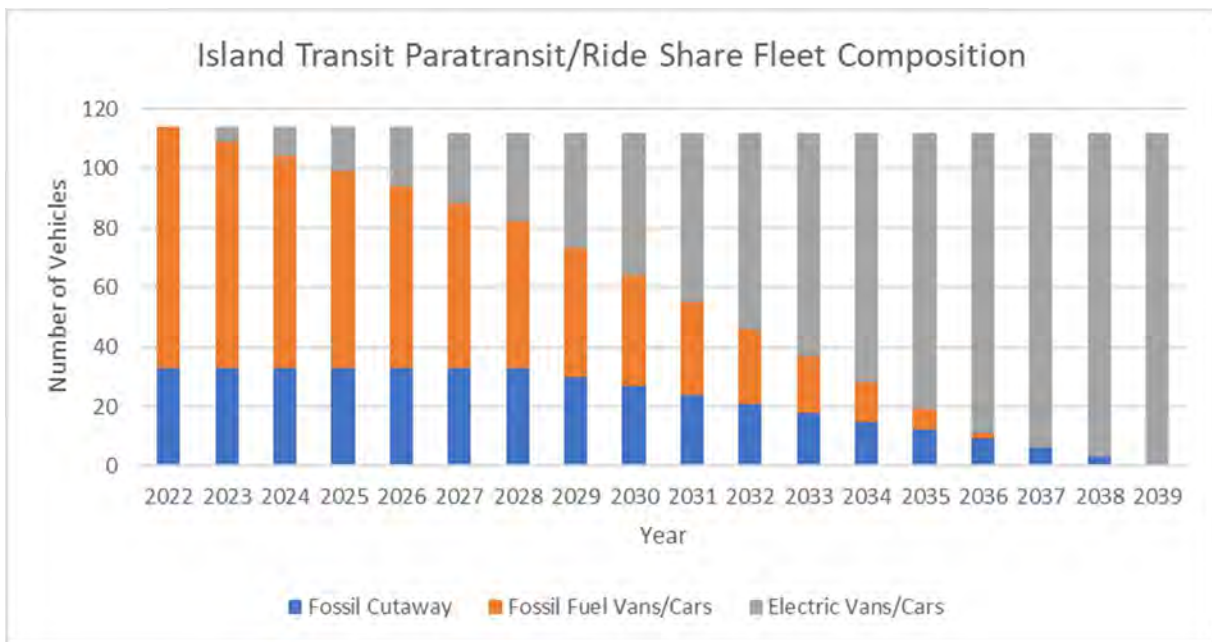


Figure 11 Paratransit/Rideshare Fleet Composition

## 9. Conceptual Infrastructure Design

As discussed above, the infrastructure required to support zero-emissions vehicles (fast chargers and battery maintenance areas, or hydrogen storage, pumping, and fuel-cell repair areas) has many bespoke requirements restricting how it can be installed in an existing (or even in a new) facility. Although a detailed engineering study of each location would be required to create a full design, this section presents conceptual layouts to help Island Transit leaders understand the impact the new infrastructure will have on each location.

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### Zero Emission Fleet Transition Plan – Island Transit

The agency's Whidbey Depot in Coupeville is its largest and most versatile facility. It has the space to accommodate the minimum setbacks between hydrogen tanks and adjacent buildings, property lines, and other fueling systems that are required by NFPA code. Even on such a large site, however, these safety regulations, and the large footprint of a hydrogen fueling station, restrict the placement of such a station to only a few locations on the property. Figure 12 below shows a conceptual layout for one such location, near the existing bus wash and fueling building. Given the hydrogen storage tank size of approximately 10,000 gallons, a hydrogen station footprint of approximately 30' by 85' was assumed; this would provide sufficient space for the tank itself, the pumps, chillers, vaporizers, and other equipment to handle the hydrogen, and the electrical equipment to power each of these items. Two hydrogen pumps were assumed to be installed in the nearby fueling lane, and a protective wall was proposed east of the hydrogen station because of the inadequate setback distance between the station and the nearby property line.

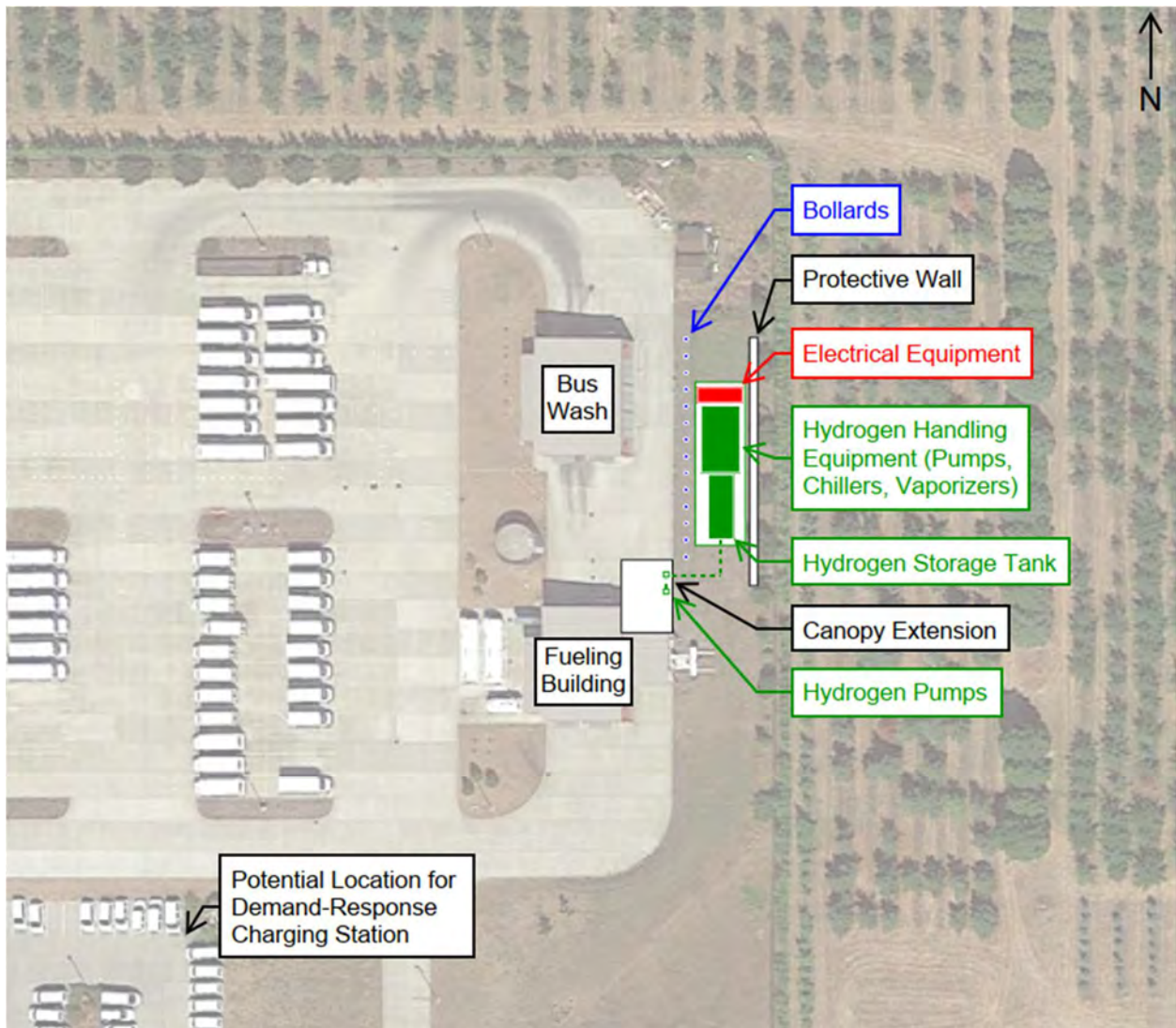


Figure 12 Whidbey Depot Hydrogen Station Conceptual Layout

The Camano Depot is much more space constrained. However, a curb could be installed between the two rows of existing parking spaces to accommodate the charging dispensers as shown in Figure 13, and a trench constructed to house charging cabinets and ancillary equipment placed on the northwest corner of the property.

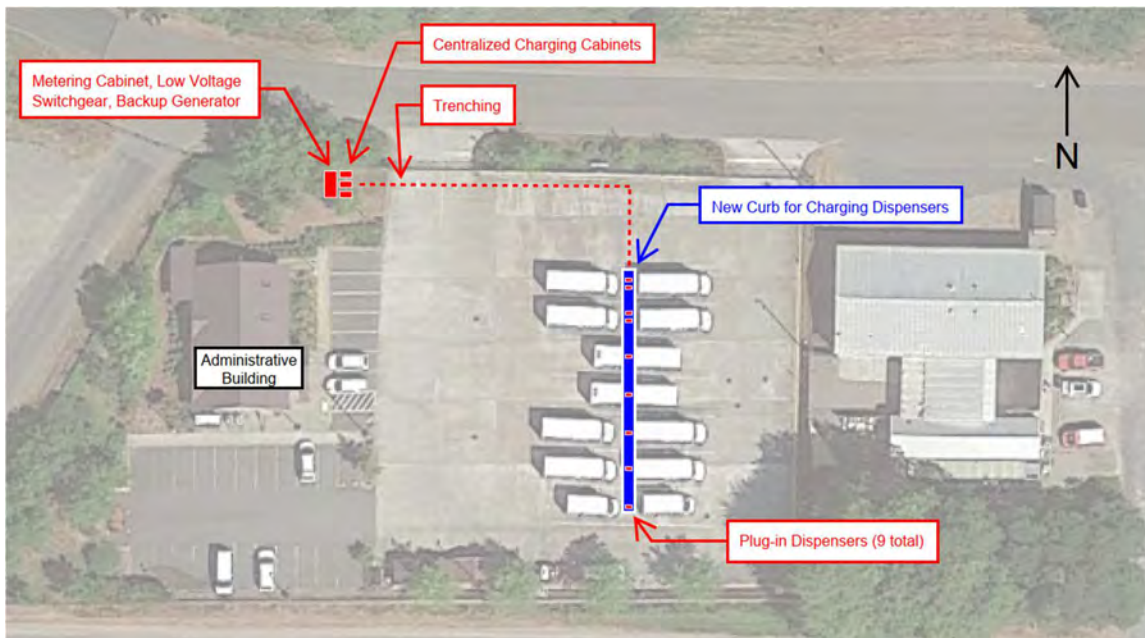


Figure 13 Camano Depot Charging Station Conceptual Layout

## 10. Current and Future Resource Availability

### 10a. Battery Electric

The electrical grid in Washington State is well developed and, aside from reliability challenges in the Island Transit service area, is well suited to supply electricity to meet the agency's BEB operation needs. The primary resource constraint on use of BEBs is likely to be the supply of components, especially batteries.

Although batteries have existed for centuries, the recent rapid growth in the electric vehicle market has strained the battery supply chain. Most battery types available today are produced with several key rare materials, most notably lithium. Other electric vehicle components are also produced using rare earth minerals: neodymium is a vital component of motor magnets, and terbium and dysprosium are added to improve magnetism at high temperatures. Although the mining industry is currently able to meet EV manufacturers' demand, the need for these rare-earth elements may become a constraint as EV demand continues to grow. Island Transit is encouraged to monitor the state of the EV industry, for example by attending conferences, to stay up to date on the EV and battery market's supply chain and the development of any new battery chemistries that may require fewer, or different, rare-earth elements.

## 10b. Hydrogen Fuel Cell

Unlike electricity, the availability of hydrogen is comparatively limited. Currently, hydrogen has a small number of commercial applications, such as fertilizer production, fossil fuel processing, and food refinement. These applications generally draw their hydrogen from dedicated sources that are located close to the point of use. Although hydrogen production in Washington State is scarce, there are several companies in the market:

- + BP West Coast Products LLC in Ferndale, WA has a production capacity of 439,000 kg/day. Its hydrogen is used for oil refineries.
- + Air Liquide in Kalama, WA has a production capacity of 686 kg/day; the hydrogen produced is for general sale.

In addition, public utilities are entering the hydrogen market. The Douglas County Public Utility District is planning a hydrogen production plant in East Wenatchee, which is expected to be ready in late 2022 or early 2023. This plant's electrolyzers will be powered by dams on the Columbia River, thereby producing green hydrogen, and are expected to produce up to two tons of hydrogen a day. This hydrogen is expected to fuel two planned hydrogen-vehicle refueling stations: in Chehalis, for Twin Transit buses, and in East Wenatchee.

Another proposal, by Fortescue Future Industries, seeks to establish a green hydrogen production facility on a retired coal mining site in Centralia.

At present, hydrogen is not used at scale for ground transportation. Even after the proposed fueling stations are commissioned, hydrogen generation and distribution facilities are likely to remain scarce, posing financial obstacles to widespread adoption of fuel cell vehicles. Identification of a reliable, nearby source of hydrogen – such as the plant in East Wenatchee – will be important to successful operation of FCEB because of the high costs associated with transporting hydrogen over long distances.

Another possibility for Island Transit is to avoid dependence on hydrogen suppliers altogether and generate hydrogen on-site. For example, the agency could generate hydrogen utilizing an electrolyzer. Although this will eliminate the agency's dependence on external suppliers, it is not recommended due to the high construction and maintenance cost of hydrogen generators.

## **11. Policy and Legislative Impacts on Technology**

Island Transit is not alone in recognizing the immediate need to reduce carbon emissions and pollution to ensure a healthier climate. Leaders at both the state and federal levels recognize the significance of zero-emissions vehicles and have implemented strong plans to achieve these goals. These plans include both timelines to achieve carbon emissions reductions and grant programs to provide the funding necessary for these reductions. Island Transit's decision to convert its fleet to zero-emissions vehicles aligns well with these policies and incentives.



The federal government provides several types of incentives for transit agencies to convert their fleets to zero-emissions vehicles, the most well-known of which is the Low or No Emission Grant Program (49 U.S.C. 5339 (c)), or the “Low-No” program. Through this program, which can allocate up to \$1.6 billion annually for five years, the FTA provides matching funds for procurements of zero-emissions vehicles as well as for bus facility upgrades to support these vehicles. The Buses and Bus Facilities Competitive Program (49 U.S.C. 5339 (b)), though not limited to zero-emissions vehicles, can also provide federal funding for vehicle and infrastructure procurements. Other, more general funding options are also available. For example, US DOT’s Public Transportation Innovation Program provides funding for research projects analyzing a wide range of new ideas, including zero-emissions vehicle technologies. The FHWA’s Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides over \$2.5 billion a year for measures, including the adoption of zero-emissions vehicles, that will improve air quality and reduce pollution. Notably, each of these programs are competitive, so Island Transit is not guaranteed to receive funding. As the zero-emissions vehicle landscape expands and a greater number of agencies begin converting their fleets, availability of this funding is expected to become scarcer. Though less common, some formula (i.e. non-competitive) funding is also available, for example through the Formula Grants for Rural Areas (49 U.S.C. 5311). This is generally more appropriate to fund operations rather than capital purchases.

The state government has also made clear the importance of zero-emission vehicle adoption. For light-duty vehicles, the state has announced a plan to ban the sale of gasoline-powered cars by 2035. The state has also reduced by half the sales tax levy on the first 650 hydrogen fuel-cell light/medium-duty vehicles sold. For heavy-duty vehicles the state has made similar commitments. In 2020, the Governor of Washington, Jay Inslee, signed the Multistate Zero Emission Medium- and Heavy-Duty Vehicle Memorandum of Understanding, aiming to increase the percentage of zero-emissions vehicles sold in these classes to 30% by 2030 and 100% by 2050. As mentioned above, the state has also invested four million dollars in building the state’s first two hydrogen fueling stations in the cities of Chehalis and East Wenatchee. Furthermore, the state applied to host a regional hydrogen hub, of which four to eight are expected to be placed around the country. This network of hubs, which has been allocated \$8 billion in funding by Congress, will lower the barrier to entry for hydrogen fueling station operators, decreasing the cost of owning and operating fuel cell vehicles of all classes.

As Island Transit transitions to zero emissions technology, additional policies and resources will become applicable to Island Transit. Table 9 **Error! Reference source not found.** provides a summary of current policies, resources and legislation that are relevant to Island Transit’s fleet electrification transition.

## EXHIBIT A

### Zero Emission Fleet Transition Plan – Island Transit

**Table 9 Policy and Resources Available to Island Transit**

| Policy   | Details  | Relevance to Agency Transition  |
|--|--|---|
| <b>Electric Vehicle (EV) Charging Station Community Grant Program Authorization</b>    | The Washington State Department of Transportation (WSDOT) is approved to establish a grant program to deploy EV charging stations. Preferences will be given to direct current fast charging (DCFC) projects.  | Can be used to fund charger purchases.  |
| <b>Volkswagen (VW) Settlement Allocation</b>   | The Washington State Department of Ecology together with the Office of the Governor and state agencies will distribute funding to leverage 15% of Washington’s portion of the VW Environmental Mitigation Trust for the acquisition, installation, operation, and maintenance of light-duty zero-emission vehicle charging infrastructure. | Can be used to fund costs associated with chargers for demand-response vehicles.      |
| <b>Alternative Fuel Vehicle (AFV) Retail Sales and Use Tax Exemption</b>               | Vehicles powered by natural gas, propane, hydrogen, or electricity can be exempt from the state retail sales and use tax if the vehicle is valued below \$45000 if it is new, and below \$30000 if it is used.   | Can minimize the tax associated with buying the demand-response vehicles.             |
| <b>Alternative Fueling Infrastructure Grant Program</b>                                | The WSDOT offers grants for the deployment of Level 2 and DCFC EV chargers and hydrogen fueling infrastructure along highway corridors in Washington. Eligible project costs include siting, equipment purchases, electrical upgrades, installation, operations and maintenance.   | Can be used to fund costs associated with chargers.                                   |
| <b>Commercial Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Tax Credit</b> | Businesses can receive a tax credit for purchasing new or used medium and heavy duty AFVs and vehicles converted to alternative fuels, and installing the alternative fueling infrastructure.  | Can receive a tax credit for purchasing the vehicles and installing fueling stations. |
| <b>EV and FCEV Infrastructure and Battery Tax Credit</b>                               | Public land used for installing, maintaining, and operating EV chargers is exempt from leasehold excise taxes.   | Can minimize the tax associated with chargers.  |

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Zero Emission Fleet Transition Plan – Island Transit

| Policy   | Details  | Relevance to Agency Transition  |
|--|--|---|
| <p><b>Green Transportation Grant Program</b></p>   | <p>The WSDOT offers grants for projects that reduce the carbon emissions from the Washington transportation system. This includes fleet electrification, modification or replacement of facilities to facilitate fleet electrification and hydrogen fueling, upgrades to electrical transmission and distribution systems, and constructing of charging and fueling infrastructure.</p>  | <p>Can be used to provide funding to procure buses and renovate the facility.</p>   |
| <p><b>The U.S. Department of Transportation's Public Transportation Innovation Program</b></p> | <p>Financial assistance is available to local, state, and federal government entities; public transportation providers; private and non-profit organizations; and higher education institutions for research, demonstration, and deployment projects involving low or zero emission public transportation vehicles. Eligible vehicles must be designated for public transportation use and significantly reduce energy consumption or harmful emissions compared to a comparable standard or low emission vehicle.</p> | <p>Can be used to fund electric bus deployments and research projects.</p>  |
| <p><b>The U.S. Department of Transportation's Low or No Emission Grant Program</b></p>         | <p>Financial assistance is available to local and state government entities for the purchase or lease of low-emission or zero-emission transit buses, in addition to the acquisition, construction, or lease of supporting facilities. Eligible vehicles must be designated for public transportation use and significantly reduce energy consumption or harmful emissions compared to a comparable standard or low emission vehicle.</p>  | <p>Can be used for the procurement of hybrid or electric buses and infrastructure</p>   |
| <p><b>The U.S. Department of Transportation's Urbanized Area Formula Grants - 5307</b></p>     | <p>The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.</p>   | <p>This is one of the primary grant sources currently used by transit agencies to procure buses and to build/renovate facilities.</p> |

**EXHIBIT A**

Zero Emission Fleet Transition Plan – Island Transit

| Policy  | Details   | Relevance to Agency Transition  |
|---|---|---|
| <p><b>The U.S. Department of Transportation's Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b))</b></p> | <p>This grant makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.</p>  | <p>This is one of the primary grant sources currently used by transit agencies to procure buses and to build/renovate facilities.</p> |
| <p><b>The U.S. Department of Energy (DOE) Title Battery Recycling and Second-Life Applications Grant Program</b></p>              | <p>DOE will issue grants for research, development, and demonstration of electric vehicle (EV) battery recycling and second use application projects in the United States. Eligible activities will include second-life applications for EV batteries, and technologies and processes for final recycling and disposal of EV batteries.</p>   | <p>Could be used to fund the conversion of electric bus batteries at end of life as on-site energy storage.</p>                       |
| <p><b>Energy Storage System Research, Development, and Deployment Program</b></p>   | <p>The U.S. Department of Energy (DOE) must establish an Energy Storage System Research, Development, and Deployment Program. The initial program focus is to further the research, development, and deployment of short- and long-duration large-scale energy storage systems, including, but not limited to, distributed energy storage technologies and transportation energy storage technologies.</p>  | <p>Can be used to fund energy storage systems for the agency.</p>   |
| <p><b>The U.S. Economic Development Administration's Innovative Workforce Development Grant</b></p>                               | <p>The U.S. Economic Development Administration's (EDA) STEM Talent Challenge aims to build science, technology, engineering and mathematics (STEM) talent training systems to strengthen regional innovation economies through projects that use work-based learning models to expand regional STEM-capable workforce capacity and build the workforce of tomorrow. This program offers competitive grants to organizations that create and implement STEM talent development strategies to support opportunities in high-growth potential sectors in the United States.</p> | <p>Can be used to fund EV training programs.</p>  |

| Policy   | Details  | Relevance to Agency Transition                                      |
|--|--|---|
| <p><b>Congestion Mitigation and Air Quality Improvement (CMAQ) Program</b></p> | <p>The U.S. Department of Transportation Federal Highway Administration’s CMAQ Program provides funding to state departments of transportation, local governments, and transit agencies for projects and programs that help meet the requirements of the Clean Air Act by reducing mobile source emissions and regional congestion on transportation networks. Eligible activities for alternative fuel infrastructure and research include battery technologies for vehicles.</p> | <p>Can be used to fund capital requirements for the transition.</p> |

Despite the large number of potential funding opportunities available to Island Transit to transition to zero emissions technologies, these programs are competitive and do not provide Island Transit with guaranteed funding sources. Therefore, this analysis assumes that Island Transit will only receive funding through the largest grant programs that provide the highest likelihood of issuance to the agency. Specifically, this analysis assumed that Island Transit would receive 80% of the capital required to complete the bus, charging system, hydrogen fueling system and supporting infrastructure procurements outlined in this transition plan.

In summary, state and federal leaders share Island Transit’s commitment to decarbonizing the transportation industry and shifting vehicle fleets to zero-emissions technologies. A wide range of funding options are available for Island Transit and its government partners to pursue. Given the competitive nature of most of the grant programs and the ever-increasing pool of agencies entering the zero-emissions market, to ensure that funding is made available it will be important for Island Transit to apply for a broad range of funding opportunities.

**12. Workforce Impact**

Island Transit staff currently operate and maintain a fleet composed entirely of fossil fuel vehicles. As a result, the staff have skill gaps related to the fuel cell, and high-voltage battery, components of the future vehicles. They are similarly inexperienced with the infrastructure – pumping, storage, and associated safety systems for hydrogen, and charging systems for battery-electric – associated with a zero-emissions fleet. Whether these systems are maintained by general in-house staff (as is sometimes done for chargers) or by a contracted third party (as is most common for hydrogen fueling stations), agency staff will still need to understand their principles of operation and interfaces with the vehicles.

To ensure that both existing and future staff members can operate Island Transit’s future system a workforce assessment was conducted. Table 10 and Table 11 below provide details regarding the skill gaps for each workforce group within the agency and outlines training requirements to properly prepare the staff for future operations.

## EXHIBIT A

### Zero Emission Fleet Transition Plan – Island Transit

**Table 10 Workforce Skill Gaps and Required Training: Hydrogen Fuel Cell**

| Workforce Group  | Key Skills and Required Ongoing Training  |
|--|---|
| Agency Safety and Training Officer, and First Responders | Hydrogen handling and safety measures (wayside and on-vehicle storage, outdoor and indoor leak detection and response), high-voltage operations and safety, battery fire safety |
| Maintenance Staff  | All the above, plus fuel cell operation and repair, electric propulsion, vehicle diagnostics, and battery systems   |
| Electricians   | High voltage operations and safety, hydrogen-related regulations for depot upkeep and maintenance   |
| Operators/Fuelers  | Hydrogen safety measures, electric propulsion operating techniques, fueling procedures  |
| Agency Management and General Staff                      | Understanding of hydrogen safety measures, fuel cell technology, vehicle operating practices; state of the regional hydrogen marketplace  |

**Table 11 Workforce Skill Gaps and Required Training: Battery-Electric**

| Workforce Group  | Key Skills and Required Ongoing Training   |
|--|--|
| Agency Safety and Training Officer, and First Responders | High-voltage operations and safety, battery fire safety  |
| Maintenance Staff  | All the above, plus electric propulsion, vehicle diagnostics, and battery systems  |
| Electricians   | High voltage operations and safety, charging system functionality and maintenance  |
| Operators/Fuelers  | Electric propulsion operating techniques, plug-in and pantograph charging system usage, bus alignment with on-route chargers |
| Agency Management and General Staff                      | Understanding of vehicle and charger technology and operating practices  |

To address these training requirements, Island Transit should consider the following training strategies:

- + Add requirements to vehicle and infrastructure specifications to require contractors to deliver training programs to mitigate the identified skill gaps.
- + For both vehicle types, but especially for hydrogen FCEBs, coordinate with other transit agencies operating such vehicles to transfer ‘lessons learned.’ Send staff to transit agency properties that have already deployed zero-emissions buses to learn about the technology.
- + Coordinate with local educational institutions, ranging from aerospace universities to vocational schools, to learn about curricula applicable to hydrogen fuel-cell technology and battery-electric propulsion. Consider partnering with a local school to develop a curriculum.

Island Transit should begin training staff and other local stakeholders on these technologies ahead of the delivery of the first vehicles and fueling/charging systems.

The shift to zero-emissions vehicles is expected to have a minor impact on the size of the workforce. Vehicle maintenance requirements are expected to decrease slightly, because zero-emissions vehicles have fewer moving parts and therefore need less lubrication, adjustment, etc. The size of the infrastructure maintenance team is unlikely to change: BEB chargers are almost entirely solid-state devices, requiring few repairs, and hydrogen fueling stations are complex systems requiring specialized training that most agencies hire a third-party contractor to maintain.

The primary change in workforce size is expected on the operations side, particularly in the number of drivers. For all operating modes, buses must frequently deadhead to the depot for charging/fueling to avoid depleting the battery/fuel tank. As buses deadheading to the depot are not making passenger trips, this inefficiency will require additional driver-hours, and likely a larger pool of drivers.

### **13. Recommendations and Next Steps**

The transit industry is currently at the beginning stages of a wholesale transition. As zero-emissions vehicle technology matures, climate concerns become more pressing, and fossil fuels increase in cost, many transit agencies will transition their fleets away from diesel/propane vehicles in favor of either battery-electric or hydrogen fuel cell propulsion. Island Transit is well positioned to be part of this movement.

Island Transit has selected operation of a mixed fleet (with FCEBs on Whidbey Island and BEBs on Camano Island) as the most practical option for its zero-emissions fixed-route fleet. This option would require installation of a hydrogen fueling station at the Whidbey Depot, but will allow the agency to reduce recurring costs, keep its transit fleet size nearly constant, and install all service-critical infrastructure at the two depots. Though the choice of a mixed fleet will introduce operational and maintenance complexity, it is best suited for the unique constraints of the two islands.

In general, hydrogen fuel cell technology becomes more economical as the fleet size gets larger, because (unlike for charging infrastructure for BEBs) fueling infrastructure cost does not linearly increase with fleet size. In other words, fuel-cell operations are more economical for larger fleets because the large upfront infrastructure capital cost is spread among more vehicles. Therefore, Island Transit should seek opportunities to partner with other groups – such as nearby Public Works Departments – to share the cost (as well as the benefit) of building and operating a hydrogen fueling station.

Island Transit should work towards the goal of converting its Whidbey and Camano fixed-route fleets to hydrogen and battery-electric vehicles, respectively. To do so, Island Transit will need to acquire a total of 24 buses for Whidbey Island and 10 buses for Camano Island in the timeline provided in Section 8. In terms of infrastructure, the Whidbey depot will need to be equipped with a hydrogen fueling station with two pumps while the Camano Island facility will require three centralized chargers (each with three dispensers). As the first zero-emissions buses are not

expected to enter service until 2026, Island Transit has enough time to lay the groundwork for this transition.

For the remainder of its fleet that serves the paratransit and demand response service, Island Transit should have a one-to-one conversation from its current fossil fuel fleet to battery electric fleet according to the time provided in Section 8. Charging infrastructure will be required at the Whidbey facility to support the electric vehicle fleet. On Camano Island, the charging infrastructure will need to be expanded to support additional electric vehicles.

To prepare for the transition, Island Transit should consider the following steps:

- Vehicles:
  - o Develop vehicle specifications.
  - o As part of vehicle procurements, purchase 12-year battery warranties, rather than assuming the risk of battery degradation.
  - o As part of vehicle procurements, require the zero-emissions bus vendor to have a technician on site or nearby in case of problems. This is most economical when the technician is shared with several nearby agencies.
  - o Reach a “mutual aid” agreement with a nearby transit agency that would let Island Transit borrow spare buses in case of difficulties with its fleet.
  - o Retain a small fossil fuel reserve fleet to ensure adequate backup for zero-emissions vehicles if any incidents or weather conditions require it.
  - o Develop a strategy for completing grant applications to cover vehicle costs.
- Infrastructure:
  - o Begin the planning and design process for the hydrogen fueling station at the Whidbey Depot. Coordinate the timing of these stations to be ready for the arrival of the first BEBs in 2026.
  - o Develop contingency plans in case the hydrogen fueling station experiences unexpected downtime and service must be maintained using buses already fueled.
  - o Conduct a fire safety analysis for both facilities.
  - o Develop a strategy for completing grant applications to cover infrastructure costs.
  - o Coordinate the installation of demand-response vehicle supporting infrastructure at both locations to save money by doing both projects concurrently
- Other:
  - o Begin training staff and other local stakeholders on battery-electric and fuel cell technology as described in Section 12.

Island Transit is encouraged to monitor the state of the market in the zero-emissions vehicle industry, for example by attending conferences, to understand the technology, cost, and supply factors behind each propulsion type and locate any potential partners for shared infrastructure. If the cost or operating parameters of either technology change dramatically, or if a state agency or local partner agrees to share infrastructure with Island Transit, the agency may choose to commit entirely to one or the other drivetrain technology rather than pursuing a mixed fleet.



## EXHIBIT A

### List of Available Charging Equipment (Adapted from Everengi)

| Manufacturer      | Model                  | Type of Charger | Charge Rate (kW) | Form factor                                    | Number of Plugs                    | Plug Types               | Efficiency |
|-------------------|------------------------|-----------------|------------------|--|------------------------------------|--------------------------|------------|
| ABB               | Terra 360              | DCFC            | 90 - 360         | Free standing                                  | 4                                  | CCS, Type 2, CHAdeMO     | 95%        |
| ABB               | Terra EV Fast Chargers | DCFC            | 50 - 180         | Free standing                                  | 2                                  | CCS, CHAdeMO             | 94%        |
| ABB               | Terra DC Wallbox       | DCFC            | 11 - 24          | Wall mount                                     | 2                                  | CCS, CHAdeMO             | 95%        |
| ABB               | HVC-PD UL              | DCFC            | 100 - 600        | Free standing cabinet,<br>roof mount connector | 1                                  | Pantograph (J3105)       | 96%        |
| ABB               | HVC-Depot UL           | DCFC            | 100 - 150        | Free standing                                  | 3                                  | CCS                      |            |
| ABB               | Terra HP               | DCFC            | 175 - 350        | Free standing                                  | 2                                  | CCS, CHAdeMO             | 94%        |
| ABB               | Terra 94               | DCFC            | 90               | Free standing                                  | 1                                  | CCS                      |            |
| ABB               | Terra 124              | DCFC            | 120              | Free standing                                  | 2                                  | CCS                      |            |
| ABB               | Terra 184              | DCFC            | 180              | Free standing                                  | 2                                  | CCS                      |            |
| Amply             | INRUSH                 | DCFC            | Custom           | Containerized                                  | Up to 10                           | CCS, Type 2              |            |
| Blink             | IQ 200                 | Level 2         | 7.2 - 19.2       | Wall mount/pedestal                            | 1                                  | SAE J1772                |            |
| ChargePoint       | CPE250                 | DCFC            | 62.5 - 250       | Free standing                                  | 2                                  | CCS1, CCS2               | 95%        |
| ChargePoint       | Express Plus           | DCFC            | 40 - 500         | Free standing                                  | 2                                  | CCS1, CCS2               | 95%        |
| Clippercreek      | CS-100                 | Level 2         | 19.2             | Wall mount/pedestal                            | 1                                  | SAE J1772                |            |
| Delta             | Delta DC Wallbox       | DCFC            | 25               | Wall mount                                     | 2                                  | CCS, CHAdeMO             | 94%        |
| Delta             | Ultrafast              | DCFC            | 200              | Free standing                                  | 4                                  | CCS, Type 2, CHAdeMO     | 94%        |
| Enel              | JuicePump Flexi 150    | DCFC            | 50 + 150         | Free standing                                  | 2                                  | CCS                      |            |
| Enel X            | JuicePump 75           | DCFC            | 50 - 75          | Free standing                                  | 2                                  | CCS                      |            |
| EVbox             | TronIQ Modular         | DCFC            | 90 - 240         | Free standing                                  | 3                                  | CCS                      | 95%        |
| EVbox             | TronIQ 50              | DCFC            | 22 - 50          | Free standing                                  | 3                                  | CCS, Type 2              |            |
| EVbox             | UltroniQ               | DCFC            | 100 - 350        | Free standing                                  | 1 - 2                              | CCS                      | 95%        |
| FLO               | CoRe+ Max              | Level 2         | 19.2             | Wall mount/pedestal                            | 1                                  | SAE J1772                |            |
| Fimer             | Electra                | DCFC            | 60 - 150         | Free standing                                  | 3                                  | CCS, Type 2, CHAdeMO     | 96%        |
| Heliox            | DC Outlet Column       | DCFC            | 250              | Free standing                                  | 1                                  | CCS1                     |            |
| Heliox            | Ultra-Fast             | DCFC            | 450              | Free standing                                  | 1                                  | Pantograph (J3105)       |            |
| Heliox            | Flex                   | DCFC            | 180 - 360        | Free standing                                  | 3                                  | CCS, Pantograph (J3105)  | 96%        |
| Hitachi ABB       | Grid e-Motion          | DCFC            | 50 + 600         | Containerized modular                          | Customizable                       | CCS, Pantograph (J3105)  |            |
| Kempower          | C-Series               | DCFC            | 50 - 600         | Free standing                                  | 4 - 8                              | CCS1, CHAdeMO            | 94%        |
| Kempower          | S-Series               | DCFC            | 200              | Free standing                                  | 2                                  | CCS2, CHAdeMO            |            |
| Momentum Dynamics |                        | DCFC            | 50 - 450         | Charging pad                                   |                                    | Wireless induction       | 92-94%     |
| Pod Point         | Delta DC               | DCFC            | 25               | Wall mount                                     | 1                                  | CCS                      | 94%        |
| Proterra          | 1440kW Charging System | DCFC            | 1440             | Containerized                                  | 48                                 | CCS, Pantograph (J3105)  |            |
| Proterra          | Commercial Series      | DCFC            | 60 - 120         | Free standing                                  | 4                                  | CCS1, Pantograph (J3105) | 95%        |
| Proterra          | Industrial Series      | DCFC            | 60 - 180         | Free standing                                  | 4                                  | CCS1, Pantograph (J3105) | 95%        |
| Siemens           | Sicharge D             | DCFC            | 160 - 300        | Free standing                                  | Up to 4 per charging center + 1 AC | CCS, CHAdeMO             | 96%        |
| Siemens           | Sicharge UC            | DCFC            | 100 - 600        | Free standing                                  | Up to 5 per charging center        | CCS, Pantograph (J3105)  | 97%        |
| Sun Country       | SCH Series             | Level 2         | 7.2 - 19.2       | Wall mount/pedestal                            | 1                                  | SAE J1772                |            |
| Tritium           | PKM150                 | DCFC            | 150              | Free standing                                  | 2                                  | CCS                      | 98.50%     |
| Tritium           | PK350                  | DCFC            | 350              | Free standing                                  | 2                                  | CCS                      | 98.50%     |
| Tritium           | RTM                    | DCFC            | 75               | Free standing                                  | 2                                  | CCS                      | 95%        |
| Tritium           | RT50                   | DCFC            | 50               | Free standing                                  | 2                                  | CCS                      | 94%        |
| Tritium           | RT175-S                | DCFC            | 175              | Free standing                                  | 2                                  | CCS                      | 98.50%     |
| Wave              |                        | DCFC            | 125 - 500        | Charging pad                                   |                                    | Wireless induction       | 90%        |

## EXHIBIT A

List of Available Electric and Hybrid Transit Buses (Adapted from EPA)

| Manufacturer | Model           | Fuel Type | Power System   | Length (ft) | # Seated Passengers | Battery Capacity (kWh) | Max Charge Speed (kW) |
|--------------|-----------------|-----------|--|-------------|---------------------|------------------------|-----------------------|
| Arboc        | Equess Charge   | Electric  |  | 30          | 25                  | 350                    |                       |
| Arboc        | Equess Charge   | Electric  |  | 35          | 33                  | 437                    |                       |
| BYD          | K7M             | Electric  | BYD 90 kWx2 in-wheel motor   | 30          | 22                  | 215                    | 150                   |
| BYD          | K7M ER          | Electric  | BYD 150 kWx2 in-wheel motor  | 30          | 22                  | 313                    | 150                   |
| BYD          | K8M             | Electric  | BYD 150 kW integrated axle   | 35          | 32                  | 391                    | 150                   |
| BYD          | K9M             | Electric  | BYD 150 kWx2 in-wheel motor  | 40          | 37                  | 313                    | 150                   |
| BYD          | K9MD            | Electric  | BYD 180 kWx2 in-wheel motor  | 40          | 42                  | 446                    | 150                   |
| ENC          | AXESS           | Hybrid    | Cummins ISL 9L Allison Transmission hybrid drive                                       | 32          | 25                  |                        |                       |
| ENC          | AXESS           | Hybrid    | Cummins ISL 9L Allison Transmission hybrid drive                                       | 35          | 35                  |                        |                       |
| ENC          | AXESS           | Hybrid    | Cummins ISL 9L Allison Transmission hybrid drive                                       | 40          | 43                  |                        |                       |
| ENC          | AXESS-BEB       | Electric  |  | 32          | 25                  | 518                    |                       |
| ENC          | AXESS-BEB       | Electric  |  | 35          | 35                  | 518                    |                       |
| ENC          | AXESS-BEB       | Electric  |  | 40          | 43                  | 518                    |                       |
| ENC          | E-Z RIDER II    | Hybrid    | Cummins ISB6.7 Cummins ISL 9L BAE Systems HybriDrive Allison Transmission hybrid drive | 30          | 31                  |                        |                       |
| ENC          | E-Z RIDER II    | Hybrid    | Cummins ISL 9L Cummins ISB6.7 Allison Transmission hybrid drive BAE Systems HybriDrive | 32          | 33                  |                        |                       |
| ENC          | E-Z RIDER II    | Hybrid    | Cummins ISL 9L Cummins ISB6.7 Allison Transmission hybrid drive BAE Systems HybriDrive | 35          | 41                  |                        |                       |
| Gillig       | Low Floor       | Hybrid    |  | 29          |                     |                        |                       |
| Gillig       | Low Floor       | Hybrid    |  | 35          |                     |                        |                       |
| Gillig       | Low Floor       | Hybrid    |  | 40          |                     |                        |                       |
| Gillig       | Low Floor       | Electric  | Cummins PowerDrive 7000 EV   | 29          |                     | 444                    |                       |
| Gillig       | Low Floor       | Electric  | Cummins PowerDrive 7000 EV   | 35          |                     | 444                    |                       |
| Gillig       | Low Floor       | Electric  | Cummins PowerDrive 7000 EV   | 40          |                     | 444                    |                       |
| GreenPower   | EV250           | Electric  | Prestolite 160kW electric motor  | 30-32       | 21+2                | 260                    | 120                   |
| GreenPower   | EV350           | Electric  | Prestolite 350kW electric motor  | 40          | 40+2                | 400                    | 148                   |
| Hometown     | Urban           | Electric  |  |             | 40                  |                        |                       |
| New Flyer    | Xcelsior Hybrid | Hybrid    | Cummins B6.7   | 35          | 32                  |                        |                       |
| New Flyer    | Xcelsior Hybrid | Hybrid    | Cummins B6.7   | 40          | 40                  |                        |                       |
| New Flyer    | Xcelsior CHARGE | Electric  | Siemens ELFA3 Electric Drive System 160kW  | 35          | 32                  | 440                    |                       |
| New Flyer    | Xcelsior CHARGE | Electric  | Siemens ELFA3 Electric Drive System 180kW  | 40          | 40                  | 525                    |                       |
| Nova Bus     | LFS HEV         | Hybrid    | Cummins ISB6.7   | 40          | 41                  |                        |                       |
| Nova Bus     | LFSe            | Electric  | Dana TM4 SUMO HD electric powertrain 230 kW / 2700 Nm                                  | 40          | 41                  |                        |                       |
| Nova Bus     | LFSe+           | Electric  | BAE Systems HDS200   | 40          | 41                  | 564                    | 450                   |
| Proterra     | ZX5             | Electric  | Proterra 250kW permanent magnet motor   Proterra dual independent 205kW motors         | 35          | 29                  | 225                    |                       |
| Proterra     | ZX5             | Electric  | Proterra 250kW permanent magnet motor   Proterra dual independent 205kW motors         | 40          | 40                  | 450                    |                       |
| Proterra     | ZX5+            | Electric  | Proterra 250kW permanent magnet motor   Proterra dual independent 205kW motors         | 35          | 29                  | 225                    |                       |
| Proterra     | ZX5+            | Electric  | Proterra 250kW permanent magnet motor   Proterra dual independent 205kW motors         | 40          | 40                  | 450                    |                       |
| Proterra     | ZX5 MAX         | Electric  | Proterra 250kW permanent magnet motor   Proterra dual independent 205kW motors         | 40          | 40                  | 738                    |                       |

## EXHIBIT A

### List of Available Hydrogen Fueling Infrastructure Providers

| Supplier     | Service    |
|--------------|------------|
| Air Liquide  | End-to-End |
| Messer       | End-to-End |
| Air Products | End-to-End |
| Trillium     | End-to-End |
| Linde        | End-to-End |
| Chart        | End-to-End |
| Cummins      | End-to-End |

## EXHIBIT A

### List of Available Fuel Cell Buses

| Manufacturer | Model    | Fuel Type | Power System   | Length (ft) | # Seated Passengers | Battery Capacity (kWh) | Max Hydrogen (kg) |
|--------------|----------|-----------|--|-------------|---------------------|------------------------|-------------------|
| New Flyer    | XHE40    | Hydrogen  | Siemens Elfa2 Electric Drive System                    | 40          | 40                  |                        | 37.5              |
| New Flyer    | XHE60    | Hydrogen  | Siemens Elfa2 Electric Drive System                    | 60          | 61                  |                        | 60                |
| Van Hool     | A330     | Hydrogen  | Siemens Elfa Drive; two AC induction motors 85 kw each | 40          | 30                  |                        | 50                |
| ENC          | AXESS-FC | Hydrogen  | BAE Systems  | 40          | 43                  |                        | 35                |

EXHIBIT A

Maint Building Generator G-02 hours

| PM min hr run |          |           | Emergency min hr run |          |           |
|---------------|----------|-----------|----------------------|----------|-----------|
| Minutes       |          |           |                      |          |           |
| DATE          | TIME RUN | TOTAL RUN | DATE                 | TIME RUN | TOTAL RUN |
| 9/17/2019     |          | 124.4     | 11/13/2020           | 14.6     | 147.4     |
| 10/15/2019    | 0.9      | 124.9     | 1/5/2021             | 25.8     | 173.5     |
| 11/12/2019    | 0.4      | 125.3     | 11/17/2021           | 26       | 213.7     |
| 12/10/2019    | 0.5      | 125.8     |                      |          |           |
| 1/7/2020      | 0.6      | 126.4     |                      |          |           |
| 2/5/2020      | 0.3      | 126.7     |                      |          |           |
| 3/31/2020     | 0.8      | 127.5     |                      |          |           |
| 4/2/2020      | 2.2      | 129.7     |                      |          |           |
| 7/7/2020      | 1.2      | 130.9     |                      |          |           |
| 8/3/2020      | 0.5      | 131.4     |                      |          |           |
| 9/1/2020      | 0.3      | 131.7     |                      |          |           |
| 9/29/2020     | 0.3      | 132       |                      |          |           |
| 10/26/2020    | 0.8      | 132.8     |                      |          |           |
| 11/24/2020    | 14.6     | 147.4     |                      |          |           |
| 12/21/2020    | 0.3      | 147.7     |                      |          |           |
| 1/5/2021      | 25.8     | 173.5     |                      |          |           |
| 1/18/2021     | 0.4      | 173.9     |                      |          |           |
| 2/18/2021     | 0.4      | 174.3     |                      |          |           |
| 3/15/2021     | 0.5      | 174.8     |                      |          |           |
| 4/5/2021      | 0.6      | 175.4     |                      |          |           |
| 4/13/2021     | 2.7      | 178.1     |                      |          |           |
| 5/10/2021     | 0.4      | 178.5     |                      |          |           |
| 6/7/2021      | 0.5      | 179       |                      |          |           |
| 8/2/2021      | 0.1      | 180.1     |                      |          |           |
| 10/25/2021    | 7.6      | 187.7     |                      |          |           |
| 11/17/2021    | 26       | 213.7     |                      |          |           |
| 11/22/2021    | 0.4      | 214.1     |                      |          |           |
| 4/13/2022     | 8.8      | 222.9     |                      |          |           |
| 4/27/2022     | 1.9      | 224.8     |                      |          |           |
|               |          |           |                      |          |           |
|               |          |           |                      |          |           |
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|               |          |           |                      |          |           |
|               |          |           |                      |          |           |

Yearly Testing

Yearly Testing

Yearly Testing

**EXHIBIT A**

Fuel Building Generator G-03 hours

| PM min hr run |          |           | Emergency min hr run |  |  |
|---------------|----------|-----------|----------------------|--|--|
| Minutes       |          |           |                      |  |  |
| DATE          | TIME RUN | TOTAL RUN |                      |  |  |
| 9/17/2019     |          | 95        |                      |  |  |
| 10/15/2019    | 0.5      | 95.5      |                      |  |  |
| 11/12/2019    | 0.4      | 95.9      |                      |  |  |
| 12/10/2019    | 0.6      | 96.5      |                      |  |  |
| 1/7/2020      | 0.2      | 96.7      |                      |  |  |
| 2/6/2020      | 0.3      | 97        |                      |  |  |
| 3/31/2020     | 0.9      | 97.9      |                      |  |  |
| 4/2/2020      | 2.2      | 100.1     | Yearly Testing       |  |  |
| 7/7/2020      | 1.9      | 102       |                      |  |  |
| 8/3/2020      | 0.4      | 102.4     |                      |  |  |
| 9/1/2020      | 0.6      | 103       |                      |  |  |
| 10/26/2020    | 0.5      | 103.5     |                      |  |  |
| 11/24/2020    | 14.6     | 118.5     |                      |  |  |
| 12/21/2020    | 0.4      | 118.9     |                      |  |  |
| 1/5/2021      | 26       | 144.9     |                      |  |  |
| 1/18/2021     | 0.4      | 145.3     |                      |  |  |
| 2/18/2021     | 0.5      | 145.8     |                      |  |  |
| 3/15/2021     | 0.4      | 146.2     |                      |  |  |
| 4/5/2021      | 2.7      | 148.9     | Yearly Testing       |  |  |
| 4/14/2021     | 0.4      | 149.3     |                      |  |  |
| 5/10/2021     | 0.6      | 149.9     |                      |  |  |
| 6/8/2021      | 0.3      | 150.2     |                      |  |  |
| 8/2/2021      | 0.3      | 151.5     |                      |  |  |
| 10/25/2021    | 8.4      | 159.9     |                      |  |  |
| 11/17/2021    | 25.7     | 185.6     |                      |  |  |
| 11/22/2021    | 0.4      | 186       |                      |  |  |
| 4/15/2022     | 8.7      | 194.7     |                      |  |  |
| 4/27/2022     | 2.1      | 196.8     | Yearly Testing       |  |  |
|               |          |           |                      |  |  |
|               |          |           |                      |  |  |
|               |          |           |                      |  |  |

**Bodarya, Mihir**

---

**From:** customercare@pse.com  
**Sent:** Thursday, September 29, 2022 9:35 AM  
**To:** Bodarya, Mihir  
**Subject:** RE: Outage dates inquiry [#1190019]

**\*\* CAUTION:** This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content

Dear Mihir Bodarya,

Thank you for contacting Puget Sound Energy regarding outage duration information.

This information is for the address 19758 State Route 20, New, Coupeville, WA 98239. The meter numbers is Z003497343.

The durations are as follows:

- 04/03/2022 - 2.4 hours
- 12/30/2021 - 1.66 hours
- 12/22/2021 - 2.78 hours
- 11/15/2021 - 2.46 hours
- 09/17/2021 - 5.24 hours
- 11/12/2020 - 1.84 hours
- 12/20/2018 - 9.23 hours
- 08/11/2018 - .61 hours
- 01/18/2017 - 1.13 hours
- 01/14/2017 - 4.91 hours
- 07/25/2016 - 1.05 hours

If we can be of additional service, we are available via email at [customercare@pse.com](mailto:customercare@pse.com), by phone at 1-888-225-5773 or TTY 1-800-962-9498. For self-serve options, or to create a MyPSE account, please visit [www.pse.com](http://www.pse.com). Thank you for being our customer. We appreciate your business.

Sincerely,  
Tina 4347  
Online Customer Care

EXHIBIT A

PUGET SOUND ENERGY  
[www.PSE.com](http://www.PSE.com)

--Original Message--

From: mihir.bodarya@hatch.com  
Date: 09/16/2022 10:34 AM  
To: customercare@pse.com  
Subject: RE: Outage dates inquiry [#1190019]

**CAUTION - EXTERNAL EMAIL**

Phishing? Click the PhishAlarm "Report Phish" button.

Hello,

Thank you for this information. It is very helpful. Is it also possible to get the durations of these outages. Also, it would be great if you could confirm which one of the two sites below is this data for. I have requested the same data for both sites so just wondering which data belongs to which site.

- Main Facility – 19758 State Rte 20, Coupeville, WA 98239
- Harbor Station Transfer Center – 760 SE Bayshore Dr, Oak Harbor, WA 98277

Thanks again for the help.

Regards,  
Mihir

---

**From:** customercare@pse.com <customercare@pse.com>  
**Sent:** Thursday, September 15, 2022 4:18 PM  
**To:** Bodarya, Mihir <mihir.bodarya@hatch.com>  
**Subject:** Outage dates inquiry [#1190019]

**\*\* CAUTION:** This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content

Dear Mihir Bodarya with Island Transit,

Thank you for contacting Puget Sound Energy.

At your request we are emailing to provide you the dates of outages for your area that may or may not have affected service for meter number Z003497343. There are no call history reports recorded for individual account 200003604374.

- 04/03/2022
- 12/30/2021
- 12/22/2021
- 11/15/2021
- 09/17/2021



## EXHIBIT A

- 11/12/2021
- 12/20/2018
- 08/11/2018
- 01/18/2017
- 01/14/2017
- 07/25/2016

If we can be of additional service, we are available via email at [customercare@pse.com](mailto:customercare@pse.com), by phone at 1-888-225-5773 or TTY 1-800-962-9498. For self-serve options, or to create a MyPSE account, please visit [www.pse.com](http://www.pse.com). Thank you for being our customer. We appreciate your business.

Sincerely,

Toni 4022.  
Online Customer Care  
PUGET SOUND ENERGY  
[www.PSE.com](http://www.PSE.com)

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**EXHIBIT A**

**APPENDIX B**

**AWARDED GRANTS THROUGH 2023**

**STATE AND FEDERAL GRANTS AWARDED (SHIPPED) AND/OR APPLIED FOR AS OF JULY 27, 2023**

| GRANT PROGRAM & PROJECT   |  |  |  | TOTAL PROJECT COST \$    | MATCH PERCENTAGES    |                | ISLAND TRANSIT MATCH | DATE APPLIED       | AWARDED       |
|---------------------------|--|--|--|--------------------------|----------------------|----------------|----------------------|--------------------|---------------|
| <b>VEHICLES</b>           |  |  |  |                          |                      |                |                      |                    |               |
| <b>C</b>                  | <b>2021-2023 Consolidated Grant, 80/20 Match</b>   |  |  |                          |                      |                |                      |                    |               |
|                           | <del>Replacement: Three Medium-Duty Cutaway Biodiesel-fueled Buses</del>   |  |  |                          | 116,413              | 20%            | <b>116,413</b>       | 10.30.20           | <b>YES</b>    |
|                           | ZEV Fleet Transition Plan completed and sent to FTA & WSDOT.   |  |  |                          | 465,653              | 80%            |                      |                    |               |
|                           | WSDOT approved project scope change to 3 all-electric transit vans.  |  |  | <b>582,066</b>           | 582,066              | 100%           |                      | <b>3.23.23</b>     |               |
|                           | <del>Expansion: Nine Light-Duty Gasoline-fueled buses</del>  |  |  |                          | 280,940              | 20%            | <b>280,940</b>       | 10.30.20           | <b>YES</b>    |
|                           | ZEV Fleet Transition Plan completed and sent to FTA & WSDOT.   |  |  |                          | 1,123,762            | 80%            |                      |                    |               |
|                           | WSDOT approved project scope change to 6 all-electric transit vans.  |  |  | <b>1,404,702</b>         | 1,404,702            | 100%           |                      | <b>3.23.23</b>     |               |
| <b>S</b>                  | <b>FY2023-2025 Green Transportation, 80/20 Match</b>   |  |  |                          |                      |                |                      |                    |               |
|                           | Five new zero emission battery electric vehicles, chargers, infrastructure, and training                                       |  |  |                          | 405,826              | 20%            | <b>405,826</b>       | 9.29.22            | <b>YES</b>    |
|                           |  |  |  |                          | 1,623,298            | 80%            |                      |                    |               |
|                           |  |  |  | <b>2,029,124</b>         | 2,029,124            | 100%           |                      |                    |               |
| <b>S</b>                  | <b>FY2022- 2023 Green Transportation Supplemental</b>  |  |  |                          |                      |                |                      |                    |               |
|                           | ZEV Fleet Transition Plan  |  |  |                          | 15,000               | 20%            | <b>15,000</b>        | 6.8.22             | <b>YES</b>    |
|                           |  |  |  |                          | 60,000               | 80%            |                      |                    |               |
|                           |  |  |  | <b>75,000</b>            | 75,000               | 100%           |                      |                    |               |
| <b>OPERATING PROJECTS</b> |  |  |  |                          |                      |                |                      |                    |               |
| <b>C</b>                  | <b>FY2023-2025, FY2025-2027, Consolidated Grant, 80/20 Match, 4 year ask</b>   |  |  |                          |                      |                |                      |                    |               |
| <b>C</b>                  | Operating Assistance for North Sound Regional Connector  |  |  |                          | 812,359              | 20%            | 812,359              | 10.27.22           | <b>YES</b>    |
|                           |  |  |  |                          | 3,249,436            | 80%            |                      |                    |               |
|                           | FY 2023-2025   |  |  | <b>4,061,795</b>         | 4,061,795            | 100%           |                      |                    |               |
|                           |  |  |  |                          | 861,832              | 20%            | 861,832              | 10.27.22           | <b>YES</b>    |
|                           |  |  |  |                          | 3,447,327            | 80%            |                      |                    |               |
|                           | FY 2025-2027   |  |  | <b>4,309,159</b>         | 4,309,159            | 100%           |                      |                    |               |
|                           | Total  |  |  | <b>8,370,954</b>         |                      |                | <b>1,674,191</b>     |                    |               |
| <b>C</b>                  | Sustain Mobility Management Program  |  |  |                          | 38,997               | 20%            | 38,997               | 10.27.22           | <b>YES</b>    |
|                           |  |  |  |                          | 155,989              | 80%            |                      |                    |               |
|                           |  |  |  |                          | 194,986              | 100%           |                      |                    |               |
|                           | FY 2023-2025   |  |  | <b>194,986</b>           |                      |                |                      |                    |               |
|                           |  |  |  |                          | 41,372               | 20%            | 41,372               | 10.27.22           | <b>YES</b>    |
|                           |  |  |  |                          | 165,489              | 80%            |                      |                    |               |
|                           | Total  |  |  | <b>401,847</b>           | 206,861              | 100%           | <b>80,369</b>        |                    |               |
| <b>CAPITAL PROJECTS</b>   |  |  |  |                          |                      |                |                      |                    |               |
| <b>S</b>                  | <b>2022 Department of Commerce Grant - Energy Retrofits for Public Buildings - Solar</b>                                       |  |  |                          |                      |                |                      |                    |               |
|                           | Installation of grid-tied solar panels at Whidbey main base facilities.  |  |  |                          | 133,795              | 50%            | <b>133,795</b>       | 8.19.21            | <b>YES</b>    |
|                           | Installation complete; in project closeout   |  |  |                          | 133,795              | 50%            |                      |                    |               |
|                           | Camano base also completed but did not use grant funds.  |  |  | <b>267,590</b>           | 267,590              | 100%           |                      |                    |               |
| <b>S</b>                  | <b>FY2021-2023 Regional Mobility Grant, 80/20 Match</b>  |  |  |                          |                      |                |                      |                    |               |
|                           | Purchase and installation of passenger information systems (PIS) for existing fixed-route buses.                               |  |  |                          | 104,477              | 20%            | <b>104,477</b>       | 10.15.20           | <b>YES</b>    |
|                           | (PIS consists of automated announcement system, interior and exterior destination signs, and audio-visual multimedia displays) |  |  | * WSDOT award= \$418,000 | * 417907             | 80%            |                      |                    |               |
|                           |  |  |  | <b>522,384</b>           | 522,384              | 100%           |                      |                    |               |
| <b>F</b>                  | <b>5339(b) FY19 Bus &amp; Bus Facilities, 80/20 Match</b>  |  |  |                          |                      |                |                      |                    |               |
|                           | Propane Evacuation Machine   |  |  |                          | 1,203                | 20%            | <b>1,203</b>         | 6.10.19            | <b>YES</b>    |
|                           | (Refrigerant Evacuation Machine and Parts Washer already purchased.)   |  |  |                          | 4,811                | 80%            |                      |                    |               |
|                           | Part and equipment shortage has this as a long term lead time.   |  |  | <b>6,014</b>             | 6,014                | 100%           |                      |                    |               |
| <b>S</b>                  | <b>2023-2025 State Bus &amp; Bus Facilities grant, 80/20</b>   |  |  |                          |                      |                |                      |                    |               |
|                           | South Whidbey Transit Center (SWTC) Planning & Design  |  |  |                          | 300,000              | 20%            | <b>300,000</b>       | 1.6.23             | <b>NO</b>     |
|                           |  |  |  |                          | 1,200,000            | 80%            |                      |                    |               |
|                           |  |  |  | <b>1,500,000</b>         | 1,500,000            | 100%           |                      |                    |               |
| <b>F</b>                  | <b>2023-2025 Low or No Emission (NOLO), 5339(c) and Bus &amp; Bus Facilities (BBF), 5339(b), 80/20</b>                         |  |  |                          |                      |                |                      |                    |               |
|                           | SWTC Engineering, Design, and Construction (5339b BBF)   |  |  |                          | 8,234,100            | 52%            | <b>8,234,100</b>     | 1.6.23             | <b>YES</b>    |
|                           |  |  |  |                          | 7,526,400            | 48%            |                      |                    |               |
|                           |  |  |  | <b>15,760,500</b>        | 15,760,500           | 100%           |                      |                    |               |
|                           | <del>Zero Emission Bus Infrastructure &amp; Facility Upgrades at Operations Bases of Whidbey and Camano (5339c LONO)</del>     |  |  |                          | <del>3,064,838</del> | <del>30%</del> | <del>3,064,838</del> | <del>3.10.23</del> | <del>NO</del> |
|                           |  |  |  |                          | <del>7,151,289</del> | <del>70%</del> |                      |                    |               |
|                           |  |  |  | <b>10,216,127</b>        | 10,216,127           | 100%           |                      |                    |               |



**EXHIBIT A**

**APPENDIX C**

**TRANSIT ASSET MANAGEMENT PLAN  
ASSET CONDITION DATA**

**TAM Plan Name:** Clone of Island Transit TAMP  
**TAM Plan Type:** Tier II  
**Agency Name:** Island Transit  
**Account Executive Name:** Todd Morrow  
**Last Modified Date:** 04/28/2022

## Introduction

### Brief Overview

The Island County Public Transportation Benefit Area (PTBA), dba Island Transit, is a municipal corporation of the state of Washington and is governed by a Board of Directors composed of two Island County Commissioners, three appointed City Council members and a labor union representative. The agency has a staff of 114 employees including bus Operators and office staff, with an annual operating budget of \$14 M. Island Transit is the public transit agency providing fixed route, paratransit, and vanpool services on Camano and Whidbey islands, with connections to Skagit and Snohomish County. Island Transit is a fare free system that utilizes sales tax, often volatile, as the primary source of the agency's funding. This TAMP provides an outlay of how Island Transit will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. Island Transit's approach to manage the State of Good Repair for our assets includes the following activities; strategic and systematic process of operation, maintaining and improving physical assets, identify a structured sequence of maintenance, preservation of assets, repair, rehabilitation, and replacement actions.

### Performance Targets & Measures

| Agency Name    | Asset Category   | Asset Class                             | 2022 Target | 2023 Target | 2024 Target | 2025 Target | 2026 Target | 2027 Target |
|----------------|------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|
| Island Transit | Equipment        | Non Revenue/Service Automobile          | 67%         |             |             |             |             |             |
| Island Transit | Equipment        | Other Rubber Tire Vehicles              | 89%         |             |             |             |             |             |
| Island Transit | Facilities       | Administrative / Maintenance Facilities | 0%          |             |             |             |             |             |
| Island Transit | Facilities       | Passenger Facilities                    | 0%          |             |             |             |             |             |
| Island Transit | Revenue Vehicles | BU - Bus                                | 27%         |             |             |             |             |             |
| Island Transit | Revenue Vehicles | CU - Cutaway                            | 11%         |             |             |             |             |             |
| Island Transit | Revenue Vehicles | MV - Minivan                            | 42%         |             |             |             |             |             |
| Island Transit | Revenue Vehicles | VN - Van                                | 67%         |             |             |             |             |             |

## Capital Asset Inventory

### Asset Inventory Summary

| Asset Category/Class           | Total Number | Avg Age     | Avg Mileage    | Avg Replacement Cost/Value | Total Replacement Cost/Value |
|--------------------------------|--------------|-------------|----------------|----------------------------|------------------------------|
| <b>Revenue Vehicles</b>        | <b>115</b>   | <b>6.5</b>  | <b>122,819</b> | <b>\$136,488.75</b>        | <b>\$15,696,206.00</b>       |
| BU - Bus                       | 16           | 10.1        | 343,153        | \$498,750.00               | \$7,980,000.00               |
| CU - Cutaway Bus               | 45           | 5.2         | 109,603        | \$136,822.22               | \$6,157,000.00               |
| MV - Mini-van                  | 37           | 5.5         | 57,296         | \$29,324.32                | \$1,085,000.00               |
| VN - Van                       | 17           | 9.2         | 93,042         | \$27,894.47                | \$474,206.00                 |
| <b>Equipment</b>               | <b>50</b>    | <b>15.0</b> | <b>N/A</b>     | <b>\$30,086.12</b>         | <b>\$1,504,306.00</b>        |
| Non Revenue/Service Automobile | 6            | 9.3         | N/A            | \$29,896.33                | \$179,378.00                 |
| Other Rubber Tire Vehicles     | 44           | 15.8        | N/A            | \$30,112.00                | \$1,324,928.00               |
| <b>Facilities</b>              | <b>8</b>     | <b>12.4</b> | <b>N/A</b>     | <b>\$0.00</b>              | <b>\$0.00</b>                |
| Administration                 | 2            | 12.0        | N/A            | \$0.00                     | \$0.00                       |
| Maintenance                    | 3            | 9.0         | N/A            | \$0.00                     | \$0.00                       |
| Parking Structures             | 2            | 11.5        | N/A            | \$0.00                     | \$0.00                       |
| Passenger Facilities           | 1            | 25.0        | N/A            | \$0.00                     | \$0.00                       |

## Condition Assessment

### Asset Condition Summary

| Asset Category/Class           | Total Number | Avg Age     | Avg Mileage    | Avg Replacement Cost/Value | EXHIBIT A                    |                     | % of Track Miles in Slow Zone | Number of Facilities less than 3 on TERM scale |
|--------------------------------|--------------|-------------|----------------|----------------------------|------------------------------|---------------------|-------------------------------|--|
|                                |              |             |                |                            | Total Replacement Cost/Value | % At or Exceeds ULB |                               |  |
| <b>Revenue Vehicles</b>        | <b>115</b>   | <b>6.5</b>  | <b>122,819</b> | <b>\$136,488.75</b>        | <b>\$15,696,206.00</b>       | <b>29%</b>          | <b>N/A</b>                    | <b>N/A</b>                                     |
| BU - Bus                       | 16           | 10.1        | 343,153        | \$498,750.00               | \$7,980,000.00               | 31%                 | N/A                           | N/A  |
| CU - Cutaway Bus               | 45           | 5.2         | 109,603        | \$136,822.22               | \$6,157,000.00               | 22%                 | N/A                           | N/A  |
| MV - Mini-van                  | 37           | 5.5         | 57,296         | \$29,324.32                | \$1,085,000.00               | 19%                 | N/A                           | N/A  |
| VN - Van                       | 17           | 9.2         | 93,042         | \$27,894.47                | \$474,206.00                 | 65%                 | N/A                           | N/A  |
| <b>Equipment</b>               | <b>50</b>    | <b>15.0</b> | <b>N/A</b>     | <b>\$30,086.12</b>         | <b>\$1,504,306.00</b>        | <b>86%</b>          | <b>N/A</b>                    | <b>N/A</b>                                     |
| Non Revenue/Service Automobile | 6            | 9.3         | N/A            | \$29,896.33                | \$179,378.00                 | 67%                 | N/A                           | N/A  |
| Other Rubber Tire Vehicles     | 44           | 15.8        | N/A            | \$30,112.00                | \$1,324,928.00               | 89%                 | N/A                           | N/A  |
| <b>Facilities</b>              | <b>8</b>     | <b>12.4</b> | <b>N/A</b>     | <b>\$0.00</b>              | <b>\$0.00</b>                | <b>N/A</b>          | <b>N/A</b>                    | <b>0</b>                                       |
| Administration                 | 2            | 12.0        | N/A            | \$0.00                     | \$0.00                       | N/A                 | N/A                           | 0  |
| Maintenance                    | 3            | 9.0         | N/A            | \$0.00                     | \$0.00                       | N/A                 | N/A                           | 0  |
| Parking Structures             | 2            | 11.5        | N/A            | \$0.00                     | \$0.00                       | N/A                 | N/A                           | 0  |
| Passenger Facilities           | 1            | 25.0        | N/A            | \$0.00                     | \$0.00                       | N/A                 | N/A                           | 0  |

## Decision Support

### Decision Support Tools

The following tools are used in making investment decisions:

| Process/Tool                  | Brief Description   |
|-------------------------------|---|
| RTA Asset Management Software | A software suite supporting maintenance and asset management actions.   |
| RouteMatch                    | A dispatching and operational management software suite that provides various transit related performance metrics.  |
| Annual Strategic Planning     | Annual meeting to establish and set goals related maintenance, operations, finance, administration, and all other departments that is conducted by the management team. |
| Funding Prioritization        | Prioritize projects based on available or anticipated funding levels to achieve or maintain SGR goals.  |

## Investment Prioritization

We do not have any planned investments needed to maintain a SGR. We are in the process of developing our zero emission transition plan and will begin infrastructure and vehicle replacement purchases that fall in line with that plan.

### Proposed Investments

| Project Name  | Project Year | Asset Category | Asset Class | Cost           | Priority | Updated Date |
|---|--------------|----------------|-------------|----------------|----------|--------------|
| Fueling infrastructure for new zero emission vehicles | 2024         | Facilities     | Fueling     | \$1,000,000.00 | High     |              |

## Signature

I, **Todd Morrow**, hereby certify on **10/11/2022** that the information provided in this TAM Plan is accurate, correct and complete.

EXHIBIT A

Updated: January 2022



# Owned Rolling Stock Inventory and Verification of Continued Use Form

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

Refer to the instructions tab for vehicle codes.

Agency/org Island Transit

Inventory year: 2021

| No. | Year | Make/model             | Vehicle code | Vehicle identification number (VIN) | Agency 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 (\$) | ADA access? Yes/no | Seating capacity | Fuel type | WSDOT title? Yes/no |
|-----|------|------------------------|--------------|-------------------------------------|-----------------------|----------------------|--------------------------------------|-----------------------------|---------------------|----------------------|-----------------------------|--|-----------------------|--------------------|------------------|-----------|---------------------|
| 1   | 2003 | GILLIG PHANTOM         | 2            | 15GCB201X31112209                   | 118                   | 604,674.3            | No                                   | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$450,000.00          | Yes                | 35               | BD        | NO                  |
| 2   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211071112850                   | 119                   | 507,905.4            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 43               | BD        | NO                  |
| 3   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211271112851                   | 120                   | 548,239.0            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 43               | BD        | NO                  |
| 4   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211671112853                   | 122                   | 612,770.2            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 43               | BD        | NO                  |
| 5   | 2007 | GILLIG PHANTOM         | 1            | 15GCD211871112854                   | 123                   | 595,633.1            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 43               | BD        | NO                  |
| 6   | 2009 | GILLIG LOWFLOOR        | 1            | 15GGD211891079441                   | 124                   | 570,955.2            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 37               | BD        | YES                 |
| 7   | 2009 | GILLIG LOWFLOOR        | 1            | 15GGD211X91079442                   | 125                   | 591,487.6            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 37               | BD        | No                  |
| 8   | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD2714B1178545                   | 126                   | 468,958.5            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 37               | BD        | YES                 |
| 9   | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD2716B1178546                   | 127                   | 467,054.0            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 37               | BD        | YES                 |
| 10  | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD2718B1178547                   | 128                   | 423,425.0            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 37               | BD        | YES                 |
| 11  | 2011 | GILLIG LOWFLOOR        | 1            | 15GGD271XB1178548                   | 129                   | 431,403.0            | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$460,000.00          | Yes                | 37               | BD        | YES                 |
| 12  | 2019 | GILLIG LOWFLOOR        | 3            | 15GGE2711K3093485                   | 130                   | 55,935.0             | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$477,203.00          | Yes                | 26               | BD        | YES                 |
| 13  | 2019 | GILLIG LOWFLOOR        | 3            | 15GGE2713K3093486                   | 131                   | 61,612.0             | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$477,203.00          | Yes                | 26               | BD        | YES                 |
| 14  | 2020 | GILLIG LOWFLOOR Hybrid | 1            | 15GGD301XL3195355                   | 132                   | 61,259.0             | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$635,000.00          | Yes                | 28               | HB/BD     | YES                 |
| 15  | 2020 | GILLIG LOWFLOOR Hybrid | 1            | 15GGD3011L3195356                   | 133                   | 44,023.0             | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$635,000.00          | Yes                | 28               | HB/BD     | YES                 |
| 16  | 2020 | GILLIG LOWFLOOR Hybrid | 1            | 15GGB3016L3195357                   | 134                   | 40,752.0             | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$635,000.00          | Yes                | 28               | HB/BD     | YES                 |
| 17  | 2021 | GILLIG LOWFLOOR        | 3            | 15GGE2716M3093873                   | 135                   | 1,023.0              | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$530,000.00          | Yes                | 26               | BD        | YES                 |
| 18  | 2021 | GILLIG LOWFLOOR        | 3            | 15GGE2718M3093874                   | 136                   | 1,055.0              | Yes                                  | Yes                         | 14                  | 585,000              | Yes                         | Yes                                    | \$530,000.00          | Yes                | 26               | BD        | YES                 |
| 19  | 2009 | GOSHEN CHEVY GCII      | 11           | 1GBE4V1939F407989                   | 250                   | 579,242.0            | No                                   | Yes                         | 10                  | 300,000              | Yes                         | Yes                                    | \$157,920.00          | Yes                | 21               | BD        | NO                  |
| 20  | 2009 | GOSHEN CHEVY GCII      | 11           | 1GBE4V1969F407761                   | 259                   | 545,187.0            | No                                   | Yes                         | 10                  | 300,000              | Yes                         | Yes                                    | \$157,920.00          | Yes                | 21               | BD        | NO                  |



EXHIBIT A

|    | A | B  | C    | D                              | E  | F                 | G   | H         | I   | J   | K  | L       | M   | N   | O            | P   | Q  | R   | S   |
|----|---|----|------|--------------------------------|----|-------------------|-----|-----------|-----|-----|----|---------|-----|-----|--------------|-----|----|-----|-----|
| 32 |   | 21 | 2019 | Ford Glaval Universal          | 11 | 1FDFE4FSXKDC51370 | 265 | 37,359.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$124,736.00 | Yes | 21 | PRO | Yes |
| 33 |   | 22 | 2019 | Ford Glaval Universal          | 11 | 1FDFE4FS2KDC51315 | 266 | 44,650.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$124,736.00 | Yes | 21 | PRO | Yes |
| 34 |   | 23 | 2019 | Ford Glaval Universal          | 11 | 1FDFE4FS0KDC51314 | 267 | 47,183.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$124,736.00 | Yes | 21 | PRO | Yes |
| 35 |   | 24 | 2019 | Ford Glaval Universal          | 11 | 1FDFE4FS4KDC51316 | 268 | 35,362.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$124,736.00 | Yes | 21 | PRO | Yes |
| 36 |   | 25 | 2019 | Ford Glaval Universal          | 11 | 1FDFE4FS5KDC51325 | 269 | 38,598.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$124,736.00 | Yes | 21 | PRO | Yes |
| 37 |   | 26 | 2013 | INTERNATIONAL AC SERIES        | 11 | 4DRXWSKK8DH302467 | 411 | 109,740.0 | No  | No  | 10 | 300,000 | Yes | No  | \$157,920.00 | Yes | 27 | BD  | NO  |
| 38 |   | 27 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF5JCJM3139  | 413 | 176,276.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 39 |   | 28 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF1JCJM3140  | 414 | 197,327.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 40 |   | 29 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF3JCJM3141  | 415 | 183,423.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 41 |   | 30 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF5JCJM3142  | 416 | 190,910.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 42 |   | 31 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRFDXJCJU8594 | 417 | 159,367.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 43 |   | 32 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF1JCJU8595  | 418 | 107,009.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 44 |   | 33 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF3JCJU8596  | 419 | 85,136.0  | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 45 |   | 34 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF5JCJU8597  | 420 | 120,578.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 46 |   | 35 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF7JCJU8598  | 421 | 93,973.0  | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 47 |   | 36 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF9JCJU8599  | 422 | 105,733.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 48 |   | 37 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF1JCJU8600  | 423 | 146,243.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 49 |   | 38 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF3JCJU8601  | 424 | 109,459.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 50 |   | 39 | 2018 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF5JCJU8602  | 425 | 104,481.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$157,920.00 | Yes | 25 | BD  | YES |
| 51 |   | 40 | 2019 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF2KCLH4464  | 426 | 105,314.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$165,582.00 | Yes | 25 | BD  | YES |
| 52 |   | 41 | 2019 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF4KCLH4465  | 427 | 117,728.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$165,582.00 | Yes | 25 | BD  | YES |
| 53 |   | 42 | 2019 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF6KCLH4466  | 428 | 110,695.0 | Yes | Yes | 10 | 300,000 | Yes | Yes | \$165,582.00 | Yes | 25 | BD  | YES |
| 54 |   | 43 | 2019 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF8KCLH4467  | 429 | 97,888.0  | Yes | Yes | 10 | 300,000 | Yes | Yes | \$165,582.00 | Yes | 25 | BD  | YES |
| 55 |   | 44 | 2019 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRFDXKCLH4468 | 430 | 94,525.0  | Yes | Yes | 10 | 300,000 | Yes | Yes | \$165,582.00 | Yes | 25 | BD  | YES |
| 56 |   | 45 | 2019 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF1KCLH4469  | 431 | 99,715.0  | Yes | Yes | 10 | 300,000 | Yes | Yes | \$165,582.00 | Yes | 25 | BD  | YES |
| 57 |   | 46 | 2019 | Freightliner SC2 Glaval Legacy | 11 | 4UZADRF8KCLH4470  | 432 | 89,383.0  | Yes | Yes | 10 | 300,000 | Yes | Yes | \$165,582.00 | Yes | 25 | BD  | YES |
| 58 |   | 47 | 2012 | Goshen Chevy Pacer II          | 11 | 1GB3GCBG0C1175432 | 505 | 193,949.0 | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | NO  |
| 59 |   | 48 | 2012 | Goshen Chevy Pacer II          | 11 | 1GB3G2BGXC1176698 | 512 | 205,698.0 | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | NO  |
| 60 |   | 49 | 2012 | Goshen Chevy Pacer II          | 11 | 1GB3G2BG5C1177483 | 514 | 210,032.0 | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | NO  |
| 61 |   | 50 | 2018 | Goshen Chevy Pacer II          | 11 | 1HA3GRBG0HN006043 | 515 | 90,350.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | YES |
| 62 |   | 51 | 2018 | Goshen Chevy Pacer II          | 11 | 1HA3GRBGXHN006356 | 516 | 79,430.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | YES |
| 63 |   | 52 | 2018 | Goshen Chevy Pacer II          | 11 | 1HA3GRGB1HN006388 | 517 | 47,193.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | YES |
| 64 |   | 53 | 2018 | Goshen Chevy Pacer II          | 11 | 1HA3GRBGXHN006308 | 518 | 80,873.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | YES |
| 65 |   | 54 | 2018 | Goshen Chevy Pacer II          | 11 | 1HA3GRBG3HN006456 | 519 | 80,669.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$80,000.00  | Yes | 8  | G   | YES |
| 66 |   | 55 | 2019 | Eldorado AeroTech              | 11 | 1FDFE4FS7KDC65310 | 520 | 11,498.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 67 |   | 56 | 2019 | Eldorado AeroTech              | 11 | 1FDFE4FS9KDC65311 | 521 | 13,216.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 68 |   | 57 | 2019 | Eldorado AeroTech              | 11 | 1FDFE4FS0KDC65312 | 522 | 12,716.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |

EXHIBIT A

|     | A | B  | C    | D                 | E  | F                  | G   | H         | I   | J   | K  | L       | M   | N   | O            | P   | Q  | R   | S   |
|-----|---|----|------|-------------------|----|--------------------|-----|-----------|-----|-----|----|---------|-----|-----|--------------|-----|----|-----|-----|
| 69  |   | 58 | 2019 | Eldorado AeroTech | 11 | 1FD4FE4FS2KDC65313 | 523 | 12,552.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 70  |   | 59 | 2019 | Eldorado AeroTech | 11 | 1FD4FE4FS4KDC65314 | 524 | 13,177.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 71  |   | 60 | 2019 | Eldorado AeroTech | 11 | 1FD4FE4FS6KDC65315 | 525 | 10,637.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 72  |   | 61 | 2019 | Eldorado AeroTech | 11 | 1FD4FE4FS8KDC65316 | 526 | 11,285.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 73  |   | 62 | 2019 | Eldorado AeroTech | 11 | 1FD4FE4FSXKDC65317 | 527 | 13,216.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 74  |   | 63 | 2019 | Eldorado AeroTech | 11 | 1FD4FE4FS1KDC65318 | 528 | 11,666.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 75  |   | 64 | 2019 | Eldorado AeroTech | 11 | 1FD4FE4FS3KDC65319 | 529 | 11,243.0  | Yes | Yes | 10 | 200,000 | Yes | Yes | \$116,540.00 | Yes | 8  | PRO | YES |
| 76  |   | 65 | 2010 | DODGE CARAVAN     | 13 | 2D4RN5D10AR205902  | 783 | 111,665.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 77  |   | 66 | 2011 | DODGE CARAVAN     | 13 | 2D4RN4DG2BR652752  | 784 | 107,000.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 6  | G   | NO  |
| 78  |   | 67 | 2011 | DODGE CARAVAN     | 13 | 2D4RN4DG4BR652753  | 787 | 121,968.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 6  | G   | NO  |
| 79  |   | 68 | 2011 | DODGE CARAVAN     | 13 | 2D4RN4DG0BR652751  | 788 | 120,332.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 6  | G   | NO  |
| 80  |   | 69 | 2011 | DODGE CARAVAN     | 13 | 2D4RN4DGXBR652756  | 792 | 105,015.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 6  | G   | NO  |
| 81  |   | 70 | 2011 | FORD CLUB WAGON   | 13 | 1FBNE3BL0BDA56228  | 797 | 111,304.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 82  |   | 71 | 2011 | FORD CLUB WAGON   | 13 | 1FBNE3BL3BDA56224  | 799 | 119,725.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 83  |   | 72 | 2011 | FORD CLUB WAGON   | 13 | 1FBSS3BL8BDA56229  | 800 | 113,756.0 | No  | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 15 | G   | NO  |
| 84  |   | 73 | 2011 | FORD CLUB WAGON   | 13 | 1FBSS3BL4BDA56230  | 801 | 91,339.0  | No  | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 15 | G   | NO  |
| 85  |   | 74 | 2013 | DODGE CARAVAN     | 13 | 2C4RDGBG5DR656169  | 802 | 83,446.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 86  |   | 75 | 2013 | DODGE CARAVAN     | 13 | 2C4RDGBG3DR656171  | 804 | 127,977.0 | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 87  |   | 76 | 2013 | FORD CLUB WAGON   | 13 | 1FBNE3BL6DDA43776  | 805 | 99,969.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 88  |   | 77 | 2013 | FORD CLUB WAGON   | 13 | 1FBNE3BLXDDA43778  | 806 | 96,095.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 89  |   | 78 | 2013 | FORD CLUB WAGON   | 13 | 1FBNE3BL61DA43779  | 807 | 84,719.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 90  |   | 79 | 2013 | FORD CLUB WAGON   | 13 | 1FBNE3BL8DDA43780  | 808 | 117,137.0 | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 91  |   | 80 | 2013 | FORD CLUB WAGON   | 13 | 1FBNE3BL8DDA43777  | 809 | 102,264.0 | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 92  |   | 81 | 2013 | FORD CLUB WAGON   | 13 | 1FBNE3BL4DDA43775  | 810 | 86,373.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 93  |   | 82 | 2016 | FORD TRANSIT      | 13 | 1FBZX2YM3GKB10954  | 811 | 70,077.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 94  |   | 83 | 2016 | FORD TRANSIT      | 13 | 1FBZX2YM5GKB10955  | 812 | 51,827.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 95  |   | 84 | 2016 | FORD TRANSIT      | 13 | 1FBZX2YM7GKB10956  | 813 | 63,606.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 96  |   | 85 | 2016 | FORD TRANSIT      | 13 | 1FBZX2YM9GKB10957  | 814 | 89,526.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 97  |   | 86 | 2016 | FORD TRANSIT      | 13 | 1FBZX2YM0GKB10958  | 815 | 56,250.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 98  |   | 87 | 2016 | FORD TRANSIT      | 13 | 1FBZX2YM2GKB10959  | 816 | 67,050.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$26,206.00  | No  | 12 | G   | NO  |
| 99  |   | 88 | 2016 | DODGE CARAVAN     | 13 | 2C4RDGCG5GR345019  | 817 | 90,866.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 100 |   | 89 | 2016 | DODGE CARAVAN     | 13 | 2C4RDGCG1GR345020  | 818 | 74,764.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 101 |   | 90 | 2016 | DODGE CARAVAN     | 13 | 2C4RDGCG3GR345021  | 819 | 68,083.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 102 |   | 91 | 2016 | DODGE CARAVAN     | 13 | 2C4RDGCG5GR345022  | 820 | 65,125.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 103 |   | 92 | 2016 | DODGE CARAVAN     | 13 | 2C4RDGCG7GR345023  | 821 | 48,562.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 104 |   | 93 | 2016 | DODGE CARAVAN     | 13 | 2C4RDGCG9GR345024  | 822 | 49,761.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | NO  |
| 105 |   | 94 | 2017 | DODGE CARAVAN     | 13 | 2C4RDGBG4HR687614  | 823 | 34,451.0  | Yes | Yes | 8  | 150,000 | Yes | Yes | \$24,018.00  | No  | 7  | G   | YES |

EXHIBIT A

|     | A | B   | C    | D                 | E  | F                 | G   | H         | I   | J   | K | L       | M   | N   | O           | P  | Q  | R | S   |
|-----|---|-----|------|-------------------|----|-------------------|-----|-----------|-----|-----|---|---------|-----|-----|-------------|----|----|---|-----|
| 106 |   | 95  | 2017 | DODGE CARAVAN     | 13 | 2C4RDGBG6HR687615 | 824 | 24,105.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$24,018.00 | No | 7  | G | YES |
| 107 |   | 96  | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG2JR253246 | 825 | 50,691.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 108 |   | 97  | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG3JR255426 | 826 | 68,670.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 109 |   | 98  | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG5JR255427 | 827 | 35,075.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 110 |   | 99  | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG7JR255428 | 828 | 22,028.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 111 |   | 100 | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG9JR255429 | 829 | 21,292.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 112 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG5JR255430 | 830 | 65,284.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 113 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG7JR255431 | 831 | 30,116.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 114 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG9JR255432 | 832 | 23,575.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 115 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG0JR255433 | 833 | 80,030.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 116 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG2JR255434 | 834 | 54,867.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 117 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG4JR255435 | 835 | 65,450.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,380.00 | No | 7  | G | YES |
| 118 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG6JR355908 | 836 | 42,086.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,410.00 | No | 7  | G | YES |
| 119 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG8JR355909 | 837 | 66,448.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,410.00 | No | 7  | G | YES |
| 120 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG4JR355910 | 838 | 34,992.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,410.00 | No | 7  | G | YES |
| 121 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG6JR355911 | 839 | 69,153.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,410.00 | No | 7  | G | YES |
| 122 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AG8JR355912 | 840 | 34,604.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,410.00 | No | 7  | G | YES |
| 123 |   |     | 2018 | CHRYSLER PACIFICA | 13 | 2C4RC1AGXJR355913 | 841 | 31,283.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$26,410.00 | No | 7  | G | YES |
| 124 |   |     | 2019 | CHEVY EXPRESS VAN | 13 | 1GAWGFFG9K1309033 | 842 | 11,142.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$35,008.00 | No | 12 | G | YES |
| 125 |   |     | 2019 | CHEVY EXPRESS VAN | 13 | 1GAWGFFG9K1309324 | 843 | 5,335.0   | Yes | Yes | 8 | 150,000 | Yes | Yes | \$35,008.00 | No | 12 | G | YES |
| 126 |   |     | 2019 | CHEVY EXPRESS VAN | 13 | 1GAWGFFG1K1310676 | 844 | 45,739.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$35,008.00 | No | 12 | G | YES |
| 127 |   |     | 2019 | CHEVY EXPRESS VAN | 13 | 1GAWGFFG8K1311128 | 845 | 20,418.0  | Yes | Yes | 8 | 150,000 | Yes | Yes | \$35,008.00 | No | 12 | G | YES |
| 128 |   |     | 2019 | CHEVY EXPRESS VAN | 13 | 1GAWGFFG4K1311210 | 846 | 8,582.0   | Yes | Yes | 8 | 150,000 | Yes | Yes | \$35,008.00 | No | 12 | G | YES |
| 129 |   |     | 2006 | FORD CLUB WGN     | 13 | 1FBNE31L36HB31553 | RL2 | 160,707.0 | No  | Yes | 8 | 150,000 | Yes | Yes | \$26,206.00 | No | 12 | G | NO  |

# Owned Equipment Inventory Form

Support vehicles and equipment with an acquisition value greater than \$50,000.

Refer to the instructions tab for equipment code.

Agency/org: Island Transit

Inventory year: 2021

| No. | Eqpmt. Code | Equipment description     | Condition (points) | Age (years) | Remaining useful life (years) | Replacement cost (\$) | Comments |
|-----|-------------|---------------------------|--------------------|-------------|-------------------------------|-----------------------|----------|
| 1   | 5           | 2003 FORD PICKUP          | 3                  | 19          | 0                             | \$80,000.00           |          |
| 2   | 5           | 2008 DODGE PICKUP         | 4                  | 14          | 0                             | \$60,000.00           |          |
| 3   | 5           | 2005 FREIGHTLINER TRACTOR | 3                  | 17          | 0                             | \$150,000.00          |          |
| 4   | 5           | 1999 FORD PICKUP          | 2                  | 23          | 0                             | \$60,000.00           |          |
| 5   | 5           | 2018 Ford Transit         | 5                  | 4           | 4                             | \$63,473.00           |          |
| 6   | 5           | 2009 Trail King           | 4                  | 13          | 1                             | \$75,000.00           |          |
| 7   |             |                           |                    |             |                               |                       |          |
| 8   |             |                           |                    |             |                               |                       |          |
| 9   |             |                           |                    |             |                               |                       |          |
| 10  |             |                           |                    |             |                               |                       |          |
| 11  |             |                           |                    |             |                               |                       |          |
| 12  |             |                           |                    |             |                               |                       |          |
| 13  |             |                           |                    |             |                               |                       |          |
| 14  |             |                           |                    |             |                               |                       |          |
| 15  |             |                           |                    |             |                               |                       |          |
| 16  |             |                           |                    |             |                               |                       |          |



# Owned Facility Inventory Form

Facilities with a replacement value of \$25,000 or greater.

Refer to instructions for facility code.

Agency/org: Island Transit

Inventory year: 2021

| No. | Facility code | Facility name                    | Condition (points) | Age (year) | Remaining useful life | Replacement cost (\$) | Comments |
|-----|---------------|----------------------------------|--------------------|------------|-----------------------|-----------------------|----------|
| 1   | 23            | Ops/Admin Building Coupeville    | 4                  | 9          | 21                    | \$7,500,000           |          |
| 2   | 11            | Maintenance Building Coupeville  | 4                  | 9          | 21                    | \$12,000,000          |          |
| 3   | 21            | Fuel Building Coupeville         | 4                  | 9          | 21                    | \$4,000,000           |          |
| 4   | 21            | Wash Building Coupeville         | 3                  | 9          | 21                    | \$4,000,000           |          |
| 5   | 6             | Harbor Station                   | 3                  | 25         | 15                    | \$3,000,000           |          |
| 6   | 23            | Camano Station                   | 4                  | 15         | 25                    | \$3,000,000           |          |
| 7   | 9             | Prairie Station, Coupeville      | 4                  | 11         | 29                    | \$2,000,000           |          |
| 8   | 9             | Noble Creek Park & Ride, Langley | 4                  | 12         | 28                    | \$2,000,000           |          |
| 9   |               |                                  |                    |            |                       |                       |          |
| 10  |               |                                  |                    |            |                       |                       |          |
| 11  |               |                                  |                    |            |                       |                       |          |
| 12  |               |                                  |                    |            |                       |                       |          |
| 13  |               |                                  |                    |            |                       |                       |          |
| 14  |               |                                  |                    |            |                       |                       |          |
| 15  |               |                                  |                    |            |                       |                       |          |
| 16  |               |                                  |                    |            |                       |                       |          |

**EXHIBIT A**

**APPENDIX D**

**ROUTE MAPS**

# ROUTE 1

## EXHIBIT A

### West Camano (MONDAY-FRIDAY)

| Depart<br>Terry's Corner | Huntington<br>Store | Chapman | Cama<br>Beach | Lost<br>Lake | Camano<br>Plaza | Arrowhead<br>Road | Terry's<br>Corner |
|--------------------------|---------------------|---------|---------------|--------------|-----------------|-------------------|-------------------|
| 4:45                     | 4:51                | 5:02    | 5:05          | 5:11         | 5:20            | 5:22              | 5:30              |
| 5:45                     | 5:51                | 6:02    | 6:05          | 6:11         | 6:20            | 6:22              | 6:30              |
| 6:45                     | 6:51                | 7:02    | 7:05          | 7:11         | 7:20            | 7:22              | 7:30              |
| 7:45                     | 7:51                | 8:02    | 8:05          | 8:11         | 8:20            | 8:22              | 8:30              |
| 8:45                     | 8:51                | 9:02    | 9:05          | 9:11         | 9:20            | 9:22              | 9:30              |
| 9:45                     | 9:51                | 10:02   | 10:05         | 10:11        | 10:20           | 10:22             | 10:30             |
| 10:15                    | 10:21               | 10:32   | 10:35         | 10:41        | 10:50           | 10:52             | 11:00             |
| 10:45                    | 10:51               | 11:02   | 11:05         | 11:11        | 11:20           | 11:22             | 11:30             |
| 11:45                    | 11:51               | 12:02   | 12:05         | 12:11        | 12:20           | 12:22             | 12:30             |
| 12:00                    | 12:06               | 12:17   | 12:20         | 12:26        | 12:35           | 12:37             | 12:45             |
| 12:45                    | 12:51               | 1:02    | 1:05          | 1:11         | 1:20            | 1:22              | 1:30              |
| 1:45                     | 1:51                | 2:02    | 2:05          | 2:11         | 2:20            | 2:22              | 2:30              |
| 2:45                     | 2:51                | 3:02    | 3:05          | 3:11         | 3:20            | 3:22              | 3:30              |
| 3:45                     | 3:51                | 4:02    | 4:05          | 4:11         | 4:20            | 4:22              | 4:30              |
| 4:45                     | 4:51                | 5:02    | 5:05          | 5:11         | 5:20            | 5:22              | 5:30              |
| 5:45                     | 5:51                | 6:02    | 6:05          | 6:11         | 6:20            | 6:22              | 6:30              |
| 6:45                     | 6:51                | 7:02    | 7:05          | 7:11         | 7:20            | 7:22              | 7:30              |
| 7:40                     | D                   | D       | D             | D            | D               | D                 | D                 |

**Bold** type denotes PM times

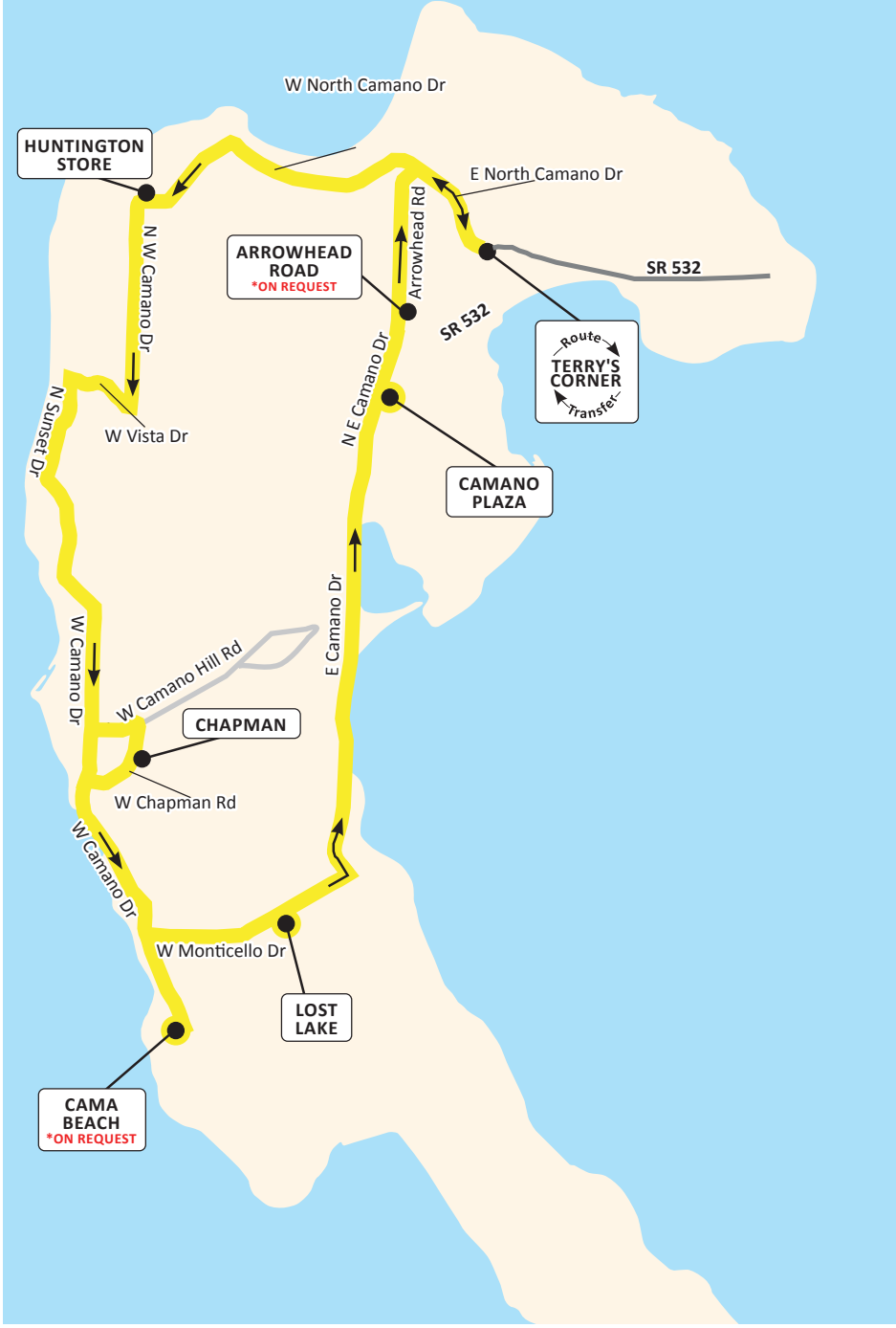
**Red Text** denotes service on request.

D - Service is drop only.

Camano Center - Service on request. Call 360-387-7433, to request pickup.

# ROUTE 1 – WEST CAMANO

STH/STW





# ROUTE 2

## EXHIBIT A

### East Camano (MONDAY-FRIDAY)

| Depart<br>Terry's Corner | Camano<br>Plaza | Windermere | Shuksan | Elger Bay Store | Camano Plaza | Arrowhead Rd | Terry's Corner |
|--------------------------|-----------------|------------|---------|-----------------|--------------|--------------|----------------|
| 4:45                     | 4:47            | 4:55       | 5:03    | 5:11            | 5:20         | 5:22         | 5:30           |
| 5:45                     | 5:47            | 5:55       | 6:03    | 6:11            | 6:20         | 6:22         | 6:30           |
| 6:45                     | 6:47            | 6:55       | 7:03    | 7:11            | 7:20         | 7:22         | 7:30           |
| 7:45                     | 7:47            | 7:55       | 8:03    | 8:11            | 8:20         | 8:22         | 8:30           |
| 8:15                     | 8:17            | 8:25       | 8:33    | 8:41            | 8:50         | 8:52         | 9:00           |
| 8:45                     | 8:47            | 8:55       | 9:03    | 9:11            | 9:20         | 9:22         | 9:30           |
| 9:45                     | 9:47            | 9:55       | 10:03   | 10:11           | 10:20        | 10:22        | 10:30          |
| 10:45                    | 10:47           | 10:55      | 11:03   | 11:11           | 11:20        | 11:22        | 11:30          |
| 11:45                    | 11:47           | 11:55      | 12:03   | 12:11           | 12:20        | 12:22        | 12:30          |
| 12:00                    | 12:02           | 12:10      | 12:18   | 12:26           | 12:35        | 12:37        | 12:45          |
| 12:45                    | 12:47           | 12:55      | 1:03    | 1:11            | 1:20         | 1:22         | 1:30           |
| 1:45                     | 1:47            | 1:55       | 2:03    | 2:11            | 2:20         | 2:22         | 2:30           |
| 2:45                     | 2:47            | 2:55       | 3:03    | 3:11            | 3:20         | 3:22         | 3:30           |
| 3:45                     | 3:47            | 3:55       | 4:03    | 4:11            | 4:20         | 4:22         | 4:30           |
| 4:45                     | 4:47            | 4:55       | 5:03    | 5:11            | 5:20         | 5:22         | 5:30           |
| 5:45                     | 5:47            | 5:55       | 6:03    | 6:11            | 6:20         | 6:22         | 6:30           |
| 6:45                     | 6:47            | 6:55       | 7:03    | 7:11            | 7:20         | 7:22         | 7:30           |
| 7:40                     | D               | D          | D       | D               | D            | D            | D              |

**Bold** type denotes PM times. **Red Text** denotes service on request.

D - Service is drop only.

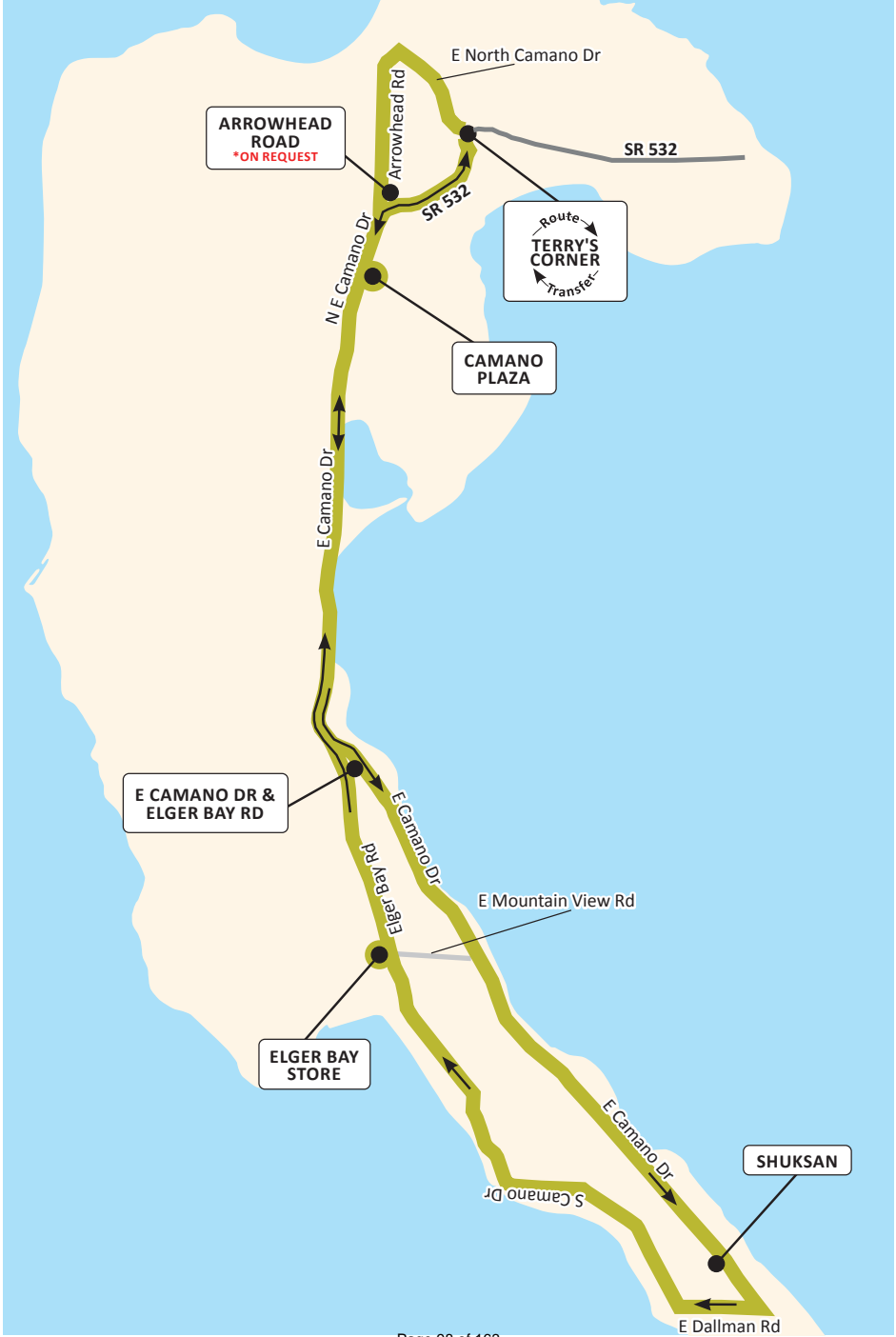
**Tyee Store Deviation On Request after Shuksan.**

Camano Center - Service on request. Call 360-387-7433, to request pickup.

# ROUTE 2 – EAST CAMANO

CAMANO

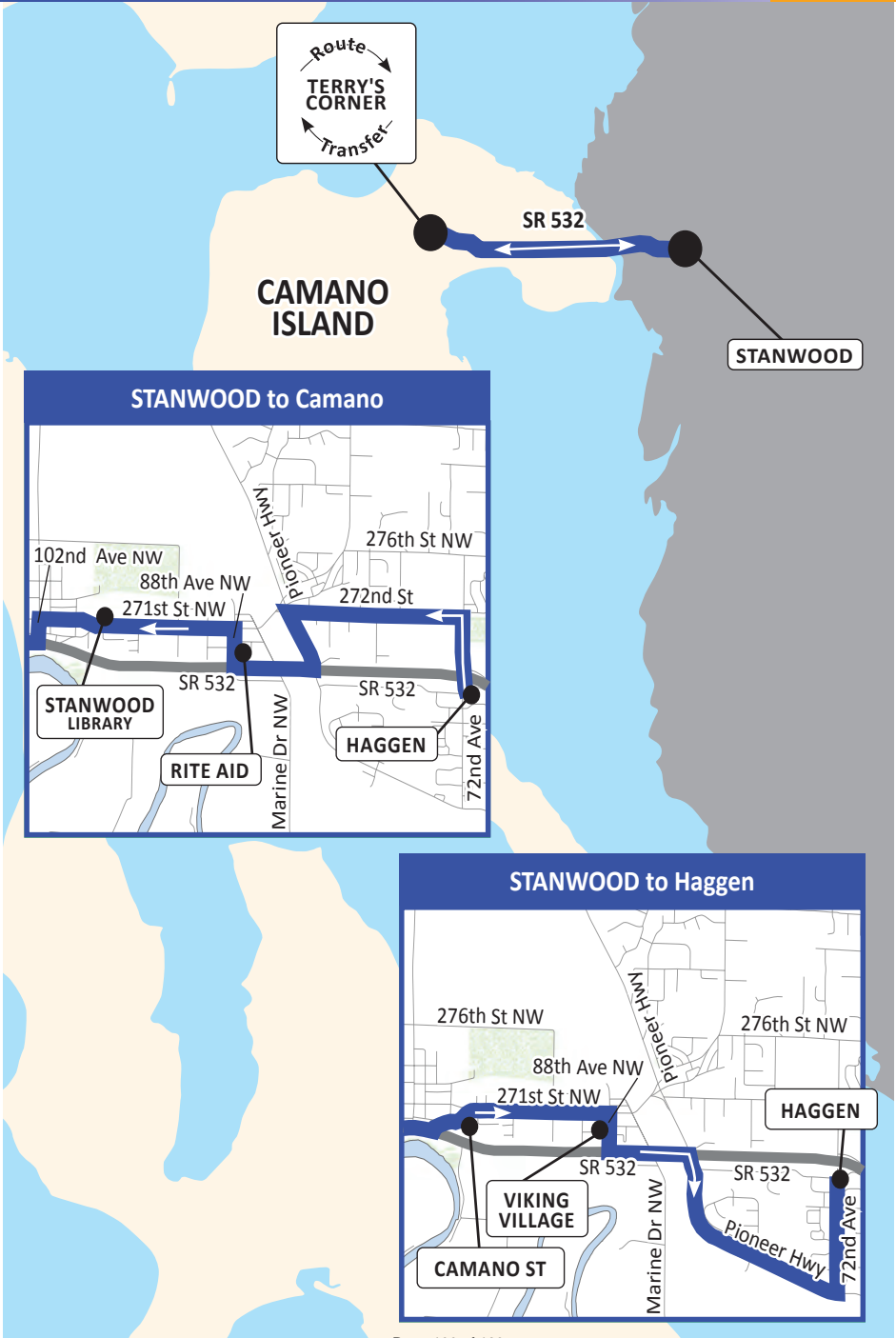
WEEKDAY



# ROUTE A

## Camano to/from Stanwood (MONDAY-FRIDAY)

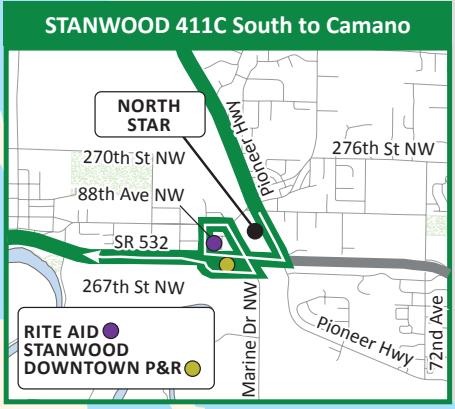
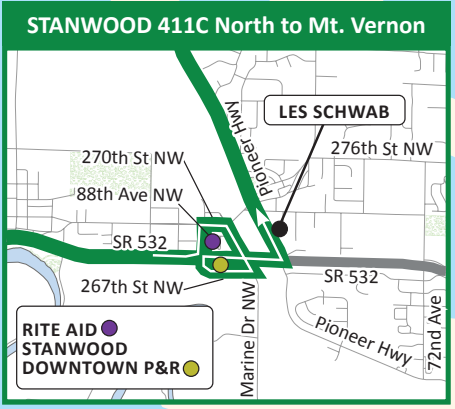
| Depart<br>Terry's Corner | Camano St    | Viking Village | Haggen       | Rite Aid     | Stanwood<br>Library | Terry's Corner |
|--------------------------|--------------|----------------|--------------|--------------|---------------------|----------------|
| To Stanwood              |              |                |              | To Camano    |                     |                |
| 4:45                     | 4:50         | 4:55           | 5:00         | 5:07         | 5:10                | 5:25           |
| 5:45                     | 5:50         | 5:55           | 6:00         | 6:07         | 6:10                | 6:25           |
| 6:45                     | 6:50         | 6:55           | 7:00         | 7:07         | 7:10                | 7:25           |
| 7:45                     | 7:50         | 7:55           | 8:00         | 8:07         | 8:10                | 8:25           |
| 8:45                     | 8:50         | 8:55           | 9:00         | 9:07         | 9:10                | 9:25           |
| 9:15                     | 9:20         | 9:25           | 9:30         | 9:37         | 9:40                | 9:55           |
| 9:45                     | 9:50         | 9:55           | 10:00        | 10:07        | 10:10               | 10:25          |
| 10:45                    | 10:50        | 10:55          | 11:00        | 11:07        | 11:10               | 11:25          |
| 11:15                    | 11:20        | 11:25          | 11:30        | 11:37        | 11:40               | 11:55          |
| 11:45                    | 11:50        | 11:55          | <b>12:00</b> | <b>12:07</b> | <b>12:10</b>        | <b>12:25</b>   |
| <b>12:45</b>             | <b>12:50</b> | <b>12:55</b>   | <b>1:00</b>  | <b>1:07</b>  | <b>1:10</b>         | <b>1:25</b>    |
| <b>1:45</b>              | <b>1:50</b>  | <b>1:55</b>    | <b>2:00</b>  | <b>2:07</b>  | <b>2:10</b>         | <b>2:25</b>    |
| <b>2:45</b>              | <b>2:50</b>  | <b>2:55</b>    | <b>3:00</b>  | <b>3:07</b>  | <b>3:10</b>         | <b>3:25</b>    |
| <b>3:45</b>              | <b>3:50</b>  | <b>3:55</b>    | <b>4:00</b>  | <b>4:07</b>  | <b>4:10</b>         | <b>4:25</b>    |
| <b>4:45</b>              | <b>4:50</b>  | <b>4:55</b>    | <b>5:00</b>  | <b>5:07</b>  | <b>5:10</b>         | <b>5:25</b>    |
| <b>5:45</b>              | <b>5:50</b>  | <b>5:55</b>    | <b>6:00</b>  | <b>6:07</b>  | <b>6:10</b>         | <b>6:25</b>    |
| <b>6:45</b>              | <b>6:50</b>  | <b>6:55</b>    | <b>7:00</b>  | <b>7:07</b>  | <b>7:10</b>         | <b>7:25</b>    |



**EXHIBIT A** Camano to Mount Vernon (MONDAY-FRIDAY)

| ROUTE 411C NORTHBOUND |             |                 |             |             |                |                           | SKAGIT TRANSIT            |  |
|-----------------------|-------------|-----------------|-------------|-------------|----------------|---------------------------|---------------------------|--|
| Depart Terry's Corner | Rite Aid    | Stanwood P&R II | Les Schwab  | Conway      | Skagit Station | 40X Depart Skagit Station | 40X Arrive March's Pt P&R |  |
| 5:30                  | 5:40        | 5:41            | 5:43        | 5:53        | 6:05           | 7:15                      | 7:40                      |  |
| 7:30                  | 7:40        | 7:41            | 7:43        | 7:53        | 8:05           | 8:15                      | 8:40                      |  |
| 9:40                  | 9:50        | 9:51            | 9:53        | 10:03       | 10:15          | 11:15                     | 11:40                     |  |
| <b>1:30</b>           | <b>1:40</b> | <b>1:41</b>     | <b>1:43</b> | <b>1:53</b> | <b>2:05</b>    | <b>2:15</b>               | <b>2:40</b>               |  |
| <b>3:30</b>           | <b>3:40</b> | <b>3:41</b>     | <b>3:43</b> | <b>3:53</b> | <b>4:05</b>    | <b>4:15</b>               | <b>4:40</b>               |  |
| <b>5:30</b>           | <b>5:40</b> | <b>5:41</b>     | <b>5:43</b> | <b>5:53</b> | <b>6:05</b>    | <b>6:15</b>               | <b>6:40</b>               |  |
| <b>6:30</b>           | <b>6:40</b> | <b>6:41</b>     | <b>6:43</b> | <b>6:53</b> | <b>7:05</b>    | <b>7:15</b>               | <b>7:40</b>               |  |

| SKAGIT TRANSIT            |                           | ROUTE 411C SOUTHBOUND |             |             |             |                 |                |
|---------------------------|---------------------------|-----------------------|-------------|-------------|-------------|-----------------|----------------|
| 40X Depart March's Pt P&R | 40X Arrive Skagit Station | Depart Skagit Station | Conway      | North Star  | Rite Aid    | Stanwood P&R II | Terry's Corner |
| ---                       | ---                       | 6:10                  | 6:20        | 6:28        | 6:30        | 6:31            | 6:40           |
| 7:40                      | 8:00                      | 8:10                  | 8:20        | 8:28        | 8:30        | 8:31            | 8:40           |
| 9:40                      | 10:00                     | 10:20                 | 10:30       | 10:38       | 10:40       | 10:41           | 10:50          |
| <b>1:40</b>               | <b>2:00</b>               | <b>2:10</b>           | <b>2:20</b> | <b>2:28</b> | <b>2:30</b> | <b>2:31</b>     | <b>2:40</b>    |
| <b>3:40</b>               | <b>4:00</b>               | <b>4:10</b>           | <b>4:20</b> | <b>4:28</b> | <b>4:30</b> | <b>4:31</b>     | <b>4:40</b>    |
| ---                       | ---                       | 6:10                  | 6:20        | 6:28        | 6:30        | 6:31            | 6:40           |
| <b>6:40</b>               | <b>7:00</b>               | <b>7:10</b>           | <b>7:20</b> | <b>7:28</b> | <b>7:30</b> | <b>7:31</b>     | <b>7:40</b>    |



## ROUTE 412 SOUTHBOUND

### Camano to Everett (MONDAY-FRIDAY)

| Depart<br>Terry's Corner | Rite Aid    | Stanwood P&R II | I-5 P&R     | EVCC Tower at<br>Broadway | Everett Station |
|--------------------------|-------------|-----------------|-------------|---------------------------|-----------------|
| 5:45                     | 5:50        | 5:51            | 6:00        | 6:20                      | 6:35            |
| 6:30                     | 6:35        | 6:36            | 6:45        | 7:05                      | 7:20            |
| <b>1:00</b>              | <b>1:05</b> | <b>1:06</b>     | <b>1:15</b> | <b>1:35</b>               | <b>1:50</b>     |
| <b>3:30</b>              | <b>3:35</b> | <b>3:36</b>     | <b>3:45</b> | <b>4:05</b>               | <b>4:20</b>     |
| <b>4:45</b>              | <b>4:50</b> | <b>4:51</b>     | <b>5:00</b> | <b>5:20</b>               | <b>5:35</b>     |

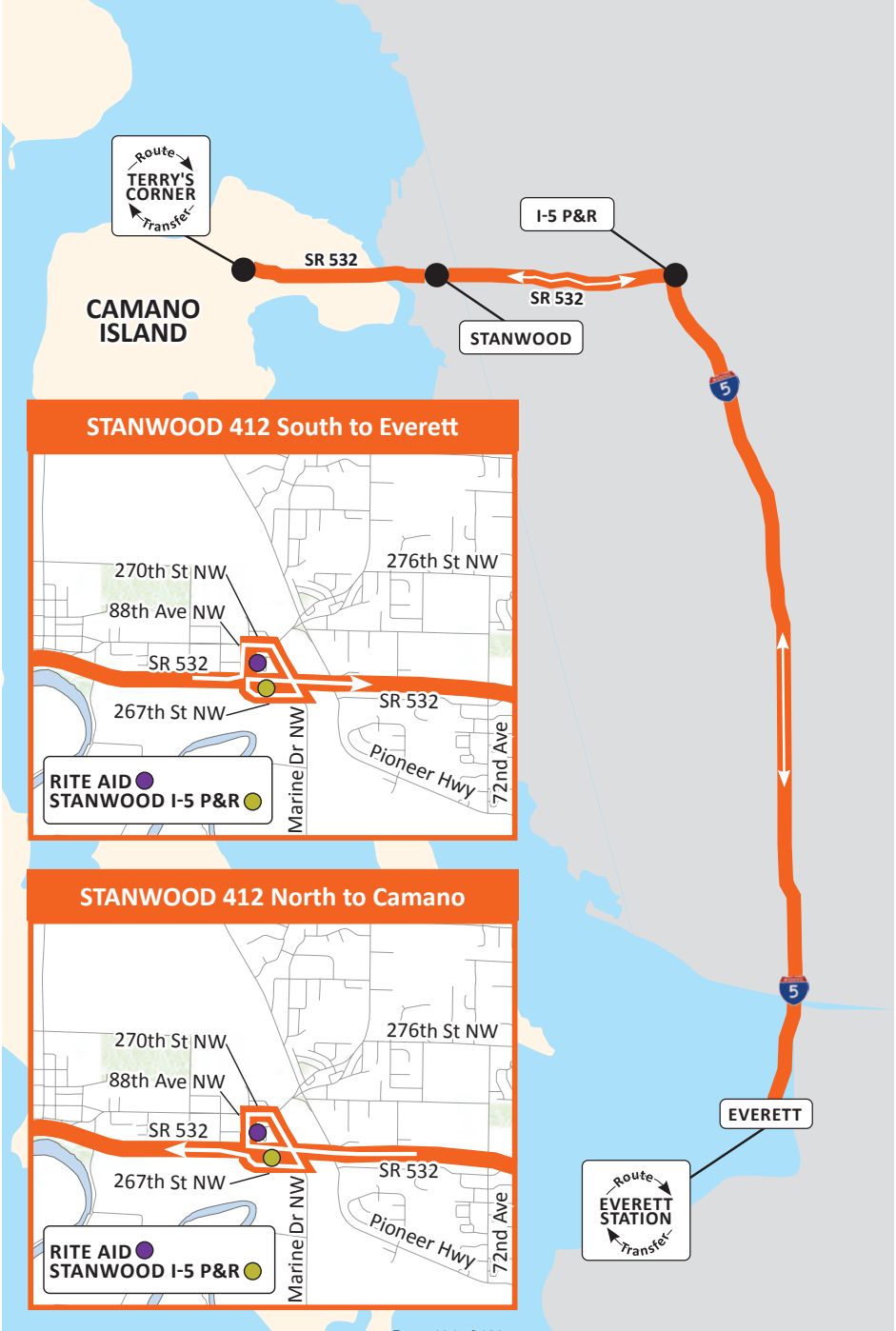
## ROUTE 412 NORTHBOUND

### Everett to Camano (MONDAY-FRIDAY)

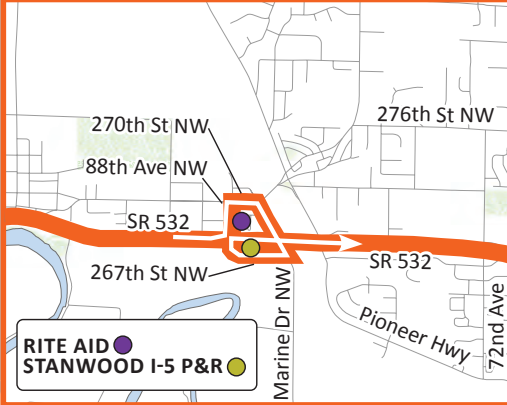
| Depart<br>Everett Station | EVCC Tower at<br>Broadway | I-5 P&R     | Rite Aid    | Stanwood P&R II | Terry's Corner |
|---------------------------|---------------------------|-------------|-------------|-----------------|----------------|
| 6:45                      | 6:55                      | 7:10        | 7:17        | 7:18            | 7:30           |
| 7:30                      | 7:40                      | 7:55        | 8:02        | 8:03            | 8:15           |
| <b>2:00</b>               | <b>2:10</b>               | <b>2:25</b> | <b>2:32</b> | <b>2:33</b>     | <b>3:00</b>    |
| <b>4:30</b>               | <b>4:40</b>               | <b>4:55</b> | <b>5:02</b> | <b>5:03</b>     | <b>5:30</b>    |
| <b>5:45</b>               | <b>5:55</b>               | <b>6:10</b> | <b>6:17</b> | <b>6:18</b>     | <b>6:40</b>    |

**Bold** type denotes PM times

**Red Text** denotes service on request. Call Route Information (360-387-7433) to request pickup.



### STANWOOD 412 South to Everett



### STANWOOD 412 North to Camano





**ROUTE 1** | **EXHIBIT A**  
**West Camano**  
**(SATURDAY & SUNDAY)**

| Depart Terry's Corner        | Huntington Store | Chapman | Cama Beach | Lost Lake | Camano Plaza | Arrowhead Road | Terry's Corner |
|------------------------------|------------------|---------|------------|-----------|--------------|----------------|----------------|
| *                            | *                | *       | *          | *         | *            | *              | 8:30           |
| 8:45                         | 8:51             | 9:02    | 9:05       | 9:11      | 9:20         | 9:22           | 9:30           |
| <b>NO WEST BUS THIS HOUR</b> |                  |         |            |           |              |                |                |
| 10:45                        | 10:51            | 11:02   | 11:05      | 11:11     | 11:20        | 11:22          | 11:30          |
| 11:45                        | 11:51            | 12:02   | 12:05      | 12:11     | 12:20        | 12:22          | 12:30          |
| 12:45                        | 12:51            | 1:02    | 1:05       | 1:11      | 1:20         | 1:22           | 1:30           |
| 1:45                         | 1:51             | 2:02    | 2:05       | 2:11      | 2:20         | 2:22           | 2:30           |
| 2:45                         | 2:51             | 3:02    | 3:05       | 3:11      | 3:20         | 3:22           | 3:30           |
| 3:45                         | 3:51             | 4:02    | 4:05       | 4:11      | 4:20         | 4:22           | 4:30           |
| 5:10                         | D                | D       | D          | D         | D            | D              | D              |

**Bold** type denotes PM times

**Red Text** denotes service on request. Call Route Information, 360-387-7433, to request pickup.

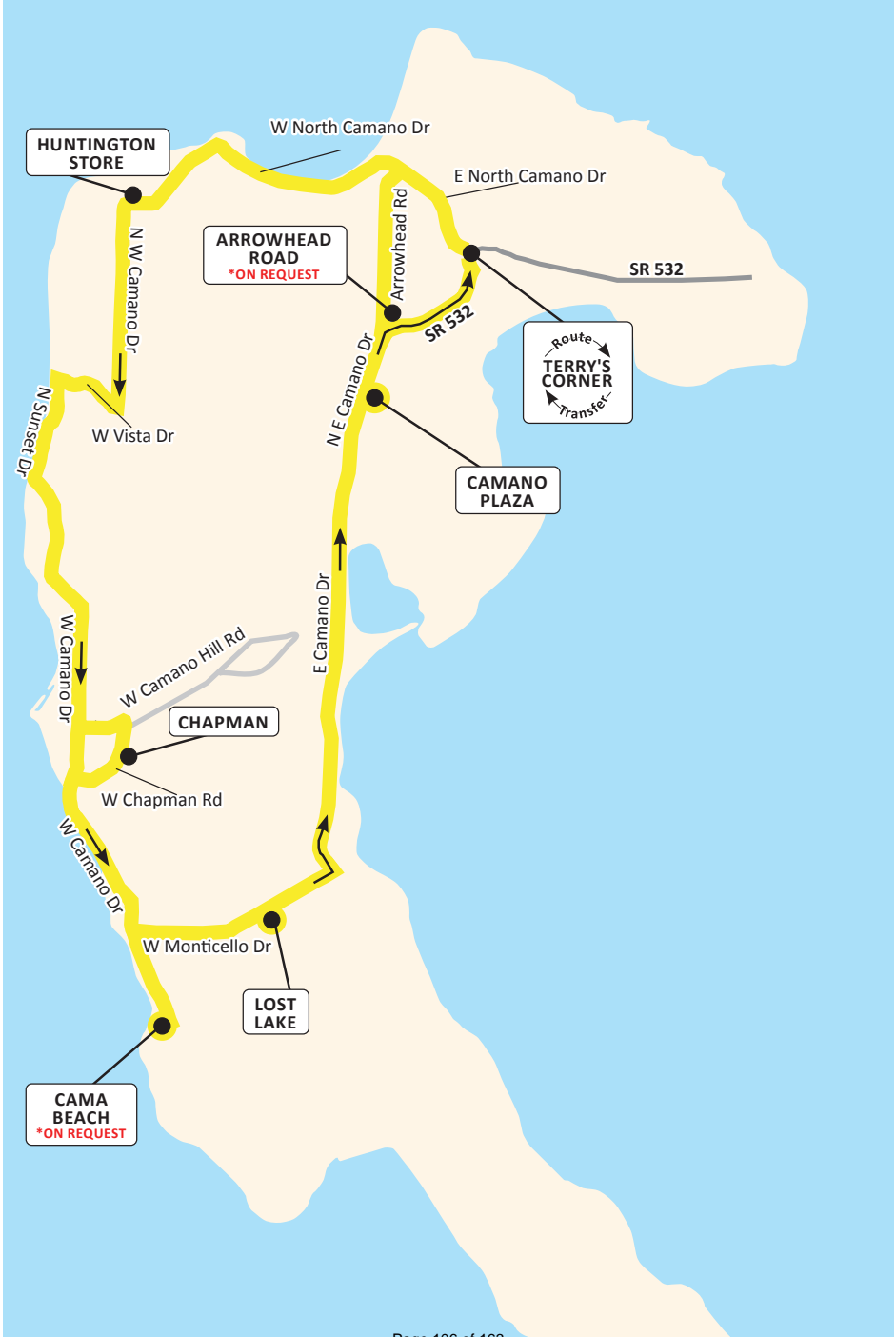
**D** - Service is Drop Only.

\*Service provided anywhere along the route by appointment only. Must call Route Information, at 360-387-7433, by 3:00 pm the day before to schedule pickup. Route provides "pick up" service anywhere along path. Drop off at Terry's Corner only.

# ROUTE 1 – WEST CAMANO

CAMANO

WEEKEND



# ROUTE 2

# EXHIBIT A Last Camano (SATURDAY & SUNDAY)

| Depart Terry's Corner        | Camano Plaza | E Camano Dr & Elger Bay Rd | Shuksan Rd | Elger Bay Store | Camano Plaza | Arrowhead Road | Terry's Corner |
|------------------------------|--------------|----------------------------|------------|-----------------|--------------|----------------|----------------|
| *                            | *            | *                          | *          | *               | *            | *              | 8:30           |
| 8:45                         | 8:47         | 8:55                       | 9:03       | 9:11            | 9:20         | 9:22           | 9:30           |
| 9:45                         | 9:47         | 9:55                       | 10:03      | 10:11           | 10:20        | 10:22          | 10:30          |
| 10:45                        | 10:47        | 10:55                      | 11:03      | 11:11           | 11:20        | 11:22          | 11:30          |
| 11:45                        | 11:47        | 11:55                      | 12:03      | 12:11           | 12:20        | 12:22          | 12:30          |
| 12:45                        | 12:47        | 12:55                      | 1:03       | 1:11            | 1:20         | 1:22           | 1:30           |
| <b>NO EAST BUS THIS HOUR</b> |              |                            |            |                 |              |                |                |
| 2:45                         | 2:47         | 2:55                       | 3:03       | 3:11            | 3:20         | 3:22           | 3:30           |
| 3:45                         | 3:47         | 3:55                       | 4:03       | 4:11            | 4:20         | 4:22           | 4:30           |
| 5:10                         | D            | D                          | D          | D               | D            | D              | D              |

**Bold** type denotes PM times

**Red Text** denotes service on request. Call Route Information, 360-387-7433, to request pickup.

**D** - Service is Drop Only.

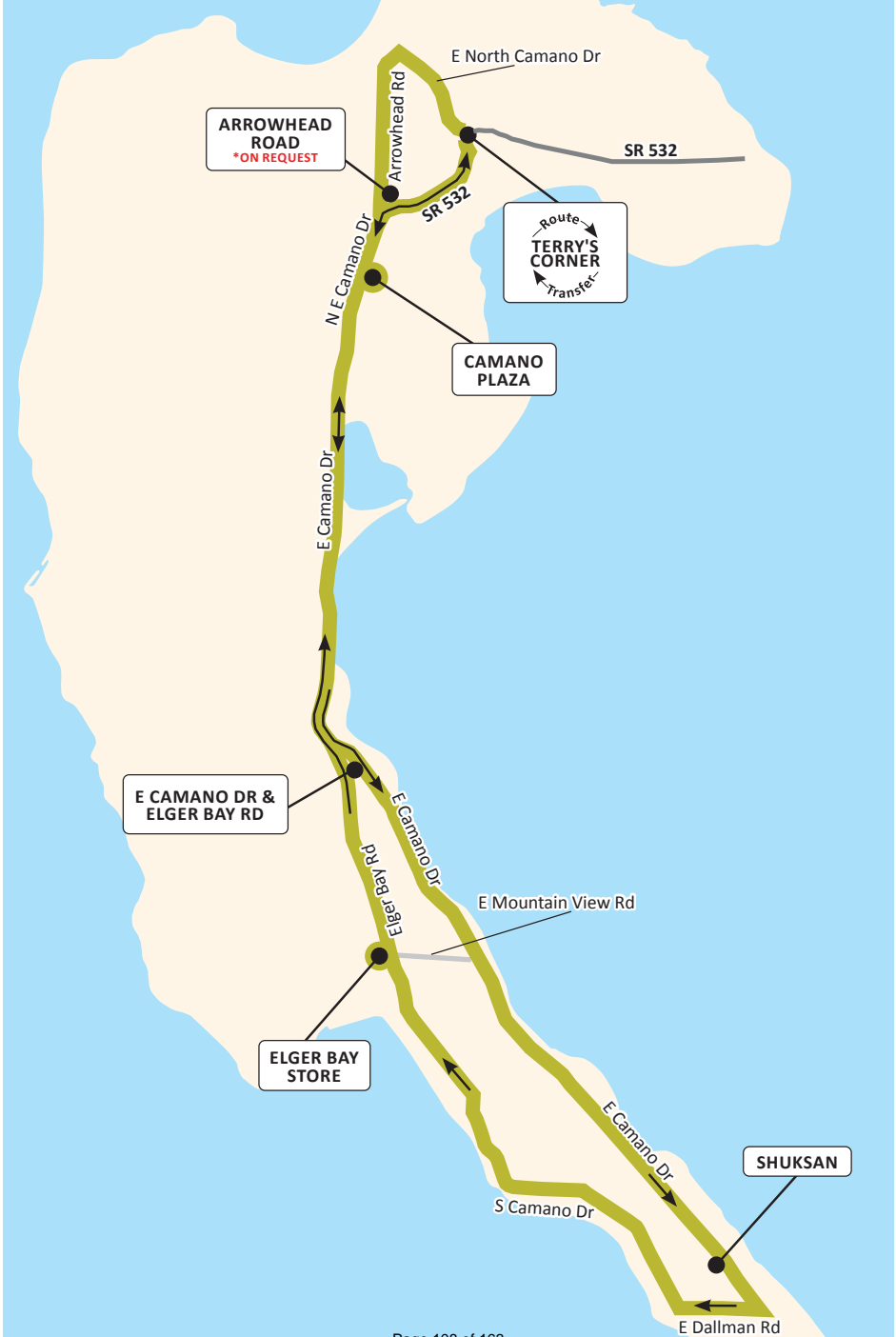
**Tyee Store Deviation On Request after Shuksan.**

\*Service provided anywhere along the route by appointment only. Must call Route Information, at 360-387-7433, by 3:00 pm the day before to schedule pick up. Route provides "pick up" service anywhere along path. Drop off at Terry's Corner only.

# ROUTE 2 – EAST CAMANO

CAMANO

WEEKEND



## EXHIBIT A

### Camano to/from Stanwood (SATURDAY & SUNDAY)

| Depart<br>Terry's<br>Corner | Camano<br>Street | Viking<br>Village | Haggen       | Rite Aid     | Stanwood<br>Library | Terry's<br>Corner |
|-----------------------------|------------------|-------------------|--------------|--------------|---------------------|-------------------|
| To Stanwood                 |                  |                   |              | To Camano    |                     |                   |
| 9:45                        | 9:50             | 9:55              | 10:00        | 10:07        | 10:10               | 10:25             |
| 10:45                       | 10:50            | 10:55             | 11:00        | 11:07        | 11:10               | 11:25             |
| 11:45                       | 11:50            | 11:55             | <b>12:00</b> | <b>12:07</b> | <b>12:10</b>        | <b>12:25</b>      |
| <b>1:45</b>                 | <b>1:50</b>      | <b>1:55</b>       | <b>2:00</b>  | <b>2:07</b>  | <b>2:10</b>         | <b>2:25</b>       |
| <b>2:45</b>                 | <b>2:50</b>      | <b>2:55</b>       | <b>3:00</b>  | <b>3:07</b>  | <b>3:10</b>         | <b>3:25</b>       |

EXHIBIT A

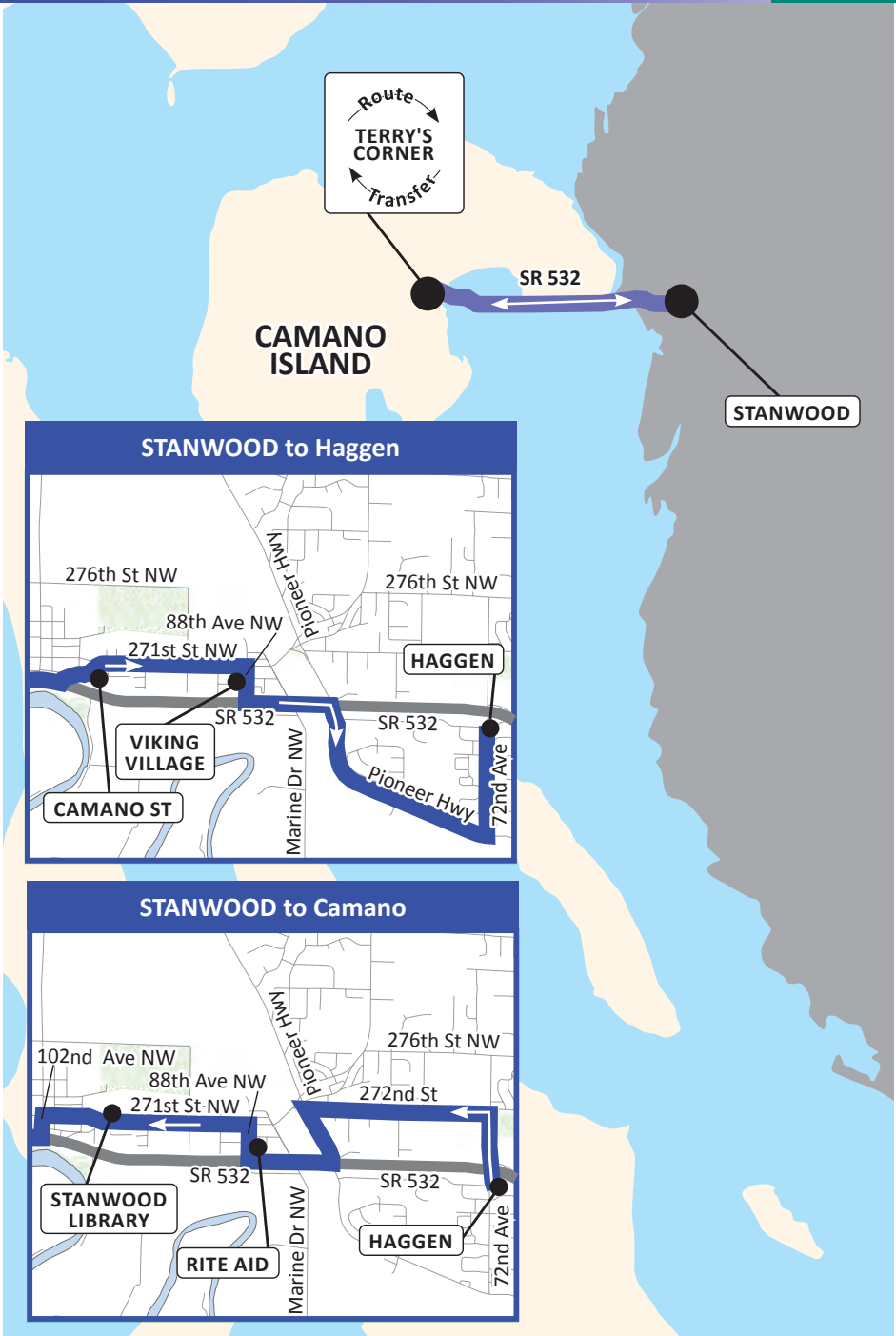


EXHIBIT A

**ROUTE 411C  
NORTHBOUND**

**Camano to  
Mount Vernon  
(SATURDAY ONLY)**

| Depart<br>Terry's Corner | Camano St    | Viking Village | Haggen       | 272nd &<br>Pioneer Hwy | Conway      | Skagit Station | 40X Depart<br>Skagit Station | 40X Arrive<br>March's Pt P&R |
|--------------------------|--------------|----------------|--------------|------------------------|-------------|----------------|------------------------------|------------------------------|
| 8:30                     | 8:35         | 8:40           | 8:45         | 8:48                   | 9:00        | 9:10           | 9:15                         | 9:40                         |
| <b>12:30</b>             | <b>12:35</b> | <b>12:40</b>   | <b>12:45</b> | <b>12:48</b>           | <b>1:00</b> | <b>1:10</b>    | <b>1:15</b>                  | <b>1:40</b>                  |
| <b>3:30</b>              | <b>3:35</b>  | <b>3:40</b>    | <b>3:45</b>  | <b>3:48</b>            | <b>4:00</b> | <b>4:10</b>    | <b>4:15</b>                  | <b>4:40</b>                  |

*Skagit Transit*

**ROUTE 411C  
SOUTHBOUND**

**Mount Vernon  
to Camano  
(SATURDAY ONLY)**

| 40X Depart<br>March's Pt P&R | 40X Arrive<br>Skagit Station | Depart<br>Skagit Station | Conway      | North Star  | Haggen      | Rite Aid    | Stanwood<br>Library | Terry's Corner |
|------------------------------|------------------------------|--------------------------|-------------|-------------|-------------|-------------|---------------------|----------------|
| 8:40                         | 9:00                         | 9:25                     | 9:30        | 9:40        | 9:45        | 9:50        | 9:53                | 10:10          |
| <b>12:40</b>                 | <b>1:00</b>                  | <b>1:25</b>              | <b>1:30</b> | <b>1:40</b> | <b>1:45</b> | <b>1:50</b> | <b>1:53</b>         | <b>2:10</b>    |
| <b>3:40</b>                  | <b>4:00</b>                  | <b>4:25</b>              | <b>4:30</b> | <b>4:40</b> | <b>4:45</b> | <b>4:50</b> | <b>4:53</b>         | <b>5:10</b>    |

*Skagit Transit*

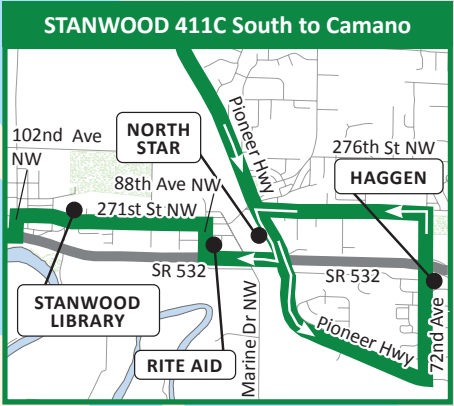
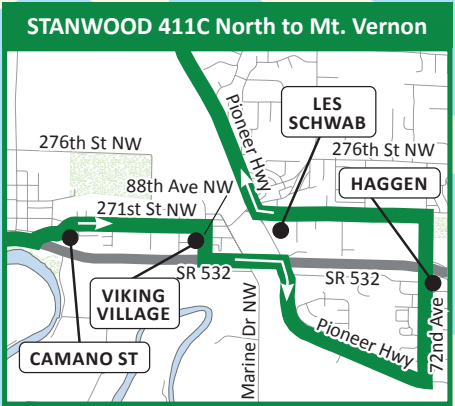
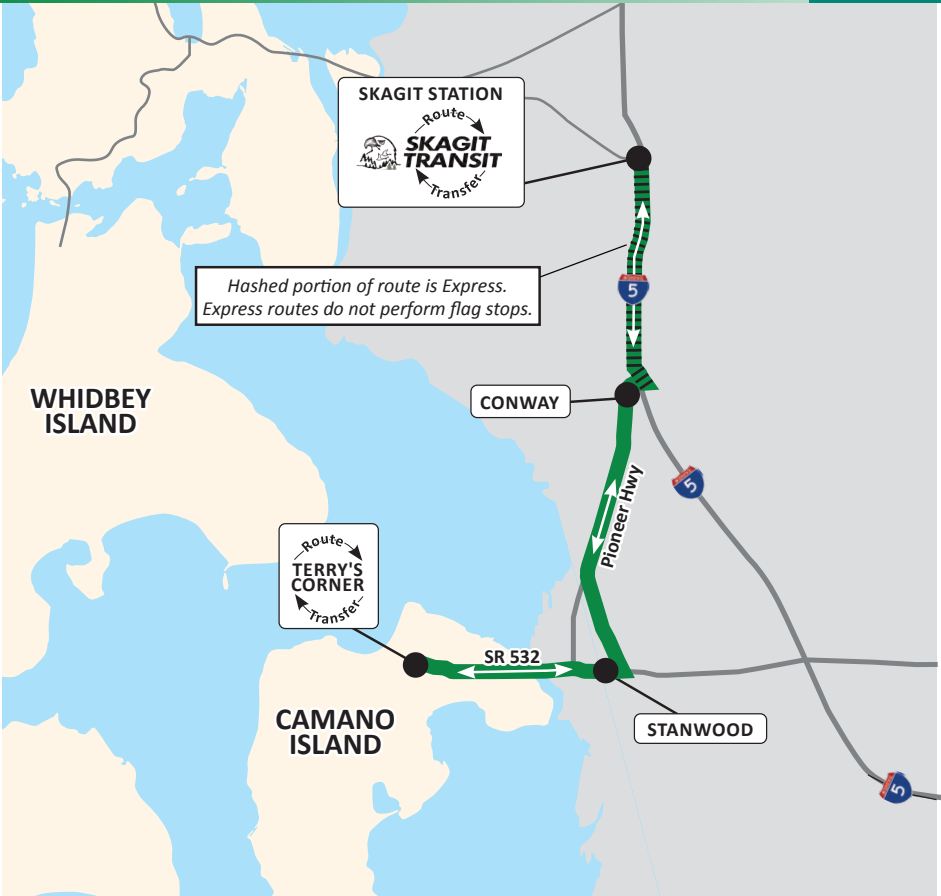
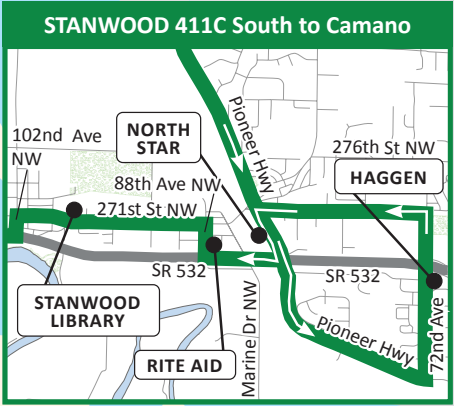
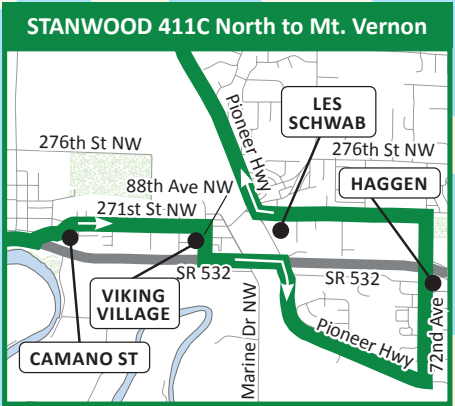
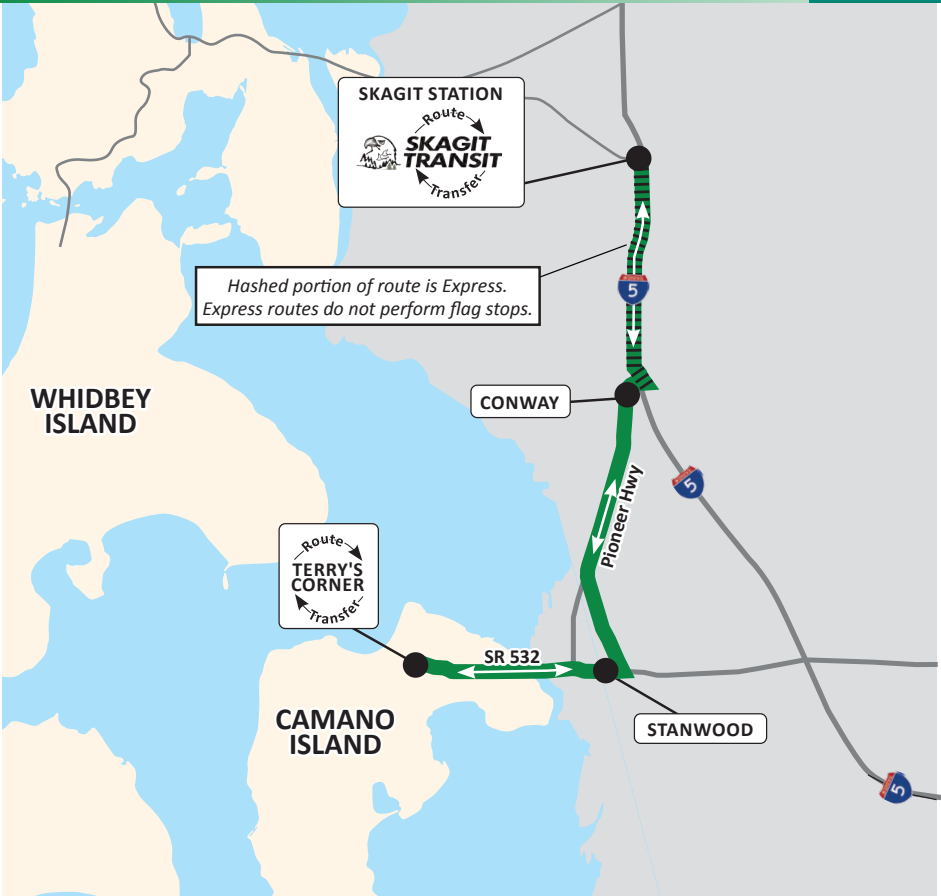




EXHIBIT A

| ROUTE 411C<br>NORTHBOUND |              | Camano to<br>Mount Vernon<br>(SUNDAY ONLY) |              |                        |             |                |
|--------------------------|--------------|--|--------------|------------------------|-------------|----------------|
| Depart<br>Terry's Corner | Camano St    | Viking Village                             | Haggen       | 272nd &<br>Pioneer Hwy | Conway      | Skagit Station |
| 8:30                     | 8:35         | 8:40                                       | 8:45         | 8:48                   | 9:00        | 9:10           |
| <b>12:30</b>             | <b>12:35</b> | <b>12:40</b>                               | <b>12:45</b> | <b>12:48</b>           | <b>1:00</b> | <b>1:10</b>    |
| <b>3:30</b>              | <b>3:35</b>  | <b>3:40</b>                                | <b>3:45</b>  | <b>3:48</b>            | <b>4:00</b> | <b>4:10</b>    |

| ROUTE 411C<br>SOUTHBOUND |             | Mount Vernon<br>to Camano<br>(SUNDAY ONLY) |             |             |                     |                |
|--------------------------|-------------|--|-------------|-------------|---------------------|----------------|
| Depart<br>Skagit Station | Conway      | North Star                                 | Haggen      | Rite Aid    | Stanwood<br>Library | Terry's Corner |
| 9:25                     | 9:30        | 9:40                                       | 9:45        | 9:50        | 9:53                | 10:10          |
| <b>1:25</b>              | <b>1:30</b> | <b>1:40</b>                                | <b>1:45</b> | <b>1:50</b> | <b>1:53</b>         | <b>2:10</b>    |
| <b>4:25</b>              | <b>4:30</b> | <b>4:40</b>                                | <b>4:45</b> | <b>4:50</b> | <b>4:53</b>         | <b>5:10</b>    |



# ROUTE 1 SOUTHBOUND

# Oak Harbor to Clinton Ferry (MONDAY-FRIDAY)

EXHIBIT A

| Depart Harbor Station at Bayshore Dr | Erie St at Walmart | SE Main St at Coupeville Elementary | SR 525 at Greenbank | SR 525 at Classic Rd | Smugglers Cove at South Whidbey State Park | Freeland at Main St | Bayview P&R  | SR 525 at Cultus Bay Rd | Clinton P&R  | Arrive Clinton Ferry Terminal | Ferry Departing Clinton |
|--------------------------------------|--------------------|-------------------------------------|---------------------|----------------------|--|---------------------|--------------|-------------------------|--------------|-------------------------------|-------------------------|
| -                                    | -                  | 3:45                                | 4:00                | 4:03                 | -  | 4:09                | 4:13         | 4:19                    | 4:23         | 4:27                          | 4:40                    |
| 4:00                                 | 4:04               | 4:18 <sup>N</sup>                   | 4:33                | 4:36                 | -  | 4:42                | 4:46         | 4:52                    | 4:56         | 5:00                          | 5:05                    |
| 4:40                                 | 4:44               | 4:58 <sup>N</sup>                   | 5:13                | 5:16                 | -  | 5:22                | 5:26         | 5:32                    | 5:36         | 5:40                          | 6:00                    |
| 5:00                                 | 5:04               | 5:18 <sup>N</sup>                   | 5:33                | -                    | 5:40                                       | 5:51                | 5:55         | 6:01                    | 6:05         | 6:09                          | 6:30                    |
| 5:30                                 | 5:34               | 5:55                                | 6:12                | 6:15                 | -  | 6:21                | 6:25         | 6:31                    | 6:35         | 6:39                          | 7:00                    |
| 6:30                                 | 6:34               | 6:55                                | 7:12                | -                    | 7:19                                       | 7:30                | 7:36         | 7:42                    | 7:46         | 7:50                          | 8:00                    |
| 7:30                                 | 7:34               | 7:55                                | 8:12                | -                    | 8:19                                       | 8:30                | 8:36         | 8:42                    | 8:46         | 8:50                          | 9:00                    |
| 8:00                                 | 8:04               | 8:25                                | 8:42                | -                    | 8:49                                       | 9:00                | 9:06         | 9:12                    | 9:16         | 9:20                          | 9:30                    |
| 9:00                                 | 9:04               | 9:25                                | 9:42                | -                    | 9:49                                       | 10:00               | 10:06        | 10:12                   | 10:16        | 10:20                         | 10:30                   |
| 10:00                                | 10:04              | 10:25                               | 10:42               | -                    | 10:49                                      | 11:00               | 11:06        | 11:12                   | 11:16        | 11:20                         | 11:30                   |
| 11:00                                | 11:04              | 11:25                               | 11:42               | -                    | 11:49                                      | <b>12:00</b>        | <b>12:06</b> | <b>12:12</b>            | <b>12:16</b> | <b>12:20</b>                  | <b>12:30</b>            |
| <b>12:00</b>                         | <b>12:04</b>       | <b>12:25</b>                        | <b>12:42</b>        | -                    | <b>12:49</b>                               | <b>1:00</b>         | <b>1:06</b>  | <b>1:12</b>             | <b>1:16</b>  | <b>1:20</b>                   | <b>1:30</b>             |
| <b>12:30</b>                         | <b>12:34</b>       | <b>12:55</b>                        | <b>1:12</b>         | -                    | <b>1:19</b>                                | <b>1:30</b>         | <b>1:36</b>  | <b>1:42</b>             | <b>1:46</b>  | <b>1:50</b>                   | <b>2:00</b>             |
| <b>1:00</b>                          | <b>1:04</b>        | <b>1:25</b>                         | <b>1:42</b>         | <b>1:45</b>          | -  | <b>1:51</b>         | <b>1:57</b>  | <b>2:03</b>             | <b>2:07</b>  | <b>2:11</b>                   | <b>2:35</b>             |
| <b>1:30</b>                          | <b>1:34</b>        | <b>1:55</b>                         | <b>2:12</b>         | -                    | <b>2:19</b>                                | <b>2:30</b>         | <b>2:36</b>  | <b>2:42</b>             | <b>2:46</b>  | <b>2:50</b>                   | <b>3:05</b>             |
| <b>2:30</b>                          | <b>2:34</b>        | <b>2:55</b>                         | <b>3:12</b>         | -                    | <b>3:19</b>                                | <b>3:30</b>         | <b>3:36</b>  | <b>3:42</b>             | <b>3:46</b>  | <b>3:50</b>                   | <b>4:05</b>             |
| <b>3:30</b>                          | <b>3:34</b>        | <b>3:55</b>                         | <b>4:12</b>         | -                    | <b>4:19</b>                                | <b>4:30</b>         | <b>4:36</b>  | <b>4:42</b>             | <b>4:46</b>  | <b>4:50</b>                   | <b>5:05</b>             |
| <b>4:30</b>                          | <b>4:34</b>        | <b>4:55</b>                         | <b>5:12</b>         | -                    | <b>5:19</b>                                | <b>5:30</b>         | <b>5:36</b>  | <b>5:42</b>             | <b>5:46</b>  | <b>5:50</b>                   | <b>6:05</b>             |
| <b>5:15</b>                          | <b>5:19</b>        | <b>5:40</b>                         | <b>5:57</b>         | -                    | <b>6:04</b>                                | <b>6:15</b>         | <b>6:21</b>  | <b>6:27</b>             | <b>6:31</b>  | <b>6:35</b>                   | <b>7:05</b>             |
| <b>6:15</b>                          | <b>6:19</b>        | <b>6:40<sup>R</sup></b>             | -                   | -                    | -  | -                   | -            | -                       | -            | -                             | -                       |
| <b>7:00</b>                          | <b>7:04</b>        | <b>7:25<sup>R</sup></b>             | -                   | -                    | -  | -                   | -            | -                       | -            | -                             | -                       |
| <b>7:45</b>                          | <b>7:49</b>        | <b>8:10<sup>R</sup></b>             | -                   | -                    | -  | -                   | -            | -                       | -            | -                             | -                       |

Ferry departure times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

**Bold** type denotes PM time-points

**N** - No service to downtown Coupeville (Broadway, Coveland, or N. Main).

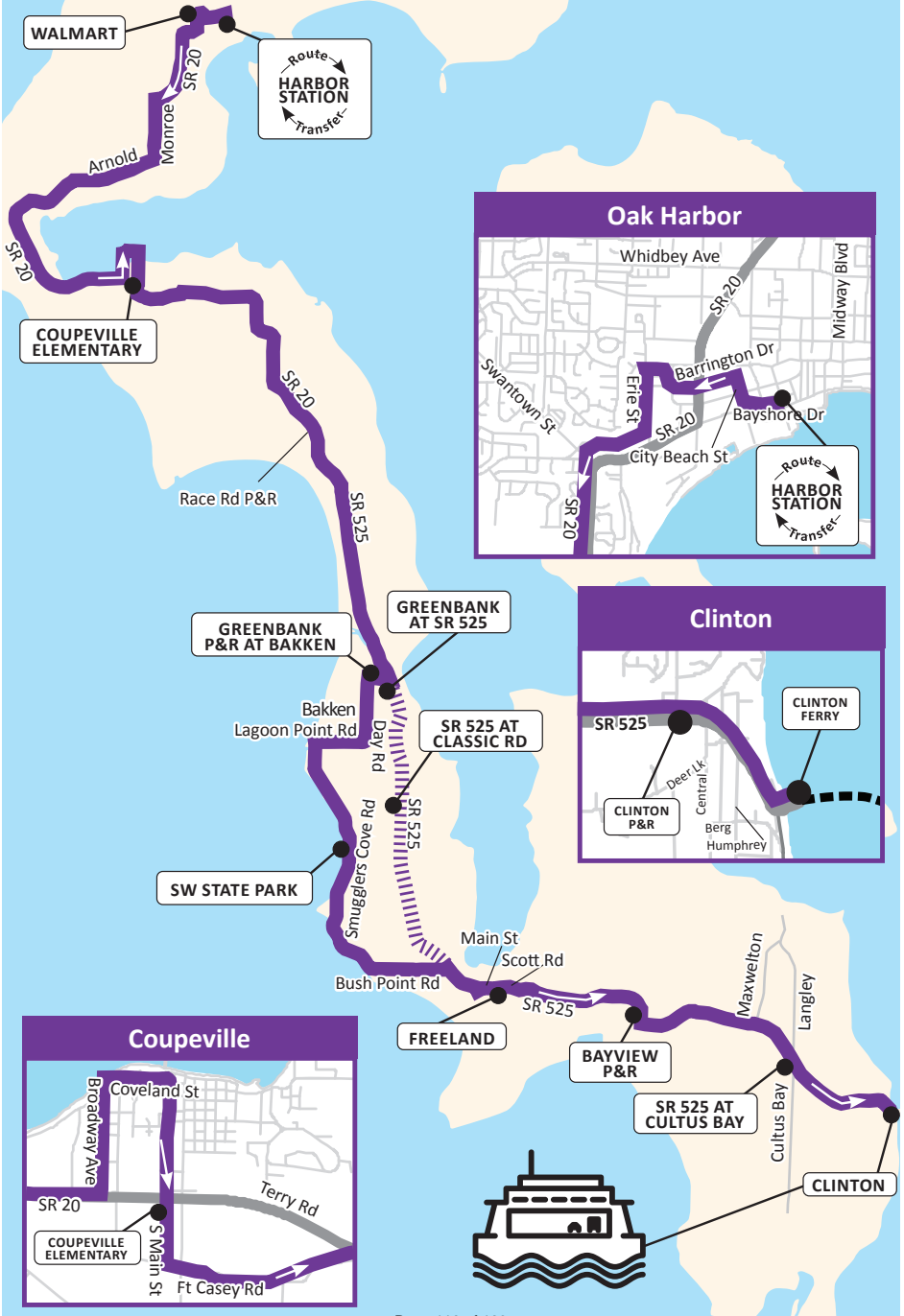
**R** - Trip ends at SR 20 and Ryan's House

# ROUTE 1 - SOUTHBOUND

EXHIBIT A

WHIDBEY

WEEKDAY



# ROUTE 1 NORTHBOUND

# EXHIBIT A Clinton Ferry to Oak Harbor (MONDAY-FRIDAY)

| Ferry Arriving Clinton | *Depart Clinton Ferry Terminal | Clinton P&R       | SR 525 at Langley Rd | Bayview P&R  | Freeland at Main St | Smugglers Cove at SW State Park | SR 525 at Classic Rd | Coupeville P&R | Arnold Rd/ Monroe Landing Rd | Erie St at Walmart | Arrive Harbor Station at Bayshore Dr |
|------------------------|--------------------------------|-------------------|----------------------|--------------|---------------------|---------------------------------|----------------------|----------------|------------------------------|--------------------|--------------------------------------|
|                        | -                              | -                 | -                    | -            | -                   | -                               | -                    | 4:30           | 4:41                         | 4:47               | 4:55                                 |
|                        | -                              | -                 | -                    | -            | -                   | -                               | -                    | 5:00           | 5:11                         | 5:17               | 5:25                                 |
|                        | -                              | -                 | -                    | -            | -                   | -                               | -                    | 5:30           | 5:41                         | 5:47               | 5:55                                 |
|                        | -                              | -                 | -                    | -            | -                   | -                               | -                    | 6:00           | 6:11                         | 6:17               | 6:25                                 |
| 5:25                   | 5:50                           | 5:51 <sup>H</sup> | 5:56                 | 6:02         | 6:06                | -                               | 6:13                 | 6:28           | 6:39                         | 6:47               | 6:55                                 |
| 6:20                   | 6:30                           | 6:31 <sup>H</sup> | 6:36                 | 6:42         | 6:46                | -                               | 6:53                 | 7:08           | 7:21                         | 7:27               | 7:35                                 |
| 6:50                   | 6:55                           | 6:56 <sup>H</sup> | 7:01                 | 7:07         | 7:11                | 7:21                            | -                    | 7:41           | 7:54                         | 8:00               | 8:08                                 |
| 7:20                   | 7:30                           | 7:31 <sup>H</sup> | 7:36                 | 7:42         | 7:46                | -                               | 7:53                 | 8:08           | 8:21                         | 8:27               | 8:35                                 |
| 7:50                   | 8:00                           | 8:01              | 8:09                 | 8:15         | 8:19                | 8:29                            | -                    | 8:49           | 9:02                         | 9:08               | 9:16                                 |
| 8:50                   | 9:00                           | 9:01              | 9:09                 | 9:15         | 9:19                | 9:29                            | -                    | 9:49           | 10:02                        | 10:08              | 10:16                                |
| 9:20                   | 9:50                           | 9:51              | 9:59                 | 10:05        | 10:09               | 10:19                           | -                    | 10:39          | 10:52                        | 10:58              | 11:06                                |
| 10:20                  | 10:50                          | 10:51             | 10:59                | 11:05        | 11:09               | -                               | 11:16                | 11:31          | 11:44                        | 11:50              | 11:58                                |
| 11:20                  | 11:50                          | 11:51             | 11:59                | <b>12:05</b> | <b>12:09</b>        | -                               | <b>12:16</b>         | <b>12:31</b>   | <b>12:44</b>                 | <b>12:50</b>       | <b>12:58</b>                         |
| <b>12:20</b>           | <b>12:30</b>                   | <b>12:31</b>      | <b>12:39</b>         | <b>12:45</b> | <b>12:49</b>        | -                               | <b>12:56</b>         | <b>1:11</b>    | <b>1:24</b>                  | <b>1:30</b>        | <b>1:38</b>                          |
| <b>1:20</b>            | <b>1:30</b>                    | <b>1:31</b>       | <b>1:39</b>          | <b>1:45</b>  | <b>1:49</b>         | -                               | <b>1:56</b>          | <b>2:11</b>    | <b>2:24</b>                  | <b>2:30</b>        | <b>2:38</b>                          |
| <b>1:50</b>            | <b>2:25</b>                    | -                 | <b>2:30</b>          | <b>2:36</b>  | <b>2:40</b>         | <b>2:50</b>                     | -                    | <b>3:10</b>    | <b>3:23</b>                  | <b>3:29</b>        | <b>3:37</b>                          |
| <b>2:55</b>            | <b>3:25</b>                    | -                 | <b>3:30</b>          | <b>3:36</b>  | <b>3:40</b>         | <b>3:50</b>                     | -                    | <b>4:10</b>    | <b>4:23</b>                  | <b>4:29</b>        | <b>4:37</b>                          |
| <b>3:25</b>            | <b>3:55</b>                    | -                 | <b>4:00</b>          | <b>4:06</b>  | <b>4:10</b>         | <b>4:20</b>                     | -                    | <b>4:40</b>    | <b>4:53</b>                  | <b>4:59</b>        | <b>5:07</b>                          |
| <b>3:55</b>            | <b>4:25</b>                    | -                 | <b>4:30</b>          | <b>4:36</b>  | <b>4:40</b>         | -                               | <b>4:47</b>          | <b>5:04</b>    | <b>5:17</b>                  | <b>5:23</b>        | <b>5:31</b>                          |
| <b>4:25</b>            | <b>5:00</b>                    | -                 | <b>5:05</b>          | <b>5:11</b>  | <b>5:15</b>         | <b>5:26</b>                     | -                    | <b>5:46</b>    | <b>5:59</b>                  | <b>6:05</b>        | <b>6:13</b>                          |
| <b>5:35</b>            | <b>6:00</b>                    | <b>6:01</b>       | <b>6:09</b>          | <b>6:15</b>  | <b>6:19</b>         | <b>6:29</b>                     | -                    | <b>6:49</b>    | <b>7:02</b>                  | <b>7:08</b>        | <b>7:16</b>                          |
| <b>6:00</b>            | <b>6:30</b>                    | <b>6:31</b>       | <b>6:39</b>          | <b>6:45</b>  | <b>6:49</b>         | -                               | <b>6:56</b>          | <b>7:11</b>    | <b>7:24</b>                  | <b>7:30</b>        | <b>7:38</b>                          |
| <b>6:30</b>            | <b>7:00</b>                    | <b>7:01</b>       | <b>7:09</b>          | <b>7:16</b>  | <b>7:21</b>         | -                               | <b>7:28</b>          | <b>7:45</b>    | -                            | -                  | -                                    |

Ferry arrival times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

**Bold** type denotes PM time-points

**H** = No service to Humphrey Rd Park-&-Ride

Route goes through Langley on request.

Call Route Information at 360-678-7771 to request pickup.

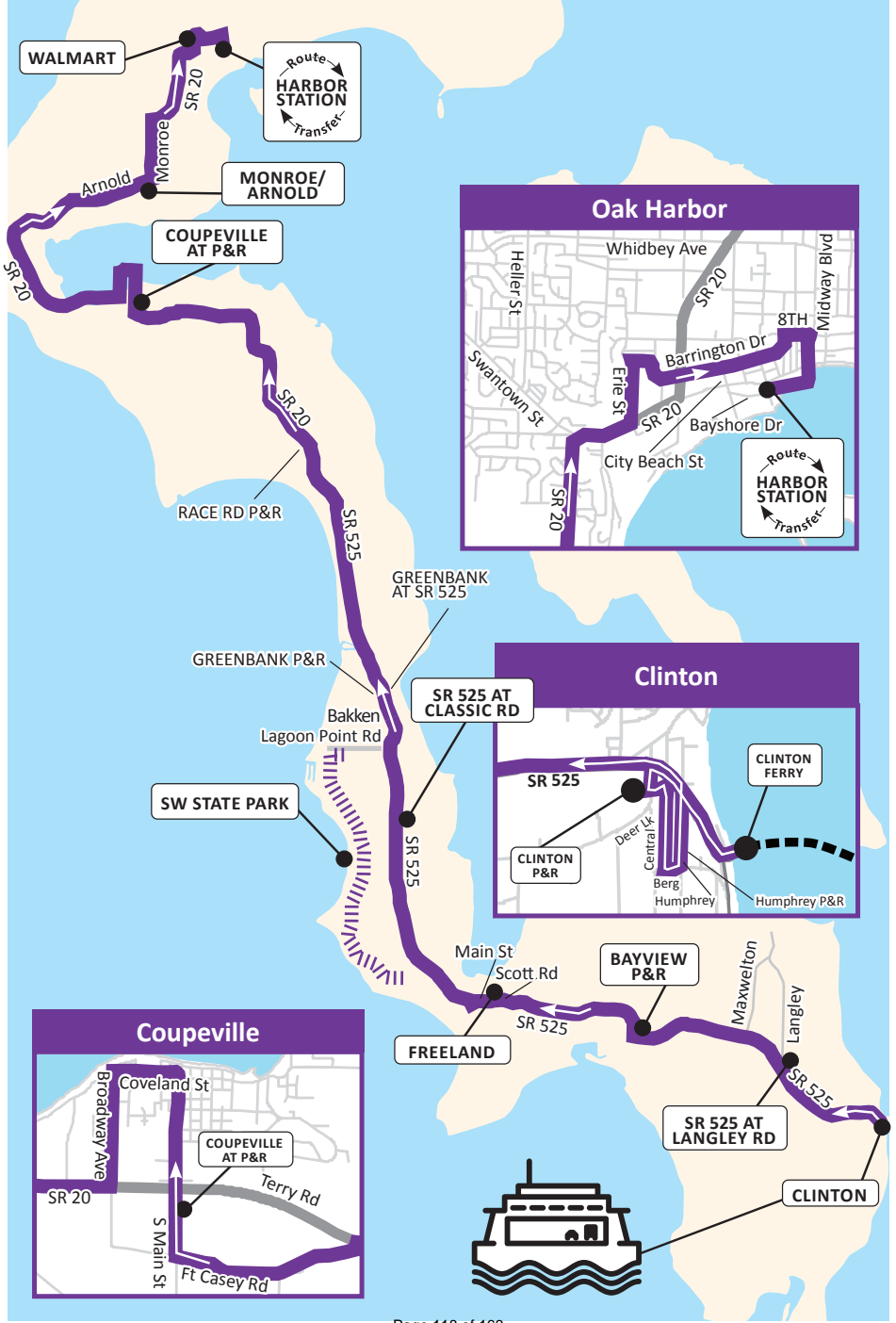
\*Route will only hold for ferry if it is actively landing and within the pylons.

# ROUTE 1 - NORTHBOUND

EXHIBIT A

WHIDBEY

WEEKDAY



# ROUTE 2

## EXHIBIT A Ault Field Rd Oak Harbor (MONDAY-FRIDAY)

| Depart<br>Harbor Station<br>at Bayshore Dr | Barrington Dr<br>at Hagen | Erie St<br>at Walmart | Heller Rd at<br>Oak Harbor<br>High School | Ault Field Rd<br>at Langley Rd | Oak Harbor Rd<br>at Walmarc<br>Storage | Oak Harbor Rd<br>at Columbia Dr | Whidbey Ave<br>at Saar's<br>Super Saver | Jerome St at<br>Senior Center/<br>Pool | Arrive<br>Harbor Station<br>at Bayshore Dr |
|--|---------------------------|-----------------------|---|--------------------------------|--|---------------------------------|---|--|--|
| 6:30                                       | 6:32                      | 6:34                  | 6:38                                      | 6:41                           | 6:44                                   | 6:45                            | 6:46                                    | 6:48                                   | 6:59                                       |
| 7:30                                       | 7:32                      | 7:34                  | 7:38                                      | 7:41                           | 7:44                                   | 7:45                            | 7:46                                    | 7:48                                   | 7:59                                       |
| 8:30                                       | 8:32                      | 8:34                  | 8:38                                      | 8:41                           | 8:44                                   | 8:45                            | 8:46                                    | 8:48                                   | 8:59                                       |
| 9:30                                       | 9:32                      | 9:34                  | 9:38                                      | 9:41                           | 9:44                                   | 9:45                            | 9:46                                    | 9:48                                   | 9:59                                       |
| 10:30                                      | 10:32                     | 10:34                 | 10:38                                     | 10:41                          | 10:44                                  | 10:45                           | 10:46                                   | 10:48                                  | 10:59                                      |
| 11:30                                      | 11:32                     | 11:34                 | 11:38                                     | 11:41                          | 11:44                                  | 11:45                           | 11:46                                   | 11:48                                  | 11:59                                      |
| <b>12:30</b>                               | <b>12:32</b>              | <b>12:34</b>          | <b>12:38</b>                              | <b>12:41</b>                   | <b>12:44</b>                           | <b>12:45</b>                    | <b>12:46</b>                            | <b>12:48</b>                           | <b>12:59</b>                               |
| <b>1:30</b>                                | <b>1:32</b>               | <b>1:34</b>           | <b>1:38</b>                               | <b>1:41</b>                    | <b>1:44</b>                            | <b>1:45</b>                     | <b>1:46</b>                             | <b>1:48</b>                            | <b>1:59</b>                                |
| <b>2:30</b>                                | <b>2:32</b>               | <b>2:34</b>           | <b>2:38</b>                               | <b>2:41</b>                    | <b>2:44</b>                            | <b>2:45</b>                     | <b>2:46</b>                             | <b>2:48</b>                            | <b>2:59</b>                                |
| <b>3:30</b>                                | <b>3:32</b>               | <b>3:34</b>           | <b>3:38</b>                               | <b>3:41</b>                    | <b>3:44</b>                            | <b>3:45</b>                     | <b>3:46</b>                             | <b>3:48</b>                            | <b>3:59</b>                                |
| <b>4:30</b>                                | <b>4:32</b>               | <b>4:34</b>           | <b>4:38</b>                               | <b>4:41</b>                    | <b>4:44</b>                            | <b>4:45</b>                     | <b>4:46</b>                             | <b>4:48</b>                            | <b>4:59</b>                                |
| <b>5:30</b>                                | <b>5:32</b>               | <b>5:34</b>           | <b>5:38</b>                               | <b>5:41</b>                    | <b>5:44</b>                            | <b>5:45</b>                     | <b>5:46</b>                             | <b>5:48</b>                            | <b>5:59</b>                                |
| <b>6:30</b>                                | <b>6:32</b>               | <b>6:34</b>           | <b>6:38</b>                               | <b>6:41</b>                    | <b>6:44</b>                            | <b>6:45</b>                     | <b>6:46</b>                             | <b>6:48</b>                            | <b>6:59</b>                                |

# ROUTE 2 - AULT FIELD RD OAK HARBOR

WHIDBEY

WEEKDAY





# Island Transit <sup>EXHIBIT A</sup> GO!

## OAK HARBOR

ON DEMAND | MONDAY-FRIDAY | 8 AM - 6 PM

- |          |   |           |   |
|----------|---|-----------|---|
| <b>1</b> | Harbor Station Transfer Center on Bayshore Dr | <b>8</b>  | Frostad Rd at Blazer Ct                 |
| <b>2</b> | Bayshore Dr at Pioneer Ave                    | <b>9</b>  | Taylor Rd at Hazelwood Dr               |
| <b>3</b> | Midway Blvd at Whidbey Playhouse              | <b>10</b> | Taylor Rd at Sunset Dr                  |
| <b>4</b> | Midway Blvd at Oak Harbor Elementary (North)  | <b>11</b> | Taylor Rd at Boe Rd                     |
| <b>5</b> | Midway Blvd at NE 4th Ave (Log Cabin)         | <b>12</b> | Taylor Rd at Fakkema Rd                 |
| <b>6</b> | Midway Blvd at NE 8th Ave                     | <b>13</b> | Taylor Rd at Silver Lake Rd             |
| <b>7</b> | Goldie Rd at WhidbeyHealth North              | <b>14</b> | Crescent Harbor Rd at Crescent Acres Rd |
|          |   | <b>15</b> | Regatta Dr at Whidbey Ave               |
|          |   | <b>16</b> | Regatta Dr at SE 10th Ave               |

Island Transit's on demand service is transportation when and where you need it. We provide riders with a flexible and convenient alternative to traditional transit. This new pilot program is currently only offered in Zone 3, previously known as Route 3. Additional on demand zones will be created as the year progresses. The service is intended to enhance fixed route services by providing more flexibility and frequency for riders in northwest Oak Harbor.

Request a ride easily using the app, website, or by phone, and we'll pick you up and drop you off at marked stop locations within the service area. The ride may also be shared with other passengers, including paratransit, who are traveling in the same direction. This is a same day service – riders must provide at least two hours' notice for pick-up (last reservation is 4pm for same day). Service is available 8am to 6pm. Riders may schedule in advance of the same day.

### To book your trip - follow these simple steps:

Please note available transit stops marked on the Zone 3 map. These are the pick-up and drop off locations.

Must schedule at minimum two hours in advance (last reservation is 4pm for same day) – using the app, website link, or calling dispatch at 360-678-7771.

*For additional information, how to catch a ride, and to download the app, please click on the QR code.*

Please enter *ITOD* on the App to access correct map.

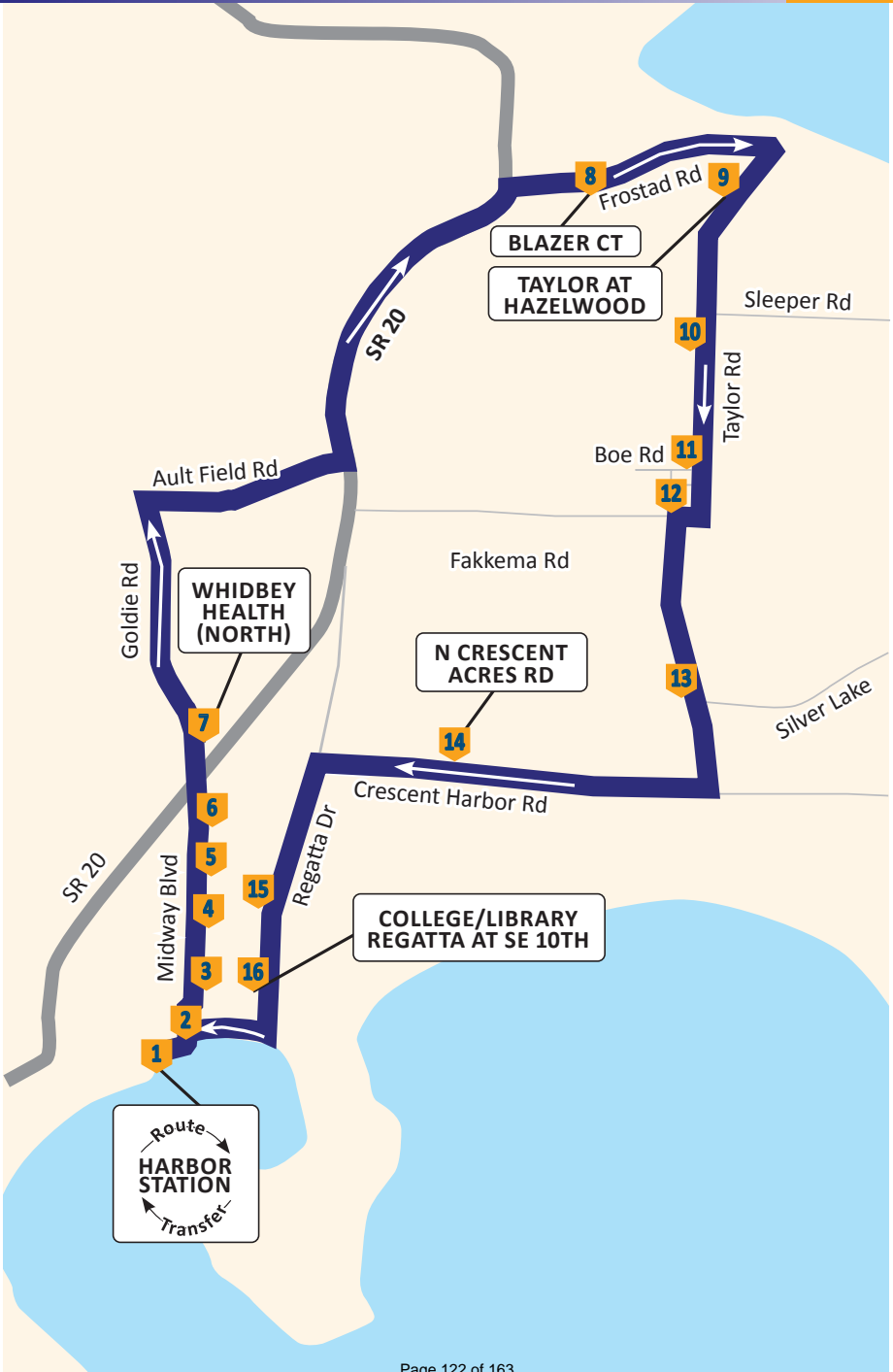
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# ZONE 3 ON DEMAND EXHIBIT A HARBOR

WHIDBEY

WEEKDAY



# ROUTE 411W NORTHBOUND

## EXHIBIT A Oak Harbor to March's Point (MONDAY-FRIDAY)

| Depart<br>Harbor Station<br>at Bayshore Dr | Goldie Rd at<br>WhidbeyHealth<br>(North) | SR 20 at<br>Whispering<br>Pines | SR 20 at<br>Northgate Dr | *Troxell Rd at<br>Monkey Hill Rd | Deception Pass<br>at Seabolts | Arrive<br>March's Pt<br>P&R | <b>SKAGIT TRANSIT</b><br>40X Depart<br>March's Pt P&R | <b>SKAGIT TRANSIT</b><br>40X Arrive<br>Skagit Station |
|--|--|---------------------------------|--------------------------|----------------------------------|-------------------------------|-----------------------------|---|---|
| 6:00                                       | 6:05                                     | 6:09                            | 6:13                     | 6:14                             | 6:15                          | 6:35                        | 6:40  | 7:00  |
| 7:00                                       | 7:05                                     | 7:09                            | 7:13                     | 7:14                             | 7:15                          | 7:35                        | 7:40  | 8:00  |
| 8:00                                       | 8:05                                     | 8:09                            | 8:13                     | 8:14                             | 8:15                          | 8:35                        | 8:40  | 9:00  |
| 9:00                                       | 9:05                                     | 9:09                            | 9:13                     | 9:14                             | 9:15                          | 9:35                        | 9:40  | 10:00   |
| 10:00                                      | 10:05                                    | 10:09                           | 10:13                    | 10:14                            | 10:15                         | 10:35                       | 10:40   | 11:00   |
| 11:00                                      | 11:05                                    | 11:09                           | 11:13                    | 11:14                            | 11:15                         | 11:35                       | 11:40   | 12:00   |
| 1:00                                       | 1:05                                     | 1:09                            | 1:13                     | 1:14                             | 1:15                          | 1:35                        | 1:40  | 2:00  |
| 2:00                                       | 2:05                                     | 2:09                            | 2:13                     | 2:14                             | 2:15                          | 2:35                        | 2:40  | 3:00  |
| 3:00                                       | 3:05                                     | 3:09                            | 3:13                     | 3:14                             | 3:15                          | 3:35                        | 3:40  | 4:00  |
| 4:00                                       | 4:05                                     | 4:09                            | 4:13                     | 4:14                             | 4:15                          | 4:35                        | 4:40  | 5:00  |
| 5:00                                       | 5:05                                     | 5:09                            | 5:13                     | 5:14                             | 5:15                          | 5:35                        | 5:40  | 6:00  |
| 6:00                                       | 6:05                                     | 6:09                            | 6:13                     | 6:14                             | 6:15                          | 6:35                        | 6:40  | 7:00  |
| <b>411W Express</b>                        |  |                                 |                          |                                  |                               |                             |   |   |

**Bold type denotes PM time-points.**

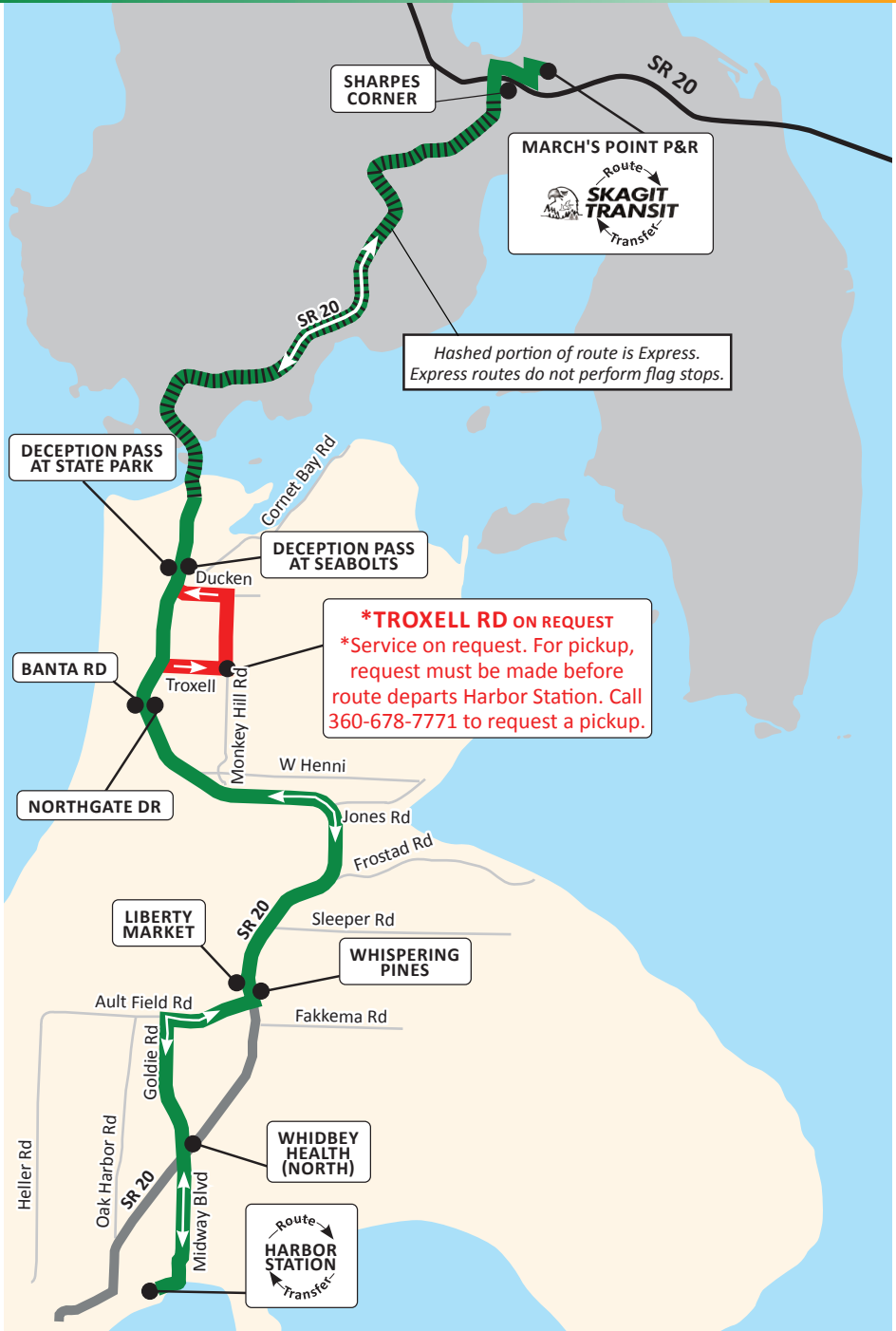
\*Troxell Rd. @ Monkey Hill Rd, Service on request. For pickup, request must be made before route departs Harbor Station. Call (360) 678-7771 to request service.

# ROUTE 411W - OH TO WATCH'S POINT

WHIDBEY

WEEKDAY

EXHIBIT A



# EXHIBIT A

## March's Point to Oak Harbor (MONDAY-FRIDAY)

### ROUTE 411W SOUTHBOUND

| SKAGIT TRANSIT<br>40X Depart<br>Skagit Station | SKAGIT TRANSIT<br>40X Arrive<br>March's Pt P&R | Depart<br>March's Pt<br>P&R | SR 20 at<br>Deception Pass<br>State Park | SR 20 at<br>Banta Rd | SR 20 at<br>Liberty Market | Goldie Rd at<br>WhidbeyHealth<br>(North) | Arrive<br>Harbor Station<br>at Bayshore Dr |
|--|--|-----------------------------|--|----------------------|----------------------------|--|--|
| 6:15   | 6:40   | 6:40                        | 6:50                                     | 6:52                 | 6:56                       | 7:00                                     | 7:10                                       |
| 7:15   | 7:40   | 7:40                        | 7:50                                     | 7:52                 | 7:56                       | 8:00                                     | 8:10                                       |
| 8:15   | 8:40   | 8:40                        | 8:50                                     | 8:52                 | 8:56                       | 9:00                                     | 9:10                                       |
| 9:15   | 9:40   | 9:40                        | 9:50                                     | 9:52                 | 9:56                       | 10:00                                    | 10:10                                      |
| 10:15  | 10:40  | 10:40                       | 10:50                                    | 10:52                | 10:56                      | 11:00                                    | 11:10                                      |
| 11:15  | 11:40  | 11:40                       | 11:50                                    | 11:52                | 11:56                      | <b>12:00</b>                             | <b>12:10</b>                               |
| <b>1:15</b>                                    | <b>1:40</b>                                    | <b>1:40</b>                 | <b>1:50</b>                              | <b>1:52</b>          | <b>1:56</b>                | <b>2:00</b>                              | <b>2:10</b>                                |
| <b>2:15</b>                                    | <b>2:40</b>                                    | <b>2:40</b>                 | <b>2:50</b>                              | <b>2:52</b>          | <b>2:56</b>                | <b>3:00</b>                              | <b>3:10</b>                                |
| <b>3:15</b>                                    | <b>3:40</b>                                    | <b>3:40</b>                 | <b>3:50</b>                              | <b>3:52</b>          | <b>3:56</b>                | <b>4:00</b>                              | <b>4:10</b>                                |
| <b>4:15</b>                                    | <b>4:40</b>                                    | <b>4:40</b>                 | <b>4:50</b>                              | <b>4:52</b>          | <b>4:56</b>                | <b>5:00</b>                              | <b>5:10</b>                                |
| <b>5:15</b>                                    | <b>5:40</b>                                    | <b>5:40</b>                 | <b>5:50</b>                              | <b>5:52</b>          | <b>5:56</b>                | <b>6:00</b>                              | <b>6:10</b>                                |
| <b>6:15</b>                                    | <b>6:40</b>                                    | <b>6:40</b>                 | <b>6:50</b>                              | <b>6:52</b>          | <b>6:56</b>                | <b>7:00</b>                              | <b>7:10</b>                                |
|  |  | <b>411W Express</b>         |  |                      |                            |  |  |

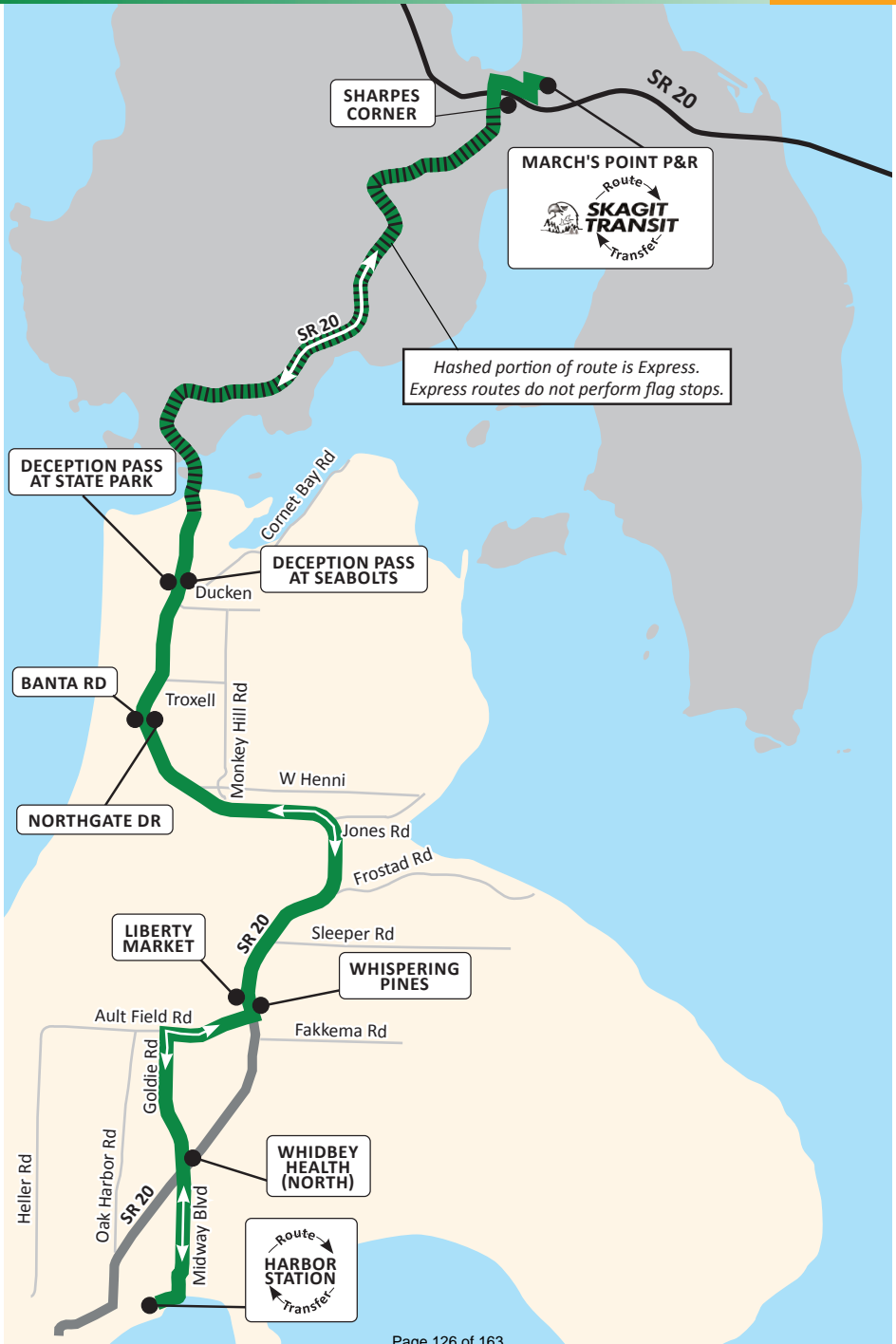
**Bold type denotes PM time-points.**

# ROUTE 411W - MARCH'S POINT TO OH

EXHIBIT A

WHIDBEY

WEEKDAY



# ROUTE 6 SOUTHBOUND

# EXHIBIT A Oak Harbor to Coupeville Ferry (MONDAY-FRIDAY)

| Depart<br>Harbor Station<br>at Bayshore Dr | Erie St at<br>Walmart | Ft Nugent at<br>West Beach Rd | SR 20 at<br>Libbey Rd | SR 20 at<br>Sherman Rd | NW Alexander<br>St at Coupeville<br>Library | Main St at<br>Coupeville<br>Elementary | Arrive<br>Coupeville<br>Ferry Terminal | Ferry Leaving<br>Coupeville |
|--|-----------------------|-------------------------------|-----------------------|------------------------|---|--|--|-----------------------------|
| -  | -                     | -                             | -                     | -                      | -   | 6:20                                   | 6:30                                   | 7:15                        |
| 7:20                                       | 7:24                  | 7:30                          | 7:35                  | 7:38                   | 7:41  | 7:45                                   | 7:55                                   | 8:45                        |
| 9:20                                       | 9:24                  | 9:30                          | 9:35                  | 9:38                   | 9:41  | 9:45                                   | 9:55                                   | 10:15                       |
| 11:00                                      | 11:04                 | 11:10                         | 11:15                 | 11:18                  | 11:21                                       | 11:25                                  | 11:35                                  | 11:45                       |
| <b>12:30</b>                               | <b>12:34</b>          | <b>12:40</b>                  | <b>12:45</b>          | <b>12:48</b>           | <b>12:51</b>                                | <b>12:55</b>                           | <b>1:05</b>                            | <b>1:15</b>                 |
| <b>2:00</b>                                | <b>2:04</b>           | <b>2:10</b>                   | <b>2:15</b>           | <b>2:18</b>            | <b>2:21</b>                                 | <b>2:25</b>                            | <b>2:35</b>                            | <b>2:45</b>                 |
| <b>3:30</b>                                | <b>3:34</b>           | <b>3:40</b>                   | <b>3:45</b>           | <b>3:48</b>            | <b>3:51</b>                                 | <b>3:55</b>                            | <b>4:05</b>                            | <b>4:15</b>                 |
| 5:15                                       | 5:19                  | 5:25                          | 5:30                  | 5:33                   | 5:36  | 5:40                                   | 5:50                                   | 6:00                        |
| 6:00                                       | 6:04                  | 6:10                          | 6:15                  | 6:18                   | 6:21  | 6:25                                   | 6:35                                   | 7:30                        |
| 6:45                                       | 6:49                  | 6:55                          | 7:00                  | 7:03                   | 7:06  | 7:10                                   | 7:20                                   | 7:30                        |
| 7:15                                       | 7:19                  | 7:25                          | 7:30                  | 7:33                   | 7:36  | 7:40                                   | <b>7:50</b>                            | 9:10                        |

Ferry departure times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

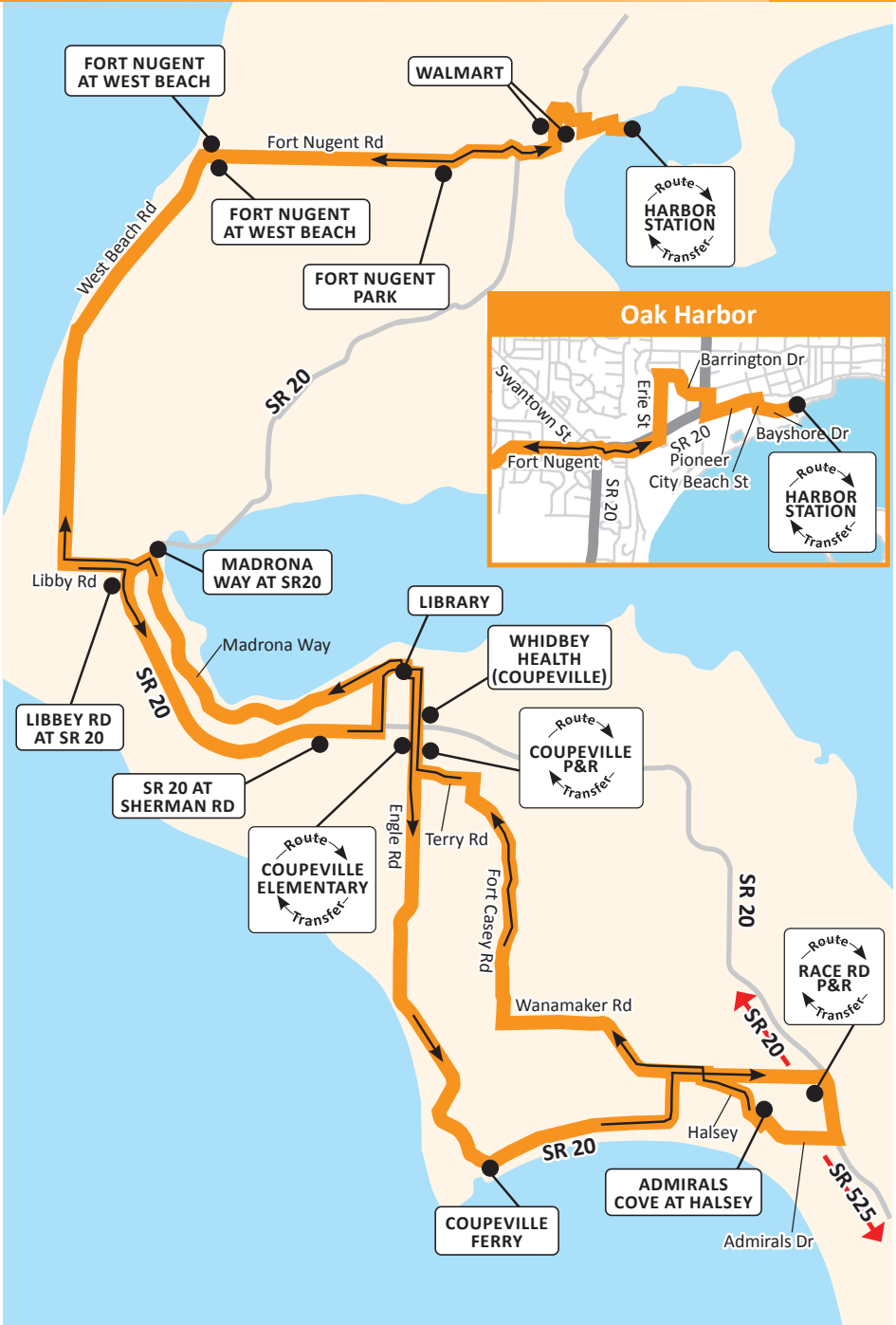
**Bold** type denotes PM time-points

**Red Text** - Service on request. Call Route Information at 360-678-7771 to request pickup.

# ROUTE 6 - OAK HARBOR TO COUPEVILLE

WHIDBEY

WEEKDAY





# ROUTE 6 NORTHBOUND

# EXHIBIT A Coupeville Ferry to Oak Harbor (MONDAY-FRIDAY)

| Ferry Arriving Coupeville | Depart Coupeville Ferry Terminal | Race Rd P&R | Admirals Cove at Halsey Dr | Main St at Coupeville P&R | Whidbey Health | Libbey Rd at SR 20 | Ft Nugent at West Beach Rd | Erie St at Walmart | Arrive Harbor Station at Bayshore Dr |
|---------------------------|----------------------------------|-------------|----------------------------|---------------------------|----------------|--------------------|----------------------------|--------------------|--------------------------------------|
| -                         | -                                | 5:40        | 5:41                       | 5:55                      | 5:56           | 6:01               | 6:07                       | 6:13               | 6:17                                 |
| -                         | 6:30                             | 6:35        | 6:36                       | 6:50                      | 6:51           | 6:56               | 7:02                       | 7:08               | 7:12                                 |
| 7:05                      | 8:05                             | 8:10        | 8:11                       | 8:25                      | 8:26           | 8:31               | 8:37                       | 8:43               | 8:47                                 |
| 10:05                     | 10:05                            | 10:10       | 10:11                      | 10:25                     | 10:26          | 10:31              | 10:37                      | 10:43              | 10:47                                |
| 11:35                     | 11:40                            | 11:45       | 11:46                      | <b>12:00</b>              | <b>12:01</b>   | <b>12:06</b>       | <b>12:12</b>               | <b>12:18</b>       | <b>12:22</b>                         |
| 1:05                      | 1:20                             | 1:25        | 1:26                       | 1:40                      | 1:41           | 1:46               | 1:52                       | 1:58               | 2:02                                 |
| 2:35                      | 2:35                             | 2:40        | 2:41                       | 2:55                      | 2:56           | 3:01               | 3:07                       | 3:13               | 3:17                                 |
| 4:05                      | 4:15                             | 4:20        | 4:21                       | 4:35                      | 4:36           | 4:41               | 4:47                       | 4:53               | 4:57                                 |
| 5:50                      | 6:00                             | 6:05        | 6:06                       | 6:20                      | 6:21           | 6:26               | 6:32                       | 6:38               | 6:42                                 |
|                           | 6:35                             | 6:40        | 6:41                       | 6:55                      | -              | -                  | -                          | -                  | -                                    |
| 7:20                      | 7:20                             | 7:25        | 7:26                       | 7:40                      | -              | -                  | -                          | -                  | -                                    |
|                           | 7:50                             | 7:55        | 7:56                       | 8:10                      | -              | -                  | -                          | -                  | -                                    |

Ferry arrival times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

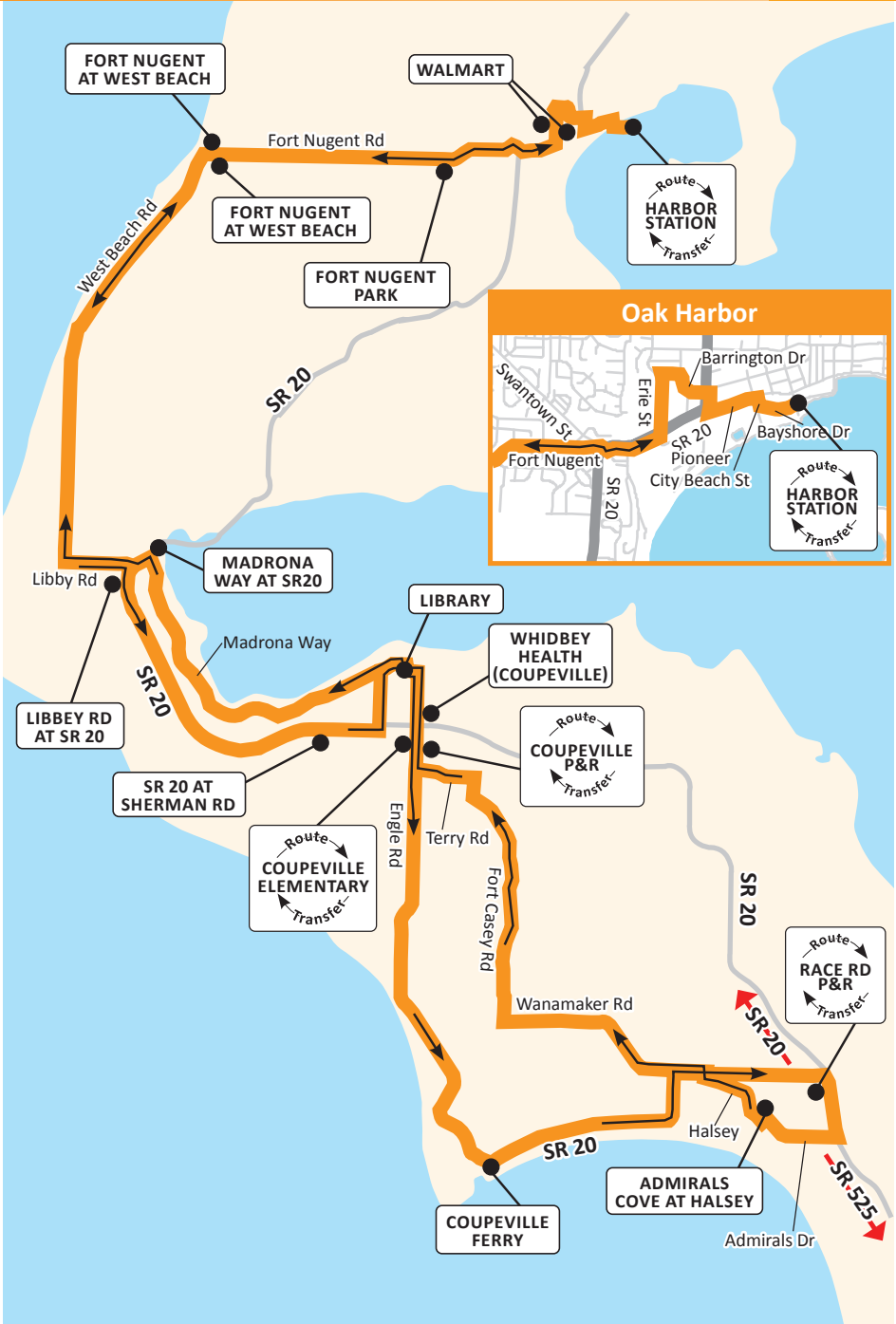
**Bold** type denotes PM time-points

**Red Text** - Service on request. Call Route Information at 360-678-7771 to request pickup.

# ROUTE 6 - COUPEVILLE TO OAK HARBOR

WHIDBEY

WEEKDAY



# ROUTE 9

# EXHIBIT A West Oak Harbor (MONDAY-FRIDAY)

|                                      |                      |                            |   |                           |                                |                                     |  |                                      |                    |                                  |   |                             |                                      |
|--------------------------------------|----------------------|----------------------------|---|---------------------------|--------------------------------|-------------------------------------|--|--------------------------------------|--------------------|----------------------------------|---|-----------------------------|--------------------------------------|
| Depart Harbor Station at Bayshore Dr | SR 20 at Swantown Rd | SW 24th Ave at Ridgeway Dr | SW Ft Nugent Rd at Stremler Dr (Park Terrace) | Swantown Rd at Fairway Ln | Monticello Way at Orchard Loop | NW Crosby Ave at NW Scenic Vista St | NW Heller at NW 5th Ave (Hillcrest Elem) | SW Barrington Dr at SW Kaleeton Loop | Erie St at Walmart | SW Bayshore Dr at Grocery Outlet | SE Barrington Dr at City Beach (OH Post Office) | SE Ireland St at SE 8th Ave | Arrive Harbor Station at Bayshore Dr |
| 7:00                                 | 7:02                 | 7:04                       | 7:05  | 7:07                      | 7:08                           | 7:09                                | 7:10                                     | 7:13                                 | 7:16               | 7:18                             | 7:20  | 7:21                        | 7:25                                 |
| 8:00                                 | 8:02                 | 8:04                       | 8:05  | 8:07                      | 8:08                           | 8:09                                | 8:10                                     | 8:13                                 | 8:16               | 8:18                             | 8:20  | 8:21                        | 8:25                                 |
| 9:00                                 | 9:02                 | 9:04                       | 9:05  | 9:07                      | 9:08                           | 9:09                                | 9:10                                     | 9:13                                 | 9:16               | 9:18                             | 9:20  | 9:21                        | 9:25                                 |
| 10:00                                | 10:02                | 10:04                      | 10:05   | 10:07                     | 10:08                          | 10:09                               | 10:10                                    | 10:13                                | 10:16              | 10:18                            | 10:20   | 10:21                       | 10:25                                |
| 11:00                                | 11:02                | 11:04                      | 11:05   | 11:07                     | 11:08                          | 11:09                               | 11:10                                    | 11:13                                | 11:16              | 11:18                            | 11:20   | 11:21                       | 11:25                                |
| <b>12:00</b>                         | <b>12:02</b>         | <b>12:04</b>               | <b>12:05</b>                                  | <b>12:07</b>              | <b>12:08</b>                   | <b>12:09</b>                        | <b>12:10</b>                             | <b>12:13</b>                         | <b>12:16</b>       | <b>12:18</b>                     | <b>12:20</b>                                    | <b>12:21</b>                | <b>12:25</b>                         |
| <b>1:00</b>                          | <b>1:02</b>          | <b>1:04</b>                | <b>1:05</b>                                   | <b>1:07</b>               | <b>1:08</b>                    | <b>1:09</b>                         | <b>1:10</b>                              | <b>1:13</b>                          | <b>1:16</b>        | <b>1:18</b>                      | <b>1:20</b>                                     | <b>1:21</b>                 | <b>1:25</b>                          |
| <b>2:00</b>                          | <b>2:02</b>          | <b>2:04</b>                | <b>2:05</b>                                   | <b>2:07</b>               | <b>2:08</b>                    | <b>2:09</b>                         | <b>2:10</b>                              | <b>2:13</b>                          | <b>2:16</b>        | <b>2:18</b>                      | <b>2:20</b>                                     | <b>2:21</b>                 | <b>2:25</b>                          |
| <b>3:00</b>                          | <b>3:02</b>          | <b>3:04</b>                | <b>3:05</b>                                   | <b>3:07</b>               | <b>3:08</b>                    | <b>3:09</b>                         | <b>3:10</b>                              | <b>3:13</b>                          | <b>3:16</b>        | <b>3:18</b>                      | <b>3:20</b>                                     | <b>3:21</b>                 | <b>3:25</b>                          |
| <b>4:00</b>                          | <b>4:02</b>          | <b>4:04</b>                | <b>4:05</b>                                   | <b>4:07</b>               | <b>4:08</b>                    | <b>4:09</b>                         | <b>4:10</b>                              | <b>4:13</b>                          | <b>4:16</b>        | <b>4:18</b>                      | <b>4:20</b>                                     | <b>4:21</b>                 | <b>4:25</b>                          |
| <b>5:00</b>                          | <b>5:02</b>          | <b>5:04</b>                | <b>5:05</b>                                   | <b>5:07</b>               | <b>5:08</b>                    | <b>5:09</b>                         | <b>5:10</b>                              | <b>5:13</b>                          | <b>5:16</b>        | <b>5:18</b>                      | <b>5:20</b>                                     | <b>5:21</b>                 | <b>5:25</b>                          |
| <b>6:00</b>                          | <b>6:02</b>          | <b>6:04</b>                | <b>6:05</b>                                   | <b>6:07</b>               | <b>6:08</b>                    | <b>6:09</b>                         | <b>6:10</b>                              | <b>6:13</b>                          | <b>6:16</b>        | <b>6:18</b>                      | <b>6:20</b>                                     | <b>6:21</b>                 | <b>6:25</b>                          |
| <b>7:00</b>                          | <b>7:02</b>          | <b>7:04</b>                | <b>7:05</b>                                   | <b>7:07</b>               | <b>7:08</b>                    | <b>7:09</b>                         | <b>7:10</b>                              | <b>7:13</b>                          | <b>7:16</b>        | <b>7:18</b>                      | <b>7:20</b>                                     | <b>7:21</b>                 | <b>7:25</b>                          |

# ROUTE 9 - WEST CAR HARBOR

EXHIBIT A

WHIDBEY

WEEKDAY

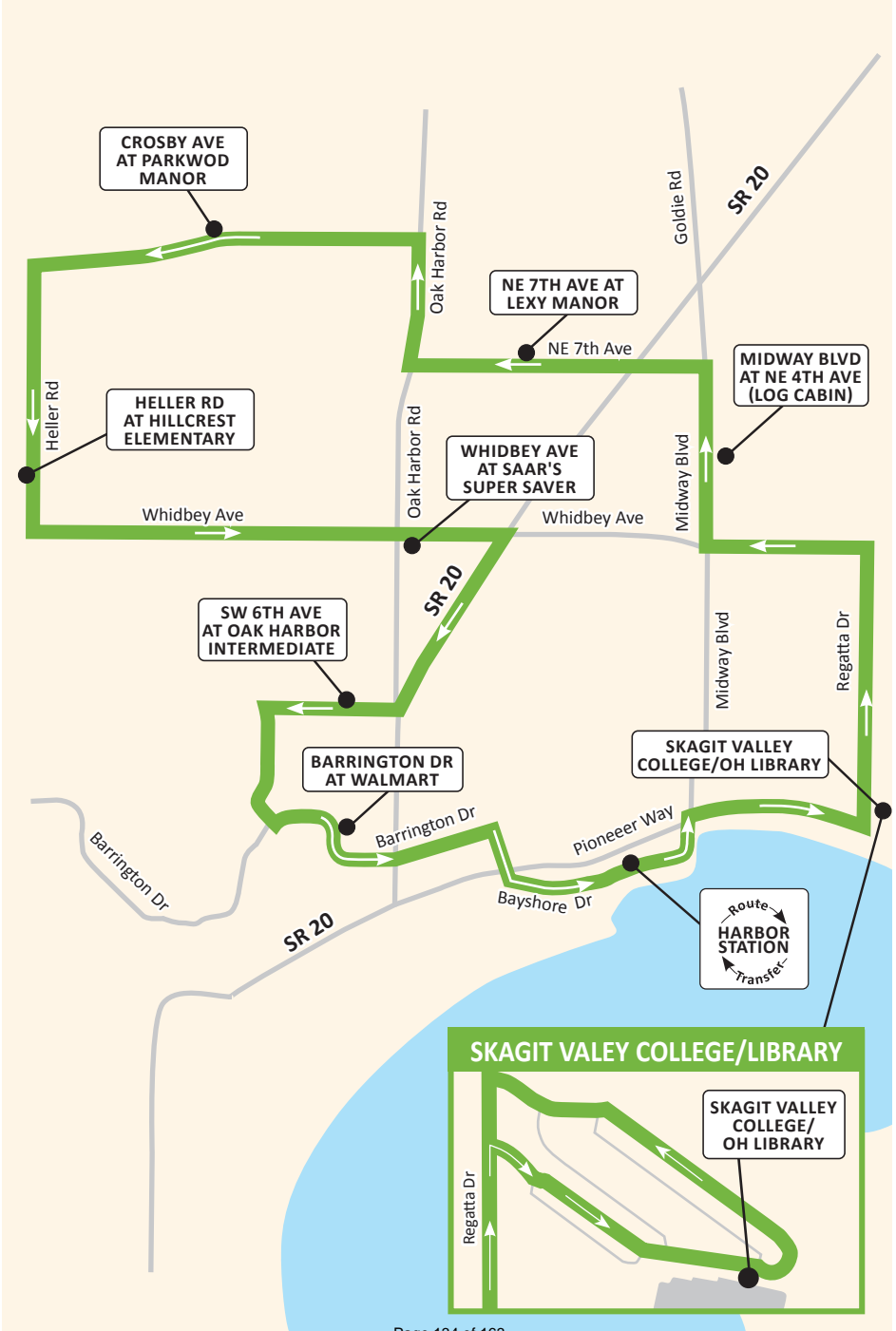


# ROUTE 10

# EXHIBIT A Central Oak Harbor (MONDAY-FRIDAY)

| Depart Harbor Station at Bayshore Dr | Skagit Valley College/ OH Library | Midway Blvd at NE 4th Ave (Log Cabin) | NE 7th at Lexy Manor | Crosby Ave at Parkwood Manor | Heller Rd at Hillcrest Elementary | Whidbey Ave at Saar's Super Saver | SW 6th St at Oak Harbor Intermediate | Barrington Dr at Walmart | Arrive Harbor Station at Bayshore Dr |
|--------------------------------------|-----------------------------------|---------------------------------------|----------------------|------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------|--------------------------------------|
| 5:30                                 | 5:32                              | 5:36                                  | 5:39                 | 5:42                         | 5:44                              | 5:47                              | 5:49                                 | 5:51                     | 5:59                                 |
| 6:00                                 | 6:02                              | 6:06                                  | 6:09                 | 6:12                         | 6:14                              | 6:17                              | 6:19                                 | 6:21                     | 6:29                                 |
| 6:30                                 | 6:32                              | 6:36                                  | 6:39                 | 6:42                         | 6:44                              | 6:47                              | 6:49                                 | 6:51                     | 6:59                                 |
| 7:00                                 | 7:02                              | 7:06                                  | 7:09                 | 7:12                         | 7:14                              | 7:17                              | 7:19                                 | 7:21                     | 7:29                                 |
| 7:30                                 | 7:32                              | 7:36                                  | 7:39                 | 7:42                         | 7:44                              | 7:47                              | 7:49                                 | 7:51                     | 7:59                                 |
| 8:00                                 | 8:02                              | 8:06                                  | 8:09                 | 8:12                         | 8:14                              | 8:17                              | 8:19                                 | 8:21                     | 8:29                                 |
| 8:30                                 | 8:32                              | 8:36                                  | 8:39                 | 8:42                         | 8:44                              | 8:47                              | 8:49                                 | 8:51                     | 8:59                                 |
| 9:00                                 | 9:02                              | 9:06                                  | 9:09                 | 9:12                         | 9:14                              | 9:17                              | 9:19                                 | 9:21                     | 9:29                                 |
| 9:30                                 | 9:32                              | 9:36                                  | 9:39                 | 9:42                         | 9:44                              | 9:47                              | 9:49                                 | 9:51                     | 9:59                                 |
| 10:00                                | 10:02                             | 10:06                                 | 10:09                | 10:12                        | 10:14                             | 10:17                             | 10:19                                | 10:21                    | 10:29                                |
| 10:30                                | 10:32                             | 10:36                                 | 10:39                | 10:42                        | 10:44                             | 10:47                             | 10:49                                | 10:51                    | 10:59                                |
| 11:00                                | 11:02                             | 11:06                                 | 11:09                | 11:12                        | 11:14                             | 11:17                             | 11:19                                | 11:21                    | 11:29                                |
| 11:30                                | 11:32                             | 11:36                                 | 11:39                | 11:42                        | 11:44                             | 11:47                             | 11:49                                | 11:51                    | 11:59                                |
| <b>12:00</b>                         | <b>12:02</b>                      | <b>12:06</b>                          | <b>12:09</b>         | <b>12:12</b>                 | <b>12:14</b>                      | <b>12:17</b>                      | <b>12:19</b>                         | <b>12:21</b>             | <b>12:29</b>                         |
| <b>12:30</b>                         | <b>12:32</b>                      | <b>12:36</b>                          | <b>12:39</b>         | <b>12:42</b>                 | <b>12:44</b>                      | <b>12:47</b>                      | <b>12:49</b>                         | <b>12:51</b>             | <b>12:59</b>                         |
| <b>1:00</b>                          | <b>1:02</b>                       | <b>1:06</b>                           | <b>1:09</b>          | <b>1:12</b>                  | <b>1:14</b>                       | <b>1:17</b>                       | <b>1:19</b>                          | <b>1:21</b>              | <b>1:29</b>                          |
| <b>1:30</b>                          | <b>1:32</b>                       | <b>1:36</b>                           | <b>1:39</b>          | <b>1:42</b>                  | <b>1:44</b>                       | <b>1:47</b>                       | <b>1:49</b>                          | <b>1:51</b>              | <b>1:59</b>                          |
| <b>2:00</b>                          | <b>2:02</b>                       | <b>2:06</b>                           | <b>2:09</b>          | <b>2:12</b>                  | <b>2:14</b>                       | <b>2:17</b>                       | <b>2:19</b>                          | <b>2:21</b>              | <b>2:29</b>                          |
| <b>2:30</b>                          | <b>2:32</b>                       | <b>2:36</b>                           | <b>2:39</b>          | <b>2:42</b>                  | <b>2:44</b>                       | <b>2:47</b>                       | <b>2:49</b>                          | <b>2:51</b>              | <b>2:59</b>                          |
| <b>3:00</b>                          | <b>3:02</b>                       | <b>3:06</b>                           | <b>3:09</b>          | <b>3:12</b>                  | <b>3:14</b>                       | <b>3:17</b>                       | <b>3:19</b>                          | <b>3:21</b>              | <b>3:29</b>                          |
| <b>3:30</b>                          | <b>3:32</b>                       | <b>3:36</b>                           | <b>3:39</b>          | <b>3:42</b>                  | <b>3:44</b>                       | <b>3:47</b>                       | <b>3:49</b>                          | <b>3:51</b>              | <b>3:59</b>                          |
| <b>4:00</b>                          | <b>4:02</b>                       | <b>4:06</b>                           | <b>4:09</b>          | <b>4:12</b>                  | <b>4:14</b>                       | <b>4:17</b>                       | <b>4:19</b>                          | <b>4:21</b>              | <b>4:29</b>                          |
| <b>4:30</b>                          | <b>4:32</b>                       | <b>4:36</b>                           | <b>4:39</b>          | <b>4:42</b>                  | <b>4:44</b>                       | <b>4:47</b>                       | <b>4:49</b>                          | <b>4:51</b>              | <b>4:59</b>                          |
| <b>5:00</b>                          | <b>5:02</b>                       | <b>5:06</b>                           | <b>5:09</b>          | <b>5:12</b>                  | <b>5:14</b>                       | <b>5:17</b>                       | <b>5:19</b>                          | <b>5:21</b>              | <b>5:29</b>                          |
| <b>5:30</b>                          | <b>5:32</b>                       | <b>5:36</b>                           | <b>5:39</b>          | <b>5:42</b>                  | <b>5:44</b>                       | <b>5:47</b>                       | <b>5:49</b>                          | <b>5:51</b>              | <b>5:59</b>                          |
| <b>6:00</b>                          | <b>6:02</b>                       | <b>6:06</b>                           | <b>6:09</b>          | <b>6:12</b>                  | <b>6:14</b>                       | <b>6:17</b>                       | <b>6:19</b>                          | <b>6:21</b>              | <b>6:29</b>                          |
| <b>6:30</b>                          | <b>6:32</b>                       | <b>6:36</b>                           | <b>6:39</b>          | <b>6:42</b>                  | <b>6:44</b>                       | <b>6:47</b>                       | <b>6:49</b>                          | <b>6:51</b>              | <b>6:59</b>                          |
| <b>7:00</b>                          | <b>7:02</b>                       | <b>7:06</b>                           | <b>7:09</b>          | <b>7:12</b>                  | <b>7:14</b>                       | <b>7:17</b>                       | <b>7:19</b>                          | <b>7:21</b>              | <b>7:29</b>                          |

**Bold** type denotes PM time-points



# AM ROUTE 58

# EXHIBIT A Scatchet Head - Clinton Ferry (MONDAY-FRIDAY)

## Southbound

## Northbound

| Ferry Arriving Clinton Terminal | Depart Clinton Ferry Terminal | Deer Lk Rd at Clinton P&R | Deer Lk Rd at Haven Way | Cultus Bay Rd at French Rd | Scatchet Head (arriving) | Scatchet Head (departing) | Bailey's Corner at Jewett Rd | Cultus Bay Rd at Deer Lk Rd | SR 525 at Clinton P&R | Arrive Clinton Ferry Terminal |
|---------------------------------|-------------------------------|---------------------------|-------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-----------------------------|-----------------------|-------------------------------|
| -                               | 5:00                          | 5:01                      | 5:05                    | 5:09                       | 5:17                     | 5:20                      | 5:25                         | 5:30                        | 5:35                  | 5:37                          |
| 5:25                            | 5:40                          | 5:41                      | 5:45                    | 5:49                       | 5:57                     | 6:00                      | 6:05                         | 6:10                        | 6:15                  | 6:17                          |

Ferry arrival times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

# PM ROUTE 58

# Clinton Ferry - Scatchet Head (MONDAY-FRIDAY)

## Southbound

## Northbound

| Ferry Arriving Clinton Terminal | Depart Clinton Ferry Terminal | Deer Lk Rd at Clinton P&R | Deer Lk Rd at Haven Way | Bailey's Corner at Jewett Rd | Scatchet Head (arriving) | Scatchet Head (departing) | Cultus Bay Rd at French Rd | Cultus Bay Rd at Deer Lk Rd | SR 525 at Clinton P&R | Arrive Clinton Ferry Terminal |
|---------------------------------|-------------------------------|---------------------------|-------------------------|------------------------------|--------------------------|---------------------------|----------------------------|-----------------------------|-----------------------|-------------------------------|
| <b>5:00</b>                     | <b>5:30</b>                   | <b>5:31</b>               | <b>5:34</b>             | <b>5:40</b>                  | <b>5:42</b>              | <b>5:45</b>               | <b>5:49</b>                | <b>5:52</b>                 | <b>5:57</b>           | <b>5:59</b>                   |
| <b>5:30</b>                     | <b>6:00</b>                   | <b>6:01</b>               | <b>6:04</b>             | <b>6:10</b>                  | <b>6:12</b>              | <b>6:15</b>               | <b>6:19</b>                | <b>6:22</b>                 | <b>6:27</b>           | <b>6:29</b>                   |

Ferry arrival times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

**Bold** type denotes PM time-points

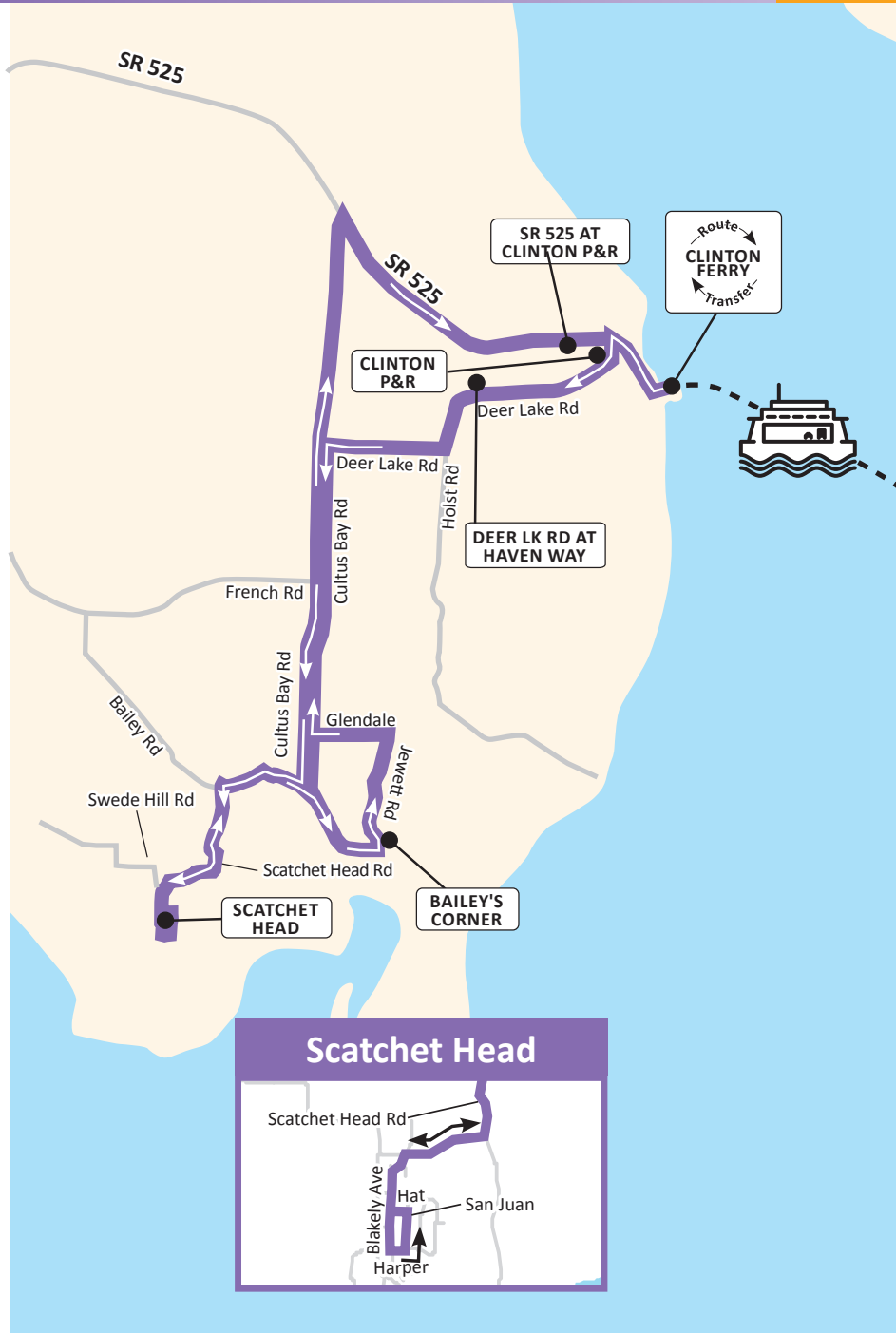
**Red Text** - Service on request. Call Route Information at 360-678-7771 to request pickup.

# ROUTE 58 - SCATCHET HEAD TO CLINTON FERRY

EXHIBIT A

WHIDBEY

WEEKDAY





| ROUTE 60 NORTHBOUND             |                               |                       |                            | EXHIBIT A Clinton to Freeland via Langley (MONDAY-FRIDAY) |                           |                                |   |             |                            |                            |
|---------------------------------|-------------------------------|-----------------------|----------------------------|---|---------------------------|--------------------------------|---|-------------|----------------------------|----------------------------|
| Ferry Arriving Clinton Terminal | Depart Clinton Ferry Terminal | SR 525 at Dairy Queen | Ken's Korner at Surface Rd | Langley Rd at SR 525                                      | Camano Ave at Langley P&R | Langley Rd at 3rd & Anthes Ave | Maxwelton Rd at South Whidbey High School | Bayview P&R | Bayview Rd at Marshview Rd | Arrive Freeland at Main St |
| 5:55                            | *5:55                         | -                     | -                          | -   | -                         | -                              | -   | -           | -                          | -                          |
| 6:20                            | 6:50                          | 6:51                  | 6:55                       | 6:58  | 7:04                      | 7:07                           | 7:12                                      | 7:17        | 7:18                       | 7:25                       |
| 7:50                            | 8:05                          | 8:06                  | 8:10                       | 8:13  | 8:19                      | 8:22                           | 8:27                                      | 8:32        | 8:33                       | 8:40                       |
| 8:50                            | 9:20                          | 9:21                  | 9:25                       | 9:28  | 9:34                      | 9:37                           | 9:42                                      | 9:47        | 9:48                       | 9:55                       |
| 10:20                           | 10:40                         | 10:41                 | 10:45                      | 10:48   | 10:54                     | 10:57                          | 11:02                                     | 11:07       | 11:08                      | 11:15                      |
| 11:20                           | 11:50                         | 11:51                 | 11:55                      | 11:58   | 12:04                     | 12:07                          | 12:12                                     | 12:17       | 12:18                      | 12:25                      |
| 12:50                           | 1:00                          | 1:01                  | 1:05                       | 1:08  | 1:14                      | 1:17                           | 1:22                                      | 1:27        | 1:28                       | 1:35                       |
| 1:20                            | 1:30                          | 1:31                  | 1:35                       | 1:38  | 1:44                      | 1:47                           | 1:52                                      | 1:57        | 1:58                       | 2:05                       |
| 1:50                            | 2:15                          | 2:16                  | 2:20                       | 2:23  | 2:29                      | 2:32                           | 2:37                                      | 2:42        | 2:43                       | 2:50                       |
| 2:25                            | 2:55                          | 2:56                  | 3:00                       | 3:03  | 3:09                      | 3:12                           | 3:17                                      | 3:22        | 3:23                       | 3:30                       |
| 3:25                            | 3:55                          | 3:56                  | -                          | 4:00  | 4:06                      | 4:09                           | -   | -           | -                          | -                          |
| 3:55                            | 4:25                          | 4:26                  | -                          | 4:30  | 4:36                      | 4:39                           | -   | -           | -                          | -                          |
| 4:25                            | 5:00                          | 5:01                  | -                          | 5:05  | 5:11                      | 5:14                           | -   | -           | -                          | -                          |
| 5:00                            | 5:30                          | 5:31                  | -                          | 5:35  | 5:41                      | 5:44                           | -   | -           | -                          | -                          |
| 5:30                            | 6:00                          | 6:01                  | -                          | 6:05  | 6:11                      | 6:14                           | -   | -           | -                          | -                          |
| 6:00                            | 6:30                          | 6:31                  | 6:35                       | 6:38  | 6:44                      | 6:47                           | -   | -           | -                          | -                          |
| 6:30                            | 7:00                          | 7:01                  | 7:04                       | 7:05  | 7:11                      | 7:14                           | -   | 7:16        | -                          | -                          |
| 6:55                            | 7:20                          | 7:21                  | 7:25                       | 7:28  | 7:34                      | 7:37                           | 7:42                                      | 7:47        | -                          | 7:55                       |

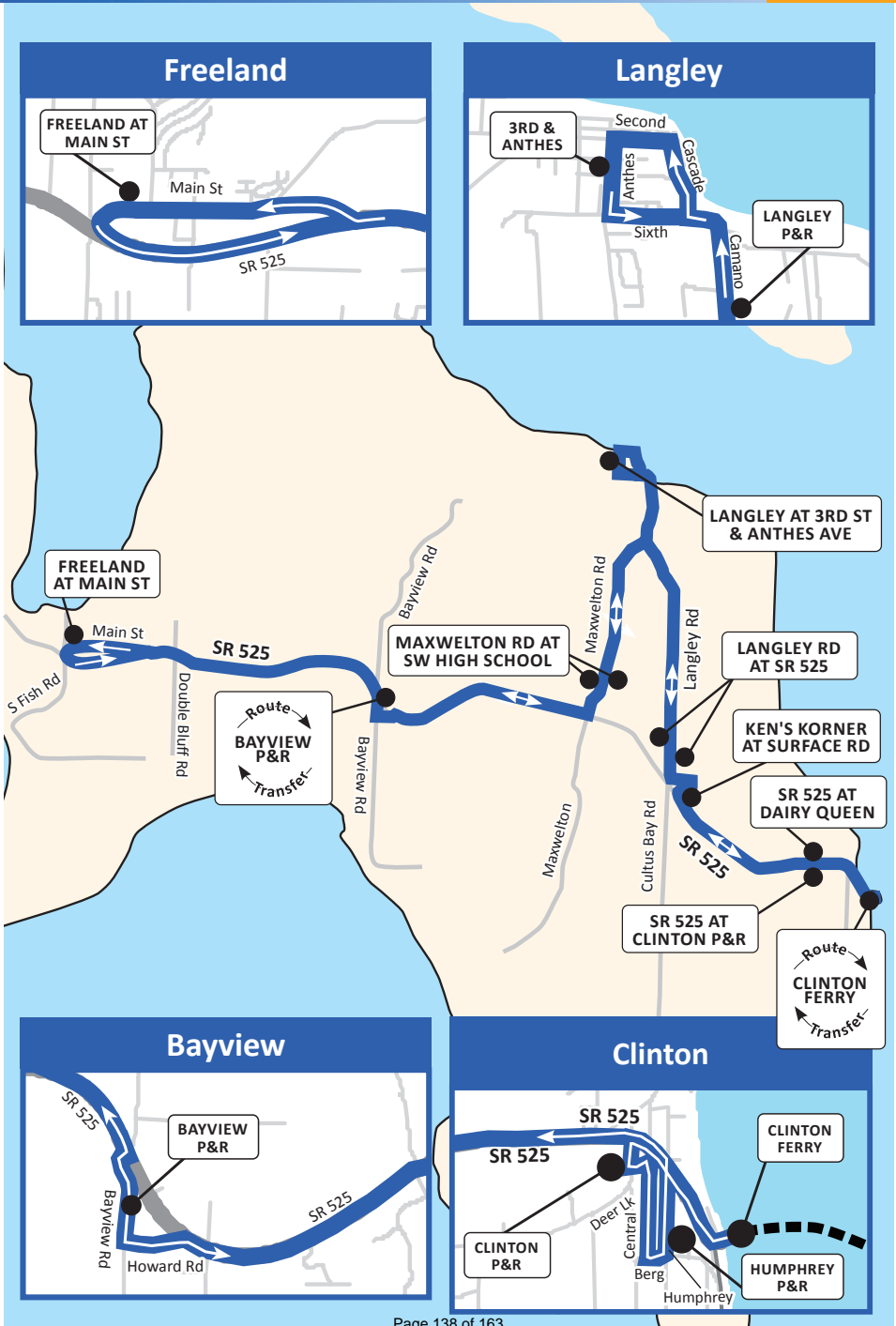
Ferry arrival times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

**Bold** type denotes PM time-points

\*Trips provide service to Langley via Maxwelton Rd. from Clinton Ferry Dock. Drop off only.

**Red Text** - Service on request. Call Route Information at 360-678-7771 to request pickup.

Take Route 1NB into Langley (on Request)



# ROUTE 60 SOUTHBOUND

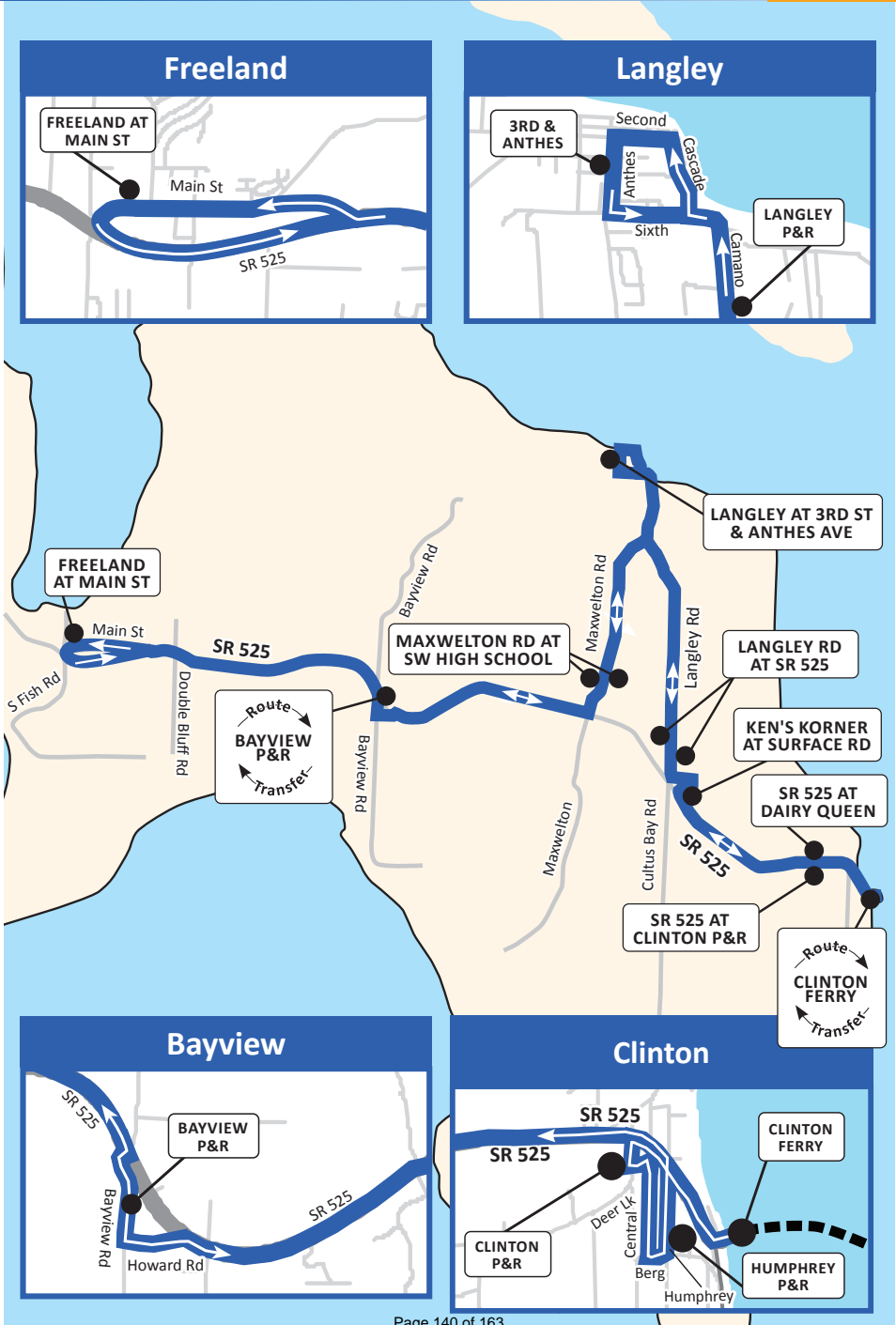
# EXHIBIT A Freeland to Clinton via Langley (MONDAY-FRIDAY)

| Depart Freeland at Main St | Bayview Rd at Marshview Rd | Bayview P&R | Maxwellton Rd at South Whidbey High School | Camano Ave at Langley P&R | Langley at 3rd St & Anthes Ave | Langley Rd at SR 525 | Ken's Korner at Surface Rd | Clinton P&R | Arrive Clinton Ferry Terminal | Ferry Leaving Clinton Terminal |
|----------------------------|----------------------------|-------------|--|---------------------------|--------------------------------|----------------------|----------------------------|-------------|-------------------------------|--------------------------------|
| -                          | -                          | 5:25        | 5:30                                       | 5:33                      | 5:36                           | 5:43                 | -                          | 5:47        | 5:54                          | 6:00                           |
| -                          | -                          | -           | 6:05                                       | 6:08                      | 6:11                           | 6:18                 | -                          | 6:22        | 6:29                          | 6:30                           |
| -                          | -                          | 6:25        | 6:30                                       | 6:33                      | 6:36                           | 6:43                 | -                          | 6:47        | 6:54                          | 7:00                           |
| -                          | -                          | -           | 7:05                                       | 7:08                      | 7:11                           | 7:18                 | -                          | 7:22        | 7:29                          | 7:30                           |
| 7:30                       | -                          | 7:37        | 7:42                                       | 7:45                      | 7:48                           | 7:55                 | 7:56                       | 7:59        | 8:02                          | 8:30                           |
| 8:40                       | -                          | 8:47        | 8:52                                       | 8:55                      | 8:58                           | 9:05                 | 9:06                       | 9:09        | 9:12                          | 9:30                           |
| 10:05                      | 10:12                      | 10:13       | 10:18                                      | 10:21                     | 10:24                          | 10:31                | 10:32                      | 10:35       | 10:40                         | 11:00                          |
| 11:15                      | 11:22                      | 11:23       | 11:28                                      | 11:31                     | 11:34                          | 11:41                | 11:42                      | 11:45       | 11:50                         | 12:00                          |
| 12:25                      | 12:32                      | 12:33       | 12:38                                      | 12:41                     | 12:44                          | 12:51                | 12:52                      | 12:55       | 1:00                          | 1:30                           |
| 12:45                      | 12:52                      | 12:53       | 12:58                                      | 1:01                      | 1:04                           | 1:11                 | 1:12                       | 1:15        | 1:20                          | 1:30                           |
| 1:40                       | 1:47                       | 1:48        | 1:51                                       | 1:54                      | 1:57                           | 2:04                 | 2:05                       | 2:08        | 2:11                          | 2:35                           |
| 2:15                       | 2:22                       | 2:23        | 2:28                                       | 2:31                      | 2:34                           | 2:41                 | 2:42                       | 2:45        | 2:52                          | 3:05                           |
| 3:20                       | 3:27                       | 3:28        | 3:30                                       | 3:36                      | 3:39                           | 3:46                 | 3:47                       | 3:50        | 3:57                          | 4:05                           |
| -                          | -                          | -           | -  | -                         | 4:09                           | 4:16                 | -                          | 4:20        | 4:24                          | 4:35                           |
| -                          | -                          | -           | -  | -                         | 4:39                           | 4:46                 | -                          | 4:50        | 4:57                          | 5:05                           |
| -                          | -                          | -           | -  | -                         | 5:14                           | 5:21                 | -                          | 5:25        | 5:29                          | 5:35                           |
| -                          | -                          | -           | -  | -                         | 6:47                           | 6:54                 | -                          | 6:58        | 7:02                          | 7:05                           |

Ferry departure times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.

**Bold** type denotes PM time-points

**Red Text** - Service on request. Call Route Information at 360-678-7771 to request pickup.



# CLINTON COMMUTER

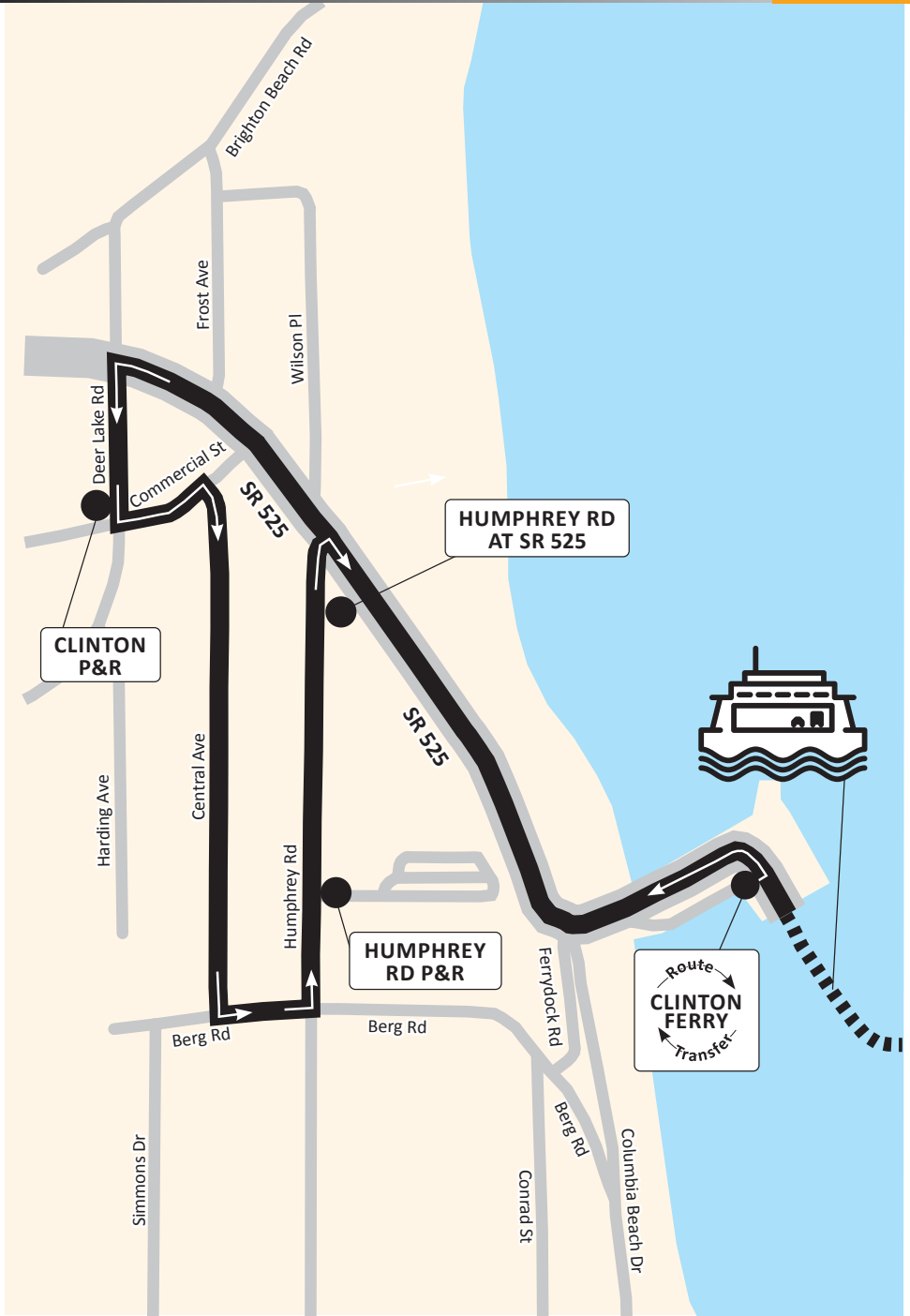
## Clinton Ferry to Clinton P&R (MONDAY-FRIDAY)

| Ferry Arriving Clinton Terminal | Depart Clinton Ferry Terminal | Clinton P&R | Humphrey Rd P&R | Humphrey Rd at SR 525 | Arrive Clinton Ferry Terminal |
|---------------------------------|-------------------------------|-------------|-----------------|-----------------------|-------------------------------|
| <b>2:25</b>                     | <b>2:25</b>                   | <b>2:26</b> | <b>2:29</b>     | <b>2:30</b>           | <b>2:33</b>                   |
| <b>2:55</b>                     | <b>2:55</b>                   | <b>2:56</b> | <b>2:59</b>     | <b>3:00</b>           | <b>3:03</b>                   |
| <b>3:25</b>                     | <b>3:25</b>                   | <b>3:26</b> | <b>3:29</b>     | <b>3:30</b>           | <b>3:33</b>                   |
| <b>3:55</b>                     | <b>3:55</b>                   | <b>3:56</b> | <b>3:59</b>     | <b>4:00</b>           | <b>4:03</b>                   |
| <b>4:25</b>                     | <b>4:25</b>                   | <b>4:26</b> | <b>4:29</b>     | <b>4:30</b>           | <b>4:33</b>                   |
| <b>5:00</b>                     | <b>5:00</b>                   | <b>5:01</b> | <b>5:04</b>     | <b>5:05</b>           | <b>5:08</b>                   |
| <b>5:30</b>                     | <b>5:30</b>                   | <b>5:31</b> | <b>5:34</b>     | <b>5:35</b>           | <b>5:38</b>                   |
| <b>6:00</b>                     | <b>6:00</b>                   | <b>6:01</b> | <b>6:04</b>     | <b>6:05</b>           | <b>6:08</b>                   |

**Bold** type denotes PM time-points

Take Route 58 at 5:30 pm from the dock to Clinton Park & Ride.

Take Route 1 NB at 6:00 pm from the dock to Clinton and Humphrey Park & Ride.



# CENTRAL WHIDBEY STATE PARKS NORTHBOUND

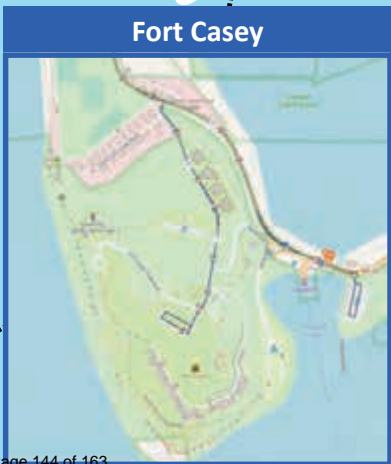
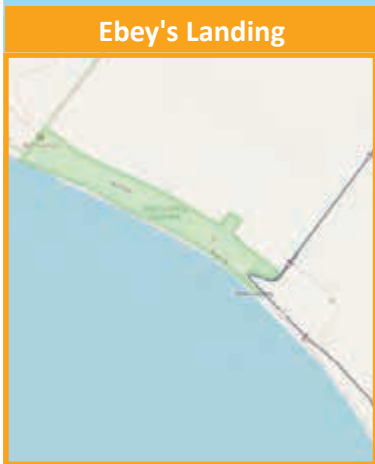
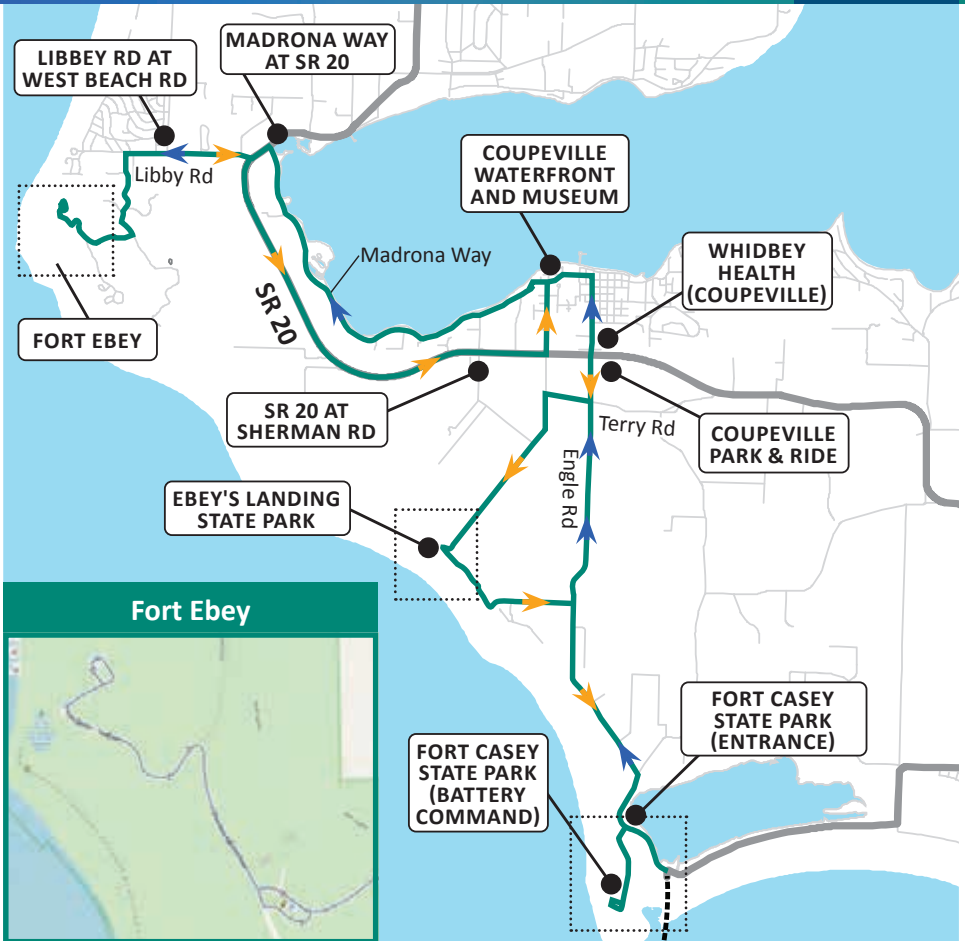
DAILY | Effective: May 30 – Sept. 3, 2023

|                               |   |                           |                             |  |                         |                               |                                   |
|-------------------------------|---|---------------------------|-----------------------------|--|-------------------------|-------------------------------|-----------------------------------|
| Depart<br>Coupeville<br>Ferry | Fort Casey<br>State Park<br>(Battery Command) | Coupeville<br>Park & Ride | WhidbeyHealth<br>at Main St | Coupeville<br>Waterfront &<br>Museum at Coveland | Madrona Way<br>at SR 20 | Libbey Rd at<br>West Beach Rd | Arrive<br>Fort Ebey<br>State Park |
| 8:35                          | 8:40  | 8:50                      | 8:51                        | 8:53   | 8:57                    | 8:58                          | 9:13                              |
| 10:05                         | 10:10   | 10:20                     | 10:21                       | 10:23  | 10:27                   | 10:28                         | 10:43                             |
| 11:35                         | 11:40   | 11:50                     | 11:51                       | 11:53  | 11:57                   | 11:58                         | <b>12:13</b>                      |
| <b>1:05</b>                   | <b>1:10</b>                                   | <b>1:20</b>               | <b>1:21</b>                 | <b>1:23</b>                                      | <b>1:27</b>             | <b>1:28</b>                   | <b>1:43</b>                       |
| <b>2:35</b>                   | <b>2:40</b>                                   | <b>2:50</b>               | <b>2:51</b>                 | <b>2:53</b>                                      | <b>2:57</b>             | <b>2:58</b>                   | <b>3:13</b>                       |

# CENTRAL WHIDBEY STATE PARKS SOUTHBOUND

DAILY | Effective: May 30 – Sept. 3, 2023

|                                   |                        |  |                             |                              |  |   |                               |
|-----------------------------------|------------------------|--|-----------------------------|------------------------------|--|---|-------------------------------|
| Depart<br>Fort Ebey<br>State Park | SR 20 at<br>Sherman Rd | Coupeville<br>Waterfront &<br>Museum at Coveland | WhidbeyHealth<br>at Main St | Ebey's Landing<br>State Park | Fort Casey<br>State Park<br>(Entrance) | Fort Casey<br>State Park<br>(Battery Command) | Arrive<br>Coupeville<br>Ferry |
| 9:25                              | 9:35                   | 9:38   | 9:40                        | 9:45                         | 9:51                                   | 9:55  | 10:05                         |
| 10:55                             | 11:05                  | 11:08  | 11:10                       | 11:15                        | 11:21                                  | 11:25   | 11:35                         |
| <b>12:25</b>                      | <b>12:35</b>           | <b>12:38</b>                                     | <b>12:40</b>                | <b>12:45</b>                 | <b>12:51</b>                           | <b>12:55</b>                                  | <b>1:05</b>                   |
| <b>1:55</b>                       | <b>2:05</b>            | <b>2:08</b>                                      | <b>2:10</b>                 | <b>2:15</b>                  | <b>2:21</b>                            | <b>2:25</b>                                   | <b>2:35</b>                   |
| <b>3:25</b>                       | <b>3:35</b>            | <b>3:38</b>                                      | <b>3:40</b>                 | <b>3:45</b>                  | <b>3:51</b>                            | <b>3:55</b>                                   | <b>4:05</b>                   |





# ROUTE 1 SOUTHBOUND

# EXHIBIT A Oak Harbor to Clinton Ferry (SATURDAY & SUNDAY)

| Depart<br>Harbor Station<br>at Bayshore Dr | Erie St at<br>Walmart | Main St at<br>Coupeville<br>Elementary | Coupeville<br>Ferry Terminal | Race Rd P&R  | SR 525 at<br>Greenbank | Freeland Main St<br>at Corey Oil | Bayview P&R  | SR 525 at<br>Cultus Bay Rd | Clinton P&R  | Arrive<br>Clinton Ferry<br>Terminal |
|--|-----------------------|--|------------------------------|--------------|------------------------|----------------------------------|--------------|----------------------------|--------------|-------------------------------------|
| -  | -                     | 6:15                                   | 6:26                         | 6:31         | 6:41                   | 6:53                             | 7:00         | 7:18                       | 7:23         | 7:25                                |
| -  | -                     | 6:45                                   | 6:56                         | 7:01         | 7:11                   | 7:23                             | 7:30         | 7:36                       | 7:41         | 7:49                                |
| 8:00                                       | 8:04                  | 8:21                                   | 8:32                         | 8:37         | 8:47                   | 8:59                             | 9:04         | 9:10                       | 9:15         | 9:23                                |
| 9:00                                       | 9:04                  | 9:21                                   | 9:32                         | 9:37         | 9:47                   | 9:59                             | 10:04        | 10:10                      | 10:15        | 10:23                               |
| 10:00                                      | 10:04                 | 10:21                                  | 10:32                        | 10:37        | 10:47                  | 10:59                            | 11:04        | 11:10                      | 11:15        | 11:23                               |
| 11:30                                      | 11:34                 | 11:51                                  | <b>12:02</b>                 | <b>12:07</b> | <b>12:17</b>           | <b>12:29</b>                     | <b>12:34</b> | <b>12:40</b>               | <b>12:45</b> | <b>12:53</b>                        |
| <b>12:30</b>                               | <b>12:34</b>          | <b>12:51</b>                           | <b>1:02</b>                  | <b>1:07</b>  | <b>1:17</b>            | <b>1:29</b>                      | <b>1:34</b>  | <b>1:40</b>                | <b>1:45</b>  | <b>1:53</b>                         |
| <b>1:30</b>                                | <b>1:34</b>           | <b>1:51</b>                            | <b>2:02</b>                  | <b>2:07</b>  | <b>2:17</b>            | <b>2:29</b>                      | <b>2:34</b>  | <b>2:40</b>                | <b>2:45</b>  | <b>2:53</b>                         |
| <b>3:00</b>                                | <b>3:04</b>           | <b>3:21</b>                            | <b>3:32</b>                  | <b>3:37</b>  | <b>3:47</b>            | <b>3:59</b>                      | <b>4:04</b>  | <b>4:10</b>                | <b>4:15</b>  | <b>4:23</b>                         |
| <b>4:00</b>                                | <b>4:04</b>           | <b>4:21</b>                            | <b>4:32</b>                  | <b>4:37</b>  | <b>4:47</b>            | <b>4:59</b>                      | <b>5:04</b>  | <b>5:10</b>                | <b>5:15</b>  | <b>5:23</b>                         |
| <b>6:15</b>                                | <b>6:19</b>           | <b>6:36</b>                            | <b>6:47</b>                  | -            | -                      | -                                | -            | -                          | -            | -                                   |
| <b>6:45</b>                                | <b>6:49</b>           | <b>7:06</b>                            | <b>7:17</b>                  | -            | -                      | -                                | -            | -                          | -            | -                                   |

Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current ferry schedules.

**Bold** type denotes PM times

**Red Text** denotes service on request. Call Route Information 360-678-7771 to request pickup.

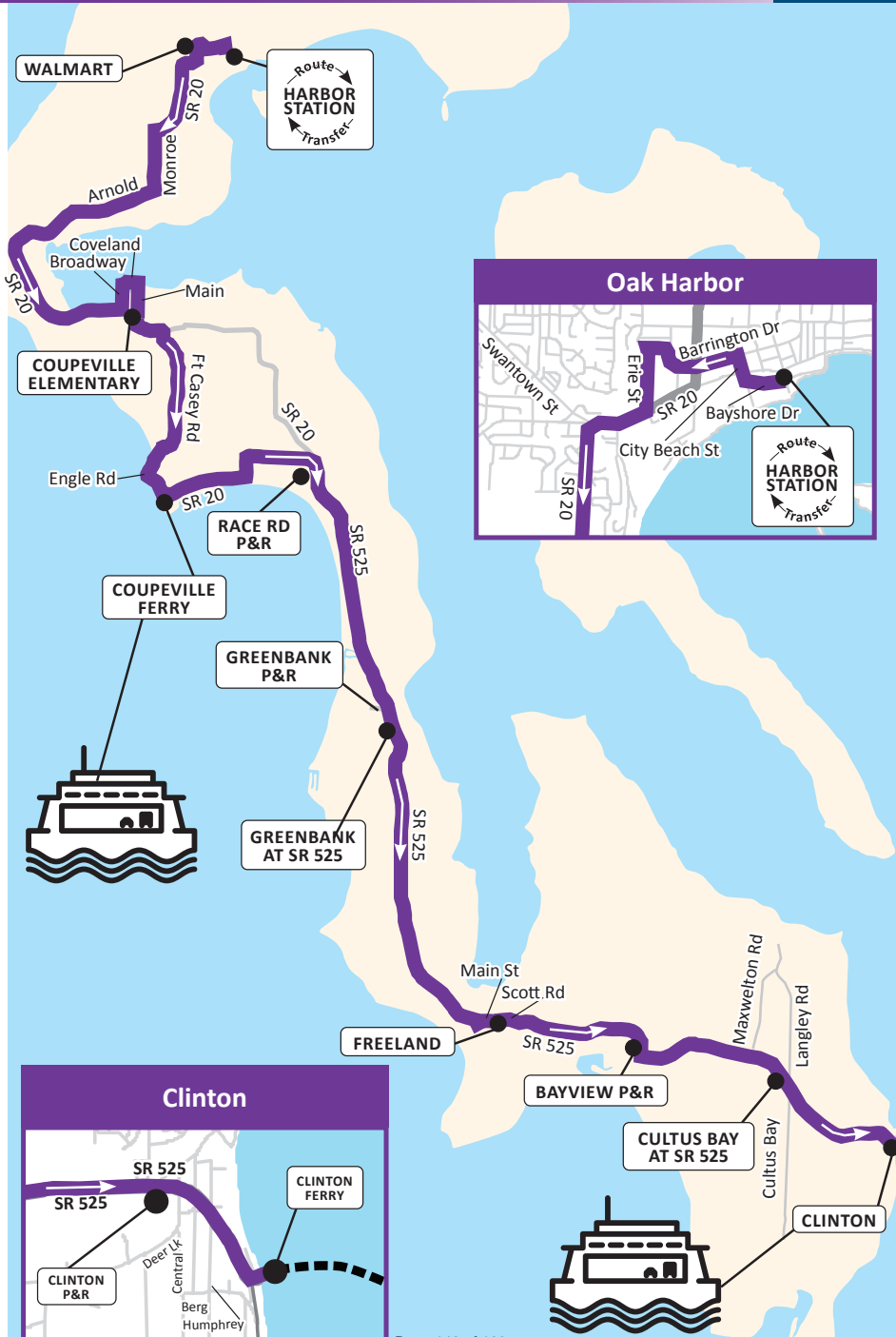
**6:15 am** Route 1 Southbound goes through Langley.

# ROUTE 1 - SOUTHBOUND

EXHIBIT A

WHIDBEY

WEEKEND



# ROUTE 1 NORTHBOUND

## EXHIBIT A Clinton Ferry/Coupeville Ferry to Oak Harbor (SATURDAY & SUNDAY)

| Depart<br>Clinton Ferry<br>Terminal | Clinton P&R | Langley Rd<br>at SR 525 | Bayview P&R  | Freeland Main St<br>at Corey Oil | SR 525 at<br>Greenbank | Race Rd P&R  | Coupeville<br>Ferry Terminal | Main St at<br>Coupeville P&R | Erie St at<br>Walmart | Arrive<br>Harbor Station<br>at Bayshore Dr |
|-------------------------------------|-------------|-------------------------|--------------|----------------------------------|------------------------|--------------|------------------------------|------------------------------|-----------------------|--|
| -                                   | -           | -                       | -            | -                                | -                      | -            | 7:15                         | 7:25                         | 7:45                  | 7:55                                       |
| -                                   | -           | -                       | -            | -                                | -                      | -            | 8:20                         | 8:30                         | 8:50                  | 9:00                                       |
| 8:15                                | 8:16        | 8:24                    | 8:35         | 8:39                             | 8:48                   | 8:55         | 9:00                         | 9:10                         | 9:30                  | 9:40                                       |
| 9:45                                | 9:46        | 9:54                    | 10:05        | 10:09                            | 10:18                  | 10:25        | 10:30                        | 10:40                        | 11:00                 | 11:10                                      |
| 10:45                               | 10:46       | 10:54                   | 11:05        | 11:09                            | 11:18                  | 11:25        | 11:30                        | 11:40                        | 12:00                 | 12:10                                      |
| 11:45                               | 11:46       | 11:54                   | <b>12:05</b> | <b>12:09</b>                     | <b>12:18</b>           | <b>12:25</b> | <b>12:30</b>                 | <b>12:40</b>                 | <b>1:00</b>           | <b>1:10</b>                                |
| <b>1:15</b>                         | <b>1:16</b> | <b>1:24</b>             | <b>1:35</b>  | <b>1:39</b>                      | <b>1:48</b>            | <b>1:55</b>  | <b>2:00</b>                  | <b>2:10</b>                  | <b>2:30</b>           | <b>2:40</b>                                |
| <b>2:15</b>                         | <b>2:16</b> | <b>2:24</b>             | <b>2:35</b>  | <b>2:39</b>                      | <b>2:48</b>            | <b>2:55</b>  | <b>3:00</b>                  | <b>3:10</b>                  | <b>3:30</b>           | <b>3:40</b>                                |
| <b>3:20</b>                         | <b>3:21</b> | <b>3:29</b>             | <b>3:40</b>  | <b>3:44</b>                      | <b>3:53</b>            | <b>4:00</b>  | <b>4:05</b>                  | <b>4:15</b>                  | <b>4:35</b>           | <b>4:45</b>                                |
| <b>4:45</b>                         | <b>4:46</b> | <b>4:54</b>             | <b>5:05</b>  | <b>5:09</b>                      | <b>5:18</b>            | <b>5:25</b>  | <b>5:30</b>                  | <b>5:40</b>                  | <b>6:00</b>           | <b>6:10</b>                                |
| <b>5:15</b>                         | <b>5:16</b> | <b>5:24</b>             | <b>5:42</b>  | <b>5:48</b>                      | <b>5:57</b>            | <b>6:04</b>  | <b>6:09</b>                  | <b>6:19</b>                  | <b>6:39</b>           | <b>6:49</b>                                |
| <b>5:45</b>                         | <b>5:46</b> | <b>5:54</b>             | <b>6:12</b>  | <b>6:18</b>                      | <b>6:27</b>            | <b>6:34</b>  | <b>6:39</b>                  | <b>6:49</b>                  | -                     | -  |

Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current ferry schedules.

**Bold** type denotes PM times

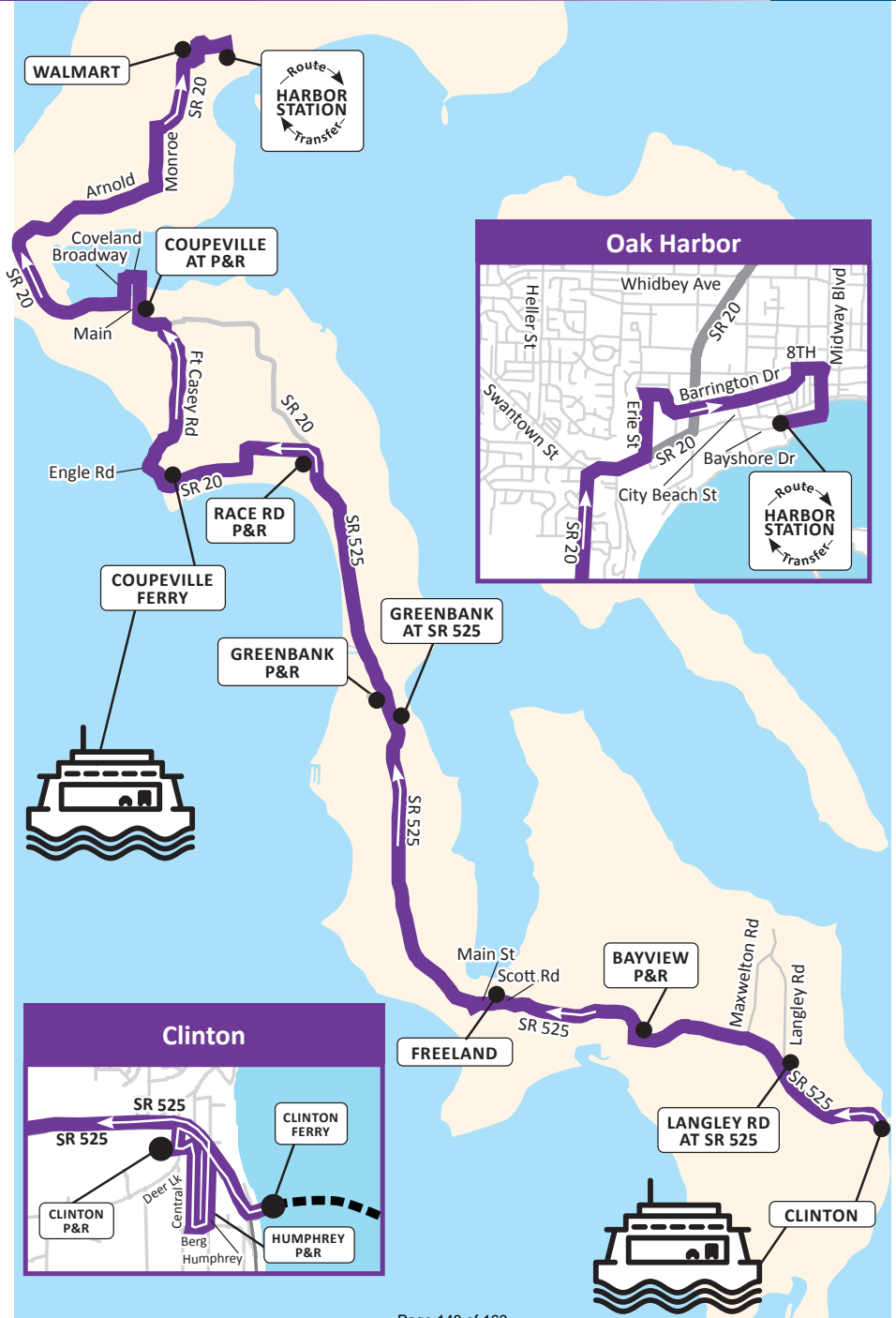
**Red Text** denotes service on request to Coupeville Park & Ride. Call Route Information 360-678-7771 to request pickup.

Route goes through Langley, use northbound shelter on Langley Rd

# ROUTE 1 - NORTHBOUND

WHIDBEY

WEEKEND



# ROUTE 2

EXHIBIT A

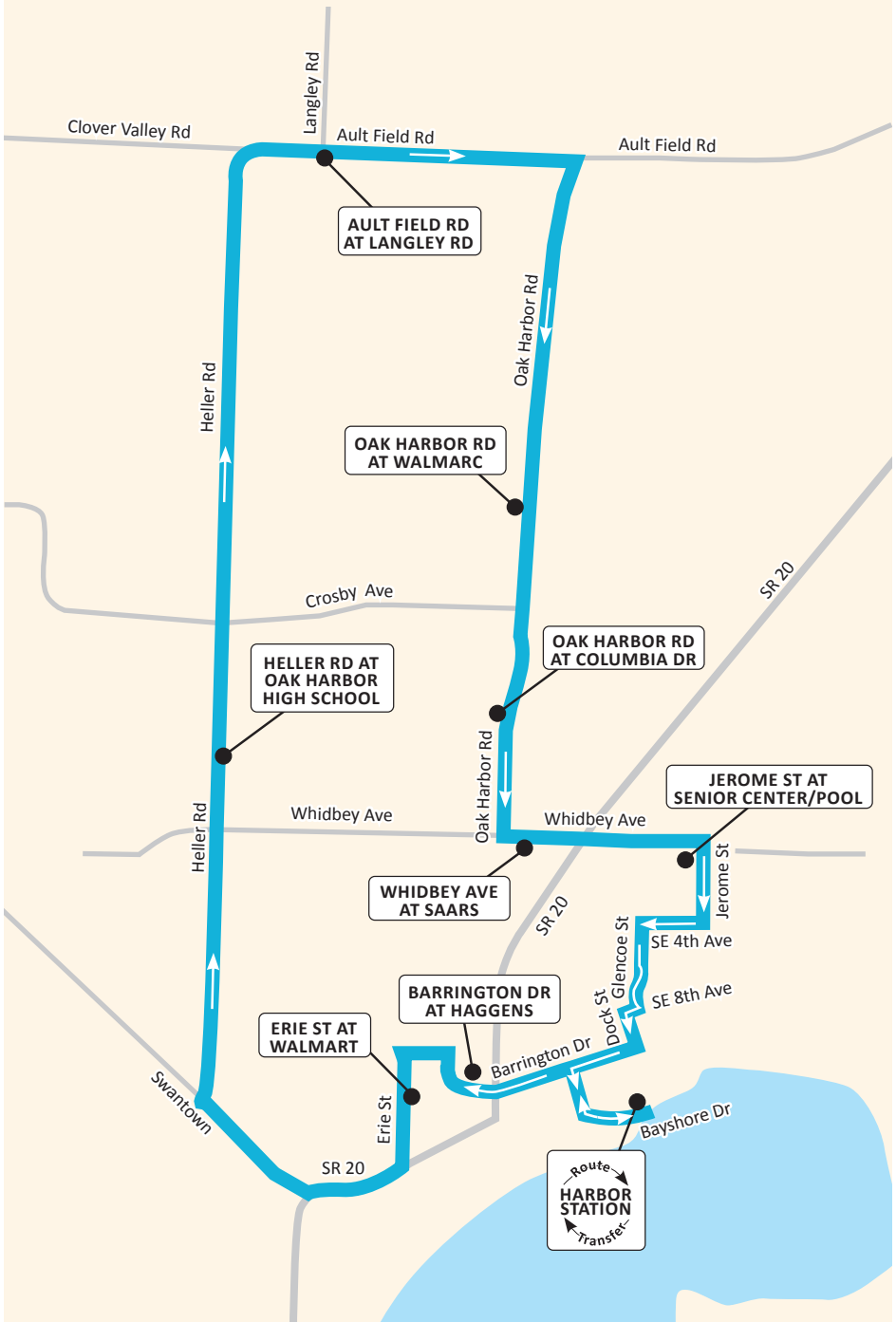
## Ault Field Rd Oak Harbor (SATURDAY & SUNDAY)

| Depart<br>Harbor Station<br>at Bayshore Dr | Barrington Dr<br>at<br>Haggen | Erie St<br>at<br>Walmart | Heller Rd at<br>Oak Harbor<br>High School | Ault Field Rd<br>at<br>Langley Rd | Oak Harbor Rd<br>at<br>Walmarc<br>Storage | Oak Harbor Rd<br>at<br>Columbia Dr | Whidbey Ave<br>at<br>Saar's<br>Super Saver | Jerome St at<br>Senior Center/<br>Pool | Arrive<br>Harbor Station<br>at Bayshore Dr |
|--|-------------------------------|--------------------------|---|-----------------------------------|---|------------------------------------|--|--|--|
| 7:30                                       | 7:32                          | 7:34                     | 7:38                                      | 7:41                              | 7:44                                      | 7:45                               | 7:46                                       | 7:48                                   | 7:59                                       |
| 8:30                                       | 8:32                          | 8:34                     | 8:38                                      | 8:41                              | 8:44                                      | 8:45                               | 8:46                                       | 8:48                                   | 8:59                                       |
| 9:30                                       | 9:32                          | 9:34                     | 9:38                                      | 9:41                              | 9:44                                      | 9:45                               | 9:46                                       | 9:48                                   | 9:59                                       |
| 10:30                                      | 10:32                         | 10:34                    | 10:38                                     | 10:41                             | 10:44                                     | 10:45                              | 10:46                                      | 10:48                                  | 10:59                                      |
| <b>12:30</b>                               | <b>12:32</b>                  | <b>12:34</b>             | <b>12:38</b>                              | <b>12:41</b>                      | <b>12:44</b>                              | <b>12:45</b>                       | <b>12:46</b>                               | <b>12:48</b>                           | <b>12:59</b>                               |
| <b>1:30</b>                                | <b>1:32</b>                   | <b>1:34</b>              | <b>1:38</b>                               | <b>1:41</b>                       | <b>1:44</b>                               | <b>1:45</b>                        | <b>1:46</b>                                | <b>1:48</b>                            | <b>1:59</b>                                |
| <b>2:30</b>                                | <b>2:32</b>                   | <b>2:34</b>              | <b>2:38</b>                               | <b>2:41</b>                       | <b>2:44</b>                               | <b>2:45</b>                        | <b>2:46</b>                                | <b>2:48</b>                            | <b>2:59</b>                                |
| <b>3:30</b>                                | <b>3:32</b>                   | <b>3:34</b>              | <b>3:38</b>                               | <b>3:41</b>                       | <b>3:44</b>                               | <b>3:45</b>                        | <b>3:46</b>                                | <b>3:48</b>                            | <b>3:59</b>                                |
| <b>5:30</b>                                | <b>5:32</b>                   | <b>5:34</b>              | <b>5:38</b>                               | <b>5:41</b>                       | <b>5:44</b>                               | <b>5:45</b>                        | <b>5:46</b>                                | <b>5:48</b>                            | <b>5:59</b>                                |
| 6:30                                       | 6:32                          | 6:34                     | 6:38                                      | 6:41                              | 6:44                                      | 6:45                               | 6:46                                       | 6:48                                   | 6:59                                       |

# ROUTE 2 - AULT FIELD RD OAK HARBOR

WHIDBEY

WEEKEND



# ROUTE 10

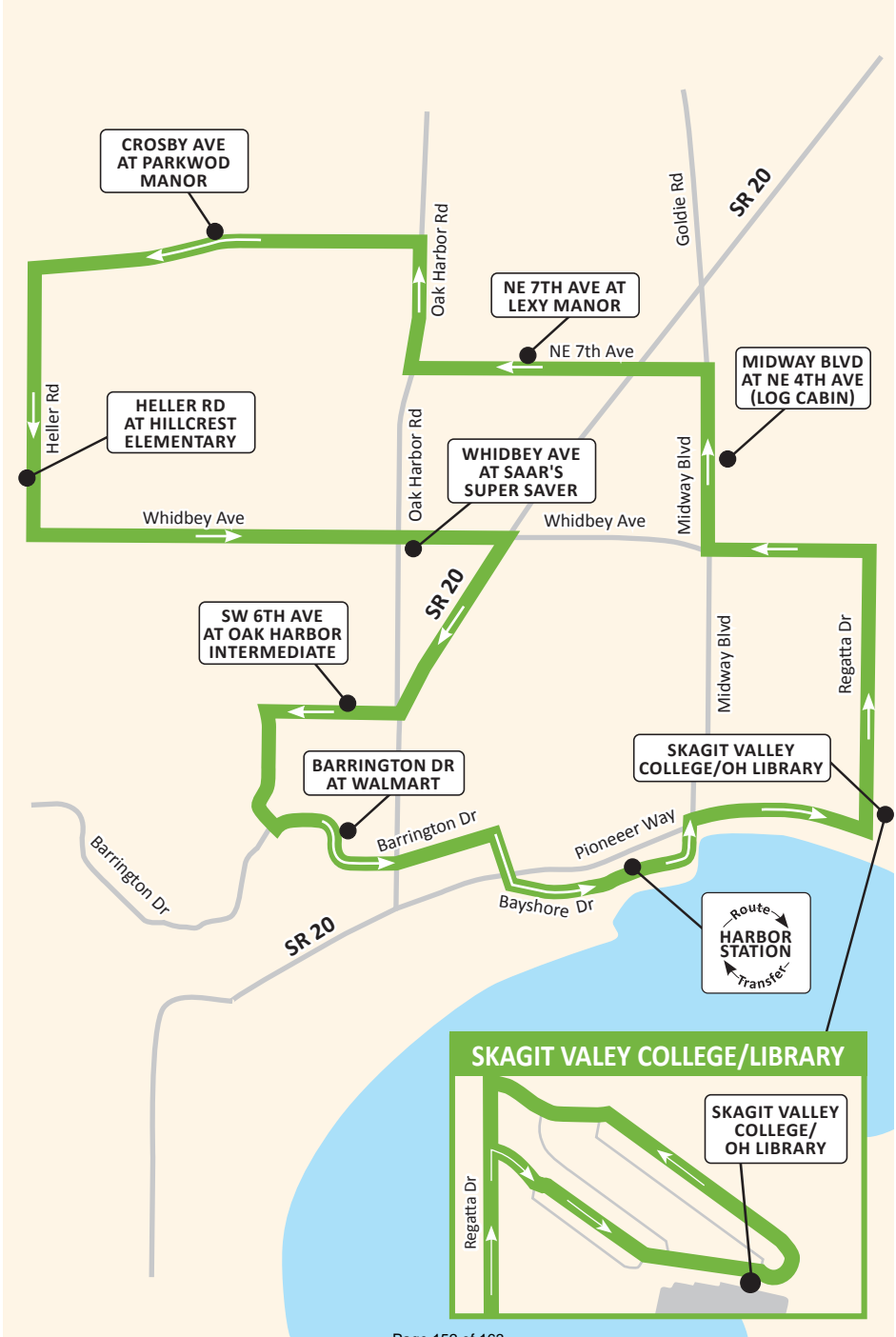
# EXHIBIT A Central Oak Harbor (SATURDAY ONLY)

| Depart Harbor Station at Bayshore Dr | Skagit Valley College/ OH Library | Midway Blvd at NE 4th Ave | NE 7th at Lexy Manor | Crosby Ave at Parkwood Manor | Heller Rd at Hillcrest Elementary | Whidbey Ave at Saar's Super Saver | SW 6th St at Oak Harbor Intermediate | Barrington Dr at Walmart | Arrive Harbor Station at Bayshore Dr |
|--------------------------------------|-----------------------------------|---------------------------|----------------------|------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------|--------------------------------------|
| 6:45                                 | 6:47                              | 6:49                      | 6:52                 | 6:55                         | 6:57                              | 7:00                              | 7:02                                 | 7:04                     | 7:12                                 |
| 7:00                                 | 7:02                              | 7:06                      | 7:09                 | 7:12                         | 7:14                              | 7:17                              | 7:19                                 | 7:21                     | 7:29                                 |
| 7:30                                 | 7:32                              | 7:36                      | 7:39                 | 7:42                         | 7:44                              | 7:47                              | 7:49                                 | 7:51                     | 7:59                                 |
| 8:00                                 | 8:02                              | 8:06                      | 8:09                 | 8:12                         | 8:14                              | 8:17                              | 8:19                                 | 8:21                     | 8:29                                 |
| 8:15                                 | 8:17                              | 8:21                      | 8:24                 | 8:27                         | 8:29                              | 8:32                              | 8:34                                 | 8:36                     | 8:44                                 |
| 9:00                                 | 9:02                              | 9:06                      | 9:09                 | 9:12                         | 9:14                              | 9:17                              | 9:19                                 | 9:21                     | 9:29                                 |
| 10:00                                | 10:02                             | 10:06                     | 10:09                | 10:12                        | 10:14                             | 10:17                             | 10:19                                | 10:21                    | 10:29                                |
| 10:30                                | 10:32                             | 10:36                     | 10:39                | 10:42                        | 10:44                             | 10:47                             | 10:49                                | 10:51                    | 10:59                                |
| 11:15                                | 11:17                             | 11:21                     | 11:24                | 11:27                        | 11:29                             | 11:32                             | 11:34                                | 11:36                    | 11:44                                |
| 11:45                                | 11:47                             | 11:49                     | 11:52                | 11:55                        | 11:57                             | <b>12:00</b>                      | <b>12:02</b>                         | <b>12:04</b>             | <b>12:12</b>                         |
| <b>12:15</b>                         | <b>12:17</b>                      | <b>12:21</b>              | <b>12:24</b>         | <b>12:27</b>                 | <b>12:29</b>                      | <b>12:32</b>                      | <b>12:34</b>                         | <b>12:36</b>             | <b>12:44</b>                         |
| <b>12:45</b>                         | <b>12:47</b>                      | <b>12:49</b>              | <b>12:52</b>         | <b>12:55</b>                 | <b>12:57</b>                      | <b>1:00</b>                       | <b>1:02</b>                          | <b>1:04</b>              | <b>1:12</b>                          |
| <b>1:00</b>                          | <b>1:02</b>                       | <b>1:06</b>               | <b>1:09</b>          | <b>1:12</b>                  | <b>1:14</b>                       | <b>1:17</b>                       | <b>1:19</b>                          | <b>1:21</b>              | <b>1:29</b>                          |
| <b>1:15</b>                          | <b>1:17</b>                       | <b>1:21</b>               | <b>1:24</b>          | <b>1:27</b>                  | <b>1:29</b>                       | <b>1:32</b>                       | <b>1:34</b>                          | <b>1:36</b>              | <b>1:44</b>                          |
| <b>2:00</b>                          | <b>2:02</b>                       | <b>2:06</b>               | <b>2:09</b>          | <b>2:12</b>                  | <b>2:14</b>                       | <b>2:17</b>                       | <b>2:19</b>                          | <b>2:21</b>              | <b>2:29</b>                          |
| <b>3:00</b>                          | <b>3:02</b>                       | <b>3:06</b>               | <b>3:09</b>          | <b>3:12</b>                  | <b>3:14</b>                       | <b>3:17</b>                       | <b>3:19</b>                          | <b>3:21</b>              | <b>3:29</b>                          |
| <b>3:45</b>                          | <b>3:47</b>                       | <b>3:49</b>               | <b>3:52</b>          | <b>3:55</b>                  | <b>3:57</b>                       | <b>4:00</b>                       | <b>4:02</b>                          | <b>4:04</b>              | <b>4:12</b>                          |
| <b>4:30</b>                          | <b>4:32</b>                       | <b>4:36</b>               | <b>4:39</b>          | <b>4:42</b>                  | <b>4:44</b>                       | <b>4:47</b>                       | <b>4:49</b>                          | <b>4:51</b>              | <b>4:59</b>                          |
| <b>5:15</b>                          | <b>5:17</b>                       | <b>5:21</b>               | <b>5:24</b>          | <b>5:27</b>                  | <b>5:29</b>                       | <b>5:32</b>                       | <b>5:34</b>                          | <b>5:36</b>              | <b>5:44</b>                          |
| <b>6:00</b>                          | <b>6:02</b>                       | <b>6:06</b>               | <b>6:09</b>          | <b>6:12</b>                  | <b>6:14</b>                       | <b>6:17</b>                       | <b>6:19</b>                          | <b>6:21</b>              | <b>6:29</b>                          |
| <b>6:30</b>                          | <b>6:32</b>                       | <b>6:36</b>               | <b>6:39</b>          | <b>6:42</b>                  | <b>6:44</b>                       | <b>6:47</b>                       | <b>6:49</b>                          | <b>6:51</b>              | <b>6:59</b>                          |

# ROUTE 10 - CENTRAL EXHIBIT A HARBOR

WHIDBEY

SATURDAY ONLY





# ROUTE 10

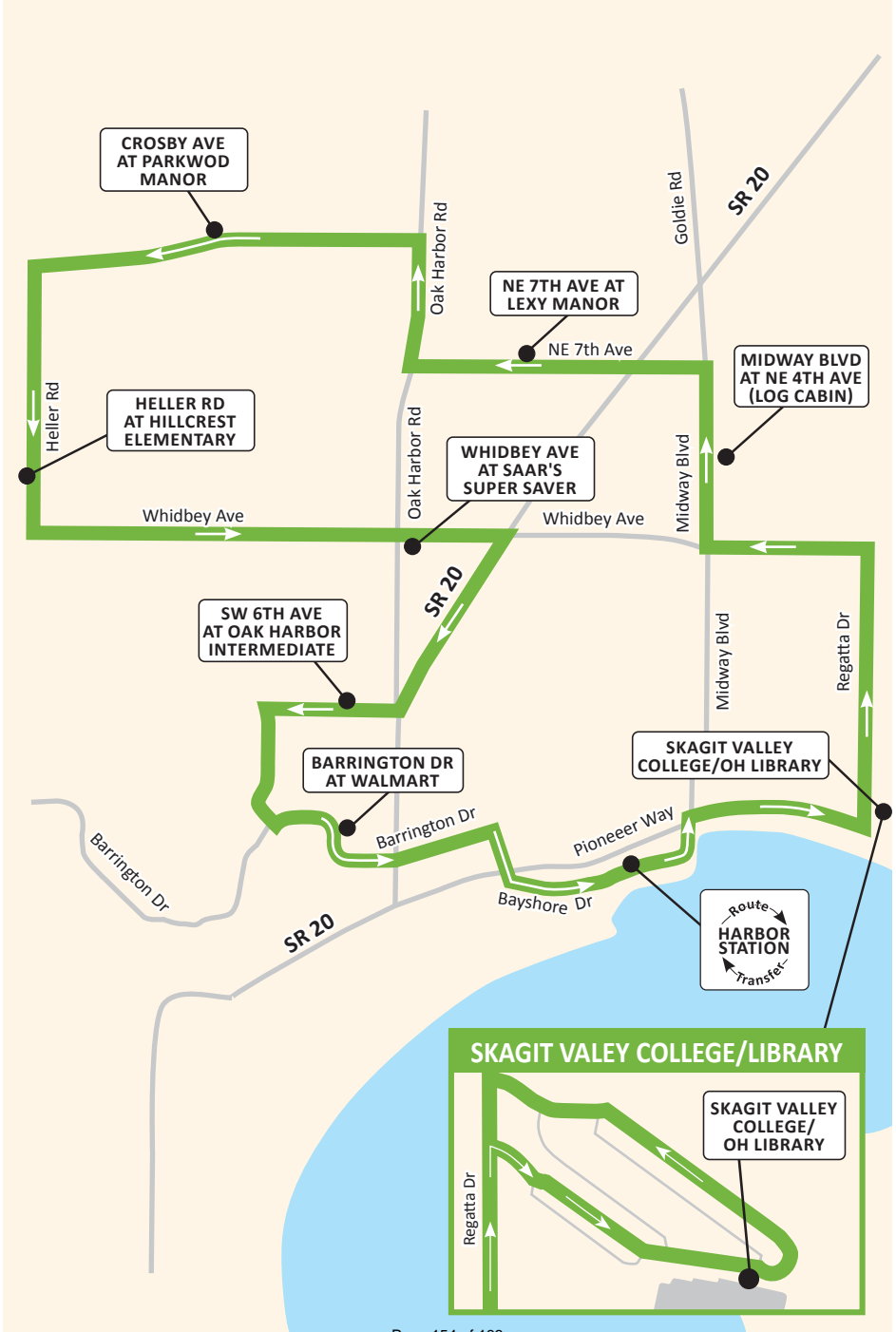
# EXHIBIT A Central Oak Harbor (SUNDAY ONLY)

| Depart Harbor Station at Bayshore Dr | Skagit Valley College/ OH Library | Midway Blvd at NE 4th Ave | NE 7th at Lexy Manor | Crosby Ave at Parkwood Manor | Heller Rd at Hillcrest Elementary | Whidbey Ave at Saar's Super Saver | SW 6th St at Oak Harbor Intermediate | Barrington Dr at Walmart | Arrive Harbor Station at Bayshore Dr |
|--------------------------------------|-----------------------------------|---------------------------|----------------------|------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------|--------------------------------------|
| 6:45                                 | 6:47                              | 6:49                      | 6:52                 | 6:55                         | 6:57                              | 7:00                              | 7:02                                 | 7:04                     | 7:12                                 |
| 7:00                                 | 7:02                              | 7:06                      | 7:09                 | 7:12                         | 7:14                              | 7:17                              | 7:19                                 | 7:21                     | 7:29                                 |
| 7:30                                 | 7:32                              | 7:36                      | 7:39                 | 7:42                         | 7:44                              | 7:47                              | 7:49                                 | 7:51                     | 7:59                                 |
| 8:00                                 | 8:02                              | 8:06                      | 8:09                 | 8:12                         | 8:14                              | 8:17                              | 8:19                                 | 8:21                     | 8:29                                 |
| 8:15                                 | 8:17                              | 8:21                      | 8:24                 | 8:27                         | 8:29                              | 8:32                              | 8:34                                 | 8:36                     | 8:44                                 |
| 9:00                                 | 9:02                              | 9:06                      | 9:09                 | 9:12                         | 9:14                              | 9:17                              | 9:19                                 | 9:21                     | 9:29                                 |
| 9:45                                 | 9:47                              | 9:49                      | 9:52                 | 9:55                         | 9:57                              | 10:00                             | 10:02                                | 10:04                    | 10:12                                |
| 10:00                                | 10:02                             | 10:06                     | 10:09                | 10:12                        | 10:14                             | 10:17                             | 10:19                                | 10:21                    | 10:29                                |
| 10:30                                | 10:32                             | 10:36                     | 10:39                | 10:42                        | 10:44                             | 10:47                             | 10:49                                | 10:51                    | 10:59                                |
| 11:15                                | 11:17                             | 11:21                     | 11:24                | 11:27                        | 11:29                             | 11:32                             | 11:34                                | 11:36                    | 11:44                                |
| 11:45                                | 11:47                             | 11:49                     | 11:52                | 11:55                        | 11:57                             | <b>12:00</b>                      | <b>12:02</b>                         | <b>12:04</b>             | <b>12:12</b>                         |
| <b>12:00</b>                         | <b>12:02</b>                      | <b>12:06</b>              | <b>12:09</b>         | <b>12:12</b>                 | <b>12:14</b>                      | <b>12:17</b>                      | <b>12:19</b>                         | <b>12:21</b>             | <b>12:29</b>                         |
| <b>12:15</b>                         | <b>12:17</b>                      | <b>12:21</b>              | <b>12:24</b>         | <b>12:27</b>                 | <b>12:29</b>                      | <b>12:32</b>                      | <b>12:34</b>                         | <b>12:36</b>             | <b>12:44</b>                         |
| <b>12:45</b>                         | <b>12:47</b>                      | <b>12:49</b>              | <b>12:52</b>         | <b>12:55</b>                 | <b>12:57</b>                      | <b>1:00</b>                       | <b>1:02</b>                          | <b>1:04</b>              | <b>1:12</b>                          |
| <b>1:00</b>                          | <b>1:02</b>                       | <b>1:06</b>               | <b>1:09</b>          | <b>1:12</b>                  | <b>1:14</b>                       | <b>1:17</b>                       | <b>1:19</b>                          | <b>1:21</b>              | <b>1:29</b>                          |
| <b>1:15</b>                          | <b>1:17</b>                       | <b>1:21</b>               | <b>1:24</b>          | <b>1:27</b>                  | <b>1:29</b>                       | <b>1:32</b>                       | <b>1:34</b>                          | <b>1:36</b>              | <b>1:44</b>                          |
| <b>2:00</b>                          | <b>2:02</b>                       | <b>2:06</b>               | <b>2:09</b>          | <b>2:12</b>                  | <b>2:14</b>                       | <b>2:17</b>                       | <b>2:19</b>                          | <b>2:21</b>              | <b>2:29</b>                          |
| <b>2:45</b>                          | <b>2:47</b>                       | <b>2:49</b>               | <b>2:52</b>          | <b>2:55</b>                  | <b>2:57</b>                       | <b>3:00</b>                       | <b>3:02</b>                          | <b>3:04</b>              | <b>3:12</b>                          |
| <b>3:00</b>                          | <b>3:02</b>                       | <b>3:06</b>               | <b>3:09</b>          | <b>3:12</b>                  | <b>3:14</b>                       | <b>3:17</b>                       | <b>3:19</b>                          | <b>3:21</b>              | <b>3:29</b>                          |
| <b>3:45</b>                          | <b>3:47</b>                       | <b>3:49</b>               | <b>3:52</b>          | <b>3:55</b>                  | <b>3:57</b>                       | <b>4:00</b>                       | <b>4:02</b>                          | <b>4:04</b>              | <b>4:12</b>                          |
| <b>4:30</b>                          | <b>4:32</b>                       | <b>4:36</b>               | <b>4:39</b>          | <b>4:42</b>                  | <b>4:44</b>                       | <b>4:47</b>                       | <b>4:49</b>                          | <b>4:51</b>              | <b>4:59</b>                          |
| <b>4:45</b>                          | <b>4:47</b>                       | <b>4:49</b>               | <b>4:52</b>          | <b>4:55</b>                  | <b>4:57</b>                       | <b>5:00</b>                       | <b>5:02</b>                          | <b>5:04</b>              | <b>5:12</b>                          |
| <b>5:15</b>                          | <b>5:17</b>                       | <b>5:21</b>               | <b>5:24</b>          | <b>5:27</b>                  | <b>5:29</b>                       | <b>5:32</b>                       | <b>5:34</b>                          | <b>5:36</b>              | <b>5:44</b>                          |
| <b>5:45</b>                          | <b>5:47</b>                       | <b>5:49</b>               | <b>5:52</b>          | <b>5:55</b>                  | <b>5:57</b>                       | <b>6:00</b>                       | <b>6:02</b>                          | <b>6:04</b>              | <b>6:12</b>                          |
| <b>6:00</b>                          | <b>6:02</b>                       | <b>6:06</b>               | <b>6:09</b>          | <b>6:12</b>                  | <b>6:14</b>                       | <b>6:17</b>                       | <b>6:19</b>                          | <b>6:21</b>              | <b>6:29</b>                          |
| <b>6:15</b>                          | <b>6:17</b>                       | <b>6:21</b>               | <b>6:24</b>          | <b>6:27</b>                  | <b>6:29</b>                       | <b>6:32</b>                       | <b>6:34</b>                          | <b>6:36</b>              | <b>6:44</b>                          |
| <b>6:30</b>                          | <b>6:32</b>                       | <b>6:36</b>               | <b>6:39</b>          | <b>6:42</b>                  | <b>6:44</b>                       | <b>6:47</b>                       | <b>6:49</b>                          | <b>6:51</b>              | <b>6:59</b>                          |

# ROUTE 10 - CENTRAL EXHIBIT A HARBOR

WHIDBEY

SUNDAY ONLY



# ROUTE 411W NORTHBOUND

# Oak Harbor to March's Point (SATURDAY ONLY)

| Depart<br>Harbor Station<br>at Bayshore Dr | Goldie Rd at<br>WhidbeyHealth<br>(North) | SR 20 at<br>Whispering<br>Pines | SR 20 at<br>Northgate Dr | Troxell Rd at<br>Monkey Hill Rd | Deception Pass<br>at Seabolts | Arrive<br>March's Pt<br>P&R | SKAGIT TRANSIT<br>40X Depart<br>March's Pt P&R | SKAGIT TRANSIT<br>40X Arrive<br>Skagit Station |
|--|--|---------------------------------|--------------------------|---------------------------------|-------------------------------|-----------------------------|--|--|
| 9:00                                       | 9:05                                     | 9:09                            | 9:13                     | 9:14                            | 9:15                          | 9:35                        | 9:40   | 10:00  |
| 11:00                                      | 11:05                                    | 11:09                           | 11:13                    | 11:14                           | 11:15                         | 11:35                       | 11:40  | 12:00  |
| 2:00                                       | 2:05                                     | 2:09                            | 2:13                     | 2:14                            | 2:15                          | 2:35                        | 2:40   | 3:00   |
| 4:00                                       | 4:05                                     | 4:09                            | 4:13                     | 4:14                            | 4:15                          | 4:35                        | 4:40   | 5:00   |
| 5:00                                       | 5:05                                     | 5:09                            | 5:13                     | 5:14                            | 5:15                          | 5:35                        | -  | -  |
| <b>411W Express</b>                        |  |                                 |                          |                                 |                               |                             |  |  |

# ROUTE 411W SOUTHBOUND

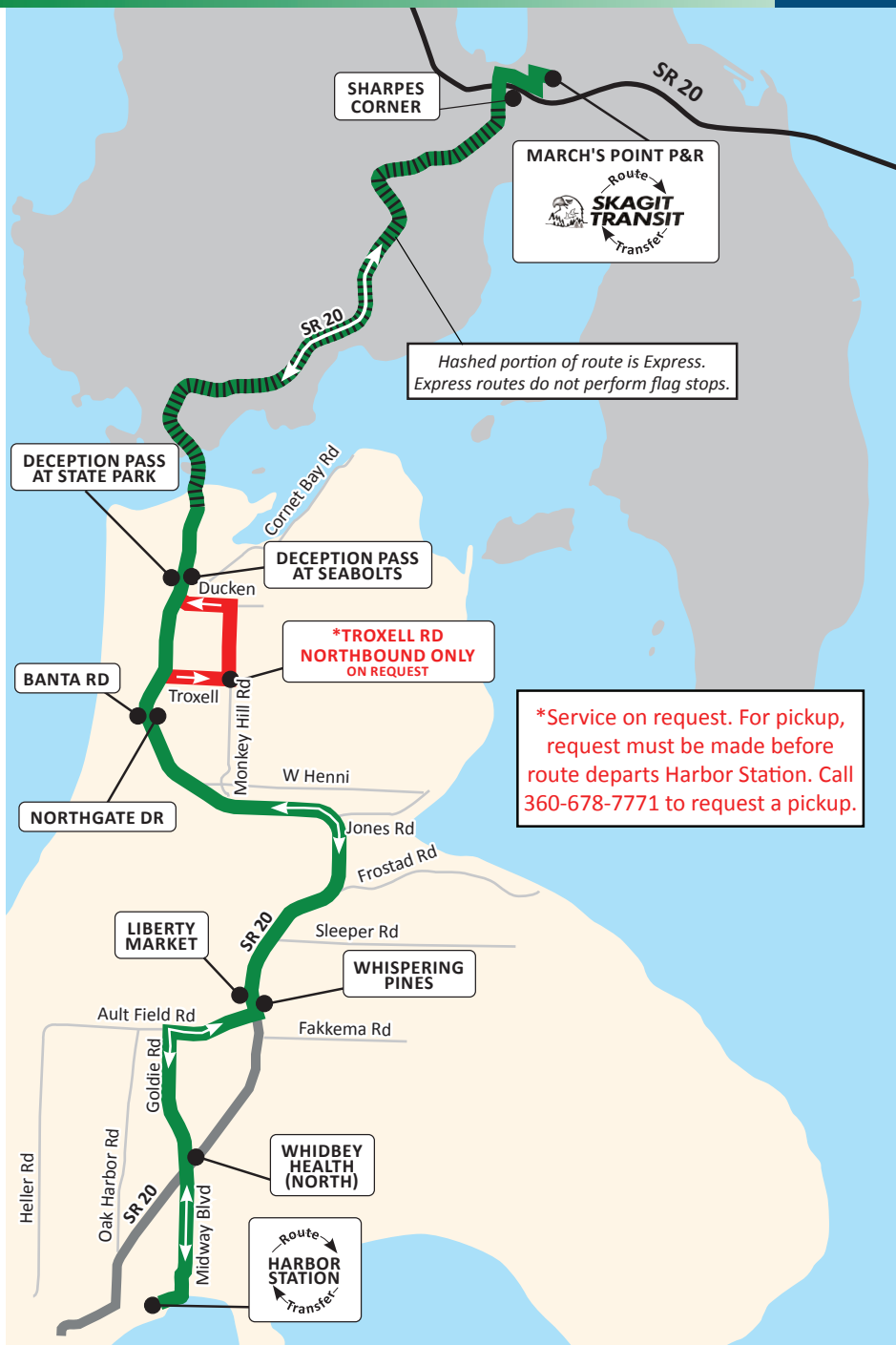
# March's Point to Oak Harbor (SATURDAY ONLY)

| SKAGIT TRANSIT<br>40X Depart<br>Skagit Station | SKAGIT TRANSIT<br>40X Arrive<br>March's Pt P&R | Depart<br>March's Pt<br>P&R | SR 20 at<br>Deception Pass<br>State Park | Troxell Rd at<br>Monkey Hill Rd | SR 20 at<br>Banta Rd | SR 20 at<br>Liberty Market | Goldie Rd at<br>WhidbeyHealth<br>(North) | Arrive<br>Harbor Station<br>at Bayshore Dr |
|--|--|-----------------------------|--|---------------------------------|----------------------|----------------------------|--|--|
| 9:15   | 9:40   | 9:40                        | 9:50                                     | -                               | 9:53                 | 9:59                       | 10:03                                    | 10:15                                      |
| 11:15  | 11:40  | 11:40                       | 11:50                                    | -                               | 11:53                | 11:59                      | 12:03                                    | 12:15                                      |
| 2:15   | 2:40   | 2:40                        | 2:50                                     | -                               | 2:53                 | 2:59                       | 3:03                                     | 3:15                                       |
| 4:15   | 4:40   | 4:40                        | 4:50                                     | -                               | 4:53                 | 4:59                       | 5:03                                     | 5:15                                       |
| 5:15   | 5:40   | 5:40                        | 5:50                                     | -                               | 5:53                 | 5:59                       | 6:03                                     | 6:15                                       |
| <b>411W Express</b>                            |  |                             |  |                                 |                      |                            |  |  |

# ROUTE 411W EXHIBIT A SB

WHIDBEY

SATURDAY ONLY



## ROUTE 4 NORTHBOUND

Harbor Station to  
Deception Pass State Park  
(SUNDAY ONLY)

| Depart<br>Harbor Station<br>at Bayshore Dr | Goldie Rd at<br>WhidbeyHealth<br>(North) | SR20 at<br>Whispering Pines | SR20 at<br>Northgate Dr | Troxell Rd at<br>Monkey Hill Rd* | Deception Pass<br>State Park |
|--|--|-----------------------------|-------------------------|----------------------------------|------------------------------|
| 9:00                                       | 9:05                                     | 9:09                        | 9:13                    | 9:14                             | 9:20                         |
| 11:00                                      | 11:05                                    | 11:09                       | 11:13                   | 11:14                            | 11:20                        |
| <b>2:00</b>                                | <b>2:05</b>                              | <b>2:09</b>                 | <b>2:13</b>             | <b>2:14</b>                      | <b>2:20</b>                  |
| <b>4:00</b>                                | <b>4:05</b>                              | <b>4:09</b>                 | <b>4:13</b>             | <b>4:14</b>                      | <b>4:20</b>                  |
| <b>5:00</b>                                | <b>5:05</b>                              | <b>5:09</b>                 | <b>5:13</b>             | <b>5:14</b>                      | <b>5:20</b>                  |

## ROUTE 4 SOUTHBOUND

Deception Pass State Park  
to Harbor Station  
(SUNDAY ONLY)

| Deception Pass<br>State Park | SR20 at<br>Banta Rd | SR20 at<br>Liberty Market | Goldie Rd at<br>Whidbey Health<br>(North) | Arrive<br>Harbor Station<br>at Bayshore Dr |
|------------------------------|---------------------|---------------------------|---|--|
| 9:25                         | 9:27                | 9:31                      | 9:35                                      | 9:45                                       |
| 11:25                        | 11:27               | 11:31                     | 11:35                                     | 11:45                                      |
| <b>2:25</b>                  | <b>2:27</b>         | <b>2:31</b>               | <b>2:35</b>                               | <b>2:45</b>                                |
| <b>4:25</b>                  | <b>4:27</b>         | <b>4:31</b>               | <b>4:35</b>                               | <b>4:45</b>                                |
| <b>5:25</b>                  | <b>5:27</b>         | <b>5:31</b>               | <b>5:35</b>                               | <b>5:45</b>                                |

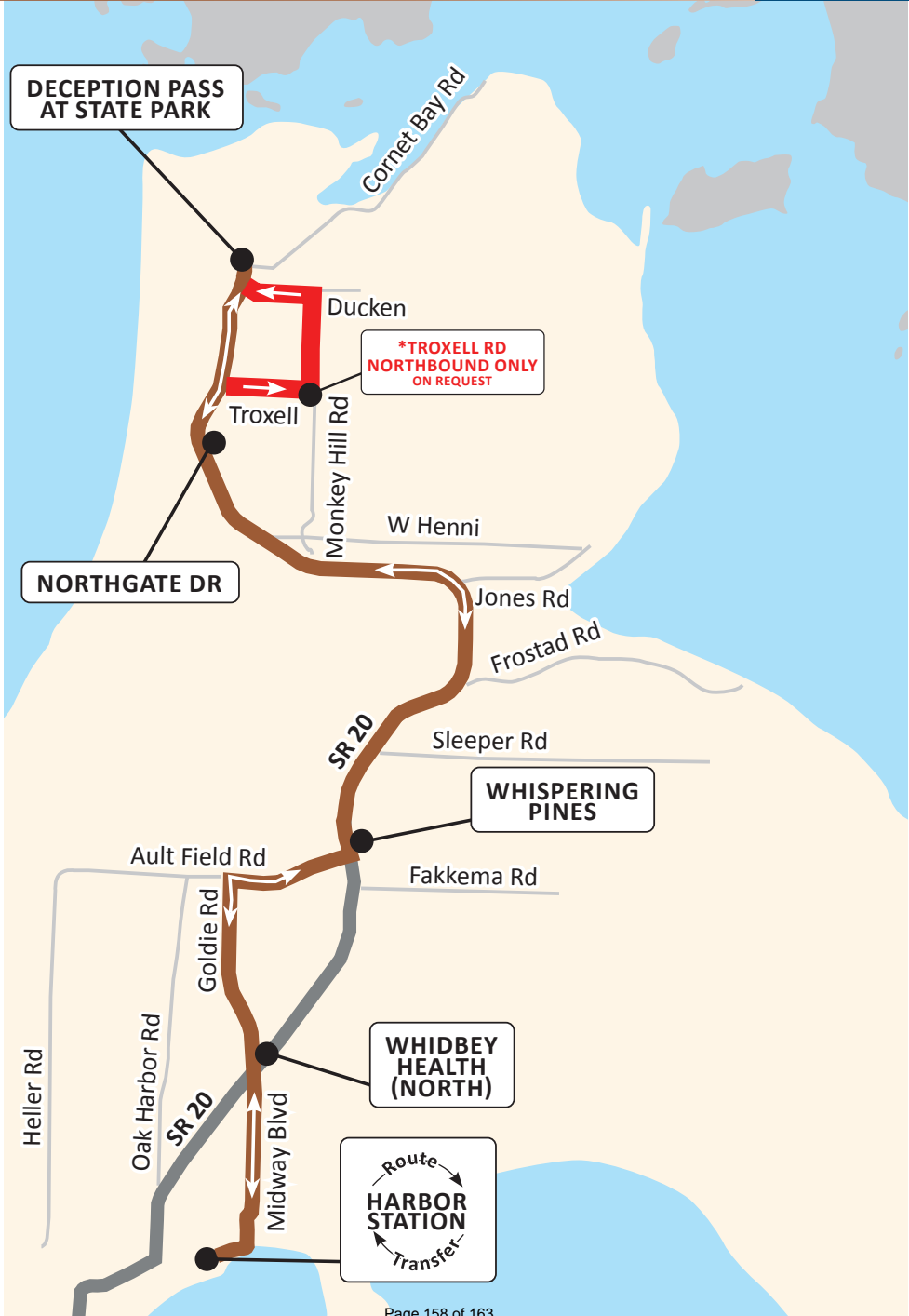
**Bold type denotes PM time-points.**

**\*Troxell Rd at Monkey Hill Rd, Service on request.** For pickup, request must be made before route departs Harbor Station. Call **360-678-7771** to request service.

# ROUTE 4 NB/SB – OH/DECEPTION PASS

WHIDBEY

SUNDAY ONLY



| ROUTE 60<br>NORTHBOUND             |                                     | EXHIBIT A Clinton to Freeland<br>via Langley<br>(SATURDAY & SUNDAY) |                               |                         |                              |                                   |  |              |                               |
|------------------------------------|-------------------------------------|---|-------------------------------|-------------------------|------------------------------|-----------------------------------|--|--------------|-------------------------------|
| Ferry Arriving<br>Clinton Terminal | Depart<br>Clinton Ferry<br>Terminal | Clinton P&R   | Ken's Korner<br>at Surface Rd | Langley Rd<br>at SR 525 | Camano Ave at<br>Langley P&R | Langley at 3rd St<br>& Anthes Ave | Maxwellton Rd at<br>South Whidbey<br>High School | Bayview P&R  | Arrive Freeland<br>at Main St |
| 7:50                               | 8:00                                | 8:01  | 8:08                          | 8:09                    | 8:15                         | 8:18                              | 8:23   | 8:26         | 8:33                          |
| 9:20                               | 9:35                                | 9:36  | 9:43                          | 9:44                    | 9:50                         | 9:53                              | 9:58   | 10:01        | 10:08                         |
| 10:20                              | 10:35                               | 10:36   | 10:43                         | 10:44                   | 10:50                        | 10:53                             | 10:58  | 11:01        | 11:08                         |
| 11:50                              | <b>12:00</b>                        | <b>12:01</b>  | <b>12:08</b>                  | <b>12:09</b>            | <b>12:15</b>                 | <b>12:18</b>                      | <b>12:23</b>                                     | <b>12:26</b> | <b>12:33</b>                  |
| 12:50                              | <b>1:05</b>                         | <b>1:06</b>   | <b>1:13</b>                   | <b>1:14</b>             | <b>1:20</b>                  | <b>1:23</b>                       | <b>1:28</b>                                      | <b>1:31</b>  | <b>1:38</b>                   |
| 2:25                               | <b>2:30</b>                         | <b>2:31</b>   | <b>2:38</b>                   | <b>2:39</b>             | <b>2:45</b>                  | <b>2:48</b>                       | <b>2:53</b>                                      | <b>2:56</b>  | <b>3:03</b>                   |
| 3:25                               | <b>3:45</b>                         | <b>3:46</b>   | <b>3:53</b>                   | <b>3:54</b>             | <b>4:00</b>                  | <b>4:03</b>                       | <b>4:08</b>                                      | <b>4:11</b>  | <b>4:18</b>                   |
| 5:00                               | <b>5:15</b>                         | <b>5:16</b>   | <b>5:23</b>                   | <b>5:24</b>             | <b>5:30</b>                  | <b>5:33</b>                       | <b>5:40</b>                                      | <b>5:42</b>  | <b>5:48</b>                   |
| 5:30                               | <b>5:45</b>                         | <b>5:46</b>   | <b>5:53</b>                   | <b>5:54</b>             | <b>6:00</b>                  | <b>6:03</b>                       | <b>6:10</b>                                      | <b>6:12</b>  | <b>6:18</b>                   |

**Bold** type denotes PM time-points

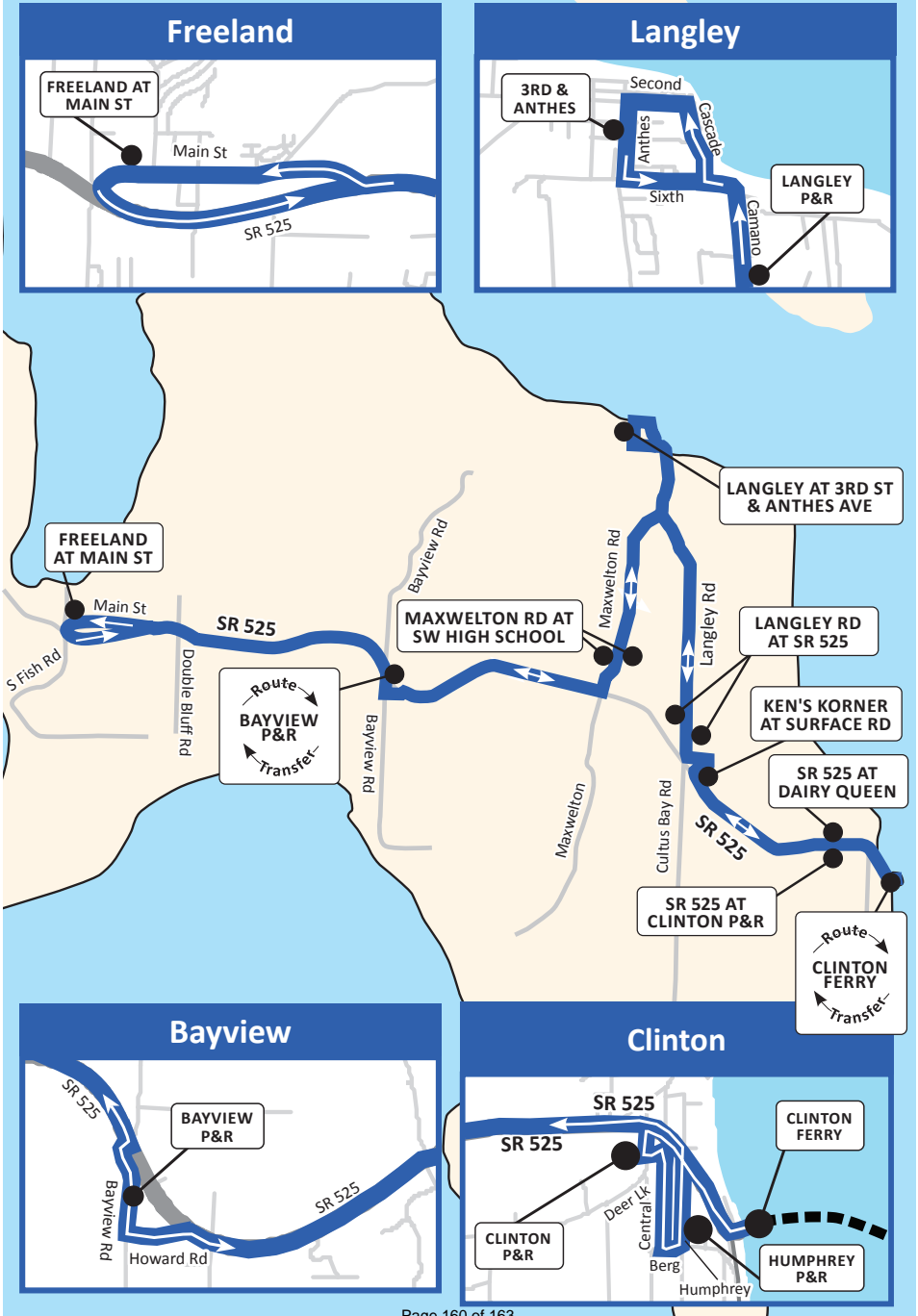
5:15 and 5:45 PM - Take Route 1 NB into Langley

| ROUTE 60<br>SOUTHBOUND        |              | Freeland to Clinton<br>via Langley<br>(SATURDAY & SUNDAY) |                              |                                   |                         |                               |             |                                  |                                   |
|-------------------------------|--------------|---|------------------------------|-----------------------------------|-------------------------|-------------------------------|-------------|----------------------------------|-----------------------------------|
| Depart Freeland<br>at Main St | Bayview P&R  | Maxwellton Rd at<br>SW High School                        | Camano Ave at<br>Langley P&R | Langley at 3rd St<br>& Anthes Ave | Langley Rd<br>at SR 525 | Ken's Korner<br>at Surface Rd | Clinton P&R | Arrive Clinton<br>Ferry Terminal | Ferry Leaving<br>Clinton Terminal |
| -                             | 7:00         | 7:03  | 7:08                         | 7:11                              | 7:18                    | 7:19                          | 7:23        | 7:25                             | 8:00                              |
| 9:00                          | 9:07         | 9:10  | 9:15                         | 9:18                              | 9:25                    | 9:26                          | 9:30        | 9:32                             | 10:00                             |
| 10:10                         | 10:17        | 10:20   | 10:25                        | 10:28                             | 10:35                   | 10:36                         | 10:40       | 10:42                            | 11:00                             |
| 11:10                         | 11:17        | 11:20   | 11:25                        | 11:28                             | 11:35                   | 11:36                         | 11:40       | 11:42                            | <b>12:00</b>                      |
| <b>12:35</b>                  | <b>12:40</b> | <b>12:43</b>  | <b>12:48</b>                 | <b>12:51</b>                      | <b>12:58</b>            | <b>12:59</b>                  | <b>1:04</b> | <b>1:06</b>                      | <b>1:30</b>                       |
| <b>1:45</b>                   | <b>1:52</b>  | <b>1:55</b>   | <b>2:00</b>                  | <b>2:03</b>                       | <b>2:10</b>             | <b>2:11</b>                   | <b>2:15</b> | <b>2:18</b>                      | <b>2:35</b>                       |
| <b>3:05</b>                   | <b>3:12</b>  | <b>3:15</b>   | <b>3:20</b>                  | <b>3:23</b>                       | <b>3:30</b>             | <b>3:31</b>                   | <b>3:35</b> | <b>3:37</b>                      | <b>3:50</b>                       |
| <b>4:20</b>                   | <b>4:27</b>  | <b>4:30</b>   | <b>4:35</b>                  | <b>4:38</b>                       | <b>4:45</b>             | <b>4:46</b>                   | <b>4:50</b> | <b>4:52</b>                      | <b>5:05</b>                       |

**Bold** type denotes PM time-points

7:00 AM - Take Route 1 SB into Langley

Ferry departure and arrival times may change. Please check [wsdot.com/ferries](http://wsdot.com/ferries) for current times.





## APPENDIX E

### PUBLIC OUTREACH & PARTICIPATION

|                                       |   |
|---------------------------------------|---|
| Public Comment Period:                | July 31 – August 31, 2023   |
| Contact Information:                  | Island Transit<br>ATTN: Assistant to the Executive Director<br>19758 SR 20<br>Coupeville, WA 98239<br>(360) 678-7771<br><a href="mailto:heppner@islandtransit.org">heppner@islandtransit.org</a>  |
| Draft Available for Review:           | Island Transit website – <a href="http://www.islandtransit.org">www.islandtransit.org</a><br><a href="mailto:heppner@islandtransit.org">heppner@islandtransit.org</a><br>(360) 678-7771<br>Whidbey and Camano administrative offices  |
| Hybrid Public Hearing:                | August 4, 2023, 9:30 AM   |
| Posted Notices:                       | <ul style="list-style-type: none"> <li>• July 29, August 9, 16, 23, 30, 2023 - Whidbey News Times</li> <li>• August 8, 15, 22, 29, 2023 - Stanwood Camano News</li> <li>• Island Transit Website</li> <li>• Social Media</li> <li>• Island Transit Operations &amp; Administration<br/>Building 19758 SR20, Coupeville, WA 98239</li> <li>• Camano Satellite Base<br/>174 Can Ku Road, Camano Island, WA 98282</li> </ul> |
| Board of Directors Adopts TDP         | September 1, 2023 Board Meeting - Resolution No. 6-23   |
| Transit Development Plan Distributed: | <ul style="list-style-type: none"> <li>• WSDOT GMS Compliance Module</li> <li>• Island Region Transportation Planning Organization</li> <li>• City and Town Halls: Langley, Coupeville, Oak Harbor</li> <li>• Naval Air Station Whidbey Island</li> </ul>   |

**EXHIBIT A**

**APPENDIX F**

**PUBLIC COMMENTS**

No public comment as of September 1, 2023.

**EXHIBIT A**

**APPENDIX G**

**RESOLUTION NO. 6-23**

## RESOLUTION NO. 6-23

A RESOLUTION of the Board of Directors of the Island County Public Transportation Benefit Area Corporation adopting the Island Transit Six-Year Transit Development Plan 2023-2028 as set forth in Exhibit A, attached hereto and incorporated herein by this reference, and authorizing 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 2023-2028.

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, prior to adoption the required public hearing took place on August 4, 2023, and all public notification and participation procedures required by Island Transit's Public Participation Plan and RCW 35.58.2795 were fulfilled; and

WHEREAS, the Board of Directors of Island Transit desires to adopt Island Transit's 2023-2028 Transit Development Plan (TDP), as set forth in Exhibit A, attached hereto and incorporated herein by this reference; and

WHEREAS, the Board of Directors of Island Transit 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 2023-2028.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Island County Public Transportation Benefit Area Corporation that they hereby adopt the Island Transit Six-Year Transit Development Plan 2023-2028 as 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 2023-2028.

ADOPTED at an open public meeting of the Board of Directors of Island Transit on September 8, 2023.

APPROVED AS TO FORM:

Matthew Hendricks, Attorney

Beth Munns, Chair

Janet St. Clair, Secretary

*Signed on behalf of the Board of Directors by  
Meghan Heppner, Clerk of the Board.  
See minutes for approval.*