



EVERETT TRANSIT

2022

Transit Development Plan 2022 – 2027  
and 2021 Annual Report



Final

Public Hearing at  
Everett City Council

August 31, 2022

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## Plan adoption, public hearing, and distribution

Everett Transit’s final draft of the 2022 Transportation Development Plan (TDP) is scheduled for discussion on August 16, 2022, with the Transportation Action Committee (TAC). The TAC reviews, comments, and recommends the City Council accept and conduct the public hearing. The City Council presentation and public hearing is scheduled for Wednesday, August 31, 2022.

Distribution will include WSDOT, the Transportation Improvement Board, the City of Everett, Snohomish County, and the Puget Sound Regional Council.

## Mission Statement

Everett Transit provides safe, customer-focused, cost efficient, effective, and innovative public transit and transportation management services in support of sustainable growth and a livable community.

## Description of service area, operations, and facilities

Everett Transit is a municipally owned and operated transit system.

Department: Transportation Services  
 Divisions: Transit Operations and Transit Services  
 Sections: Administration, Transportation Services, Finance, Everett Station

The mayor is the Chief Executive Officer of the City of Everett. The Transportation Services Director is part of the mayor’s senior management team.

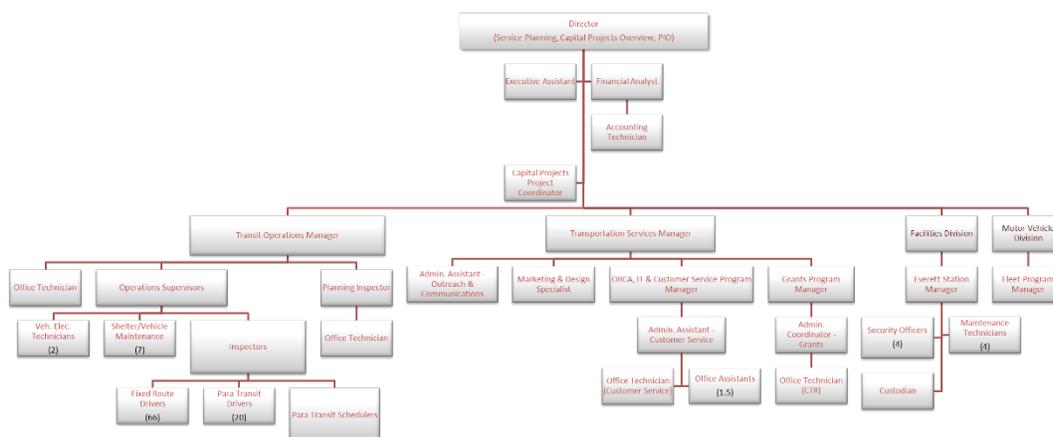
The Transportation Services section encompasses daily operations and support functions to daily operations. The City’s Facilities division provides management oversight for Everett Station staff and transit facilities project coordinator. The Motor Vehicles division provides oversight for transit employees engaged in fleet procurement and maintenance.

The Everett Municipal Code gives the mayor the authority to modify service and adjust schedules. The Everett City Council has the authority to establish fares and recommend tax rates, subject to voter approval.

As of January 2022, the Transit Division employed 142 full-time equivalents allocated to the following sections:

Fixed-Route: 105 (0 unfilled as of Jan. 2022)  
 Demand Response: 26 (2 unfilled as of Jan. 2022)  
 Everett Station: 11 (1 unfilled as of Jan. 2022)

The Organization Chart below depicts the staffing levels and distribution as of January 2022.



Everett Transit (ET) has the following office and facility locations:

Administrative Offices

3201 Smith Ave., Suite 215  
Everett, WA 98201

Operations Center

3225 Cedar Street  
Everett, WA 98201

Maintenance Facilities

3227 Cedar St.  
Everett, WA 98201

Everett Station

3201 Smith Ave.  
Everett, WA 98201

College Station

2200 Tower St.  
Everett, WA 98201

Mall Station

1330 SE Everett Mall Way  
Everett, WA 98204

In addition to the administrative and maintenance facilities, Everett Transit owns and administers a regional multi-modal transportation and employment service center known as Everett Station. Please reference the appendix for a list of Everett Transit’s equipment, facilities, and revenue vehicles.

As of December 31, 2021, Everett Transit provided fixed-route service on nine routes with corresponding paratransit service. In March of 2021, service restoration began with restoring Sunday service. The October 2021 service change restored service to approximately 91% of pre-pandemic levels by adding nearly 11,000 additional hours of service. Route 6 was restored to seven day a week service at that time and significant service was added to multiple other routes, including the 29, 7 and 2. The route 4 was modified to serve growing employment opportunities in northeast Everett.

The major route layover/destination areas are near the Everett Community College in North Everett, Everett Station, Everett Mall in South Everett and Seaway Transit Center in the southwest industrial area. Reference the appendix to view a system map depicting the entire Everett Transit service area.

Most regular routes operate seven days per week and on select holidays. Weekday service includes service to the Boeing Plant, Everett Community College, Washington State University various business parks, and the Mukilteo Ferry. System headways vary between 15 and 60 minutes on weekdays, 20 and 60 minutes on Saturdays, and 30 and 60 minutes on Sundays. The span of service is generally from 5:00 a.m. to 11:00 p.m. on weekdays and from 7 a.m. to 10 p.m. on Saturdays and Sundays.

**Everett Transit Fare Structure per Boarding**

Fixed-route, Full (Adult) Fare .....	\$2.00
ORCA LIFT .....	\$1.50
Fixed-route, Youth (6-18) .....	\$1.50
Fixed-route, Regional Reduced Fare Permit (RRFP) .....	\$0.50
Paratransit, ADA or age 65 and over, (Demand Responsive Service).....	\$2.00

## Everett Transit Fares for Monthly Passes and Ticket Books

- ORCA cards may be used to load monthly passes and/or dollar value for fare payment. The cost of monthly Puget Passes associated with the ET fares are: Full Fare \$72; ORCA LIFT \$54, Youth \$54; RRF holders for \$18.
- Fixed-route ticket books are available only to social services agencies for either youth or full fare.
- Paratransit ticket books and monthly passes are available to eligible customers for use on ET paratransit vans and are also accepted on ET fixed-route buses.

## Everett Transit provides service to the following major destinations/areas

- Everett Community College
- Washington State University
- Everett Mall
- Naval Station Everett
- Seaway Transit Center
- Everett Station (Park and Ride, WorkSource, Amtrak, Greyhound and regional transit connections)
- Everett Central Business District
- Everett Clinic
- Mukilteo Ferry Dock
- Providence Hospitals
- Everett Public Libraries
- Kaiser Permanente Medical Center
- South Everett Freeway Station
- Mariner Park and Ride
- Social Security Office
- Everett Marina
- Silver Lake Park
- Forest Park
- Legion Park
- Cascade High School
- Everett High School
- Sequoia High School
- Everett Gospel Mission
- Snohomish County Complex
- Merrill Creek/Hardeson Business Area
- The Carl Gipson Senior Center of Everett
- WA State DSHS/Employment Security
- Paine Field Airport

Numerous common bus stops are shared with Sound Transit the regional system, and Community Transit the countywide system, within our city limits. ET also connects in Mukilteo with the Washington State Ferry (WSF) system's service between Mukilteo and Clinton.

## State and agency goals, objectives, and accomplishments

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

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

As the pandemic stretched through 2021 ridership remained much lower than pre-pandemic levels. In 2021, fixed route ridership carried an average of 48% of the ridership it carried pre-pandemic. The year finished with fixed route carrying roughly 60% of the ridership it had pre-pandemic. Paratransit ridership began the year carrying barely 30% of pre-pandemic ridership and concluded the year carrying roughly 45% of pre-pandemic ridership.

While 2020 was marked with numerous unscripted service levels adjustments due to the unfolding public health emergency, 2021 held to the standard quarterly service adjustment intervals.

- **March 2021:** Sunday service, suspended during the pandemic was restored. However, the routes 6 (Everett Station to the Waterfront) continued to be suspended and route 70 (Mukilteo Station to Boeing) was indefinitely suspended due to extremely low usage.
- **June 2021:** There were no significant changes to service levels for the June.
- **October 2021:** Traditionally the fall service adjustment occurs in September. In preparation for a significant service expansion, we moved this to October in order to have sufficient time to hire and train a significant number of new operators required for the service expansion. Significant additions to service included:
  - A total service increase of 18 percent. This brought Everett Transit back to approximately 91% of pre-pandemic level of service.
  - The route 7 service was restored to every fifteen minutes during the day Monday through Friday.
  - The route 29 significantly increased service to every 30 minutes during the day Monday through Friday.
  - The route 6 from Everett Station to the Waterfront was restored to 7 days a week.
  - The route 4 was modified to connect customers to growing employment opportunities in the Riverside Business Park in northeast Everett.
  - The route 2 connecting Everett Mall to Mariner Park & Ride added Sunday service.
- **December 2021:** There were no significant changes to service levels in December.

2022 service adjustments will be primarily limited to schedule integrity and efficiency.

Customers continued to access real-time information through the Everett Transit Arrivals (ETA) program. The system is accessible by texting or calling the automated system. In 2021, there were 16,837 texts and 33,782 calls managed by the system. Staff observed a continued decrease in the number of calls processed by the ETA system as a result of the impacts of COVID 19 and reduced ridership.

Everett Transit updated its Title VI program 2021-2023 for the Federal Transit Administration to reflect changes in Census data for the agency's service area. Title VI training was attended by two program staff, one service scheduler and one outreach coordinator.

Disadvantaged Business Enterprise (DBE) Goals for 2021 to 2023 were updated based on future projects; DBE goals were set at 2 percent.

Everett Transit received \$8.9M in CRRSAA funding for COVID-19 relief from the Federal Transit Administration used for operating costs during the pandemic.

### **Facilities projects completed**

- Security Fencing at 3600 Smith Avenue
- Transit Maintenance Roof Coating
- Transit Operations and Maintenance Arc Flash Assessment

### **Equipment projects**

- Next Generation ORCA project – completed Final Design Review and began user training in 2021.

### **Long Range Plan**

Continued to implement elements of the Long-Range Plan as adopted by Council in 2018, and as resources permitted.

## **Action Strategies 2022-2027**

For the 2022-2027 time period, the following action strategies will be pursued to meet the five State Policy Objectives listed below.

*While the six-year plan has every intention of preserving and improving transit service in the City of Everett, the impact of the COVID-19 pandemic created an opportunity to rethink our transit priorities. Service is being restored strategically with focus on underserved communities, access to schools, health services and major employers. The impact of the pandemic has created the need to establish a new base line from which to build.*

*At council's direction, 2022 began with a new, 18-month study of a consolidated system with Community Transit. The joint study will be completed by Q3 2023.*

### **1) Preserve and improve existing public transportation service levels.**

#### **a) Continue implementing strategic service adjustments.**

- i) Continue to monitor post pandemic ridership patterns and modify fixed route service, where possible, to maximize service relevance and effectiveness.
- ii) Establish new baseline performance indicators to better understand mid and long-term impacts of the pandemic to public transportation usage.
- iii) Continue coordination with Community Transit for both local and *Swift* (BRT) services.

- iv) Begin a preliminary review of ET's Long-Range Plan with the impacts of the pandemic in mind. This plan is due for revision in 2023.
  - v) Support the council's steering committee to identify and detail what a potential merger with Community Transit would look like.
- b) Develop and implement a marketing and outreach campaign to stimulate consumer confidence in public transportation and Everett Transit specifically.**
- i) Identify and address real and perceived concerns about safety and health issues among the public in the aftermath of the pandemic.
  - ii) Strategically engage current users, former users and potential users of Everett Transit's services to demonstrate transit's safety, ease of use and affordability.
  - iii) Work with regional partners conducting similar marketing campaigns to present a consistent collective narrative.
  - iv) Continue to gather public comments and information from online open forums and public meetings to optimize route and schedule effectiveness.
- c) Improve customer information.**
- i) Continue interagency schedule coordination, develop and update transit schedules, and electronic products, create timely and effective information materials to improve customer engagement.
  - ii) Continue to leverage social media adoption as the growing preference for consuming information.
  - iii) Continue to monitor the effectiveness of our communication channels to customers with disabilities.
  - iv) Continue outreach to support non-English speaking customers through ET's Language Assistance Plan.
  - v) Continue to evaluate and modify the tracking and response system for customer comments.
  - vi) Continue to improve the customer experience on our website and through social media.
  - vii) Maintain increased number of schedule holders at bus stops and monitor stop usage.
- d) Increase community engagement in the transit planning process.**
- i) Continue to solicit customer input through public meetings, customer surveys, and transit fairs (when feasible) and at employment sites affected by the City's Commute Trip Reduction Ordinance. Annual outreach events include various community events, job fairs, and multicultural job fairs. Nearly 80% of Everett Transit's annual events include minority and low-income populations.
  - ii) Continue to use the feedback provided through the Voices of Everett Transit (VET) customer comment database to assist us in better meeting the needs and exceeding the expectations of customers.
  - iii) Provide briefings and transit updates to civic and community organizations and neighborhood associations throughout the year regarding service changes or projects, and upon request.
  - iv) Continue to evaluate each customer request for service in a timely and fair manner.

**e) Implement recommendations for continued service and routing enhancements through downtown Everett.**

- i) Invite and involve all stakeholders into conversations about potential impacts to service in the downtown service area. These conversations should factor in service provided by Everett Transit, Community Transit, the regional service of Sound Transit as well as rideshare services and other service providers.
- ii) Continue coordination and planning with the Port of Everett for public transportation elements of the North Marina redevelopment project, including transportation links to downtown and Everett Station.
- iii) Continue to coordinate expansion of connecting service to the Riverfront development.

**f) Continue to utilize the City's Geographic Information Systems (GIS) services for transit facility improvements planning.**

- i) Continue the use of GIS to track bus stops, facilities, and amenities for maintenance purposes.
- ii) Create and identify mapping layers to be used in 1) delineating bus service on existing roadways; 2) bus stops and facilities/amenities; and 3) referencing of bus routes in the city for the purpose of land use permitting, roadway impacts, and other related activities.

**g) Continue to coordinate with the City of Everett Emergency Management to prepare for disaster/emergency response and recovery.**

**2) Preserve existing public transportation facilities and equipment.**

- a) Continue to use preventive maintenance in order to keep equipment and facilities in optimal condition.
- b) Replace aging fleet as funds become available. Between 2022 and 2027 approximately thirty-one fixed-route buses and approximately twenty-five paratransit vans will come due for replacement.
- c) Continue to replace and add shelters, benches, and trash receptacles as funds become available. Evaluate shelter replacement in consideration of stop usage.
- d) Design and develop a replacement maintenance facility to accommodate future growth, including growing electric vehicle operations.
- e) Continue introducing electric vehicles to the fixed-route fleet with ten replacement buses arriving in Q4 2022 and Q1 2023.
- f) Continue implementation and updates to the Transit Asset Management Plan (TAM).
- g) Continued implementation of the Public Transportation Agency Safety Plan (PTASP) per federal requirements.

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

Continue support of the multi-modal transportation center at Everett Station, including management of Station's operations, maintenance, and security; and continue coordination of transit, intercity bus, and rail services.

**4) Public transportation providers will continue to meet Americans with Disabilities Act (ADA) and state barrier-free design regulations to improve mobility for all individuals.**

- a. Continue to meet all the requirements of the ADA as it applies to fixed-route and paratransit services.
- b. Maintain partnership with Community Transit in processing paratransit eligibility applications.
- c. Provide all customer materials, including schedule books and information brochures, in alternative formats upon request.
- d. Ensure all capital facilities and telecommunication equipment meets ADA requirements.
- e. Continue work on the ADA Transition plan/transportation element.

**5) Improve and develop urban public transportation services, facilities, and programs, including as options high-capacity transit (HCT), high occupancy vehicle (HOV) lanes, and transportation demand management (TDM), to respond to growth and to meet local and regional economic development, congestion, energy and clean air objectives.**

Everett Transit continues to work with other Puget Sound transportation agencies in implementing and updating smart card technology for fare payment and funding additional CTR efforts for employers implementing innovative trip reduction measures. Everett Transit continues its commitment to electrify its fleet.

**a. Support the implementation of the State’s Commute Trip Reduction (CTR) Law.**

- i. Support outreach activities to employer sites with staff, informational materials, and any other resources as available.
- ii. Adapt and employ technology for innovative solutions to reach employers during the COVID crisis and recovery.

**b. Increase participation in the City’s CTR program (MOVE).**

- i. Continue to promote the use of alternative modes of commuting by City employees.
- ii. Continue to implement the expansion of the MOVE program as resources allow.
- iii. Maintain the MOVE program brochure to all City employees. Expand the MOVE program with additional marketing and promotions to targeted groups of employees that will increase the use of alternative modes of commuting.

## Local performance measures and targets

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

For equipment and facilities, a 5-point scale is used to reflect the condition of the asset, a rating system used in the Federal Transit Administration’s Transit Economic Requirements Model: 5.0-Excellent; 4.0-Good; 3.0-Adequate; 2.0-Marginal; and 1.0-Poor.

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

Everett Transit’s 2021 Transit Asset Management Plan had a State of Good Repair (SGR) target of 80%. Although Everett Transit fell short of its 80% SGR target in 2021, 10 new electric buses on order will bring the SGR back up above 80% by 2023.

Everett Transit’s Safety Performance Targets, developed per the requirements of the Federal Transit Administration, demonstrate both percentage reduction and aspirational targets. Everett Transit’s performance targets are shared with the Puget Sound Regional Council.

## 2021 Safety Performance Targets

**Estimated** Vehicle Revenue Miles (VRM) Fixed Route = 990,000 | **Estimated** VRM Paratransit = 300,000

Mode of Service	Fatalities Total	Fatalities per 100K VRM	Injuries Total	Injuries per 100K VRM	Safety Events Total	Safety Events Per 100K VRM	*System Reliability
Fixed Route	0	0	2	.20	4	.40	10,000
Paratransit	0	0	2	.67	2	.67	35,000

## 2021 Safety Performance Actual

**Actual** Vehicle Revenue Miles (VRM) Fixed Route = 988,149 | **Actual** VRM Paratransit = 296,098

Mode of Service	Fatalities Total	Fatalities per 100K VRM	Injuries Total	Injuries per 100K VRM	Safety Events Total	Safety Events Per 100K VRM	System Reliability
Fixed Route	0	0	4	.40	7	.71	11,764
Paratransit	0	0	0	0	0	0	296,098

## 2022 Safety Performance Targets

Estimated Vehicle Revenue Miles (VRM) Fixed Route = **1,190,000** | Estimate VRM Paratransit = **310,000**

Mode of Service	Fatalities Total	Fatalities per 100K VRM	Injuries Total	Injuries per 100K VRM	Safety Events Total	Safety Events Per 100K VRM	System Reliability
Fixed Route	0	0	2	.17	4	.34	10,000
Paratransit	0	0	2	.65	2	.65	35,000

## Plan consistency

Everett Transit's Transportation Development Plan is consistent and supported by the City of Everett's Comprehensive Plan which is adopted by the City Council.

Projects are first programmed into the City of Everett's Transportation Improvement Program and presented to City Council.

Everett Transit is a member of the Seattle/Everett/Tacoma Urbanized Area (UZA) and as such falls under the metropolitan planning agency, the Puget Sound Regional Council (PSRC). Under the guidance of PSRC grant funded projects are programmed into the State Transportation Improvement Program (STIP). For each project, STIP applications indicate the section of the comprehensive plan that supports it.

Planning and coordination efforts with regional transportation partners are facilitated at PSRC through the Federal Transit Administration (FTA) Caucus group, the Transit Operator's Committee (TOC) and the Regional Project Evaluation Committee (RPEC). Transit partners in the region work very closely with one another to achieve integration of services.

## Planned capital expenses 2022-2027

<b>Preservation</b>	2022	2023	2024	2025	2026	2027
Maintenance Equipment						
Paratransit Vehicles					316,211	
Everett Station PM/Upgrades	1,810,000	1,661,000	549,200	3,018,300	579,849	579,849
Support Equipment	285,000	2,538,000				
<b>Improvements</b>						
Transit Buses*		9,826,950	2,600,000			
Electric Bus Charging Infrastructure	3,805,000	275,000				
Park & Ride Expansion						
Bus Stop Improvements-Rucker		1,000,000				
Everett Station Passenger Amenities	146,166	267,944	109,373	109,373	130,128	130,128
Everett Station Lighting Upgrades	75,000					
Expansion Operations Base						
Bus AVL/APA/APC Tech upgrade		1,000,000				
ngORCA	269,016	11,200				
<b>Total Capital Expense</b>	<b>6,390,182</b>	<b>16,580,094</b>	<b>3,258,573</b>	<b>3,127,673</b>	<b>1,026,188</b>	<b>709,977</b>

*\*Transit buses are considered an improvement because the agency is buying all fixed route electric vehicles.*

# Planned Operating Changes 2022-2027

2022	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Grow fixed route service by 5-10%</li> <li>• Improve frequency on highest ridership routes and improve access to employers</li> <li>• Increased funding available through the Move Ahead Washington legislation means the implementation of fare free transit for ages 18 and under</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Everett Station preventive maintenance: begin elevator rehab</li> <li>• Exterior lighting to be installed at Everett Station</li> <li>• Begin Great Hall rehab and installation of ADA enhancements</li> <li>• Electronic wayfinding signage at Everett Station</li> <li>• Add four cabinet chargers for the electric buses</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Implement inductive charging at Eclipse Mill Park (Riverfront) and transit operations</li> <li>• Begin replacement of ten diesel buses with electric buses Q4</li> </ul>
2023	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Grow service by 5-10% including restoration of service to all high school and middle schools previously served</li> <li>• Service growth is made possible through the Move Ahead WA legislation that infuses an additional \$2M annually into operating funds</li> <li>• Implement Riverfront to Waterfront route to completed Riverfront facility, including inductive charging capability at Riverfront layover</li> <li>• Implementation of the new route 17</li> <li>• Modifications to other routes to increase service efficiency in south Everett</li> <li>• Continued emphasis on customer engagement with a view to providing essential and meaningful mobility options</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Everett Station elevator rehab project</li> <li>• Begin upgrade of fire alarm control panels</li> <li>• Complete installation of ADA enhancements at Everett Station and Great Hall rehabilitation</li> <li>• Complete installation of electronic wayfinding signage at Everett Station</li> <li>• Inductive charging infrastructure implementation at various field locations</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Complete replacement of ten diesel buses with electric, Q1</li> <li>• Begin replacement study of on-board Integrated Technology Systems (ITS)</li> </ul>
2024	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Service adjustments for schedule integrity and delivery optimization</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Expand electric bus chargers and infrastructure at the operations center</li> <li>• Everett Station complete upgrade of fire alarm control panels</li> <li>• Install electronic wayfinding signage at College Station and Mall Station</li> <li>• Everett station sidewalk rehabilitation</li> <li>• Continue replacing passenger amenities to current standard</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace five fixed-route buses with electric buses</li> <li>• Replace three paratransit vehicles</li> </ul>
2025	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Fixed route service adjustments for schedule integrity and delivery optimization</li> <li>• Micro-transit pilot project contingent upon award of discretionary grant funding</li> </ul>

<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Everett Station repair or replace granite walkway</li> <li>• Passenger amenities: Install wire mesh shelters</li> <li>• Everett Station HVAC control software upgrade</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace sixteen fixed-route buses with electric buses</li> <li>• Replace four paratransit vehicles</li> </ul>
<b>2026</b>	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Fixed route service adjustments for schedule integrity and delivery optimization.</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Everett Station replace PA system</li> <li>• Passenger amenities: Replace shelters at Mall Station</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace nine paratransit vehicles</li> <li>• Complete replacement of 16 fixed-route buses to electric.</li> </ul>
<b>2027</b>	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Fixed route service adjustments for schedule integrity and delivery optimization.</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Everett Station replace lighting for Great Hall and Conference Center</li> <li>• Passenger amenities: replace shelters at College Station</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace nine paratransit vehicles</li> </ul>

## Operating Data 2021-2027

<b>Fixed Route Services</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Revenue Vehicle Hours	83,710	92,388	99,779	102,772	105,855	109,031	112,302
Total Vehicle Hours	91,692	98,568	106,453	109,647	112,936	116,324	119,814
Revenue Vehicle Miles	988,149	1,111,973	1,200,931	1,236,959	1,274,068	1,312,290	1,351,658
Total Vehicle Miles	1,155,910	1,294,619	1,398,188	1,440,134	1,483,338	1,527,838	1,573,673
Passenger Trips	761,882	909,564	982,329	1,011,706	1,042,057	1,073,319	1,105,519
Fatalities	0						
Reportable Injuries	4						
Collisions	7						
Diesel Fuel Consumed (gallons)	202,709	220,345	154,245	88,145	22,045	22,045	22,045

<b>Demand Response Services</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Revenue Vehicle Hours	25,211	27,233	29,412	30,294	31,203	32,139	33,103
Total Vehicle Hours	27,404	29,684	32,059	33,020	34,011	35,031	36,082
Revenue Vehicle Miles	296,098	320,412	34,6045	35,6426	36,7119	37,8133	38,9477
Total Vehicle Miles	331,589	358,861	387,138	398,752	410,715	423,036	435,727
Passenger Trips	51,780	59,188	63,923	65,841	67,816	69,850	71,946
Fatalities	0						
Reportable Injuries	0						
Collisions	0						
Gasoline Consumed (gallons)	54,197	57,824	62,450	64,323	66,253	68,240	70,287

## Multiyear financial plan 2022-2027

	2021	2022	2023	2024	2025	2026	2027
<b>Operating Revenue and Expenditures</b>	<b>Actuals</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>
Beginning Balance - January 1,	7,449,395	13,291,047	14,072,505	17,540,892	18,851,434	19,973,277	19,666,859
Operational Reserve		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
<b>Revenues</b>							
Sales Tax (1)	23,989,884	22,736,471	23,032,045	23,492,686	23,962,540	24,441,791	24,808,417
Farebox (2)	730,506	937,576	1,125,091	1,350,109	1,620,131	1,652,533	1,685,584
FTA Preventive Maintenance (3)	418,519	940,954	940,954	960,457	960,457	960,457	960,457
Federal Pandemic Relief Funds (4)	10,160,976	10,000,000	2,083,703	-	-	-	-
State Operating Grants (5)	924,366	857,912	2,903,155	2,903,155	2,903,155	2,903,155	2,903,155
Everett Station (6)	1,012,696	1,090,261	946,626	975,025	1,004,276	1,034,404	1,065,436
Other (7)	400,834	187,989	193,629	199,438	205,421	211,583	217,931
<b>Total Operating Revenues</b>	<b>37,637,781</b>	<b>36,751,163</b>	<b>31,225,202</b>	<b>29,880,869</b>	<b>30,655,978</b>	<b>31,203,922</b>	<b>31,640,979</b>
<b>Expenditures</b>							
Fixed Route-P&M (A)	13,054,676	14,722,863	15,900,692	16,377,713	16,934,555	17,510,330	18,105,681
SWIFT BRT Tax Share (B)	1,941,957	1,894,706	1,919,337	1,957,724	1,996,878	2,036,816	2,067,368
Paratransit ADA-P&M (A)	3,076,414	4,096,818	4,424,563	4,557,300	4,712,248	4,872,465	5,038,129
Everett Station (A)	1,498,815	1,803,935	1,948,250	2,006,697	2,074,925	2,145,472	2,218,419
Administrative Expense (A)	2,224,267	3,451,383	3,563,973	3,670,892	3,815,529	3,945,257	4,079,396
Transfer to Capital Reserve (C)		10,000,000	-	-	-	1,000,000	-
Transfer to Operations Reserve (D)	5,000,000	-	-	-	-	-	-
<b>Total Expenses</b>	<b>26,796,129</b>	<b>35,969,705</b>	<b>27,756,815</b>	<b>28,570,326</b>	<b>29,534,136</b>	<b>31,510,340</b>	<b>31,508,992</b>
Ending Balance - December 31,	18,291,047	14,072,505	17,540,892	18,851,434	19,973,277	19,666,859	19,798,846
	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>Capital Revenue and Expenditures</b>	<b>Actuals</b>	<b>Budgeted</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>
Beginning Balance January 1,	5,423,145	5,595,588	11,287,302	5,976,761	5,020,282	2,060,703	2,202,609
<b>Revenue</b>							
Federal Sec.5307 Grants	3,756	60,407	8,555,178	63,992	63,992	63,992	63,992
Federal Sec.5339 Grants	1,313,943	101,489	214,375	104,102	104,102	104,102	104,102
FTA Formula Grants	-	-	-	-	-	-	-
State Capital Grant - WSDOT	-	1,920,000	-	-	-	-	-
Transfer From Operating	-	10,000,000	-	-	-	1,000,000	-
VW Settlement	1,005,210	-	-	2,134,000	-	-	-
<b>Total Available</b>	<b>2,322,909</b>	<b>12,081,896</b>	<b>8,769,553</b>	<b>2,302,094</b>	<b>168,094</b>	<b>1,168,094</b>	<b>168,094</b>
<b>Expenditures</b>							
Fixed Route Fleet Replacement	1,918,326	-	9,826,950	2,600,000	-	-	-
Chargers/Electric Bus Infrastructure	6,310	2,700,000	-	-	-	-	-
Eclipse Mill Park Conductive with PUD	-	830,000	-	-	-	-	-
Electric Charging Generator	-	275,000	275,000	-	-	-	-
Bus Stop Improvements - Rucker	-	-	1,000,000	-	-	-	-
Support Equipment Replacement	28,965	10,000	38,000	-	-	-	-
Support Vehicle Replacement	46,710	25,000	-	-	-	-	-
Everett Station Preventative Maint.	-	79,849	79,849	79,849	79,849	79,849	79,849
Everett Station Major Repairs	126,708	230,151	1,581,151	469,351	2,938,451	500,000	500,000
Everett Station Great Hall	-	1,500,000	-	-	-	-	-
Everett Station Lighting Upgrades	3,066	75,000	-	-	-	-	-
Everett Station Passenger Amenities	66,068	146,166	267,944	109,373	109,373	130,128	130,128
Paratransit Vehicles	-	-	-	-	-	316,211	-
Ops Security Fence/Gate	-	250,000	-	-	-	-	-
New Operations Base - Environmental	103,414	-	-	-	-	-	-
NgORCA Upgrade	286,146	269,016	11,200	-	-	-	-
Bus AVL/APA/APC	-	-	1,000,000	-	-	-	-
<b>Total Capital Obligations</b>	<b>2,585,713</b>	<b>6,390,182</b>	<b>14,080,094</b>	<b>3,258,573</b>	<b>3,127,673</b>	<b>1,026,188</b>	<b>709,977</b>
Ending Balance - December 31,	5,160,341	11,287,302	5,976,761	5,020,282	2,060,703	2,202,609	1,660,726

## Multiyear financial plan footnotes

1. Sales tax projections provided by City of Everett.
  2. Fare revenues appear to be slowly recovering from pandemic lows.
  3. The application of FTA formula grant funds is included in FTA preventive maintenance for the years 2021-2027.
  4. Pandemic relief funds.
  5. State operating grants for paratransit assistance as well as Move Ahead WA state funding.
  6. Everett Station revenue will increase slightly due to the new lease with the Bezo's Academy
  7. Other investments, advertising, and misc. revenue.
- 
- A. Costs are expected to increase substantially in 2023 due to inflation after 2023 we expect inflation back to 3%.
  - B. Everett Transit and Community Transit entered into an interlocal agreement from December 2007 through December 2022 to share sales and use tax at 0.005% of sales and use activity in the City of Everett. This tax share therefore fluctuates according to sales and use activity as projected in sales tax (1).
  - C. Transfers are made from operating reserves to capital reserves as required for local match of anticipated federal grant funds.
  - D. Established a \$5M operations reserve to assure continuity of service in poor economic times.

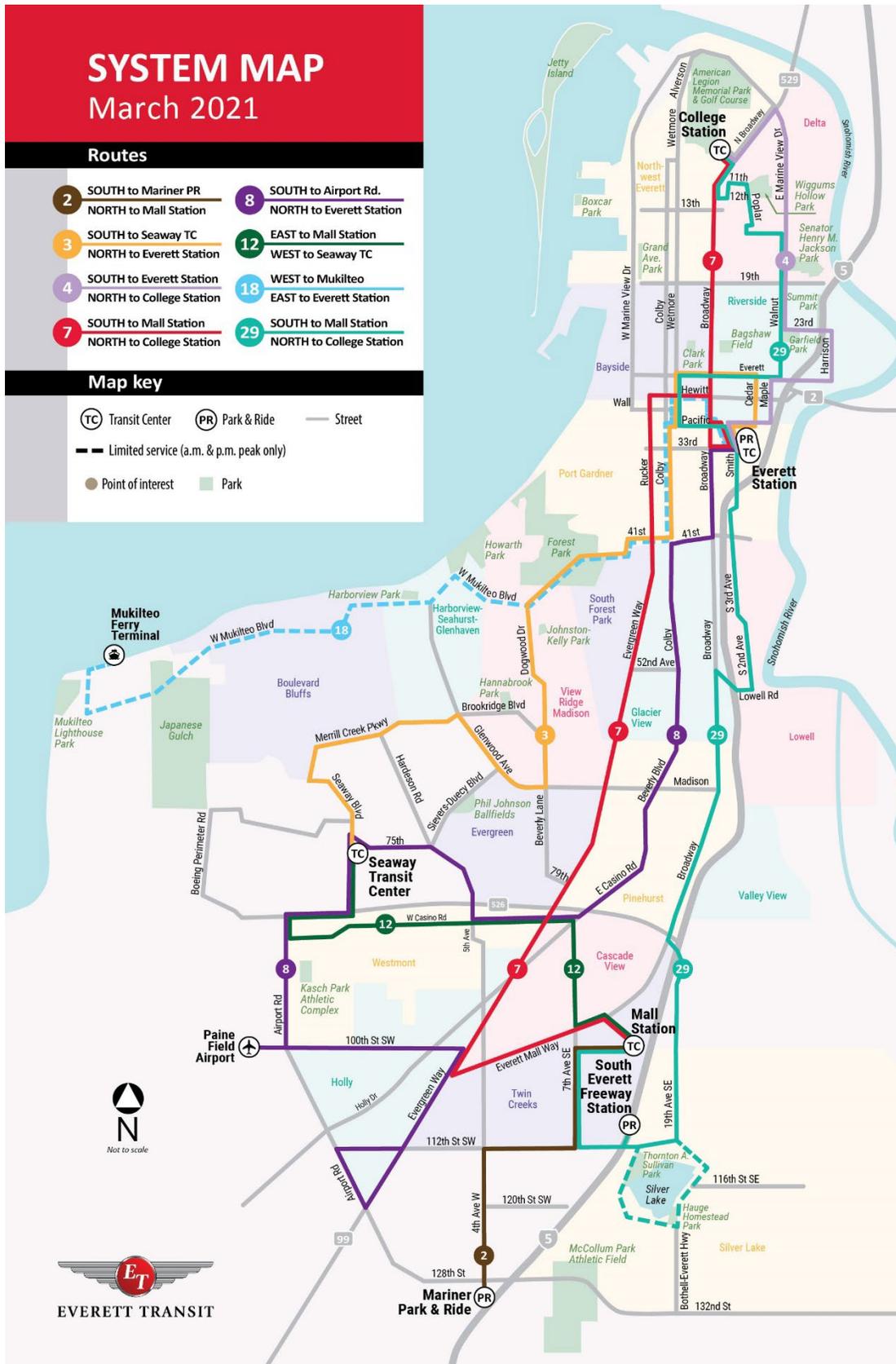
\*ET has adopted Resolution 5513 that requires a fund balance of 20% of operating revenues. This resolution applies specifically to general government but governs ET budget projections. Section X keeps projections within that target.

## Projects of Regional Significance

**None at this time**

# Appendices

# System Map – 2021



# System Map – 2022



# WSDOT Public Transportation Management System

Agency: Everett Transit as of 12/31/2021

Inventory year: 2021

## Owned Equipment Inventory

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

No.	Equipment Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	Comments
1	5	2010 TOYOTA PRIUS II	4.00	11	4	\$50,000	VIN: JTDKN3DU9A0116212
2	5	2011 Chrysler Van	4.25	10	5	\$50,000	VIN: 2D4RN4DG5BR718479
3	5	2011 Chrysler Van	4.25	10	5	\$50,000	VIN: 2D4RN4DG5BR718480
4	5	2008 GLOBAL ELE MTRS e4 - GEM	2.50	13	0	\$30,000	VIN: 5ASAG47418F045842
5	5	2008 GLOBAL ELE MTRS eL - GEM	3.00	13	0	\$30,000	VIN: 5ASAK27468F045841
6	5	2008 GLOBAL ELE MTRS eL - GEM	3.00	13	0	\$30,000	VIN: 5ASAK274X8F045843
7	5	2005 CHEV VENTURE - MINI VAN	3.00	16	0	\$42,000	VIN: 1GNDVQ3E25D130766
8	5	2011 FORD ESCAPE HYBRID	4.00	10	5	\$40,000	VIN: 1FMCU5K3XBKA1553
9	5	2011 CHEV COLORADO	4.25	10	5	\$40,000	VIN: 1GCDSCFE8122563
10	5	2008 FORD F350 POWERSTROKE DIESEL	2.50	13	2	\$82,500	VIN: 1FTWX30528EB26037
11	5	2017 FORD ESCAPE	4.50	4	11	\$40,000	VIN: 1FTMCU9GD5HUB45842
12	5	2018 Ford Police Interceptor Utility	4.25	3	12	\$55,000	VIN: 1FM5K8AR3JGC18210
13	5	2018 Ford Police Interceptor Utility	4.50	3	12	\$55,000	VIN: 1FM5K8AR5JGC18211
14	5	2019 DODGE 3500 HD PICK-UP TRUCK	4.50	2	13	\$82,500	VIN: 1GNFH15T161225467
15	5	Ford F450 XL REG X2	4.00	4	11	\$80,000	VIN: 1FDUF4GY6HEB37716
16	15	CUMMINS 600DFGB - GENERATOR	3.00	29	0	\$285,000	SN: J910426848
17	9	HYSTER H50XT FORKLIFT	5.00	0	20	\$30,000	SN: A380V11339V
18	9	DAEWOO GC25E-3 - FORKLIFT	4.00	15	6	\$30,000	VIN: FQ-00524
19	9	ALUM-LINE TRAILER	3.50	12	9	\$30,000	VIN: 1A9FB142692241881
20	9	HYDRO T3500 - PRESSURE WASHER ON TRAILER	3.25	26	0	\$34,000	VIN: 1H9CSC155S1120854
21	9	HONDA GX390 - TRUCK MOUNT PRESSURE WASHER	3.00	15	0	\$11,000	VIN: FCANK-1125007

## Owned Facility Inventory

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

No.	Facility code	Funding source	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	9	WSDOT	90 STALL PARK AND RIDE (2021)	5.00	0	25	\$1,361,250	35th and Smith; Everett Station commuter parking lot
2	6	Local	MALL STATION (2005)	4.25	16	24	\$313,206	1330 SE Everett Mall Way
3	6	FTA	COLLEGE STATION (2006)	4.25	15	25	\$3,845,318	2200 Tower Street; Transit Station
4	6	WSDOT	BRT NORTH TERMINAL (2009)	4.40	12	8	\$270,072	3301 Smith Avenue; Bus rapid transit terminal
5	11		MAINTENANCE CENTER	3.75	57	0	\$1,668,416	3227 Cedar Street: Serves as the Administrative and Operations Headquarters for transit service
6	17	FTA	EVERETT STATION (2002)	4.40	19	31	\$38,708,773	3201 Smith: Multi-modal facility
7	19		BUS LOT @ OPERATIONS CENTER	4.25	30	0	\$1,675,353	3225 Cedar Street: Fixed route coach and paratransit vehicle parking
8	23		OPERATIONS CENTER	4.00	49	0	\$2,481,688	3225 Cedar Street: Serves as the Administrative and Operations Headquarters for transit service
9	24	Local	CASINO COMFORT STATION 2010	3.80	12	13	\$43,500	Casino Road: Driver's break station

# Owned Rolling Stock Inventory and Verification of Continued Use

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

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	2001	ORION V BUS MARK V	1	1VHAH3H2316501715	B0112	613,645	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	43+2	D	NO
2	2001	ORION V BUS MARK V	1	1VHAH3H2516501716	B0113	640,770	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	43+2	D	NO
3	2001	ORION V BUS MARK V	1	1VHAH3H2716501717	B0114	628,694	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	43+2	D	NO
4	2001	ORION V BUS MARK V	1	1VHAH3H2716501720	B0117	607,205	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	43+2	D	NO
5	2002	ORION V BUS MARK V	1	1VHAH3H2926501879	B0119	607,005	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	43+2	D	NO
6	2002	ORION V BUS MARK V	1	1VHAH3H2926501896	B0121	753,325	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	43+2	D	NO
7	2002	ORION V BUS MARK V	1	1VHAH3H2926501901	B0122	660,012	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	43+2	D	NO
8	2007	GILLIG BUS 40 FT	1	15GGD211771078486	B0200	588,787	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	38+2	D	NO
9	2007	GILLIG BUS 40 FT	1	15GGD211971078487	B0201	576,610	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	38+2	D	NO
10	2007	GILLIG BUS 40 FT	1	15GGD211071078488	B0202	556,061	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	38+2	D	NO
11	2007	GILLIG BUS 40 FT	1	15GGD211271078489	B0203	570,803	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	38+2	D	NO
12	2012	GILLIG BUS 40 FT	1	15GGD2715C1180449	B0204	348,216	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	38+2	D	NO
13	2012	GILLIG BUS 40 FT	1	15GGD2711C1180450	B0205	373,709	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	38+2	D	NO
14	2006	GILLIG BUS 35 FT	2	15GGB211561076823	B0300	627,104	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
15	2006	GILLIG BUS 35 FT	2	15GGB211761076824	B0301	709,216	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
16	2006	GILLIG BUS 35 FT	2	15GGB211961076825	B0302	708,012	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
17	2006	GILLIG BUS 35 FT	2	15GGB211061076826	B0303	724,329	Yes	Yes	15	500,000	Yes	Yes	1,000,000	Yes	32+2	D	NO
18	2006	GILLIG BUS 35 FT	2	15GGB211261076827	B0304	724,211	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
19	2006	GILLIG BUS 35 FT	2	15GGB211461076828	B0305	736,145	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
20	2006	GILLIG BUS 35 FT	2	15GGB211661076829	B0306	730,761	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
21	2006	GILLIG BUS 35 FT	2	15GGB211261076830	B0307	691,489	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
22	2006	GILLIG BUS 35 FT	2	15GGB211461076831	B0308	669,894	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	32+2	D	NO
23	2009	GILLIG BUS 40 FT BRT	1	15GGD301791176265	B0500	461,567	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
24	2009	GILLIG BUS 40 FT BRT	1	15GGD301991176266	B0501	472,488	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
25	2009	GILLIG BUS 40 FT BRT	1	15GGD301091176267	B0502	509,708	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
26	2013	GILLIG BUS 40 FT BRT	1	15GGD3014D1181836	B0503	366,126	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
27	2013	GILLIG BUS 40 FT BRT	1	15GGD3016D1181837	B0504	329,581	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
28	2013	GILLIG BUS 40 FT BRT	1	15GGD3018D1181838	B0505	354,772	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
29	2013	GILLIG BUS 40 FT BRT	1	15GGD301XD1181839	B0506	340,213	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
30	2013	GILLIG BUS 40 FT BRT	1	15GGD3016D1181840	B0507	340,694	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
31	2013	GILLIG BUS 40 FT BRT	1	15GGD3018D1181841	B0508	325,508	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
32	2013	GILLIG BUS 40 FT BRT	1	15GGD301XD1181842	B0509	365,089	Yes	Yes	15	500,000	Yes	Yes	1,100,000	Yes	36+2	DH	NO
33	2018	PROTERRA CATALYST E2	1	1M9TH16J2JL816247	B0700	67,836	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	NO
34	2018	PROTERRA CATALYST E2	1	1M9TH16J6JL816249	B0701	57,404	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	NO
35	2018	PROTERRA CATALYST E2	1	1M9TH16J3JL816242	B0702	37,726	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	NO
36	2018	PROTERRA CATALYST E2	1	1M9TH16J7JL816244	B0703	61,830	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	NO
37	2019	PROTERRA CATALYST E2	1	1M9TH16J5KL816406	B0704	59,993	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	YES
38	2019	PROTERRA CATALYST E2	1	1M9TH16J7KL816407	B0705	62,965	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	YES
39	2019	PROTERRA CATALYST E2	1	1M9TH16J9KL816408	B0706	51,412	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	YES
40	2020	PROTERRA ZX5 HERON	1	7JZTH13J7LL000324	B0707	17,312	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	NO
41	2020	PROTERRA ZX5 HERON	1	7JZTH13J9LL000325	B0708	8,193	Yes	Yes	12	500,000	Yes	Yes	1,100,000	Yes	31+2	E	NO

Paratransit vehicles

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	2011	Dodge Caravan	11	2D4RN4DG5BR718477	B0043	21,939	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	5+1	G	NO
2	2011	Dodge Caravan	11	2D4RN4DG5BR718478	B0044	26,814	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	5+1	G	NO
3	2016	Ford E450 SD CUT BUS	11	1FDXE4FS2GDC50287	B0052	117,806	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	13+2	G	NO
4	2016	Ford E450 SD CUT BUS	11	1FDXE4FS4GDC50288	B0053	122,622	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	13+2	G	NO
5	2016	Ford E450 SD CUT BUS	11	1FDXE4FS6GDC50289	B0054	115,764	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	13+2	G	NO
6	2018	Ford E450 SD CUT BUS	11	1FDXE4FS1HDC68555	B0055	48,380	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	8+2	G	NO
7	2018	Ford E450 SD CUT BUS	11	1FDXE4FS3HDC68556	B0056	66,348	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	8+2	G	NO
8	2018	Ford E450 SD CUT BUS	11	1FDXE4FS5HDC68557	B0057	87,180	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	8+2	G	NO
9	2018	Ford E450 SD CUT BUS	11	1FDXE4FS9JDC06701	B0058	87,842	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	8+2	G	NO
10	2019	Ford E450 SD CUT BUS	11	1FDFE4FS6KDC47669	B0059	25,674	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
11	2019	Ford E450 SD CUT BUS	11	1FDFE4FS6KDC47672	B0060	39,912	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
12	2019	Ford E450 SD CUT BUS	11	1FDFE4FS4KDC47671	B0061	17,907	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
13	2019	Ford E450 SD CUT BUS	11	1FDFE4FS2KDC47670	B0062	38,287	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
14	2019	Ford E450 SD CUT BUS	11	1FDFE4FS8KDC47673	B0063	32,362	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
15	2019	Ford E450 SD CUT BUS	11	1FDFE4FS1KDC47675	B0064	29,202	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
16	2019	Ford E450 SD CUT BUS	11	1FDFE4FS3KDC47676	B0065	31,540	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
17	2019	Ford E450 SD CUT BUS	11	1FDFE4FSXKDC47674	B0066	18,753	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
18	2019	Ford E450 SD CUT BUS	11	1FDFE4FS5KDC47677	B0067	31,610	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
19	2019	Ford E450 SD CUT BUS	11	1FDFE4FS5KDC47680	B0068	22,574	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
20	2019	Ford E450 SD CUT BUS	11	1FDFE4FS9KDC47679	B0069	20,903	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
21	2019	Ford E450 SD CUT BUS	11	1FDFE4FS7KDC47678	B0070	26,787	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
22	2019	Ford E450 SD CUT BUS	11	1FDFE4FS7KDC47681	B0071	25,242	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
23	2019	Ford E450 SD CUT BUS	11	1FDFE4FS9KDC47682	B0072	31,772	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
24	2019	Ford E450 SD CUT BUS	11	1FDFE4FS0KDC47683	B0073	26,722	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
25	2019	Ford E450 SD CUT BUS	11	1FDFE4FS2KDC47684	B0074	28,838	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
26	2019	Ford E450 SD CUT BUS	11	1FDFE4FS4KDC47685	B0075	29,989	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
27	2019	Ford E450 SD CUT BUS	11	1FDFE4FS6KDC47686	B0076	17,660	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO
28	2010	Ford E450 SD CUT BUS	11	1FDFE4FS1ADA78921	B0077	195,546	Yes	Yes	8	150,000	Yes	Yes	150,000	Yes	9+2	G	NO

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