



EVERETT TRANSIT

2024

Transit Development Plan 2024 – 2029  
and 2023 Annual Report



Final

Public Hearing at  
Everett City Council

August 21, 2024

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## Plan adoption, public hearing, and distribution

Everett Transit’s draft of the 2024 Transportation Development Plan (TDP) is scheduled for discussion with the Transportation Advisory Committee (TAC) on July 18, 2024, and August 15, 2024. The TAC reviews, comments, and recommends the City Council to accept and conduct the public hearing. The City Council presentation and public hearing is scheduled for Wednesday, August 21, 2024.

The adopted plan will be distributed to WSDOT, the Transportation Improvement Board, the City of Everett, Snohomish County, and the Puget Sound Regional Council and regional transit agencies.

## Mission Statement

Connecting people to life

## 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.

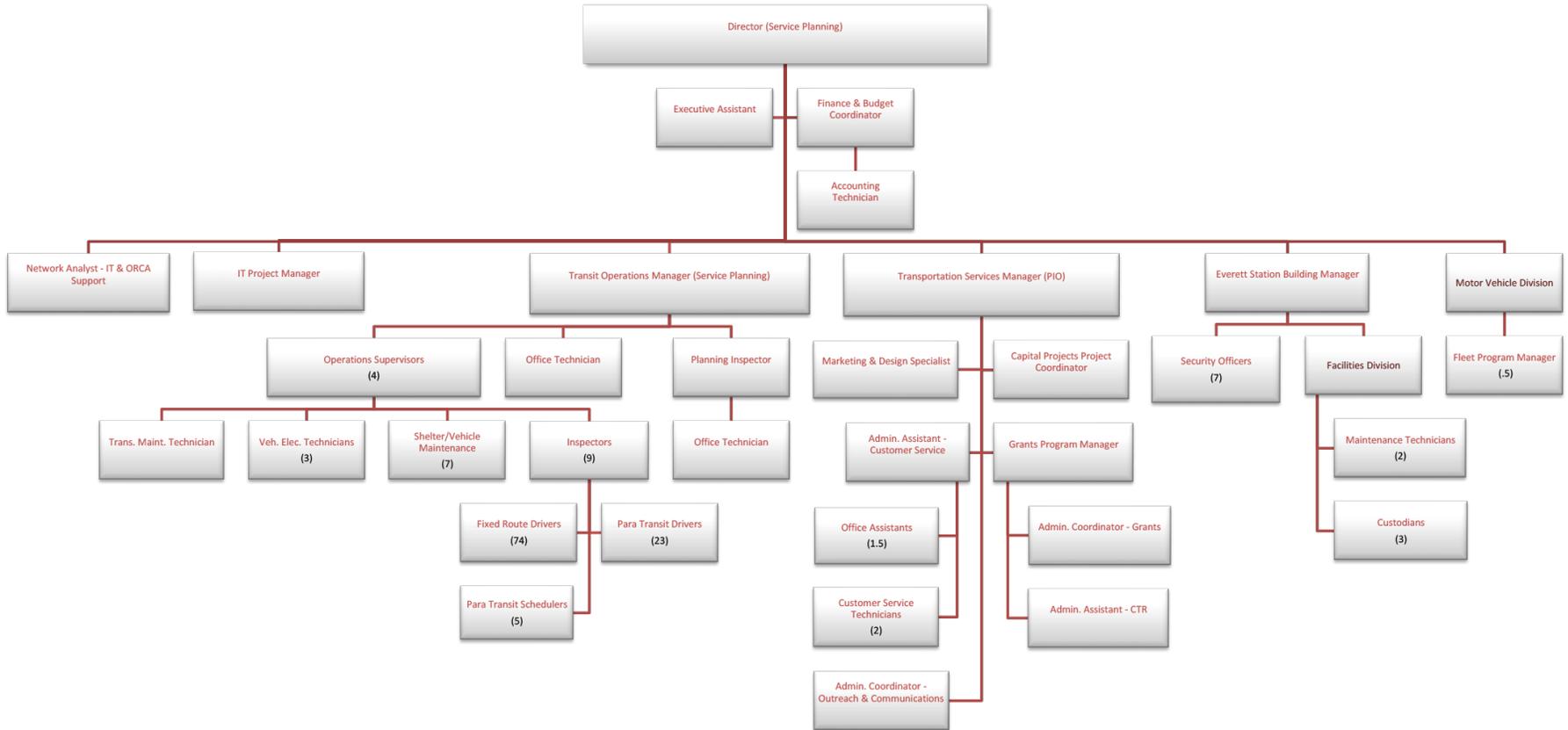
The Transportation Services section encompasses daily operations and support functions to daily operations. The City’s Facilities division provides management oversight for Everett Station maintenance and custodial staff. The Motor Vehicles division provides oversight for transit employees engaged in 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 2024, the Transit Division employed 161 full-time equivalents allocated to the following sections:

Fixed-Route:	120 (6 unfilled as of Jan. 2024)
Demand Response:	28 (0 unfilled as of Jan. 2024)
Everett Station:	13 (0 unfilled as of Jan. 2024)

The Organization Chart below depicts the staffing levels and distribution as of January 2024:



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

Administrative Offices

3201 Smith Ave., Suite 200  
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

2023 marked another strong year of ridership growth for Everett Transit. For both 2022 and 2023, Everett Transit experienced 32% year-over-year increases in Unlinked Passenger Trips. In June of 2023, Everett Transit implemented an 11% service increase that included the following highlights:

- Route 2 (*Everett Mall <> Mariner Park & Ride*): Added earlier and later weekday and weekend trips.
- Route 4 (*Everett Station <> College Station via Walnut St., E. Marine View Drive and Amazon campus*): Added earlier and later weekday trips and later trips on Saturday.
- Route 12 (*Seaway Transit Center <> Everett Mall via Casino Road*): Increased service to 67 trips a day on Casino Road for a total of 24 added trips per weekday. This also introduced earlier and later weekday service.
- Route 18/70 (*Mukilteo Ferry Terminal <> Everett Station via Seaway Transit Center and Downtown Everett*): With the anticipated replacement of the Edgewater Bridge on Mukilteo Blvd., the Route 18 was realigned and paired with the commuter Route 70 from the Mukilteo Ferry to Seaway Transit Center. Four additional trips were added. Everett Transit was able to continue providing a one-seat ride solution for commuters coming into Boeing and downtown Everett while the bridge construction takes place. Of note, the ridership on the revised route 18/70 has increased by 88% with this change and carries more than a thousand additional customers per month compared to the month before its implementation.
- Route 19 (*College Station <> Everett Station via north Colby*): Restoring service to Everett High School and Providence Medical Center has been a goal since the route 17 was discontinued several years ago. Right sizing the route and focusing on the most productive segment has resulted in nearly 4,000 people a month making use of this vital connector service. The route 19 runs seven days a week and provides 40 trips each weekday.

The vital service that this service change restored was made possible by funding through Move Ahead Washington legislation passed by the Washington State Legislature in 2022. This 16-year funding initiative has enabled every transit agency in Washington State to allow youth 18 and under to ride free on transit and has funded a number of vital service expansions by various transit agencies. If repealed by voters in 2024 through Initiative 2117, many agencies may need to consider service cuts as well as eliminating free fare for youth. During the first month of tracking, youth ridership for Everett Transit totaled 13,918 in October 2022. One year later,

youth ridership had risen by 82% to 25,381. As a result of this legislation, a whole new generation is now experiencing the benefits of having meaningful access to transit.

Ridership and service recovery from the pandemic period has continued to trend positively:

Year	Fixed Route Ridership	Paratransit Ridership
2020	807,733	53,400
2021	761,882	51,780
2022	1,007,952 (32% increase)	64,329 (24% increase)
2023	1,329,885 (32% increase)	75,085 (17% increase)

Everett Transit’s service is primarily operated out of six terminals and stations including Everett Mall Station, College Station, Everett Station, Seaway Transit Center (Operated by Community Transit), Airport Road and Evergreen Way, and the Mukilteo Ferry Terminal. Please reference the appendix to view a system map depicting Everett Transit’s entire service area.

Most regular routes operate seven days per week and on select holidays. 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 10:45 p.m. on weekdays and from 7:00 a.m. to 10:45 p.m. on Saturdays and Sundays. The route 18 only runs on weekdays during peak hour service.

Customers continue to access real-time information through the Everett Transit Arrivals (ETA) program. The system is accessible by texting or calling the automated system. In 2023, there were 25,027 texts and 47,715 calls managed by the system resulting in an estimated 16% increase.

### Everett Transit Fare Structure per Boarding

Fixed-route, Full (Adult) Fare .....	\$2.00
ORCA LIFT .....	\$1.50
ORCA Subsidized Annual Pass .....	\$0.00
Youth (6-18) .....	\$0.00
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 \$00; RRFPP \$18.
- Subsidized Annual Pass and ORCA LIFT are available through the Department of Health and Human Services based on eligibility.
- Fixed-route ticket books are available only to social services agencies for adult fare.
- Paratransit ticket books and monthly passes are available to eligible customers for use on ET paratransit vans and ET fixed-route buses.

## Everett Transit Provides Service to the Following Key Destinations

### Education

- Everett Community College
- Washington State University
- Everett High School
- Cascade High School
- Mariner High School
- Sequoia High School
- Elementary and Middle Schools

### Major Employers

- The Boeing Company
- Naval Station Everett
- Snohomish County
- City of Everett
- Everett School District
- Everett Central Business District
- Southwest Industrial Center
- Snohomish Health District
- Amazon Campuses
- WorkSource

### Medical and Social Services

- Providence Medical Centers
- Seattle Children's North Clinic
- Kaiser Permanente Medical Center
- Optum/The Everett Clinic
- Veterans Administration Puget Sound Health Care Clinic

- Washington State DSHS and Employment Security
- The Carl Gipson Senior Center
- Social Security Administration
- Everett Gospel Mission
- Volunteers of America

### Transportation Centers

- Everett Station (Park and Ride, Amtrak, Greyhound, and regional transit connections)
- Mall Station
- College Station
- Seaway Transit Center
- South Everett Freeway Station
- Mariner Park and Ride
- Mukilteo Ferry Terminal
- Seattle-Paine Field Airport

### Destinations

- Downtown
- Everett Mall
- Angel of the Winds Arena
- Funko Field
- Port of Everett
- Everett Public Libraries
- 19<sup>th</sup> Ave. SE Services and Shopping
- Silver Lake
- Parks and recreational opportunities, including Everett YMCA

Many common bus stops are shared with Sound Transit and Community Transit within Everett city limits. Everett Transit service also connects with Skagit Transit, Island Transit, and 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

### Facilities projects completed

- Security blockades installed at entrance to Everett Station.

### Equipment projects

- Next Generation ORCA project: Work continues toward Full System Acceptance in 2024. Phase II work will continue through 2025.
- Completed update/redesign to Everett Transit’s website.
- Camera systems installed/replaced at all transit facilities: Everett Station, College Station, Mall Station, and Transit Operations Center. The system includes four customer-facing screens in the Great Hall that provide a view of the bus bays at Everett Station.
- Fixed-route passenger counters and stop announcement system: replaced end-of-life equipment on half of the fleet; upgraded wiring connections on the electric buses.
- Installed remotely operated internal communications dashboards for drivers, at College Station and Mall Station.
- Upgraded telematics platform to incorporate the Proterra fleet and Proterra chargers.
- Participated in City’s “Everett at Work” app introduction, as a customer service tool for reporting bus stop issues or repairs needed.
- Published transit information on City’s Open Data portal that includes fuel savings with the use of the electric buses, ridership, and bus stop information.

## Long Range Plan

Update to the 2018 adopted Long Range Plan began in August of 2023. Phase I of the plan confirmed and collected survey comments from customers and was completed in December of 2024. Phase II will begin in January of 2025.

## Emergency Management

In 2023, Everett Transit hired a Risk Management Supervisor to oversee safety at operations and manage the Public Transportation Safety Agency Safety Plan (PTASP).

## Action Strategies 2024-2029

From 2024 through 2029, 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 hours were restored strategically with focus on underserved communities, access to schools, health services, and major employers.*

*At council's direction, 2022 began with a new, 18-month study of a consolidated system with Community Transit. The joint study preliminary findings were released in Q1 2024. The study will take a public hiatus until Q1 2025 to allow both Community Transit and Everett Transit to focus on more pressing issues.*

### 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 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, specifically the Gold Line extension from Everett to South Arlington.
- iv) Continue the update to Everett Transit's Long-Range Plan (LRP), with consideration to the effects of the pandemic and how it has changed transportation patterns and customer needs. Everett Transit plans to update the LRP before Q3 2025.
- v) Study micro-transit solutions as part of the available service options and include micro-transit solutions as applicable.
- vi) Support the council's steering committee to identify and detail what a potential consolidation 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) Strategically engage current users, former users, and potential users of Everett Transit's services to demonstrate transit's safety, ease of use, and affordability.
  - ii) Work with regional partners conducting similar marketing campaigns to present a consistent collective narrative.
  - iii) Continue to gather public comments and information from online open forums and public meetings to optimize route and schedule effectiveness.
  
- c) Improve customer information.**
  - i) Continue interagency schedule coordination, develop updated transit schedules and electronic products, and create effective informational materials to improve customer engagement.
  - ii) Continue to leverage social media adoption as the growing preference for delivering customer 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 an increased number of schedule holders at bus stops and monitor bus 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. Attend annual outreach events including 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 upon request and throughout the year regarding service changes or projects,
  - 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 to 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, rideshare services, and other services by other 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 delineating bus service on existing roadways, planning bus stops and facilities/amenities, and referencing bus routes in the city for the purpose of land use permitting, roadway impacts, and other related activities.
  - iii) Continue working with the City of Everett’s GIS department to enhance mapping abilities and improve data on “Map Everett” (City of Everett GIS portal).
  - iv) Provide data to open portal on fleet electrification.
- g) Continue to coordinate with the City of Everett Emergency Management to prepare for disaster/emergency response and recovery.**
- i) An Operations Resiliency plan will be developed for the zero-emission fleet and will include energy storage options.
  - ii) A Threat Assessment Consultant will be hired with Federal Transit Administration funding for all transit facilities and rolling stock.
  - iii) The results of the threat assessment will be used to develop a formal Transit Emergency Response plan also funded by the Federal Transit Administration.
- 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 vehicles as funds become available. Between 2024 and 2029, approximately 21 fixed-route buses and approximately 25 paratransit vans will come due for replacement.
  - c) Continue to replace and add shelters, benches, and trash receptacles as funds become available. Consider stop usage when evaluating shelter replacement.
  - d) Design and develop a replacement maintenance facility to accommodate future growth, including increased electric vehicle operations.
  - e) Continue introducing electric vehicles to the fixed-route fleet with 14 replacement buses arriving in Q2 2025.
  - f) Continue implementation and updates to the Transit Asset Management Plan (TAMP).
  - 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 Everett Station’s operations, maintenance, and security as well as continuing 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 meet 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 TDM efforts for employers implementing innovative trip reduction measures. Everett Transit continues its commitment to electrify its fleet as soon as feasible.

**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. Assist employer site staff with meeting CTR reporting requirements including biannual employee surveys and annual reports.
- iii. Collaborate with transportation demand management organizations, agencies, and groups at local, regional, and state levels.

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

- i. Continue to promote the use of alternative modes of commuting by City employees.
- ii. Continue to implement the expansion of the Smart MOVE program as resources allow.
- iii. Maintain the Smart MOVE program for all City employees. Expand the Smart 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 2023 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 2023, 14 new electric buses ordered in 2024 will bring the SGR above 80% by 2025. SGR for 2024 is currently at 76 percent.

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 annually.

### 2023 Safety Performance Targets

**Estimated** Vehicle Revenue Miles (VRM) Fixed Route = 1,238,541 | **Estimated** VRM Paratransit = 366,672

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	3	.24	4	.32	10,000
Paratransit	0	0	1	.27	2	.55	35,000

### 2023 Safety Performance Actual

**Actual** Vehicle Revenue Miles (VRM) Fixed Route = 1,196,444 | **Actual** VRM Paratransit = 366,516

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	6	.50	5,179
Paratransit	0	0	0	0	0	0	30,543

### 2024 Safety Performance Targets

**Estimated** Vehicle Revenue Miles (VRM) Fixed Route = **1,210,541** | **Estimate** VRM Paratransit = **395,600**

<b>Mode of Service</b>	<b>Fatalities <i>Total</i></b>	<b>Fatalities <i>per 100K VRM</i></b>	<b>Injuries <i>Total</i></b>	<b>Injuries <i>per 100K VRM</i></b>	<b>Safety Events <i>Total</i></b>	<b>Safety Events <i>Per 100K VRM</i></b>	<b>System Reliability</b>
Fixed Route	<b>0</b>	<b>0</b>	<b>1</b>	<b>.08</b>	<b>5</b>	<b>.41</b>	<b>6,000</b>
Paratransit	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>.05</b>	<b>.013</b>	<b>34,000</b>

## Plan consistency

Everett Transit’s Transportation Development Plan is consistent with 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 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.

Specific coordination projects include the ongoing study of a consolidated system with Community Transit and coordination of design and installation of inductive charging at the Seaway Transit Center.

Consistency between Everett Transit and the City of Everett’s comprehensive plan policies are demonstrated on multiple levels. Some of these shared goals include multi-modal connections at Everett Station, accessibility to bicyclists on Everett Transit buses, bicycle lockers, and the continued integration of land use and transportation planning.

## Planned Capital Expenses 2024-2029

Preservation	2024	2025	2026	2027	2028	2029
Everett Station Preventative Maintenance	71,654	0	80,968	-	-	-
Support Equipment Replacement	35,692	271,525	-	51,877	-	112,165
Improvements						
Fixed Route Fleet Replacement*#		11,466,792	14,848,824	0	3,500,000	0
Chargers/Electric Bus Infrastructure #	577,688	2,630,000	1,149,000	0	400,000	
Paratransit Fleet Electric Replacement*		-	639,744	0	-	-
Charging Generator	175,000	175,000	389,260	259,040	-	-
Support Vehicle Replacement			-	-	-	69,362
Bus and Bus Facilities	-	129,720	-	223,125	223,125	223,125
Everett Station Major Repairs	2,348,962	1,593,762	1,234,550	3,676,900	654,800	500,000
Everett Station Passenger Amenities	295,691	125,559	130,128		105,938	105,938
New Maintenance Facility Engineering & Design	-	-	1,984,375	1,984,375	1,984,375	1,984,375
Safety Equipment	50,000	80,968	-	100,000	100,000	
Bus Shelters	500,000	125,000	103,543	132,578	129,429	223,125
Mall Station Relocation		500,000				
NgORCA Upgrade	40,000	40,000	40,000	40,000	-	-
Bus AVL/APA/APC	300,000	-	-	-	-	-
Total Capital Expense	4,394,687	17,138,326	20,600,392	6,467,895	7,097,667	3,218,090

\* Transit buses are considered and improvement because we are buying all electric vehicles. Electric vehicle spending may include further charging capital investments.

# Pending appropriate funding in place.

# Planned Operating Changes 2024–2029

<b>2024</b>	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Service adjustments for schedule integrity and delivery optimization</li> <li>• Modeling of solutions for south Everett fixed-route service improvements</li> <li>• Long range plan development and system recalibration planning</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Completion of Everett Station elevator rehab project</li> <li>• Begin upgrade of fire alarm control panels</li> <li>• Complete installation of ADA enhancements at Everett Station</li> <li>• Begin design for new HVAC system at Everett Station</li> <li>• Install badge readers to exterior doors and Suite 200</li> <li>• Begin tree replacement project throughout Everett Station property</li> <li>• Complete Great Hall entrance remodel</li> <li>• Complete installation of electronic wayfinding signage at Everett Station</li> <li>• Relocation of Everett Mall Station in preparation for mall redevelopment</li> <li>• Upgrading more than 200 bus stops with grant funded seating</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Implement inductive charging at Eclipse Mill Park (Riverfront) and Operations Base</li> <li>• Ten inductive chargers commissioned at Operations Base</li> <li>• Installation of ten additional cabinet chargers at Operations for electric buses arriving in Q1 of 2025</li> <li>• Installation of Fast Charging Cabinet at Operations Base</li> <li>• Procurement of five reconditioned Gillig buses to offset parts and service challenges resulting from the Proterra bankruptcy proceedings</li> </ul>
<b>2025</b>	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Service adjustments for schedule integrity and delivery optimization</li> <li>• Long range system recalibration planning</li> <li>• Begin use of en-route inductive charging to extend service range of the battery electric fleet</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Complete Great Hall improvements at Everett Station</li> <li>• Complete upgrade of fire alarm control panels</li> <li>• Begin installation of electronic wayfinding signate at College and Mall Stations</li> <li>• Continue Inductive charging infrastructure implementation at various field locations</li> <li>• Continue replacing passenger amenities to current standard</li> <li>• Complete relocation of Everett Mall Station with mall redeveloper</li> <li>• Begin replacement of Everett Station’s HVAC system</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Begin replacement of on-board Integrated Technology Systems (ITS)</li> <li>• Install ORCA fare collection equipment in Paratransit fleet in preparation for integration with ORCA</li> <li>• Replacement of paratransit vehicles as needed</li> <li>• Install wire mesh shelters for passenger amenities</li> <li>• Replace fourteen fixed-route buses with electric buses</li> </ul>

<b>2026</b>	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Service adjustments for schedule integrity and delivery optimization</li> <li>• Micro-transit pilot project contingent upon award of discretionary grant funding</li> <li>• Long Range system recalibration planning</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Expand electric bus chargers and infrastructure at the operations center</li> <li>• Complete upgrade of fire alarm control panels at Everett Station</li> <li>• Install electronic wayfinding signage at College Station and Mall Station</li> <li>• Rehabilitate sidewalks at Everett Station</li> <li>• Continue replacing passenger amenities to current standard</li> <li>• Complete replacement of HVAC system at Everett Station</li> <li>• Repair or replace granite walkway at Everett Station</li> <li>• Begin engineering and design for maintenance facility for electric vehicles</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace three paratransit vehicles if needed</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> <li>• Implement extended Riverfront to Waterfront service</li> <li>• Continue micro-transit pilot project contingent upon award of discretionary grant funding</li> <li>• Long range system recalibration planning</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Replace Public Address system at Everett Station</li> <li>• Continue shelter replacements and bus stop improvements as identified</li> <li>• Continue engineering and design for maintenance facility for electric vehicles</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace four fixed-route buses with electric buses</li> <li>• Replace four paratransit vehicles with electric buses if feasible</li> </ul>
<b>2028</b>	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Fixed-route service adjustments for schedule integrity and delivery optimization</li> <li>• Finalize specific system elements to complement Swift Gold Line</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Continue shelter replacements and bus stop improvements as identified</li> <li>• Continue engineering and design for maintenance facility for electric vehicles</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace nine paratransit vehicles with electric if feasible</li> <li>• Replace four fixed-route buses with electric</li> </ul>
<b>2029</b>	
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>• Fixed-route service adjustments for schedule integrity and delivery optimization.</li> <li>• Implement specific system elements to complement Swift Gold Line</li> </ul>
<b>FACILITIES</b>	<ul style="list-style-type: none"> <li>• Everett Station replace lighting for Great Hall and Conference Center</li> <li>• Replace shelters at College Station</li> <li>• Continue engineering and design for maintenance facility for electric vehicles</li> </ul>
<b>EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• Replace nine paratransit vehicles with electric if feasible</li> <li>• Replace three fixed-route buses with electric</li> </ul>

## Operating Data 2023–2029

<b>Fixed-Route Services</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
Revenue Vehicle Hours	100,706	101,713,	102,730	103,757	104,795	105,843	106,901
Total Vehicle Hours	107,953	109,033	110,123	111,224	112,336	113,460	114,594
Revenue Vehicle Miles	1,195,863	1,207,822	1,219,900	1,232,099	1,244,420	1,256,864	1,269,433
Total Vehicle Miles	1,360,585	1,374,191	1,387,933	1,401,812	1,415,830	1,429,989	1,444,288
Passenger Trips	1,329,885	1,343,184	1,356,616	1,478,711	1,597,008	1,708,799	1,828,414
Fatalities	0	0	-	-	-	-	-
Reportable Injuries	.17	.08	-	-	-	-	-
Collisions	.50	.41	-	-	-	-	-
Diesel Fuel Consumed (gallons)	220,672	180,951	148,380	121,671	99,771	81,812	67,086

<b>Demand Response Services</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
Revenue Vehicle Hours	32,043	35,888	37,683	39,567	41,545	43,622	45,803
Total Vehicle Hours	34,778	38,951	40,899	42,944	45,091	47,346	49,713
Revenue Vehicle Miles	366,516	410,498	431,023	452,574	475,203	498,963	523,911
Total Vehicle Miles	411,234	460,582	483,611	507,792	533,181	559,840	587,832
Passenger Trips	75,085	84,095	88,300	92,715	97,351	102,218	107,329
Fatalities	0	0	-	-	-	-	-
Reportable Injuries	0	0	-	-	-	-	-
Collisions	0	.013	-	-	-	-	-
Gasoline Consumed	67,371	74,782	83,008	89,648	95,027	100,729	106,773

# Multiyear Financial Plan 2023–2029

	2023	2024	2025	2026	2027	2028	2029
<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>
<b>Beginning Balance - January 1,</b>	28,046,116	32,624,831	20,583,506	17,226,952	13,325,083	10,073,795	8,126,281
<b>Operational Reserve (1)</b>	5,000,000	5,000,000	6,866,500	6,866,500	6,866,500	6,866,500	6,866,500
<b>Revenues</b>							
<b>Sales Tax (2)</b>	27,673,938	25,998,652	27,046,298	28,136,160	29,269,940	30,449,406	31,676,400
<b>Farebox (3)</b>	1,077,850	972,274	1,236,615	1,279,897	1,324,693	1,371,057	1,419,044
<b>FTA Preventive Maintenance (4)</b>	969,132	940,954	1,688,582	1,234,175	1,492,224	1,361,057	1,317,335
<b>State Operating Grants (5)</b>	3,177,894	3,533,164	3,656,825	3,784,814	3,860,510	3,937,720	3,996,786
<b>Everett Station (6)</b>	1,124,205	974,348	1,018,194	1,053,830	1,074,907	1,096,405	1,112,851
<b>Other (7)</b>	1,312,940	525,501	539,690	553,452	567,067	580,733	594,554
<b>Total Operating Revenues</b>	35,335,959	32,944,893	35,186,203	36,042,328	37,589,340	38,796,378	40,116,970
<b>Expenditures</b>							
<b>Fixed Route-P&amp;M (A)</b>	17,829,132	19,419,488	19,943,814	20,452,381	20,955,510	21,460,538	21,971,299
<b>SWIFT BRT Tax Share (B)</b>	2,302,406	2,166,554	2,253,858	2,344,680	2,439,162	2,537,450	2,639,700
<b>Paratransit ADA-P&amp;M (A)</b>	3,972,515	4,715,819	4,843,146	4,966,647	5,088,827	5,211,468	5,335,501
<b>Everett Station (A)</b>	1,863,145	2,490,567	2,557,812	2,623,037	2,687,564	2,752,334	2,817,840
<b>Administrative Expense (A)</b>	2,861,396	4,327,290	4,444,127	4,557,452	4,669,565	4,782,102	4,895,916
<b>Transfer to Capital Reserve (C)</b>	-	10,000,000	4,500,000	5,000,000	5,000,000	4,000,000	2,000,000
<b>Transfer to Operations Reserve (D)</b>	-	1,866,500	-	-	-	-	-
<b>Total Expenses</b>	28,828,593	44,986,218	38,542,757	39,944,197	40,840,628	40,743,892	39,660,256
<b>Ending Balance - December 31,</b>	34,553,482	20,583,506	17,226,952	13,325,083	10,073,795	8,126,281	8,582,996
<b>Capital Revenue and Expenditures</b>							
	2023	2024	2025	2026	2027	2028	2029
<b>Capital 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>
<b>Beginning Balance January 1,</b>	6,640,512	4,288,236	1,840,676	5,466,900	3,422,314	3,147,713	1,003,558
<b>Fleet Reserve</b>	-	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
<b>Revenue</b>							
<b>Federal Sec.5307 Grants</b>	8,076,542	915,787	64,774	1,573,203	1,087,232	868,762	868,762
<b>Federal Sec.5339 Grants</b>	881,731	-	103,776	103,543	106,062	84,750	84,750
<b>FTA Congressional Funding</b>	-	-	4,600,000	-	-	-	-
<b>State Capital Grant - WSDOT</b>	271,449	-	11,496,000	11,879,059	-	-	-
<b>Transfer From Operating</b>	-	10,000,000	4,500,000	5,000,000	5,000,000	4,000,000	2,000,000
<b>VW Settlement</b>	909,275	1,031,340	-	-	-	-	-
<b>Total Available</b>	10,138,996	11,947,127	20,764,550	18,555,805	6,193,294	4,953,512	2,953,512
<b>Expenditures</b>							
<b>Fixed Route Fleet Replacement</b>	9,458,250	-	11,466,792	14,848,824	-	3,500,000	-
<b>Chargers/Electric Bus Infrastructure</b>	1,592,817	577,688	2,630,000	1,149,000	-	400,000	-
<b>Paratransit Fleet Electric Replacement</b>	-	-	-	639,744	-	-	-
<b>Charging Generator</b>	286,566	175,000	175,000	389,260	259,040	-	-
<b>Support Equipment Replacement</b>	-	35,692	271,525	-	51,877	-	112,165
<b>Support Vehicle Replacement</b>	-	-	-	-	-	-	69,362
<b>Bus and Bus Facilities</b>	-	-	129,720	-	223,125	223,125	223,125
<b>Everett Station Major Repairs</b>	-	2,348,962	1,593,762	1,234,550	3,676,900	654,800	500,000
<b>Everett Station Great Hall</b>	202,091	-	-	-	-	-	-
<b>Everett Station Lighting Upgrades</b>	72,706	-	-	-	-	-	-
<b>Everett Station Passenger Amenities</b>	-	295,691	125,559	130,128	-	105,938	105,938
<b>Everett Station Preventative Maint.</b>	-	71,654	-	80,968	-	-	-
<b>New Maintenance Facility Engineering</b>	-	-	-	1,984,375	1,984,375	1,984,375	1,984,375
<b>Safety Equipment</b>	-	50,000	80,968	-	100,000	100,000	-
<b>Bus Shelters</b>	-	500,000	125,000	103,543	132,578	129,429	223,125
<b>Mall Station Relocation</b>	-	-	500,000	-	-	-	-
<b>NgORCA Upgrade</b>	176,577	40,000	40,000	40,000	40,000	-	-
<b>Bus AVL/APA/APC</b>	702,265	300,000	-	-	-	-	-
<b>Total Capital Obligations</b>	12,491,272	4,394,687	17,138,326	20,600,392	6,467,895	7,097,667	3,218,090
<b>Ending Balance - December 31,</b>	4,288,236	1,840,676	5,466,900	3,422,314	3,147,713	1,003,558	738,980

## Multiyear financial plan footnotes

1. Operations reserve set aside for potential loss in sales tax revenue as seen in 2008-2009.
  2. Sales tax projections are from a prior long-term projection which has been accurate for the past few years.
  3. Fare revenues are recovering from pandemic lows. However, free youth fares and low-income fares have affected revenues.
  4. The application of FTA formula grant funds is included in FTA preventive maintenance for the years 2023-2029.
  5. Note that in November 2024, there will be an election on Initiative I-2117 which may cut this funding by approximately 59%. If so, additional revenue and/or cuts in service should be considered in 2025.
  6. Everett Station is expected to have a slow revenue recovery.
  7. Other investments, advertising, and miscellaneous revenue.
- 
- A. Costs are expected to increase at the rate of inflation as projected by the Federal Reserve on 4-10-2024.
  - B. Everett Transit and Community Transit entered into an interlocal agreement in December 2007 to share sales and use tax at 0.005% of sales and use activity in the City of Everett. This agreement has been extended on an annual basis. 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. Additionally, we will establish a \$10,000,000 fleet replacement reserve in 2024.
  - D. We currently have a \$6,866,500 operational reserve after an increase in 2024, as projected in the prior TDP.
- 
- #. The new maintenance facility project will require additional funds that have not been secured yet. The projected funds are 80% of the project funding from state/federal sources.

\* 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 above that target.

## Projects of Regional Significance

Everett Transit has partnered with Community Transit since 2009 in support of Bus Rapid Transit in the City of Everett. In 2023, Everett Transit contributed approximately \$2M in capital funding for support of the Swift Blue Line.

Specific projects involving regional coordination include the ongoing study of a consolidated system with Community Transit and coordination of design and installation of inductive charging in at the Seaway Transit Center.

In addition, Community Transit will coordinate with the City of Everett on the design of the Swift Gold line in Everett.

For the future Everett Link Extension, there will be ongoing planning and coordination with Sound Transit and regional stakeholders on alignment, station placement, and design as part of Sound Transit's DEIS process.

Regionally significant improvements at Everett Station include ADA upgrades of restrooms, the addition of a wheelchair charging station, upgrades to the elevator cabs, and electronic way-finding installations.

# Appendices

# System Map 2023

# SYSTEM MAP

## June 2023

### Routes

- |   |  |
|---|--|
| <b>2</b> SOUTH to Mariner PR<br>NORTH to Mall Station         | <b>8</b> SOUTH to Paine Field<br>NORTH to Everett Station      |
| <b>3</b> SOUTH to Seaway TC<br>NORTH to Everett Station       | <b>12</b> EAST to Mall Station<br>WEST to Seaway TC            |
| <b>4</b> SOUTH to Everett Station<br>NORTH to College Station | <b>18</b> WEST to Mukilteo<br>EAST to Everett Station          |
| <b>6</b> SOUTH to Everett Station<br>NORTH to Waterfront      | <b>19</b> SOUTH to Everett Station<br>NORTH to College Station |
| <b>7</b> SOUTH to Mall Station<br>NORTH to College Station    | <b>29</b> SOUTH to Mall Station<br>NORTH to College Station    |

### Map key

- P Parking available
- Point of interest
- Park
- Street



# WSDOT Public Transportation Management System

Agency: Everett Transit as of 12/31/2023

Inventory year: 2023

## Owned Equipment Inventory

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

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life(years)	Replacement cost (\$)	Comments
1	5	2010 TOYOTA PRIUS II	3.50	13	2	\$50,000	VIN: JTDKN3DU9A0116212
2	5	2011 Dodge Caravan	3.50	12	3	\$50,000	VIN: 2D4RN4DG5BR718479
3	5	2011 Dodge Caravan	3.50	12	3	\$50,000	VIN: 2D4RN4DG5BR718480
4	5	2017 Ford F450 XL REG X2	3.80	6	9	\$80,000	VIN: 1FDUF4GY6HEB37716
5	5	2023 Club Car Carryall Flatbed	5.00	0	15	\$27,000	VIN: 5J5L726B3PA426751
6	5	2023 Club Car Carryall Flatbed	5.00	0	15	\$27,000	VIN: 5J5L726B4PA426760
7	5	2011 FORD ESCAPE HYBRID	3.50	12	3	\$40,000	VIN: 1FMCU5K3XBKA1553
8	5	2008 FORD F350 POWERSTROKE DIESEL	2.25	15	0	\$82,500	VIN: 1FTWX30528EB26037
9	5	2017 FORD ESCAPE	4.25	6	9	\$40,000	VIN: 1FTMCU9GD5HUB45842
10	5	2018 Ford Police Interceptor Utility	3.75	5	10	\$55,000	VIN: 1FM5K8AR3JGC18210
11	5	2018 Ford Police Interceptor Utility	4.00	5	10	\$55,000	VIN: 1FM5K8AR5JGC18211
12	5	2019 DODGE 3500 HD PICK-UP TRUCK	4.00	4	11	\$82,500	VIN: 1GNFH15T161225467
13	5	2022 Ford Mustang MachE electric SUV	5.00	1	14	\$56,000	VIN: 3FMTK1SS9NMA25264
14	5	2023 Ford Escape SE AWD	5.00	0	15	\$40,000	VIN: 1FMCU9G64NUB52052
15	11	2010 Ford E450 SD CUT BUS	3.00	13	0	\$200,000	VIN: 1FD4E4FS1ADA78921
16	15	CUMMINS 600DFGB - GENERATOR	2.75	31	0	\$285,000	SN: J910426848
17	9	HYSTER H50XT FORKLIFT	4.60	2	19	\$30,000	SN: A380V11339V
18	9	DAEWOO GC25E-3 - FORKLIFT	3.75	17	4	\$30,000	VIN: FQ-00524
19	9	ALUM-LINE TRAILER	3.40	14	7	\$30,000	VIN: 1A9FB142692241881
20	9	HYDRO T3500 - PRESSURE WASHER ON TRAILER	2.75	28	0	\$34,000	VIN: 1H9CSC155S1120854
21	9	HONDA GX390 - TRUCK MOUNT PRESSURE WASHER	2.90	17	0	\$15,000	VIN: FCANK-1125007
22	15	CUMMINGS 500KW Trailer Mounted Generator	5.00	1	19	\$300,000	VIN: K220172522
23	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.75	5	5	\$60,000	E030058 (Shop Charger)
24	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.75	5	5	\$60,000	E030057
25	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.75	5	5	\$60,000	E030052
26	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.75	5	5	\$60,000	E030050

27	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.75	5	5	\$60,000	E030053
28	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.90	4	6	\$65,000	E030228
29	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.90	4	6	\$65,000	E030224
30	15	Proterra PCS & Dispenser Depot Level Bus Charger	3.90	4	6	\$65,000	E030206
31	15	Proterra PCS & Dispenser Depot Level Bus Charger	4.00	3	7	\$70,000	E030348
32	15	Proterra PCS & Dispenser Depot Level Bus Charger	4.00	3	7	\$70,000	E030389
33	15	ChargePoint Express CPE250 EVSE Bus Charger	4.80	1	9	\$70,000	210515001306
34	15	ChargePoint Express CPE250 EVSE Bus Charger	5.00	0	10	\$70,000	231715006705
35	15	ChargePoint Express CPE250 EVSE Bus Charger	4.80	1	9	\$70,000	210515001308
36	15	ChargePoint Express CPE250 EVSE Bus Charger	4.80	1	9	\$70,000	210515001307
37	15	ChargePoint CPF-50 powershare 50A vehicle charger	5.00	0	10	\$15,000	220641015057 (MachE Charger)
38	15	Chargepoint CPF-50 powershare 50A vehicle charger	5.00	0	10	\$15,000	220641014911 (MachE Charger)

## Owned Facility Inventory

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

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	9	90 STALL PARK AND RIDE (2021)	5.00	2	23	\$1,361,250	35th and Smith; Everett Station commuter parking lot
2	6	MALL STATION (2005)	4.25	18	22	\$313,206	1330 SE Everett Mall Way
3	6	COLLEGE STATION (2006)	4.25	17	23	\$3,845,318	2200 Tower Street; Transit Station
4	6	BRT NORTH TERMINAL (2009)	4.40	14	6	\$270,072	3301 Smith Avenue; Bus rapid transit terminal
5	11	MAINTENANCE CENTER	3.75	59	0	\$1,668,416	3227 Cedar Street: Serves as the Administrative and Operations Headquarters for transit service
6	17	EVERETT STATION (2002)	4.25	21	29	\$38,708,773	3201 Smith: Multi-modal facility
7	19	BUS LOT @ OPERATIONS CENTER	4.00	32	0	\$1,675,353	3225 Cedar Street: Fixed route coach and paransit vehicle parking
8	23	OPERATIONS CENTER	4.00	51	0	\$2,481,688	3225 Cedar Street: Serves as the Administrative and Operations Headquarters for transit service
9	24	CASINO COMFORT STATION	3.80	14	11	\$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 (\$)	Planned replacement year	Planned replacement fuel type	ADA access? Yes/no	Seating capacity	Fuel type	WSDOT title? Yes/no
1	2001	ORION V BUS MARK V	1	1VHAH3H2316501715	<b>B0112</b>	630,923	Yes	Yes	15	500,000	Yes	Yes	1,100,000	2023	Electric	Yes	43+2	D	NO
2	2001	ORION V BUS MARK V	1	1VHAH3H2716501717	<b>B0114</b>	658,784	Yes	Yes	15	500,000	Yes	Yes	1,100,000	2023	Electric	Yes	43+2	D	NO
3	2001	ORION V BUS MARK V	1	1VHAH3H2716501720	<b>B0117</b>	635,359	Yes	Yes	15	500,000	Yes	Yes	1,100,000	2023	Electric	Yes	43+2	D	NO
4	2002	ORION V BUS MARK V	1	1VHAH3H2926501879	<b>B0119</b>	639,545	Yes	Yes	15	500,000	Yes	Yes	1,100,000	2023	Electric	Yes	43+2	D	NO
5	2002	ORION V BUS MARK V	1	1VHAH3H2926501896	<b>B0121</b>	797,686	Yes	Yes	15	500,000	Yes	Yes	1,100,000	2023	Electric	Yes	43+2	D	NO
6	2007	GILLIG BUS 40 FT	1	15GGD211771078486	<b>B0200</b>	649,088	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	38+2	D	NO
7	2007	GILLIG BUS 40 FT	1	15GGD211971078487	<b>B0201</b>	665,615	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	38+2	D	NO
8	2007	GILLIG BUS 40 FT	1	15GGD211071078488	<b>B0202</b>	635,781	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	38+2	D	NO
9	2007	GILLIG BUS 40 FT	1	15GGD211271078489	<b>B0203</b>	653,503	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	38+2	D	NO
10	2012	GILLIG BUS 40 FT	1	15GGD2715C1180449	<b>B0204</b>	401,101	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	38+2	D	NO
11	2012	GILLIG BUS 40 FT	1	15GGD2711C1180450	<b>B0205</b>	445,683	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	38+2	D	NO
12	2006	GILLIG BUS 35 FT	2	15GGB211761076824	<b>B0301</b>	839,928	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	32+2	D	NO
13	2006	GILLIG BUS 35 FT	2	15GGB211961076825	<b>B0302</b>	796,580	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	32+2	D	NO
14	2006	GILLIG BUS 35 FT	2	15GGB211061076826	<b>B0303</b>	804,681	Yes	Yes	15	500,000	Yes	Yes	1,100,000	2023	Electric	Yes	32+2	D	NO
15	2006	GILLIG BUS 35 FT	2	15GGB211261076827	<b>B0304</b>	802,890	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	32+2	D	NO
16	2006	GILLIG BUS 35 FT	2	15GGB211461076828	<b>B0305</b>	826,578	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	32+2	D	NO
17	2006	GILLIG BUS 35 FT	2	15GGB211261076830	<b>B0307</b>	776,456	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	32+2	D	NO
18	2006	GILLIG BUS 35 FT	2	15GGB211461076831	<b>B0308</b>	722,804	Yes	Yes	15	500,000	Yes	Yes	1,300,000	2025	Electric	Yes	32+2	D	NO

19	2009	GILLIG BUS 40 FT BRT	1	15GGD301791176265	<b>B0500</b>	541,928	Yes	Yes	15	500,000	Yes	Yes	1,400,000	2027	Electric	Yes	36+2	DH	NO
20	2009	GILLIG BUS 40 FT BRT	1	15GGD301991176266	<b>B0501</b>	558,843	Yes	Yes	15	500,000	Yes	Yes	1,400,000	2027	Electric	Yes	36+2	DH	NO
21	2009	GILLIG BUS 40 FT BRT	1	15GGD301091176267	<b>B0502</b>	596,636	Yes	Yes	15	500,000	Yes	Yes	1,400,000	2027	Electric	Yes	36+2	DH	NO
22	2013	GILLIG BUS 40 FT BRT	1	15GGD3014D1181836	<b>B0503</b>	442,577	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	36+2	DH	NO
23	2013	GILLIG BUS 40 FT BRT	1	15GGD3016D1181837	<b>B0504</b>	396,689	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	36+2	DH	NO
24	2013	GILLIG BUS 40 FT BRT	1	15GGD3018D1181838	<b>B0505</b>	436,832	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	36+2	DH	NO
25	2013	GILLIG BUS 40 FT BRT	1	15GGD301XD1181839	<b>B0506</b>	411,895	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	36+2	DH	NO
26	2013	GILLIG BUS 40 FT BRT	1	15GGD3016D1181840	<b>B0507</b>	419,429	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	36+2	DH	NO
27	2013	GILLIG BUS 40 FT BRT	1	15GGD3018D1181841	<b>B0508</b>	409,830	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	36+2	DH	NO
28	2013	GILLIG BUS 40 FT BRT	1	15GGD301XD1181842	<b>B0509</b>	456,213	Yes	Yes	15	500,000	Yes	Yes	1,500,000	2028	Electric	Yes	36+2	DH	NO
29	2018	PROTERRA CATALYST E2	1	1M9TH16J2L816247	<b>B0700</b>	108,643	Yes	Yes	12	500,000	Yes	Yes	1,700,000	2030	Electric	Yes	31+2	E	NO
30	2018	PROTERRA CATALYST E2	1	1M9TH16J6L816249	<b>B0701</b>	102,268	Yes	Yes	12	500,000	Yes	Yes	1,700,000	2030	Electric	Yes	31+2	E	NO
31	2018	PROTERRA CATALYST E2	1	1M9TH16J3L816242	<b>B0702</b>	67,817	Yes	Yes	12	500,000	Yes	Yes	1,700,000	2030	Electric	Yes	31+2	E	NO
32	2018	PROTERRA CATALYST E2	1	1M9TH16J7L816244	<b>B0703</b>	96,872	Yes	Yes	12	500,000	Yes	Yes	1,700,000	2030	Electric	Yes	31+2	E	NO
33	2019	PROTERRA CATALYST E2	1	1M9TH16J5KL816406	<b>B0704</b>	110,387	Yes	Yes	12	500,000	Yes	Yes	1,800,000	2031	Electric	Yes	31+2	E	YES
34	2019	PROTERRA CATALYST E2	1	1M9TH16J7KL816407	<b>B0705</b>	94,767	Yes	Yes	12	500,000	Yes	Yes	1,800,000	2031	Electric	Yes	31+2	E	YES
35	2019	PROTERRA CATALYST E2	1	1M9TH16J9KL816408	<b>B0706</b>	96,053	Yes	Yes	12	500,000	Yes	Yes	1,800,000	2031	Electric	Yes	31+2	E	YES
36	2020	PROTERRA ZX5 HERON	1	7JZTH13J7LL000324	<b>B0707</b>	63,810	Yes	Yes	12	500,000	Yes	Yes	1,900,000	2032	Electric	Yes	31+2	E	NO
37	2020	PROTERRA ZX5 HERON	1	7JZTH13J9LL000325	<b>B0708</b>	41,577	Yes	Yes	12	500,000	Yes	Yes	1,900,000	2032	Electric	Yes	31+2	E	NO
38	2022	GILLIG ELECTRIC BUS 35 FT	2	15GGB281XN3197422	<b>B0730</b>	23,060	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	29+2	E	NO
39	2022	GILLIG ELECTRIC BUS 35 FT	2	15GGB2811N3197423	<b>B0731</b>	17,587	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	29+2	E	NO
40	2022	GILLIG ELECTRIC BUS 35 FT	2	15GGB2813N3197424	<b>B0732</b>	22,874	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	29+2	E	NO
41	2022	GILLIG ELECTRIC BUS 40 FT	1	15GGD2818N3197381	<b>B0740</b>	18,845	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	35+2	E	NO
42	2022	GILLIG ELECTRIC BUS 40 FT	1	15GGD281XN3197382	<b>B0741</b>	16,976	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	35+2	E	NO

43	2022	GILLIG ELECTRIC BUS 40 FT	1	15GGD2811N3197383	<b>B0742</b>	11,049	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	35+2	E	NO
44	2022	GILLIG ELECTRIC BUS 40 FT	1	15GGD2813N3197384	<b>B0743</b>	13,474	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	35+2	E	NO
45	2022	GILLIG ELECTRIC BUS 40 FT	1	15GGD2815N3197385	<b>B0744</b>	15,158	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	35+2	E	NO
46	2022	GILLIG ELECTRIC BUS 40 FT	1	15GGD2817N3197386	<b>B0745</b>	15,332	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	35+2	E	NO
47	2022	GILLIG ELECTRIC BUS 40 FT	1	15GGD2811N3198419	<b>B0746</b>	12,826	Yes	Yes	12	500,000	Yes	Yes	2,200,000	2034	Electric	Yes	35+2	E	NO
48	2016	Ford E450 SD CUT BUS	11	1FDXE4FS2GDC50287	<b>B0052</b>	120,794	Yes	Yes	8	100,000	Yes	Yes	200,000	2025	Electric	Yes	13+2	G	NO
49	2016	Ford E450 SD CUT BUS	11	1FDXE4FS4GDC50288	<b>B0053</b>	126,692	Yes	Yes	8	100,000	Yes	Yes	200,000	2026	Electric	Yes	13+2	G	NO
50	2016	Ford E450 SD CUT BUS	11	1FDXE4FS6GDC50289	<b>B0054</b>	126,308	Yes	Yes	8	100,000	Yes	Yes	200,000	2026	Electric	Yes	13+2	G	NO
51	2018	Ford E450 SD CUT BUS	11	1FDXE4FS1HDC68555	<b>B0055</b>	67,707	Yes	Yes	8	100,000	Yes	Yes	200,000	2027	Electric	Yes	8+2	G	NO
52	2018	Ford E450 SD CUT BUS	11	1FDXE4FS3HDC68556	<b>B0056</b>	87,000	Yes	Yes	8	100,000	Yes	Yes	200,000	2027	Electric	Yes	8+2	G	NO
53	2018	Ford E450 SD CUT BUS	11	1FDXE4FS5HDC68557	<b>B0057</b>	117,495	Yes	Yes	8	100,000	Yes	Yes	200,000	2027	Electric	Yes	8+2	G	NO
54	2018	Ford E450 SD CUT BUS	11	1FDXE4FS9JDC06701	<b>B0058</b>	101,696	Yes	Yes	8	100,000	Yes	Yes	200,000	2027	Electric	Yes	8+2	G	NO
55	2019	Ford E450 SD CUT BUS	11	1FDXE4FS6KDC47669	<b>B0059</b>	74,474	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
56	2019	Ford E450 SD CUT BUS	11	1FDXE4FS6KDC47672	<b>B0060</b>	83,069	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
57	2019	Ford E450 SD CUT BUS	11	1FDXE4FS4KDC47671	<b>B0061</b>	55,838	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
58	2019	Ford E450 SD CUT BUS	11	1FDXE4FS2KDC47670	<b>B0062</b>	76,534	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
59	2019	Ford E450 SD CUT BUS	11	1FDXE4FS8KDC47673	<b>B0063</b>	69,552	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
60	2019	Ford E450 SD CUT BUS	11	1FDXE4FS1KDC47675	<b>B0064</b>	70,958	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
61	2019	Ford E450 SD CUT BUS	11	1FDXE4FS3KDC47676	<b>B0065</b>	69,769	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
62	2019	Ford E450 SD CUT BUS	11	1FDXE4FSXKDC47674	<b>B0066</b>	58,888	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
63	2019	Ford E450 SD CUT BUS	11	1FDXE4FS5KDC47677	<b>B0067</b>	52,355	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
64	2019	Ford E450 SD CUT BUS	11	1FDXE4FS5KDC47680	<b>B0068</b>	69,391	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
65	2019	Ford E450 SD CUT BUS	11	1FDXE4FS9KDC47679	<b>B0069</b>	45,949	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
66	2019	Ford E450 SD CUT BUS	11	1FDXE4FS7KDC47678	<b>B0070</b>	70,966	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO

67	2019	Ford E450 SD CUT BUS	11	1FDFE4FS7KDC47681	<b>B0071</b>	50,180	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
68	2019	Ford E450 SD CUT BUS	11	1FDFE4FS9KDC47682	<b>B0072</b>	72,619	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
69	2019	Ford E450 SD CUT BUS	11	1FDFE4FS0KDC47683	<b>B0073</b>	67,140	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
70	2019	Ford E450 SD CUT BUS	11	1FDFE4FS2KDC47684	<b>B0074</b>	62,147	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
71	2019	Ford E450 SD CUT BUS	11	1FDFE4FS4KDC47685	<b>B0075</b>	74,892	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO
72	2019	Ford E450 SD CUT BUS	11	1FDFE4FS6KDC47686	<b>B0076</b>	62,361	Yes	Yes	8	100,000	Yes	Yes	200,000	2028	Electric	Yes	9+2	G	NO

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