2025 - 2030 TRANSIT DEVELOPMENT PLAN



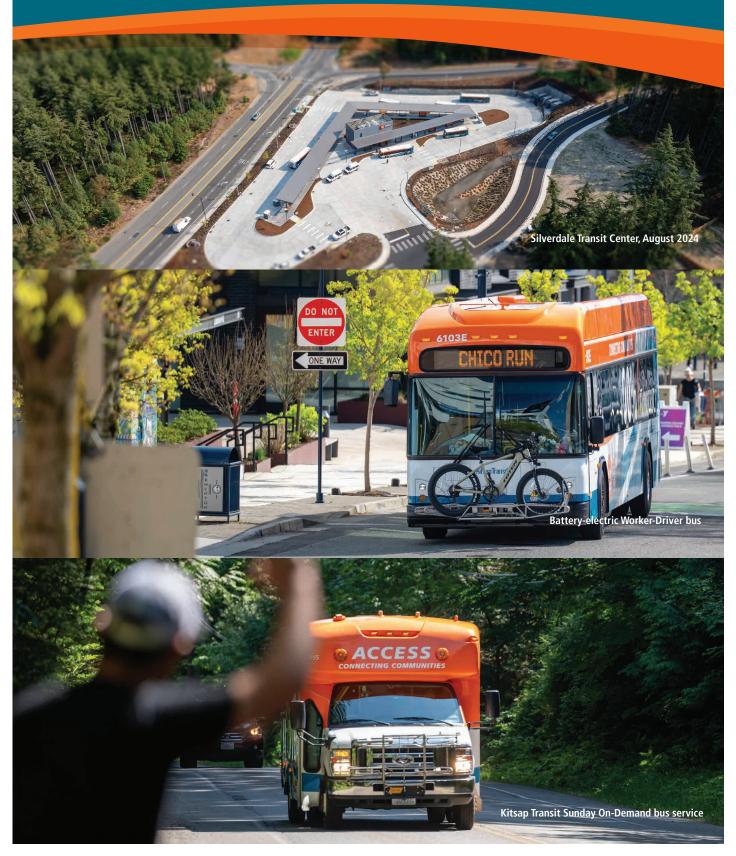


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Kitsap Transit 60 Washington Avenue, Suite 200, Bremerton, WA 98337 Date of Public Hearing: July 1, 2025 Pursuant to RCW 35.58.2795

Glossary

ACCESS – Kitsap Transit's ADA demand response bus service	NTD – National Transit Database ORCA – One Regional Card for All regional fare payment card used on Puget Sound
ADA – Americans with Disabilities Act	area transit systems and WSF
APC – Automatic Passenger Counters	PSNS – Puget Sound Naval Shipyard
AVL – Automatic Vehicle Locator	ROW – Right of Way
BTC – Bremerton Transportation Center	RRFP – Regional Reduced Fare Permit ORCA Card for qualified persons to ride for
CRA – Comprehensive Route Analysis	reduced cost at ½ the normal fare.
CTR – Commute Trip Reduction	TAM – Transit Asset Management Plan
CTR – Commute Trip Reduction DOD – Department of Defense	TAM – Transit Asset Management Plan TIP – Transportation Incentive Program for Department of Navy employees to help
·	TIP – Transportation Incentive Program for
DOD – Department of Defense DSHS – Department of Social and Health	TIP – Transportation Incentive Program for Department of Navy employees to help reduce their daily contribution to traffic congestion and air pollution, as well as expand their commuting alternatives.
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Section I: Organization

The Transit Development Plan (TDP) is reviewed annually and serves as a 5-year guide for Kitsap Transit. The TDP connects with the Long-Range Transit Plan (LRTP) as an implementation and progress report reflecting on progress made towards the Kitsap Transit Vision. The Kitsap Transit Vision map is found in Section X on page 24.

Kitsap Transit (KT) is a public transportation benefit area authority, authorized in Chapter 36.57A RCW, and located in Kitsap County, Washington. Kitsap Transit began providing public transportation services in early 1983. KT's system map appears in Appendix I, showing the extent of the agency's service area. Beginning in 2011, as a result of a change in state law, membership on the KT Board of Commissioners increased from nine to ten and now includes one non-voting member who represents the agency's labor unions. The nine voting members of the KT Board are the three Kitsap County Commissioners; the mayors (or an appointed Council Member) of the four incorporated cities in Kitsap County: Bainbridge Island, Bremerton, Port

Orchard and Poulsbo; a member of the Bremerton City Council, appointed by the Bremerton City Council President; and one at-large member selected by the Board Chair from among interested elected officials from the four cities in the agency's service area. All board members serve for the duration of their elected term of office, with the exception of the Bremerton City Councilmember, who serves for a one-year term, and the at-large member, who serves for a two-year term and is selected at the last meeting in December or the first meeting in January every other year.

Kitsap Transit added a Marine Services Department because of the approval of Proposition 1 in November 2016. The Proposition authorized the collection of 3/10 of a cent sales tax to support passenger-only Fast Ferry services to Seattle from Bremerton, Kingston and Southworth. Fast Ferry service started in the summer of 2017 from Bremerton to Seattle; service began in late 2018 from Kingston to Seattle and began in March 2021 from Southworth.

Increases in service hours, mileage and ridership forecasts can be attributed to the planned service improvements associated with new ferry services and the implementation of recommendations from the Long-Range Transit Plan (LRTP) and the Comprehensive Route Analysis (CRA).

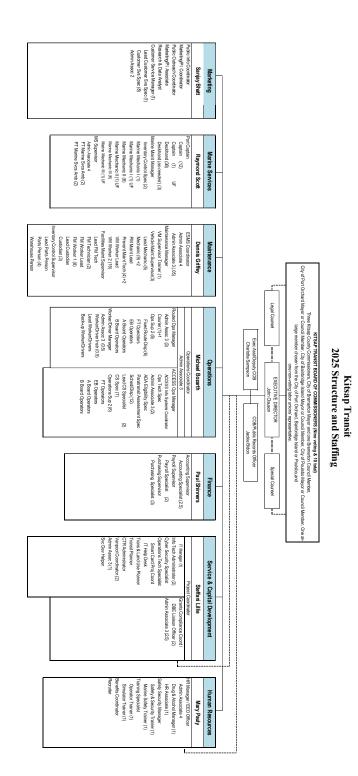
Kitsap Transit's Board of Commissioners Goals for 2025

- Increase overall ridership by 10 percent compared to 2024 performance
- Increase operator FTE count by 20 employees
- Begin construction on Ruby Creek Park & Ride
- Begin construction on electric local ferry
- Enter NEPA process for new Seattle Passenger-Only Ferry Terminal
- Complete certification of the new APC system and provide detailed data summaries to the Board
- Implement and roll out new payroll software
- Develop and encourage transit operational learning opportunities for Board members

New Silverdale Transit Center



2025 Organizational Chart for Kitsap Transit



In 2024, Kitsap Transit employed full-time equivalent employees in the following departments:

- 3.0 Full-time equivalents in the Executive Division
- 271.5 Full-time equivalents in the Operations Division

Of these:

- 150.0 were for Routed Service
- 107.5 were for ACCESS Service
- 14.0 were for Worker/Driver Service
- 62.5 Full-time equivalents in the Vehicle and Facilities Maintenance Division
- 13.0 Full-time equivalents in the Service Development Division
- 10.5 Full-time equivalents in the Finance Division
- 13.0 Full-time equivalents in the Human Resources Division
- 4.5 Full-time equivalents in the Capital Development Division
- 69.0 Full-time equivalents in the Marine Services Division
- 15.0 Full-time equivalents in the Marketing Division
- 462.0 Full-time equivalents as of 12/31/2024

Section II: Physical Plant

Kitsap Transit's administrative offices are located at 60 Washington Avenue, Suite 200 in Bremerton, WA, 98337. The agency's primary maintenance and operations facility is at 200 Charleston Boulevard, Bremerton, WA, 98312-4199. In addition, Kitsap Transit has a North Base at 21711 Vetter Road NW, Poulsbo, WA, 98370 and a South Base at 1430 Retsil Road, Port Orchard, WA, 98366. Routed and ACCESS operators report to the South Base and to the North Base for transit service in those areas.

Kitsap Transit also has a customer service office in the Bremerton Transportation Center (BTC), a major, multi-modal center serving buses, car ferries and passenger-only ferries, that opened in 2000 at 10 Washington Avenue in downtown Bremerton and a Call Center located in the Harborside Administration Bldg. A commuter-oriented, bicycle-storage facility, The Bike Barn at Bainbridge Island, opened in 1999 in the center of the Bainbridge Island Transfer Center.

The Appendices contain the completed forms for the state's public transportation management system for all Kitsap Transit's owned and contracted revenue vehicles and facilities.

Kitsap Transit owns 5 park and ride locations and leases 18 locations. The five owned locations are displayed below.

Name	Location	Stalls
Annapolis Ferry Terminal	1076 Beach Dr. E, Port Orchard	75

Georges Corner	27618 Hansville Rd NE, Kingston	225
Harper	10384 SE Sedgwick Rd, Port Orchard	462
North Viking Transit Center	21710 Vetter Rd NW, Poulsbo	265
Wheaton Way Transit Center	3915 Wheaton Way, Bremerton	162

Section III: Service Characteristics

In 2024, Kitsap Transit provided fixed route service, ADA-accessible demand response service (*ACCESS*), VanLink, Worker/Driver service, vanpool service, general public dial-a-ride service, on-demand, and foot ferry service for parts of Kitsap County. Kitsap Transit's system map, in Appendix I, shows where Fixed Route service, On-Demand Ride services, and Kitsap Transit Foot Ferry service is offered.

The headways for routes that operated all day were usually one hour for local feeder routes and 30-45 minutes for trunk line routes. During commute hours, many of these all-day routes are also scheduled to meet Washington State Ferries (WSF) at the Bainbridge Island, Bremerton, and Southworth terminals. Weekday service hours are from 4 a.m. to 10:00 p.m.

In 2017, Kitsap Transit introduced the Bremerton to Seattle Fast Ferry service and two new routes connecting to that service in Bremerton. In late 2018, the Kingston Fast Ferry service began linking Kingston to Seattle. Kitsap Transit also began to offer an on-demand service linking areas around Kingston to the new ferry service. The Southworth to Seattle ferry began service in 2021. Fixed route buses often provide connections to the Fast Ferry services.

On Saturdays, 18 fixed routes were operated on one-hour headways between 8:05 a.m. and 6:35 p.m. The Port Orchard to Bremerton Foot Ferry operates every 30 minutes on Saturdays. In 2019, Kitsap Transit implemented a 30-minute service frequency between Silverdale and Bremerton. In the summer of 2019 service frequency was increased on the Poulsbo to Bainbridge Island route to 30–45-minute frequency.

Sunday service was introduced to the Bremerton area in 2023. In 2024, Sunday service began in Port Orchard, Silverdale, and Poulsbo. Bainbridge Island service started in March 2025.

Kitsap Transit operates 25 Worker/Driver routes to the Puget Sound Naval Shipyard and Bangor Submarine Base.

2024 Highlights:

- ❖ Implemented Sunday service in Port Orchard, Silverdale, and Poulsbo
- Took delivery of 14 electric heavy-duty buses to replace aging diesel buses
- Continued supplemental Fast Ferry service from Bremerton to Seattle to relive WSF ferry service
- Opened the new Silverdale Transit Center with improved transit service frequency in Silverdale

- Commenced operation of a state-of-the-art bus simulator greatly enhancing training outcomes
- Restored Route 391 connecting Kingston to Bainbridge Island

Fares:

Cash fares are \$2 on Routed buses and the Kitsap Transit Foot Ferry (KTFF), payable with cash or E-purse funds loaded on an ORCA card. Cash fares are \$1 on Routed buses and the KTFF with a Reduced Fare or Regional Reduced Fare-qualified ORCA card or a Regional Reduced Fare Permit (RRFP) Card. Cash fares on ACCESS (demand response) buses and Dial-A-Ride services are \$2, and there is a \$1 surcharge for outlying area service in ACCESS. VanLink service is \$2.00.

Fast Ferry fares

Fast Ferries - Fares Effective Oct. 1, 2024

	One-Way Cash		Kitsap Transit Monthly Trip Passes			
	Eastbound	Westbound	Fast Ferry*			
Full Fare	\$2.00	\$12.00	\$196.00			
Reduced Fare	\$1.00	\$6.00	\$98.00			

^{*}Kitsap Transit Fast Ferry passholders are eligible for fare-free rides on Kitsap Transit Local Foot Ferry, Routed, ACCESS and On-Demand/Dial-A-Ride services for the month their pass is valid. Passholders must tap their ORCA card loaded with a Kitsap Transit Fast Ferry monthly pass each time they board these other services in order to receive fare-free rides.

Reduced Fare Eligibility

Riders who meet the following criteria are eligible for a Reduced Fare ORCA Card:

- Low Income: Department of Social and Health Services (DSHS) low income, with proof of DSHS status and family size.
- The first Reduced Fare ORCA Card will be at no charge. Replacing a lost or stolen card will cost the user \$3.
- Riders are eligible to receive reduced fare by showing either a valid Medicare card or a Reduced Fare ORCA Card.

Riders who meet the following criteria are eligible for a Regional Reduced Fare ORCA Card:

- Medicare Card holder A valid Medicare card issued by the Social Security Administration (Temporary)
- Senior Age 65 or older with valid ID and completed Regional Reduced Fare Permit Application.
 The First card is free. A Replacement card is \$3.
- Disability A completed Regional Reduced Fare Permit Application (first card is free, replacement card is \$3) and ONE of the following forms of verification:

Verification of receipt of Social Security Disability Benefits or Supplemental Security Income Benefits due to disability (Temporary)

Certification by the Veteran's Administration at a 40% or greater disability level

Valid Medicare card issued by the Social Security Administration (Temporary)

Valid Regional ADA Paratransit Card

Valid ADA Paratransit card from outside the region (Temporary)

Proof of current enrollment in a Washington State Individual Educational Program (IEP) (Temporary)

Monthly Passes

Monthly Bus Pass - \$50

Valid on KT Routed service, ACCESS (eligible riders only) and KTFF.

Fast Ferry Pass - \$196 for Fast Ferry.

Reduced Fare Monthly Bus Pass - \$25

Reduced Fast Ferry Pass - \$98 for Fast Ferry.

Reduced fare is valid on KT Routed service, *ACCESS* (eligible riders only), Fast Ferry and KTFF. Riders must qualify for and have a Reduced Fare or Regional Reduced Fare-qualified ORCA card to purchase.

Regional Monthly Puget Pass

Valid for fare on Kitsap, Everett, Pierce, Metro, Community and Sound Transit(s) up to the trip value. When riding a service with a higher fare, the difference can be paid with cash or via ORCA E-purse. Many trip values are available. The Pass is not valid on the Fast Ferry services. The most common for KT riders are:

- Puget Pass \$2 each fare or \$72 a month
- Reduced Fare Puget Pass \$1 Fare or \$36

Riders who use WSF can add a monthly ferry pass to their ORCA card in combination with any of the passes above to pay their fare on all the systems they ride. There is also now a Regional all-day pass that can be purchased and loaded onto an Orca card for \$6.00. Reduced fare for Senior/Disabled is \$2.00 and must be loaded onto an RRFP Orca card.

Employees of the DOD who commute to work by bus, vanpool, or ferry (walk-ons or passengers in a vanpool on WSF) are eligible to be reimbursed up to the current TIP subsidy amount, per month, for their

actual commuting costs. The reimbursement allows free rides on Routed bus, Worker/Driver bus, vanpool (up to the current TIP subsidy amount per the TIP guidelines), KTFF or ACCESS service.

Free Riders

- Youth under the age of 19
- Public Safety Officer Any of the region's law enforcement personnel and firefighters in or out of uniform, on or off duty and inside or outside of their jurisdiction -- free of charge with identification available to show driver or deckhand.
- Personal-care attendants traveling with eligible disabled customers.
- Bikes ride free on Kitsap Transit buses and the Kitsap Transit Foot Ferry.

Vanpools

Vanpool rates are determined by the size of the van, the number of miles traveled on the vanpool route and the number of riders on board. A full listing of vanpool fares and information can be viewed on our website at http://www.kitsaptransit.com/vanpool

Worker/Driver Buses

The one-way cash fare on Worker/Driver (W/D) buses is \$3.00, payable with cash or ORCA card E-purse. W/D riders can also pay their fare with a \$97 KT W/D monthly bus pass loaded on an ORCA card. Monthly passes are valid on W/D routes as well as on Routed, ACCESS (eligible riders only) and the KTFF. Most W/D fares are paid by the DOD.

• Kitsap Transit has committed to incorporating new electric buses to the Worker/Driver Program in coming years – delivery of 5 vehicles took place in early 2025.



New Electric Powered Worker / Driver Bus

Section IV: Service Connections



KT provides bus connection services at the following transportation facilities:

- Kitsap Transit's Fast Ferry arrival location in Seattle is a short distance from King County's Bus Routes 21, 56, 57, 113, 125, Rapid Ride C and H Lines, WSF Bainbridge Island service and the West Seattle and Vashon Island ferry routes.
- Bremerton Transportation Center (BTC) with connections to WSF, KTFF, Mason Transit and other KT bus routes
- Bainbridge Island Ferry Terminal with connections to WSF, Clallam Transit and other KT bus routes
- Kingston Ferry Terminal with connections to Jefferson Transit, WSF and other KT bus routes
- Southworth Ferry Terminal with connections to WSF
- Port Orchard Ferry Dock with connections to KTFF and other KT bus routes
- Annapolis Ferry dock with connections to KTFF
- West Bremerton Transit Center with connections to other KT bus routes
- Wheaton Way Transit Center with connections to other KT bus routes
- Silverdale Transit Center with connections to other KT bus routes
- North Viking Transit Center with connections to other KT bus routes, Clallam and Jefferson Transit
- Purdy Park & Ride lot in Pierce County with connections to Pierce Transit route 100 and

In addition, KT provides service to many of the middle and high schools in its service area, as well as the Bremerton and Poulsbo branches of Olympic College. All but one of the W/D buses and many vanpool vans serve Puget Sound Naval Shipyard (PSNS)/Naval Base Kitsap. Other vanpools serve Naval Base Bangor along with one W/D bus.

Kitsap Transit operated Routed service and Worker/Driver service to 23 Park & Ride lots throughout Kitsap County in 2024.

Kitsap Transit operates on demand/deviated fixed route services in the following areas:

The **Bainbridge Island Ride** (BIRide) service started in June 2014. The service provides on-demand/deviated fixed route service to the public. It operates Monday-Friday from 8:45 a.m. to 3:30 p.m. and Saturdays from 9:00 a.m. to 6:00 p.m. More information can be found at: http://www.kitsaptransit.com/service/routed-buses/bi-ride

South Kitsap Ride (SKRide) service commenced in 2015. It serves the McCormick Woods area of Port Orchard, parts of Bremerton and the County. The service offers connections to Routes 4 and 5. More information can be found at: http://www.kitsaptransit.com/service/routed-buses/sk-ride

Kingston Ride services begin operation in June 2017. The service is based upon a similar model as the South Kitsap Ride bus service. The Kingston Ride will offer connections to WSF ferries at Kingston and Kitsap Transit routes 302 and 307. More information can be found at: http://www.kitsaptransit.com/service/routed-buses/kingston-ride

Kingston Ride Fast Ferry Commuter service began operation in November 2018. The Fast Ferry Commuter Service is a shared ride shuttle to and from Kingston Ferry Terminal. More information can be found at: http://kitsaptransit.com/service/routed-buses/kingston-ride-fast-ferry-commuter

Southworth Ride Fast Ferry Commuter service to connect with the new Passenger Only Ferry to Seattle which began service in March 2021. https://www.kitsaptransit.com/service/routed-buses/southworth-ride-fast-ferry

Nollwood Dial-A-Ride connects the Nollwood and Werner Road area with the West Bremerton Transfer Center. https://www.kitsaptransit.com/service/routed-buses/nollwood-dial-a-ride

Purdy Ride connects the Port Orchard Ferry Dock, Mullenix Park & Ride, Purdy Park & Ride (connection to Pierce Transit Route 100 to Tacoma) and a small outlying area south of Sedgwick Road and north of the Purdy Park & Ride off Highway 16. https://www.kitsaptransit.com/service/routed-buses/purdy-ride







Section V: Coordination with Local and Regional Plans

Kitsap Transit works closely with each of the jurisdictions within Kitsap County in the development of comprehensive plans. Staff comments on project applications through the State Environmental Policy Act (SEPA) process to improve access to transit. Kitsap Transit also works closely with local jurisdiction in the development of Centers through the Vision 2050 goals and policies. The Long-Range Transit Plan (LRTP) was developed in close coordination with the local Community Development Departments among other organizations. In 2023, a Vision 2050 award was presented to Kitsap Transit for the Plan.

The LRTP was adopted by the Kitsap Transit Board of Commissioners in December 2022. The LRTP was developed using planning recommendations from local comprehensive plans, the PSRC Regional Transportation Plan (RTP), Kitsap Regional Coordinating Council's Countywide Planning Polices, Vision 2050, and the PRTPO RTP.

link to the LRTP and TDP: https://www.kitsaptransit.com/agency-information/planning

The Transit Development Plan (TDP) is derived from the LRTP goals.

Kitsap Transit is a member of the Kitsap Regional Coordinating Council (KRCC), Puget Sound Regional Council (PSRC), and the Peninsula Regional Transportation Planning Organization (PRTPO). Kitsap Transit staff are members of the KRCC Land Use Technical Advisory Committee (LUTAC) and the Transportation Advisory Committee (TRANSTAC). These committees guide land use and transportation related policy recommendations to the KRCC Board. Our participation in the growth allocation process at both KRCC and PSRC ensures that transit services are allocated to the most productive areas in Kitsap County.

Kitsap Transit is a member of several committees at the PSRC and is the lead planning agency for the PRTPO. At the PSRC, Kitsap Transit's membership in the Regional Staff Committee allows for transit concerns to be raised among land use and transportation stakeholders throughout the four-county PSRC region. This collaboration improves coordination of transit services. Thus, allowing for a seamless travel experience for our customers. The Transportation Operators Committee at PSRC makes key funding recommendations to the PSRC Board for transit projects throughout the Region. The collaborative efforts at PSRC ensure the flow of federal and state transportation funding continues.

Section VI: Activities in 2024

In 2024, we addressed RCW 47.04.280 Transportation System Policy Goals through the following action strategies:

- 1. Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
 - Provided additional Bremerton to Seattle Fast Ferry service to augment the WSF ferry
 - Conducted preventative maintenance on 10 ferry vessels including engine and jet replacements
 - Conducted preventative maintenance on four Kitsap Transit owned or leased ferry terminals
 - Continue to rebuild and upgrade older buses for redeployment into the Worker / Driver program
 - Took delivery of the first 5 Worker / Driver electric buses replacing diesel buses
 - Selected a preferred location for a future training facility in the Puget Sound Industrial Area
- 2. Safety: To provide for and improve the safety and security of transportation customers and the transportation system.
 - Awarded design for a safety barrier system at the Charleston Base to prevent motor vehicle accidents along Charleston Blvd which impact the safety of the vehicle maintenance area
 - Continued the Entry-Level Driver Training Program to comply with the US DOT and FMCSA regulations
 - Surpassed the safety targets set in the Transit Asset Management Plan resulting in fewer incidents in 2024
- 3. Mobility: To improve the predictable movement of goods and people throughout Washington State.
 - Continued to provide service on all modes while increasing service towards pre-COVID-19 levels based on operator availability *achieved 100% of pre-COVID-19 service restoration*
 - Executed restored Sunday service for Silverdale, Port Orchard and Poulsbo
 - Budgeted for continued Sunday ferry service between Bremerton and Port Orchard
 - Executed marketing campaigns for operator recruitment, fast ferry service and BI Ride that exceeded goals for applications, awareness and ridership growth
 - Took delivery of 29 new VanLink vans to support transportation for organizations in Kitsap County
 - Improved service frequency on routes between Silverdale and Poulsbo, from the Harper Park and Ride to Southworth Ferry, and within the Bremerton urban growth area
 - Restored Route 391 connecting Kingston to Bainbridge Island via Squamish
- 4. Environment: To enhance Washington's quality of life through transportation investments that promote energy conversation, enhance healthy communities, and protect the environment.
 - Began research for the feasibility of increasing of growing the BEB fleet beyond thirty (30)
 - Started design process for an all-electric ferry for service between Port Orchard and Bremerton
 - Designing more electric charging infrastructure at the Charleston Base to accommodate additional electric routed buses
 - Awarded \$17 million in federal funding (RAISE Grant) for the new maintenance facility in Poulsbo

- to improve efficiency by eliminating the need to shuttle buses from Poulsbo to Bremerton
- Took delivery of 30 ultra-low NOx propane ACCESS buses replacing the last diesel-powered ACCESS buses

5. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

- Began to roll out of onboard rider information systems including bus tracking plus automated stop announcements to improve customer experience
- Purchased the West Bremerton Transit Center property for construction of a modern transit center with a Park and Ride (also a possible future Hydrogen fueling facility)
- Launched and maintained a blog to inform the public about agency services and projects
- Completed the new Silverdale Transit Center while also increasing service span and frequency



Scoot Car-sharing



New bus stop for the Bloedel Reserve & BI Ride

Section VII: Proposed Action Strategies, 2025 – 2030

The proposed changes in Section VII below are action strategies that reflect upon the following state Transportation Service Objectives.

1. Preservation: To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.

- Conduct ongoing heavy maintenance on Fast Ferry and local ferry vessels
- Purchase the replacement vessel for the MV Finest to ensure continued ferry service
- Continue to purchase buses for routed and Worker/Driver service to replace aging buses past their useful life
- Advance electrical infrastructure growth at Charleston Base and planning the North Base conversion
- Maintain system state of good repair using our Transit Asset Management Plan
- Replace non-revenue vehicles as needed throughout the system
- Replace older propane ACCESS buses with newer ultra-low NOx propane powered vehicles
- Expand ISO 14001 environmental certification from four (4) facilities to eight (8) facilities by 2028
- Research Battery electric buses for use as future ACCESS vehicles
- Replace VanLink and Vanpool program vehicles as required to meet growing demand
- Finish design and construction of the North Base Heavy Maintenance Facility to improve efficiency and resilience
- Southworth Ferry Terminal redevelopment, design and environmental planning
- Continue ferry dock preventative maintenance to maintain system reliability

2. Safety: To provide for and improve the safety and security of transportation customers and the transportation system.

- Reduce accident frequency rate with an initiative to create a safety culture that encourages safe work practice and behavior
- Maintain current security standards and update information to be included in the Kitsap County Hazard Mitigation Plan
- Continue to meet and exceed U.S. Coast Guard regulatory requirements for ferry vessel operations
- Leverage bus operator simulator to improve operator performance and training
- Order new buses equipped with on-board video to capture incidents
- Continue to apply for applicable safety and security grants
- Kitsap Transits Maintenance Department will continue to provide hands on training for area fire fighters, EMS, Police and 911 dispatchers. Training consists of fuel tank control locations, low and high voltage batteries identification, high voltage cabling, how to shut down and control major systems and how to operate doors and emergency exits
- Continue to evaluate and update security technology as needed throughout the Kitsap Transit System

- Conduct annual Emergency Operation Center drill in cooperation with Kitsap County Department of Emergency Management, to ensure readiness
- Upgrade surveillance camera systems at all Kitsap Transit public facilities
- Establish a bus stop improvement fund to upgrade select bus stop locations to Americans with Disabilities Act standards

3. Mobility: To improve the predictable movement of goods and people throughout Washington State.

- Complete the environmental review process of the Seattle Waterfront Passenger Terminal to support future Fast Ferries for the Puget Sound Region
- Begin design, with associated project planning, for the Seattle Waterfront Passenger Terminal
- Begin the design, environmental review and right of way acquisition for the Johnson Road Park and Ride once completed, move towards construction
- Conclude the ROW acquisition and begin construction of the new Ruby Creek Park and Ride along the Highway 16 corridor to support reduced traffic in Gorst
- Plan and design for the West Bremerton Park and Ride Facility and fueling facility
- Move forward with the ROW acquisition and design of a new Park and Ride along Highway 104 and Bond Road to support reduced traffic in Kingston
- Implement new technology for ride services passenger communications
- Design and construction of the Day Road Park & Ride along SR 305
- Improve routed service to meet the demand of local growth employment and population projections where feasible

4. Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

- Reduce greenhouse gas emissions by 50% of 2015 levels by 2030
- Complete the design and install induction chargers at Charleston Base to support the electrification of the fleet
- Test the feasibility of using 100% electric trucks in Vehicle and Facilities maintenance applications
- Continue research and testing of Hydrogen powered buses
- Research the feasibility of increasing of growing the BEB fleet beyond thirty (30) buses
- Complete the design of an electric battery powered fast ferry
- Kitsap Transit will increase the fence line of its ISO-14001 Environmental program from four (4) facilities to entire service area of Kitsap Transit

5. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

 Work to increase passengers per hour on our ACCESS program through process and system improvements

- Install inductive charging systems at transit centers to maximize electric vehicle utilization
- Develop a transit bus operator training facility to replace the outdated and obsolete building at South Base
- Complete study of a new or improved Port Orchard Transit Center to address growing demands due to population increases in the South Kitsap area
- Commence design and environmental review for a heavy-duty maintenance facility for ferry vessels to improve service reliability
- Further explore options for a new central operations and maintenance base to allow Kitsap
 Transit to meet growing demand in accordance with Vision 2050
- Conduct an origin-destination study to obtain validated data on post-pandemic travel patterns on bus and ferry services
- Implement mobile-friendly website and/or app for passengers, leveraging new technologies
- Secure approval for a new ACCESS staging base at the Gateway Center in Bremerton
- Complete design and construction of the new Gateway Center ACCESS staging base



Planned North Base Bus Maintenance Facility in Poulsbo

Section VIII: Capital Planning & Operating Revenues & Expenditures, 2025 - 2030

2025

Capital Project Funding Forecast 2025-2030

2027

	Grant Funding	Local Funding	<u>Total</u>	Grant Funding	Local Funding	<u>Total</u>	Grant Funding	Local Funding	<u>Total</u>
Vehicles	\$32,721,176	\$28,029,172	\$60,750,348	\$19,000,000	\$2,500,000	\$21,500,000	\$10,000,000	\$1,500,000	\$11,500,000
Passenger Ferry Vessels	\$31,740,171	\$8,277,466	\$40,017,637	\$28,000,000	\$7,000,000	\$35,000,000	\$17,000,000	\$3,400,000	\$20,400,000
Operations Bases	\$20,019,154	\$5,621,641	\$25,640,795	\$15,000,000	\$3,500,000	\$18,500,000	\$10,000,000	\$2,000,000	\$12,000,000
Passenger Ferry Terminals	\$13,915,009	\$1,868,485	\$15,783,494	\$15,000,000	\$6,000,000	\$21,000,000	\$10,000,000	\$4,000,000	\$14,000,000
Park & Ride/Transit Centers	\$32,680,240	\$15,505,221	\$48,185,461	\$26,000,000	\$9,000,000	\$35,000,000	\$15,000,000	\$4,000,000	\$19,000,000
Equipment and Systems - Ferry	\$0	\$400,000	\$400,000	\$1,000,000	\$300,000	\$1,300,000	\$800,000	\$0	\$800,000
Equipment and Systems - Bus	\$550,000	\$1,522,500	\$2,072,500	\$300,000	\$1,500,000	\$1,800,000	\$150,000	\$300,000	\$450,000
Total Capital Program	\$131,625,750	\$61,224,485	\$192,850,235	\$104,300,000	\$29,800,000	\$134,100,000	\$62,950,000	\$15,200,000	\$78,150,000
		2028 2029 2030		2029		2030			
	Grant Funding	Local Funding	<u>Total</u>	Grant Funding	Local Funding	<u>Total</u>	Grant Funding	Local Funding	Total
Vehicles	\$8,500,000	\$1,600,000	\$10,100,000	\$8,500,000	\$1,600,000	\$10,100,000	\$8,500,000	\$1,600,000	\$10,100,000
Passenger Ferry Vessels	\$6,000,000	\$1,300,000	\$7,300,000	\$6,000,000	\$1,300,000	\$7,300,000	\$6,000,000	\$1,300,000	\$7,300,000
Operations Bases	\$5,000,000	\$650,000	\$5,650,000	\$5,000,000	\$650,000	\$5,650,000	\$5,000,000	\$650,000	\$5,650,000
Passenger Ferry Terminals	\$5,000,000	\$0	\$5,000,000	\$5,000,000	\$0	\$5,000,000	\$5,000,000	\$0	\$5,000,000
Park & Ride/Transit Centers	\$8,000,000	\$1,900,000	\$9,900,000	\$8,000,000	\$1,900,000	\$9,900,000	\$8,000,000	\$1,900,000	\$9,900,000
Equipment and Systems - Ferry	\$800,000	\$0	\$800,000	\$800,000	\$0	\$800,000	\$800,000	\$0	\$800,000
Equipment and Systems - Bus	\$800,000	\$150,000	\$950,000	\$800,000	\$150,000	\$950,000	\$800,000	\$150,000	\$950,000
	\$34,100,000	\$5,600,000	\$39,700,000	\$34,100,000	\$5,600,000	\$39,700,000	\$34,100,000	\$5,600,000	\$39,700,000
Kits	ap Transit is awa	rded \$5,000,000	in Transporta	ation Developm	ent Credits annu	ally to use to	ward qualified p	oroject matching	g funds
	has a Capital pro		-			-			
	5 annroved hudg	•			•	-		rward into futu	re vears

2025 approved budget unlikely to be expended in current year and expected unexpended funds are carried forward into future years.

Forecast does not take into account impacts on potential changes to grant funding based on administrative changes as they are unknown at this time.

^{*}Kitsap Transit is awarded \$2,500,000 in Transportation Development Credits annually to use toward qualified project matching funds & has a Capital project reserve fund to help offset local contributions towards grant matches.

^{*2024} Is approved budget unlikely to be expended in current year & unexpended funds will be carried forward into future years.

Operating Revenues & Expenditures, 2024 – 2030

Transit Development Plan - Final
Section IX - Operating Revenues and Expenditures (2024 - 2030)
(Dollars in thousands)

	Actual	Budget _			Outlook		
REVENUES	2024	2025	2026	2027	2028	2029	2030
FARES - ROUTED	1,526	1,682	1,716	1,750	1,785	1,821	1,857
FARES - WORKER DRIVER	744	748	763	778	794	810	826
FARES - VANPOOL	245	251	256	261	266	272	277
FARES - DEMAND RESPONSE	175	160	163	167	170	173	177
FARES - FERRY	4,869	6,268	6,669	6,979	7,304	7,644	8,002
PARKING REVENUE	200	204	204	204	204	204	204
		204	204	204	204	204	204
ADVERTISING REVENUE	15	400	-	-	-	-	-
RENTAL INCOME	490	498	314	260	262	265	268
SALES TAX - NET	79,655	80,764	83,591	86,516	89,544	92,678	95,922
OPERATING GRANTS	115	2,425	12,331	2,125	12,125	2,125	12,125
INTEREST INCOME	4,841	2,292	1,352	1,231	706	574	427
OTHER INCOME (EXPENSE)	30	30	30	30	30	30	30
TOTAL REVENUES	92,906	95,322	107,389	100,301	113,190	106,595	120,114
OPERATING EXPENSES							
ROUTED SERVICE	30,962	35,511	36,856	38,628	40,514	42,541	44,668
WORKER DRIVER	3,633	4,166	4,324	4,532	4,753	4,991	5,241
VANPOOL	1,163	1,334	1,385	1,451	1,522	1,598	1,678
DEMAND RESPONSE	19,352	22,195	23,036	24,143	25,322	26,589	27,919
FERRY	20,710	26,447	25,354	26,622	27,954	29,352	30,819
TOTAL OPERATING EXPENSES	75,820	89,654	90,955	95,376	100,066	105,071	110,325
	. 0,020	00,001	00,000	00,010	100,000	100,011	,
NET CASH AVAILABLE FROM OPERATIONS	17,086	5,668	16,434	4,925	13,124	1,524	9,789
BEGINNING UNRESTRICTED RESERVES	66,946	94,976	73,014	59,891	45,922	49,762	42,010
NET CASH AVAILABLE FROM OPS	17,086	5,668	16,434	4,925	13,124	1,524	9,789
PRINCIPAL AND INTEREST PAYMENT	(4,006)	(3,999)	(3,708)	(3,694)	(3,684)	(3,676)	(3,667)
CAPITAL EXPENDITURES, NET	(24,358)	(61,224)	(29,800)	(15,200)	(5,600)	(5,600)	(5,600)
RESERVES	28,810	37,594	3,951	-	-	-	-
OTHER, NET	10,497	-	-	-	-	-	
ENDING UNRESTRICTED RESERVES	94,976	73,014	59,891	45,922	49,762	42,010	42,532

Section IX: Operating Data, 2024 – 2030

Fatalities Reportable injuries Collisions Renewable Diesel (gal) Diesel Gasoline	0 2 1 8,395 6,537 4,175						
Fatalities Reportable injuries Collisions	2						
Fatalities Reportable injuries	2						
Fatalities	0						
	•	· ·		•			
Passenger trips	263,324	264,000	270,000	271,000	272,000	275,000	280,000
Total vehicle miles	1,525,001	1,547,718	1,857,261	2,042,987	2,247,286	2,472,015	2,719,216
Total vehicle hours Revenue vehicle miles	103,627 1,348,846	100,937 1,400,314	121,125 1,680,377	133,237 1,848,415	146,561 2,033,256	161,217 2,236,582	177,338 2,460,240
Revenue vehicle hours	89,628	90,008	108,009	118,810	130,691	143,760	158,136
<u>Demand Response</u> <u>Service</u>	<u>2024</u>	2025	2026	2027	2028	2029	2030
Electricity	258,884						
Renewable Diesel Propane	406,497 10,058						
Collisions	2						
Reportable injuries	4						
Fatalities	0						
Passenger trips	1,451,392	1,596,531	1,600,000	1,625,000	1,700,000	1,750,000	1,800,000
Revenue vehicle miles Total vehicle miles	2,059,319 2,438,620	2,100,000 2,447,000	2,100,000 2,447,000	2,100,000 2,447,000	2,200,000 2,557,000	2,200,000 2,557,000	2,200,000 2,557,000
Total vehicle hours	126,695	127,000	127,000	127,000	130,000	130,000	130,000
Revenue vehicle hours	110,650	111,000	111,000	111,000	115,000	115,000	115,000
Fixed Route Service	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u> 2029</u>	<u>2030</u>

Worker/Driver Service

Revenue vehicle hours	12,437	17,500	17,500	17,500	17,500	17,500	17,500
Total vehicle hours	16,696	22,500	22,500	22,500	22,500	22,500	22,500
Revenue vehicle miles	276,981	365,000	365,000	365,000	365,000	365,000	365,000
Total vehicle miles	303,971	400,000	400,000	400,000	400,000	400,000	400,000
Passenger trips	204,244	210,000	210,086	211,490	212,229	213,318	214,771
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Renewable Diesel (gal)	64,876						
Diesel	12,778						
Vanpool Service	2024	<u>2025</u>	<u> 2026</u>	<u>2027</u>	<u> 2028</u>	2029	2030
Revenue vehicle hours	15,116	16,000	16,000	16,000	16,000	16,000	16,000
Total vehicle hours	15,116	16,000	16,000	16,000	16,000	16,000	16,000
Revenue vehicle miles	453,489	475,000	475,000	475,000	475,000	475,000	475,000
Total vehicle miles	453,489	475,000	475,000	475,000	475,000	475,000	475,000
Passenger trips	66,885	70,000	71,000	72,000	72,000	73,000	75,000
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Electricity (kwh)	12,366						
Gasoline consumed (gal)	27,995						
dusonine consumed (gai)	21,555						
Foot Ferry Service	<u>2024</u>	<u>2025</u>	<u> 2026</u>	<u>2027</u>	<u>2028</u>	<u> 2029</u>	<u>2030</u>
Revenue vehicle hours	6,658	6,700	6,700	6,700	6,700	6,700	6,700
Total vehicle hours	6,789	6,800	6,800	6,800	6,800	6,800	6,800
Revenue vehicle miles	47,416	47,500	47,500	47,500	47,500	47,500	47,500
Total vehicle miles	48,271	48,300	48,300	48,300	48,300	48,300	48,300
Passenger trips	374,740	400,000	405,000	410,000	415,000	415,000	415,000
Fatalities	0						
Reportable injuries	0						

Collisions 0

Diesel fuel consumed (gal) 49,801

Fast Ferry Service	<u> 2024</u>	<u>2025</u>	<u> 2026</u>	<u>2027</u>	<u> 2028</u>	<u> 2029</u>	<u>2030</u>
Revenue vehicle hours	11,998	12,000	12,000	12,000	12,000	12,000	12,000
Total vehicle hours	12,667	12,700	12,700	12,700	12,700	12,700	12,700
Revenue vehicle miles	290,012	290,000	290,000	290,000	290,000	290,000	290,000
Total vehicle miles	304,107	305,000	305,000	305,000	305,000	305,000	305,000
Passenger trips	854,529	860,000	865,000	865,000	870,000	870,000	870,000

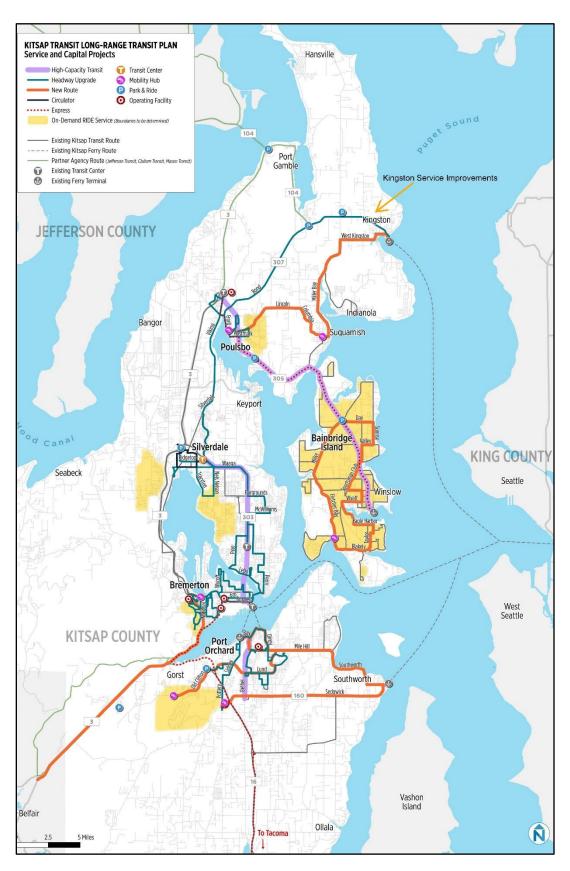
Fatalities 0
Reportable injuries 0
Collisions 0

Diesel fuel consumed (gal) 1,446,269

Safety related data (fatalities, injuries, and collisions) based on NTD definitions.

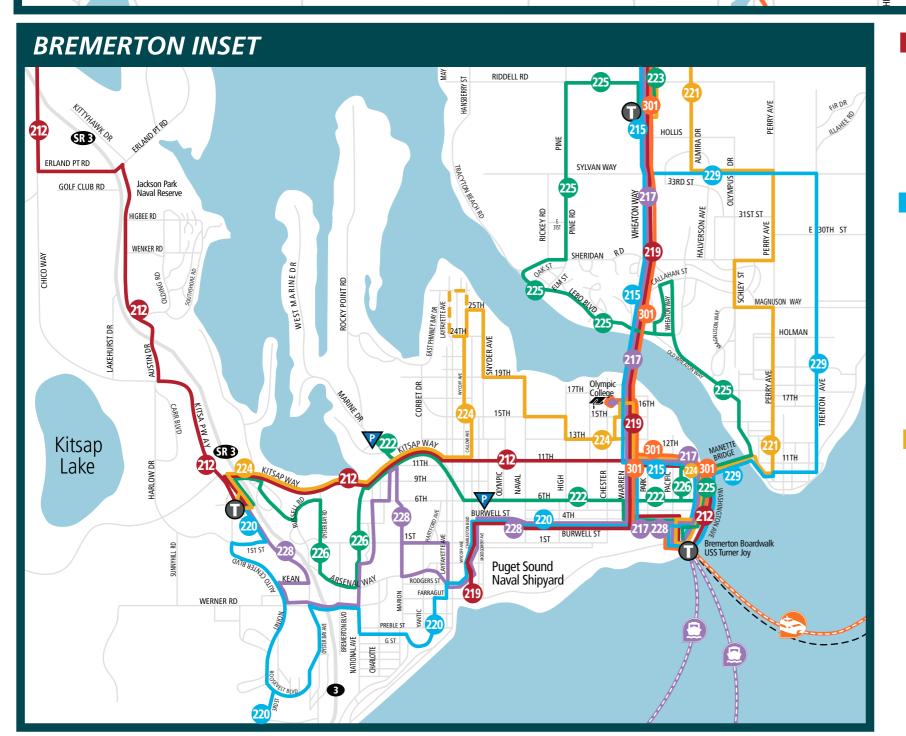
<u>Taxi</u>	<u>2024</u>				
Revenue vehicle hours	2,554	Revenue vehicle hours	29,619	Passenger Trips	1,907
Total vehicle hours	2,554	Total vehicle miles	29,619		

Section X: Transit System Vision Map



Appendix I: Routed System Map

Kitsap Transit System Map Hansville **POULSBO INSET** 301 307 331 332 344 390 SR 104 EGLON RD Port Kingston Ride Area Gamble FOREST ROCK LN Lofall Miller Lake **EDMONDS** Kingston Ride KINGSTON PIONEER HILL RD SAWDUST HILL RD Indianola **SUQUAMISH POULSB**0 BANGOR NAVAL Liberty SUMBARINE BASE MAIN GATE **WINSLOW INSET** SR 305 SR 308 SILVERDALE INSET Keyport MADISON RD NEW BROOKLYN RD MADISON RD WING PT PAULSON RD BAINBRIDGE ISLAND SR3 SILVERDALE FAIRGROUNDS RD BAINBRIDGE FERRY Dyes Inlet **SEATTLE** Lake BREMERTON - SEATTLE FAST FER Tahuya Manchester BREMERTON Union River Heins Reservoir Lake SR 166 SR3 Mission State Panther Gorst Lake **WEST SEATTLE PORT ORCHARD INSET** SK Ride Area North Lake PORT ORCHARD **SR 166** Square Lake VIEW PARK RD **KEY Inset Routes** Roads **Ferry Routes** Wicks **Medical Centers** Lake **SR 16 Transfer Center** WILDWOOD RD V Park & Ride Lot 303 Highway **On-Demand Service Area** BURLEY OLALLA RD Dial-A-Ride Fast Ferry Commuter Service Area Southworth Ride Commuter Bus Service Area NELSON RD Olalla PINE RD Horseshoe Vashon Lake



- East Port Orchard
- 93 Manzanita
- Bremerton/Silverdale West

Island

- Crossroads 219 Poulsbo/Silverdale
- **Annapolis Commuter**
- Agate Point
- 98 Fort Ward
- 215 McWilliams
- 220 Sunn Fjord 229 Trenton
- 265 Silverdale Central
- Kingston/Suquamish Fast Ferry
- Poulsbo Central
- Bethel
- 96 Sunrise
- 97 **Crystal Springs** Fletcher Bay
- Harper Shuttle 184 Perry Avenue 221
- Olympic College 224 Poulsbo/Myhre

- 5 Sidney
- 85 Mullenix Express 217 Bremerton/Silverdale East
- 228 Marion
- 390 Poulsbo/Bainbridge **Local Foot Ferries**
- 4 Tremont Southworth 86
- 95 **Battle Point**
- 222 **Gateway Express**
- 223 Kariotis
- 225 Sheridan Park 226
- Bay Vista 266 Silverdale Ridgetop
- 307 Kingston/North Viking Fast Ferry Silverdale/Bainbridge

 - Bill Point



- North Kitsap Fast Ferry Fast Ferry Bremerton - Seattle Fast Ferry Kingston - Seattle
- Fast Ferry Southworth Seattle Purdy Ride
- **KRC** Kingston Ride Fast Ferry Commuter Southworth Ride Fast ferry Commuter Kingston Ride
- SK SK Ride BI Ride

This map is intended for general transit information only, and subject to change Refer to individual schedules for specific information

Appendix II: Equipment & Facilities Asset Inventory

Owned Equipment Inventory Form

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

Refer to instructions tab for equipment code.

 Agency/org:
 Kitsap Transit
 Inventory year:
 2024

*This information was not previously tracked. 2024 reporting year first year included on report. Moving forward we are tracking this information to include.

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	WSDOT funded Yes/No	Comments
1	18	Portable Electric Charger	5	<1	1	8,568.42	Yes	
2	18	Charging Cords for Mach-E	5	<1	1	4,596.95	Yes	
3	9	2018 Alignment Equipment	4	6	7	\$83,071	No*	
4	9	70Q ROTARY INFLOOR LIFT	3	22	5	\$160,586	No*	
5	4	Automatic Passenger Counters	1	9	7	\$499,168	No*	
6	9	Oil Analysis System	3	10	5	\$69,430	No*	
7	15	Onan Generator	3	24	5	\$121,551	No*	
8	4	Opticom System Upgrade	3	10	5	\$314,476	No*	
9	15	South Base Generator	4	9	5	\$72,201	No*	
10	8	Radio Controller/Repeaters	3	21	10	\$138,447	No*	
11	8	Add'l Cost Changing to Cencom	5	14	7	\$83,141	No*	
12	3	Security System (MULLENIX P/R)	2	19	5	\$121,551	No*	
13	4	Transit Fleet Software	4	9	7	\$123,010	No*	
14	4	Access Data Terminals	3	8	5	\$160,154	No*	
15	4	ORCA System Capital Improvements	1	7	5	\$199,708	No*	currently being upgraded New Clever System installation started 2024 & still continuing
16	4	Automatic Passenger System	1	5	7	\$326,072	No*	New Clever System installation started 2024 & still continuing into 2025.
17	8	Radio Upgrade System	5	5	10	\$1,253,188	No*	
18	9	North Base Oil Monitoring System	2	3	5	\$60,010	No*	will be replaced in 2025
19	5	1995 CMD / CHEVY TRUCK K2PU	2	29	PAST	\$60,000	No*	VEH# 12 (VIN) 1GBJK34N4SE131576
20	5	1998 GMC / FUEL TANK TRUCK	3	26	PAST	\$120,000	No*	VEH#14 (VIN) 1GDM7H1C7WJ519114
21	5	2002 INTERNATIONAL / 4200 VT365	3	22	2	\$80,000	No*	VEH#16 (VIN) 1HTMLAFM43H577504
22	5	2002 INTERNATIONAL / 4200 VT365	3	22	2	\$80,000	No*	VEH#17 (VIN) 1HTMLAFM63H577505
23	5	2003 INTERNATIONAL / FUEL TRUCK	3	21	3	\$120,000	No*	VEH#18 (VIN) 1HTMKAAR73H601445
24	5	2003 FORD / F350 TRUCK	3	21	PAST	\$30,000	No*	VEH#19 (VIN) 1FTSF31PX3EC58442
25	5	2004 FORD / F350 TRUCK	4	20	PAST	\$30,000	No*	VEH#20 (VIN) 1FTSF31P94ED13125
26	5	2008 FORD / F450 SHOP TRUCK	4	17	PAST	\$49,000	No*	VEH#21 (VIN) 1FDXF47R78EE58086
27	5	2011 FORD / F450 SHOP TRUCK	4	13	1	\$49,000	No*	VEH#22 (VIN) 1FD0X4GT3BEB33033
28	5	2012 FORD / ESCAPE NON HYBRID	4	12	2	\$24,885	No*	VEH#23 (VIN) 1FMCU9C73CKB33600
29	5	2013 FORD / F150 PU W/CANOPY	4	11	3	\$25,000	No*	VEH#24 (VIN) 1FTPF1CF6DKE57571
30	5	2013 FORD / F150 PU W/CANOPY	4	11	3	\$25,000	No*	VEH#25 (VIN) 1FTPF1CF4DKE57570
31	5	2015 FORD / F250 TRUCK	4	9	5	\$33,000	No*	VEH#26 (VIN) 1FT7X2A6XFEB63940
32	5	2015 FORD / F250 TRUCK	4	9	5	\$33,000	No*	VEH#27 (VIN) 1FT7X2A61FEB63941
33	5	2016 FORD / F250 TRUCK SHOP	4	8	6	\$45,000	No*	VEH#28 (VIN) 1FTBF2B60GED00929
34	5	2016 FORD / F250 TRUCK SHOP	4	8	6	\$45,000	No*	VEH#29 (VIN) 1FTBF2B60GED00928

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Owned Equipment Inventory Form Inventory year: 2023

35	5	2017 FORD / DUMP TRUCK	4	7	17	\$48.098	No*	VEH#30 (VIN) 1FDUF5HT3HED20645
36	5	2019 FORD / F350 TRUCK	4	5	9	\$35.000	No*	VEH#30 (VIN) 1FT8X3A62KEC43947
37	5	2019 TYMCO / SWEEPER TRUCK	5	5	9	\$185.000	No*	VEH#31 (VIN) II 16X3A02REC43947 VEH#32 (VIN) jalc4w167k7k01118
38	5	2020 FORD/TRANSIT VAN-CARGO	5	4	3	\$48.845	No*	VEH#32 (VIN) 1FTRS4UG7LKB17695
39	5	2021 FORD/F550 TRUCK	5	3	12	\$52.600	No*	VEH# 34 (VIN) 1FDUF5HT1NEC16358
40	5	2021 FORD/F350 TRUCK 2023 FORD/F450 FLATBED TRUCK	5	1	23	\$72,337	No*	VEH# 35 (VIN) 1FD0F3H11NEC16336 VEH# 35 (VIN) 1FD0X4HT3PED18267
41	5	2023 FORD/F450 FLATBED TROCK 2023 FORD/LIGHTNING	5	1	23	\$62.124	No*	VEH# 36 (VIN) 1FT6W1EV3PWG34462
41	5	2023 FORD/LIGHTNING 2024 FORD/F450 TRUCK SHOP	5	0	23 14	\$72,297	No*	VEH# 36 (VIN) 1F16W1EV3PWG34462 VEH# 37 (VIN) 1FDUF4HT5RDA18422
43	5	2024 FORD/F450 TRUCK SHOP 2002 TOYOTA / PRIUS	3	22	PAST	\$24,325	No*	VEH#150 (VIN) JT2BK12U820055476
44	5	2002 TOYOTA / PRIUS	3	22	PAST	\$24,325	No*	VEH#151 (VIN) JT2BK12U02U055476 VEH#151 (VIN) JT2BK12U020055617
45	5	2002 TOYOTA / PRIUS	3	22	PAST	\$24,325	No*	VEH#151 (VIN) JT2BK120020055617 VEH#152 (VIN) JT2BK12UX20055754
_	_	2002 TOYOTA / PRIUS	3	22		, ,		()
46	5				PAST PAST	\$24,325	No*	VEH#153 (VIN) JT2BK12UX20055883
	5	2005 HONDA / CIVIC HYBRID ELECT	3	19		\$30,000	No*	VEH#160 (VIN) JHMES966X5S004311
48	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$30,000	No*	VEH# 161 (VIN) JHMES966X5S005491
49	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$30,000	No*	VEH# 162 (VIN) JHMES96695S001786
50	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$30,000	No*	VEH# 163 (VIN) JHMES96655S004314
51	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$30,000	No*	VEH# 164 (VIN) JHMES96675S000992
52	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$30,000	No*	VEH# 165 (VIN) JHMES96645S004062
53	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$30,000	No*	VEH# 166 (VIN) JHMES96665S001986
54	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$30,000	No*	VEH# 167 (VIN) JHMES96685S001665
55	5	2008 FORD/ FOCUS	3	16	PAST	\$19,000	No*	VEH#170 (VIN) 1FAHP35N98W230851
56	5	2008 FORD/ FOCUS	3	16	PAST	\$19,000	No*	VEH#171 (VIN) 1FAHP35N08W230852
57	5	2008 FORD/ FOCUS	3	16	PAST	\$19,000	No*	VEH#172 (VIN) 1FAHP35N28W230853
58	5	2008 FORD/ FOCUS	3	16	PAST	\$19,000	No*	VEH#173 (VIN) 1FAHP35N48W230854
59	5	2008 FORD / ESCAPE	3	16	PAST	\$24,885	No*	VEH#180 (VIN) 1FMCU59H18KE43566
60	5	2008 FORD / ESCAPE	3	16	PAST	\$24,885	No*	VEH#181 (VIN) 1FMCU59H38KE43567
61	5	2012 FORD / ESCAPE NON HYBRID	3	12	2	\$24,885	No*	VEH#182 (VIN) 1FMCU9C76CKB33610
62	5	2012 FORD / ESCAPE NON HYBRID	3	12	2	\$24,885	No*	VEH#183 (VIN) 1FMCU975CKB33615
63	5	2020 FORD/TRANSIT VAN	5	4	11	\$61,000	No*	VEH#184 (VIN) 1FMZK2C82LKA63989
64	5	2020 FORD/TRANSIT VAN	5	4	11	\$61,000	No*	VEH#185 (VIN) 1FMZK2C89LKA63990
65	5	2020 FORD/TRANSIT VAN	5	4	11	\$61,000	No*	VEH#186 (VIN) 1FMZK2C82LKA63992
66	5	2020 FORD/TRANSIT VAN	5	4	11	\$61,000	No*	VEH#187 (VIN) 1FMZK2C80LKA63991
67	5	2024 FORD/BRONCO SPORT	5	0	15	\$35,337	No*	VEH#188 (VIN) 3FMCR9B68RRE66504
68	5	2024 FORD/BRONCO SPORT	5	0	15	\$35,337	No*	VEH#189 (VIN) 3FMCR9B67RRE69457
69	5	2024 FORD/BRONCO SPORT	5	0	15	\$35,337	No*	VEH#190 (VIN) 3FMCR9B62RRE65056
70	5	2024 FORD/BRONCO SPORT	5	0	15	\$35,337	No*	VEH#191(VIN) 3FMCR9B66RRE66792
71	5	2024 FORD/BRONCO SPORT	5	0	15	\$35,337	No*	VEH#192 (VIN) 3FMCR9B61RRF06132
72	5	2003 FORD / ECONOLINE 350 20'	2.5	21	PAST	\$35,000	No*	VEH#515 (VIN) 1FDSS34F73HB09284
73	5	2003 FORD / ECONOLINE 350 20'	2	21	PAST	\$35,000	No*	VEH#519 (VIN) 1FDSS34F43HB09288
74	5	2004 FORD / ECONOLINE 350 20-	3	20	PAST	\$35,000	No*	VEH#531 (VIN) 1FDNE31P84HA55805
75	5	2004 FORD / ECONOLINE 350 20-	3	20	PAST	\$35,000	No*	VEH#539 (VIN) 1FDNE31P74HA55813
76	5	2004 FORD / ECONOLINE 350 20'	2	20	PAST	\$35,000	No*	VEH#557 (VIN)1FDNE31P94HA55831
77	5	2004 FORD / ECONOLINE 350 20'	2	20	PAST	\$35,000	No*	VEH#564 (VIN) 1FDSS31P74HA55838
78	5	2004 FORD / CLUB WAGON	3	20	PAST	\$35,000	No*	VEH#579 (VIN) 1FDNE31P14HB40758
79	5	2004 FORD / CLUB WAGON	3	20	PAST	\$35,000	No*	VEH#581 (VIN) 1FDNE31PX4HB40760
80	5	2006 FORD / ECONOLINE 350 20-	3	18	PAST	\$35,000	No*	VEH#583 (VIN) 1FDNE31PX6HA09847
81	5	2006 FORD / E350 CLUB WAGON	3	18	PAST	\$35,000	No*	VEH#610 (VIN)1FDNE31P86DB39052
82	5	2008 FORD/E350 CLUB WAGON	3	16	PAST	\$35,000	No*	VEH#622 (VIN) 1FDNE31L48DB40117
83	5	2008 FORD/E350 CLUB WAGON	3	16	PAST	\$35,000	No*	VEH#624 (VIN) 1FDNE31L88DB40119
84	5	2008 FORD/E350 CLUB WAGON		16	PAST	\$35,000	No*	VEH#625 (VIN) 1FDNE31L48DB40120
85	5	2008 FORD/E350 CLUB WAGON	3	16	PAST	\$35,000	No*	VEH#626 (VIN) 1FDNE31L68DB40121
86	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2000 (VIN) 5TDKK4CC0AS302676
87	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH#2003 (VIN) 5TDKK4CC6AS303282

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Owned Equipment Inventory Form Inventory year: 2023

88	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2005 (VIN) 5TDKK4CC5AS303404
89	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH#2009 (VIN) 5TDKK4CC8AS303316
90	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH#2011 (VAN) 5TDKK4CC2AS303697
91	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH#2012 (VIN) 5TDKK4CC0AS303522
92	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2013 (VIN)-5TDKK4CC9AS302983
93	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2014 (VIN)-5TDKK4CC9AS303535
94	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2015 (VIN)-5TDKK4CC6AS303671
95	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH#2016 (VAN) 5TDKK4CC1AS303772
96	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2017 (VIN)-5TDKK4CC7AS303811
97	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2019 (VIN)-5TDKK4CC5AS304231
98	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2021 (VIN)-5TDKK4CC9AS304250
99	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2023 (VIN)-5TDKK4CC0AS304279
100	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2025 (VIN)-5TDKK4CC8AS301372
101	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2026 (VIN)-5TDKK4CC0AS301558
102	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2031 (VIN) 5TDKK4CC6AS302200
103	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2032 (VIN)-5TDKK4CC8AS301419
104	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2035 (VIN)-5TDKK4CC2AS301707
105	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2036 (VIN) 5TDKK4CCXAS301440
106	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2038 (VIN)-5TDKK4CC5AS302706
107	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2039 (VIN)-5TDKK4CC7AS302626
108	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH#2042 (VIN) 5TDKK4CC8AS301971
109	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2044 (VIN)-5TDKK4CC3AS302686
110	5	2010 TOYOTA / SIENNA VAN	3	14	0	\$32,000	No*	VEH# 2045 (VIN)-5TDKK4CC8AS302747
111	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2102 (VIN) 1FDSS31L99DA86679
112	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2105 (VIN)-1FDSS31L59DA86677
113	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2106 (VIN)-1FDSS31L89DA866687
114	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2107 (VIN) 1FDSS31L69DA86686
115	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2112 (VIN)-1FDSS31L39DA86693
116	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2119 (VIN)-1FDNE31L39DA86665
117	5	2009 FORD / 350 VAN	4	15	0	\$35,000	No*	VEH#2120 (VIN) 1FDNE31L19DA86664
118	5	2009 FORD / 350 VAN	4	15	0	\$35,000	No*	VEH#2122 (VIN) 1FDNE31L99DA86668
119	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2124 (VIN) 1FDNE31L69DA86675
120	5	2009 FORD / 350 VAN 2009 FORD / 350 VAN	3	15 15	0	\$35,000	No*	VEH# 2125 (VIN)-1FDNE31L09DA86669
121	5		3	15	0	\$35,000	No*	VEH# 2128 (VIN)-1FDNE31L59DA86666
122	5 5	2009 FORD / 350 VAN 2013 FOMOCO E350 / RAISED ROOF	4	_	0	\$35,000	No*	VEH#2130 (VIN) 1FDNE31L49DA86674
123 124	5		4	11 11	4	\$35,000	No* No*	VEH# 2131 (VIN) 1FTDS3EL8DDB34849
124	5	2013 FOMOCO E350 / RAISED ROOF 2013 FOMOCO E350 / RAISED ROOF	4	11	4	\$35,000 \$35.000	No*	VEH# 2132 (VIN)-1FTDE3EL4DDB34662
126	5	2013 FOMOCO E350 / RAISED ROOF 2013 FOMOCO E350 / RAISED ROOF	4	11	4	\$35,000	No*	VEH# 2133 (VIN)-1FTDE3EL6DDB34663 VEH# 2134 (VIN)1FTDE3EL8DDB34664
127	5	2013 FOMOCO E350 / RAISED ROOF 2013 FOMOCO E350 / RAISED ROOF	4	11	4	\$35,000	No*	VEH#2134 (VIN) 1FTDE3EL0DDB34004 VEH#2136 (VIN) 1FTDE3EL1DDB34666
	_	2013 FOMOCO E350 / RAISED ROOF	4			· · · · · ·		
128	5			11	4	\$35,000	No*	VEH # 2137 (VIN) 1FTDE3EL3DDB34667
129	5	2016 FORD TRANSIT VAN	4	8	6	\$75,000	No*	VEH # 2139 (VIN) 1FBAX2CV1GKA54543
130	5	2016 FORD CONNECT	4	8	6	\$60,000	No*	VEH # 2147 (VIN)NM0GE9F72G1280658
131	5	GILLIG / GILLIG 35'	3	20	5	\$500,000	No*	VEH # 750 (VIN) 15GGD271233073522
132	5	GILLIG / GILLIG 35'	3	20	5	\$500,000	No*	VEH # 751 (VIN) 15GGD271431073523
133	16	SKID STEER	5	1	19	75000	No*	#121 SKID STEER FACILITIES MAINTENANCE
134	16	CARGO MATE RECOVERY TRAILER	4	3	3	75000	No*	#109 PRESSURE WASH AND RECOVER WATER
135	16	GENIE MAN LIFT	5	1	9	90000	No*	#114 GENIE GR20 WITH EXT DECK
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Owned Facility Inventory Form

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

Refer to instructions for facility code.

 Agency/org:
 Kitsap Transit
 Inventory year:
 2024

No.	Facility code	Facility name	Condition (points)	Age (year) for reporting year	Remaining useful life	Replacement cost (\$)	Comments
1	9	Annapolis Park & Ride	3	23	5	\$1,500,000	Park & Ride Only
2	6	Bainbridge Island Transfer Center (BITC)	4	23	20	\$2,650,000	
3	6	Bremerton Transportation Center (BTC)	3	23	20	\$31,250,000	
4	23	Charleston Base (CB)	3	22	20	\$27,900,000	
5	21	CB Fuel Building	3	22	15	\$3,500,000	As per Bill Rich, Fuel and Bus wash bldg constructed at same time. Reflected as one line item on Brian's report.
6	21	CB Wash Building	3	22	15	\$2,150,500	
7	11	Gateway	3	43	10	\$12,470,000	Purchased 06/10/20. *Age is approximate.
8	9	George's Corner Park & Ride	3	24	5	\$8,000,000	
9	10	Harborside	4	21	20	\$26,500,000	
10	9	Harper Park & Ride	3	14	20	\$11,000,000	
11	24	Hilltop	3	37	12	\$3,000,000	
12	23	North Base (NB)	4	8	40	\$6,250,300	
13	21	NB Wash Building A	4	8	40	\$2,150,000	
14	21	NB Fuel Building B	4	8	40	\$3,500,000	
15	6	North Viking Transfer Center	4	8	15	\$5,500,000	
16	2 4	Parker Lumber	2				Sold as of 01/25/19.
17	6	Silverdale Transit Center	5	<1	40	\$25,000,000	Grand Opening 06/24/24. The estimated cost of replacment is supplied by Steffani Lillie. 40 year Life Expectancy as per Brian 02/03/25. RpImt estimate includes inductive chargers & generators.
18	23	South Base	3	15	20	\$10,000,000	
19	10	SB Training Building	2	15	20	\$2,000,000	
20	6	Wheaton Way Transit Center (WWTC)	4	4	20	\$13,437,500	Grand Opening 11/25/19. (Comfort station is part of the Transit Center.)
21	23	WWTC Drivers Building	5	3	30	\$1,100,000	Opened to drivers July 2020.
22	7	A-Float	3	22	20	\$12,000,000	
23	7	B-Float	3	23	20	\$15,000,000	
24	7	M-Float	5	22	20	\$5,000,000	Remodeled in 2020. On Brian's report lumped in under "Bremerton Ramp Improvements".
25	7	Annapolis Dock	5	8	30	\$12,525,000	
26	17	POIT (Port Orchard Intermodal Terminal, the PO Ferry Dock)	3	19	20	\$15,000,000	Improvements done 2023.

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Appendix III: Fleet Inventory

	ì	Wa	ashington State epartment of Transportatio	on-	Kitsap Transit		Inventory year:		2024															
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*App	roxir	mate I	Replacement Cost: It should be noted	f that as w	re are required to replace our	vehicles to more	e energy efficient options	by the State	, if electric	vehicles a	re chosen o	over diesel i	we will nee	d to discuss charg	ging infrastructur	re in the replac	ement es	timates.						
				Wahista.	Vehicle	Agency Vehicle Number	Antonillie	Meets Financial	Is the Vehicle Safe? Y/N		Agency's ULB (Miles)	Main- tenance	Performs its Designed	*Approximate	Planned Replacement Year	Planned Replacement Fuel Type	ADA	C	F.ml	WSDOT	CdN			
No.	age	Year	Make/Model	Code	(VIN)	Number	Actual Life Odometer	Needs of SGR Y/N	Y/N	ULB (Year)	(Miles)	Current Y/N	Designed Function Y/N	Replacement Cost \$, .	Access Y/N	Capacity	Туре	Title Y/N	Code	Funding Source		
	20	2004	FORD / ECONOLINE 350 20'	14	1FDNE31P04HA55815	541	72,151	Y	Y	6	150,000	Y	Υ	\$35,000	2024	gas	N	10	D	N	2	WA37X005		
	20	2004	FORD / ECONOLINE 350 20'	14	1FDNE31P44HA55817	543	68,680	Y	Y	6		Y	Y	\$35,000	2024	gas	N	10	D	N	2	WA37X005		
	20	2004	FORD / ECONOLINE 350 20'	14	1FDNE31P44HA55820	546	113,090	Y	Υ	6	150,000	Y	Υ	\$35,000	2024	gas	N	10	D	N	2	WA37X005		
	20	2004	FORD / ECONOLINE 350 20'	14	1FDNE31P54HA55826	552	75,955	Y	Υ	6	150,000	Y	Υ	\$35,000	2024	gas	N	10	D	N	2	WA37X005		
	20	2004	FORD / ECONOLINE 350 20'	14	1FDNE31P74HA55830	556	85,706	Y	Y	6	150,000	Y	Υ	\$35,000	2024	gas	N	10	D	N	2	LOCAL		
	18	2006	FORD / E31 CLUB VAN	14	1FDNE31P46DB39050	611	81,369	Y	Υ	6	150,000	Y	Y	\$35,000	2024	gas	N	10	D	N	3	WA37X005		
	18	2006	FORD / E31 CLUB VAN	14	1FDNE31P66DB39051	613	48,169	Y	Υ	6	150,000	Y	Υ	\$35,000	2024	gas	N	10	D	N	3	WA37X005		
	18	2006	FORD / E31 CLUB VAN	14	1FDNE31PX6DB39053	614	69,565	Y	Υ	6	150,000	Υ	Υ	\$35,000	2024	gas	N	10	D	N	3	WA37X005		
	18	2006	FORD / E31 CLUB VAN	14	1FDNE31P86DB39049	616	56,197	Y	Υ	6	150,000	Υ	Υ	\$35,000	2024	gas	N	10	D	N	3	WA37X005		
	18	2006	FORD / E31 CLUB VAN	14	1FDNE31P56DB39056	618	90,807	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2024	gas	N	10	D	N	3	WA37X005		
	18	2006	FORD / E31 CLUB VAN	14	1FDNE31P76DB39057	619	70,665	Y	Υ	6	150,000	Y	Υ	\$35,000	2024	gas	N	10	D	N	3	WA37X005		
	16	2008	FORD / E31 CLUB VAN	13	1FDNE31L48DB40117	622	113,068	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2025	gas	N	10	G	N	3	GCA 5659		
	16	2008	FORD / E31 CLUB VAN	13	1FDNE31L68DB40118	623	107,327	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2025	gas	N	10	G	N	3	GCA 5659		
	16	2008	FORD / E31 CLUB VAN	13	1FDNE31L48DB40120	625	125,917	Y	Υ	6	150,000	Y	Υ	\$35,000	2025	gas	N	10	G	N	3	GCA 5659		
	16	2008	FORD / E31 CLUB VAN	13	1FDNE31L88DB40122	627	128,903	Υ	Υ	6	150,000	Y	Υ	\$35,000	2025	gas	N	10	D	N	3	LOCAL		
	16	2008	FORD / E31 CLUB VAN	13	1FDNE31LX8DB40123	628	90,733	Y	Y	6	150,000	Υ	Υ	\$35,000	2025	gas	N	10	D	N	3	LOCAL		
	16	2008	FORD / E31 CLUB VAN	13	1FDNE31L18DB40124	629	96,973	Y	Υ	6	150,000	Y	Υ	\$35,000	2025	gas	N	10	D	N	3	LOCAL		
LĪ	16	2008	FORD / E31 CLUB WAGON	13	1FDNE31L38DB40125	630	70188	Υ	Υ	6	150,000	Υ	Υ	\$35,000.00	2027	gas or battery	N	11	G	N	3	LOCAL		
	21	2003	GILLIG / GILLIG 40'	1	15GDD271531111814	730	562,583	Y	Υ	12	500,000	Υ	Υ	\$500,000	WD RB	BEB	Y	44+2	D	z	3	WA90 X173		
	21	2003	GILLIG / GILLIG 40'	1	15GDD271731111815	731	541,324	Υ	Y	12	500,000	Υ	Y	\$500,000	2024	BEB	Y	44+2	D	N	3	WA90 X173		
		2003	GILLIG / GILLIG 40°	1	15GDD271931111816	732	553,046	Y	Y	12	500,000	Y	Y	\$500,000	WD RB	BEB	Y	44+2	D	z	3	WA90 X173		
		2003	GILLIG / GILLIG 40'	1	15GDD271031111817	733	550,874			12	500,000	,		\$500,000	WD RB	BEB		44+2	D	N	5	WA90 X173		
		2003	GILLIG / GILLIG 40°		15GDD271231111818		598,194	,	ν		500,000	Y	Y	\$500,000	2024	BEB	·	44+2	D	N	3	WA90-X173		
		2003	GILLIG / GILLIG 40'		15GDD271231111819	734	559,993	Y	Y	12	500,000	Y	Y	\$500,000	2024	BEB	Y		D	N		WA90-X173		
				1						12	500,000							44+2			3			
		2003	GILLIG / GILLIG 40'	1	15GDD271031111820	736	527,828	Y	Y	12	500,000	Y	Y	\$500,000	WD RB	BEB	Y	44+2	D	N	3	LOCAL		
		2003	GILLIG / GILLIG 40'	1	15GDD271231111821	737	609,429	Y	Y	12	500,000	Y	Y	\$500,000	WD RB	BEB	Y	44+2	D	N	3	LOCAL		
		2003	GILLIG / GILLIG 40'	1	15GDD271631111823	739	485,142	Y	Y	12	500,000	Y	Y	\$500,000	WD RB	BEB	Y	44+2	D	N	5	LOCAL		
	21	2003	GILLIG / GILLIG 40'	1	15GDD271831111824	740	467,116	Y	Y	12	500,000	Y	Y	\$500,000	WD RB	BEB	Y	44+2	D	N	5	LOCAL		
H	21	2003	GILLIG / GILLIG 40'	1	15GDD271X31111825	741	499,193	Y	Y	12	500,000	Y	Y	\$500,000	WD RB	BEB	Y	44+2	D	N	5	LOCAL		
	21	2003	GILLIG / GILLIG 40'	1	15GDD271131111826	742	487,457	Y	Y	12	500,000	Y	Υ	\$500,000	WD RB	BEB	Y	44+2	D	N	3	WA90X310		
	21	2003	GILLIG / GILLIG 40'	1	15GDD271331111827	743	483,056	Y	Y	12		Y	Y	\$500,000	2024	BEB	Y	44+2	D	N	3	WA90X310		
	21	2003	GILLIG / GILLIG 40'	1	156DD271531111828	744	631,062	Y	Υ	12	500,000	Y	Y	\$500,000	2024	BEB	Y	44+2	D	N	3	WA90X310		
H	21	2003	GILLIG / GILLIG 40'	1	15GDD271731111829	745	505,862	Y	Υ	12	500,000	Y	Υ	\$500,000	2024	BEB	Y	44+2	D	N	3	WA90X310		
	21	2003	GILLIG / GILLIG 40°	1	15GDD271331111830	746	536,718	Y	Υ	12	500,000	Y	Υ	\$500,000	2024	BEB	Υ	44+2	D	N	3	WA90X310		
		2003	GILLIG / GILLIG 40'	1	15GDD271531111831	747	516,712	Y	Υ	12	500,000	Y	Υ	\$500,000	2024	BEB	Υ	44+2	D	N	3	WA90X310		
		2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291041074091	752	655732	Y	Y	12	500,000	Y	Y	\$500,000.00	2024	BEB	Y	32+2	D	N	3	WA90X310-0		
	-	2004	GILLIG 35-752-761 LOW FLOOR	2	15GGB291241074092	753	703070	Y	Y	12	500,000	Y	Y	\$500,000.00	2024	BEB	Y	32+2	D	N	3	WA90X310-0		
Щ	\dashv	2004	GILLIG 35-752-761 LOW FLOOR	2	15GGB291441074093	754	730015	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2024	BEB	Υ	32+2	D	N	3	WA90X310		
Щ	20	2004	GILLIG 35-752-761 LOW FLOOR	2	15GGB291641074094	755	704650	Y	Y	12	500,000	Y	Y	\$500,000.00	2024	BEB	Υ	32+2	D	N	3	WA90X310		
Щ	20	2004	GILLIG 35-752-761 LOW FLOOR	2	15GGB291841074095	756	654943	Y	Υ	12	500,000	Y	Υ	\$500,000.00	2027	Hy or B	Y	32+2	D	N	3	WA90X310-0		
Щ	20	2004	GILLIG 35-752-761 LOW FLOOR	2	15GGB291141074097	758	712791	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Υ	32+2	D	N	3	WA03X197		
	20	2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291541074099	760	598044	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	TRAINING		Υ	32+2	D	N	3	WA03X197		
	20	2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074100	761	754423	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Υ	32+2	D	N	3	WA03X197(8		
	19	2005	GILLIG 35-762-766 LOW FLOOR	2	15GGB291851074101	762	648269	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Υ	32+2	D	N	3	LOCAL		
LĪ	19	2005	GILLIG 35-762-766 LOW FLOOR	2	15GGB291X51074102	763	615028	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2028	Hy or B	Υ	32+2	D	N	3	LOCAL		
	19	2005	GILLIG 35-762-766 LOW FLOOR	2	15GGB291151074103	764	700514	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Υ	32+2	D	N	3	LOCAL		
	19	2005	GILLIG 35- 762-766 LOW FLOOR	2	15GGB291351074104	765	640009	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Υ	32+2	D	Ν	3	LOCAL		
	19	2005	GILLIG 35- 762-766 LOW FLOOR	2	15GGB291551074105	766	537300	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Y	32+2	D	N	3	LOCAL		
	20	2004	GILLIG 40-770-774 LOW FLOOR	1	15GGB291841074107	771	668881	Υ	Υ	12	500,000	Υ	Υ	\$500.000.00	2027	Hy or B	Υ	38+2	D	N	3	WA90X344		
П	20	2004	GILLIG 40-770-774 LOW FLOOR	1	15GGB291X41074108	772	683109	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Υ	38+2	D	N	3	WA90X344		
	20	2004	GILLIG 40- 770-774 LOW FLOOR	1	15GGB291141074109	773	567759	Υ	Υ	12	500,000	Υ	Υ				Υ		D	N	3			
H	20	2004	GILLIG 40-770-774 LOW FLOOR	1	15GGB291841074110	774	524582	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2027	Hy or B	Y	38+2	D	N	3	WA90X344		
H	19	2005	GILLIG 40- 775-779 LOW FLOOR	1	15GGD291851074111	775	619690	Υ	Y	12	500,000	Y	Y	\$500,000.00	2027	Hy or B	Y	38+2	D	N	3	WA90X344		
H	19	2005	GILLIG 40- 775-779 LOW FLOOR	1	15GGD291X51074112	776	724628	Υ	Y	12	500,000	Y	Y	\$500,000.00	2027	Hy or B	Y	38+2	D	N	3	WA03X197		
H	-	2005	GILLIG 40-775-779 LOW FLOOR	1	15GGD291151074113	777	573010	Y	Y	12	500,000	Y	Y	\$500,000.00	2027	Hy or B	Y	38+2	D	N	3	WA03X197		
H	\dashv	2005	GILLIG 40-775-779 LOW FLOOR	1	15GGD291351074114	778	56514	Y	Y	12	500,000	Y	Y	\$500,000.00	2027	Hy or B	· Y	38+2	D	N	3	WA03X197		
H	-	2005	GILLIG 40-775-779 LOW FLOOR	1	15GGD291551074114	779	606868	Y	Y	12	500,000	Y	Y	\$500,000.00	2027	Hy or B	Y	38+2	D	N	3	WA03X197 LOCAL		
Н	-													\$500,000.00	2027	Hy or B		38+2				LOCAL		
	8	2016	GILLIG 29'LOWFLOOR	3	15GGE2710G1093092	780	333401	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Υ	28+2	D	N	5	WA90X538		

П	8 20	16	GILLIG 29'LOWFLOOR	3	15GGE2712G1093093	781	333197	Y	Y	12	500,000	Y	Y				Υ		D	N				
\vdash	-	+									500,000			\$420,000.00	2029	Hy or B		28+2	D	N	5	WA90X538		
-	8 20	16	GILLIG 29'LOWFLOOR	3	15GGE2714G1093094	782	377719	Y	Υ	12	500,000	Υ	Y	\$420,000.00	2029	Hy or B	Υ	28+2	D	N	5	WA90X538		
Ш	8 20	16	GILLIG 29'LOWFLOOR	3	15GGE2716G1093095	783	310978	Υ	Υ	12	500,000	Υ	Υ	\$420,000.00	2029	Hy or B	Υ	28+2	D	N	5	WA90X538		
	8 20	16	GILLIG 29'LOWFLOOR	3	15GGE2718G1093096	784	281252	Υ	Υ	12	500,000	Υ	Y	\$420,000.00	2029	Hy or B	Υ	28+2	D	N	5	WA90X538		
	8 20	16	GILLIG 29'LOWFLOOR	3	15GGE2710G1092962	785	315333	Υ	Υ	12	500,000	Υ	Υ	\$420.000.00	2029	Hy or B	Υ	28+2	D	N	5	WA90X538		
	8 20	16	GILLIG 29'LOWFLOOR	3	15GGE271261092963	786	328157	Υ	Υ	12	500,000	Υ	Y	\$420,000.00	2029	Hy or B	Υ	20.0	D	N	5	WA90X538		
	8 20	16	GILLIG 29'LOWFLOOR	3	15GGE271461092964	787	346745	Y	Y	12	500,000	Υ	Y				Υ	28+2	D	N	5			
	7 20	17	GILLIG 29'LOWFLOOR	3	15GGE2711H3093088	788	261573	Υ	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538		
	+	+												\$420,000.00	2030	Hy or B		28+2				WA2017008		-
	7 20	17	GILLIG 29'LOWFLOOR	3	15GGE2711H3093089	789	286418	Υ	Y	12	500,000	Υ	Y	\$420,000.00	2030	Hy or B	Υ	28+2	D	N	5	WA2017008		
	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS4HDC57514	790	157761	Υ	Y	5	150,000	Υ	Υ	\$130,000.00	2026	Hy or B	Υ	28+2	Р	N	5	WA2017008		
	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS9HDC57511	791	158077	Υ	Υ	5	150,000	Υ	Υ	\$130,000.00	2026	Hy or B	Υ	28+2	Р	N	5	WA2017008		
	6 20	18	GILLIG 29' LOW FLOOR	3	15GGE2712J3093106	792	225954	Υ	Υ	12	500,000	Υ	Υ	\$420,000.00	2031	Hy or B	Υ	28+2	D	N	5	WA2017008		
	6 20	18	GILLIG 29' LOW FLOOR	3	15GGE2712J3093107	793	267096	Υ	Υ	12	500,000	Y	Y				Υ		D	N	5			
H	6 20	+	GILLIG 29' LOW FLOOR	3	15GGE2712J3093108	794	268815	Y	Y	12	500,000	Y	Y	\$420,000.00	2031	Hy or B	Y	28+2	D	N	5	WA2017008		-
\vdash		4												\$420,000.00	2031	Hy or B	-	28+2				WA2017008		
	6 20	18	GILLIG 29' LOW FLOOR	3	15GGE2712J3093109	795	254375	Y	Y	12	500,000	Υ	Y	\$420,000.00	2031	Hy or B	Υ	28+2	D	N	5	WA2017008		
	6 20	18	40' CATALYST	1	1M9TH16J8JL816223	800	49329	Y	Υ	12	500,000	Υ	Υ	\$850,000.00	2031	Hy or B	Υ	37	Е	N	5	LOCAL		
	9 20	15 ST	ARTRANS450 E-450P / SENATOR	11	1FDFE4FS4FDA14489	1113	232912	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+2	Р	N	2	WA90X488		
	9 20	15 ST	ARTRANS450 E-450P / SENATOR	11	1FDFE4FS0FDA14490	1114	212216	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+2	Р	N	2	WA90X488		
Ħ	9 20	15 ST	ARTRANS450 E-450P / SENATOR	11	1FDFE4FS2FDA14491	1115	211110	Y	Y	5	200,000	Υ	Y				Υ		Р	N	2			
H	8 20	+	STARTRANS450 E-450P	11	1FDFE4FS9GDC03950	1116	211836	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	Р	Y	3	WA90X488		
+	-	+												\$130,000.00	2024	LNP		6+2				GCB2108S		
\mathbb{H}	8 20	+	STARTRANS450 E-450P	11	1FDFE4FS4GDC24320	1119	192900	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108S		
\coprod	8 20	16	STARTRANS450 E-450P	11	1FDFE4FS5GDC26125	1120	222043	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108S		
	8 20	16	STARTRANS450 E-450P	11	1FDFE4FS7GDC26126	1121	230072	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108S	 	L
	8 20	16	STARTRANS450 E-450P	11	1FDFE4FS9GDC26127	1122	222861	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108S		
Ħ	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS1HDC01515	1124	191375	Υ	Υ	5	200,000	Υ	Υ				Υ		Р	Υ	3			
H	7 20	+	STARTRANS450 E-450P	11	1FDFE4FS3HDC01516	1125	197148	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	Р	Y	3	GCB2108F		
H	+	+												\$130,000.00	2024	LNP		6+2				GCB2108F		
	7 20	+	STARTRANS450 E-450P	11	1FDFE4FS6HDC01543	1126	192471	Y	Y	5	200,000	Υ	Y	\$130,000.00	2024	LNP	Υ	6+2	Р	Y	3	GCB2108F		-
	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS1HDC01546	1127	178734	Y	Υ	5	200,000	Υ	Y	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108F		
	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS3HDC01547	1128	198722	Y	Y	5	200,000	Υ	Y	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108F		
	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS5HDC01548	1129	215481	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108F		
	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS3HDC01550	1130	196312	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108F		
Ħ	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS5HDC01551	1131	217295	Υ	Υ	5	200,000	Υ	Y				Υ		Р	Υ	3			
	7 20	17	STARTRANS450 E-450P	11	1FDFE4FS9HDC01553	1132	201288	Υ	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Υ	6+2	Р	Υ	3	GCB2108F		
	7 20	+	STARTRANS450 E-450P	11	1FDFE4FS0HDC01554	1133	195105	Y		5		Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F		
\vdash	-	+							Y		200,000			\$130,000.00	2024	LNP		6+2				GCB2108F		
	7 20	17	CANDIDATE II	11	1FDES6PV0HKB26780	1134	132958	Y	Y	5	200,000	Υ	Y	\$130,000.00	2024	LNP	Υ	6+1	D	Υ	3	GCB2108F		
	7 20	17	CANDIDATE II	11	1FDES6PV2HKB26781	1135	133419	Y	Υ	5	200,000	Υ	Y	\$130,000.00	2024	LNP	Υ	6+1	D	Υ	3	GCB2108F		
	7 20	17	CANDIDATE II	11	1FDES6PV4HKB26782	1136	141792	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+1	D	Υ	3	GCB2108F		
	7 20	17	CANDIDATE II	11	1FDES6PV5HKB28315	1137	97350	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2024	LNP	Υ	6+1	D	Υ	3	GCB2108F		
	7 20	17	CANDIDATE II	11	1FDES6PV7HKB28316	1138	124483	Υ	Υ	5	200,000	Y	Y				Υ		D	Υ	3			
H	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS0JDC37315	1139	137926	Y	Y	5	200,000	Υ	Y	\$130,000.00	2024	LNP	Υ	6+1	Р	Y	5	GCB2108F GCB2683A		
\vdash	-	+												\$130,000.00	2024	LNP		10+2						
\mathbb{H}	6 20	+	STARTRANS450 SENATOR	11	1FDFE4FS2JDC37316	1140	154049	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	GCB2683A		
Ш	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS4JDC37317	1141	138042	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	GCB2683A		
Ш	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS4JDC37320	1142	151683	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	GCB2683A		
	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS5JDC37312	1143	142828	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	GCB2683A	_	
	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS6JDC37318	1144	141757	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	GCB2683A		
Ħ	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS6JDC37321	1145	149423	Y	Y	5	200,000	Υ	Y				Υ		Р	Υ	5	GCB2683A		
H	6 20	+	STARTRANS450 SENATOR	11	1FDFE4FS7JDC37313	1146	143236	Y	Y	5	200,000	Υ	Y	\$130,000.00	2026	LNP or B	Y	10+2	Р	Y	5	GCB2683A		
+	-	-												\$130,000.00	2026	LNP or B		10+2						-
\vdash	6 20	+	STARTRANS450 SENATOR	11	1FDFE4FS7KDC12414	1147	168620	Y	Y	5	200,000	Υ	Y	\$130,000.00	2026	LNP or B	Y	10+2	Р	Υ	5	GCB2683A		
\sqcup	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS9JDC37314	1149	153509	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	GCB2683A		
Ш	6 20	18	STARTRANS450 SENATOR	11	1FDFE4FS9KDC12415	1150	142104	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	GCB2683A		
\prod	4 20	20	STARTRANS450 SENATOR	11	1FDFE4FS9KDC69214	1151	118949	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	LOCAL	 _	
	4 20	20	STARTRANS450 SENATOR	11	1FDFE4FS8KDC71780	1152	115026	Υ	Υ	5	200,000	Υ	Υ				Υ		Р	Υ	5	LOCAL		
H	4 20	20	STARTRANS450 SENATOR	11	1FDFE4FS2KDC71791	1153	112439	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Y	5	LOCAL		
+	4 20	+	STARTRANS450 SENATOR	11	1FDFE4FS4KDC71792	1154	104357	Υ	Υ	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	· Y	10+2	Р	Υ	5	LOCAL		-
\vdash	-	+												\$130,000.00	2026	LNP or B		10+2						
\vdash	4 20:	+	STARTRANS450 SENATOR	11	1FDFE4FS8KDC71794	1155	103790	Y	Y	5	200,000	Υ	Y	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Y	5	LOCAL		
	4 20	20	STARTRANS450 SENATOR	11	1FDFE4FS8KDC69205	1156	106193	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	LOCAL		
	4 20	20	STARTRANS450 SENATOR	11	1FDFE4FSXKDC71795	1157	74608	Υ	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	LOCAL		
	4 20:	20	STARTRANS450 SENATOR	11	1FDFE4FS3KDC71797	1158	72644	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	LOCAL		
Ħ	4 20	20	STARTRANS450 SENATOR	11	1FDFE4FSXKDC71800	1159	68034	Υ	Y	5	200,000	Υ	Y				Υ		Р	Υ	5	LOCAL		
+	4 20:	+	STARTRANS450 SENATOR	11	1FDFE4FS1KDC71801	1160	74792	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL		-
\vdash	-	+												\$130,000.00	2026	LNP or B		10+2						
\vdash	4 20:	20	STARTRANS450 SENATOR	11	1FDFE4FS3KDC71802	1161	66836	Y	Υ	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	LOCAL		
	4 20	20	STARTRANS450 SENATOR	11	1FDFE4FS5KDC71803	1162	58019	Y	Υ	5	200,000	Υ	Υ	\$130,000.00	2026	LNP or B	Υ	10+2	Р	Υ	5	LOCAL		
	1 20:	23	STARTRANS450 SENATOR II	11	1FDFE4FN7PDD19819	1163	25254	Υ	Υ	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
																	-		-					

	1 2023	STARTRANS450 SENATOR II	-11		1164	25768	Y	Y	5	200 000	Υ	Y				Υ		Р	v	_	LOCAL		
			11	1FDFE4FN1PDD19816	1164					200,000			\$219,516.08	2028	LNP or B		14		,	5			
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD19818	1165	23382	Υ	Y	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Y	14	Р	Y	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN6PDD19830	1166	24302	Υ	Υ	5	200,000	Υ	Y	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD19835	1167	22199	Υ	Υ	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD22900	1168	20155	Υ	Υ	5	200,000	Υ	Υ		2028	LNP or B	Υ		Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11		1169	19204	Y	Y	5	200,000	Y	Y	\$219,516.08			Y	14	Р	Y	5	LOCAL		
	1 2023			1FDFE4FN7PDD19836									\$219,516.08	2028	LNP or B	.,	14				LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN8PDD19828	1170	18953	Y	Y	5	200,000	Υ	Y	\$219,516.08	2028	LNP or B	Y	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN8PDD19831	1171	689	Υ	Y	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN0PDD19824	1172	16097	Υ	Y	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN3PDD19820	1173	7260	Υ	Υ	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11		1174	12218	Y	Y	5	200,000	Υ	Y				Υ		Р	Y	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II		1FDFE4FN9PDD19823			Y		5	200,000	Y	Y	\$219,516.08	2028	LNP or B		14	P	Y	5	LOCAL		
			11	1FDFE4FN4PDD19826	1175	12661		Y					\$219,516.08	2028	LNP or B	Y	14						
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN6PDD19827	1176	10854	Y	Y	5	200,000	Υ	Y	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN9PDD22897	1177	8867	Υ	Y	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN1PDD19833	1178	9489	Υ	Y	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11		1179	4030	Υ	Y	5	200,000	Υ	Υ				Υ		Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN7PDD19822	1180	211	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Υ	14	Р	Y	5	LOCAL		
\vdash				1FDFE4FN2PDD19825									\$219,516.08	2028	LNP or B		14						
\vdash	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD19821	1181	259	Y	Y	5	200,000	Υ	Y	\$219,516.08	2028	LNP or B	Y	14	Р	Υ	5	LOCAL		
Ш	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FNXPDD19832	1182	290	Y	Y	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL		
	1 2023	STARTRANS450 SENATOR II	11	1FDFE4FN9PDD22902	1183	246	Υ	Y	5	200,000	Υ	Υ	\$219,516.08	2028	LNP or B	Υ	14	Р	Υ	5	LOCAL	 	
	0 2024	STARTRANS450 SENATOR II	11	1FDFE4FN0PDD22898	1184	228	Υ	Υ	5	200,000	Υ	Υ	\$219,516.08	2029	LNP or B	Υ	14	Р	Υ	5	LOCAL		
Ħ	0 2024	STARTRANS450 SENATOR II	11		1185	228	Υ	Y	5	200,000	Υ	Y				Υ		Р	Υ	5	LOCAL		
+	0 2024	STARTRANS450 SENATOR II	11	1FDFE4FN7PDD22901	1186	394	Y	Y	5	200,000	Y	Y	\$219,516.08	2029	LNP or B	Y	14	P	Y	5	LOCAL		
				1FDFE4FN2PDD22899									\$219,516.08	2029	LNP or B	-	14						
	0 2024	STARTRANS450 SENATOR II	11	1FDFE4FN3SDD14478	1187	254	Y	Y	5	200,000	Y	Y	\$241,925.75	2029	LNP or B	Y	14	Р	Y	5	PTD0940 (100%)		
	0 2024	STARTRANS CANDIDATE II	11	1FDEU8PG5RKB03228	1200	237	Υ	Υ	5	200,000	Υ	Y	\$145,410.56	2029	LNP or B	Υ	8	G	Υ	5	PTD0940 (100%)		
	0 2024	STARTRANS CANDIDATE II	11	1FDEU8PGXRKB03225	1201	216	Υ	Υ	5	200,000	Υ	Υ	\$145,410.56	2029	LNP or B	Υ	8	G	Υ	5	PTD0940 (100%)		
	0 2024	STARTRANS CANDIDATE II	11		1202	213	Υ	Υ	5	200,000	Υ	Υ		2029	LNP or B	Υ		G	Υ	5	PTD0940 (100%)		
	0 2024	STARTRANS CANDIDATE II	11	1FDEU8PG7RKB03232	1203	209	Y	Y	5	200,000	Υ	Y	\$145,410.56			Y	8	G	Y	5	PTD0940 (100%)		
				1FDEU8PG3RKB03230									\$145,410.56	2029	LNP or B		8						
	0 2024	STARTRANS CANDIDATE II	11	1FDEU8PG1RKB03226	1204	203	Y	Y	5	200,000	Y	Y	\$145,410.56	2029	LNP or B	Y	8	G	Y	5	PTD0940 (100%)		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC5AS303127	2001	103,540	Υ	Υ	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC3AS303174	2002	134,274	Y	Y	6	150,000	Υ	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1.	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC3AS303353	2004	13,799	Y	Y	6	150,000	~	Y	\$32,000	2027	gas or b	N	7	O	N	3	WA96X011		
										150,000							·						
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC3AS302820	2006	108,326	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CCXAS302992	2007	95,013	Y	Y	6		Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC7AS303114	2008	112,119	Υ	Y	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC8AS303316	2009	144,775	Υ	Υ	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC6AS303573	2010	98,248	Υ	Y	6	150,000	Υ	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1.	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2AS303697	2011	138,404	Y	Y	6	150,000	~	_	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
										150,000		·											
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC1AS303772	2016	116,276	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC7AS304053	2018	102,530	Υ	Y	6		Υ	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1	2010	TOYOTA / SIENNA VAN	13	5TDKK4CCXAS304242	2020	99,924	Υ	Υ	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC4AS304270	2022	93,818	Y	Υ	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC1AS301410	2024	86,807	Υ	Y	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	O	N	3	WA96X011		
	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC9AS301722		109,684	Y	Y	6	150,000	v	Y	\$32,000	2027		N	7	G	N	3	WA96X011		
					2027					150,000					gas or b								
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2AS304185	2028	83,985	Y	Y	6	150,000	Υ	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC7AS301363	2029	85,042	Y	Y	6		Υ	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2AS301934	2030	99,271	Υ	Υ	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC6AS302200	2031	106,055	Υ	Υ	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CCXAS302460	2033	125,151	Υ	Y	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC5AS301622	2034	121.149	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
								Ė	U	150,000		<u> </u>											
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2AD302470	2037	104,498	Y	Y	6		Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC5AS301989	2040	122,773	Y	Y	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
1-	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC6AS301998	2041	119,032	Υ	Υ	6	150,000	Υ	Υ	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011		
10	2010	TOYOTA / SIENNA VAN	14	5TDKK4CC8AS301971	2042	128,272	Y	Y	6	150,000	Υ	Y	\$32,000	2024	gas	N	7	G	N	3	WA96X011		
	7 2017	TOYOTA SIENNA	13	5TDZZ3DC7HS854916	2046	98093	Υ	Υ	6	150,000	Υ	Υ	\$32,000.00	2029	gas or b	N	7	G	Υ	4	GCB2332		
Ħ	7 2017	TOYOTA SIENNA	13	5TDZZ3DC7HS851501	2047	67374	Y	Υ		150,000	Υ	Υ				N		G	Υ	4			
H	7 2017	TOYOTA SIENNA	13	5TDZZ3DC7HS855175	2048	40636	Y	Y	6	150,000	Υ	Y	\$32,000.00	2029	gas or b	N	7	G	Y	4	GCB2332		
\vdash									6				\$32,000.00	2029	gas or b		7				GCB2332		-
	9 2015	DODGE GRAND CARAVAN	13	2CRDGBG9FR660471	2049	103934	Y	Y	6	150,000	Υ	Y	\$27,290.00	2029	gas or b	N	7	G	N	4	EVEN TRADE		
	6 2018	TOYOTA SIENNA	13	5TDZZ3DC1JS960476	2050	39504	Υ	Y	6	150,000	Υ	Υ	\$32,000.00	2029	gas or b	N	7	G	N	4	GCB2810		
	6 2018	TOYOTA SIENNA	13	5TDZZ3DC0JS960596	2051	35050	Υ	Υ	6	150,000	Υ	Υ	\$32,000.00	2029	gas or b	Ν	7	O	N	4	GCB2810		
П	6 2018	TOYOTA SIENNA	13	5TDZZ3DC9JS961536	2052	44666	Υ	Υ		150,000	Υ	Υ	\$32,000.00	2029	gas or b	N	-	G	N	4	GCB2810		
H	6 2018	TOYOTA SIENNA	13	5TDZZ3DC0JS961621	2053	69708	Y	Y		150,000	Υ	Υ				N	1	G	N	4			
	6 2018	TOYOTA SIENNA	13	5TDZZ3DC4JS961962	2054	31462	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b		7	G	N	4	GCB2810		
Ш	2010	TOTA SIENNA	13	- 10FF0D040380180X	2004	31402		L <u>'</u>	6	.50,000	-	<u>'</u>	\$32,000.00	2029	gas or b	N	7	J	14	•	GCB2810		L

6 2	0010	TOYOTA SIENNA	13	5TDZZ3DC0JS961232	2055	30585	Y	Y		150,000	v	Y				N		G	N	4			T
+++	-								6		,		\$32,000.00	2029	gas or b		7	-			GCB2810		
6 2	018	TOYOTA SIENNA	13	5TDZZ3DC7JS961194	2056	93879	Υ	Y	6	150,000	Υ	Υ	\$32,000.00	2029	gas or b	N	7	G	N	4	GCB2810		
6 2	018	TOYOTA SIENNA	14	5TDZZ3DC7JS962202	2057	28398	Υ	Y	8	200,000	Υ	Y	\$32,000.00	2024	gas	N	7	G	N	4	LOCAL		
6 2	018	TOYOTA SIENNA	14	5TDZZ3DC7JS962782	2058	8889	Υ	Υ	6	150,000	Υ	Υ	\$32,000.00	2024	gas	N	7	G	N	4	LOCAL		
6 2	018	TOYOTA SIENNA	14	5TDZZ3DC1JS962325	2059	28011	Y	Υ	6	150,000	Υ	Υ	\$32.000.00	2024		N		G	N	4	LOCAL		
6 2	018	TOYOTA SIENNA	14	5TDZZ3DC5JS962666	2060	21594	Y	Y	6	150,000	Y	Y			gas	N	-/	G	N	4	LOCAL		
	.010	TOTOTAGEMEN		015220500050200	2000	21004						·	\$32,000.00	2024	gas	-	7	_	-"		LOUVE		
15 2	2009	FORD / 350 VAN	13	1FDSS31L59DA86680	2100	99,375	Υ	Y	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDSS31L09DA86683	2101	105,466	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDSS31L79DA86681	2103	106,207	Υ	Y	6	150,000	Υ	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2		FORD / 350 VAN	13	1FDSS31LX9DA86688	2104	150.909	Y	_	6	150,000	~	_	\$35.000	2028	gas or b	N	13	G	N	3	WA96X011		
13 2	.003								6	150,000										3			
15 2	2009	FORD / 350 VAN	13	1FDSS31L89DA86690	2108	74,818	Y	Y	6		Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		-
15 2	2009	FORD / 350 VAN	13	1FDSS31629DA86684	2109	38,012	Υ	Y		150,000	Υ	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDSS31L79DA86678	2110	149,918	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDSS31L39DA86676	2111	104,090	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDSS31L59DA86694	2113	84.284	Y	Y	6	150,000	Y	Y	\$35.000	2028	gas or b	N	13	G	N	3	WA96X011		
									6	150,000													
15 2	2009	FORD / 350 VAN	13	1FDSS31L49DA86685	2114	143,402	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDNE31L19DA86692	2116	87,876	Y	Y			Υ	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDSS31L19DA86689	2117	88,592	Y	Y	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDNE31L19DA86664	2120	148,800	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDNE31L99DA86668	2122	119,294	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011	 	
15 2	2009	FORD / 350 VAN	13	1FDNE31L79DA86667	2123	136,463	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011		
										150,000													
	2009	FORD / 350 VAN	13	1FDNE31L09DA86672	2126	78,332	Y	Y	6	150,000	Υ	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDNE31L29DA86673	2127	108,312	Y	Y	6		Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDNE31L99DA86671	2129	101,485	Y	Υ	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011		
15 2	2009	FORD / 350 VAN	13	1FDNE31L49DA86674	2130	147,803	Υ	Υ	6	150,000	Υ	Υ	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011		
11 2	013	FOMOCO E350 / RAISED ROOF	14	1FTDE3ELXDDB34665	2135	22007	Υ	Υ	6	150,000	Υ	Υ	\$35,000.00	2024	gas	Υ	6+1	G	N	4	GCB1617		
11 2	013	FOMOCO E350 / RAISED ROOF	14	1FTDE3EL1DDB34666	2136	18547	Υ	Υ		150,000	Υ	Υ		2024		Υ	6+1	G	N	4			
11 2	013	FOMOCO E350 / RAISED ROOF	14	1FTDE3EL5DDB34668	2138	16751	Y	Y	ь	150,000	Υ	Υ	\$35,000.00		gas	Y		G	N	4	GCB1617		
+++	-								6				\$35,000.00	2024	gas		6+1			4	GCB1617		
8 2	-	FOMOCO TRANSIT / T-350	14	1FBAX2CV1GKA54543	2139	67673	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Υ	6+1	D	N		GCB2108S		-
8 2	016	FOMOCO TRANSIT / T350	14	1FBAX2CV3GKA54544	2140	82738	Υ	Υ	6	150,000	Υ	Y	\$35,000.00	2024	gas	Υ	6+1	D	N	4	GCB2108S		
8 2	016	FOMOCO TRANSIT / T350	14	1FBAX2CV5GKA54545	2141	81690	Υ	Υ	6	150,000	Υ	Υ	\$35,000.00	2024	gas	Υ	6+1	D	N	4	GCB2108S		
8 2	016	FOMOCO TRANSIT / T350	14	1FBAX2CV7GKA54546	2142	90611	Υ	Υ	6	150,000	Υ	Υ	\$35,000.00	2024	gas	Υ	6+1	D	N	4	GCB2108S		
8 2	016	FOMOCO TRANSIT / T350	14	1FBAX2CV9GKA54547	2143	46914	Y	Υ		150,000	Υ	Υ				Υ		D	N	4			
8 2	-	FOMOCO TRANSIT / T350	14	1FBAX2CV0GKA54548	2144	58677	Y	Y	6	150,000	Υ	Y	\$35,000.00	2024	gas	Υ	6+1	D	N	4	GCB2108S		
$\overline{}$									6				\$35,000.00	2024	gas		6+1				GCB2108S		-
8 2	016	FOMOCO TRANSIT / T350	14	1FBAX2CV2GKA54549	2145	71587	Υ	Y	6	150,000	Υ	Y	\$35,000.00	2024	gas	Υ	6+1	D	N	4	GCB2108S		
8 2	016	OMOCO TRANSIT CONNECT / XL1	13	NM0GE9F70G1280657	2146	41893	Υ	Y	6	150,000	Υ	Υ	\$35,000.00	2029	gas or b	Υ	7	G	N	4	GCB2332		
8 2	016	OMOCO TRANSIT CONNECT / XL1	14	NM0GE9F72G1280658	2147	60014	Υ	Υ	6	150,000	Υ	Y	\$35,000.00	2024	gas	Υ	7	G	N	4	LOCAL		
8 2	016 F	OMOCO TRANSIT CONNECT XLT	14	NM0GE9F75G1280654	2148	52997	Υ	Υ	e e	150,000	Υ	Υ	\$35,000.00	2024		Υ	7	G	N	4	LOCAL		
8 2	016 F	OMOCO TRANSIT CONNECT XLT	13	NM0GE9F74G1280662	2149	66661	Y	Υ		150,000	Y	Y			gas	Y	,	G	N	4	LOCAL		
\vdash	-								6				\$35,000.00	2029	gas or b		7						
\vdash	-	OMOCO TRANSIT CONNECT XLT	13	NM0GE9F71G1280666	2150	37834	Y	Y	6	150,000	Υ	Y	\$35,000.00	2029	gas or b	Y	7	G	N	4	LOCAL		-
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX9C89RKA99100	2151	2257	Y	Y	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX9C80RKA99101	2152	2279	Υ	Υ	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX2C87RKB21201	2153	727	Υ	Υ	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14		2154	999	Υ	Y		150,000	Υ	Y				Υ		G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX2C88RKB20980	2155	1382	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Υ	10	G	Y	5	PTD0940 (100%)		
\vdash	-			1FDAX2C82RKB20750					10				\$99,401.40	2034	gas or b		10						-
0 2	-	FOMOCO TRANSIT VAN	14	1FDAX2C86RKB21237	2156	1475	Y	Y	10	150,000	Υ	Y	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX2C8XRKB21855	2157	1092	Υ	Υ	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX2C86RKB21321	2158	4643	Υ	Υ	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX2C89RKB21880	2159	595	Υ	Υ	10	150,000	Υ	Υ	\$99,401.40	2034		Υ		G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14		2160	79	Y	Y		150,000	Υ	Y			gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
\vdash	-	FOMOCO TRANSIT VAN		1FDAX2C80RKB20908		88	Y		10			Y	\$99,401.40	2034	gas or b		10		Y	5	PTD0940 (100%)		
0 2	-		14	1FDAX2C84RKB11256	2161			Y	10	150,000	Y		\$99,401.40	2034	gas or b	Y	10	G					-
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX2C85RKB21102	2162	185	Υ	Y	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	2024	FOMOCO TRANSIT VAN	14	1FDAX2C85RKB11590	2163	214	Υ	Υ	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
0 2	024	FOMOCO TRANSIT VAN	14	1FDAX2C81RKB21677	2164	1024	Υ	Υ	10	150,000	Υ	Υ	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)	_	
0 2	024	FOMOCO TRANSIT VAN	14		2165	115	Υ	Υ		150,000	Υ	Υ				Υ		G	Υ	5	PTD0940 (100%)		
0 2	-	FOMOCO TRANSIT VAN	14	1FDAX2C89RKB20471	2166	138	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)		
	-			1FDAX2C81RKB17709					10				\$99,401.40	2034	gas or b		10						
0 2	-	FOMOCO TRANSIT VAN	14	1FDAX2C89RKB21197 3FMTK1SSXPMA43050	2167	83	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Υ	10	G	Υ	5	PTD0940 (100%)		
1 2	023	FOMOCO MUSTANG MACH-E	13		2200	2263	Υ	Υ	6	150,000	Υ	Υ	\$54,500.00	2029	gas or b	N	5	В	Υ	5	LOCAL		
1 2	023	FOMOCO MUSTANG MACH-E	13	3FMTK1SS1PMA43065	2201	9998	Υ	Υ	6	150,000	Υ	Υ	\$54,500.00	2029	gas or b	N	5	В	Υ	5	LOCAL		
1 2	023	FOMOCO MUSTANG MACH-E	13	3FMTK1SS8PMA43127	2202	5368	Υ	Υ	e	150,000	Υ	Υ	\$54,500.00	2029		N	5	В	Υ	5	LOCAL		
12	023	FOMOCO MUSTANG MACH-E	13	3FMTK3S53PMA92161	2203	6065	Y	Y	6	150,000	Υ	Y			gas or b	N	5	В	Υ	5	PTD0861 & LOCAL		
	-	FOMOCO MUSTANG MACH-E		3FMTK3S55PMA91562	2204				6				\$54,500.00	2029	gas or b		5						-
\vdash	2023		13	3FMTK3S52PMA91549		2432	Y	Y	6	150,000	Υ	Y	\$54,500.00	2029	gas or b	N	5	В	Υ	5	PTD0861 & LOCAL		-
1 2	023	FOMOCO MUSTANG MACH-E	13		2205	2734	Y	Y	6	150,000	Υ	Υ	\$54,500.00	2029	gas or b	N	5	В	Υ	5	PTD0861 & LOCAL		<u> </u>

Π.	1 20	023 FOMOCO MUSTANG MACH-E	13	3FMTK3S53PMA93293	2206	7786	Y	Y		150,000	Υ	Y				N		В	Y	5	PTD0861 & LOCAL		T
H.	+	023 FOMOCO MUSTANG MACH-E	13	3FMTK3S50PMA93414	2207	2604	· Y	Υ	6	150,000	Y	Υ	\$54,500.00	2029	gas or b	N N	5	В	· Y	5	PTD0861 & LOCAL		
H	+								6				\$54,500.00	2029	gas or b		5		Y				-
	+	CHRYSLER VOYAGER	14	2C4RC1CG2PR583099	2300	3804	Y	Y	10	150,000	Υ	Y	\$76,207.95	2034	gas or b	Υ	6	G		5	PTD0940 (100%)		-
	+	023 CHRYSLER VOYAGER	14	2C4RC1CG1PR587581	2301	1002	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)		
<u> </u>	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CG2PR582647	2302	3423	Y	Y	10	150,000	Υ	Y	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		1
	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CG2PR588206	2303	840	Y	Y	10	150,000	Υ	Y	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		
	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CG3PR579417	2304	56	Υ	Y	10	150,000	Υ	Υ	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		
	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CG2PR587864	2305	6626	Υ	Υ	10	150,000	Υ	Υ	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		
	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CGXPR587949	2306	7176	Υ	Υ	10	150,000	Υ	Υ	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		
	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CGXPR588079	2307	762	Υ	Υ	10	150,000	Υ	Υ	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		
	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CGXPR583237	2308	54	Υ	Υ	10	150,000	Υ	Υ	\$76,207.95	2034	gas or b	Υ	9	G	Υ	5	PTD0940 (100%)		
	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CGXPR588003	2309	441	Υ	Υ	10	150,000	Υ	Υ	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		
١.	1 20	023 CHRYSLER VOYAGER	14	2C4RC1CGXPR583349	2310	2485	Υ	Υ	10	150,000	Υ	Υ	\$76,207.95	2034	gas or b	Υ	6	G	Υ	5	PTD0940 (100%)		
	1 20	023	14	2C4RC1CGXPR583268	2311	796	Υ	Y		150,000	Υ	Υ				Υ		G	Υ	5	PTD0940 (100%)		1
١.	1 20	CHRYSLER VOYAGER	14		2312	2343	Y	Y	10	150,000	Υ	Y	\$76,207.95	2034	gas or b	Y	ь	G	Υ	5	PTD0940 (100%)		_
	0 20	CHRYSLER VOYAGER	13	2C4RC1CG9PR603025	2313	5153	Y	Y	10	100,000	Υ	Y	\$76,207.95	2034	gas or b	N	6	G	N	5	LOCAL		+
-	0 20	CHRYSLER PACIFICA	13	2C4RC1S76RR194597	2314	1974	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		+
	+	CHRYSLER PACIFICA	13	2C4RC1S72RR194595	2314	765	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		+
\vdash	+	CHRYSLER PACIFICA		2C4RC1S78RR194598					4				\$60,159.00	2028	gas or b		7						1
(1	024 CHRYSLER PACIFICA	13	2C4RC1S7XRR198751	2316	1536	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		1
	0 20	CHRYSLER PACIFICA	13	2C4RC1S70RR193462	2317	1699	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		1
	0 20	CHRYSLER PACIFICA	13	2C4RC1S77RR193460	2318	4022	Y	Y	4	100,000	Υ	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		
	0 20	024 CHRYSLER PACIFICA	13	2C4RC1S70RR193459	2319	918	Υ	Υ	4	100,000	Υ	Υ	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		
(0 20	024 CHRYSLER PACIFICA	13	2C4RC1S71RR198752	2320	960	Υ	Υ	4	100,000	Υ	Υ	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		
0	0 20	024 CHRYSLER PACIFICA	13	2C4RC1S74RR194596	2321	5056	Υ	Υ	4	100,000	Υ	Υ	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		
	0 20	024 CHRYSLER PACIFICA	13	2CRC1S79RR193461	2322	389	Υ	Υ	4	100,000	Υ	Υ	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		
	0 20	024 CHRYSLER PACIFICA	13	2C4RC1S70RR194594	2323	3254	Υ	Υ	4	100,000	Υ	Υ	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL		
ŧ	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2717K3191848	3500	173425	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	LOCAL, WA2018012 & WA2018007		
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2719K3191849	3501	201567	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	WA2018007 & LOCAL		
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2715K3191850	3502	191996	Υ	Υ	12	500,000	Υ	Υ		2032	Hy or B	Υ	32+2	D	N	5	WA2018007, WA2018016,		
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2717K3191851	3503	203794	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00			Υ		D	N	5	WA2018018 & LOCAL WA2018018 & LOCAL		+
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2719K3191852	3504	199398	Y	Υ	12	500,000	Υ	Y	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	WA2018018 & LOCAL		_
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2710k3191853	3505	191381	Y	Y	12	500,000	Υ	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018 & LOCAL		+
Η.	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2712K3191854	3506	188651	Y	Y	12	500,000	Υ	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018 & LOCAL		+
H	+		2	15GGB2714k3191855	3507	213242		· Y			Y	· Y	\$500,000.00	2032	Hy or B		32+2			5			
<u> </u>	+		2				Y		12	500,000			\$500,000.00	2032	Hy or B	Y	32+2	D	N		WA2018018 & LOCAL LOCAL, WA2019010 &		-
-	5 20			15GGB2716K3191856	3508	178429	Y	Y	12	500,000	Υ	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018		1
	5 20		2	15GGB2719K3194881	3509	177074	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL		
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2710K3194882	3510	179129	Y	Y	12	500,000	Υ	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL		—
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2712K3194883	3511	176854	Y	Y	12	500,000	Υ	Y	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	WA2019010 & LOCAL		
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2714K3194884	3512	181333	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	WA2019010 & LOCAL		
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2716K3194885	3513	184785	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	WA2019010 & LOCAL		
	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB2718K3194886	3514	183004	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	WA2019010 & LOCAL		
_ 5	5 20	019 GILLIG 35' LOW FLOOR	2	15GGB271XK3194887	3515	183052	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2032	Hy or B	Υ	32+2	D	N	5	WA2019010 & LOCAL		<u> </u>
1	2 20	022 GILLIG 35' LOW FLOOR	2	15GGB2813N3197679	3516	22352	Υ	Υ	12	500,000	Υ	Υ	\$1,032,982.00	2034	BEB	Υ	32+2	В	Υ	5	WA2021037 & LOCAL		
	2 20	022 GILLIG 35' LOW FLOOR	2	15GGB281XN3197680	3517	25270	Υ	Υ	12	500,000	Υ	Υ	\$1,032,982.00	2034	BEB	Υ	32+2	В	Υ	5	WA2021037 & LOCAL		
:	2 20	022 GILLIG 35' LOW FLOOR	2	15GGB2811N3197681	3518	22376	Υ	Υ	12	500,000	Υ	Υ	\$1.032,982.00	2034	BEB	Υ	32+2	В	Υ	5	WA2021037 & LOCAL		
	2 20	022 GILLIG 35' LOW FLOOR	2	15GGB2813N3197682	3519	27168	Υ	Υ	12	500,000	Υ	Υ	\$1,032,982.00	2034	BEB	Υ	32+2	В	Υ	5	WA2021037 & LOCAL		
	2 20	022 GILLIG 35' LOW FLOOR	2	15GGB2815N3197683	3520	15222	Υ	Υ	12	500,000	Υ	Υ				Υ		В	Υ	5	WA2021037 & LOCAL		
	2 20	022 GILLIG 35' LOW FLOOR	2	15GGB2813P3197684	3521	14257	Y	Y	12	500,000	Υ	Y	\$1,032,982.00	2034	BEB	Y	32+2	В	Υ	5	WA2021037 & LOCAL		+
	+	024 GILLIG 35' LOW FLOOR	2		3522	1806	Y	Y	12	599,999	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	В	N	5	WA2024086		+
<u> </u>	0 20		2	15GGB2813R3200182	3523	4114	· Y	· Y	12	599,999	Y	· Y	\$1,084,468.00	2036	Hy or B	Y	32+2	В	N	5	WA2024086		+
-	+			15GGB2819R3198518									\$1,084,468.00	2036	Hy or B		32+2						+
-	0 20		2	15GGB2810R3198519	3524	4552	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	В	N	5	WA2024086		1
	0 20		2	1FGGB2817R3198520	3525	4041	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	В	N	5	WA2024086		1
-	+	024 GILLIG 35' LOW FLOOR	2	15GGB2819R3198521	3526	2621	Y	Y	12	599,999	Υ	Y	\$1,084,468.00	2036	Hy or B	Υ	32+2	В	N	5	WA2024086		
	1	024 GILLIG 35' LOW FLOOR	2	15GGB2810R3198522	3527	1877	Υ	Υ	12	599,999	Υ	Υ	\$1,084,468.00	2036	Hy or B	Υ	32+2	В	N	5	WA2024086		
	0 20	024 GILLIG 35' LOW FLOOR	2	15GGB2812R3198523	3528	3697	Y	Υ	12	599,999	Υ	Υ	\$1,084,468.00	2036	Hy or B	Υ	32+2	В	N	5	WA2024086		
	0 20	024 GILLIG 35' LOW FLOOR	2	15GGB2814R3198524	3529	1936	Υ	Υ	12	599,999	Υ	Υ	\$1,084,468.00	2036	Hy or B	Υ	32+2	В	N	5	WA2024086		<u> </u>
0	0 20	024 GILLIG 35' LOW FLOOR	2	15GGB2815R3200183	3530	1842	Υ	Υ	12	599,999	Υ	Υ	\$1,084,468.00	2036	Hy or B	Υ	32+2	В	N	5	WA2024086		<u> </u>
-	4 20	020 GILLIG 40' LOW FLOOR	2	15GGD2819M3192480	4000	64664	Υ	Υ	12	500,000	Υ	Υ	\$900,000.00	2033	Hy or B	Υ	38+2	Е	N	5	WA-2018-034 & LOCAL		
	4 20	020 GILLIG 40' LOW FLOOR	2	15GGD2719L3195752	4001	164644	Υ	Υ	12	500,000	Υ	Υ	\$500,000.00	2033	Hy or B	Υ	38+2	D	Υ	5	PTD0144 & LOCAL		
4	4 20	020 GILLIG 40' LOW FLOOR	2	15GGD2710L3195753	4002	167468	Y	Υ	12	500,000	Υ	Υ	\$500,000.00	2033	Hy or B	Υ	38+2	D	Υ	5	PTD0144 & LOCAL		
4	4 20	020 GILLIG 40' LOW FLOOR	2	15GGD2712L3195754	4003	193997	Υ	Υ	12	500,000	Υ	Υ				Υ		D	Y	5	PTD0144 & LOCAL		
	4 20		2	15GGD2714L3195755	4004	201708	Y	Y	12	500,000	Y	Y	\$500,000.00	2033	Hy or B	Y	38+2	D	Y	5	PTD0144 & LOCAL		+
	+												\$500,000.00	2033	Hy or B		38+2						+
4	4 20	020 GILLIG 40' LOW FLOOR	2	15GGD2716L3195756	4005	199875	Υ	Υ	12	500,000	Υ	Y	\$500,000.00	2033	Hy or B	Υ	38+2	D	Y	5	PTD0144 & LOCAL		1

1 1 -																					WA2019010,WA20210		
2	2022	GILLIG 40' LOW FLOOR	2	15GGD2713N3197760	4006	93830	Y	Y	12	500,000	Y	Y	\$605,000.00	2035	Hy or B	Y	38+2	D	N	5	60, & LOCAL		
2	2022	GILLIG 40' LOW FLOOR	2	15GGD2715N3197761	4007	91480	Υ	Y	12	500,000	Υ	Υ	\$605,000.00	2035	Hy or B	Υ	38+2	D	N	5	WA2021060 & LOCAL		
2	2022	GILLIG 40' LOW FLOOR	2	15GGD2717N3197762	4008	79886	Υ	Υ	12	500,000	Υ	Υ	\$605,000.00	2035	Hy or B	Υ	38+2	D	N	5	LOCAL		
2	2022	GILLIG 40' LOW FLOOR	2	15GGD2719N3197763	4009	94270	Υ	Y	12	500,000	Υ	Y				Υ		D	N	5	LOCAL		
2	2022	GILLIG 40' LOW FLOOR	2	15GGD2710N3197764	4010	96603	Y		12	500,000	Y	Y	\$605,000.00	2035	Hy or B		38+2	D	N	5	LOCAL		
2	2022	GILLIG 40' LOW FLOOR	2	15GGD2/10N319//64	4010	96603	Y	Y	12	500,000	Y	Y	\$605,000.00	2035	Hy or B	Y	38+2	ь	N	5	LOCAL		
30	1994	MCI-MFR 102 D3	6	1M8SDMTA0RP046782	6007	200446	Υ	Y	25	900,000	Υ	Y	\$481,525	2024	DIESEL	N	47	D	N	3	LOCAL		
29	1995	MCI-MFR 102 D3	6	1M8SDMTA0SP047081	6009	629973	Υ	Y	25	900,000	Υ	Υ	\$501,267	2024	DIESEL	N	47	D	N	3	LOCAL		
29	1995	MCI-MFR 102 D3	6	1M8SDMTA2SP047115	6010	789768	Υ	Υ	25	900,000	Y	Υ				N		D	N	3	LOCAL		
			_						0.0				\$501,267	2024	DIESEL		47						
29	1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047120	6011	973394	Υ	Y	25	900,000	Υ	Y	\$501,267	2024	DIESEL	N	47	D	N	3	LOCAL		
29	1995	MCI-MFR 102 D3	6	1M8SDMTA9SP047127	6012	267451	Υ	Y	25	900,000	Υ	Υ	\$501,267	2024	DIESEL	N	47	D	N	3	LOCAL		
29	1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047134	6014	335047	Υ	Y	25	900,000	Υ	Υ	\$501,267	2024	DIESEL	N	47	D	N	3	LOCAL		
29	1995	MCI-MFR 102 D3	6	1M8SDMTA9SP047337	6015	464916	Y	Y	25	900,000	Y	Y	\$501,267	2024	DIESEL	N	47	D	N	3	LOCAL		
-													\$501,267	2024	DIESEL		47						
29	1995	MCI-MFR 102 D3	6	1M8SDMTA8SP047748	6016	928114	Y	Y	25	900,000	Υ	Y	\$501,267	2024	BEB	N	47	D	N	3	LOCAL		
29	1995	MCI-MFR 102 D3	6	1M8SDMTA8SP047751	6017	872397	Υ	Y	25	900,000	Υ	Y	\$501,267	2024	BEB	N	47	D	N	3	LOCAL		
28	1996	MCI-MFR 102 D3	6	1M8SDMTA0TP048183	6018	344746	Υ	Υ	25	900,000	Υ	Υ				N		D	N	3	LOCAL		
28	1996	MCI-MFR 102 D3	6	1M8SDMTA3TP048310	6019	866428	Y	Y	25	900,000	Y	Υ	\$521,819	2024	BEB	N	47	D	N	3	LOCAL		
	1000				0015	000420		<u>'</u>	23	300,000			\$521,819	2024	BEB		47			,	LOCAL		
28	1996	MCI-MFR 102 D3	6	1M8SDMTA9TP048702	6020	365549	Υ	Y	25	900,000	Υ	Υ	\$521,819	2024	BEB	N	47	D	N	3	LOCAL		
28	1996	MCI-MFR 102 D3	6	1M8SDMTA4TP048705	6021	821211	Υ	Υ	25	900,000	Υ	Υ	\$521,819	2025	BEB	N	47	D	N	3	LOCAL		
28	1996	MCI-MFR 102 D3	6	1M8SDMTAXTP048708	6022	205848	Υ	Υ	25	900,000	Υ	Υ				N		D	N	3	LOCAL		
28	1996	MCI-MFR 102 D3		1M8SDMTA5TP048714	6023	894039	Y	Y	25	900,000	Y	Y	\$521,819	2025	BEB	N	47	D	N	3	LOCAL		1
\vdash			6										\$521,819	2025	BEB		47						
27	1997	MCI-MFR 102 D3	6	1M8SDMTAXVP049764	6024	272716	Υ	Υ	25	900,000	Υ	Y	\$543,214	2025	BEB	N	47	D	N	3	LOCAL		
27	1997	MCI-MFR 102 D3	6	1M8SDMTA2VP049810	6026	874389	Υ	Υ	25	900,000	Υ	Υ	\$543,214	2030	Hy or B	N	47	D	N	3	LOCAL		1
27	1997	MCI-MFR 102 D3	6	1M8SDMPA8VP049708	6029	759322	Υ	Y	25	900,000	Υ	Υ				Υ		D	N	3	LOCAL		
													\$543,214	2030	Hy or B		39+2						
26	1998	MCI-MFR 102 D3	6	1M8SDMTA2WP050506	6031	547447	Υ	Y	25	900,000	Υ	Y	\$565,485	2030	Hy or B	Y	39+2	D	N	3	LOCAL		
25	1999	MCI-MFR 102 D3	6	1M8SDMTA9XP051590	6032	504193	Υ	Y	25	900,000	Υ	Υ	\$588,670	2030	Hy or B	Υ	39+2	D	N	3	LOCAL		
25	1999	MCI-MFR 102 D3	6	1M8SDMTA1XP052331	6033	668807	Υ	Υ	25	900,000	Υ	Υ	\$588,670	2030	Hy or B	Υ	39+2	D	N	3	LOCAL		
23	2001	MCI-MFR 102 D3	6	1M8SDMPA41P053748	6034	403855	Υ	Y	25	900,000	Υ	Y				Y		D	N	3	LOCAL		
-													\$637,931	2030	Hy or B		39+2						
23	2001	MCI-MFR 102 D3	6	1M8SDMPA21P053750	6035	506358	Y	Y	25	900,000	Υ	Υ	\$637,931	2030	Hy or B	Y	39+2	D	N	3	LOCAL		
25	1999	MCI-MFR 102 D3	6	1M8SDMTA4XP051996	6040	652891	Υ	Y	25	900,000	Υ	Υ	\$588,670	2030	Hy or B	N	47	D	N	3	LOCAL		
22	2002	MCI-MFR D4000	6	1M8SDMPA72P054409	6041	250182	Υ	Υ	25	900,000	Υ	Υ	\$664.086	2030	Hy or B	N	47	D	N	3	LOCAL		
22	2002	MCI-MFR D4000	6	1M8SDMPA12P054406	6042	710755	Υ	Υ	25	900,000	Y	Υ				N	47	D	N	3	LOCAL		
	-												\$664,086	2030	Hy or B		47						
23	2001	MCI-MFR D4000	6	1M8SDMPAX1P054211	6043	697973	Υ	Y	25	900,000	Υ	Y	\$637,931	2030	Hy or B	Y	39+2	D	N	3	LOCAL		
23	2001	MCI-MFR D4000	6	1M8SDMPA51P054214	6044	782703	Y	Y	25	900,000	Υ	Υ	\$637,931	2030	Hy or B	Y	39+2	D	N	3	LOCAL		
23	2001	MCI-MFR D4000 MCI-MFR D4000	6	1M8SDMPA51P054214 1M8SDMPA11P054212	6044	782703 792823	Y	Y	25 25	900,000	Y	Y				Y		D D	N N	3	LOCAL		
23	2001	MCI-MFR D4000	6		6045	792823	Υ	Y	25	900,000	Υ	Υ	\$637,931 \$637,931	2030	Hy or B	Υ	39+2 39+2	D	N	3	LOCAL		
	2001	MCI-MFR D4000 GILLIG SUBURBAN	6				Y	Y	25 12	900,000	Y	Y				Y		D BEB	N N	3	LOCAL		
23	2001	MCI-MFR D4000	6	1M8SDMPA11P054212	6045	792823	Υ	Y	25	900,000	Υ	Υ	\$637,931	2030	Hy or B	Υ	39+2	D	N	3	LOCAL		
23	2001	MCI-MFR D4000 GILLIG SUBURBAN	6	1M8SDMPA11P054212 15GGD2817R3198513	6045	792823 3,542	Y	Y	25 12	900,000	Y	Y	\$637,931 \$1,078,237	2030 2036	Hy or B	Y	39+2 37	D BEB	N N	3	LOCAL		
0	2001 2024 2024	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN	6 3 3	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2810R3198515	6045 6100 6101 6102	792823 3,542 2263 2320	Y Y Y	Y	25 12 12	900,000 599,999 599,999	Y Y	Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237	2030 2036 2036 2036	Hy or B Hy or B Hy or B	Y	39+2 37 37 37	D BEB BEB	N N	3 5 5	LOCAL LOCAL		
0	2001 2024 2024 2024	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN	6 3 3 3	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2810R3198515 15GGD2812R3198516	6045 6100 6101 6102 6103	792823 3,542 2263 2320 2320	Y Y Y	Y	25 12 12 12	900,000 599,999 599,999 599,999	Y Y Y	Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237	2030 2036 2036 2036 2036	Hy or B	Y Y Y	39+2 37 37	D BEB BEB BEB	N N N	3 5 5 5	LOCAL LOCAL LOCAL LOCAL		
0	2001 2024 2024 2024 2024	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN	3 3	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2810R3198515	6045 6100 6101 6102	792823 3,542 2263 2320	Y Y Y Y Y	Y Y Y Y	25 12 12 12 12	900,000 599,999 599,999 599,999	Y Y Y Y	Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237	2030 2036 2036 2036	Hy or B Hy or B Hy or B	Y Y Y Y	39+2 37 37 37	D BEB BEB	N N N N	3 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
0 0 0 0	2001 2024 2024 2024 2024	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN	6 3 3 3	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2810R3198515 15GGD2812R3198516	6045 6100 6101 6102 6103	792823 3,542 2263 2320 2320	Y Y Y Y Y	Y Y Y Y	25 12 12 12 12	900,000 599,999 599,999 599,999	Y Y Y Y	Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237	2030 2036 2036 2036 2036	Hy or B	Y Y Y Y	39+2 37 37 37	D BEB BEB BEB BEB	N N N	3 5 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0	2001 2024 2024 2024 2024 2024	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN	6 3 3 3 3	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2810R3198515 15GGD2812R3198516 15GGD2814R3198517	6045 6100 6101 6102 6103	792823 3,542 2263 2320 2320 1858	Y Y Y Y Y Y	Y Y Y Y Y Y	25 12 12 12 12 12	900,000 599,999 599,999 599,999 599,999	Y Y Y Y Y Y	Y Y Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237	2030 2036 2036 2036 2036 2036	Hy or B	Y Y Y Y Y Y	39+2 37 37 37 37	D BEB BEB BEB BEB MD MD	N N N N N N N N N N N N N N KT OWNS N KT OWNS	3 5 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0	2001 2024 2024 2024 2024 2024 1994	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN Admiral Pete	6 3 3 3 3 3	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2819R3198515 15GGD2812R3198516 15GGD2814R3198517 1021190	6045 6100 6101 6102 6103 6104 Administratives	792823 3,542 2263 2320 2320 1858 43819 VESSEL HOURS	Y Y Y Y Y Y Y	Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12	900,000 599,999 599,999 599,999 599,999 25 years	Y Y Y Y Y	Y Y Y Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000	2030 2036 2036 2036 2036 2036 2036	Hy or B Electric	Y Y Y Y Y Y	39+2 37 37 37 37 37 37	D BEB BEB BEB BEB MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0 0 0 30 107 28	2001 2024 2024 2024 2024 2024 2024 1994 1917 1996	MCI-MFR D4000 GILLIG SUBURBAN CILLIG SUBURBAN Admiral Pete Carisle II	6 3 3 3 3 3 26 26 26	1MSDMPA11P054212 1SGGD2817R3198513 1SGGD2819R3198514 1SGGD2819R3198515 1SGGD2810R3198515 1SGGD2814R3198517 1021190 214872 1044082	6045 6100 6101 6102 6103 6104 Adminal Pate Caribble II	792823 3,542 2283 2283 2320 2320 1858 43819 VESSEL HOURS 20000 VESSEL HOURS 20000 VESSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 12 15 15	900,000 599,999 599,999 599,999 599,999 25 years 25 years 15 years	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000	2030 2036 2036 2036 2036 2036 2026 none	Hy or B Electric not replacing Diesel	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 37 120 150	D BEB BEB BEB MD MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 4 3 4	LOCAL LOCAL LOCAL LOCAL LOCAL		
0 0 0 0 0 0 30 107 28	2001 2024 2024 2024 2024 2024 2024 1994 1917 1996 2019	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN CILLIG SUBURBAN Admiral Pete Carlisle II Finest Lady Swift	6 3 3 3 3 3 26 26 26 26	1M8SDMPA11P054212 1SGGD2817R3198513 1SGGD2819R3198514 1SGGD2819R3198515 1SGGD2810R3198515 1SGGD2814R3198517 1021190 214872 1044082 1285241	6045 6100 6101 6102 6103 6104 Adminal Pate Carliale II	792823 3,542 2263 2320 2320 1858 43819 VESSEL HOURS 2009 VESSEL HOURS 12112 VESSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 12 15 15 25	900,000 599,999 599,999 599,999 599,999 25 years 25 years 15 years 25 years	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000 \$10,000,000	2030 2036 2036 2036 2036 2036 2026 none 2027	Hy or B Electric not replacing Diesel Uningoon what options will be	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 37 120 150 240	BEB BEB BEB MD MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 4 4 3 4 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
0 0 0 0 0 0 30 107 28	2001 2024 2024 2024 2024 2024 2024 1994 1917 1996	MCI-MFR D4000 GILLIG SUBURBAN CILLIG SUBURBAN Admiral Pete Carisle II	6 3 3 3 3 3 26 26 26	1MSDMPA11P054212 1SGGD2817R3198513 1SGGD2819R3198514 1SGGD2819R3198515 1SGGD2810R3198515 1SGGD2814R3198517 1021190 214872 1044082	6045 6100 6101 6102 6103 6104 Adminal Pate Caribble II	792823 3,542 2283 2283 2320 2320 1858 43819 VESSEL HOURS 20000 VESSEL HOURS 20000 VESSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 12 15 15	900,000 599,999 599,999 599,999 599,999 25 years 25 years 15 years	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000	2030 2036 2036 2036 2036 2036 2026 none	Hy or B Electric not replacing Diesel	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 37 120 150	BEB BEB BEB MD MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 4 4 3 4 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0 0 30 107 28 5	2001 2024 2024 2024 2024 2024 2024 1994 1917 1996 2019	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN CILLIG SUBURBAN Admiral Pete Carlisle II Finest Lady Swift	6 3 3 3 3 3 26 26 26 26	1M8SDMPA11P054212 1SGGD2817R3198513 1SGGD2819R3198514 1SGGD2819R3198515 1SGGD2810R3198515 1SGGD2814R3198517 1021190 214872 1044082 1285241	6045 6100 6101 6102 6103 6104 Adminal Pute Currinde II Finest Lady Swift	792823 3,542 2263 2320 2320 1858 43819 VESSEL HOURS 2009 VESSEL HOURS 12112 VESSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 12 15 15 25	900,000 599,999 599,999 599,999 599,999 25 years 25 years 15 years 25 years	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000 \$10,000,000	2030 2036 2036 2036 2036 2036 2026 none 2027	Hy or B Electric not replacing Diesel Uningoon what options will be	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 37 120 150 240	D BEB BEB BEB BEB MD MD MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 4 4 5 5 5 5 5 5 5 5 5 5 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0 0 30 107 28 5	2001 2024 2024 2024 2024 2024 1994 1917 1996 2019	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN Admiral Pete Carlisle II Finest Lady Swift	6 3 3 3 3 3 3 26 26 26 26	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2819R3198515 15GGD2812R3198516 15GGD2814R3198517 1021190 214872 1044082 1285241 1285140	6045 6100 6101 6102 6103 6104 Administration Puter Caritals II Finest Lady Swift	792823 3,542 2263 2320 2320 1858 43919 VESSEL HOURS 47170 VESSEL HOURS 12112 VESSEL HOURS 11565 VESSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 12 15 25 25 25 25 25	900,000 599,999 599,999 599,999 599,999 25 years 25 years 25 years 25 years	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	\$637,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000 \$8,000,000	2030 2036 2036 2036 2036 2036 2036 2026 none 2027 2043	Hy or B Electric not replacing Diesel unknown what options will be unknown	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 37 120 150 240 118	D BEB BEB BEB BEB MD MD MD MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 4 4 5 5 5 5 5 5 5 5 5 5 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2001 2024 2024 2024 2024 2024 2024 1994 1917 1996 2019 2019 2012	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN Admiral Pete Carliale II Finest Lady Swift Reliance AP1 Enetal	6 3 3 3 3 3 26 26 26 26 26 26	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2819R3198514 15GGD2819R3198515 15GGD2814R3198517 1021190 214872 1044082 128544 128544 128546 1295861	6045 6100 6101 6102 6103 6104 Adminal Pute Carinha II Finess Lady Swith Rationce RP1 Enettal	792823 3,542 2263 2320 2320 1858 43819 VESSEL HOURS 11578 VESSEL HOURS 15789 VESSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 25 25 25 25 25 25	900,000 599,999 599,999 599,999 599,999 25 years 25 years 25 years 25 years 25 years	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	\$837,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000 \$8,000,000 \$8,000,000 \$8,000,000	2030 2036 2036 2036 2036 2036 2036 2026 202	Hy or B Electric not replacing Diesel unknown unknown unknown	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 37 120 150 240 118 118 255	D BEB BEB BEB MD MD MD MD MD MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 5 5 4 4 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0 0 0 30 107 28 5 5 5 12 4 4 20	2001 2024 2024 2024 2024 2024 1994 1917 1996 2019 2019 2012 2020	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN Admiral Pete Carlisle II Finest Lady swift Reliance RP1 Enetal Solano	6 3 3 3 3 3 26 26 26 26 26 26 26 26	1M8SDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2819R3198515 15GGD2812R3198515 15GGD2812R3198516 15GGD2814R3198517 1021190 214872 1044082 1285140 1225365 1298881	6101 6102 6103 6104 6104 Administration Protes Cartinia II French Lady Swith Nationage Enetal Soliano	792823 3,542 2263 2320 2320 1858 43919 VESSEL HOURS 12112 VESSEL HOURS 15786 VESSEL HOURS 15786 VESSEL HOURS 22266 VESSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 12 25 25 15 25 25 11	900,000 599,999 599,999 599,999 25 years 25 years 25 years 25 years 25 years 25 years 25 years 25 years 27 years 28 years 29 years 20 year	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	\$837,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000 \$8,000,000 \$8,000,000 \$13,000,000 \$13,000,000	2030 2036 2036 2036 2036 2036 2036 2026 none 2027 2043 2042 2032 2043	Hy or B Electric not replacing Diesel unknown unknown unknown unknown	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 120 150 118 118 255 325	BEB BEB BEB MD MD MD MD MD MD MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 4 4 5 5 4 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2001 2024 2024 2024 2024 2024 1994 1917 1996 2019 2019 2020 2020 2004	MCI-MFR D4000 GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN GILLIG SUBURBAN Admiral Pete Carliale II Finest Lady Swift Reliance AP1 Enetai Solano The Commander	6 3 3 3 3 3 26 26 26 26 26 26 26 26 26 26 26 26 26	1MSDMPA11P054212 15GGD2817R3198513 15GGD2819R3198514 15GGD2819R3198514 15GGD2819R3198515 15GGD2812R3198516 15GGD2814R3198517 1021190 214872 1044082 128544 128544 128546 1298881	6045 6100 6101 6102 6103 6104 Adminal Pute Carinha II Finess Lady Swith Rationce RP1 Enettal	792823 3,542 2263 2320 2320 1858 43819 VEBSEL HOURS 47770 VEBSEL HOURS 15788 VEBSEL HOURS 22265 VEBSEL HOURS 22265 VEBSEL HOURS 77788 VEBSEL HOURS	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	25 12 12 12 12 12 12 12 15 25 25 25 25 25 25 25 25 25 25	900,000 599,999 599,999 599,999 25 years 25 years 25 years 25 years 25 years 25 years 25 years 25 years	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	\$837,931 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$1,078,237 \$2,800,000 \$6,000,000 \$10,000,000 \$8,000,000 \$13,000,000 \$14,600,000 \$13,000,000	2030 2036 2036 2036 2036 2036 2036 2026 none 2027 2043 2042 2032 2043 2044	Hy or B Electric not replacing Diesel unknown unknown unknown unknown unknown	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	39+2 37 37 37 37 37 120 150 240 118 118 255 325	BEB BEB BEB MD	N N N N N N N N N N N N N N N N N N N	3 5 5 5 5 5 4 3 4 5 5 5	LOCAL LOCAL LOCAL LOCAL LOCAL		
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Appendix IV: Transit Asset Management 2024 Actual & 2025 Targets

= fill in with your agency's number

Target Year= 2024

out of

Rolling Stock

(Column "R" currently automatically fill in)

0.0%

8	out of	42	over the road (MCI) will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	19.0%
20	out of	83	heavy duty large bus will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	24.1%
2	out of	68	cutaways will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	2.9%
40	out of	70	vans - vanpool will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	57.1%
1	out of	h	vans - vanlink will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	#VALUE!
0	out of	10	ferries will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	0.0%
62 Facili	oment out of ties		non-revenue service vehicles will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	66.7%
0	out of	11	support facilities (maintenance, administrative) that will have a condition rating of less than "3"	% Below =	0.0%
0	out of	4	passenger facilities (rail terminals, bus transfer stations) that will have a condition rating of less than ":	3 % Below =	0.0%

5 parking facilities (parking garages, park-and-ride lots) that will have a condition rating of less than "3" % Below =

^{*} Please only include transit-only infrastructure that you have a direct capital responsibility for

= fill in with your agency's number

Actual Year= 2024

Rolling Stock

(Column "R" currently automatically fill in)

0.0%

2	out of	38 over the road (MCI) will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	5.3%
20	out of	88 heavy duty large bus will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	22.7%
0	out of	78 cutaways will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	0.0%
61	out of	72 vans - vanpool will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	84.7%
22	out of	57 vans - vanlink will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	38.6%
0	out of	10 ferries will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	0.0%
34 Facili		114 non-revenue service vehicles will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	29.8%
0	out of	11 support facilities (maintenance, administrative) that will have a condition rating of less than "3"	% Below =	0.0%
0	out of	5 passenger facilities (rail terminals, bus transfer stations) that will have a condition rating of less than ":	3 % Below =	0.0%

0 out of 5 parking facilities (parking garages, park-and-ride lots) that will have a condition rating of less than "3" % Below =

^{*} Please only include transit-only infrastructure that you have a direct capital responsibility for

= fill in with your agency's number

Target Year = 2025

Rolling Stock

(Column "R" currently automatically fill in)

2 13 19	out of	13 over the road (MCI) will exceed their normal Useful Life Benchmark (ULB) % that exceed ULB 99 heavy duty large bus will exceed their normal Useful Life Benchmark (ULB) % that exceed ULB 75 cutaways will exceed their normal Useful Life Benchmark (ULB) % that exceed ULB	15.4% 13.1% 25.3%
61		72 vans - vanpool will exceed their normal Useful Life Benchmark (ULB) % that exceed ULB	84.7%
2	out of	32 vans - vanlink will exceed their normal Useful Life Benchmark (ULB) % that exceed ULB	6.3%
0	out of	10 ferries will exceed their normal Useful Life Benchmark (ULB) % that exceed ULB	0.0%
41	out of	121 non-revenue service vehicles will exceed their normal Useful Life Benchmark (ULB) % that exceed ULB	33.9%
rac	inties		
0 0 0	out of out of out of	support facilities (maintenance, administrative) that will have a condition rating of less than "3" % Below = passenger facilities (rail terminals, bus transfer stations) that will have a condition rating of less than "% Below = parking facilities (parking garages, park-and-ride lots) that will have a condition rating of less than "3" % Below =	0.0% 0.0% 0.0%

^{*} Please only include transit-only infrastructure that you have a direct capital responsibility for

Appendix V: Kitsap Transit Regionally Significant Projects

Project Number: KT-66 County: King Title: POF Terminal Docking Facility on the Seattle Waterfront

Phase	Programmed Year	Oblig. Date	Funding Source	Federal Funds	State Funds	Local Funds	Phase Total
PE	2025	6/30/24	Local	\$0	\$0	\$1,075,000	\$1,075,000
PE	2025	6/30/24	5307(Urban)	\$2,500,000	\$0	\$0	\$2,500,000
PE	2026	12/31/26	Local	\$0	\$0	\$844,338	\$844,338
PE	2026	12/31/26	5337 HIFG	\$780,904	\$0	\$0	\$780,904
PE	2026	12/31/26	5307(Urban)	\$2,596,442	\$0	\$0	\$2,596,442

WSDOT PIN: Totals: \$5,877,346 \$0 \$1,919,338 \$7,796,684

Federal Aid/FTA Grant Number(s):

Functional Class: Not applicable (transit, enhancements, Etc.)

Improvement Type: New/Relocated/Expanded terminal

Location: City of Seattle Waterfront

From: N/A

To: N/A

Total Cost: \$27,206,684 Regionally Significant: Yes Environmental Status: EIS

Year of Expenditure for Total Cost: 2028 Expected Year of Completion: 2028

MTP Status: Candidate MTP Reference(s): 5740

Description:

This project will lead to the establishment of a new passenger-only ferry (POF) regional docking facility in Seattle with a greater capacity for both new and existing POF routes. Work supports effective operation of planned and existing Kitsap Fast Ferry service and may share future POF docking with other agencies. POF service provides faster transportation options for people traveling between the Kitsap Peninsula and downtown Seattle. The project includes the planning, environmental planning/permitting, and preliminary engineering phases associated with constructing a new POF docking facility. Construction would commence after these phases are fully completed.

Project Number: KT-38 County: Kitsap Title: Silverdale Transit Center

Phase	Programmed Year	Oblig. Date	Funding Source	Federal Funds	State Funds	Local Funds	Phase Total
CN	2025	6/30/24	Local	\$0	\$0	\$6,523,393	\$6,523,393
CN	2025	6/30/24	5339	\$107,945	\$0	\$0	\$107,945
CN	2025	6/30/24	5307(Urban)	\$3,533,642	\$0	\$0	\$3,533,642

WSDOT PIN: Totals: \$3,641,587 \$0 \$6,523,393 \$10,164,980

Federal Aid/FTA Grant Number(s): WA-2017-041-00 WA-2020-100-00 WA-2021-095-00

Functional Class: Not applicable (transit, enhancements, Etc.) Improvement Type: Transit Center or Station -- new or expansion

Location: Ridgetop Blvd & Sid Uhinck Drive From: N/A To: N/A

Total Cost: \$29,010,392 Regionally Significant: Yes Environmental Status: CE

Year of Expenditure for Total Cost: 2024 Expected Year of Completion: 2024

MTP Status: Approved MTP Reference(s): 2585

Description:

This project will provide a multi-modal transit center near SR 3 and SR303 in Silverdale, Washington. The transit center is centrally located near residences, commerce, social services and the Clear Creek trail and transit service will provide connections to Bainbridge Island and Bremerton ferry terminals. Local funds will be used for NEPA and conceptual design.

Project Number: KT-62 County: Kitsap Title: SR 16 Park and Ride

Phase	Programmed Year	Oblig. Date	Funding Source	Federal Funds	State Funds	Local Funds	Phase Total
CN	2025	6/30/25	Local	\$0	\$0	\$1,042,969	\$1,042,969
CN	2025	6/30/25	5339	\$140,114	\$0	\$0	\$140,114
CN	2025	6/30/25	5307(Urban)	\$4,031,762	\$0	\$0	\$4,031,762

WSDOT PIN: Totals: \$4,171,876 \$0 \$1,042,969 \$5,214,845

Federal Aid/FTA Grant Number(s): FT19(016) FT21(009) WA-2021-110-00

Functional Class: Not applicable (transit, enhancements, Etc.) Improvement Type: Park and Ride (new facility or expansion)

Location: SR 16 From: Between Milepost 20 near SR 16 To: Between Milepost 28 near SR 16

Total Cost: \$8,992,920 Regionally Significant: Yes Environmental Status: DCE

Year of Expenditure for Total Cost: 2023 Expected Year of Completion: 2023

MTP Status: Candidate MTP Reference(s): 3604

Description:

The planned SR 16 Park and Ride will be located along the SR 16 Corridor between mileposts 20 & 28 within the proximity of Port Orchard, Washington. Once developed this park and ride will consist of bus loading areas, provide approximately two driveways for site access, lot to accommodate 150 or more vehicles and may include a mixed use building. The project includes pedestrian features, lighting, cameras, bicycle storage and shelters. This park & ride will be used to provide new multimodal connections along the SR 16 corridor. Encourages bi-directional travel by increasing parking opportunities and improves environmental quality by reducing SOV miles and trips and reduces congestion on the corridor.

Project Number: KT-73 County: Kitsap Title: West Bremerton Hydrogen Fueling/ Transit Center Park & Ride

Phase	Programmed Year	Oblig. Date	Funding Source	Federal Funds	State Funds	Local Funds	Phase Total
PE	2025	8/30/22	Local	\$0	\$0	\$459,383	\$459,383
PE	2025	8/30/22	5307(Urban)	\$1,837,531	\$0	\$0	\$1,837,531
PE	2025	8/15/24	Local	\$0	\$0	\$378,000	\$378,000
PE	2026	6/30/26	Local	\$0	\$0	\$125,000	\$125,000
PE	2026	6/30/26	5307(Urban)	\$500,000	\$0	\$0	\$500,000
CN	2027	1/1/27	Local	\$0	\$0	\$1,289,592	\$1,289,592
CN	2027	1/1/27	5339	\$363,633	\$0	\$0	\$363,633
CN	2027	1/1/27	5307(Urban)	\$4,794,733	\$0	\$0	\$4,794,733
CN	2028	1/1/28	Local	\$0	\$0	\$1,289,592	\$1,289,592
CN	2028	1/1/28	5339	\$363,633	\$0	\$0	\$363,633
CN	2028	1/1/28	5307(Urban)	\$4,794,733	\$0	\$0	\$4,794,733
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WSDOT PIN: Totals: \$12,654,263 \$0 \$3,541,567 \$16,195,830

Federal Aid/FTA Grant Number(s): FT24(008)

Functional Class: Not applicable (transit, enhancements, Etc.) Improvement Type: Transit Center or Station -- new or expansion

Total Cost: \$20,117,830 Regionally Significant: Yes Environmental Status: DCE

Year of Expenditure for Total Cost: 2030 Expected Year of Completion: 2030

MTP Status: Candidate MTP Reference(s): 5589

Description:

This project will develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. This is a multi-year project that spans beyond the current TIP timeframe.

Appendix VI: Transit Safety 2023 Actual & 2024 Targets

2024 Targets (Provided by KT during previous round)

Mode	Fatalities	Fatalities Rate (per 100K VRM)	Injuries	Injuries Rate (per 100K VRM)	Safety Events	Safety Events Rate (per 100K VRM)	System Reliability	VRM
Fixed Route Bus	0	0	2	0.106	3	0.102	85,750	2,447,281
Non-Fixed Route Bus	0	0	1	0.065	1	0.065	219,216	1,547,718

2024 Actual Numbers

Mode	Fatalities	Fatalities Rate (per 100K VRM)	Injuries	Injuries Rate (per 100K VRM)	Safety Events	Safety Events Rate (per 100K VRM)	System Reliability	VRM
Fixed Route Bus	0	0	0	0	3	0.129	53,013	2,336,300
Non-Fixed Route Bus	0	0	0	0	1	0.074	70,991	1,348,846

2025 Performance Targets

Mode	Fatalities	Fatalities Rate (per 100K VRM)	Injuries	Injuries Rate (per 100K VRM)	Safety Events	Safety Events Rate (per 100K VRM)	System Reliability	VRM
Fixed Route Bus	0	0	<u><</u> 6	<u>≤</u> 0.18	<u><</u> 5	<u>≤</u> .11	79,847	2,339,225
Non-Fixed Route Bus	0	0	<u><</u> 3	<u>≤</u> .08	<u><</u> 2	<u>≤</u> .084	199,288	1,119,883