

2026 - 2031 TRANSIT DEVELOPMENT PLAN

Kitsap
Transit



Ford Mach-E electric rideshare vehicle



Seahawks fans wait to board fast ferry



Kitsap Transit routed bus departs North Viking Transit Center

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Kitsap Transit

60 Washington Avenue, Suite 200, Bremerton, WA 98337

Date of Public Hearing: July 7, 2026

Pursuant to RCW 35.58.2795

Glossary

ACCESS – Kitsap Transit’s ADA demand response bus service

ADA – Americans with Disabilities Act

APC – Automatic Passenger Counters

AVL – Automatic Vehicle Locator

BTC – Bremerton Transportation Center

CRA – Comprehensive Route Analysis

CTR – Commute Trip Reduction

DOD – Department of Defense

DSHS – Department of Social and Health Services

KT – Kitsap Transit

KTFF – Kitsap Transit Foot Ferry

LRTP – Long Range Transit Plan

NTD – National Transit Database

ORCA – One Regional Card for All regional fare payment card used on Puget Sound area transit systems and WSF

PSNS – Puget Sound Naval Shipyard

ROW – Right of Way

RRFP – Regional Reduced Fare Permit ORCA Card for qualified persons to ride for reduced cost at ½ the normal fare.

TAM – Transit Asset Management Plan

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.

W / D – Kitsap Transit’s Worker/Driver program serving Naval Base Kitsap

WSF – Washington State Ferries

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

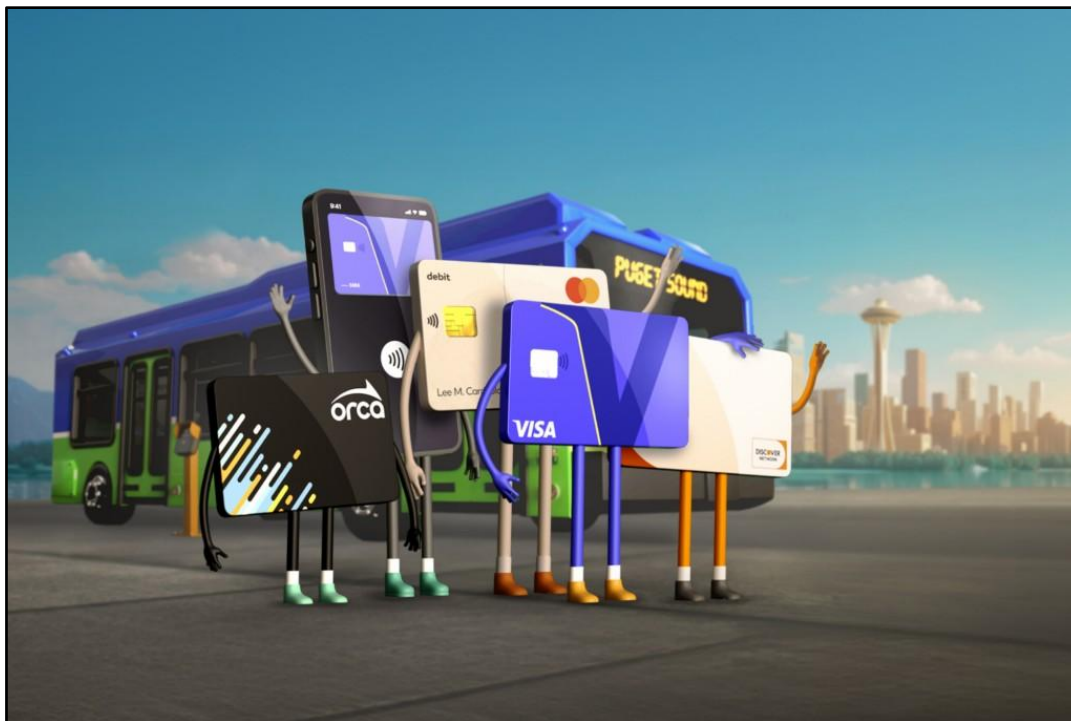
Orchard and Poulsbo; a member of the Bremerton City Council, appointed by the Bremerton City Council President; and one at-large member selected by the Board Chair from among interested elected officials from the four cities in the agency's service area. All board members serve for the duration of their 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.

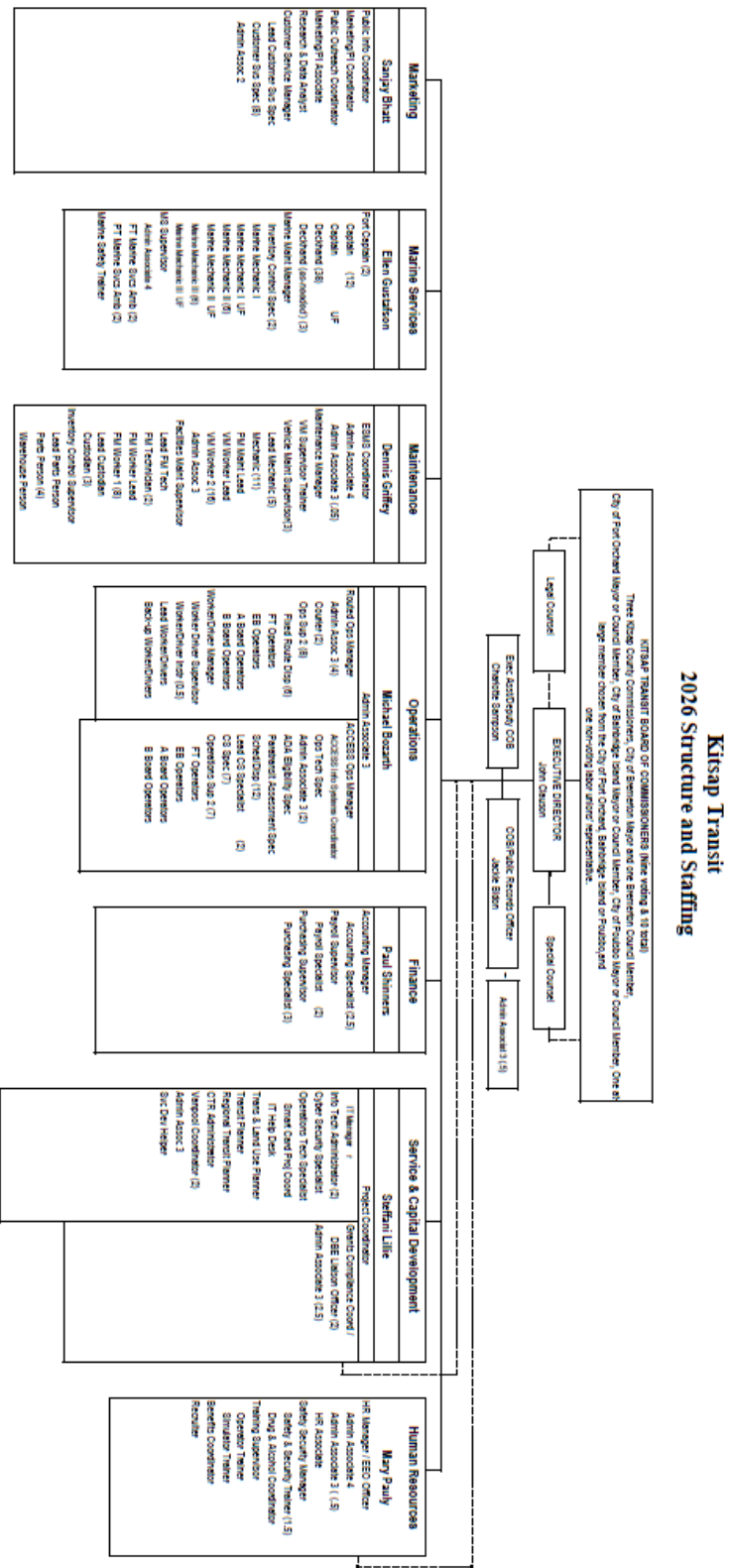
Kitsap Transit's Board of Commissioners Goals for 2026

- Increase overall ridership by 10 percent compared to 2025 performance
- Begin construction on Ruby Creek Park & Ride
- Begin construction on electric local ferry
- Complete certification of new APC system and provide detailed data summaries to Board
- Complete installation of inductive chargers at Wheaton Way Transit Center, North Viking Transit Center, and Bainbridge Transit Center
- Develop a five-year schedule for necessary maintenance of Marine Services vessels and facilities

ORCA Card Tap to Ride



2026 Organizational Chart for Kitsap Transit



In 2025, Kitsap Transit employed full-time equivalent employees in the following departments:

- 3.5 Full-time equivalents in the Executive Division
- 309.8 Full-time equivalents in the Operations Division
 - Of these:
 - 155.0 were for Routed Service
 - 136.8 were for ACCESS Service
 - 18.0 were for Worker/Driver Service
- 67.5 Full-time equivalents in the Vehicle and Facilities Maintenance Division
- 16.0 Full-time equivalents in the Service Development Division
- 11.5 Full-time equivalents in the Finance Division
- 12.5 Full-time equivalents in the Human Resources Division
- 4.5 Full-time equivalents in the Capital Development Division
- 71.0 Full-time equivalents in the Marine Services Division
- 13.0 Full-time equivalents in the Marketing Division
- 509.3 Full-time equivalents as of 12/31/2025

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 7 park and ride locations and leases 19 locations. The seven 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
West Bremerton Transit Center	540 Bruenn Ave, Bremerton	163
Gateway	2513 6th St, Bremerton	105

Section III: Service Characteristics

In 2025, 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 and half-hour frequency between 8:05 a.m. and 6:35 p.m. The Port Orchard to Bremerton Foot Ferry operates every 30 minutes on Saturdays.

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 Naval Base.

2025 Highlights:

- ❖ **Implemented Sunday service on Bainbridge Island**
- ❖ **Took delivery of 8 electric heavy-duty buses to replace aging diesel buses**
- ❖ **Continued supplemental Fast Ferry service from Bremerton to Seattle to augment WSF ferry service through the upcoming World Cup matches in the Summer of 2026**
- ❖ **Opened a new park & ride at the West Bremerton Transit Center with new express bus service to the PSNS and Bremerton Ferry Terminal**
- ❖ **Moved the Seattle Passenger Only Ferry Terminal project into the NEPA phase of planning**

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, 2025**

	One-Way Cash		Kitsap Transit Monthly Trip Passes
	Eastbound	Westbound	Fast Ferry*
Full Fare	\$2.00	\$13.00	\$210.00
Reduced Fare	\$1.00	\$6.50	\$105.00

***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 US 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.

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 26 Park & Ride lots throughout Kitsap County in 2025.

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.

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 Policies, 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.

In 2025, Kitsap Transit participated in the Silverdale Sub-Area Plan development at two workshops. The KT staff also participated in the development of the Bremerton Comprehensive Plan update by providing information about KT's future plans and advice on zoning adjustments along the HCT corridor from Bremerton to Silverdale.

Section VI: Activities in 2025

In 2025, 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 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.

- Completed the design for a safety barrier system at the Charleston Base to prevent motor vehicle accidents along Charleston Blvd which impact on 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 2025
- Worked closely with the WSDOT on the installation of accessible bus stops at new roundabouts along SR 305
- Hired an Information Technology Manager and Cyber Security Specialist to improve informational security
- Implemented a new Agency Safety Plan (ASP) and a new Accident Prevention Plan (APP), demonstrating our commitment to passenger and employee safety

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

- Executed the first ever Sunday service for the City of Bainbridge Island
- Budgeted for continued Sunday ferry service between Bremerton and Port Orchard
- Completed the design for the Ruby Creek SR 16 Park & Ride with support from the City of Port Orchard
- Increased system ridership by 3.5%

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 or growing the BEB fleet beyond thirty (30) vehicles
- Completed design of additional electric charging infrastructure at the Charleston Base and transit centers to accommodate electric routed buses
- Secured funding for a new hybrid-electric foot ferry for the Bremerton to Port Orchard routes

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

- Developed and implemented a new Rider Alert subscription system and Real-Time Bus Tracker app. Offering a customizable automated text and e-mail alerts. In addition, we set up real-time bus tracking on KTTracker.com
- Improved the Southworth ferry parking lot and bus stop to foster safe and timely connections to the fast ferry and State ferry services
- Secured commitments from project applicants to improve bus stops at several locations as part of commercial and residential development
- Opened a study for an intra-county passenger-only ferry route. The study, funded by the state Legislature, will review the facilities, equipment, and funding sources needed to start up intra-county ferry service
- Partnered with the West Sound STEM (Science, Technology, Engineering, Mathematics) Network on low-voltage electrical circuit training for all Kitsap County schools with STEM programs, using our electrical training boards at South Kitsap High School in the 2025/26 school year. We've also partnered with Olympic College on a Maintenance Training program, laying the groundwork for high-voltage drive system training

Ferry – Carlisle II



West Hills STEM School



Section VII: Proposed Action Strategies, 2026 – 2031

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 – 4 electric and 7 diesel routed buses ordered
- Maintain system state of good repair using our Transit Asset Management Plan
- Replace non-revenue vehicles as needed throughout the system
- Replace ACCESS buses with newer ultra-low NOx propane powered vehicles – 19 ordered
- Expand ISO 14001 environmental certification from four (4) facilities to eight (8) facilities by 2028
- 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
- 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
- Fund 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 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
- Continuing analysis and discussion about future passenger-only ferry service including capital needs, developing a 30-year plan for vessel replacement and a five-year plan for scheduled vessel maintenance

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 or growing the BEB fleet beyond thirty (30) buses
- Complete the design of an electric battery powered fast ferry
- Increase service frequency within prescribed budget to assist in increasing ridership

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 and operating bases 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

New bus tracking tool for our customers



Section VIII: Capital Planning & Operating Revenues & Expenditures, 2026 – 2031

Section VII - Capital Program

	2026			2027			2028		
	Grant Funding	Local Funding	Total	Grant Funding	Local Funding	Total	Grant Funding	Local Funding	Total
Vehicles	\$21,729,709	\$18,118,053	\$39,847,762	\$12,000,000	\$2,500,000	\$14,500,000	\$10,000,000	\$1,500,000	\$11,500,000
Passenger Ferry Vessels	\$29,835,136	\$8,957,913	\$38,793,049	\$15,000,000	\$5,000,000	\$20,000,000	\$17,000,000	\$3,400,000	\$20,400,000
Operations Bases	\$22,311,255	\$5,574,839	\$27,886,094	\$13,000,000	\$3,500,000	\$16,500,000	\$10,000,000	\$2,000,000	\$12,000,000
Passenger Ferry Terminals	\$13,293,008	\$2,988,058	\$16,281,066	\$10,000,000	\$2,500,000	\$12,500,000	\$10,000,000	\$4,000,000	\$14,000,000
Park & Ride/Transit Centers	\$37,055,403	\$26,057,242	\$63,112,645	\$22,000,000	\$4,500,000	\$26,500,000	\$15,000,000	\$4,000,000	\$19,000,000
Equipment and Systems - Ferry	\$0	\$164,000	\$164,000	\$500,000	\$300,000	\$800,000	\$500,000	\$0	\$500,000
Equipment and Systems - Bus	\$550,000	\$1,647,600	\$2,197,600	\$300,000	\$1,500,000	\$1,800,000	\$150,000	\$300,000	\$450,000
Total Capital Program	\$124,774,511	\$63,507,705	\$188,282,216	\$72,800,000	\$19,800,000	\$92,600,000	\$62,650,000	\$15,200,000	\$77,850,000
	2029			2030			2031		
	Grant Funding	Local Funding	Total	Grant Funding	Local Funding	Total	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	\$500,000	\$0	\$500,000	\$500,000	\$0	\$500,000	\$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
Total Capital Program	\$33,800,000	\$5,600,000	\$39,400,000	\$33,800,000	\$5,600,000	\$39,400,000	\$34,100,000	\$5,600,000	\$39,700,000

Kitsap Transit is awarded \$5,000,000 in Transportation Development Credits annually to use toward qualified project matching funds and has a Capital project reserve fund to help offset local contributions towards grant matches.

2026 is 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 or economic downturns.

Operating Revenues & Expenditures, 2025 – 2031

Transit Development Plan - Final

Section IX - Operating Revenues and Expenditures (2025 - 2031) (Dollars in thousands)

	Actual 2025	Budget 2026	Outlook				
			2027	2028	2029	2030	2031
REVENUES							
FARES - ROUTED	1,663	1,740	1,775	1,810	1,846	1,883	1,921
FARES - WORKER DRIVER	888	756	771	786	802	818	834
FARES - VANPOOL	307	308	314	320	327	333	340
FARES - DEMAND RESPONSE	169	171	174	178	181	185	189
FARES - FERRY	5,597	6,012	5,953	6,229	6,519	6,821	7,139
PARKING REVENUE	199	192	192	192	192	192	192
RENTAL INCOME	493	380	380	384	388	392	395
SALES TAX - NET	82,697	86,783	90,254	93,865	97,620	101,524	105,585
OPERATING GRANTS	10,815	925	12,565	2,125	10,205	2,125	10,205
INTEREST INCOME	4,517	3,942	1,978	1,327	1,039	826	681
OTHER INCOME (EXPENSE)	68	30	30	30	30	30	30
TOTAL REVENUES	107,413	101,238	114,386	107,246	119,149	115,129	127,511
OPERATING EXPENSES							
ROUTED SERVICE	34,552	38,013	39,913	41,909	44,004	46,204	48,515
WORKER DRIVER	3,467	3,814	4,005	4,205	4,415	4,636	4,868
VANPOOL	883	971	1,020	1,071	1,124	1,180	1,239
DEMAND RESPONSE	24,407	26,852	28,194	29,604	31,084	32,638	34,270
FERRY	22,820	28,732	28,620	27,027	30,943	29,731	34,636
TOTAL OPERATING EXPENSES	86,128	98,382	101,752	103,816	111,570	114,389	123,528
NET CASH AVAILABLE FROM OPERATIONS	21,285	2,856	12,634	3,430	7,578	739	3,984
BEGINNING UNRESTRICTED RESERVES	93,976	96,826	51,176	52,878	37,424	35,727	27,199
NET CASH AVAILABLE FROM OPS	21,285	2,856	12,634	3,430	7,578	739	3,984
PRINCIPAL AND INTEREST PAYMENT	(3,997)	(3,704)	(3,694)	(3,684)	(3,676)	(3,667)	(3,655)
CAPITAL EXPENDITURES, NET	(10,384)	(63,508)	(19,800)	(15,200)	(5,600)	(5,600)	(5,600)
RESERVES	(650)	10,625	12,563	-	-	-	-
OTHER, NET	(1,706)	8,080	-	-	-	-	-
ENDING UNRESTRICTED RESERVES	98,524	51,176	52,878	37,424	35,727	27,199	21,928

Section IX: Operating Data, 2025 – 2031

<u>Fixed Route Service</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>
Revenue vehicle hours	119,020	130,921	146,632	158,363	164,697	171,285	178,136
Total vehicle hours	138,003	151,803	170,019	183,621	190,965	198,604	206,548
Revenue vehicle miles	2,173,956	2,391,352	2,678,314	2,892,579	3,008,282	3,128,614	3,253,758
Total vehicle miles	2,778,973	3,056,870	3,423,695	3,697,590	3,845,494	3,999,314	4,159,286
Passenger trips	1,506,683	1,582,017	1,613,657	1,645,931	1,678,849	1,712,426	1,746,675
<i>Fatalities</i>	0						
<i>Reportable injuries</i>	3						
<i>Collisions</i>	3						
Renewable Diesel	429,404						
Propane	11,935						
Electricity	337,649 Kw						
<u>Demand Response Service</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>
Revenue vehicle hours	81,825	90,008	108,009	118,810	130,691	143,760	158,136
Total vehicle hours	125,614	138,176	165,811	182,392	200,631	220,694	242,763
Revenue vehicle miles	1,273,013	1,400,314	1,680,377	1,848,415	2,033,256	2,236,582	2,460,240
Total vehicle miles	1,988,381	2,187,219	2,624,663	2,887,129	3,175,842	3,493,426	3,842,769
Passenger trips	250,804	263,344	276,511	290,337	296,144	302,067	308,108
Fatalities	0						
Reportable injuries	1						
Collisions	1						
Renewable Diesel (gal)	107						
Diesel	1,044						
Gasoline	16,368						
LPG	333,138						

<u>Worker/Driver Service</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>
Revenue vehicle hours	11,603	17,500	17,500	17,500	17,500	17,500	17,500
Total vehicle hours	15,399	22,500	22,500	22,500	22,500	22,500	22,500
Revenue vehicle miles	262,488	365,000	365,000	365,000	365,000	365,000	365,000
Total vehicle miles	296,285	400,000	400,000	400,000	400,000	400,000	400,000
Passenger trips	250,804	263,344	276,511	290,337	296,144	302,067	308,108
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Diesel(gal)	60,715						
Electricity	64,328 Kwh						
<u>Vanpool Service</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>
Revenue vehicle hours	18,293	20,122	22,135	23,241	24,403	25,624	26,905
Total vehicle hours	18,293	20,122	22,135	23,241	24,403	25,624	26,905
Revenue vehicle miles	548,792	603,671	664,038	697,240	732,102	768,707	807,142
Total vehicle miles	611,024	672,126	739,339	776,306	815,121	855,877	898,671
Passenger trips	72,404	76,024	77,545	79,096	80,677	82,291	83,937
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Gasoline consumed (gal)	26,456						
<u>Foot Ferry Service</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>
Revenue vehicle hours	6,656	6,500	6,500	6,500	6,500	6,500	6,500
Total vehicle hours	6,786	6,700	6,700	6,700	6,700	6,700	6,700
Revenue vehicle miles	47,479	47,000	47,000	47,000	47,000	47,000	47,000
Total vehicle miles	48,344	48,100	48,100	48,100	48,100	48,100	48,100
Passenger trips	386,378	394,106	401,988	410,027	418,228	426,593	435,124
Fatalities	0						

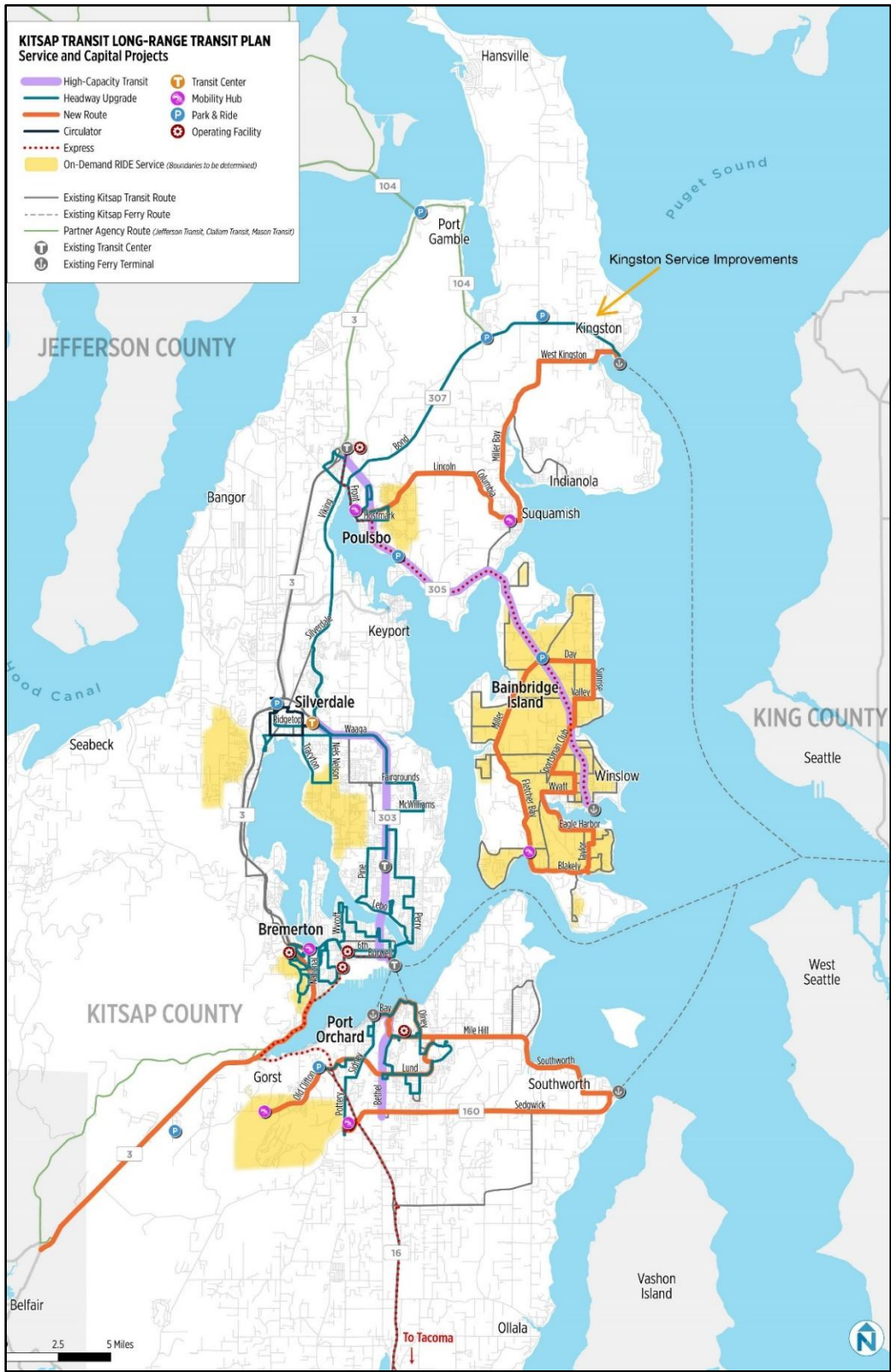
Reportable injuries	0
Collisions	0
Diesel fuel consumed (gal)	52,055

<u>Fast Ferry Service</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>
Revenue vehicle hours	11,930	12,000	12,000	12,000	12,000	12,000	12,000
Total vehicle hours	12,227	12,500	12,500	12,500	12,500	12,500	12,500
Revenue vehicle miles	287,967	267,000	267,000	267,000	267,000	267,000	267,000
Total vehicle miles	301,313	288,000	288,000	288,000	288,000	288,000	288,000
Passenger trips	896,984	941,833	960,670	979,883	989,682	999,579	1,009,575
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Diesel fuel consumed (gal)	1,372,220						

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

<u>Taxi</u>	<u>2025</u>				
Revenue vehicle hours	2,383	Revenue vehicle miles	26,286	Passenger Trips	1,977
Total vehicle hours	2,383	Total vehicle miles	26,286		

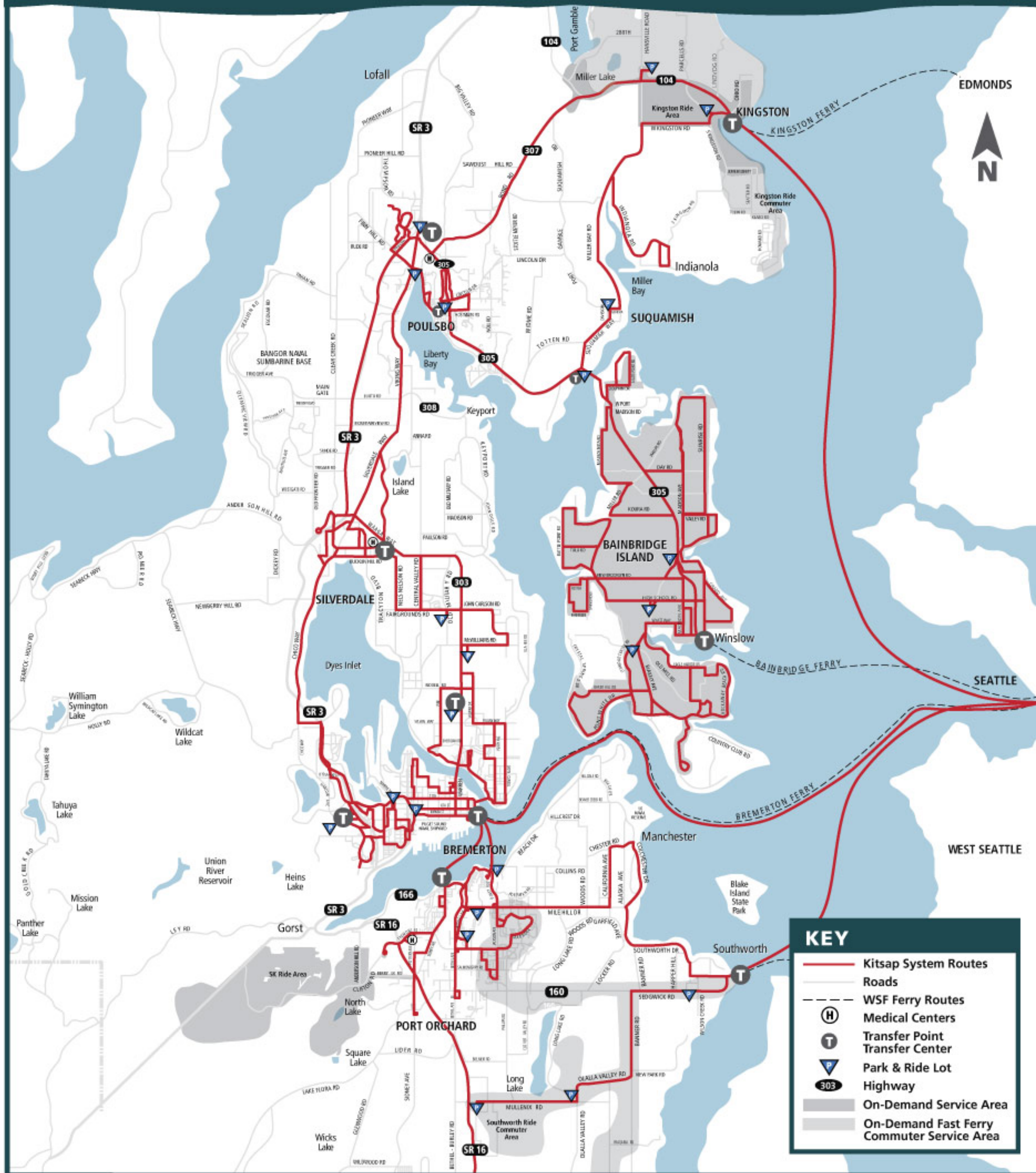
Section X: Transit System Vision Map



Appendix I: Routed System Map



Kitsap Transit System Map



Appendix II: Equipment & Facilities Asset Inventory



Equipment inventory form

WSDOT grant-funded equipment with an acquisition value of \$10,000 or more.

Refer to instructions tab for equipment code.

Organization: Kitsap Transit Inventory year: 2025

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining	Replacement cost (\$)
					useful life (years)	
1	8	Radio Controller/Repeaters	3	22	10	\$140,500
2	8	Add'l Cost Changing to Cencom	5	15	7	\$83,300
3	15	Onan Generator	3	25	5	\$142,300
4	3	Security System (MULLENIX P/R)	2	20	5	\$81,200
5	9	70Q ROTARY INFLOOR LIFT	3	23	5	\$172,200
6	9	Oil Analysis System	3	11	5	\$67,700
7	4	Opticom System Upgrade	3	11	5	\$307,200
8	4	Transit Fleet Software	2	10	7	\$120,000
9	15	South Base Generator	4	10	5	\$69,900
10	4	Automatic Passenger Counters	1	10	7	\$509,200
11	4	Access Data Terminals	3	9	5	\$154,600
13	9	2018 Alignment Equipment	4	7	7	\$84,000
14	4	Automatic Passenger System	1	6	7	\$309,900
15	8	Radio Upgrade System	5	6	10	\$1,192,700
16	9	North Base Oil Monitoring System	2	4	5	\$59,800
17	9	2023 Genie Man Lift	4	2	7	\$72,900
18	9	Mobile Lift	4	1	5	\$61,000
19	16	Portable Electric Charger	5	1	7	\$8,568
20	16	2022 SKID STEER	5	3	22	\$75,000
21	16	2021 CARGO MATE RECOVERY TRAIL	4	4	21	\$75,000
22	16	2000 GENIE MAN LIFT	5	5	20	\$90,000

Facility inventory form

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

Refer to instructions for facility code.

Organization: Kitsap Transit

Inventory year: 2025

No.	Facility code	Facility name	Condition (points)	Age (year) for reporting year	Remaining useful life	Estimated Cost of Replacement (\$)	WSDOT Grant Number (if applicable)
1	9	Annapolis Park & Ride	3	24	5	\$1,500,000	local
2	6	Bainbridge Island Transit Center (BITC)	4	24	20	\$2,650,000	local
3	6	Bremerton Transportation Center (BTC)	3	24	20	\$31,250,000	local
4	23	Charleston Base (CB)	3	23	20	\$27,900,000	local
5	21	CB Fuel Building	3	23	15	\$3,500,000	local
6	21	CB Wash Building	3	23	15	\$2,150,500	local
7	11	Gateway	3	44	10	\$12,470,000	local
8	9	George's Corner Park & Ride	3	25	5	\$8,000,000	local
9	10	Harborside	4	22	20	\$26,500,000	local
10	9	Harper Park & Ride	3	15	20	\$11,000,000	local
11	24	Hilltop	3	38	12	\$3,000,000	local
12	23	North Base (NB)	4	9	40	\$6,250,300	local
13	21	NB Wash Building A	4	9	40	\$2,150,000	local
14	21	NB Fuel Building B	4	9	40	\$3,500,000	local

15	6	North Viking Transit Center	4	9	15	\$5,500,000	local
17	6	Silverdale Transit Center	5	1	40	\$25,000,000	local
18	23	South Base	3	16	20	\$10,000,000	local
19	10	SB Training Building	2	16	10	\$2,000,000	local
20	6	West Bremerton Transit Center	0	66	3	\$2,600,000	local
21	6	Wheaton Way Transit Center (WWTC)	4	5	40	\$13,437,500	local
22	23	WWTC Drivers Building	5	4	20	\$1,100,000	local
23	7	A-Float	3	23	20	\$12,000,000	local
24	7	B-Float	3	24	20	\$15,000,000	local
25	7	M-Float	5	23	20	\$5,000,000	local
26	7	Annapolis Dock	5	9	30	\$12,525,000	local
27	17	POIT (Port Orchard Intermodal Terminal, the PO Ferry Dock)	3	20	20	\$15,000,000	Local & Federal Funding 80/20 #WA2021110

Appendix III: Fleet Inventory

Rolling stock inventory and verification of continued use form

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

Organization: Kitsap Transit

Inventory year: 2025

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Organization vehicle number	Actual life odometer	Meets financial needs of SGR? Yes/no	Is the vehicle safe? Yes/no	Maintenance current? Yes/no	Performs its designed function? Yes/no	Replacement cost (\$)	Planned replacement year	Planned replacement fuel type	ADA access? Yes/no	Seating capacity	Fuel type
1	2004	E-350	14	1FDNE31P04HA55815	541	72151	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	11	D
2	2004	E-350	14	1FDNE31P44HA55817	543	73912	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	11	D
3	2004	E-350	14	1FDNE31P44HA55820	546	113994	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	11	D
4	2004	E-350	14	1FDNE31P54HA55826	552	76475	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	11	D
5	2004	E-350	14	1FDNE31P74HA55830	556	87220	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	11	D
6	2006	E-31 CLUB VAN	14	1FDNE31P46DB39050	611	81369	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	10	D
7	2006	E-31 CLUB VAN	14	1FDNE31P66DB39051	613	48169	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	10	D
8	2006	E-31 CLUB VAN	14	1FDNE31PX6DB39053	614	70925	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	10	D
9	2006	E-31 CLUB VAN	14	1FDNE31P86DB39049	616	56646	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	10	D
10	2006	E-31 CLUB VAN	14	1FDNE31P56DB39056	618	90807	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	10	D
11	2006	E-31 CLUB VAN	14	1FDNE31P76DB39057	619	70665	Y	Y	Y	Y	\$35,000.00	2024	GAS	N	10	D
12	2008	E-31 CLUB VAN	13	1FDNE31L48DB40117	622	117384	Y	Y	Y	Y	\$35,000.00	2025	GAS	N	10	G
13	2008	E-31 CLUB VAN	13	1FDNE31L68DB40118	623	108535	Y	Y	Y	Y	\$35,000.00	2025	GAS	N	10	G
14	2008	E-31 CLUB VAN	13	1FDNE31L48DB40120	625	128008	Y	Y	Y	Y	\$35,000.00	2025	GAS	N	11	G
15	2008	E-31 CLUB VAN	13	1FDNE31L88DB40122	627	129255	Y	Y	Y	Y	\$35,000.00	2025	GAS	N	11	D
16	2008	E-31 CLUB VAN	13	1FDNE31LX8DB40123	628	92163	Y	Y	Y	Y	\$35,000.00	2025	GAS	N	10	G
17	2008	E-31 CLUB VAN	13	1FDNE31L18DB40124	629	104113	Y	Y	Y	Y	\$35,000.00	2025	GAS	N	10	D
18	2008	E-31 CLUB VAN	13	1FDNE31L38DB40125	630	74581	Y	Y	Y	Y	\$35,000.00	2027	Gas or B	N	11	G
19	2003	PHANTOM	1	15GDD271531111814	730	565086	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
20	2003	PHANTOM	1	15GDD271731111815	731	541379	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
21	2003	PHANTOM	1	15GDD271931111816	732	555111	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
22	2003	PHANTOM	1	15GDD271031111817	733	564312	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
23	2003	PHANTOM	1	15GDD271231111818	734	598412	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
24	2003	PHANTOM	1	15GDD271431111819	735	559993	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
25	2003	PHANTOM	1	15GDD271031111820	736	529681	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
26	2003	PHANTOM	1	15GDD271231111821	737	614410	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
27	2003	PHANTOM	1	15GDD271631111823	739	492078	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
28	2003	PHANTOM	1	15GDD271831111824	740	471381	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
29	2003	PHANTOM	1	15GDD271X31111825	741	508310	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
30	2003	PHANTOM	1	15GDD271131111826	742	499188	Y	Y	Y	Y	\$500,000.00	WD RB	BEB	Y	44+2	D
31	2003	PHANTOM	1	15GDD271331111827	743	483277	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
32	2003	PHANTOM	1	156DD271531111828	744	631136	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
33	2003	PHANTOM	1	15GDD271731111829	745	505892	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
34	2003	PHANTOM	1	15GDD271331111830	746	536894	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
35	2003	PHANTOM	1	15GDD271531111831	747	516712	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	44+2	D
36	2004	LOW FLOOR	2	15GGB291041074091	752	689125	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	32+2	D
37	2004	LOW FLOOR	2	15GGB291241074092	753	717067	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	32+2	D
38	2004	LOW FLOOR	2	15GGB291441074093	754	758760	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	32+2	D
39	2004	LOW FLOOR	2	15GGB291641074094	755	726840	Y	Y	Y	Y	\$500,000.00	2024	BEB	Y	32+2	D
40	2004	LOW FLOOR	2	15GGB291841074095	756	685071	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	32+2	D
41	2004	LOW FLOOR	2	15GGB291141074097	758	745137	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	32+2	D
42	2004	LOW FLOOR	2	15GGB291541074099	760	613990	Y	Y	Y	Y	\$500,000.00	TRAINING		Y	32+2	D

43	2004	LOW FLOOR	2	15GGB291841074100	761	786742	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	32+2	D
44	2005	LOW FLOOR	2	15GGB291851074101	762	680579	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	32+2	D
45	2005	LOW FLOOR	2	15GGB291X51074102	763	645980	Y	Y	Y	Y	\$500,000.00	2028	HY or BEB	Y	32+2	D
46	2005	LOW FLOOR	2	15GGB291151074103	764	726968	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	32+2	D
47	2005	LOW FLOOR	2	15GGB291351074104	765	674826	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	32+2	D
48	2005	LOW FLOOR	2	15GGB291551074105	766	658954	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	32+2	D
49	2004	LOW FLOOR	1	15GGB291841074107	771	704396	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
50	2004	LOW FLOOR	1	15GGB291X41074108	772	710344	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
51	2004	LOW FLOOR	1	15GGD291141074109	773	596303	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
52	2004	LOW FLOOR	1	15GGB291841074110	774	543719	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
53	2005	LOW FLOOR	1	15GGD291851074111	775	661482	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
54	2005	LOW FLOOR	1	15GGD291X51074112	776	768691	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
55	2005	LOW FLOOR	1	15GGD291151074113	777	616063	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
56	2005	LOW FLOOR	1	15GGD291351074114	778	592659	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
57	2005	LOW FLOOR	1	15GGD291551074115	779	606868	Y	Y	Y	Y	\$500,000.00	2027	HY or BEB	Y	38+2	D
58	2016	LOW FLOOR	3	15GGE2710G1093092	780	333401	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
59	2016	LOW FLOOR	3	15GGE2712G1093093	781	333197	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
60	2016	LOW FLOOR	3	15GGE2714G1093094	782	377719	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
61	2016	LOW FLOOR	3	15GGE2716G1093095	783	310978	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
62	2016	LOW FLOOR	3	15GGE2718G1093096	784	281252	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
63	2016	LOW FLOOR	3	15GGE2710G1092962	785	315333	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
64	2016	LOW FLOOR	3	15GGE271261092963	786	328157	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
65	2016	LOW FLOOR	3	15GGE271461092964	787	346745	Y	Y	Y	Y	\$420,000.00	2029	HY or BEB	Y	28+2	D
66	2017	LOW FLOOR	3	15GGE2711H3093088	788	261573	Y	Y	Y	Y	\$420,000.00	2030	HY or BEB	Y	28+2	D
67	2017	LOW FLOOR	3	15GGE2711H3093089	789	286418	Y	Y	Y	Y	\$420,000.00	2030	HY or BEB	Y	28+2	D
68	2017	E-450P SENATOR II	11	1FDfE4FS4HDC57514	790	157761	Y	Y	Y	Y	\$130,000.00	2026	HY or BEB	Y	14+2	P
69	2017	E-450P SENATOR II	11	1FDfE4FS9HDC57511	791	158077	Y	Y	Y	Y	\$130,000.00	2026	HY or BEB	Y	14+2	P
70	2018	LOW FLOOR	3	15GGE2712J3093106	792	225954	Y	Y	Y	Y	\$420,000.00	2031	HY or BEB	Y	28+2	D
71	2018	LOW FLOOR	3	15GGE2712J3093107	793	267096	Y	Y	Y	Y	\$420,000.00	2031	HY or BEB	Y	28+2	D
72	2018	LOW FLOOR	3	15GGE2712J3093108	794	268815	Y	Y	Y	Y	\$420,000.00	2031	HY or BEB	Y	28+2	D
73	2018	LOW FLOOR	3	15GGE2712J3093109	795	254375	Y	Y	Y	Y	\$420,000.00	2031	HY or BEB	Y	28+2	D
74	2018	40' CATALYST	1	1M9TH16J8JL816223	800	49329	Y	Y	Y	Y	\$850,000.00	2031	HY or BEB	Y	37	BEB
75	2015	E-450P SENATOR II	11	1FDfE4FS4FDA14489	1113	241503	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
76	2015	E-450P SENATOR II	11	1FDfE4FS0FDA14490	1114	223612	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
77	2015	E-450P SENATOR II	11	1FDfE4FS2FDA14491	1115	217943	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
78	2016	E-450P SENATOR II	11	1FDfE4FS9GDC03950	1116	220446	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
79	2016	E-450P SENATOR II	11	1FDfE4FS4GDC24320	1119	192900	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
80	2016	E-450P SENATOR II	11	1FDfE4FS5GDC26125	1120	228941	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
81	2016	E-450P SENATOR II	11	1FDfE4FS7GDC26126	1121	239536	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
82	2016	E-450P SENATOR II	11	1FDfE4FS9GDC26127	1122	232427	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
83	2017	E-450P SENATOR II	11	1FDfE4FS1HDC01515	1124	207251	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
84	2017	E-450P SENATOR II	11	1FDfE4FS3HDC01516	1125	222605	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
85	2017	E-450P SENATOR II	11	1FDfE4FS6HDC01543	1126	215205	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
86	2017	E-450P SENATOR II	11	1FDfE4FS1HDC01546	1127	200498	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
87	2017	E-450P SENATOR II	11	1FDfE4FS3HDC01547	1128	219048	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
88	2017	E-450P SENATOR II	11	1FDfE4FS5HDC01548	1129	238296	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
89	2017	E-450P SENATOR II	11	1FDfE4FS3HDC01550	1130	220308	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
90	2017	E-450P SENATOR II	11	1FDfE4FS5HDC01551	1131	240087	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
91	2017	E-450P SENATOR II	11	1FDfE4FS9HDC01553	1132	222614	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
92	2017	E-450P SENATOR II	11	1FDfE4FS0HDC01554	1133	195105	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P
93	2017	FORD CANDIDATE II	11	1FDES6PV0HKB26780	1134	132958	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D
94	2017	FORD CANDIDATE II	11	1FDES6PV2HKB26781	1135	137473	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D
95	2017	FORD CANDIDATE II	11	1FDES6PV4HKB26782	1136	150077	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D
96	2017	FORD CANDIDATE II	11	1FDES6PV5HKB28315	1137	97350	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D
97	2017	FORD CANDIDATE II	11	1FDES6PV7HKB28316	1138	125631	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D
98	2019	E-450P SENATOR II	11	1FDfE4FS0JDC37315	1139	162745	Y	Y	Y	Y	\$130,000.00	2024	LNP	Y	10+2	P
99	2019	E-450P SENATOR II	11	1FDfE4FS2JDC37316	1140	187004	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
100	2019	E-450P SENATOR II	11	1FDfE4FS4JDC37317	1141	163836	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
101	2019	E-450P SENATOR II	11	1FDfE4FS4JDC37320	1142	182099	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P

102	2019	E-450P SENATOR II	11	1FDFE4FS5JDC37312	1143	173340	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
103	2019	E-450P SENATOR II	11	1FDFE4FS6JDC37318	1144	167890	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
104	2019	E-450P SENATOR II	11	1FDFE4FS6JDC37321	1145	169523	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
105	2019	E-450P SENATOR II	11	1FDFE4FS7JDC37313	1146	172448	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
106	2019	E-450P SENATOR II	11	1FDFE4FS7KDC12414	1147	200571	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
107	2019	E-450P SENATOR II	11	1FDFE4FS9JDC37314	1149	185700	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
108	2019	E-450P SENATOR II	11	1FDFE4FS9KDC12415	1150	171366	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
109	2020	E-450P SENATOR II	11	1FDFE4FS9KDC69214	1151	147688	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
110	2020	E-450P SENATOR II	11	1FDFE4FS8KDC71780	1152	146977	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
111	2020	E-450P SENATOR II	11	1FDFE4FS2KDC71791	1153	143596	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
112	2020	E-450P SENATOR II	11	1FDFE4FS4KDC71792	1154	136216	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
113	2020	E-450P SENATOR II	11	1FDFE4FS8KDC71794	1155	139150	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
114	2020	E-450P SENATOR II	11	1FDFE4FS8KDC69205	1156	146838	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
115	2020	E-450P SENATOR II	11	1FDFE4FSXKDC71795	1157	98008	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
116	2020	E-450P SENATOR II	11	1FDFE4FS3KDC71797	1158	101507	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
117	2020	E-450P SENATOR II	11	1FDFE4FSXKDC71800	1159	92459	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
118	2020	E-450P SENATOR II	11	1FDFE4FS1KDC71801	1160	99728	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
119	2020	E-450P SENATOR II	11	1FDFE4FS3KDC71802	1161	93137	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
120	2020	E-450P SENATOR II	11	1FDFE4FS5KDC71803	1162	85041	Y	Y	Y	Y	\$130,000.00	2026	LNP or BEB	Y	10+2	P
121	2023	E-450P SENATOR II	11	1FDFE4FN7PDD19819	1163	54523	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
122	2023	E-450P SENATOR II	11	1FDFE4FN1PDD19816	1164	56310	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
123	2023	E-450P SENATOR II	11	1FDFE4FN5PDD19818	1165	51414	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
124	2023	E-450P SENATOR II	11	1FDFE4FN6PDD19830	1166	54550	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
125	2023	E-450P SENATOR II	11	1FDFE4FN5PDD19835	1167	53492	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
126	2023	E-450P SENATOR II	11	1FDFE4FN5PDD22900	1168	48160	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
127	2023	E-450P SENATOR II	11	1FDFE4FN7PDD19836	1169	47023	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
128	2023	E-450P SENATOR II	11	1FDFE4FN8PDD19828	1170	43542	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
129	2023	E-450P SENATOR II	11	1FDFE4FN8PDD19831	1171	28896	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
130	2023	E-450P SENATOR II	11	1FDFE4FN0PDD19824	1172	40895	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
131	2023	E-450P SENATOR II	11	1FDFE4FN3PDD19820	1173	38166	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
132	2023	E-450P SENATOR II	11	1FDFE4FN9PDD19823	1174	41312	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
133	2023	E-450P SENATOR II	11	1FDFE4FN4PDD19826	1175	43379	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
134	2023	E-450P SENATOR II	11	1FDFE4FN6PDD19827	1176	38766	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
135	2023	E-450P SENATOR II	11	1FDFE4FN9PDD22897	1177	37465	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
136	2023	E-450P SENATOR II	11	1FDFE4FN1PDD19833	1178	17069	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
137	2023	E-450P SENATOR II	11	1FDFE4FN7PDD19822	1179	31685	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
138	2023	E-450P SENATOR II	11	1FDFE4FN2PDD19825	1180	22922	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
139	2023	E-450P SENATOR II	11	1FDFE4FN5PDD19821	1181	29123	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
140	2023	E-450P SENATOR II	11	1FDFE4FNXPDD19832	1182	28846	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
141	2023	E-450P SENATOR II	11	1FDFE4FN9PDD22902	1183	17901	Y	Y	Y	Y	\$219,516.08	2028	LNP or BEB	Y	14	P
142	2024	E-450P SENATOR II	11	1FDFE4FN0PDD22898	1184	18671	Y	Y	Y	Y	\$219,516.08	2029	LNP or BEB	Y	14	P
143	2024	E-450P SENATOR II	11	1FDFE4FN7PDD22901	1185	19062	Y	Y	Y	Y	\$219,516.08	2029	LNP or BEB	Y	14	P
144	2024	E-450P SENATOR II	11	1FDFE4FN2PDD22899	1186	14618	Y	Y	Y	Y	\$219,516.08	2029	LNP or BEB	Y	14	P
145	2025	E-450P SENATOR II	11	1FDFE4FN3SDD14478	1187	16108	Y	Y	Y	Y	\$241,925.75	2029	LNP or BEB	Y	14	P
146	2025	E-450P SENATOR II	11	1FDFE4FN1SDD14382	1188	6066	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
147	2025	E-450P SENATOR II	11	1FDFE4FN1SDD14446	1189	15272	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
148	2025	E-450P SENATOR II	11	1FDFE4FN5SDD14563	1190	13534	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
149	2025	E-450P SENATOR II	11	1FDFE4FN9SDD14212	1191	19133	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
150	2025	E-450P SENATOR II	11	1FDFE4FN0SDD14342	1192	10485	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
151	2025	E-450P SENATOR II	11	1FDFE4FN4SDD14683	1193	12594	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
152	2025	E-450P SENATOR II	11	1FDFE4FN7SDD14581	1194	8109	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
153	2025	E-450P SENATOR II	11	1FDFE4FNXSDD14624	1195	5802	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
154	2025	E-450P SENATOR II	11	1FDFE4FN1SDD14558	1196	8996	Y	Y	Y	Y	\$219,932.50	2029	LNP or BEB	Y	15	P
155	2024	FORD CANDIDATE II	11	1FDEU8PG5RKB03228	1200	19801	Y	Y	Y	Y	\$145,410.56	2029	LNP or BEB	Y	8	G
156	2024	FORD CANDIDATE II	11	1FDEU8PGXRKB03225	1201	21432	Y	Y	Y	Y	\$145,410.56	2029	LNP or BEB	Y	8	G
157	2024	FORD CANDIDATE II	11	1FDEU8PG7RKB03232	1202	19558	Y	Y	Y	Y	\$145,410.56	2029	LNP or BEB	Y	8	G
158	2024	FORD CANDIDATE II	11	1FDEU8PG3RKB03230	1203	2448	Y	Y	Y	Y	\$145,410.56	2029	LNP or BEB	Y	8	G
159	2024	FORD CANDIDATE II	11	1FDEU8PG1RKB03226	1204	948	Y	Y	Y	Y	\$145,410.56	2029	LNP or BEB	Y	8	G
160	2024	FORD CANDIDATE II	11	1FDEU8PG3RKB03327	1205	1301	Y	Y	Y							G
161	2024	FORD CANDIDATE II	11	1FDEU8PG7RKB03229	1206	270	Y	Y	Y							G
162	2024	FORD CANDIDATE II	11	1FDEU8PG5RKB03231	1207	286	Y	Y	Y							G
163	2024	FORD CANDIDATE II	11	1FDEU8PG8RKB03224	1208	193	Y	Y	Y							G
164	2010	SIENNA VAN	13	5TDKK4CC5AS303127	2001	105301	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
165	2010	SIENNA VAN	13	5TDKK4CC3AS303174	2002	137930	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
166	2010	SIENNA VAN	13	5TDKK4CC3AS303353	2004	145312	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
167	2010	SIENNA VAN	13	5TDKK4CC3AS302820	2006	110201	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
168	2010	SIENNA VAN	13	5TDKK4CCXAS302992	2007	105704	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
169	2010	SIENNA VAN	13	5TDKK4CC7AS303114	2008	114715	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
170	2010	SIENNA VAN	13	5TDKK4CC8AS303316	2009	146770	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
171	2010	SIENNA VAN	13	5TDKK4CC6AS303573	2010	113003	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
172	2010	SIENNA VAN	13	5TDKK4CC2AS303697	2011	142190	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
173	2010	SIENNA VAN	13	5TDKK4CC1AS303772	2016	144139	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
174	2010	SIENNA VAN	13	5TDKK4CC7AS304053	2018	108706	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
175	2010	SIENNA VAN	13	5TDKK4CCXAS304242	2020	105353	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G

176	2010	SIENNA VAN	13	5TDKK4CC4AS304270	2022	101101	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
177	2010	SIENNA VAN	13	5TDKK4CC1AS301410	2024	94302	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
178	2010	SIENNA VAN	13	5TDKK4CC9AS301722	2027	116720	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
179	2010	SIENNA VAN	13	5TDKK4CC2AS304185	2028	100316	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
180	2010	SIENNA VAN	13	5TDKK4CC7AS301363	2029	95207	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
181	2010	SIENNA VAN	13	5TDKK4CC2AS301934	2030	104260	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
182	2010	SIENNA VAN	13	5TDKK4CC6AS302200	2031	109455	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
183	2010	SIENNA VAN	13	5TDKK4CCXAS302460	2033	135663	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
184	2010	SIENNA VAN	13	5TDKK4CC5AS301622	2034	122969	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
185	2010	SIENNA VAN	13	5TDKK4CC2AD302470	2037	112278	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
186	2010	SIENNA VAN	13	5TDKK4CC5AS301989	2040	133952	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
187	2010	SIENNA VAN	13	5TDKK4CC6AS301998	2041	132848	Y	Y	Y	Y	\$32,000.00	2027	GAS or B	N	7	G
188	2010	SIENNA VAN	14	5TDKK4CC8AS301971	2042	128603	Y	Y	Y	Y	\$32,000.00	2024	GAS	N	7	G
189	2017	SIENNA VAN	13	5TDZZ3DC7HS854916	2046	112857	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
190	2017	SIENNA VAN	13	5TDZZ3DC7HS851501	2047	84911	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
191	2017	SIENNA VAN	13	5TDZZ3DC7HS855175	2048	45367	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
192	2015	GRAND CARAVAN	13	2CRDGBG9FR660471	2049	113735	Y	Y	Y	Y	\$27,290.00	2029	Gas or B	N	7	G
193	2018	SIENNA VAN	13	5TDZZ3DC1JS960476	2050	47684	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
194	2018	SIENNA VAN	13	5TDZZ3DC0JS960596	2051	63842	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
195	2018	SIENNA VAN	13	5TDZZ3DC9JS961536	2052	54764	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
196	2018	SIENNA VAN	13	5TDZZ3DC0JS961621	2053	83589	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
197	2018	SIENNA VAN	13	5TDZZ3DC4JS961962	2054	36477	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
198	2018	SIENNA VAN	13	5TDZZ3DC0JS961232	2055	42322	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
199	2018	SIENNA VAN	13	5TDZZ3DC7JS961194	2056	108979	Y	Y	Y	Y	\$32,000.00	2029	Gas or B	N	7	G
200	2018	SIENNA VAN	14	5TDZZ3DC7JS962202	2057	30443	Y	Y	Y	Y	\$32,000.00	2024	GAS	N	7	G
201	2018	SIENNA VAN	14	5TDZZ3DC7JS962782	2058	98687	Y	Y	Y	Y	\$32,000.00	2024	GAS	N	7	G
202	2018	SIENNA VAN	14	5TDZZ3DC1JS962325	2059	36122	Y	Y	Y	Y	\$32,000.00	2024	GAS	N	7	G
203	2018	SIENNA VAN	14	5TDZZ3DC5JS962666	2060	23776	Y	Y	Y	Y	\$32,000.00	2024	GAS	N	7	G
204	2009	E-350	13	1FDSS31L59DA86680	2100	99529	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
205	2009	E-350	13	1FDSS31L09DA86683	2101	111470	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
206	2009	E-350	13	1FDSS31L79DA86681	2103	106873	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
207	2009	E-350	13	1FDSS31LX9DA86688	2104	152521	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
208	2009	E-350	13	1FDSS31L89DA86690	2108	77940	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
209	2009	E-350	13	1FDSS31629DA86684	2109	47843	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
210	2009	E-350	13	1FDSS31L79DA86678	2110	151874	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
211	2009	E-350	13	1FDSS31L39DA86676	2111	115943	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
212	2009	E-350	13	1FDSS31L59DA86694	2113	102825	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
213	2009	E-350	13	1FDSS31L49DA86685	2114	147419	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
214	2009	E-350	13	1FDNE31L19DA86692	2116	96482	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
215	2009	E-350	13	1FDSS31L19DA86689	2117	90101	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	13	G
216	2009	E-350	13	1FDNE31L19DA86664	2120	148800	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
217	2009	E-350	13	1FDNE31L99DA86668	2122	131489	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
218	2009	E-350	13	1FDNE31L79DA86667	2123	136792	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
219	2009	E-350	13	1FDNE31L09DA86672	2126	80735	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
220	2009	E-350	13	1FDNE31L29DA86673	2127	110253	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
221	2009	E-350	13	1FDNE31L99DA86671	2129	115076	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
222	2009	E-350	13	1FDNE31L49DA86674	2130	147803	Y	Y	Y	Y	\$35,000.00	2028	GAS or B	N	10	G
223	2013	E-350 RAISED ROOF	14	1FTDE3ELXDDB34665	2135	22007	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6	G
224	2013	E-350 RAISED ROOF	14	1FTDE3EL1DDB34666	2136	18763	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	G
225	2013	E-350 RAISED ROOF	14	1FTDE3EL5DDB34668	2138	16970	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	G
226	2016	T-350 TRANSIT	14	1FBAX2CV1GKA54543	2139	71303	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	D
227	2016	T-350 TRANSIT	14	1FBAX2CV3GKA54544	2140	82738	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	D
228	2016	T-350 TRANSIT	14	1FBAX2CV5GKA54545	2141	81690	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	D
229	2016	T-350 TRANSIT	14	1FBAX2CV7GKA54546	2142	90611	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	D
230	2016	T-350 TRANSIT	14	1FBAX2CV9GKA54547	2143	47252	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	D
231	2016	T-350 TRANSIT	14	1FBAX2CV0GKA54548	2144	58677	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	D
232	2016	T-350 TRANSIT	14	1FBAX2CV2GKA54549	2145	71587	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	6+1	D
233	2016	TRANSIT CONNECT XLT	13	NM0GE9F70G1280657	2146	47591	Y	Y	Y	Y	\$35,000.00	2029	GAS or B	Y	7	G
234	2016	TRANSIT CONNECT XLT	14	NM0GE9F72G1280658	2147	62822	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	7	G
235	2016	TRANSIT CONNECT XLT	14	NM0GE9F75G1280654	2148	58474	Y	Y	Y	Y	\$35,000.00	2024	GAS	Y	7	G
236	2016	TRANSIT CONNECT XLT	13	NM0GE9F74G1280662	2149	75950	Y	Y	Y	Y	\$35,000.00	2029	GAS or B	Y	7	G
237	2016	TRANSIT CONNECT XLT	13	NM0GE9F71G1280666	2150	43870	Y	Y	Y	Y	\$35,000.00	2029	GAS or B	Y	7	G
238	2024	T-350 TRANSIT	14	1FDAX9C89RKA99100	2151	12420	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
239	2024	T-350 TRANSIT	14	1FDAX9C80RKA99101	2152	14968	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
240	2024	T-350 TRANSIT	14	1FDAX2C87RKB21201	2153	4607	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
241	2024	T-350 TRANSIT	14	1FDAX2C88RKB20980	2154	4239	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
242	2024	T-350 TRANSIT	14	1FDAX2C82RKB20750	2155	4677	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
243	2024	T-350 TRANSIT	14	1FDAX2C86RKB21237	2156	5701	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
244	2024	T-350 TRANSIT	14	1FDAX2C8XRKB21855	2157	4535	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
245	2024	T-350 TRANSIT	14	1FDAX2C86RKB21321	2158	3210	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
246	2024	T-350 TRANSIT	14	1FDAX2C89RKB21880	2159	2760	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
247	2024	T-350 TRANSIT	14	1FDAX2C80RKB20908	2160	2963	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
248	2024	T-350 TRANSIT	14	1FDAX2C84RKB11256	2161	6308	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
249	2024	T-350 TRANSIT	14	1FDAX2C85RKB21102	2162	8477	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G

250	2024	T-350 TRANSIT	14	1FDAX2C85RKB11590	2163	7840	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
251	2024	T-350 TRANSIT	14	1FDAX2C81RKB21677	2164	11128	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
252	2024	T-350 TRANSIT	14	1FDAX2C89RKB20471	2165	2358	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
253	2024	T-350 TRANSIT	14	1FDAX2C81RKB17709	2166	1663	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
254	2024	T-350 TRANSIT	14	1FDAX2C89RKB21197	2167	4746	Y	Y	Y	Y	\$99,401.40	2034	GAS or B	Y	10	G
255	2023	MUSTANG MACH-E	13	3FMTK1SSXPM43050	2200	10977	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
256	2023	MUSTANG MACH-E	13	3FMTK1SS1PMA43065	2201	31131	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
257	2023	MUSTANG MACH-E	13	3FMTK1SS8PMA43127	2202	16208	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
258	2023	MUSTANG MACH-E	13	3FMTK3S53PMA92161	2203	11996	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
259	2023	MUSTANG MACH-E	13	3FMTK3S55PMA91562	2204	4395	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
260	2023	MUSTANG MACH-E	13	3FMTK3S52PMA91549	2205	7679	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
261	2023	MUSTANG MACH-E	13	3FMTK3S53PMA93293	2206	14692	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
262	2023	MUSTANG MACH-E	13	3FMTK3S50PMA93414	2207	5836	Y	Y	Y	Y	\$54,500.00	2029	GAS or B	N	5	BEB
263	2023	VOYAGER	14	2C4RC1CG2PR583099	2300	11600	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
264	2023	VOYAGER	14	2C4RC1CG1PR587581	2301	3555	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
265	2023	VOYAGER	14	2C4RC1CG2PR582647	2302	10284	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
266	2023	VOYAGER	14	2C4RC1CG2PR588206	2303	1991	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
267	2023	VOYAGER	14	2C4RC1CG3PR579417	2304	1675	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
268	2023	VOYAGER	14	2C4RC1CG2PR587864	2305	21587	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
269	2023	VOYAGER	14	2C4RC1CGXPR587949	2306	25970	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
270	2023	VOYAGER	14	2C4RC1CGXPR588079	2307	5780	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
271	2023	VOYAGER	14	2C4RC1CGXPR583237	2308	6310	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
272	2023	VOYAGER	14	2C4RC1CGXPR588003	2309	2607	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
273	2023	VOYAGER	14	2C4RC1CGXPR583349	2310	3166	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
274	2023	VOYAGER	14	2C4RC1CGXPR583268	2311	2748	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
275	2023	VOYAGER	14	2C4RC1CG9PR603025	2312	7521	Y	Y	Y	Y	\$76,207.95	2034	GAS or B	Y	6	G
276	2024	PACIFICA	13	2C4RC1S76RR194597	2313	24883	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
277	2024	PACIFICA	13	2C4RC1S72RR194595	2314	11910	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
278	2024	PACIFICA	13	2C4RC1S78RR194598	2315	10232	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
279	2024	PACIFICA	13	2C4RC1S7XRR198751	2316	8783	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
280	2024	PACIFICA	13	2C4RC1S70RR193462	2317	12632	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
281	2024	PACIFICA	13	2C4RC1S77RR193460	2318	20671	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
282	2024	PACIFICA	13	2C4RC1S70RR193459	2319	61868	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
283	2024	PACIFICA	13	2C4RC1S71RR198752	2320	7670	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
284	2024	PACIFICA	13	2C4RC1S74RR194596	2321	21871	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
285	2024	PACIFICA	13	2CRC1S79RR193461	2322	4657	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
286	2024	PACIFICA	13	2C4RC1S70RR194594	2323	24695	Y	Y	Y	Y	\$60,159.00	2028	GAS or B	N	7	G
287	2019	LOW FLOOR	2	15GGB2717K3191848	3500	213910	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
288	2019	LOW FLOOR	2	15GGB2719K3191849	3501	239966	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
289	2019	LOW FLOOR	2	15GGB2715K3191850	3502	225431	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
290	2019	LOW FLOOR	2	15GGB2717K3191851	3503	245071	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
291	2019	LOW FLOOR	2	15GGB2719K3191852	3504	235585	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
292	2019	LOW FLOOR	2	15GGB2710k3191853	3505	231230	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
293	2019	LOW FLOOR	2	15GGB2712K3191854	3506	226260	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
294	2019	LOW FLOOR	2	15GGB2714k3191855	3507	248918	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
295	2019	LOW FLOOR	2	15GGB2716K3191856	3508	221631	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
296	2019	LOW FLOOR	2	15GGB2719K3194881	3509	211228	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
297	2019	LOW FLOOR	2	15GGB2710K3194882	3510	217813	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
298	2019	LOW FLOOR	2	15GGB2712K3194883	3511	213139	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
299	2019	LOW FLOOR	2	15GGB2714K3194884	3512	224120	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
300	2019	LOW FLOOR	2	15GGB2716K3194885	3513	218880	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
301	2019	LOW FLOOR	2	15GGB2718K3194886	3514	220103	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
302	2019	LOW FLOOR	2	15GGB271XK3194887	3515	227424	Y	Y	Y	Y	\$500,000.00	2032	HY or BEB	Y	32+2	D
303	2022	LOW FLOOR	2	15GGB2813N3197679	3516	43754	Y	Y	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	BEB
304	2022	LOW FLOOR	2	15GGB281XN3197680	3517	45624	Y	Y	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	BEB
305	2022	LOW FLOOR	2	15GGB2811N3197681	3518	44419	Y	Y	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	BEB
306	2022	LOW FLOOR	2	15GGB2813N3197682	3519	50237	Y	Y	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	BEB
307	2022	LOW FLOOR	2	15GGB2815N3197683	3520	36730	Y	Y	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	BEB
308	2022	LOW FLOOR	2	15GGB2813P3197684	3521	44060	Y	Y	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	BEB
309	2024	LOW FLOOR	2	15GGB2813R3200182	3522	26229	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
310	2024	LOW FLOOR	2	15GGB2819R3198518	3523	22354	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
311	2024	LOW FLOOR	2	15GGB2810R3198519	3524	31047	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
312	2024	LOW FLOOR	2	1FGGB2817R3198520	3525	32972	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
313	2024	LOW FLOOR	2	15GGB2819R3198521	3526	32407	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
314	2024	LOW FLOOR	2	15GGB2810R3198522	3527	28327	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
315	2024	LOW FLOOR	2	15GGB2812R3198523	3528	29487	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
316	2024	LOW FLOOR	2	15GGB2814R3198524	3529	30806	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
317	2024	LOW FLOOR	2	15GGB2815R3200183	3530	9866	Y	Y	Y	Y	\$1,084,468.00	2036	HY or BEB	Y	32+2	BEB
318	2024	LOW FLOOR	2	15GGB2817R3200184	3531	1918	Y	Y	Y				HY or BEB			BEB
319	2024	LOW FLOOR	2	15GGB2819R3200185	3532	9543	Y	Y	Y				HY or BEB			BEB
320	2024	LOW FLOOR	2	15GGB2810R3200186	3533	10998	Y	Y	Y				HY or BEB			BEB
321	2020	LOW FLOOR	2	15GGD2819M3192480	4000	90484	Y	Y	Y	Y	\$900,000.00	2033	HY or BEB	Y	38+2	BEB
322	2020	LOW FLOOR	2	15GGD2719L3195752	4001	213468	Y	Y	Y	Y	\$500,000.00	2033	HY or BEB	Y	38+2	D
323	2020	LOW FLOOR	2	15GGD2710L3195753	4002	203489	Y	Y	Y	Y	\$500,000.00	2033	HY or BEB	Y	38+2	D

324	2020	LOW FLOOR	2	15GGD2712L3195754	4003	243248	Y	Y	Y	Y	\$500,000.00	2033	HY or BEB	Y	38+2	D
325	2020	LOW FLOOR	2	15GGD2714L3195755	4004	244753	Y	Y	Y	Y	\$500,000.00	2033	HY or BEB	Y	38+2	D
326	2020	LOW FLOOR	2	15GGD2716L3195756	4005	245967	Y	Y	Y	Y	\$500,000.00	2033	HY or BEB	Y	38+2	D
327	2022	LOW FLOOR	2	15GGD2713N3197760	4006	142543	Y	Y	Y	Y	\$605,000.00	2035	HY or BEB	Y	38+2	D
328	2022	LOW FLOOR	2	15GGD2715N3197761	4007	134656	Y	Y	Y	Y	\$605,000.00	2035	HY or BEB	Y	38+2	D
329	2022	LOW FLOOR	2	15GGD2717N3197762	4008	129203	Y	Y	Y	Y	\$605,000.00	2035	HY or BEB	Y	38+2	D
330	2022	LOW FLOOR	2	15GGD2719N3197763	4009	141712	Y	Y	Y	Y	\$605,000.00	2035	HY or BEB	Y	38+2	D
331	2022	LOW FLOOR	2	15GGD2710N3197764	4010	148985	Y	Y	Y	Y	\$605,000.00	2035	HY or BEB	N	47	D
332	1994	102 D3	6	1M8SDMTA0RP046782	6007	20112	Y	Y	Y	Y	\$481,525.00	2024	DIESEL	N	47	D
333	1995	102 D3	6	1M8SDMTA0SP047081	6009	630017	Y	Y	Y	Y	\$501,267.00	2024	DIESEL	N	47	D
334	1995	102 D3	6	1M8SDMTA2SP047115	6010	793716	Y	Y	Y	Y	\$501,267.00	2024	DIESEL	N	47	D
335	1995	102 D3	6	1M8SDMTA6SP047120	6011	974509	Y	Y	Y	Y	\$501,267.00	2024	DIESEL	N	47	D
336	1995	102 D3	6	1M8SDMTA9SP047127	6012	268728	Y	Y	Y	Y	\$501,267.00	2024	DIESEL	N	47	D
337	1995	102 D3	6	1M8SDMTA6SP047134	6014	336518	Y	Y	Y	Y	\$501,267.00	2024	DIESEL	N	47	D
338	1995	102 D3	6	1M8SDMTA9SP047337	6015	465962	Y	Y	Y	Y	\$501,267.00	2024	DIESEL	N	47	D
339	1995	102 D3	6	1M8SDMTA8SP047748	6016	936802	Y	Y	Y	Y	\$501,267.00	2024	BEB	N	47	D
340	1995	102 D3	6	1M8SDMTA8SP047751	6017	878988	Y	Y	Y	Y	\$501,267.00	2024	BEB	N	47	D
341	1996	102 D3	6	1M8SDMTA0TP048183	6018	355697	Y	Y	Y	Y	\$521,819.00	2024	BEB	N	47	D
342	1996	102 D3	6	1M8SDMTA3TP048310	6019	869196	Y	Y	Y	Y	\$521,819.00	2024	BEB	N	47	D
343	1996	102 D3	6	1M8SDMTA9TP048702	6020	367370	Y	Y	Y	Y	\$521,819.00	2024	BEB	N	47	D
344	1996	102 D3	6	1M8SDMTA4TP048705	6021	832638	Y	Y	Y	Y	\$521,819.00	2025	BEB	N	47	D
345	1996	102 D3	6	1M8SDMTAXTP048708	6022	212967	Y	Y	Y	Y	\$521,819.00	2025	BEB	N	47	D
346	1996	102 D3	6	1M8SDMTA5TP048714	6023	894039	Y	Y	Y	Y	\$521,819.00	2025	BEB	N	47	D
347	1997	102 D3	6	1M8SDMTAXVP049764	6024	281117	Y	Y	Y	Y	\$543,214.00	2025	BEB	N	47	D
348	1997	102 D3	6	1M8SDMTA2VP049810	6026	877623	Y	Y	Y	Y	\$543,214.00	2030	HY or BEB	Y	39+2	D
349	1997	102 D3	6	1M8SDMPA8VP049708	6029	771820	Y	Y	Y	Y	\$543,214.00	2030	HY or BEB	Y	39+2	D
350	1998	102 D3	6	1M8SDMTA2WP050506	6031	555379	Y	Y	Y	Y	\$565,485.00	2030	HY or BEB	Y	39+2	D
351	1999	102 D3	6	1M8SDMTA9XP051590	6032	511527	Y	Y	Y	Y	\$588,670.00	2030	HY or BEB	Y	39+2	D
352	1999	102 D3	6	1M8SDMTA1XP052331	6033	683455	Y	Y	Y	Y	\$588,670.00	2030	HY or BEB	Y	39+2	D
353	2001	102 D3	6	1M8SDMPA41P053748	6034	404324	Y	Y	Y	Y	\$637,931.00	2030	HY or BEB	Y	39+2	D
354	2001	102 D3	6	1M8SDMPA21P053750	6035	518409	Y	Y	Y	Y	\$637,931.00	2030	HY or BEB	N	47	D
355	1999	102 D3	6	1M8SDMTA4XP051996	6040	659768	Y	Y	Y	Y	\$588,670.00	2030	HY or BEB	N	47	D
356	2002	D4000	6	1M8SDMPA72P054409	6041	264234	Y	Y	Y	Y	\$664,086.00	2030	HY or BEB	N	47	D
357	2002	D4000	6	1M8SDMPA12P054406	6042	727969	Y	Y	Y	Y	\$664,086.00	2030	HY or BEB	Y	39+2	D
358	2001	D4000	6	1M8SDMPAX1P054211	6043	705257	Y	Y	Y	Y	\$637,931.00	2030	HY or BEB	Y	39+2	D
359	2001	D4000	6	1M8SDMPA51P054214	6044	787001	Y	Y	Y	Y	\$637,931.00	2030	HY or BEB	Y	39+2	D
360	2001	D4000	6	1M8SDMPA11P054212	6045	807498	Y	Y	Y	Y	\$637,931.00	2030	HY or BEB	Y	37	D
361	2024	LOW FLOOR SUBURBAN	1	15GGD2817R3198513	6100	10810	Y	Y	Y	Y	\$1,078,236.50	2036	HY or BEB	Y	37	BEB
362	2024	LOW FLOOR SUBURBAN	1	15GGD2819R3198514	6101	8278	Y	Y	Y	Y	\$1,078,236.50	2036	HY or BEB	Y	37	BEB
363	2024	LOW FLOOR SUBURBAN	1	15GGD2810R3198515	6102	13626	Y	Y	Y	Y	\$1,078,236.50	2036	HY or BEB	Y	37	BEB
364	2024	LOW FLOOR SUBURBAN	1	15GGD2812R3198516	6103	8215	Y	Y	Y	Y	\$1,078,236.50	2036	HY or BEB	Y	37	BEB
365	2024	LOW FLOOR SUBURBAN	1	15GGD2814R3198517	6104	7492	Y	Y	Y		\$1,078,236.50	2036	HY or BEB		37	BEB
366	2025	LOW FLOOR SUBURBAN	1	15GGD281XS3200177	6105	4392	Y	Y	Y		\$1,078,236.50	2036	HY or BEB		37	BEB
367	2025	LOW FLOOR SUBURBAN	1	15GGD2811S3200178	6106	3697	Y	Y	Y		\$1,078,236.50	2036	HY or BEB		37	BEB
368	2025	LOW FLOOR SUBURBAN	1	15GGD2813S3200179	6107	4495	Y	Y	Y		\$1,078,236.50	2036	HY or BEB		37	BEB
369	2025	LOW FLOOR SUBURBAN	1	15GGD281XS3200180	6108	4116	Y	Y	Y		\$1,078,236.50	2036	HY or BEB		37	BEB
370	2025	LOW FLOOR SUBURBAN	1	15GGD2811S3200181	6109	3921	Y	Y	Y		\$1,078,236.50	2036	HY or BEB		37	BEB
371	1994	Admiral Pete	26	1021190	Admiral Pete	46239 VESSEL HOURS	Y	Y	Y	Y	\$15,000,000	2028	Electric	Y	120	MD
372	1917	Carlisle II	26	214872	Carlisle II	49299 VESSEL HOURS	Y	Y	Y	Y	\$6,000,000	none	not replacing	Y	150	MD
373	1996	Finest	26	1044082	Finest	22435 VESSEL HOURS	Y	Y	Y	Y	\$175,000,000	2027	Diesel	Y	240	MD
374	2019	Lady Swift	26	1285241	Lady Swift	14817 VESSEL HOURS	Y	Y	Y	Y	\$9,000,000	2043	unknown	Y	118	MD
375	2019	Reliance	26	1285140	Reliance	15035 VESSEL HOURS	Y	Y	Y	Y	\$9,000,000	2042	unknown	Y	118	MD
376	2012	RP1	26	1225365	RP1	17088 VESSEL HOURS	Y	Y	Y	Y	\$9,000,000	2032	unknown	Y	118	MD
377	2019	Waterman	26	1282918	Waterman	11326 VESSEL HOURS	Y	Y	Y	Y	\$8,000,000	2042	hybrid	Y	150	MD
378	2020	Enetai	26	1298861	Enetai	11929 VESSEL HOURS	Y	Y	Y	Y	\$14,000,000	2043	unknown	Y	255	MD

379	2004	Solano	26	1155022	Solano	23936 VESSEL HOURS	Y	Y	Y	Y	\$14,600,000	2038	unknown	Y	325	MD
380	2004	The Commander	26	1298862	The Commandar	9687 VESSEL HOURS	Y	Y	Y	Y	\$14,000,000	2044	unknown	Y	325	MD

Appendix IV: Transit Asset Management 2025 Actual & 2026 Targets

[Yellow Box] = fill in with your agency's number

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

Target Year = 2026

Rolling Stock

(Column "R" currently automatically fill in)

11	out of	38	over the road (MCI) will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	27.9%
17	out of	100	heavy duty large bus will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	17.0%
17	out of	98	cutaways will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	17.3%
39	out of	63	vans - vanpool will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	61.9%
0	out of	45	vans - vanlink will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	0.0%
0	out of	10	ferries will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	0.0%

Equipment

89	out of	129	non-revenue service vehicles will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	69.0%
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Facilities

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 =	0.0%

= fill in with your agency's number

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

Actual Year= 2025

Rolling Stock

(Column "R" currently automatically fill in)

6	out of	43	over the road (MCI) will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	14.0%
24	out of	100	heavy duty large bus will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	24.0%
32	out of	87	cutaways will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	36.8%
56	out of	72	vans - vanpool will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	77.8%
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%

Equipment

34	out of	114	non-revenue service vehicles will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	29.8%
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Facilities

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 =	0.0%

Appendix V: Kitsap Transit Regionally Significant Projects

Jurisdiction: Kitsap Transit**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): WA-2025-041-00**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.

* = Asterisk by Obligation Date indicates funds for this phase obligated earlier this calendar year

Jurisdiction: Kitsap Transit**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	2026	6/30/24	Local	\$0	\$0	\$6,523,393	\$6,523,393
CN	2026	6/30/24	5339	\$107,945	\$0	\$0	\$107,945
CN	2026	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-2021-095-00

WA-2020-100-00

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:**

2025

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.

Jurisdiction: Kitsap Transit**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	2026	6/30/24	5339	\$296,550	\$0	\$0	\$296,550
CN	2026	6/30/24	5307(Urban)	\$3,809,494	\$0	\$0	\$3,809,494
CN	2026	6/30/25	Local	\$0	\$0	\$1,042,969	\$1,042,969
CN	2026	6/30/25	5339	\$140,114	\$0	\$0	\$140,114
CN	2026	6/30/25	5307(Urban)	\$4,031,762	\$0	\$0	\$4,031,762

WSDOT PIN:**Totals:**

\$8,277,920

\$0

\$1,042,969

\$9,320,889

Federal Aid/FTA Grant Number(s): WA-2021-110-00

FT19(016)

FT21(009)

WA-2021-041-00

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:** \$12,473,964**Regionally Significant:** Yes**Environmental Status:** DCE**Year of Expenditure for Total Cost:** 2023**Expected Year of Completion:**

2023

MTP Status: Approved**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 is funded with federal funds using state toll credits as local match.

Jurisdiction: Kitsap Transit**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	2026	8/30/22	Local	\$0	\$0	\$459,383	\$459,383
PE	2026	8/30/22	5307(Urban)	\$1,837,531	\$0	\$0	\$1,837,531
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

WSDOT PIN:**Totals:**

\$2,337,531

\$0

\$584,383

\$2,921,914

Federal Aid/FTA Grant Number(s): FT24(008)**Functional Class:** Not applicable (transit, enhancements, Etc.)**Improvement Type:** Transit Center or Station -- new or expansion**Location:** Bruenn Avenue & Burwell Street**From:** Bruenn Avenue**To:** Burwell Street**Total Cost:** \$14,547,872**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 2025 Actual & 2026 Targets

KITSAP TRANSIT	2025 Targets (submitted last year)		2025 Actuals (to complete this year)		2026 Targets (to complete this year)	
Fixed Route	Number	Rate (per 100K VRM)	Number	Rate (per 100K VRM)	Number	Rate (per 100K VRM)
Fatalities (FTA Measures 2a & 2b)	0	0			0	0
<i>Transit Worker Fatalities (FTA Measure 2.1)</i>	0	0			0	0
Injuries (FTA Measures 3a & 3b)	≤ 6	≤ .18			≤ 5	≤ .18
<i>Transit Worker Injuries (FTA Measure 3.1)</i>	N/A	3 years of data needed			N/A	3 Years of data needed
<i>Assaults on Transit Workers (FTA Measures 4a & 4b)</i>	3 years of data needed	3 years of data needed			3 Years of data needed	3 Years of data needed
Safety Events (FTA Measures 1a & 1b)	≤ 5	≤ .11			≤ 7	≤ .4
<i>Total Collisions (FTA Measure 1.1)</i>	3	< .13			≤ 3	≤ .09
<i>Pedestrian Collisions (FTA Measure 1.1.1)</i>	N/A	3 years of data needed			N/A	3 Years of data needed
<i>Vehicular Collisions (FTA Measure 1.1.2)</i>	3	< .13			≤ 3	≤ .09
System Reliability (FTA Measure 5) Please enter Mean Distance Between Failures (VRM divided by number of major mechanical system failures). For targets, you can use estimated VRM for 2026 or actual VRM for 2025.	79,847	N/A		N/A	≥ 79,847	N/A
Vehicle Revenue Miles (VRM)	2,339,225	N/A		N/A	2,339,225	N/A
Non-Fixed Route	Number	Rate (per 100K VRM)	Number	Rate (per 100K VRM)	Number	Rate (per 100K VRM)
Fatalities (FTA Measures 2a & 2b)	0	0			0	0
<i>Transit Worker Fatalities (FTA Measure 2.1)</i>	0	0			0	0
Injuries (FTA Measures 3a & 3b)	≤ 3	≤ .08			≤ 3	≤ .15
<i>Transit Worker Injuries (FTA Measure 3.1)</i>	N/A	3 years of data needed			N/A	3 Years of data needed
<i>Assaults on Transit Workers (FTA Measures 4a & 4b)</i>	3 years of data needed	3 years of data needed			3 Years of data needed	3 Years of data needed
Safety Events (FTA Measures 1a & 1b)	≤ 2	≤ .08			≤ 5	≤ .5

<i>Total Collisions (FTA Measure 1.1)</i>	1	< .1			≤ 2	≤ .09
<i>Pedestrian Collisions (FTA Measure 1.1.1)</i>	N/A	3 years of data needed			N/A	3 Years of data needed
<i>Vehicular Collisions (FTA Measure 1.1.2)</i>	1	< .1			≤ 2	≤ .09
System Reliability (FTA Measure 5) Please enter Mean Distance Between Failures (VRM divided by number of major mechanical system failures). For targets, you can use estimated VRM for 2026 or actual VRM for 2025.	199,288	N/A		N/A	>199,228	N/A
Vehicle Revenue Miles (VRM)	1,119,883	N/A		N/A	1,119,883	N/A