

2025 - 2030

TRANSIT DEVELOPMENT PLAN

Kitsap
Transit



Silverdale Transit Center, August 2024



Battery-electric Worker-Driver bus



Kitsap Transit Sunday On-Demand bus service

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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

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.

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

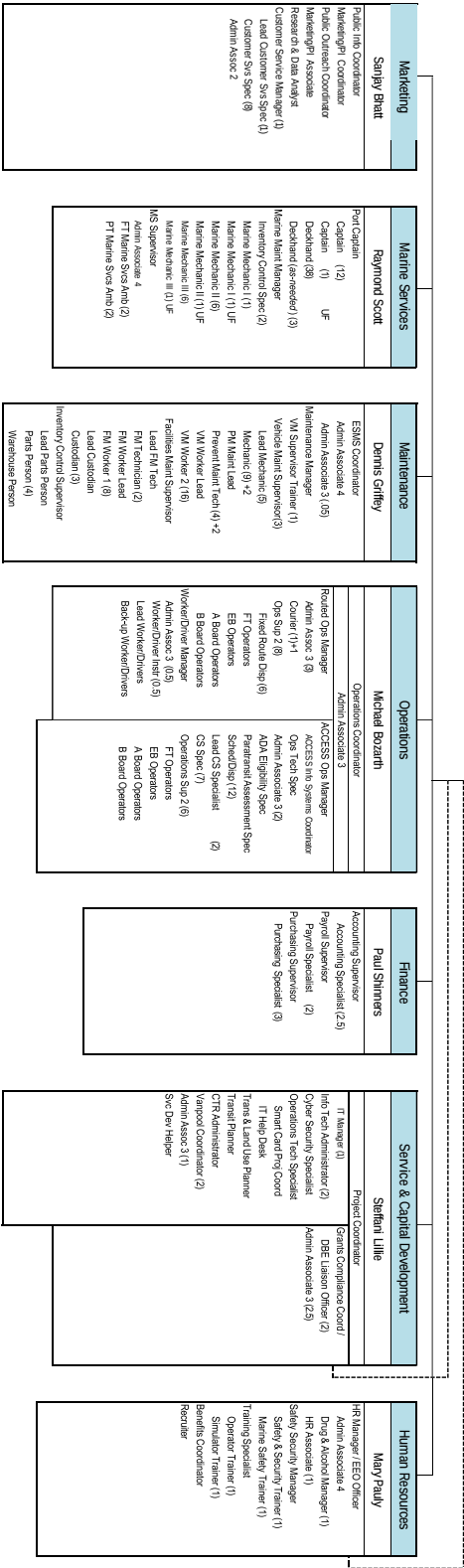
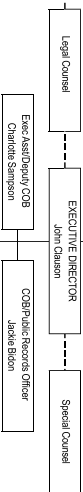
New Silverdale Transit Center



2025 Organizational Chart for Kitsap Transit

Kitsap Transit
2025 Structure and Staffing

KITSAP TRANSIT BOARD OF COMMISSIONERS (Nine voting & 10 total)
Three Kitsap County Commissioners, City of Bremerton Mayor and one Bremerton Council Member,
City of Port Orchard Mayor or Council Member or one Port Orchard Council Member, City of Duwamish Mayor or Council Member or one Duwamish Council Member, City of Edmonds Mayor or Council Member or one Edmonds Council Member, City of Everett Mayor or Council Member or one Everett Council Member, City of Marysville Mayor or Council Member or one Marysville Council Member, City of Mount Vernon Mayor or Council Member or one Mount Vernon Council Member, City of North Bend Mayor or Council Member or one North Bend Council Member, City of Port Townsend Mayor or Council Member or one Port Townsend Council Member, City of Silverdale Mayor or Council Member or one Silverdale Council Member, City of Vashon Mayor or Council Member or one Vashon Council Member, City of Westport Mayor or Council Member or one Westport Council Member, City of White Center Mayor or Council Member or one White Center Council Member, City of Yonkers Mayor or Council Member or one Yonkers Council Member, one at-large member chosen from the City of Port District, Snohomish Island or Puyallup and one non-voting labor union representative.



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:

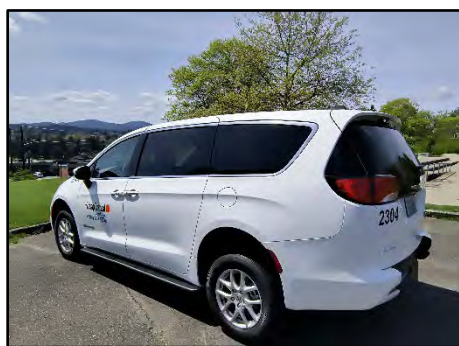
<http://www.kitsaptransit.com/service/routed-buses/kingston-ride>

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 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.

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
 - Maintained \$6.0 million in capital reserve to support ongoing capital improvement projects
 - 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 conservation, 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 or 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

Capital Project Funding Forecast 2025-2030

	2025			2026			2027			
	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<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			
	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	
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	
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. 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 2024	Budget 2025	Outlook				
			2026	2027	2028	2029	2030
REVENUES							
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
ADVERTISING REVENUE	15	-	-	-	-	-	-
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
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

<u>Fixed Route Service</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Revenue vehicle hours	110,650	111,000	111,000	111,000	115,000	115,000	115,000
Total vehicle hours	126,695	127,000	127,000	127,000	130,000	130,000	130,000
Revenue vehicle miles	2,059,319	2,100,000	2,100,000	2,100,000	2,200,000	2,200,000	2,200,000
Total vehicle miles	2,438,620	2,447,000	2,447,000	2,447,000	2,557,000	2,557,000	2,557,000
Passenger trips	1,451,392	1,596,531	1,600,000	1,625,000	1,700,000	1,750,000	1,800,000
<i>Fatalities</i>	0						
<i>Reportable injuries</i>	4						
<i>Collisions</i>	2						
Renewable Diesel	406,497						
Propane	10,058						
Electricity	258,884						
<u>Demand Response Service</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Revenue vehicle hours	89,628	90,008	108,009	118,810	130,691	143,760	158,136
Total vehicle hours	103,627	100,937	121,125	133,237	146,561	161,217	177,338
Revenue vehicle miles	1,348,846	1,400,314	1,680,377	1,848,415	2,033,256	2,236,582	2,460,240
Total vehicle miles	1,525,001	1,547,718	1,857,261	2,042,987	2,247,286	2,472,015	2,719,216
Passenger trips	263,324	264,000	270,000	271,000	272,000	275,000	280,000
Fatalities	0						
Reportable injuries	2						
Collisions	1						
Renewable Diesel (gal)	8,395						
Diesel	6,537						
Gasoline	4,175						
LPG	273,981						
<u>Worker/Driver Service</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
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						

<u>Vanpool Service</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
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						

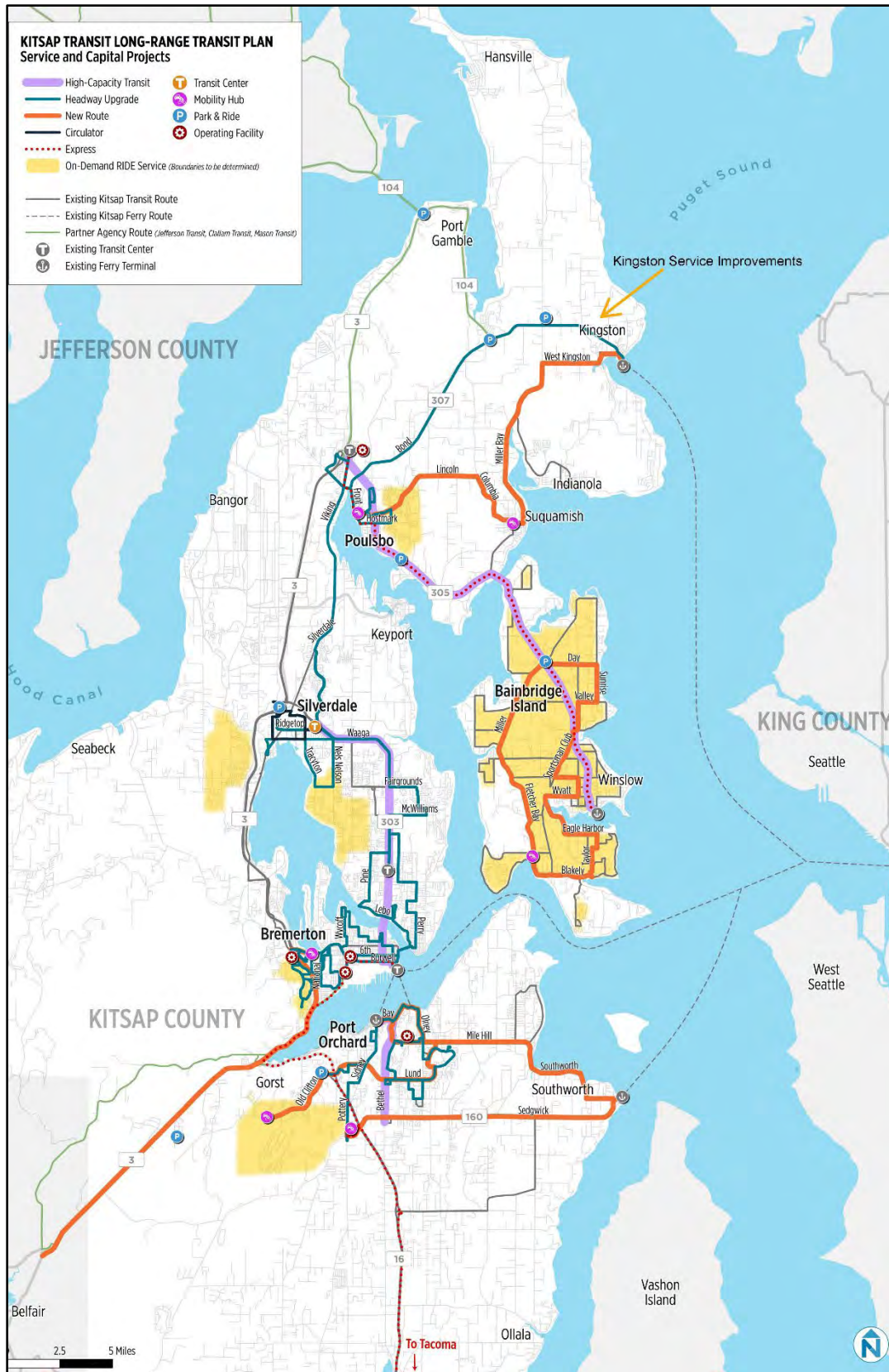
<u>Foot Ferry Service</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Revenue vehicle hours	6,658	6,700	6,700	6,700	6,700	6,700	6,700
Total vehicle hours	6,789	6,800	6,800	6,800	6,800	6,800	6,800
Revenue vehicle miles	47,416	47,500	47,500	47,500	47,500	47,500	47,500
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						

<u>Fast Ferry Service</u>	<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

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
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

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#31 (VIN) 1FT8X3A62KEC43947
37	5	2019 TYMCO / SWEEPER TRUCK	5	5	9	\$185,000	No*	VEH#32 (VIN) jalc4w167k7k01118
38	5	2020 FORD/TRANSIT VAN-CARGO	5	4	3	\$48,845	No*	VEH#33 (VIN) 1FTRS4UG7LKB17695
39	5	2021 FORD/F550 TRUCK	5	3	12	\$52,600	No*	VEH# 34 (VIN) 1FDUF5HT1NEC16358
40	5	2023 FORD/F450 FLATBED TRUCK	5	1	23	\$72,337	No*	VEH# 35 (VIN) 1FD0X4HT3PED18267
41	5	2023 FORD/LIGHTNING	5	1	23	\$62,124	No*	VEH# 36 (VIN) 1FT6W1EV3PWG34462
42	5	2024 FORD/F450 TRUCK SHOP	5	0	14	\$72,297	No*	VEH# 37 (VIN) 1FDUF4HT5RDA18422
43	5	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) JT2BK12U020055617
45	5	2002 TOYOTA / PRIUS	3	22	PAST	\$24,325	No*	VEH#152 (VIN) JT2BK12UX20055754
46	5	2002 TOYOTA / PRIUS	3	22	PAST	\$24,325	No*	VEH#153 (VIN) JT2BK12UX20055883
47	5	2005 HONDA / CIVIC HYBRID ELECT	3	19	PAST	\$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

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) 1FDSS31L69DA866686
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	3	15	0	\$35,000	No*	VEH# 2125 (VIN)-1FDNE31L09DA86669
121	5	2009 FORD / 350 VAN	3	15	0	\$35,000	No*	VEH# 2128 (VIN)-1FDNE31L59DA86666
122	5	2009 FORD / 350 VAN	4	15	0	\$35,000	No*	VEH#2130 (VIN) 1FDNE31L49DA86674
123	5	2013 FOMOCO E350 / RAISED ROOF	4	11	4	\$35,000	No*	VEH# 2131 (VIN) 1FTDS3EL8DDB34849
124	5	2013 FOMOCO E350 / RAISED ROOF	4	11	4	\$35,000	No*	VEH# 2132 (VIN)-1FTDE3EL4DDB34662
125	5	2013 FOMOCO E350 / RAISED ROOF	4	11	4	\$35,000	No*	VEH# 2133 (VIN)-1FTDE3EL6DDB34663
126	5	2013 FOMOCO E350 / RAISED ROOF	4	11	4	\$35,000	No*	VEH# 2134 (VIN)1FTDE3EL8DDB34664
127	5	2013 FOMOCO E350 / RAISED ROOF		11	4	\$35,000	No*	VEH#2136 (VIN) 1FTDE3EL1DDB34666
128	5	2013 FOMOCO E350 / RAISED ROOF	4	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

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	24	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 replacement is supplied by Steffani Lillie. 40 year Life Expectancy as per Brian 02/03/25. Rplmt 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.

Appendix III: Fleet Inventory

[illegible]

	8	2016	GILLIG 29LOWFLOOR	3	15GGE2712G1093093	781	333197	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538			
	8	2016	GILLIG 29LOWFLOOR	3	15GGE2714G1093094	782	377719	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538			
	8	2016	GILLIG 29LOWFLOOR	3	15GGE2716G1093095	783	310978	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538			
	8	2016	GILLIG 29LOWFLOOR	3	15GGE2718G1093096	784	281252	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538			
	8	2016	GILLIG 29LOWFLOOR	3	15GGE2710G1092962	785	315333	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538			
	8	2016	GILLIG 29LOWFLOOR	3	15GGE271261092963	786	328157	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538			
	8	2016	GILLIG 29LOWFLOOR	3	15GGE271461092964	787	346745	Y	Y	12	500,000	Y	Y	\$420,000.00	2029	Hy or B	Y	28+2	D	N	5	WA90X538			
	7	2017	GILLIG 29LOWFLOOR	3	15GGE2711H3093088	788	261573	Y	Y	12	500,000	Y	Y	\$420,000.00	2030	Hy or B	Y	28+2	D	N	5	WA2017008			
	7	2017	GILLIG 29LOWFLOOR	3	15GGE2711H3093089	789	286418	Y	Y	12	500,000	Y	Y	\$420,000.00	2030	Hy or B	Y	28+2	D	N	5	WA2017008			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS9HDCS7514	790	157761	Y	Y	5	150,000	Y	Y	\$130,000.00	2026	Hy or B	Y	28+2	P	N	5	WA2017008			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS9HDCS7511	791	158077	Y	Y	5	150,000	Y	Y	\$130,000.00	2026	Hy or B	Y	28+2	P	N	5	WA2017008			
	6	2018	GILLIG 29' LOW FLOOR	3	15GGE2712J3093106	792	225954	Y	Y	12	500,000	Y	Y	\$420,000.00	2031	Hy or B	Y	28+2	D	N	5	WA2017008			
	6	2018	GILLIG 29' LOW FLOOR	3	15GGE2712J3093107	793	267096	Y	Y	12	500,000	Y	Y	\$420,000.00	2031	Hy or B	Y	28+2	D	N	5	WA2017008			
	6	2018	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			
	6	2018	GILLIG 29' LOW FLOOR	3	15GGE2712J3093109	795	254375	Y	Y	12	500,000	Y	Y	\$420,000.00	2031	Hy or B	Y	28+2	D	N	5	WA2017008			
	6	2018	40' CATALYST	1	1M9TH16J8JL816223	800	49329	Y	Y	12	500,000	Y	Y	\$850,000.00	2031	Hy or B	Y	37	E	N	5	LOCAL			
	9	2015	STARTRANS450 E-450P / SENATOR	11	1FDFE4FS4FDA14489	1113	232912	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	N	2	WA90X488			
	9	2015	STARTRANS450 E-450P / SENATOR	11	1FDFE4FS0FDA14490	1114	212216	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	N	2	WA90X488			
	9	2015	STARTRANS450 E-450P / SENATOR	11	1FDFE4FS2FDA14491	1115	211110	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	N	2	WA90X488			
	8	2016	STARTRANS450 E-450P	11	1FDFE4FS9GDC03950	1116	211836	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108S			
	8	2016	STARTRANS450 E-450P	11	1FDFE4FS4GDC24320	1119	192900	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108S			
	8	2016	STARTRANS450 E-450P	11	1FDFE4FS8GDC26125	1120	222043	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108S			
	8	2016	STARTRANS450 E-450P	11	1FDFE4FS7GDC26126	1121	230072	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108S			
	8	2016	STARTRANS450 E-450P	11	1FDFE4FS9GDC26127	1122	222861	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108S			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS1HDC01515	1124	191375	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS3HDC01516	1125	197148	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS6HDC01543	1126	192471	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS1HDC01546	1127	178734	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS3HDC01547	1128	198722	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS9HDC01548	1129	215481	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS3HDC01550	1130	196312	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS5HDC01551	1131	217295	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS9HDC01553	1132	201288	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	STARTRANS450 E-450P	11	1FDFE4FS0HDC01554	1133	195105	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+2	P	Y	3	GCB2108F			
	7	2017	CANDIDATE II	11	1FDES6PV0HK826780	1134	132958	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D	Y	3	GCB2108F			
	7	2017	CANDIDATE II	11	1FDES6PV2HK826781	1135	133419	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D	Y	3	GCB2108F			
	7	2017	CANDIDATE II	11	1FDES6PV4HK826782	1136	141792	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D	Y	3	GCB2108F			
	7	2017	CANDIDATE II	11	1FDES6PV5HK828315	1137	97350	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D	Y	3	GCB2108F			
	7	2017	CANDIDATE II	11	1FDES6PV7HK828316	1138	124483	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	6+1	D	Y	3	GCB2108F			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS0JDC37315	1139	137926	Y	Y	5	200,000	Y	Y	\$130,000.00	2024	LNP	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS2JDC37316	1140	154049	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS4JDC37317	1141	138042	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS4JDC37320	1142	151683	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS5JDC37312	1143	142828	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS6JDC37318	1144	141757	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS6JDC37321	1145	149423	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS7JDC37313	1146	143236	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS7KDC12414	1147	168620	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS9JDC37314	1148	153509	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	6	2018	STARTRANS450 SENATOR	11	1FDFE4FS9KDC12415	1150	142104	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	GCB2683A			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FS9KDC99214	1151	118949	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FS8KDC71780	1152	115026	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FS2KDC71791	1153	112439	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FS4KDC71792	1154	104357	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FS8KDC71794	1155	103790	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FS8KDC69205	1156	106193	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FSXKDC71795	1157	74608	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FS3KDC71797	1158	72644	Y	Y	5	200,000	Y	Y	\$130,000.00	2026	LNP or B	Y	10+2	P	Y	5	LOCAL			
	4	2020	STARTRANS450 SENATOR	11	1FDFE4FSXKDC71800	1159	68034	Y	Y	5	200,000														

1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN1PDD19816	1164	25768	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD19818	1165	23382	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN6PDD19830	1166	24302	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD19835	1167	22199	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD22900	1168	20155	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN7PDD19836	1169	19204	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN8PDD19828	1170	18963	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN8PDD19831	1171	689	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN0PDD19824	1172	16097	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN3PDD19820	1173	7260	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN0PDD19823	1174	12218	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN4PDD19826	1175	12661	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN6PDD19827	1176	10854	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN9PDD22897	1177	8867	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN1PDD19833	1178	9489	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN7PDD19822	1179	4030	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN2PDD19825	1180	211	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN5PDD19821	1181	259	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN0PDD19832	1182	290	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
1	2023	STARTRANS450 SENATOR II	11	1FDFE4FN9PDD22902	1183	246	Y	Y	5	200,000	Y	Y	\$219,516.08	2028	LNP or B	Y	14	P	Y	5	LOCAL			
0	2024	STARTRANS450 SENATOR II	11	1FDFE4FN0PDD22898	1184	228	Y	Y	5	200,000	Y	Y	\$219,516.08	2029	LNP or B	Y	14	P	Y	5	LOCAL			
0	2024	STARTRANS450 SENATOR II	11	1FDFE4FN7PDD22901	1185	228	Y	Y	5	200,000	Y	Y	\$219,516.08	2029	LNP or B	Y	14	P	Y	5	LOCAL			
0	2024	STARTRANS450 SENATOR II	11	1FDFE4FN2PDD22899	1186	394	Y	Y	5	200,000	Y	Y	\$219,516.08	2029	LNP or B	Y	14	P	Y	5	LOCAL			
0	2024	STARTRANS450 SENATOR II	11	1FDFE4FN3SD014478	1187	254	Y	Y	5	200,000	Y	Y	\$241,925.75	2029	LNP or B	Y	14	P	Y	5	PTD0940 (100%)			
0	2024	STARTRANS CANDIDATE II	11	1FDEUBG59KRB03228	1200	237	Y	Y	5	200,000	Y	Y	\$145,410.56	2029	LNP or B	Y	8	G	Y	5	PTD0940 (100%)			
0	2024	STARTRANS CANDIDATE II	11	1FDEUBG6XKRB03225	1201	216	Y	Y	5	200,000	Y	Y	\$145,410.56	2029	LNP or B	Y	8	G	Y	5	PTD0940 (100%)			
0	2024	STARTRANS CANDIDATE II	11	1FDEUBG77KRB03232	1202	213	Y	Y	5	200,000	Y	Y	\$145,410.56	2029	LNP or B	Y	8	G	Y	5	PTD0940 (100%)			
0	2024	STARTRANS CANDIDATE II	11	1FDEUBG3RKRB03230	1203	209	Y	Y	5	200,000	Y	Y	\$145,410.56	2029	LNP or B	Y	8	G	Y	5	PTD0940 (100%)			
0	2024	STARTRANS CANDIDATE II	11	1FDEUBG1RKRB03226	1204	203	Y	Y	5	200,000	Y	Y	\$145,410.56	2029	LNP or B	Y	8	G	Y	5	PTD0940 (100%)			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC5A5303127	2001	103,540	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC3A5303174	2002	134,274	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC3A5303353	2004	13,799	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC3A5302820	2006	108,326	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CCX5A5302992	2007	95,013	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC7A5303114	2008	112,119	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC8A5303316	2009	144,775	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC6A5303573	2010	98,248	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2A5303697	2011	138,404	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC1A5303772	2016	116,276	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC7A5304053	2018	102,530	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CCX5A5304242	2020	99,924	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC4A5304270	2022	93,818	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC1A5301410	2024	86,807	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC9A5301722	2027	109,684	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2A5304185	2028	83,985	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC7A5301363	2029	85,042	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2A5301934	2030	99,271	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC6A5302200	2031	106,055	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CCX5A5302460	2033	125,151	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC5A5301622	2034	121,149	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC2AD302470	2037	104,498	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC5A5301989	2040	122,773	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	13	5TDKK4CC6A5301998	2041	119,032	Y	Y	6	150,000	Y	Y	\$32,000	2027	gas or b	N	7	G	N	3	WA96X011			
14	2010	TOYOTA / SIENNA VAN	14	5TDKK4CC8A5301971	2042	128,272	Y	Y	6	150,000	Y	Y	\$32,000	2024	gas	N	7	G	N	4	WA96X011			
7	2017	TOYOTA SIENNA	13	5TDZZ3DC7H5854916	2046	88093	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	Y	4	GC82332			
7	2017	TOYOTA SIENNA	13	5TDZZ3DC7H5851501	2047	67374	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	Y	4	GC82332			
7	2017	TOYOTA SIENNA	13	5TDZZ3DC7H5855175	2048	40636	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	Y	4	GC82332			
9	2015	DODGE GRAND CARAVAN	13	2CRDGBG9FR660471	2049	103934	Y	Y	6	150,000	Y	Y	\$27,290.00	2029	gas or b	N	7	G	N	4	EVEN TRADE			
6	2018	TOYOTA SIENNA	13	5TDZZ3DC1J5960476	2050	39504	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	N	4	GC82810			
6	2018	TOYOTA SIENNA	13	5TDZZ3DC0J5960596	2051	35050	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	N	4	GC82810			
6	2018	TOYOTA SIENNA	13	5TDZZ3DC9J5961536	2052	44666	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	N	4	GC82810			
6	2018	TOYOTA SIENNA	13	5TDZZ3DC0J5961621	2053	69708	Y																	

	6	2018	TOYOTA SIENNA	13	5TDZZ3DC0J5961232	2055	30585	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	N	4	GC82810				
	6	2018	TOYOTA SIENNA	13	5TDZZ3DC7J5961194	2056	93879	Y	Y	6	150,000	Y	Y	\$32,000.00	2029	gas or b	N	7	G	N	4	GC82810				
	6	2018	TOYOTA SIENNA	14	5TDZZ3DC7J5962202	2057	28398	Y	Y	8	200,000	Y	Y	\$32,000.00	2024	gas	N	7	G	N	4	LOCAL				
	6	2018	TOYOTA SIENNA	14	5TDZZ3DC7J5962782	2058	8889	Y	Y	6	150,000	Y	Y	\$32,000.00	2024	gas	N	7	G	N	4	LOCAL				
	6	2018	TOYOTA SIENNA	14	5TDZZ3DC1J5962325	2059	28011	Y	Y	6	150,000	Y	Y	\$32,000.00	2024	gas	N	7	G	N	4	LOCAL				
	6	2018	TOYOTA SIENNA	14	5TDZZ3DC5J5962666	2060	21594	Y	Y	6	150,000	Y	Y	\$32,000.00	2024	gas	N	7	G	N	4	LOCAL				
	15	2009	FORD / 350 VAN	13	1FDSS31L59DA86680	2100	99,375	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31L09DA86683	2101	105,466	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31L79DA86681	2103	106,207	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31L9DA86688	2104	150,909	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31L89DA86690	2108	74,818	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31629DA86684	2109	38,012	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31L79DA86678	2110	149,918	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31L39DA86676	2111	104,090	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	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				
	15	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	2009	FORD / 350 VAN	13	1FDNE31L19DA86692	2116	87,876	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDSS31L19DA86689	2117	88,592	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	13	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDNE31L19DA86664	2120	148,800	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDNE31L99DA86668	2122	119,294	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011				
	15	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				
	15	2009	FORD / 350 VAN	13	1FDNE31L09DA86672	2126	78,332	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDNE31L29DA86673	2127	108,312	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDNE31L99DA86671	2129	101,485	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011				
	15	2009	FORD / 350 VAN	13	1FDNE31L49DA86674	2130	147,803	Y	Y	6	150,000	Y	Y	\$35,000	2028	gas or b	N	10	G	N	3	WA96X011				
	11	2013	FOMOCO E350 / RAISED ROOF	14	1FTDE3ELXDD0834665	2135	22007	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	G	N	4	GC81617				
	11	2013	FOMOCO E350 / RAISED ROOF	14	1FTDE3ELDD0834666	2136	18547	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	G	N	4	GC81617				
	11	2013	FOMOCO E350 / RAISED ROOF	14	1FTDE3ELSD0834668	2138	16751	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	G	N	4	GC81617				
	8	2016	FOMOCO TRANSIT / T-350	14	1FBAXC2CV1GKA54543	2139	67673	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	D	N	4	GC821085				
	8	2016	FOMOCO TRANSIT / T350	14	1FBAXC2CV3GKA54544	2140	82738	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	D	N	4	GC821085				
	8	2016	FOMOCO TRANSIT / T350	14	1FBAXC2CV5GKA54545	2141	81690	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	D	N	4	GC821085				
	8	2016	FOMOCO TRANSIT / T350	14	1FBAXC2CV7GKA54546	2142	90611	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	D	N	4	GC821085				
	8	2016	FOMOCO TRANSIT / T350	14	1FBAXC2CV9GKA54547	2143	46914	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	D	N	4	GC821085				
	8	2016	FOMOCO TRANSIT / T350	14	1FBAXC2CVGKA54548	2144	58677	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	D	N	4	GC821085				
	8	2016	FOMOCO TRANSIT / T350	14	1FBAXC2CVGKA54549	2145	71587	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	6+1	D	N	4	GC821085				
	8	2016	FOMOCO TRANSIT CONNECT / XL	13	NM0GE9F7G1280657	2146	41893	Y	Y	6	150,000	Y	Y	\$35,000.00	2029	gas or b	Y	7	G	N	4	GC82332				
	8	2016	FOMOCO TRANSIT CONNECT / XL	14	NM0GE9F7G1280658	2147	60014	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	7	G	N	4	LOCAL				
	8	2016	FOMOCO TRANSIT CONNECT XLT	14	NM0GE9F7G1280654	2148	52997	Y	Y	6	150,000	Y	Y	\$35,000.00	2024	gas	Y	7	G	N	4	LOCAL				
	8	2016	FOMOCO TRANSIT CONNECT XLT	13	NM0GE9F7G1280662	2149	66661	Y	Y	6	150,000	Y	Y	\$35,000.00	2029	gas or b	Y	7	G	N	4	LOCAL				
	8	2016	FOMOCO TRANSIT CONNECT XLT	13	NM0GE9F7G1280666	2150	37834	Y	Y	6	150,000	Y	Y	\$35,000.00	2029	gas or b	Y	7	G	N	4	LOCAL				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C89RKA99100	2151	2257	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C89RKA99101	2152	2279	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C87RKB21201	2153	727	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C88RKB20980	2154	999	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C82RKB20750	2155	1382	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C86RKB21237	2156	1475	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C87RKB21855	2157	1092	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C86RKB21321	2158	4643	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C89RKB21880	2159	595	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C80RKB20908	2160	79	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C84RKB11256	2161	88	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C85RKB21102	2162	185	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C85RKB11590	2163	214	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C81RKB21677	2164	1024	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C89RKB20471	2165	115	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C81RKB17709	2166	138	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	0	2024	FOMOCO TRANSIT VAN	14	1FDAXC2C89RKB21197	2167	83	Y	Y	10	150,000	Y	Y	\$99,401.40	2034	gas or b	Y	10	G	Y	5	PTD0940 (100%)				
	1	2023	FOMOCO MUSTANG MACH-E	13	3FMTK1SSXPM433050	2200	2263	Y	Y	6	150,000	Y	Y	\$54,500.00	2029	gas or b	N	5	B	Y	5	LOCAL				
	1	2023	FOMOCO MUSTANG MACH-E	13	3FMTK1SS1PMA43065	2201	9998	Y	Y	6	150,000	Y	Y	\$54,500.00	2029	gas or b	N	5								

	1	2023	FOMOCO MUSTANG MACH-E	13	3FMTK3S53PMA93293	2206	7786	Y	Y	6	150,000	Y	Y	\$54,500.00	2029	gas or b	N	5	B	Y	5	PTD0861 & LOCAL			
	1	2023	FOMOCO MUSTANG MACH-E	13	3FMTK3S50PMA93414	2207	2604	Y	Y	6	150,000	Y	Y	\$54,500.00	2029	gas or b	N	5	B	Y	5	PTD0861 & LOCAL			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CG2PR583099	2300	3804	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	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%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CG2PR582647	2302	3423	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CG2PR588206	2303	840	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CG3PR579417	2304	56	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CG2PR587864	2305	6626	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CGXPR587949	2306	7176	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CGXPR588079	2307	762	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CGXPR583237	2308	54	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CGXPR588003	2309	441	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CGXPR583349	2310	2485	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CGXPR583268	2311	796	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	1	2023	CHRYSLER VOYAGER	14	2C4RC1CG9PR603025	2312	2343	Y	Y	10	150,000	Y	Y	\$76,207.95	2034	gas or b	Y	6	G	Y	5	PTD0940 (100%)			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S76RR194597	2313	5153	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S72RR194595	2314	1974	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S78RR194598	2315	765	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	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			
	0	2024	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			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S77RR193460	2318	4022	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S70RR193459	2319	918	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S71RR198752	2320	960	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S74RR194596	2321	5056	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	CHRYSLER PACIFICA	13	2CRC1S79RR193461	2322	389	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	0	2024	CHRYSLER PACIFICA	13	2C4RC1S70RR194594	2323	3254	Y	Y	4	100,000	Y	Y	\$60,159.00	2028	gas or b	N	7	G	N	5	LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB271K3191848	3500	173425	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	LOCAL, WA2018012 & WA2018007			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2719K3191849	3501	201567	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018007 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2719K3191850	3502	191996	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018007, WA2018016 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB271K3191851	3503	203794	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2719K3191852	3504	199398	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2710K3191853	3505	191381	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2712K3191854	3506	188651	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2714K3191855	3507	213242	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2018018 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2716K3191856	3508	178429	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	LOCAL, WA2019010 & WA2018018			
	5	2019	GILLIG 35' LOW FLOOR	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	2019	GILLIG 35' LOW FLOOR	2	15GGB2710K3194882	3510	179129	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2712K3194883	3511	176854	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2714K3194884	3512	181333	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2716K3194885	3513	184785	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB2718K3194886	3514	183004	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL			
	5	2019	GILLIG 35' LOW FLOOR	2	15GGB271XK3194887	3515	183052	Y	Y	12	500,000	Y	Y	\$500,000.00	2032	Hy or B	Y	32+2	D	N	5	WA2019010 & LOCAL			
	2	2022	GILLIG 35' LOW FLOOR	2	15GGB2813N3197679	3516	22352	Y	Y	12	500,000	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	B	Y	5	WA2021037 & LOCAL			
	2	2022	GILLIG 35' LOW FLOOR	2	15GGB281XN3197680	3517	25270	Y	Y	12	500,000	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	B	Y	5	WA2021037 & LOCAL			
	2	2022	GILLIG 35' LOW FLOOR	2	15GGB2811N3197681	3518	22376	Y	Y	12	500,000	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	B	Y	5	WA2021037 & LOCAL			
	2	2022	GILLIG 35' LOW FLOOR	2	15GGB2813N3197682	3519	27168	Y	Y	12	500,000	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	B	Y	5	WA2021037 & LOCAL			
	2	2022	GILLIG 35' LOW FLOOR	2	15GGB2815N3197683	3520	15222	Y	Y	12	500,000	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	B	Y	5	WA2021037 & LOCAL			
	2	2022	GILLIG 35' LOW FLOOR	2	15GGB2813P3197684	3521	14257	Y	Y	12	500,000	Y	Y	\$1,032,982.00	2034	BEB	Y	32+2	B	Y	5	WA2021037 & LOCAL			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2813R3200182	3522	1806	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2819R3198518	3523	4114	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2810R3198519	3524	4552	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	1FGGB2817R3198520	3525	4041	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2819R3198521	3526	2621	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2810R3198522	3527	1877	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2812R3198523	3528	3697	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2814R3198524	3529	1936	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	0	2024	GILLIG 35' LOW FLOOR	2	15GGB2815R3200183	3530	1842	Y	Y	12	599,999	Y	Y	\$1,084,468.00	2036	Hy or B	Y	32+2	B	N	5	WA2024086			
	4	2020	GILLIG 40' LOW FLOOR	2	15GGD2819M3192480	4000	64664	Y	Y	12	500,000	Y	Y	\$900,000.00	2033	Hy or B	Y	38+2	E	N	5	WA-2			

Appendix IV: Transit Asset Management 2024 Actual & 2025 Targets

[] = fill in with your agency's number

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

Target Year= 2024

Rolling Stock

(Column "R" currently automatically fill in)

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%

Equipment

62	out of	93	non-revenue service vehicles will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	66.7%
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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	4	passenger facilities (rail terminals, bus transfer stations) that will have a condition rating of less than "3"	% Below =	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= 2024

Rolling Stock

(Column "R" currently automatically fill in)

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%

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%

= fill in with your agency's number

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

Target Year = 2025

Rolling Stock

(Column "R" currently automatically fill in)

2	out of	13	over the road (MCI) will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	15.4%
13	out of	99	heavy duty large bus will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	13.1%
19	out of	75	cutaways will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	25.3%
61	out of	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%

Equipment

41	out of	121	non-revenue service vehicles will exceed their normal Useful Life Benchmark (ULB)	% that exceed ULB	33.9%
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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 "	% 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):**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.

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	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.

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	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.

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	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

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**Location:** Bruenn Avenue & Burwell Street**From:** Bruenn Avenue**To:** Burwell Street**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	≤ 6	≤ 0.18	≤ 5	≤ .11	79,847	2,339,225
Non-Fixed Route Bus	0	0	≤ 3	≤ .08	≤ 2	≤ .084	199,288	1,119,883