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2018-2023 TRANSIT DEVELOPMENT PLAN

Serving the growing Tri-Cities region in Benton and Franklin Counties for over 35 years.

Ben Franklin Transit

1000 Columbia Park Trail
Richland, WA 99352-4798
509.735.5100 | www.bft.org



TRI-CITIES

WASHINGTON

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RECOGNITION OF THE STANDING BFT BOARD OF COMMISSIONERS

Board of Directors

Watkins, Matt, Chair – City of Pasco
Koch, Bob, Vice Chair – Franklin County
Trumbo, John – City of Kennewick
Thompson, Bob – City of Richland
Becken, Steve – City of Prosser
Miller, Rick – Franklin County
Bloom, Richard – City of West Richland
Small, Shon – Benton County
Stade, Lisa – City of Benton City
Nelson, Norma – Non-Voting Union Rep, Teamsters Union

Alternate Board of Directors

Alvarado, Ruben – City of Pasco
Peck, Brad – Franklin County
McKay, Bill – City of Kennewick
Christensen, Terry – City of Richland
Taylor, Randy – City of Prosser
Buel, Rich – City of West Richland
Beaver, James – Benton County
Sandretto, David – City of Benton City



General Manager:

Assistant General Manager

Director of Administrative Services:

Director of Transit Operations:

Acting Director of Fleet, Facilities & Capital Projects:

Director of Human Resources and Labor Relations:

Director of Planning & Service Development:

Director of Marketing & Communications:

Gloria Boyce

Jerry Otto

Kevin Hebdon

Ken Hamm

Bill Hale

Wendi Warner

Tony Kalmbach

Ali Madison

Ben Franklin Transit



1000 Columbia Park Trail

Richland WA, 99352

(509) 734-5100

BFT operates its programs without regard to race, color and national origin. To receive additional information on BFT's discrimination obligations including our complaint procedures please contact BFT's Title VI Officer at (509) 734-5107.

A Brief Timeline of Ben Franklin Transit’s Transformation

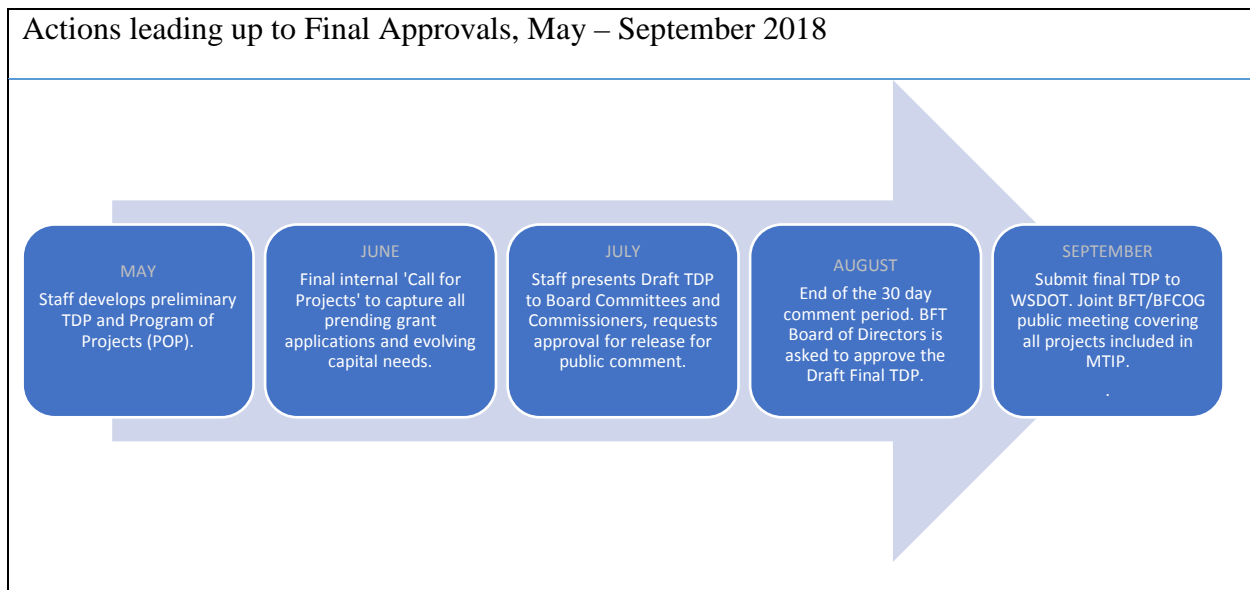
DATE	MILESTONE	
05/11/81	Ben Franklin Transit established, after voters approve the initial 3/10 th of a cent sales tax for Transit.	
1/1/1982	BFT Dial-a-Ride contracted with Benton Co Development Center.	
1/1/1985	BFT Dial-a-Ride is directly operated by Ben Franklin Transit.	
9/1/1982	Benton-Franklin Council of Governments manages BFT Vanpool.	
1/1/1984	BFT Vanpool becomes directly operated by Ben Franklin Transit.	
1/1/1988	BFTs Pre-owned Minneapolis Transit coaches were replaced with: 27 Gillig Phantom 35’ coaches and 6 smaller 30’ vehicles.	
1/1/1992	Nine new Gillig Phantoms were arrived in 1992.	
11/4/1997	Benton City & Prosser joined PTBA - thru Prosser Rural Transit.	
6/30/1999	BFT directly operates Benton & Prosser public demand service.	
5/15/2001	Voters reject an increase in Transit sales tax - drastic services cuts.	
3/01/2002	Voters approve previously failed sales tax for Transit, additional 3/10th of a cent sales tax approved.	
4/26/2005	Finley joins the PTBA – agree to feeder taxi until ridership grows.	
1/1/2007	BFT’s constructs a LEEDs Gold Certified administrative building and receives a Governor's Award for Sustainable Practices. Operations building gets LEEDS certified retrofit.	
4/1/2012	2010 Census counts result in BFT Large Urban Transit System classification along with 27 other transit systems across the US.	
4/1/2013	BFT experiments with a fully electric powered bus, which was converted from a 2005 diesel powered Gillig.	
11/17/16	BFT adds three new trolley buses to the fleet – the Columbia, the Yakima and the Snake; named after area rivers.	
09/18/17	Comprehensive service change is implemented; adds 28,000 hours of fixed route services. Major on-board technology installation completed.	

Function and Requirements of the Transit Development Plan Document

The Transit Development Plan (TDP) is required to be updated annually. The annual update of the TDP documents the accomplishments of the past calendar year, as well as a quantifies the time and materials needed for ongoing and start-up projects over the next two years, which matches the fully constrained budget period for federally funded projects. The resultant Program of Projects (POP) contains projects of regional significance for inclusion in the State transportation improvement program (STIP). Years four, five and six of the TDP are included to demonstrate the transit agencies commitment to maintaining a State-of-Good repair, while also planning incremental service improvements based on realistic fiscal forecasts (e.g. identifies sources of revenue to cover anticipated programmed expenses).

The BFT TDP is coordinated with Benton Franklin Council of Governments' (BFCOG) Transportation Improvement Program (MTIP) process and timeline. The MTIP is subsequently submitted to the Washington State Department of Transportation (WSDOT) to report to the Washington State Legislature.

The flow chart shown below depicts the TDP development and public review process.



Check list from RCW 35.58.2795 for required elements of the TDP six-year transit plan:

- ✓ Equipment and facilities, including vehicle replacement standards;
- ✓ Services and service standards;
- ✓ Revenues, expenses, and ending balances, by fund source;
- ✓ Policy issues and system improvement objectives, including community participation and how those objectives address statewide transportation priorities.

Operating indicators shall include: operating cost/passenger trip, operating cost/revenue vehicle service hours, passenger trips/revenue service hours, passenger trips/vehicle service miles, vehicle service hours/employee, and farebox revenue as a percent of operating costs.

Public Participation

The current 2018 – 2023 TDP is consistent with the BFT agency pledge to maximize outreach to the community and develop strategic partnerships within the region. To ensure the maximum opportunity for public input and intergovernmental collaboration in the decision to adopt the TDP, BFT adheres to the following practices:

- Provide at least a 30-day notice of public hearings in both Spanish and English. The language within the public notice will be phrased to invite and hopefully engage the Title VI protected populations¹: e.g. minority, low income, persons with limited English proficiency, and senior citizens. The public notice will include a request for comments and call for questions. Responses can be submitted via; mail (postage free comment cards available on buses and at ticket outlets), telephone, email, website, language line and/or in person.
- Prior to and during the public hearing, BFT will record all comments and concerns. To ensure these are properly collected, interpreters will be present at the public hearing (for languages other than Spanish advanced notice is requested) and interpreters will be on 'stand-by' via the language line, so that most people should be able to participate.
- Comments will be processed, categorized and answers will be formulated. A Frequently Asked Question section will be added to the TDP Program website posting for general consumption. Any person who has specifically requested an individual response will be contacted within 15 days of receipt of this request, in order to establish a feedback loop to addressing the concern (BFT must receive legible contact information in order to respond).
- All comments and responses will be provided to BFT's Board of Directors prior to any decision regarding any program of projects (POP) or policy modifications being included in the Transit Development Plan.
- Customers, the public, and the community are continuously informed of proposed service and fare changes by way of: newspaper display ads, multimedia news releases, onboard fliers, and postings at BFT offices and on BFT's website, all in both Spanish and English. All BFT Board meetings are open to the public and a public comment period is always announced during the proceedings.

The official public hearing on the Program of Projects contained in the TDP will take place during the Joint BFT/BFCOG TIP Public Hearing in September of 2018.

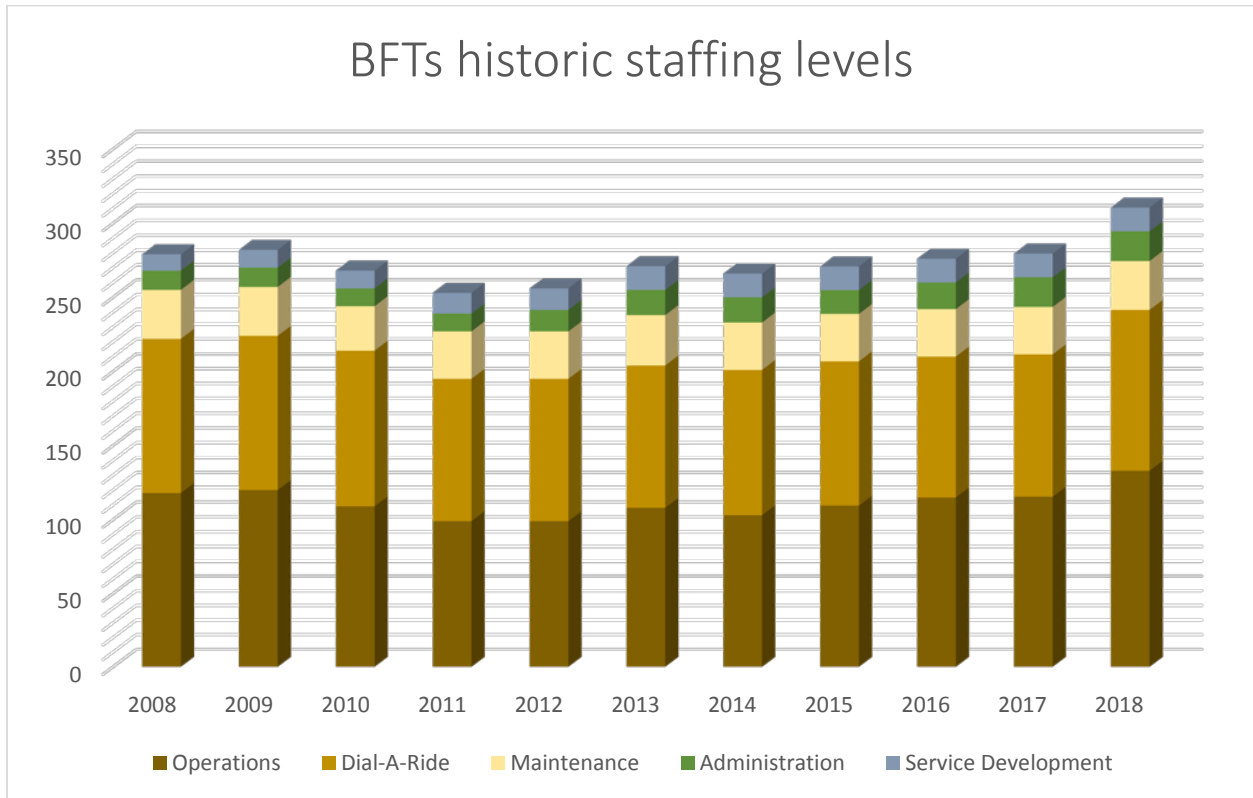
¹ Also see the BFT Title VI Program & LEP Plan of May 2016; update to be completed by end of 2018.

Organization of Ben Franklin Transit

The governing body of the PTBA consists of a ten-member Board of Directors, comprised of: one Benton County Commissioner, two Franklin County Commissioners and one Council Member each from the cities of; Prosser, Kennewick, Pasco, Richland, West Richland, Benton City and one non-voting Collective Bargaining representative. Three separate Board committees have been formed to review issues and recommendations one week prior to the regular monthly Board meetings. Those committees include: operations and maintenance, planning and marketing, and administration and finance.

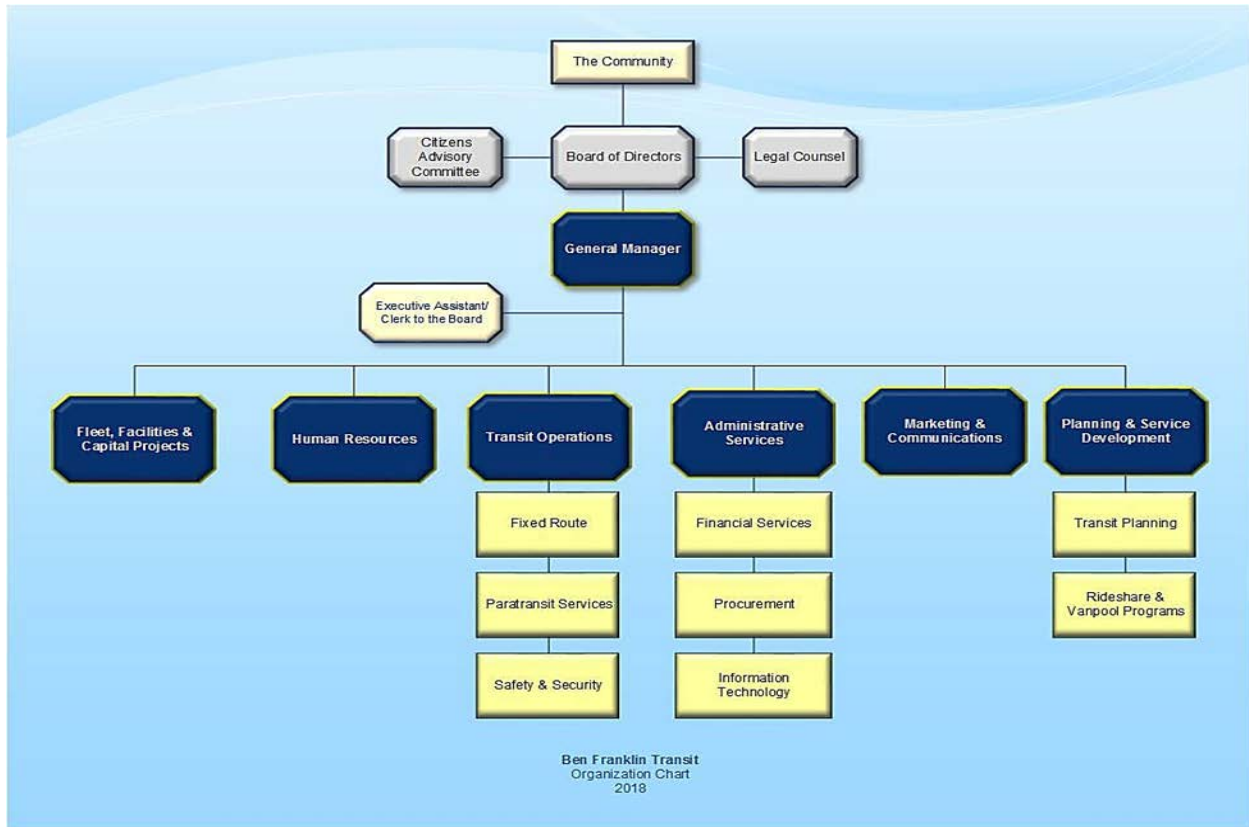
The Board is also responsible for appointing a General Manager to oversee the Transit’s daily operations, as well as some 310 employees. Operations and Dial-A-Ride drivers and supervisors make up about 78% of the employee workforce.

Figure 1: BFT 2008-2018 Staffing Levels



The organizational chart below shows the agency sub-units by department. BFT is owned by the community and all staff work to serve the community’s needs.

Figure 2: BFT Organizational Chart 2018



In January 2015, the BFT Board of Directors approved a visionary Strategic Plan, which is consistent with BFT’s Mission Statement and Core Values. The 2015 Strategic Plan objectives are the foundation for BFT’s TDP and Program of Projects for 2018-2023.

Table 1: Board of Directors 2015 Strategic Plan Objectives

Primary	Secondary
<ul style="list-style-type: none"> • Address Community Growth • Maximize Community Outreach & Involvement • Implement Succession Planning & Staff Development 	<ul style="list-style-type: none"> • Address Community Demographics • Participate in Economic Development • Plan for Para-Transit Demographic Shifts • Integrate Technology • Pursue Environmentally Friendly Buses

Coordination with State Planning

BFT continually strives to achieve the goals and related objectives that are identified in most recently published Washington State Public Transportation Plan (WSPTP) of June 2016. The WSPTP outlines the following long-range goals:

- Thriving communities – Cultivate thriving communities by supporting health, equity, prosperous economies, energy conservation and a sustainable environment through transportation.
- Access – Provide and sustain a transportation system that allows people of all ages, abilities and geographic locations to access jobs, goods, services, schools and community activities.
- Adaptive transportation capacity – Use new technologies and partnerships to make better use of existing transportation assets and meet changing customer needs
- Customer experience – Enhance people’s transportation experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant and understandable.
- Transportation system guardianship – Protect, conserve and manage Washington’s transportation assets in a manner that sustains and increases their value to the public.

It should be noted that the WTP 2035 Vision and Goal Update specifically emphasized reinvesting in traditional urban Fixed Route Bus services. Traditional urban Fixed Route Bus services were at the core of the changes instituted in the Fall of 2017, which were designed to improve the predictable movement of goods and people throughout the Tri-Cities.

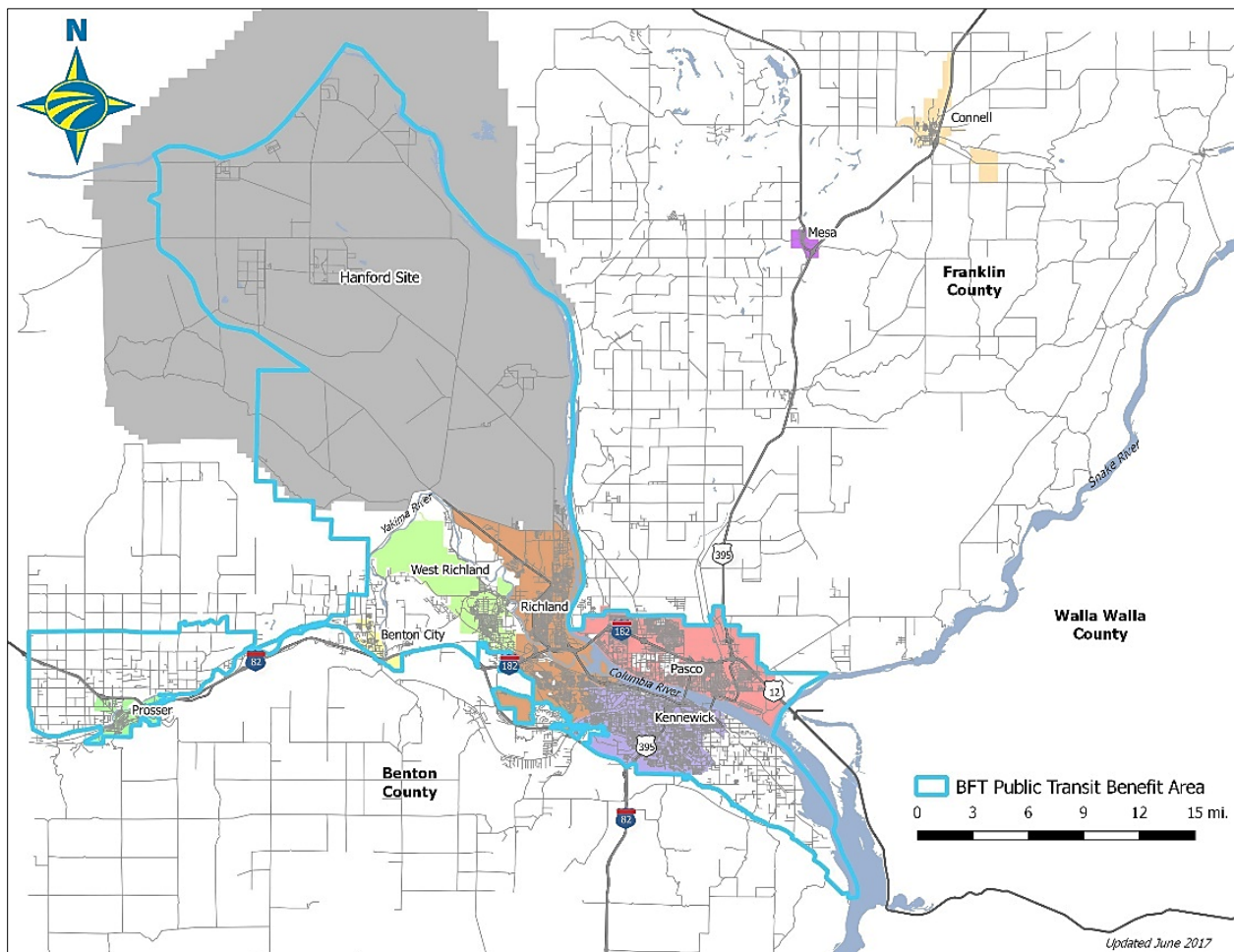
“Traditional urban bus transit systems will continue to require significant capital”.

The 2013 WSDOT State Summary of Public Transportation suggests that most of the net increase in public transportation ridership from 2009 to 2012 has resulted from investment in light rail transit (LRT) and streetcars, and not in fixed route bus transit. Declining revenue for capital-intensive modes such as LRT raises questions about the sustainability of this trend. *Traditional urban bus transit systems will continue to require significant capital reinvestment and operating subsidy to remain competitive.* More aggressive operational and transportation pricing strategies may be necessary components of a comprehensive urban transportation program.

Existing Conditions

BFT is a municipal corporation of the State of Washington, which provides public transportation services across 616 square miles within Benton and Franklin Counties. This includes the municipalities of: Kennewick, Pasco, Richland, West Richland, Benton City, Prosser and pockets of unincorporated areas in Benton and Franklin County. The service area contains about 284,000 residents². BFT staff are constantly monitoring municipal annexations because each parcel annexed into the jurisdictions boundaries is automatically incorporated into the PTBA.

Figure 3: Expanse of the Public Transit Benefit Area, as of June 2017



Requests for public transportation have been made for service to communities outside the current PTBA boundaries - primarily for demand responsive services. Such service changes would require action from the BFT Board; the State recommends that PTBA revision discussions should be undertaken at least every two years.

² Office of Financial Management reported 283,830 in Fall of 2017, plus 1.7% annual growth rate to date of publication.

Customer Comments, Commendations and Complaints

BFTs Customer Service group responds to customer comments within four days of initial contact. The request and follow up are logged in the BFT Customer Comment Records system. The table below demonstrates that the prevailing calls were complaints but it should be noted that a full 1/3 of the comments were complements for services delivered by operators of dial-a-ride services and customer service representatives; fixed route bus operations was the next highest recipient of compliments. These compliments are hard earned and need to be recognized.

Table 2: BFT 2017 Customer Comment Tracking

Customer Comment	Total	Complaint	%	Commend	%	Services	%
Bus Operations	618	515	83%	39	6%	64	10%
Bus Stops	51	34	67%	1	2%	16	31%
Contracted Services	57	48	84%	0	0%	9	16%
Customer Service	15	9	60%	5	33%	1	7%
Dial -a-Ride	104	64	62%	37	36%	3	3%
Facilities / Maint	2	1	50%	0	0%	1	50%
Other	25	25	100%	0	0%	0	0%
Prosser / BC	2	2	100%	0	0%	0	0%
Public Information	1	1	100%	0	0%	0	0%
Transit Centers	1	1	100%	0	0%	0	0%
VanPool	64	64	100%	0	0%	0	0%

Note: 940 records covering the period 01/01/2017 thru 12/31/2017.

The BFTs Customer Service group efforts to resolve problems in 2017 helped the planning group staff win “employees of the year” recognition at the annual awards ceremony.

Existing Services and Service Standards

BFT’s commitment to deliver *multi-modal solutions* to address demographic shifts and future needs remains the same. The largest operation remains the fixed route bus network, which recorded almost 2.2 million unlinked passenger trips with 275,000 complementary ADA paratransit trips delivered to those unable to utilize the fixed route in 2017. Vanpool delivered almost 643,000 commuter trips; feeder taxi coupled with unique supplemental services like night and weekend coverage delivered about 181,500 trips. Each family of service is described in more detail below.

Fixed Route Network - by the end of 2017, BFT had smoothed timepoints, added and moved dozens of bus stops per internal and external requests, and adjusted policies and practices to make connections more convenient. Extensive effort was made to reduce the need to make transfers. The 17 Fixed Routes shown on the map on the following page, along with the designated feeder taxi stands have been designed to provide coverage throughout the Tri-Cities.

Under the Fall 2017 service change, BFT's fixed route service hours expanded throughout the Tri-Cities; weekday service now runs from 6:00 am through 8:00 p.m. and on Saturdays from 7:00 AM until 7:00 PM.

Overnight on September 17, 2017, the BFT fixed route network was entirely reconfigured; only 1 of the previous 22 routes did not change.

- Shift from neighborhood circulation to arterials and collector streets
- Adds 28,000 hours of service
- Adds one hour to later evening service
- More direct connection (one seat ride)
- Simplified schedules with consistent frequencies all day long
- 15 minutes between bus arrival along "high capacity" transit service corridors
- 115 flag stops were consolidated and converted to permanent stops
- Feeder taxi stops point-to-point policies were re-enforced
- Special day-trips subject to FTA Charter scrutiny were discontinued

Shortly after stabilizing the massive Fall services changes of 2017, BFT announced three new fixed route demonstration projects. Two of the demonstration projects will 'test the market' for expanding coverage in Pasco. One to address new ridership associated with Pasco's recent housing boom to the west and the other extends to the underserved neighborhoods east of the BNSF Rail Yards. The third demonstration route will 'test the market' for a summer service that could connect the entire region to attraction along the entire length of the Columbia Park waterfront. Further details and drawings of the demonstration routes are included in Service Changes to Serve the Growth of the PTBA on page 31.

The System Map on the following page shows the redesigned 2018 network of routes that constitute the 17 bus lines that make more one seat rides possible. The demonstration projects are not included as they must be evaluated and approved for continuing funding before they can be included as part of the permanent network.

Figure 4: BFTs 2018 Fixed Route Service Map

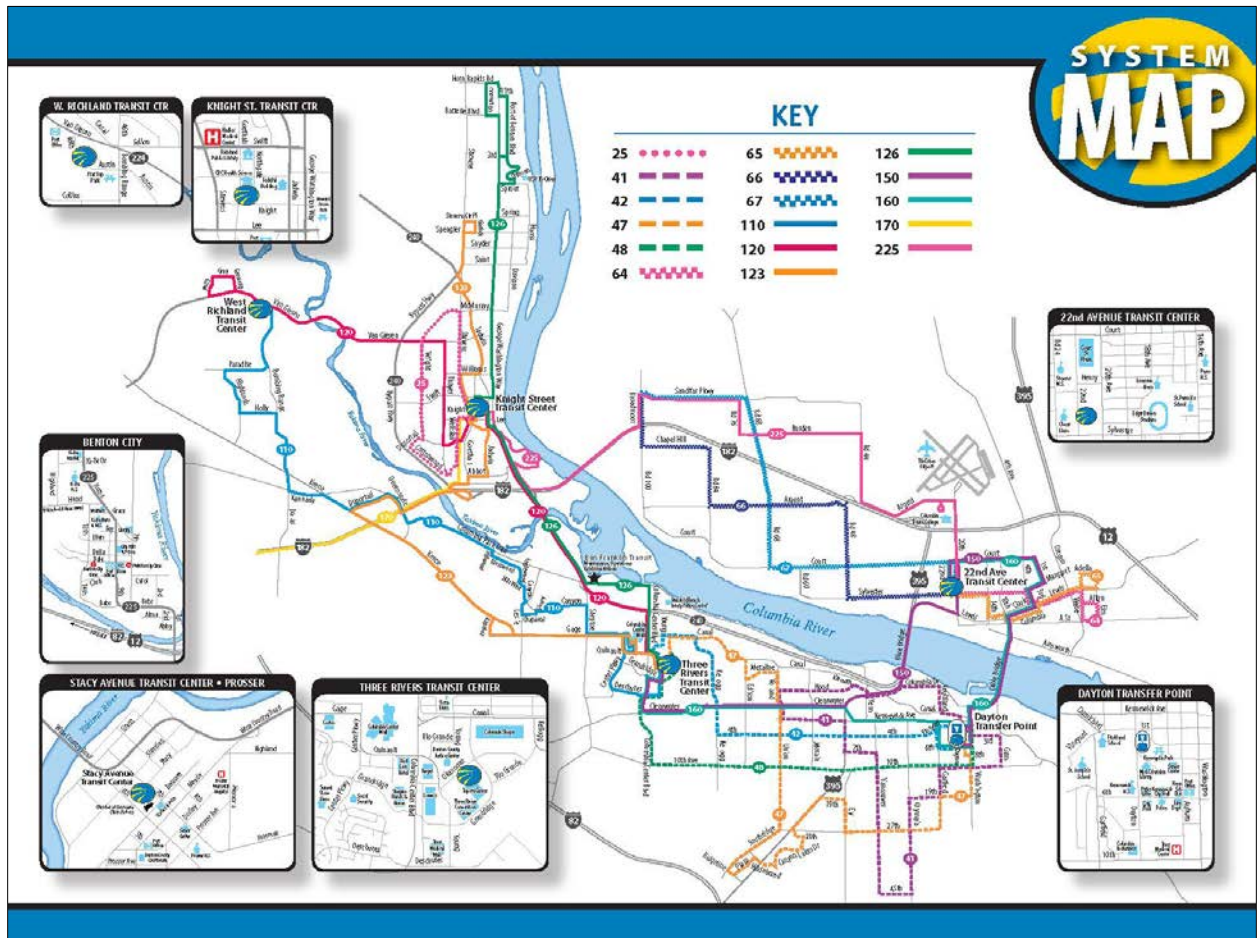
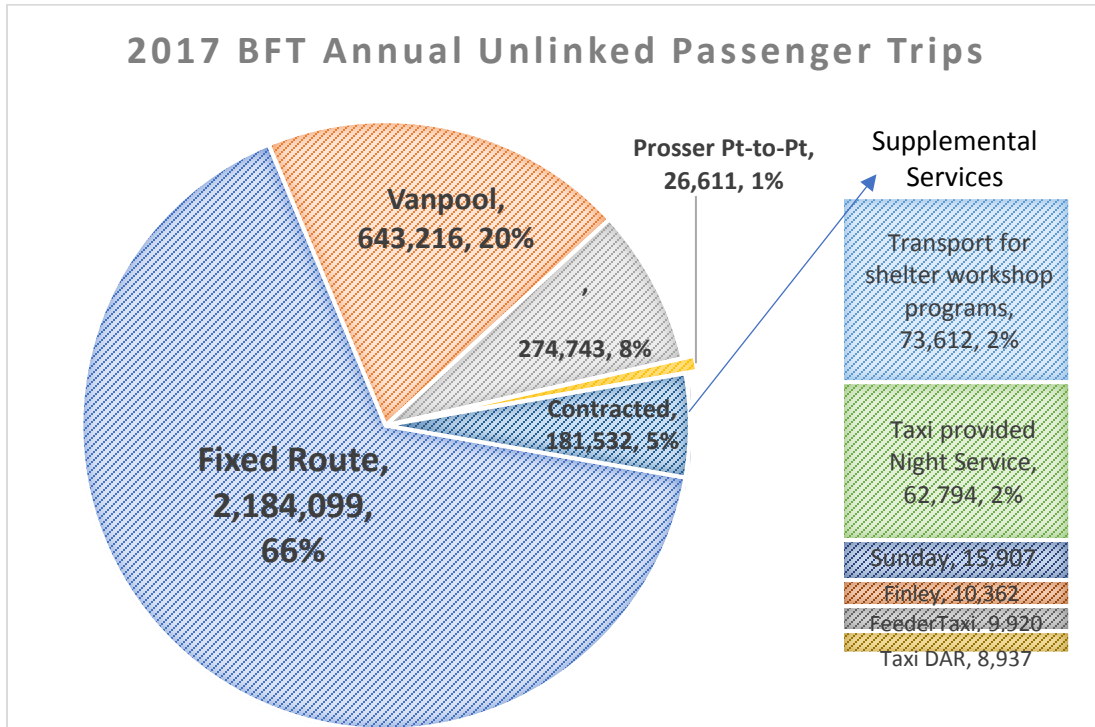
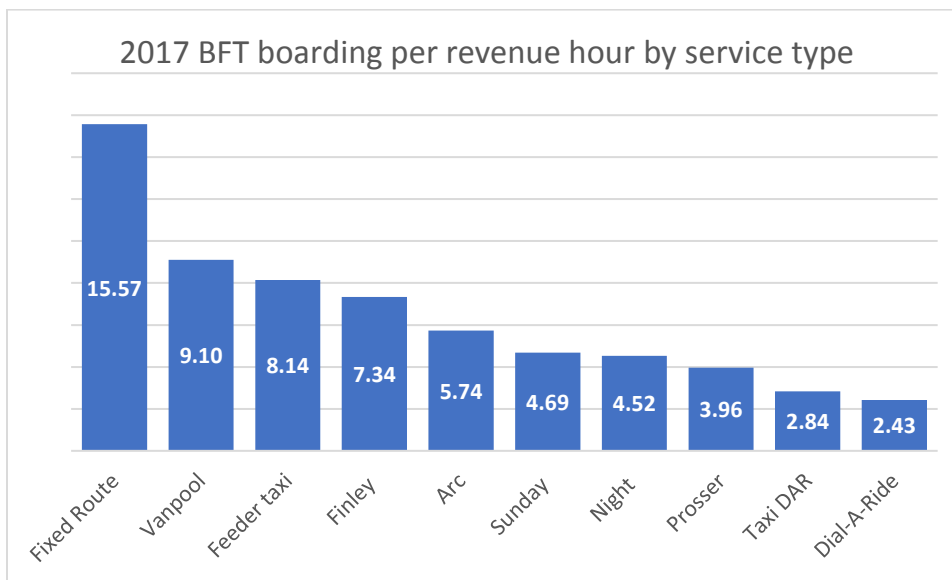


Figure 5: BFT, 2017 Annual Boarding Summary by Service Type



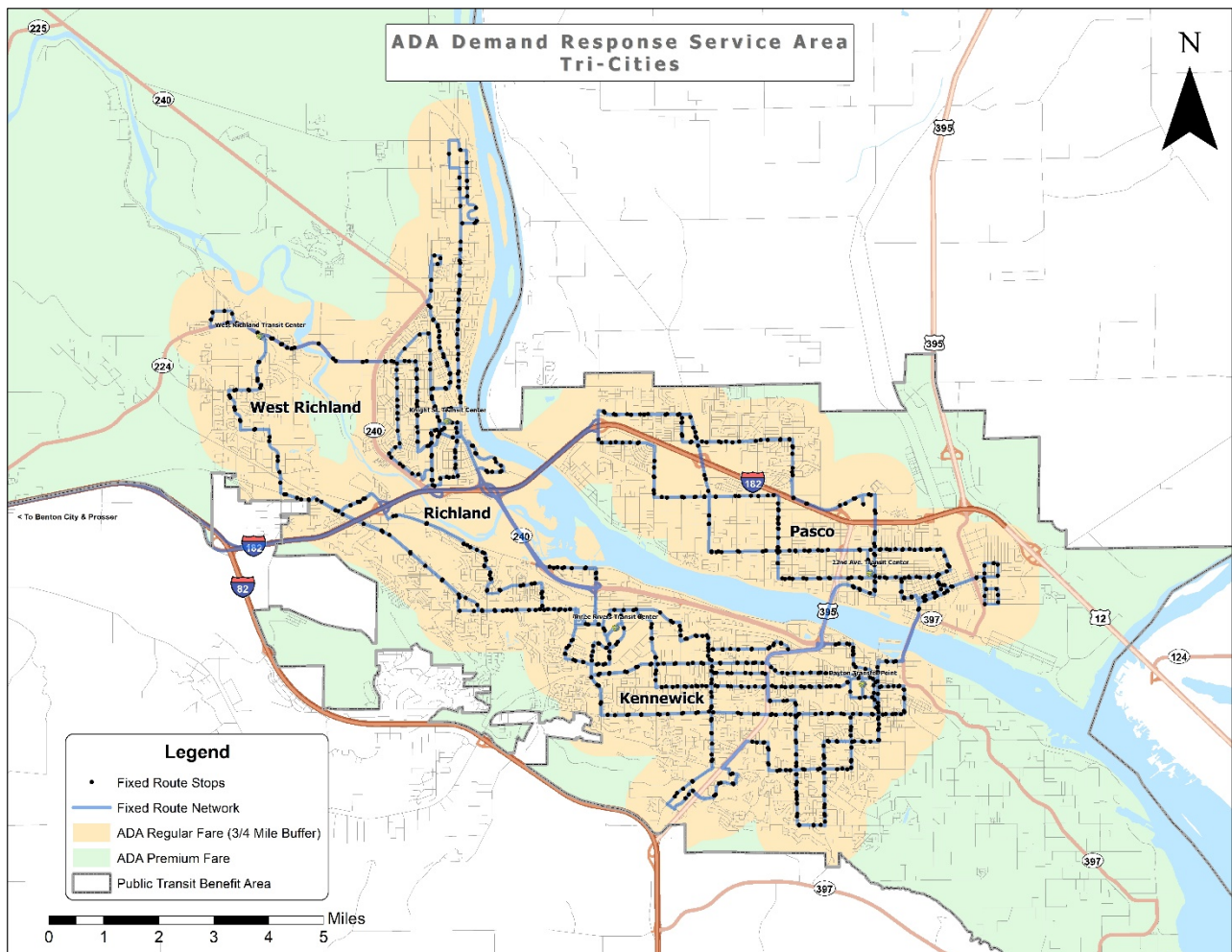
As might be expected, Fixed Route delivered the highest number of trips per revenue hour. DAR delivered the least (see Figure 6 shown below).

Figure 6: BFT Boardings per Revenue Hour by Service Type, 2017



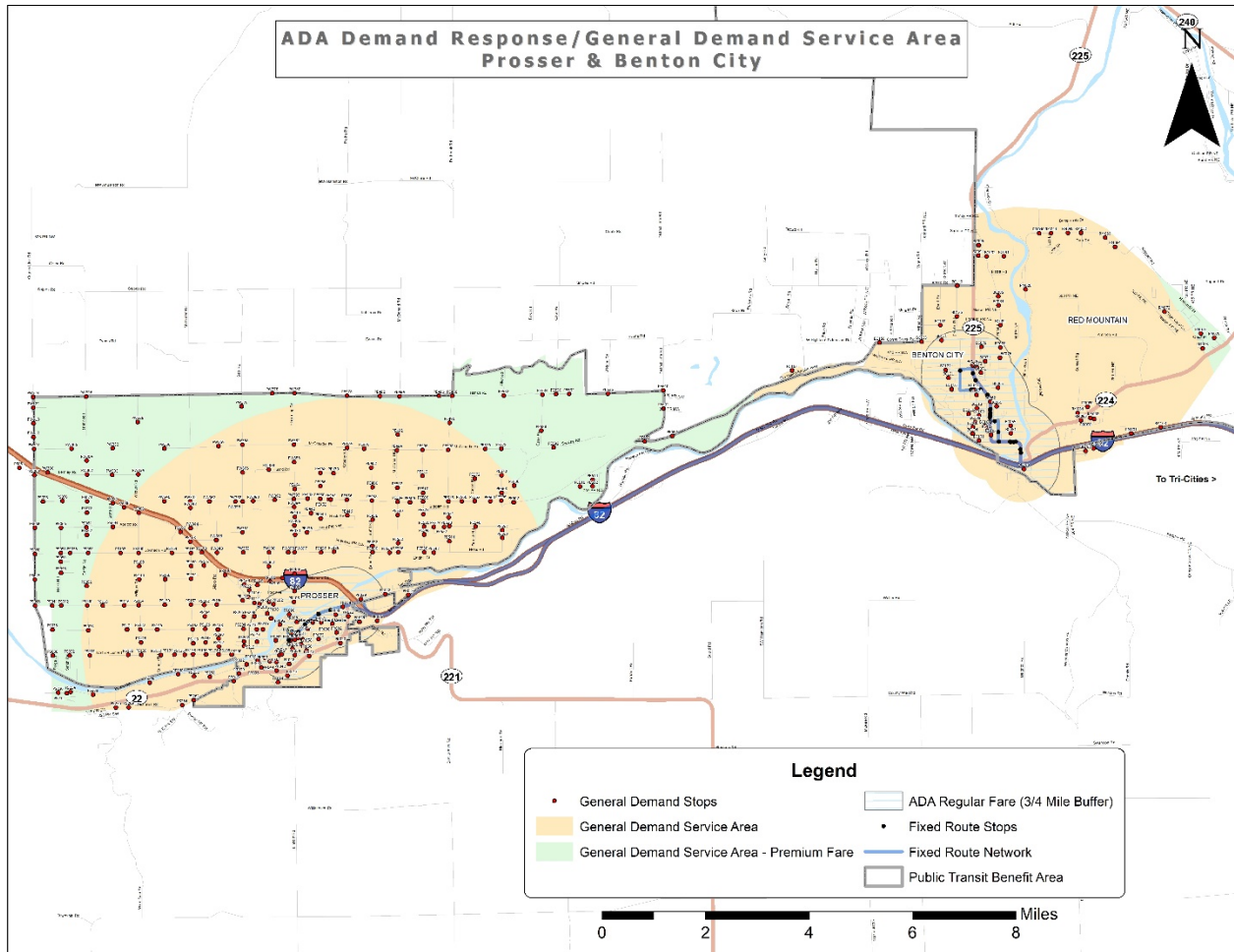
Dial-a-Ride (DAR) - BFT continues to provide demand responsive service well beyond the mandatory ¾ mile ADA buffer, e.g. to the very limits of the PTBA boundary. Requests for DAR service just beyond the PTBA have become an issue that has yet to be resolved. This will likely be a topic in the upcoming Human Services / Public Transportation collaboration workshop, which is scheduled for July of 2018.

Figure 7: Coverage with BFT Service Area, 2018



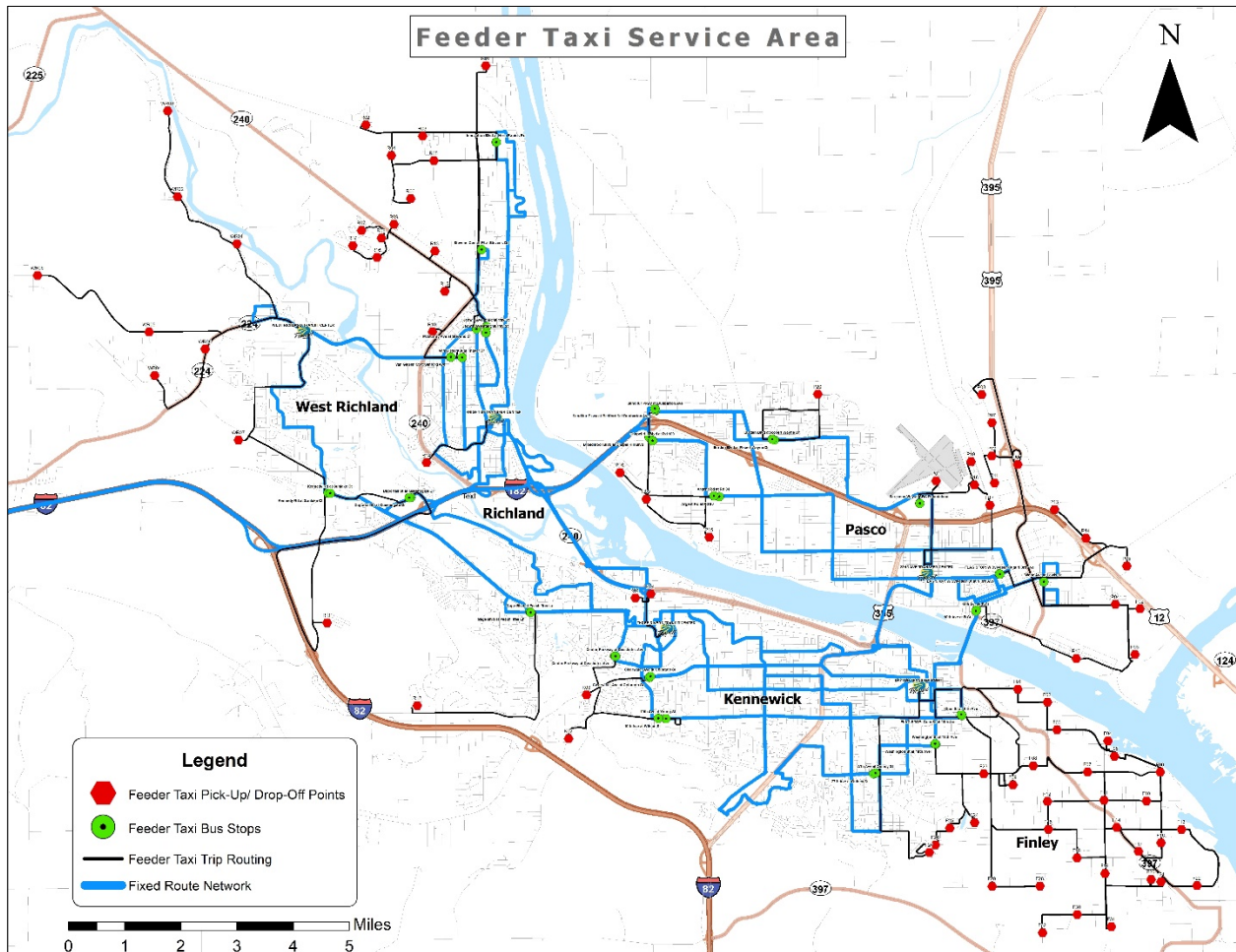
Prosser and Benton City are shown as inserts on the graphic below. In addition to the single line of the fixed route service of Route 170, BFT also operates a point-to-point pick-up service to provide areawide coverage; e.g. Prosser and Benton City are fully covered by a unique “general demand” service, that is open to all residents of the entire jurisdiction. Booking on the day before the trip is required. General Demand service is currently being evaluated to gauge scheduling efficiencies and current stop locations. Over half of General Demand stops have not been used since the beginning of 2016. These preliminary findings suggest that there is a need to consolidate and reduce the number of General Demand stop locations in Benton city and Prosser.

Figure 8: Dial-A-Ride & General Demand Coverage (Prosser & Benton City), 2018



Feeder Taxi - is a contracted shared-ride service from a designated pick-up location (depicted as red dots in the map that follows). These points have been referred to as “extensions” of regular fixed route service, e.g., locations that might eventually be added to the future fixed route network. The closest feeder stops are located at least one mile beyond a fixed route bus stop and no farther away than four miles from a fixed route stop; thereby creating a coverage area that resembles a three-mile-wide swath beyond the fixed route service. A derivation of Feeder Taxi was designed specifically for Finley, WA (a census designated place), that elected to join the Benton Franklin Public Transportation Benefit Area (PTBA) in 2015. The unique aspect of this Finley Feeder Taxi Service is that it will transport customers from one designated pickup point to another collection point anywhere within Finley, as well as operating like the normal Feeder Taxi that delivers trips from designated pickup points to the BFT Dayton Street Transfer Center, in Kennewick.

Figure 9: Feeder Taxi Service Overview, 2018



Night + Sunday Service within the Tri-Cities area includes West Richland and Finley, but does not serve Hanford north of Battelle Blvd, Benton or Prosser. The Night + Sunday is a contracted shared-taxi-ride-services that delivers curb-to-curb convenience and same day scheduling. The night service operates from Monday to Saturday, between the hours of 8:30 PM and 12:00 AM and Sunday service operates between the hours of 7:30 AM and 6:00 PM. Due to a budget cap, only a limited number of shared-ride-taxi trips are available for each 15-minute time-period, which are quickly booked upon opening of the reservation line each evening.

Special needs programs - is another contract service to sheltered workshops and day-care programs for individuals with intellectual and developmental disabilities. BFT provides vehicles and maintenance and the contractor operates and administers the program. The contract stipulates that only ADA clients of the following organizations are eligible: Arc of Tri-Cities, Columbia Industries, Adult Day Services, and Goodwill Industries.

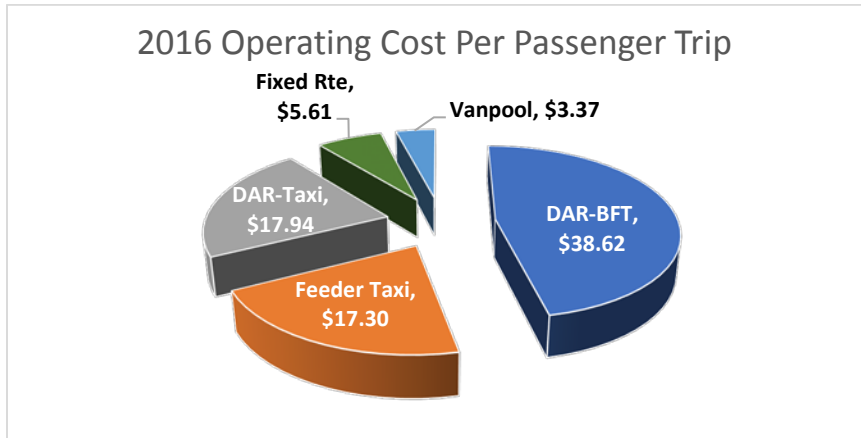
Vanpool - In 2016 BFT vanpool ranked fourth largest in the State of Washington, by delivering 709,319 passenger trips with their fleet of 336 vans. BFT manages to stay attractive to area commuters while collecting 89% of the operating expense³ at the farebox. Much credit is extended to the modest size of the full-time employee staff and the outstanding maintenance that kept 'failures between breakdowns' to 1 in every 586,058 revenue miles (best in the State); despite the slightly older age of the vanpool fleet (average 7 years old).

A refocus on commuter trips and some targeted marketing to employers will subsequently benefit from the planned purchase of a more robust Vanpool management software. Training and implementation began early in 2018.

³ Source: BFT Comparison Revenue & Expenditures to Budget for the period ending December 2017.

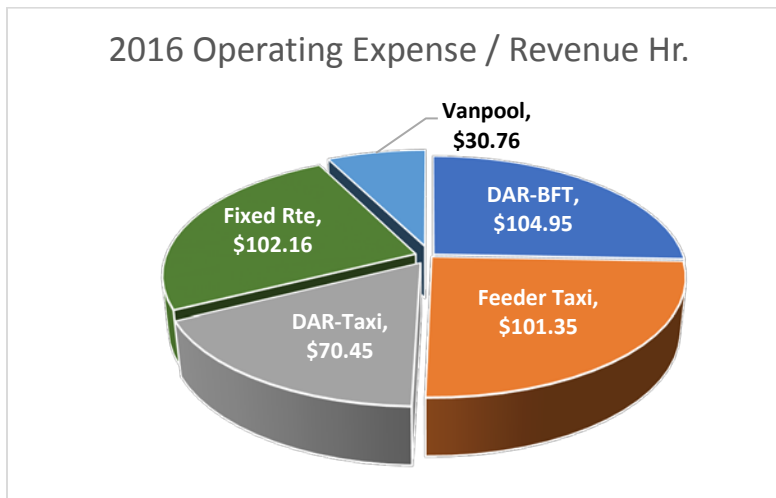
Standard TDP Performance Indicators Using Latest Available NTD Data

Figure 10: BFT Operating Cost per Passenger Trip, 2016 NTD Data



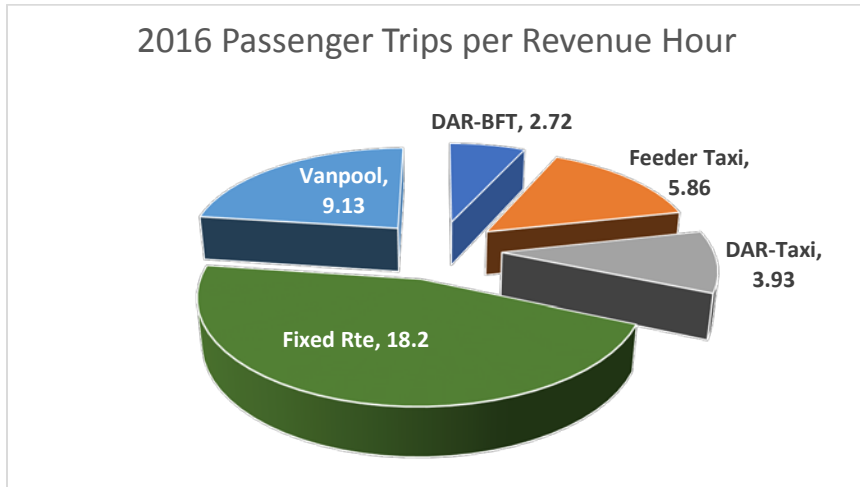
Operating costs per passenger for every type of service was slightly more in 2016 than 2015. Inflation and labor negotiations factored into this increase. BFT Dial-a-Ride had the most expensive per passenger ops cost, raising about \$1.45 to \$38.62 from \$37.17 the previous year.

Figure 11: BFT Operating Expense / Revenue Hour, 2016 NTD Data



Vehicle size and weight have a major influence on the operating cost per revenue hour, as does the stop-and-go propensity of revenue service. Therefore, vanpool traveling at an average of 45 mph, clearly has the advantage in this performance category.

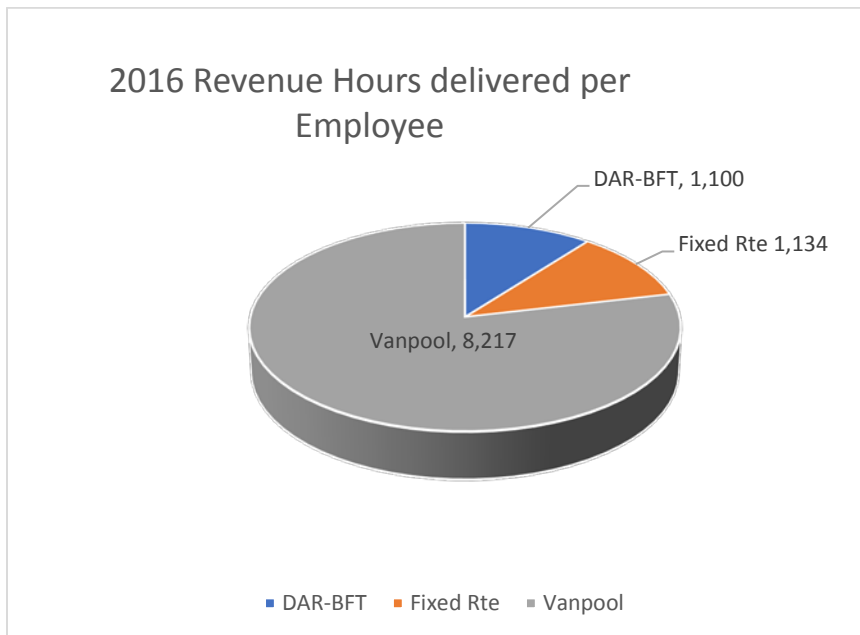
Figure 12: BFT Passenger Trips per Revenue Hour, 2016 NTD Data



This factor is affected by the span of service hours, which for BFT averaged 13.5 hours on weekdays in 2016. An extra hour was added for night service convenience on 9/18/17, which is likely to lower the future Passenger per Revenue Hour Ratio.

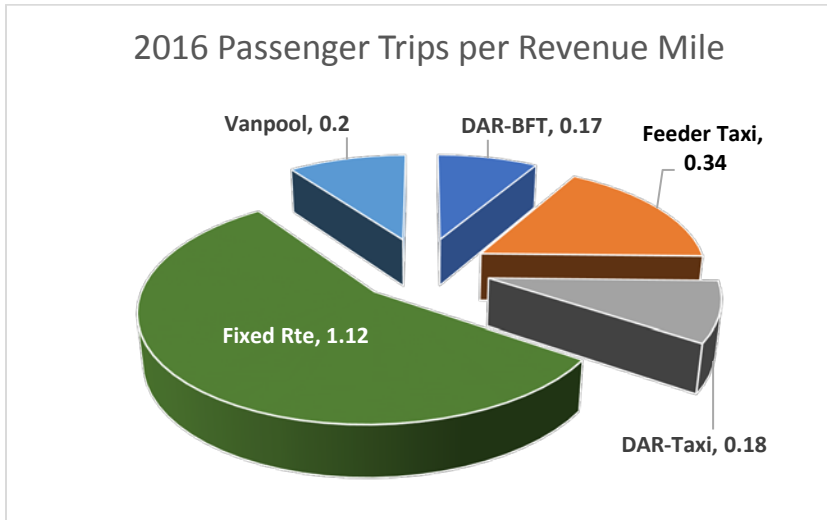
Fixed Route outperformed all other service types in PAX per revenue hour. Fixed Route passengers often walk up to ½ mile to collection points along the tightly designed routes, whereas other services often have long routes, pick-up at the door, and/or have limited seating capacity. Fixed Route in Whatcom with high density short trip doubled (2.57) BFT’s rate of 1.12 PAX/rev hour in 2016.

Figure 13: BFT Staff per Revenue Hour, 2016 NTD Data



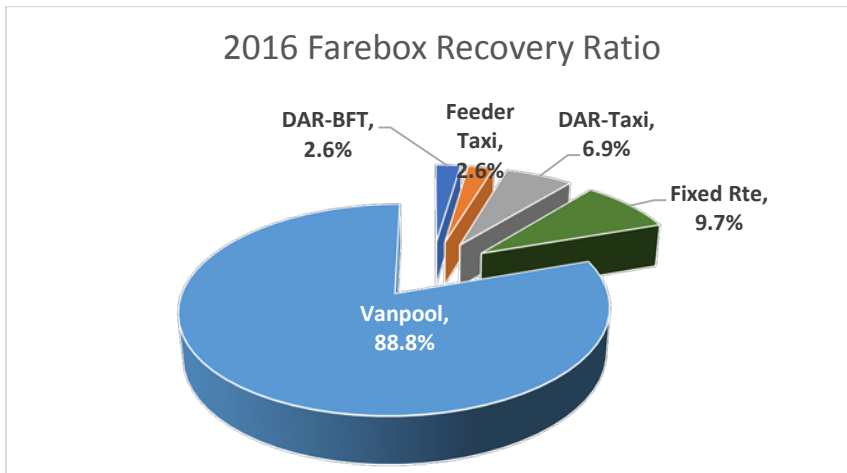
The data for this parameter was only available for BFT employees. The vanpool activity is skewed by the volunteer driver arrangement implicit in this operation. Still, much credit is extended to the four-member vanpool team and outstanding maintenance team that kept failures between breakdowns to 1 in every 586,058 revenue miles (best in the State); despite the slightly older age of the vanpool fleet (average 7 years old).

Figure 14: Passengers per Revenue Mile, 2016 NTD Data



The passenger per revenue mile is often considered the single most comprehensive of the monitoring indicators. This graph shows how much more effective a transit system can be when they shift as many people as possible onto fixed route service - either through tighter eligibility requirements and/or through better access to fixed route bus stops.

Figure 15: BFT Fare Box vs Operating Cost, 2016 NTD Data



The fraction of operating expenses which are met by fares is almost entirely driven by policy. The BFT average fare for all types of service was \$1.10 in 2016, slightly higher than: Yakima \$0.91, Intercity \$0.92, and twice that of Whatcom \$0.55 and Link \$0.61. A 2019 Fare Equity Study will reexamine BFT fare policies.

Fuel Consumption Trends

Fuel consumption trends come from an analysis prepared while estimated needed capacity of a new fuel storage system. The result of that analysis concludes:

- 40-foot low floors + 35-foot Trollies average about 500 miles per tank or about 5 mpg.
- 30-foot low floors average about 324 miles per tank or about 5.4 mpg.
- 1999 Sound Transit second hand buses average about 420 miles per tank or 3.5 mpg.
- 1995 C-Tran second hand 30' buses average about 315 miles per tank or 3.5 mpg.
- Electric bus (E-1) had a range of 100 miles between charges.
- Demand Responsive cutaways average about 207 miles per a 30-gallon tank or 6.9 mpg. The 122 DAR vehicles averaged 7.3 years old in 2016, which contributed to lower mpg.
- 15-passenger vanpools average 11 mpg in the city and 17 mpg on the highway; the 7-passenger vanpools (20-gallon tank) average 17 in the city and 25 mpg on the highway.

Per the U.S. Energy Information Administration 2017 report - U.S. regular gasoline retail prices averaged \$2.41 per gallon and diesel retail prices to average \$2.79 per gallon through the end of 2018. These price assumptions plus the added miles of travel generated by the new 9/18/17 service make up most of the expected increase in fuel and lubricants, e.g., BFT overall total fuel costs for 2018 are projected to increase by 8.9% over 2017 fuel expenses. BFT realizes bulk savings and tax exemptions on fuel it purchases and anticipates paying on average \$2.35 per gallon of gasoline and \$2.37 per gallon of diesel.

Safety Performance Measurement in Public Transportation 2017

The Federal Transit Administration (FTA) requires that detailed safety data be reported to the NTD for any safety event that results in a fatality, serious injury, or serious damage. Constant monitoring and analysis of safety performance data can help pinpoint goals to guide transportation planning efforts and focus attention and resources on safety-related challenges, and monitoring progress toward their achievement.

In 2017, BFT only had one reportable NTD incident. This major collision incident occurred when a cargo truck's brakes failed causing the truck to broadside a 40-foot fixed route coach. This collision injured 5 passengers. There was one major injury, but no fatalities. The location was

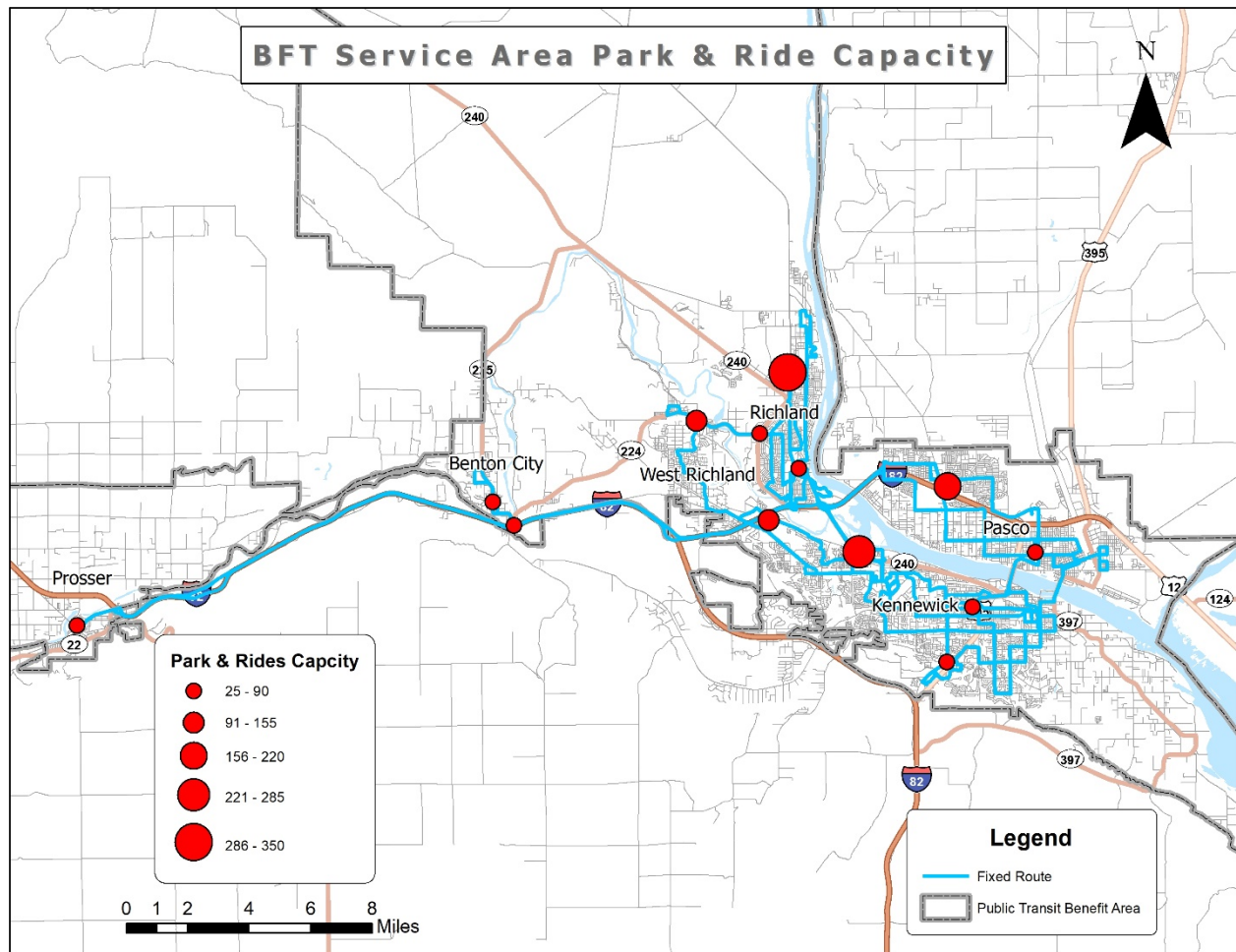
The single 2017 serious damage incident was associated with Fixed Route Vehicle Miles Traveled.

The single 2017 serious injury was associated with Fixed Route Vehicle Miles Traveled.

Park and Ride Utilization 2017

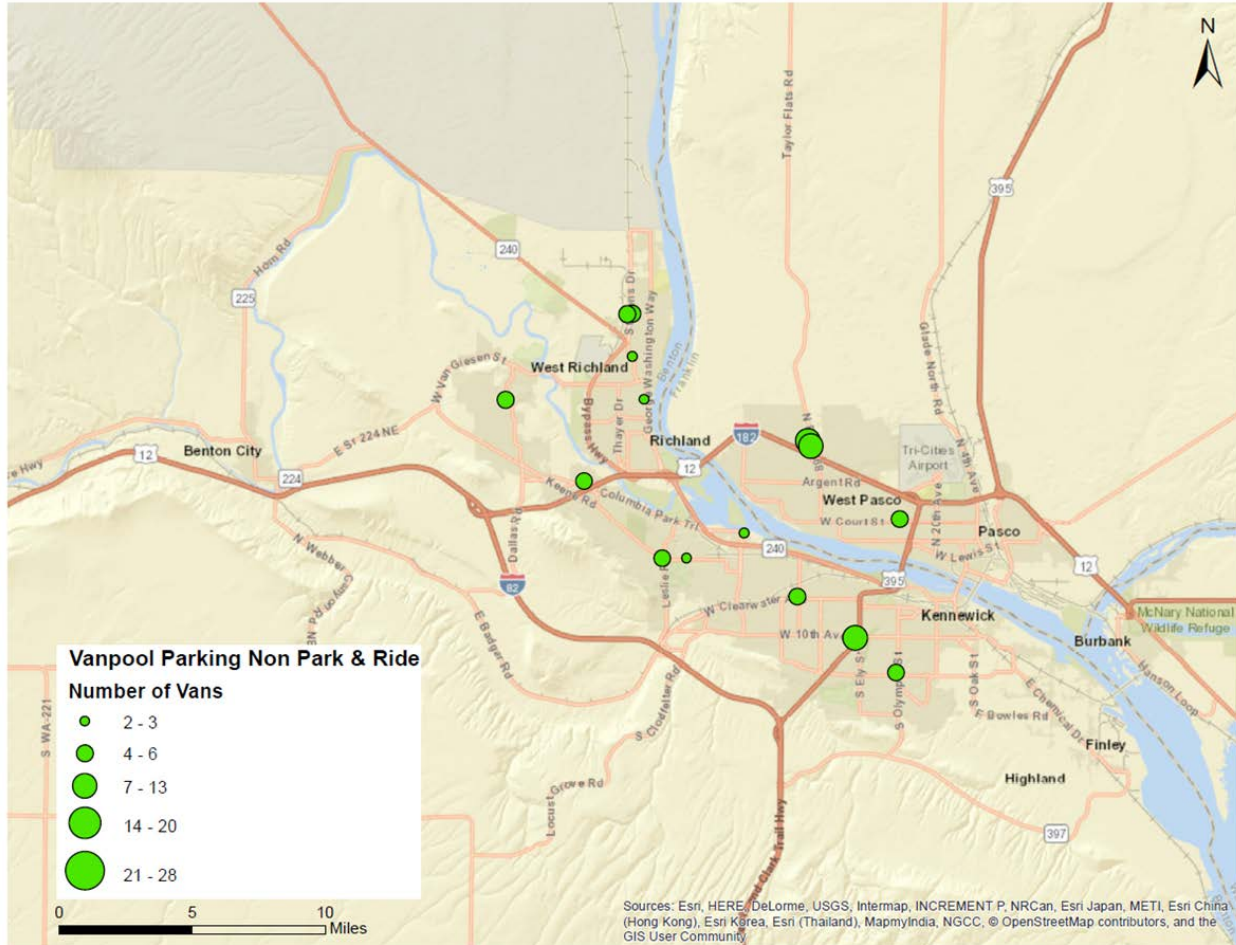
Ben Franklin Transit (BFT) manages the metropolitan area vanpool program. Throughout 2017, BFT managed 1,750 parking stalls for use by vanpool and car pool commuters. Below is a map of the Park and Ride (P&R) site distribution with capacity of each site.

Figure 16: BFT Managed P&R Lots and Alternative Overnight Vanpool Parking Locations



Current locations for overnight storage of the 213 vanpool vehicles range from: P&R lots, public parking lots, retail areas such as shopping malls and grocery stores to vanpool driver’s homes. Roughly half - 115 vans out of 213 vans park overnight in locations other than P&R lots; however, many of these vans may make a stop at the P&R to pick up their commuter group members. The map below represents the vanpool activity that occurs outside of the P&R.

Figure 17: Vanpool Parking in Locations Other than Park & Ride Lots



Source: Ben Franklin Council of Governments, 2018

P&R lot utilization data is collected manually to keep track of the utilization of the existing eleven P&R lots managed by BFT; however, some days data was not collected. Despite the lack of 100% counts, ample data was available to appreciate the occupancy fluctuation by day and by month, as well as provide a site-specific utilization rate for each site with significant confidence.

BFT Transit Development Plan (TDP) – 2018-2023

Table 3: BFT P&R 2017 Usage by Day of the Week

Daily Use	Low Avg	Avg Day	High Avg
6 day	128	312	414
MON	194	430	543
TUE	191	416	559
WED	164	415	540

The daily statistics show that P&Rs are used most heavily on Mondays; followed closely by Tuesday/Wednesday and drops off significantly with the approach of the weekend. This is consistent with the four/tens shift which are popular amongst the government contractors working on the Hanford Reservation.

The WSDOT P&R on Columbia Park Trail across the road from the BFT Maintenance, Operations, Administration (MOA) center has the highest usage, where parking occupancy rates reached almost 46% in the month of October 2017.

Table 4: BFT P&R Average Daily Utilization by Month, 2017

	Prosser - Stacy St TC	Benton City TC	SR 240 & 224 Van Giesen	SR 224- Flattop Park	Knight & Goethals	WSDOT @ BFT campus	Tulip Lane	Frost TC	The TRAC	DOE Lot on Spengler	Pasco - N. 22nd TC
Available Space	28	37	89	154	33	249	139	135	150	686	50
JAN	8.5	6.6	14.5	41.6	6.5	95.1	14.5	33.9	21.8	55.0	5.3
FEB	12.2	7.5	12.4	32.9	7.2	94.3	11.4	35.1	28.6	45.3	6.9
MAR	11.6	10.9	19.8	43.1	6.0	103.7	13.0	34.7	32.1	65.9	5.4
APR	8.5	10.8	16.8	37.6	7.7	106.4	12.4	32.9	26.1	75.3	8.0
MAY	9.8	10.1	19.7	34.3	6.3	95.5	21.3	27.8	27.2	63.8	9.0
JUN	8.0	7.8	26.0	35.7	5.0	104.9	18.0	27.3	24.7	72.7	7.8
JULY	5.8	8.8	19.0	32.1	6.3	91.2	23.4	25.7	29.7	65.6	5.8
AUG	5.9	7.2	27.6	41.2	9.3	104.1	25.6	21.3	36.0	86.5	5.5
SEPT	6.7	9.0	15.2	22.5	10.3	99.1	21.8	27.0	21.4	51.0	9.6
OCT	6.0	7.0	20.5	31.9	6.5	114.1	16.7	21.3	35.4	67.3	2.8
NOV	n/a	n/a	21.8	33.8	n/a	52.1	16.4	12.9	14.6	52.1	5.7
DEC	1.3	1.8	20.1	31.3	4.8	90.5	18.2	24.4	27.4	64.4	12.2
2017	6.8	7.4	19.1	33.8	6.3	91.9	17.0	25.6	26.7	62.2	7.0

Multiple indicators signal the potential for increased congestion in the Tri-Cities area. This suggests the possibility of added demand for vanpools and carpools throughout the metropolitan area. There is strong sentiment that at least three new P&R locations are crucial to match the regional P&R network to the sprawl; WSDOT has proposed a location in Prosser on SR 221, while BFT envisions a 300-space lot near Road 100/Burns Road to ease future congestion associated with Pasco's westward expansion and another 150-space lot near the base of the new Duportail Bridge to deal with a potential development south of the Yakima River and traffic impacts around the Queensgate shopping area. Further details on the two BFT multi-modal transit hubs, which include P&Rs, are provided in the following section on near term planning.

Planning for the Near Term

In 2017, BFT participated in the production of the first Benton-Franklin Council of Governments (BFCOG) Regional Travel Demand Model that included a full transit module. The base year for the Regional Transportation Model was 2016, so unfortunately the new comprehensive service changes of September 2017 could not be included in the 2016 model. However, Ben Franklin Transit has already begun feeding BFCOG inputs for the 2020 model run, so that the next release will register a better picture of BFT's contribution to traffic congestion relief and air pollution emission reductions. BFT constantly monitors development patterns and participates in jurisdictional forums to ensure transit is synchronized with other transportation investments and initiatives (from bridge impacts right down to wayfinding signage).

Fixed Route - The suite of new technology installed on-board the fixed route buses at the end of 2017 is already helping to evaluate performance and smooth operations, which is re-establishing rider confidence in the new route structure and schedules. The new technology includes:

- Trapeze compatible on-board central processor, which collects and transmits "TripSpark" performance data to the operations and planning computer servers.
- Visual and audible next stop announcements triggered by GPS tracking,
- 'Ranger' brand Mobile Data Terminals, which store driver assignments and log boarding by fare type, and provide vehicle to dispatch messaging,
- "Iris" brand precision passenger counters (APCs), which are sensitive enough to record both on/off's simultaneously at every bus stop, and Wi-Fi modems, which allow customers to connect to their personal mobile devices while traveling.



Technology at your fingertips

- GPS is tracking
 - the trigger for next stop announcement (updatable)
 - know where to hold to maintain on-time performance
 - matches on-off counts to specific bus stops
- MDT is the new short-term memory (it's correctable)
 - the vital link to dispatch
 - silent alarm of vehicle trouble and/or emergencies
 - off-route recovery
- Cameras are your line of defense against false accusations



[These Photo by Unknown Author is licensed under CC BY SA](#)

After a period of equipment validation, BFT transitioned to using the new trapeze software as the primary source for future NTD reporting. BFT is now busy analyzing system-wide performance data and ridership patterns supplied by the new technology.

Dial-a-Ride (DAR) – DAR continues to seek out service efficiencies to improve productivity. A RFP was released in April of 2018 that will result in renegotiation of all BFTs contracted services including: ADA overload, Feeder Taxi, Night + Sunday Service, and special needs programs. Trapeze has just installed Mobility Systems version 16 software on the DAR fleet, which will become the primary source for future NTD reporting.

Prosser and Benton City – agglomerated growth in the vicinity of West Richland, south Richland, west Kennewick and Benton City has begun to spur a heavier pattern of shopping and commute trips within this confluence. This has inspired BFT to begin some long-term planning for placement of a new transit hub in the Queensgate area. This new transit hub, along with a repositioning of the West Richland Transit Center, could set the stage for Benton City to be folded into the Tri-Cities network of transit services, rather than an outpost between Knight Street Transit center and Prosser. A new transit hub might also permit the Prosser Route 170 service to originate from this future West Richland/Queensgate transit location, thereby providing a much shorter and more frequent service between Prosser and West Richland, as well as providing multiple paths to Prosser riders' final destinations. Prosser will continue to be treated as a remote service location with a more structured 'general demand' service (e.g. like Finley) complimented by a small fixed route circulator.

Vanpool – vanpool continues to be the key BFT mechanism for supplying commuters with alternative choices to the single occupancy vehicle trips. Rapid growth in the region is currently raising people’s awareness of the impacts of congestion, which will spur even more growth in the vanpool market sector. A marketing campaign highlighting the goals of trip reduction will prime the vanpool market for increased participation. The Fare Equity Study of 2019 may also invigorate interest in vanpooling as commuter fares are re-evaluated. BFT is currently refining prior TDP commitments to P&R development. Acquiring land for constructing future P&R facilities is moving from conceptual planning to feasibility assessment. Three new P&Rs have been programmed within the 2018-2023 TDP.

Ben Franklin Transit is preparing to assist with all the commuter travel flows shown in Figure 18 below, via: improved vanpool offerings, vanpool software improvements, targeted marketing as well as, fixed route refinement, which could include: express and limited stop service between transit facilities, more night service and expanded feeder and weekend work trip offerings.

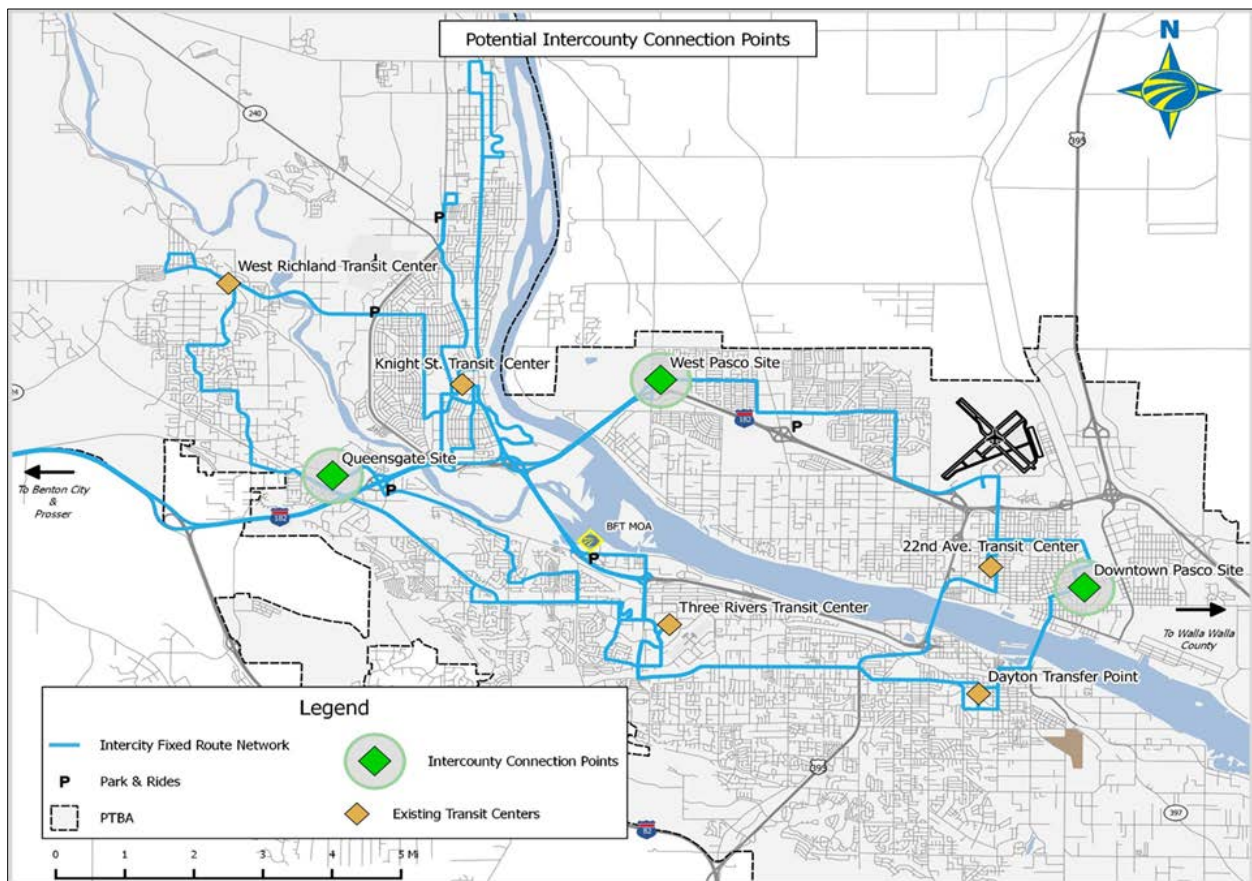
Figure 18: Daily Inflow and Outflow of Workers in Benton and Franklin Counties



Source: Benton-Franklin COG 2040 Transition Plan, Final Report 2018, notes commuters on the dark green arrow live outside and work inside, circle arrow lives inside and work inside, light green arrow lives inside but work outside of the two-county area.

Multimodal Transit Hub - The West Pasco Multimodal Transit Hub will help to address projected peak hour overcapacity of the I-182 Columbia River Bridge crossing (see Figure 19 – note Road 100 P&R site proximity to I-182 bridge). BFCOG 2040 analysis predicts the I-182 peak hour bridge traffic will reach Level of Service D, even after proposed year 2040 road improvements have been completed. BFCOG has identified Road 68/Broadmoor as a short-range P&R solution, based on 2040 density and current vanpool formation trends. However, land near Road 100 in Pasco is more affordable and could be purchased for occupancy of a larger 300 commuter parking stall facility, which would accommodate at least 20 new vanpools. BFT will work with the Pasco City Planning Department, during the Comprehensive Plan review period, to locate the ideal piece of property that could fully utilize a large capacity commuter parking lot.

Figure 19: Three Multi-Modal Transit Hubs Identified in the 2018-2023 TDP



The second Multimodal Transit Hub is proposed for Downtown Pasco to serve lower income residents of east Pasco with an immediate connection to local shopping plus the entire regional transit network. This Hub is not intended to be a Park-and-Ride facility, but the existence of an east Pasco transit hub opens the possibility of transforming the existing land at 22nd Street Transit Center into a commuter oriented facility.

The third location is somewhere in the vicinity of Queensgate shopping center and would accommodate approximately 12 vanpools in a 150-stall facility.

Bus Stop Inventory and Improved Road Side Transit Amenities

In the wake of the September 2018 service change, BFT staff conducted a comprehensive inventory of the 1,000 existing fixed route bus stops. The goal of this inventory was to fully understand the conditions, accessibility, placement and surrounding environment of every stop. The unprecedented accuracy of the location and the data collected during the process, is helping BFT staff to determine where to place modern street side furniture.

Collaborating with jurisdictions is the most efficient way to make the shift from short range planning (e.g. chasing markets) to mid and long-range planning.

The new BFT's Stop Amenities Guidelines provides a framework for maintaining and developing bus stops that blend into the Tri-cities urban environment. The amenities initiative includes: design and construction of new concrete bus shelter pads, ADA compliant access ramps, passenger boarding and alighting landing pads, street furniture, lighting and placement of new bus stop poles and flags, throughout the service area. Solar lighting will be added to high capacity stop/shelter locations and where security is a major concern. It is hoped that this lighting will also reduce driver's inability to see the customers waiting in the dark of night. BFT seeks to develop a long-term collaborative partnership with our local government agencies, advocates and private property landlords, adjacent to the public right-of-way (ROW). A vitality streetscape is central to the success of the bus stop development program. The importance of interconnected pathways to allow people to reach the bus stops cannot be underestimated. BFT is relying on the jurisdictions and economic development agencies to lead the way on pedestrian and bicycle travel continuity, with BFT contributing resources wherever and whenever possible.

BFT is currently establishing partnerships and agreements to accelerate site preparation for the placement of modern passenger amenities. BFT is prepared to populate the high transit capacity corridors e.g. 15-minute service Clearwater Avenue in Kennewick, George Washington Way in Richland and the Court Street in Pasco, with transit amenities that complement the functional operation of these vital inter-regional transportation arterials. The plan is to get 75% of the project completed in the first two years of the TDP and have the remaining equipment placed on the streets by 2020 (see Appendix C POP for details). A full \$8.3 million has been set aside for amenities upgrades.

BFT has already begun to deliver 15-minute service along three high volume traffic arterials corridors; specifically, the Clearwater Avenue Corridor (Kennewick), George Washington Way Corridor (Richland) and the Court Street Corridor (Pasco). BFT wants to add transit amenities that complement the functional operation of these vital inter-regional transportation links.

With the proper municipal support, these amenity improvements could well be the groundwork for 'bus rapid transit' in the Tri-Cities. Jurisdictional collaboration will be essential for future transit priority treatments such as: Transit Signal Priority, Queue Jump Lanes, and Dedicated Bus Lanes.

Roadway contextual design is a principle whereby the surrounding economic activity is considered when planning or improving transportation corridors. Most States have now adopted Complete Streets policies that treats the space 'from-building-edge to building-edge' as an envelope of human activity in motion and strives to deliver a safe environment to maximize all uses. A few examples are: accommodating curbside dining while still providing unimpeded ADA compliant pedestrian free flow, or accommodating near side transit stops without endangering boarding/alighting passengers, and adding traffic calming to reduce friction between faster and slower travel movements, i.e. sidewalk bulb outs at intersections to reduce exposure during pedestrian crossing. West Richland was the first jurisdiction in the Tri-Cities to adopt a Complete Streets Ordinance.

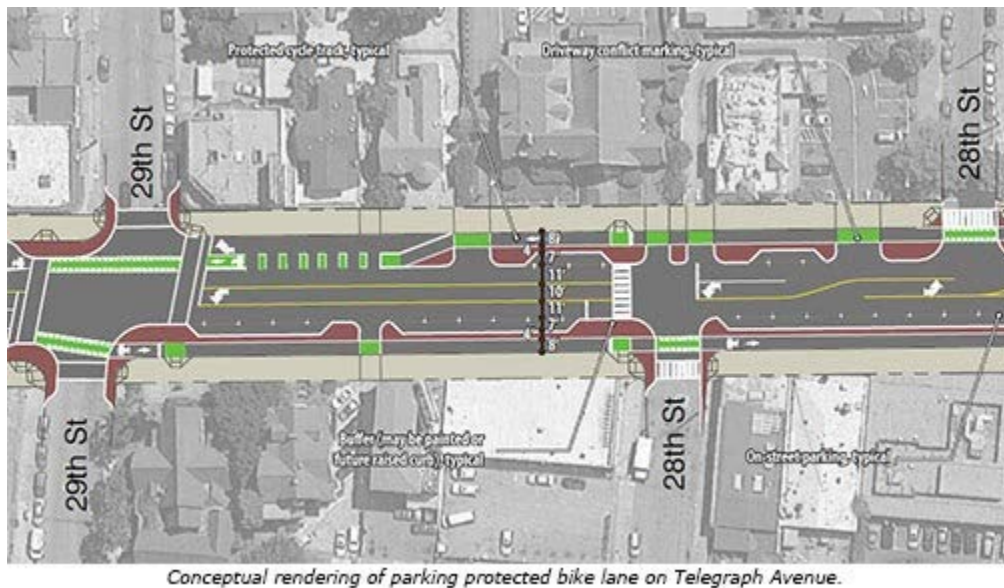
Figure 20: Indianapolis's "Multimodal Corridor and Public Space Design Guidelines"

"The design of a street is only one aspect of its effectiveness. How the street fits within the surrounding transportation network and supports adjacent land uses will also be important to its effectiveness."
-- Charlotte "Urban Street Design Guidelines"



The graphic above accentuates the urban façade of the buildings, wide sidewalks, bulb outs at the intersections and shared use of the roadway by all types and sizes of vehicles. The graphic below highlights the fully protected bicycle lanes (in green) that segregate higher speed movement from commercial shopping and public venues.

Figure 21: Complete Streets, Addressing the Bicycle/Parking Conflict Zones



Fulfilling Commitments in 2017

1. Safety First – all 300 Coach and Dial-a-Ride Operators received refresher training with an emphasis on Customer Service, 75 of the Vanpool drivers completed refresher training, Maintenance developed a training committee and reported no safety related accidents.
2. Massive reconfiguration of the Fixed Route System with complementary ADA service operated on the same expanded hours throughout the PTBA, e.g. beyond required coverage. 100% participation from the entire organization enabled a seamless transition to the new service.
3. Installed extensive on-board technology including: mobile data terminals, passenger counters, GPS tracking, automated stop announcement, and Wi-Fi for customer mobile device use while traveling.
4. Staff Retention and Development – trained 123 employees on the '7 Habits of Highly Effective People', implemented market-based salary structure and compensation strategy, all three Collective Bargaining Agreements were settled in 2017. Hired 29 Coach Operators, 14 DAR Drivers, 10 support staff, 5 maintenance, and 2 management positions; 60 new employees in payroll system. 10 contract employees.

5. ADA specific outreach and education on services provided to: rehab centers, residential care, and medical facilities. Updated ADA Driver certification process. Implemented Cert and Ripple Software Modules for improved Dial-A-Ride efficiency.
6. Revamped Citizens Advisory Network (CAN), to reinvigorate public participation and enhance agency transparency.
7. Bolstered the Vanpool program by placing 44 new vanpool vehicles into service.



Targets for 2018

Besides the routine training, sustaining the BFT Leadership 360 and Covey culture, and operationalizing some of the systems put in place in 2017, BFT hopes to accomplish the following new initiatives in 2018:

1. Safety First - maintain a preventable accident level of .9 accidents per 100,000 miles.
2. Procurement of modern shelters and placement of street furniture.
3. NTD audits complete and pave the way for full transition to electronic data collection.
4. Supplemental Services Contract put out to bid, culminating in a new contract.
5. Implement three demonstration service.
6. 'Test drive' fixed route alternative fuel vehicles and retrofit 'Mobile Dispatching Unit'.
7. Develop a group Travel Training Program to replace individual training practice.
8. Continue with facility improvements at the BFT Headquarters and at the Transit Centers.
9. Submit TAM report to FTA by October 2018.
10. Comprehensive Service Plan Performance Dashboard – monitors several indicators including on-time performance at a threshold of 95.5%.

Strategies for 2018 Implementation

Technological Priorities

Automation of systems at BFT has been moving at a record pace in 2017 (go-live with entire fleet ITS modernization) and is scheduled for a continued push in 2018. Early in 2018 a web-based radio dispatch solution reduced the amount of physical equipment needed in the busy dispatch quarters and existing firewall and server upgrades were completed. Vanpool software will be one of the biggest IT projects in 2018, and may be ongoing through the first half of the year. Many long-awaited projects like: fluid management systems, Customer Comment Record (CCR) replacement, MyRide upgrades, Fleet-net core systems, PASS (rider eligibility systems) upgrades, office phone replacement, should be up-and-running by the end of 2018. Newer programs requirements like Transit Asset Management software are also scheduled for this year. Point-of-Sale, automated farebox and Mobile Dispatch Vehicle are also budgeted for 2018. ITS projects have intercut integration issues that are subject to other program management decisions and therefore scheduling each task must remain fluid.

Retain and Recruit Quality Employees

The bargaining group contracts settled in 2017 had immediate impacts on the 2018 budget. Those wage increases were in line with the assumptions made in prior TDPs. The back pay to associated with the expired 2016 contract had to be added to the 2018 budget.

As approved by the Board in 2017 both represented and non-represented staff received additional paid time off in keeping with market trends. Represented staff received three additional days and non-represented staff received five days. The 2018 Budget includes all the new service hours, vacation, disability, FMLA, and other leave considerations. Staff training are a major focus of the new employee performance evaluations that will begin in January of 2018.

Service Changes to Serve the Growth of the PTBA

BFT is pursuing WSDOT Regional Mobility Grants, intent on adding a set of Multimodal Transit Hubs at the east/west periphery of Pasco and trying to get ahead of the growth that will be spurred by the completion of the Duportail Bridge in Richland. In addition to park-and-ride, some customers from these high-density districts could walk or bicycle to multimodal transit hubs, where buses would link them to the regional transit network. The new Multimodal Hub in Downtown Pasco might contain a customer service center. BFTs success in the WSDOT grant competition will prompt reduction in: SOV vehicle miles of travel, congestion and greenhouse gases that would otherwise be produced. The grant request was for \$6,000,000 in State managed funds with \$2,000,000 as a local match amount. If successful, property purchased would take place in 2019, construction could begin in 2020.

BFT will continue to use feeder taxi and demonstration routes to ‘test the market’ for new fixed routes. Demonstration routes were rolled out in 2018 to test: 1) the value of running a summer trolley bus from Three Rivers along Columbia Park Trail to the playground of Dreams, to replace some of the special youth day trips that had to be eliminated in the September 2017 services changes, 2) productivity of a route to the residential community of Tierra Veda from the 22nd Avenue Transit Center and 3) additional buses/new route to provide more frequent service to the western portions of Court Street. If these demonstration services prove effective, then they would be incorporated as permanent pieces of the network, either through interlining with existing routes or revamping routes to effectively capture the market that has been established through the demonstration.

Figure 22: Route 63D – East Pasco Demonstration Route

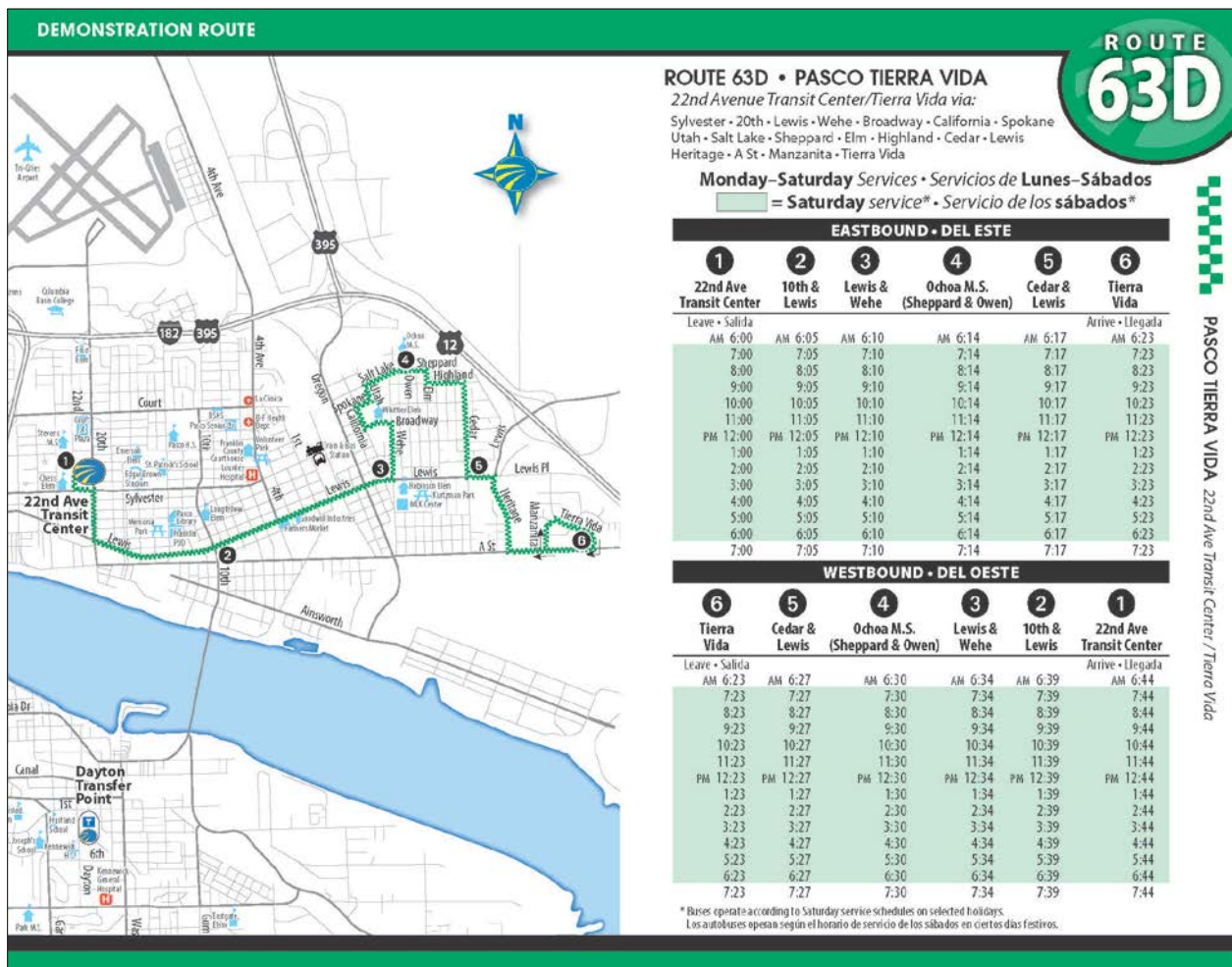
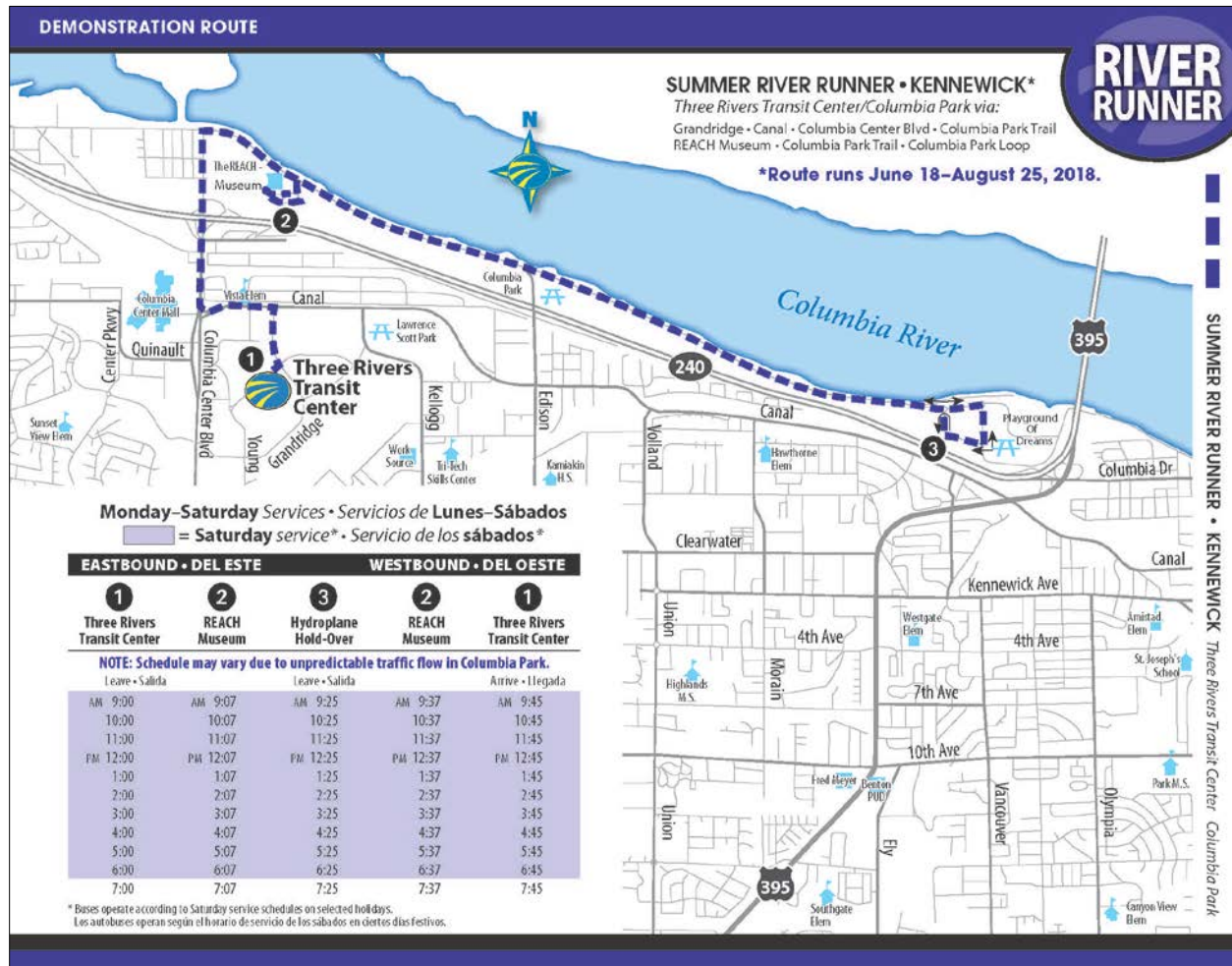


Figure 23: Summer River Runner



Budget and Financing

Applying Fiscal Constraint to the Program of Projects for 2018-2023

The 2018 - 2023 Program of Projects (POP) totals \$49,761,900, of which \$23,840,270 (47.9%) is projected to come from local funds, \$14,870,991 (29.9%) from State funds, and \$11,050,639 (22.2%) from Federal funds. Of the programmed capital expenditures:

- 44.9%, is dedicated to replacement vehicles (e.g. slightly more than half of the funds).
- 32.8% is slated for new passenger amenities including three new transit hubs.
- 14.3% is for new support hardware; i.e. technology including on-the-bus equipment.
- 8.0% is directed towards facility upgrades, this includes security improvements.

BFT Transit Development Plan (TDP) – 2018-2023

Of the total 2018 sales tax revenue, 92.5% or \$32.26M will be programmed to cover operating expenses while 7.5% or \$2.6M will be used as matching funds for the capital investments.

Rolling Stock Asset Management

BFT’s directly operated bus service is current provided by a fleet of 64 full sized coaches and 89 smaller paratransit vehicles. The BFT staff also manages about 350 van pool vehicles that operate throughout Benton and Franklin Counties. The tables below show the total budget for fleet purchases in 2018 through 2023. Details of the existing rolling stock - inventory, condition and useful life are shown in Appendix C.

Table 5: Metrics Used to Evaluate Vehicle Condition and Expected Replacement Life Cycle

CONDITION CRITERIA					RATING SCALE		
Useful Life Benchmark	Mileage (ULB)	Condition	Performance	Level of Maintenance	Rating	Rating Description	Rating Range
Age Remaining	Mileage Remaining	Anticipated Maintenance	Reliability, Safety, Standards	Pattern of extensive Maintenance			
new or nearly new 75% - 100%	new or nearly new 75% - 100%	new or like new	meets or exceeds all industry standards	requires routine and scheduled maintenance cycles.	5	Excellent	4.8 to 5.0
at mid-point of ULB 50%-75%	nearing or at its mid-point of ULB 50%-75%	shows minimal signs of wear and deterioration	generally, meets performance and reliability	needs minor repairs between maintenance cycles	4	Good	4.0 to 4.7
beyond mid-point of ULB 25%-50%	passed its mid-point of ULB 25%-50%	signs of defective or deteriorated components	reliability interruption for non-schedule maintenance	needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 to 3.9
approaching end ULB life 0%-25%	nearing or at end of its ULB 0%-25%	parts needs to be rebuilt or replace	Substantial failures, but no safety risk	significant cost of repairs between maintenance cycles	2	Marginal	2.5 to 2.9 2.0 to 2.4
passed its ULB	passed its ULB	no longer serviceable	poses safety hazard if put in service	Major component failures	1	Poor	1.0 to 1.9
Asset non-operable or unsafe. Spare parts					0		0

Planned Vehicle Purchases

BFT has embraced the concept of “right sizing” the fleet and has ordered several smaller 30’ foot coaches with shorter turning radius to carry smaller loads in various locations and various times of the day (see graphic on following page).










BFT Transit Development Plan (TDP) – 2018-2023

Table 6: Vehicle Replacement Plan to Maintain State of Good Repair

Service Type	unit	2018	unit	2019	unit	2020	unit	2021	unit	2022	unit	2023
Fixed Route	2	\$1,688,000	0		4	\$2,122,416	0		8	\$5,068,782	0	
Dail-A-Ride	12	\$1,151,400	10	\$969,095	0		0		12	\$1,198,151	12	\$1,210,133
Non. Rev. Veh	1	\$60,000	1	\$61,800	8	\$360,000	1	\$63,654	1	\$65,564	1	\$67,531
Vanpool	22	\$822,468	40	\$1,431,590	40	\$1,460,222	40	\$1,489,427	40	\$1,519,215	40	\$1,549,599
Total	37	\$3,721,868	51	\$2,462,485	52	\$3,942,638	41	\$1,553,081	61	\$7,851,712	53	\$2,827,263

Source: BFT Vehicle replacement life cycle assumes; Bus - 14 yrs, Paratransit - 9 yrs, Vans - 7 yrs, Non-Rev - 7 yrs.

Table 7: BFT Fleet Size

BFT Fleet by Type 2018			
30 Foot Bus	Diesel	10	
35 Foot Bus	Diesel	10	
35 Foot – Trolley	Diesel	3	
40 Foot Bus	Diesel	38	
40 Foot Bus – E1	Electric	1	
Fixed Route Subtotal		62	
Dial-A-Ride Body on Chassis	Gasoline	87	
Vanpool 15 Passenger	Gasoline	188	
Vanpool 12 Passenger	Gasoline	73	
Vanpool 7 Passenger	Gasoline	78	
Total Fleet All Types		581*	

*Infographic does not include non-revenue and contracted service vehicles.

Facilities Transit Asset Management (TAM)

Facilities and major equipment asset management is being led by a consultant team that is conducting a facility condition assessment of all BFT facilities and associated major capital components. The study results will be stored in a FTA compatible Transit Asset Management (TAM) database, which will become the agency model for storing details of other major assets.

Added funds will be necessary to maintain passenger amenities placed along the roadside and at Transit Facilities throughout the network. This includes an amount starting in 2023 for the BFT Multimodal Hubs, should they get built under a State grant award applied for in 2018.

Table 8: Financing Facilities Maintenance and Improvements

Type of Expenditure	Year	Local	Federal	Total
Maintenance Facility Upgrade	2018	117,000	208,000	\$325,000
	2019	125,000		\$125,000
	2020	30,000	120,000	\$150,000
	2021	40,000	160,000	\$200,000
	2022	45,000	180,000	\$225,000
	2023	50,000	200,000	\$250,000
Maintenance Facility Upgrade	Total	407,000	868,000	\$1,275,000
MOA Campus Improvement	2018	700,000		\$700,000
	2019	500,000		\$500,000
	2020	200,000		\$200,000
	2021	200,000		\$200,000
	2022	200,000		\$200,000
	2023	200,000		\$200,000
MOA Campus Improvement	Total	2,000,000		\$2,000,000
System-Wide Security	2018	100,000	400,000	\$500,000
	2019	25,000	100,000	\$125,000
	2020	25,000	100,000	\$125,000
	2021	50,000	200,000	\$250,000
	2022	50,000	200,000	\$250,000
	2023	25,000	100,000	\$125,000
System-Wide Security	Total	275,000	1,100,000	\$1,375,000
Renovation - Operations Bldg.	2018	58,520	234,080	\$292,600
Renovation - Maintenance Bldg.	2019	80,000	320,000	\$400,000
Renovation	Total	138,520	554,080	\$692,600
Grand Total		2,762,000	2,288,000	\$5,050,000

Note: MOA = Maintenance, Operations, Administration Building, 1000 Columbia Park Trail, Richland, WA

Sustaining Technological Progress

The later years of the TDP 2021-2023 set aside \$1.65M for new On-board technology as well as miscellaneous support equipment (i.e. computer hardware) which total \$3.1M; the support peaks in 2019 at \$1.4M and averages \$350,000 a year over the remaining years of the TDP. A total of \$1M has also been programmed for ERMS Project Scoping/Implementation to consolidate and modernize the operations and business systems of BFT.

Retaining and Recruiting Quality Employees

The action plans set out in the previous TDP laid the groundwork for a steady ramp up of hiring and training personnel for the Fall 2017 Comprehensive Service Plan implementation. After the passing of the 2017 Mid-year Budget Revision in July 2017 and prior to the CSP Launch in September 2017, eleven (11) additional Fixed Route bus operators and three Dial-A-Ride coach drivers were approved by the General Manager.

Table 9: BFT Staffing Trends 2010 to 2018

Department	2010	2011	2012	2013	2014	2015	2016	2017	2018
Operations	109.0	99.0	99.0	108.0	103.0	109.5	115.0	115.5	135.5
Dial-A-Ride	105.0	96.0	96.0	96.0	98.0	97.3	95.0	96.0	108.5
Maintenance	30.0	32.0	32.0	34.0	32.0	32.0	32.0	32.0	33.0
Administration	12.0	12.0	14.5	17.0	17.0	16.0	18.0	20.0	21.0
Service Development	12.0	14.0	14.5	16.0	16.0	16.0	16.0	16.0	16.0
Total BFT FTEs	268.0	253.0	256.0	271.0	266.0	270.8	276.0	279.5	314.0

*As of April 2018; includes head count of 305 F/T and 10 P/T.

The 2018 Budget includes all the new service hours, vacation, disability, FMLA, and other leave considerations for all current employees. A major effort to reclassify non-represented employees into more standardized job positions with functional roles helped to normalize step progression through the salary scale. 2018 also introduces management and staff to new employee performance evaluation software designed for merit based salary adjustments.

Capital Program of Projects (POP) Details 2018-2023

The grand total for the Program of Projects contained in the 2018-2023 TDP is \$49,761, 900, of which almost half (47.9%) comes from local funds \$23,840,270, State contribution is estimated at \$14,870,991 (29.9%) and Federal contribution is estimated at \$11,050,639 (22.2%).

Table 10: Capital Program of Projects (POP) Details 2018-2023

Yr	Type of Expenditure	Unit	Local	State	Federal	Total
	Program of Projects (2018-2020)		23,840,270	14,870,991	11,050,639	\$49,761,900
2018	Fixed Route	2		1,000,000	688,000	\$1,688,000
2018	Dial A Ride	12	191,900	191,900	767,600	\$1,151,400
2018	Non-Revenue Support Vehicles	1	60,000			\$60,000
2018	Vanpool	22	394,785	427,683		\$822,468
2018	Maintenance Facility Upgrades		117,000		208,000	\$325,000
2018	MOA campus improvements		700,000			\$700,000
2018	New Passenger Amenities		3,150,000			\$3,150,000
2018	Operations Building Rehab.		58,520		234,080	\$292,600
2018	Support Equip.- i.e. Computers		334,700			\$334,700
2018	System-wide Security upgrades		100,000		400,000	\$500,000
2018	Total		5,106,905	1,619,583	2,297,680	\$9,024,168
2019	Dial A Ride	10		969,095		\$969,095
2019	Vanpool	40	687,163	744,427		\$1,431,590
2019	Non-Revenue Support Vehicles	1	61,800			\$61,800
2019	Facilities Maintenance Building		80,000		320,000	\$400,000
2019	Maintenance Facility Upgrades		125,000			\$125,000
2019	MOA campus improvements		500,000			\$500,000
2019	Multimodal Hub(s) – Const.	-		6,000,000		\$6,000,000
2019	Multimodal Hub(s) - Property		2,000,000			\$2,000,000
2019	New Passenger Amenities		3,000,000			\$3,000,000
2019	Support Equip.- i.e. Computers		1,397,500			\$1,397,500
2019	System wide Security upgrades		25,000		100,000	\$125,000
2019	Total		7,876,463	7,713,522	420,000	\$16,009,985
2020	Fixed Route	4	424,483		1,697,933	\$2,122,416
2020	Vanpool	40	700,907	759,316		\$1,460,223
2020	Non-Revenue Support Vehicles	8	360,000			\$360,000
2020	Maintenance Facility Upgrades		30,000		120,000	\$150,000
2020	MOA campus improvements		200,000			\$200,000
2020	New Passenger Amenities		500,000			\$500,000
2020	Support Equip.- i.e. Computers		225,000			\$225,000
2020	System wide Security upgrades		25,000		100,000	\$125,000
2020	ERMS Project		500,000			\$500,000
2020	Total		2,965,390	759,316	1,917,933	\$5,642,639

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Yr	Type of Expenditure	Unit	Local	State	Federal	Total
2021	Vanpool	40	714,925	774,502		\$1,489,427
2021	Non-Revenue Support Vehicles	1	63,654			\$63,654
2021	Maintenance Facility Upgrades		40,000		160,000	\$200,000
2021	MOA campus improvements		200,000			\$200,000
2021	New Passenger Amenities		500,000			\$500,000
2021	Support Equip.- i.e. Computers		176,865			\$176,865
2021	System wide Security upgrades		50,000		200,000	\$250,000
2021	Onboard Integrated Technology		100,000		400,000	\$500,000
2021	ERMS Project		500,000			\$500,000
2021	Total		2,345,444	774,502	760,000	\$3,879,946
2022	Fixed Route	8	1,013,756		4,055,026	\$5,068,782
2022	Dial A Ride	12		1,198,151		\$1,198,151
2022	Vanpool	40	729,223	789,992		\$1,519,215
2022	Non-Revenue Support Vehicles	1	65,564			\$65,564
2022	Maintenance Facility Upgrades		45,000		180,000	\$225,000
2022	MOA campus improvements		200,000			\$200,000
2022	New Passenger Amenities		500,000			\$500,000
2022	Support Equip.- i.e. Computers		476,186			\$476,186
2022	System wide Security upgrades		50,000		200,000	\$250,000
2022	Onboard Integrated Technology		110,000		440,000	\$550,000
2022	Total		3,189,729	1,988,143	4,875,026	\$10,052,898
2023	Dial A Ride	12		1,210,133		\$1,210,133
2023	Vanpool	40	743,808	805,792		\$1,549,600
2023	Non-Revenue Support Vehicles	1	67,531			\$67,531
2023	Maintenance Facility Upgrades		50,000		200,000	\$250,000
2023	MOA campus improvements		200,000			\$200,000
2023	New Passenger Amenities		650,000			\$650,000
2023	Support Equip.- i.e. Computers		500,000			\$500,000
2023	System wide Security upgrades		25,000		100,000	\$125,000
2023	Onboard Integrated Technology		120,000		480,000	\$600,000
2023	Total		2,356,339	2,015,925	780,000	\$5,152,264

2018 Financial Balance Sheet

Assumptions Behind the 2018 Budget Revenue

Sales Tax Revenue is projected at **\$34,866,317**, a 1.9% increase from the 2017 actual amount of \$34,214,086. The increase in sales tax revenue reflects consistent economic growth over the last six years. The calendar year 2018 will not be a refueling year at Energy Northwest which historically can contribute more than \$1M in additional sales tax revenue for BFT. Sales tax growth is due in part to continued economic diversification in: construction, hospitality (hotels), education, medical and housing markets. Of the total 2018 sales tax revenue, 90.5% or \$31,540,710 is programmed for the Operating budget and 9.5% or \$3,325,607 is programmed for the Capital budget.

Fares are expected to decrease 6.3% as compared to the 2017 actual amount of \$3,841,261, primarily due to the service changes implemented per the CSPS recommendations.

Grants are budgeted in the amount of **\$8,272,838** from FTA 5307 and 5339 formula funding for Federal Fiscal Years 2016 and 2017 and State Grants included in the 2017 – 2019 State biennium funding allocation budgeted in the amount of **\$1,505,712**.

Assumptions Behind the 2018 Expenses Projected at \$51.40 Million

(see Appendix B Financial forecasting model for distribution by year and source of funding)

Projected \$40 million in 2018 Operating Costs by Service Type

Bus Operations increases 17.8% to \$14,558,061 over the FY 2017 actuals due primarily to the implementation of the CSP and in small part to increased costs of labor and benefits, expected parts usage for diesel engine replacements, and increases in fuel costs. Revenue miles are budgeted at 2,700,000, revenue hours at 160,000, and boardings at 2,370,000.

Dial-A-Ride Operations increases 3.6% to \$10,707,415 over the FY 2017 actuals due to the extended hours of operations and increased costs of labor and benefits. Revenue miles are budgeted at 1,600,000, revenue hours at 115,000, and boardings at 280,000.

General Demand increases 4.1% to \$672,017 from the FY 2017 actuals due to the level of demand for services provided with a slight offset due to the decrease in insurance costs. Revenue miles are budgeted at 140,000, revenue hours at 7,500, and boardings at 27,100.

Vanpool Operations decreases 4.9% to \$1,920,422 when compared to the FY 2017 actuals because of decreased insurance costs. Revenue miles are budgeted at 3,410,000, revenue hours at 70,250, and boardings at 647,500.

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Contracted Paratransit is budgeted at \$1,724,415 which is a 18.1% increase over FY 2017 actuals of \$1,459,560 due to anticipated contract rate increases of 3%, increases in demand, and increased costs for maintaining vehicles. Revenue miles are budgeted at 228,000, revenue hours at 13,150, and boardings at 76,700.

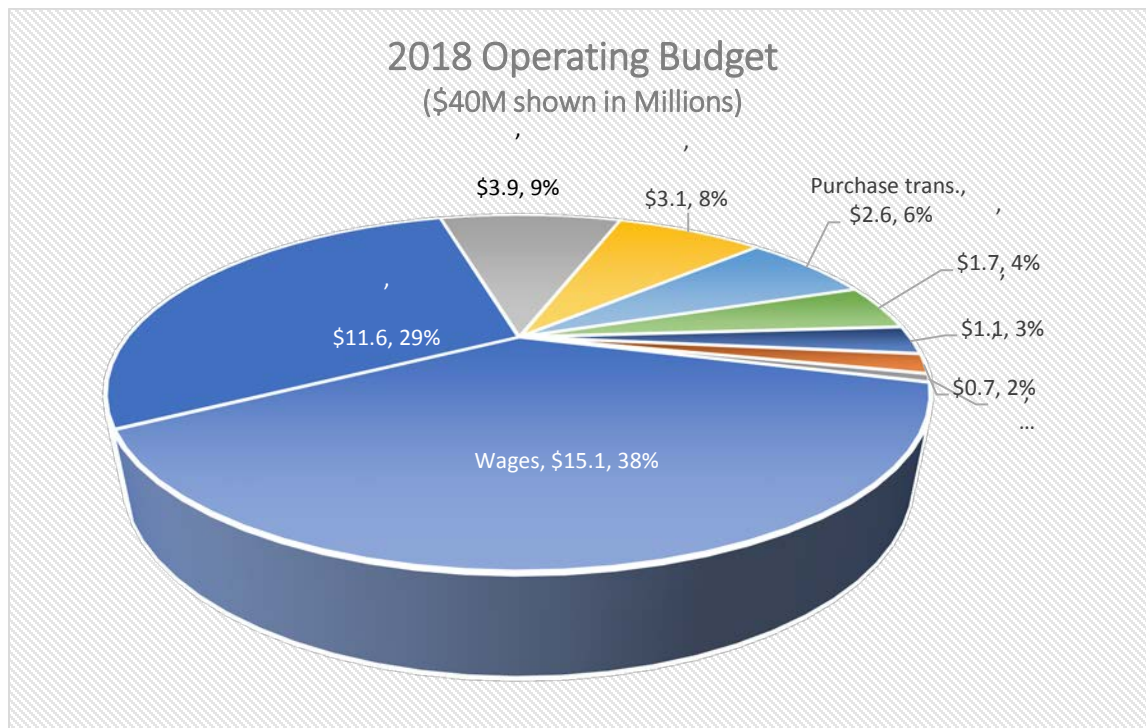
Night Service is capped at \$500,000 as part of the CSP implementation plan. This is down from the FY 2017 actuals amount of \$1,289,155. Revenue miles are budgeted at 161,000, revenue hours at 6,500, and boardings at 25,000.

Sunday Service remains at the budgeted \$325,000 as seen in 2017 and is slightly more than the FY 2017 actuals of \$311,538. Revenue miles are budgeted at 90,500, revenue hours at 4,025, and boardings at 16,000.

Finley and Feeder Taxi Services are being combined in the 2018 budget and are budgeted at \$301,200 a 34.2% or \$76,795 increase from the FY 2017 actuals and an increase of \$35,000 as compared to the FY 2017 budget of \$266,200. Revenue miles are budgeted at 69,643, revenue hours at 2,775, and boardings at 22,250.

Separate support calculation - a separate facilities maintenance (\$1,748,099) and administrative support (\$7,601,026) is included in the \$40 million 2018 operating expenditure budget. More than half of the 2018 operating budget is dedicated to salaries, wages and benefits. See table xx below.

Figure 24: BFT 2018 Operating budget by Category



Projected 2018 Capital Program

Projected 2018 Capital Program totals \$9,024,168

Fleet Program - \$3.72M for fleet replacement that follows the established fleet replacement schedule and includes; two Fixed-Route vehicles, 12 Dial-A-Ride vehicles, 22 Vanpool vehicles, and one non-revenue service vehicle (see Table 2: Vehicle replacement schedule and Appendix A list of vehicles and current condition).

Facilities Program - \$4.97M to include programming of approved capital project budgets for the automatic fluid management system, replacement hoist, second phase of the Board room technology upgrades, MOA water diversion project, passenger amenities improvements, security plan and campus improvements, and operations building renovations.

Equipment Program - \$334,700 for computer replacements and other support equipment upgrades and replacements.

BFT Transit Development Plan (TDP) – 2018-2023

Appendix A: Financial Forecasting Model 2018-2023

Operating	2017	2018	2019	2020	2021	2022	2023	Total 2018-2023
Operating Revenues								
Total Sales Tax (Local)	\$ 34,214,086	\$ 34,866,317	\$ 36,086,638	\$ 37,169,237	\$ 38,470,161	\$ 39,624,265	\$ 41,011,115	\$ 227,227,733
Total 'Other' Local (Fares, Contracted Services, Misc.)	\$ 5,122,944	\$ 4,393,735	\$ 4,432,051	\$ 4,504,671	\$ 4,578,679	\$ 4,689,411	\$ 4,803,352	\$ 27,401,901
Total State Operating	\$ -	\$ 1,313,812	\$ 1,506,560	\$ 1,506,560	\$ 319,470	\$ 319,470	\$ 518,273	\$ 5,484,144
Total Federal Operating	\$ 2,801,398	\$ 5,043,460	\$ 5,056,069	\$ 5,068,709	\$ 5,081,381	\$ 5,094,084	\$ 5,106,819	\$ 30,450,522
Total Operating Revenues	\$ 42,138,428	\$ 45,617,324	\$ 47,081,318	\$ 48,249,177	\$ 48,449,691	\$ 49,727,231	\$ 51,439,558	\$ 290,564,300
Operating Expense								
Total Labor	\$ 24,267,568	\$ 26,688,303	\$ 27,573,368	\$ 28,674,880	\$ 29,820,395	\$ 31,011,672	\$ 32,250,538	\$ 176,019,155
Total Non-Labor	\$ 11,550,477	\$ 13,369,352	\$ 13,569,892	\$ 13,773,441	\$ 14,039,582	\$ 14,250,176	\$ 14,463,928	\$ 83,466,371
CSPS Implementation	\$ -	\$ 500,000	\$ -	\$ 625,000	\$ 634,375	\$ 643,891	\$ 653,549	\$ 3,056,815
Total Operating Expense	\$ 35,818,044	\$ 40,557,655	\$ 41,143,260	\$ 43,073,320	\$ 44,494,352	\$ 45,905,738	\$ 47,368,015	\$ 262,542,341
Operating Surplus/(Deficit)	\$ 6,320,384	\$ 5,059,669	\$ 5,938,058	\$ 5,175,857	\$ 3,955,339	\$ 3,821,493	\$ 4,071,543	\$ 56,043,918
Capital	2017	2018	2019	2020	2021	2022	2023	Total 2018-2023
Capital Grants	\$ 7,180,625	\$ 2,890,310	\$ 10,300,060	\$ 2,622,077	\$ 3,459,354	\$ 3,938,444	\$ 4,800,727	\$ 28,010,973
Capital Expenses	\$ 7,812,200	\$ 8,141,976	\$ 20,184,333	\$ 3,928,081	\$ 10,279,759	\$ 4,966,468	\$ 10,063,684	\$ 57,564,301
Capital Funds Surplus/(Deficit)	\$ (631,575)	\$ (5,251,666)	\$ (9,884,273)	\$ (1,306,004)	\$ (6,820,405)	\$ (1,028,024)	\$ (5,262,957)	\$(29,553,328)
Combined Operating & Capital Surplus/(Deficit)	\$ 5,688,809	\$ (191,997)	\$ (3,946,215)	\$ 3,869,853	\$ (2,865,065)	\$ 2,793,469	\$ (1,191,414)	\$ (1,531,358)
Reserves	2017	2018	2019	2020	2021	2022	2023	Total 2018-2023
Beginning Reserves	\$ 29,994,542	\$ 35,683,350	\$ 35,491,353	\$ 31,545,138	\$ 35,414,992	\$ 32,549,926	\$ 35,343,395	
Current Year Surplus/(Deficit)	\$ 5,688,809	\$ (191,997)	\$ (3,946,215)	\$ 3,869,853	\$ (2,865,065)	\$ 2,793,469	\$ (1,191,414)	
Subtotal Reserves	\$ 35,683,350	\$ 35,491,353	\$ 31,545,138	\$ 35,414,992	\$ 32,549,926	\$ 35,343,395	\$ 34,151,981	
Restricted - 3 Month Op Reserve	\$ 8,954,511	\$ 10,139,414	\$ 10,285,815	\$ 10,768,330	\$ 11,123,588	\$ 11,476,434	\$ 11,842,004	
Total Surplus (Deficit) Funds	\$ 26,728,839	\$ 25,351,939	\$ 21,259,323	\$ 24,646,661	\$ 21,426,338	\$ 23,866,960	\$ 22,309,977	\$ 22,309,977

BFT Transit Development Plan (TDP) – 2018-2023

Appendix B: Vehicle Inventory and Condition

Table 11: ARC Vehicles and Condition 4/30/2018

Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
VP8468	2008	Chevy	9,600	12	Express	12		09/13/08	ARC	Gas	No	\$22	Excellent	(1)	-	BFT
85358	2014	Eldorado	14,200	22	Aerotech	6	4	12/22/14	ARC	Gas	Yes	\$86	Excellent	5	80WA/20	BFT
85359	2014	Eldorado	14,200	24	Aerotech	11	3	10/22/14	ARC	Gas	Yes	\$83	Excellent	5	80WA/20	BFT
85360	2014	Eldorado	14,200	24	Aerotech	11	3	10/22/14	ARC	Gas	Yes	\$83	Excellent	5	80WA/20	BFT
85361	2014	Eldorado	14,200	24	Aerotech	11	3	10/22/14	ARC	Gas	Yes	\$83	Excellent	5	80WA/20	BFT
85362	2014	Eldorado	14,200	24	Aerotech	11	3	10/22/14	ARC	Gas	Yes	\$83	Excellent	5	80WA/20	BFT
85363	2014	Eldorado	14,200	24	Aerotech	11	3	11/14/14	ARC	Gas	Yes	\$83	Excellent	5	80WA/20	BFT
85364	2014	Eldorado	14,200	24	Aerotech	11	3	11/14/14	ARC	Gas	Yes	\$83	Excellent	5	80WA/20	BFT
85451	2014	Eldorado	14,200	24	Aerotech	11	3	01/21/15	ARC	Gas	Yes	\$83	Excellent	5	80WA/20	BFT
VP8490	2006	Dodge	5,600	16	Caravan	7		06/09/09	ARC	Gas	No	\$0	Fair	(3)	-	BFT
8324	2007	Ford	5,780	17	Freestar	7		08/01/06	ARC	Gas	No	\$17	Fair	(2)	80WA/20	BFT
VP8922	2002	Dodge	6,600	18	RamSW	12		04/27/09	ARC	Gas	No	\$5	Fair	(7)	Local	BFT
AVP297	2005	Ford	9,400	12	HighTop	5		04/04/05	ARC	Gas	Yes	\$37	Fair	(4)	80WA/20	BFT
AVP298	2005	Ford	9,400	12	HighTop	5		04/04/05	ARC	Gas	Yes	\$37	Fair	(4)	80WA/20	BFT
VP8917	2008	Chevy	6,600	17	Upland	12		04/27/09	ARC	Gas	No	\$5	Poor	(1)	Local	BFT
VP8918	1999	Dodge	6,600	18	RamSW	12		04/27/09	ARC	Gas	No	\$5	Poor	(10)	Local	BFT
VP8919	2000	Dodge	6,600	18	RamSW	12		04/27/09	ARC	Gas	No	\$5	Poor	(9)	Local	BFT
VP8920	2000	Dodge	6,600	18	RamSW	12		04/27/09	ARC	Gas	No	\$5	Poor	(9)	Local	BFT
VP8921	2002	Dodge	6,600	18	RamSW	12		04/27/09	ARC	Gas	No	\$5	Poor	(7)	Local	BFT
VP8907	2006	Ford	8,600	18	Exconox	12		11/10/09	ARC	Gas	No	\$12	Poor	(3)	-	BFT
VP8910	2006	Ford	8,600	18	Exconox	12		11/10/09	ARC	Gas	No	\$12	Poor	(3)	-	BFT
VP8903	1999	Chevy	9,100	18	Express	12		11/10/09	ARC	Gas	No	\$5	Poor	(10)	-	BFT
VP8909	1999	Chevy	9,100	18	Express	12		11/10/09	ARC	Gas	No	\$3	Poor	(10)	-	BFT
DAR886	2003	Eldorado	9,700	29	Aerotech	6		06/19/03	ARC	Gas	Yes	\$79	Poor	(6)	80WA/20	BFT
VP292	2005	Eldorado	14,050	29	Aerotech	11		03/16/05	ARC	Gas	Yes	\$73	Poor	(4)	80WA/20	BFT
VP293	2005	Eldorado	14,050	29	Aerotech	11		03/16/05	ARC	Gas	Yes	\$73	Poor	(4)	80WA/20	BFT
VP294	2005	Eldorado	14,050	29	Aerotech	11		03/16/05	ARC	Gas	Yes	\$73	Poor	(4)	80WA/20	BFT
VP296	2005	Eldorado	14,050	29	Aerotech	11		03/16/05	ARC	Gas	Yes	\$73	Poor	(4)	80WA/20	BFT
VP289	1999	Eldorado	14,050	26	Hawk 18/2	18		11/05/04	ARC	Desl	Yes	\$21	Poor	(10)	-	BFT
V9290	1999	Eldorado	14,050	26	Hawk 18/2	18		11/05/04	ARC	Desl	Yes	\$21	Poor	(10)	-	BFT

BFT Transit Development Plan (TDP) – 2018-2023

									ARC Count		Veh	30	53%	Poor	Condition	
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Table 12: DAR Vehicles and Condition 4/30/2018

Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
7928	2009	Eldorado	5,275	22	Aerotech	6		04/01/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7929	2009	Eldorado	5,275	22	Aerotech	6		04/01/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7930	2009	Eldorado	5,275	22	Aerotech	6		04/01/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7931	2009	Eldorado	5,275	22	Aerotech	6		04/01/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7932	2009	Eldorado	5,275	22	Aerotech	6		04/01/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7933	2009	Eldorado	5,275	22	Aerotech	6		04/01/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7935	2009	Eldorado	5,275	22	Aerotech	6		04/01/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7936	2009	Eldorado	5,275	22	Aerotech	6		04/20/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7937	2009	Eldorado	5,275	22	Aerotech	6		04/20/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7938	2009	Eldorado	5,275	22	Aerotech	6		04/20/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7939	2009	Eldorado	5,275	22	Aerotech	6		04/20/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7940	2009	Eldorado	5,275	22	Aerotech	6		04/20/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7941	2009	Eldorado	5,275	22	Aerotech	6		04/20/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7942	2009	Eldorado	5,275	22	Aerotech	6		04/20/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7943	2009	Eldorado	5,275	22	Aerotech	6		04/24/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7944	2009	Eldorado	5,275	22	Aerotech	6		04/24/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7945	2009	Eldorado	5,275	22	Aerotech	6		05/07/09	DAR	Gas	Yes	\$76	Excellent	(1)	80WA/20	BFT
7947	2010	Eldorado	12,790	24	Aerotech	5		04/01/10	DAR	Gas	Yes	\$94	Excellent	0	80WA/20	BFT
85332	2014	Eldorado	14,200	22	Aerotech	6	3	10/22/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85333	2014	Eldorado	14,200	22	Aerotech	6	3	10/22/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85334	2014	Eldorado	14,200	22	Aerotech	6	3	10/22/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85335	2014	Eldorado	14,200	22	Aerotech	6	3	10/22/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85336	2014	Eldorado	14,200	22	Aerotech	6	3	11/01/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85337	2014	Eldorado	14,200	22	Aerotech	6	3	11/01/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85338	2014	Eldorado	14,200	22	Aerotech	6	3	10/22/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85339	2014	Eldorado	14,200	22	Aerotech	6	3	11/01/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85340	2014	Eldorado	14,200	22	Aerotech	6	3	11/14/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85341	2014	Eldorado	14,200	22	Aerotech	6	3	11/01/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
85342	2014	Eldorado	14,200	22	Aerotech	6	3	11/28/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85343	2014	Eldorado	14,200	22	Aerotech	6	3	11/28/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85344	2014	Eldorado	14,200	22	Aerotech	6	3	11/14/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85345	2014	Eldorado	14,200	22	Aerotech	6	3	12/12/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85346	2014	Eldorado	14,200	22	Aerotech	6	3	12/12/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85347	2014	Eldorado	14,200	22	Aerotech	6	3	12/19/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85348	2014	Eldorado	14,200	22	Aerotech	6	3	11/01/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85349	2014	Eldorado	14,200	22	Aerotech	6	3	12/12/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85350	2014	Eldorado	14,200	22	Aerotech	6	3	11/01/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85351	2014	Eldorado	14,200	22	Aerotech	6	3	12/19/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85352	2014	Eldorado	14,200	22	Aerotech	6	3	12/19/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85442	2014	Eldorado	14,200	22	Aerotech	6	3	01/14/15	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85443	2014	Eldorado	14,200	22	Aerotech	6	3	01/14/15	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85353	2014	Eldorado	14,200	22	Aerotech	6	3	12/19/14	DAR	Gas	Yes	\$81	Excellent	4	80WA/20	BFT
85444	2014	Eldorado	14,200	24	Aerotech	11	3	02/01/15	DAR	Gas	Yes	\$83	Excellent	4	80WA/20	BFT
85445	2014	Eldorado	14,200	24	Aerotech	11	3	02/01/15	DAR	Gas	Yes	\$83	Excellent	4	80WA/20	BFT
85446	2014	Eldorado	14,200	24	Aerotech	11	3	02/01/15	DAR	Gas	Yes	\$83	Excellent	4	80WA/20	BFT
85447	2014	Eldorado	14,200	24	Aerotech	11	3	01/21/15	DAR	Gas	Yes	\$83	Excellent	4	80WA/20	BFT
85448	2014	Eldorado	14,200	24	Aerotech	11	3	02/01/15	DAR	Gas	Yes	\$83	Excellent	4	80WA/20	BFT
85449	2014	Eldorado	14,200	24	Aerotech	11	3	01/21/15	DAR	Gas	Yes	\$83	Excellent	4	80WA/20	BFT
85354	2014	Eldorado	14,200	24	Aerotech	6	4	12/19/14	DAR	Gas	Yes	\$86	Excellent	4	80WA/20	BFT
85355	2014	Eldorado	14,200	24	Aerotech	6	4	12/12/14	DAR	Gas	Yes	\$86	Excellent	4	80WA/20	BFT
7916	2006	Eldorado	5,275	22	Aerotech	6		09/06/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
7917	2006	Eldorado	5,275	22	Aerotech	6		09/14/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
7918	2006	Eldorado	5,275	22	Aerotech	6		09/06/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
7919	2006	Eldorado	5,275	22	Aerotech	6		09/06/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
7923	2006	Eldorado	5,275	22	Aerotech	6		09/14/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
7924	2006	Eldorado	5,275	22	Aerotech	6		10/24/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
7926	2006	Eldorado	5,275	22	Aerotech	6		10/24/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
7927	2006	Eldorado	5,275	22	Aerotech	6		10/24/06	DAR	Gas	Yes	\$75	Fair	(4)	80WA/20	BFT
D914	2005	Eldorado	9,700	22	Aerotech	6		04/05/05	DAR	Gas	Yes	\$70	Fair	(5)	80WA/20	BFT
7953	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Fair	(5)	Local	BFT
D906	2005	Eldorado	14,050	24	Aerotech	6		03/08/05	DAR	Gas	Yes	\$74	Fair	(5)	80WA/20	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
P2072	2006	Eldorado	11,500	24	Aerotech	6		09/06/06	DAR	Gas	Yes	\$80	Poor	(4)	Local	BFT
P2073	2006	Eldorado	11,500	24	Aerotech	6		10/24/06	DAR	Gas	Yes	\$80	Poor	(4)	Local	BFT
7951	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
7952	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
7954	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
7955	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
7956	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
7957	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
7958	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
7959	2005	Eldorado	11,500	24	Aerotech	8		07/11/12	DAR	Gas	Yes	\$6	Poor	(5)	Local	BFT
DAR885	2003	Eldorado	14,050	24	Aerotech	6		06/19/03	DAR	Gas	Yes	\$79	Poor	(7)	80WA/20	BFT
DAR887	2003	Eldorado	14,050	24	Aerotech	6		06/19/03	DAR	Gas	Yes	\$79	Poor	(7)	80WA/20	BFT
									DAR Count		Veh	73	16%	Poor	Condition	

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Table 13: Fixed Route Vehicles and Condition 4/30/2018

Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
80259	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80260	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80261	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80262	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80263	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80264	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80265	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80266	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
80267	2009	Gillig	39,600	40	Low Floor	37		11/17/09	Fixed Rte	Desl	Yes	\$356	Excellent	5	80WA/20	BFT
85306	2013	Gillig	39,600	40	Low Floor	37		07/23/13	Fixed Rte	Desl	Yes	\$404	Excellent	9	76Fed/24	BFT
85307	2013	Gillig	39,600	40	Low Floor	37		07/03/13	Fixed Rte	Desl	Yes	\$404	Excellent	9	76Fed/24	BFT
85308	2013	Gillig	39,600	40	Low Floor	37		07/12/13	Fixed Rte	Desl	Yes	\$404	Excellent	9	76Fed/24	BFT
85309	2013	Gillig	39,600	40	Low Floor	37		07/03/13	Fixed Rte	Desl	Yes	\$404	Excellent	9	76Fed/24	BFT
85326	2013	Gillig	39,600	40	Low Floor	37		01/23/14	Fixed Rte	Desl	Yes	\$428	Excellent	9	80Fed/20	BFT
85327	2013	Gillig	39,600	40	Low Floor	37		01/23/14	Fixed Rte	Desl	Yes	\$428	Excellent	9	80Fed/20	BFT
85328	2013	Gillig	39,600	40	Low Floor	37		01/23/14	Fixed Rte	Desl	Yes	\$428	Excellent	9	80Fed/20	BFT
85329	2013	Gillig	39,600	40	Low Floor	37		01/23/14	Fixed Rte	Desl	Yes	\$428	Excellent	9	80Fed/20	BFT
85330	2014	Gillig	39,600	40	Low Floor	37		10/08/14	Fixed Rte	Desl	Yes	\$427	Excellent	10	80Fed/20	BFT
85331	2014	Gillig	39,600	40	Low Floor	37		10/08/14	Fixed Rte	Desl	Yes	\$427	Excellent	10	80Fed/20	BFT
85438	2014	Gillig	39,600	40	Low Floor	37		02/12/15	Fixed Rte	Desl	Yes	\$428	Excellent	10	80Fed/20	BFT
85439	2014	Gillig	39,600	40	Low Floor	37		02/12/15	Fixed Rte	Desl	Yes	\$428	Excellent	10	80Fed/20	BFT
85440	2015	Gillig	39,600	40	Low Floor	37		02/12/15	Fixed Rte	Desl	Yes	\$428	Excellent	11	80Fed/20	BFT
85441	2015	Gillig	39,600	40	Low Floor	37		02/12/15	Fixed Rte	Desl	Yes	\$428	Excellent	11	80Fed/20	BFT
E1	2013	Gillig	39,600	40	Low Floor	38		05/23/13	Fixed Rte	Elec	Yes	N/A	Excellent	9	Local	BFT
85466	2015	Gillig	41,600	40	Low Floor	37		10/24/15	Fixed Rte	Desl	Yes	\$451	Excellent	11	80Fed/20	BFT
85467	2015	Gillig	41,600	40	Low Floor	37		10/24/15	Fixed Rte	Desl	Yes	\$451	Excellent	11	80Fed/20	BFT
85468	2015	Gillig	41,600	40	Low Floor	37		10/24/15	Fixed Rte	Desl	Yes	\$451	Excellent	11	80Fed/20	BFT
85469	2015	Gillig	41,600	40	Low Floor	37		10/24/15	Fixed Rte	Desl	Yes	\$451	Excellent	11	80Fed/20	BFT
85470	2015	Gillig	41,600	40	Low Floor	37		10/24/15	Fixed Rte	Desl	Yes	\$451	Excellent	11	80Fed/20	BFT
85471	2015	Gillig	41,600	40	Low Floor	37		10/24/15	Fixed Rte	Desl	Yes	\$451	Excellent	11	80Fed/20	BFT
85472	2015	Gillig	41,600	40	Low Floor	37		10/24/15	Fixed Rte	Desl	Yes	\$451	Excellent	11	80Fed/20	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
85482	2016	Gillig	41,600	35	TROLLEY	30		11/09/16	Fixed Rte	Desl	Yes	\$561	Excellent	12	80Fed/20	BFT
85483	2016	Gillig	41,600	35	TROLLEY	30		11/09/16	Fixed Rte	Desl	Yes	\$561	Excellent	12	80Fed/20	BFT
85484	2016	Gillig	41,600	35	TROLLEY	30		11/09/16	Fixed Rte	Desl	Yes	\$560	Excellent	12	80Fed/20	BFT
80254	2007	Gillig	30,000	29	Low Floor	23		08/15/07	Fixed Rte	Desl	Yes	\$311	Fair	3	80WA/20	BFT
80255	2007	Gillig	30,000	29	Low Floor	23		08/15/07	Fixed Rte	Desl	Yes	\$311	Fair	3	80WA/20	BFT
80256	2007	Gillig	30,000	29	Low Floor	23		08/15/07	Fixed Rte	Desl	Yes	\$311	Fair	3	80WA/20	BFT
80257	2007	Gillig	30,000	29	Low Floor	23		08/15/07	Fixed Rte	Desl	Yes	\$311	Fair	3	80WA/20	BFT
80258	2007	Gillig	30,000	29	Low Floor	23		08/15/07	Fixed Rte	Desl	Yes	\$311	Fair	3	80WA/20	BFT
B245	2005	Gillig	39,600	40	Low Floor	38		04/18/05	Fixed Rte	Desl	Yes	\$320	Fair	1	80WA/20	BFT
B246	2005	Gillig	39,600	40	Low Floor	38		04/18/05	Fixed Rte	Desl	Yes	\$320	Fair	1	80WA/20	BFT
B247	2005	Gillig	39,600	40	Low Floor	38		04/18/05	Fixed Rte	Desl	Yes	\$320	Fair	1	80WA/20	BFT
B249	2005	Gillig	39,600	40	Low Floor	38		04/18/05	Fixed Rte	Desl	Yes	\$320	Fair	1	80WA/20	BFT
B250	2005	Gillig	39,600	40	Low Floor	38		04/18/05	Fixed Rte	Desl	Yes	\$320	Fair	1	80WA/20	BFT
B252	2006	Gillig	39,600	40	Low Floor	37		04/11/06	Fixed Rte	Desl	Yes	\$337	Fair	2	80WA/20	BFT
B253	2006	Gillig	39,600	40	Low Floor	37		04/11/06	Fixed Rte	Desl	Yes	\$337	Fair	2	80WA/20	BFT
85269	1995	Gillig	34,800	35	Phantom	40		02/10/11	Fixed Rte	Desl	Yes	\$3	Poor	(9)	Local	BFT
85271	1995	Gillig	34,800	35	Phantom	40		02/10/11	Fixed Rte	Desl	Yes	\$3	Poor	(9)	Local	BFT
	1999	Gillig	39,600	40	Phantom	42		12/08/11	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local	BFT
	1999	Gillig	39,600	40	Phantom	42		12/08/11	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local	BFT
	1999	Gillig	39,600	40	Phantom	42		12/08/11	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local	BFT
70503	1999	Gillig	39,600	40	Phantom	42		12/08/11	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local	BFT
85297	1999	Gillig	39,600	40	Phantom	42		12/10/12	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local/Fed?	BFT
85298	1999	Gillig	39,600	40	Phantom	42		01/04/13	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local/Fed?	BFT
85299	1999	Gillig	39,600	40	Phantom	42		12/23/12	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local/Fed?	BFT
85300	1999	Gillig	39,600	40	Phantom	42		12/10/12	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local/Fed?	BFT
85302	1999	Gillig	39,600	40	Phantom	42		01/04/13	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local/Fed?	BFT
85303	1999	Gillig	39,600	40	Phantom	42		01/11/13	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local/Fed?	BFT
85304	1999	Gillig	39,600	40	Phantom	42		01/11/13	Fixed Rte	Desl	Yes	\$0	Poor	(5)	Local/Fed?	BFT
									Fixed Rte Count		Veh	59	22%	Poor	Condition	

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Table 14: Non-Revenue Vehicles and Condition 4/30/2018

Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
85490	2017	Ford	7,050	18	PU 150	5		01/30/17	Non-Rev	Gas	No	\$42	Excellent		Local	BFT
85477	2015	Dodge	11,000	18	PU 3500	5		03/17/16	Non-Rev	Gas	No	\$42	Excellent		Local	BFT
85465	2014	Ford	7,350	18	PU 150	6		07/16/15	Non-Rev	Gas	No	\$28			80WA/20	BFT
VP8368	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8367	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8369	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8365	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8370	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8371	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8372	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8373	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
VP8374	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Fair		-	BFT
80060	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$18	Fair		-	BFT
80061	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$18	Fair		-	BFT
80062	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$18	Fair		-	BFT
80063	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$18	Fair		-	BFT
8325	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$17	Fair		80WA/20	BFT
8328	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$17	Fair		80WA/20	BFT
8326	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$17	Fair		80WA/20	BFT
8327	2007	Ford	5,780	17	Freestar	7		08/01/06	Non-Rev	Gas	No	\$17	Fair		80WA/20	BFT
VP8474	2008	Chevy	9,600	20	Express	15		09/17/08	Non-Rev	Gas	No	\$23	Fair	(4)	80WA/20	BFT
80055	2004	Dodge	3,867	16	Caravan	7		03/17/04	Non-Rev	Gas	No	\$20	Poor		-	BFT
80581	1997	Jeep	4,900	20	Cherokee	4		05/05/97	Non-Rev	Gas	No	\$23	Poor		-	BFT
VP8366	2008	Ford	5,500	15	Taurus	6		07/16/08	Non-Rev	Gas	No	\$21	Poor		-	BFT
VP8491	2006	Dodge	5,600	16	Caravan	7		06/09/09	Non-Rev	Gas	No	\$0	Poor		-	BFT
VP8494	2006	Dodge	5,600	16	Caravan	7		06/09/09	Non-Rev	Gas	No	\$0	Poor		-	BFT
VP253	2005	Dodge	5,700	17	Caravan	7		06/07/04	Non-Rev	Gas	No	\$21	Poor		-	BFT
VP8916	1997	Chevy	5,950	17	Astro	8		04/27/09	Non-Rev	Gas	No	\$5	Poor		Local	BFT
80059	2005	Chevy	6,172	18	Silver350	3		06/28/05	Non-Rev	Desl	No	\$52	Poor		Local	BFT
VP221	2003	Ford	9,100	19	Econoline	15		05/23/03	Non-Rev	Gas	No	\$21	Poor		80WA/20	BFT
VP235	2003	Ford	9,100	19	Econoline	15		06/04/03	Non-Rev	Gas	No	\$21	Poor		80WA/20	BFT
VP236	2003	Ford	9,100	19	Econoline	15		06/04/03	Non-Rev	Gas	No	\$21	Poor		80WA/20	BFT
VP238	2003	Ford	9,100	19	Econoline	15		06/06/03	Non-Rev	Gas	No	\$21	Poor		80WA/20	BFT
VP247	2003	Ford	9,100	19	Econoline	15		06/06/03	Non-Rev	Gas	No	\$21	Poor		80WA/20	BFT
80625	2001	Chevy	9,500	20	Express	15		06/06/01	Non-Rev	Gas	No	\$24	Poor		80WA/20	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
VP8363	2007	Chevy	9,500	20	Express	15		05/30/07	Non-Rev	Gas	No	\$21	Poor		80WA/20	BFT
VP288	2004	Chevy	9,600	20	Express	15		07/09/04	Non-Rev	Gas	No	\$22	Poor	(8)	-	BFT
80451	1995	Ford	11,000	18	PU 4X4	3		05/16/95	Non-Rev	Diesel	No	\$25	Poor		-	BFT
									Non-Rev Count		Veh	38	45%	Poor	Condition	
85356	2014	Eldorado	14,200	24	Aerotech	11	3	11/28/14	Prosser	Gas	Yes	\$85	Excellent	4	80WA/20	BFT
85357	2014	Eldorado	14,200	24	Aerotech	11	3	12/12/14	Prosser	Gas	Yes	\$85	Excellent	4	80WA/20	BFT
85436	2014	Eldorado	14,200	24	Aerotech	11	3	01/14/15	Prosser	Gas	Yes	\$85	Excellent	4	80WA/20	BFT
85437	2014	Eldorado	14,200	24	Aerotech	11	3	01/14/15	Prosser	Gas	Yes	\$85	Excellent	4	80WA/20	BFT
2090	2007	Eldorado	5,699	24	Aerotech	16		04/25/12	Prosser	Desl	Yes	\$7	Fair	(3)	-	BFT
2091	2007	Eldorado	5,699	24	Aerotech	16		04/25/12	Prosser	Desl	Yes	\$7	Fair	(3)	-	BFT
2093	2007	Eldorado	5,699	24	Aerotech	16		04/25/12	Prosser	Desl	Yes	\$7	Fair	(3)	-	BFT
2094	2007	Eldorado	5,699	24	Aerotech	16		04/25/12	Prosser	Desl	Yes	\$8	Fair	(3)	-	BFT
P67	2005	Eldorado	14,050	24	Aerotech	16		04/11/05	Prosser	Gas	Yes	\$75	Poor	(5)	80WA/20?	BFT
P68	2005	Eldorado	14,050	24	Aerotech	16		04/11/05	Prosser	Gas	Yes	\$75	Poor	(5)	80WA/20?	BFT
P69	2005	Eldorado	14,050	24	Aerotech	16		04/07/05	Prosser	Gas	Yes	\$75	Poor	(5)	80WA/20?	BFT
P70	2005	Eldorado	14,050	24	Aerotech	16		04/18/05	Prosser	Gas	Yes	\$75	Poor	(5)	80WA/20?	BFT
P71	2005	Eldorado	14,050	24	Aerotech	16		04/01/05	Prosser	Gas	Yes	\$75	Poor	(5)	80WA/20?	BFT
									Prosser Count		Veh	13	38%	Poor	Condition	

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Table 15: Vanpool Vehicles and Condition 4/30/2018

Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
VP8496	2010	Dodge	5,600	17	Caravan	7		09/09/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8497	2010	Dodge	5,600	17	Caravan	7		09/09/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8498	2010	Dodge	5,600	17	Caravan	7		09/17/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8499	2010	Dodge	5,600	17	Caravan	7		09/17/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8500	2010	Dodge	5,600	17	Caravan	7		09/17/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8501	2010	Dodge	5,600	17	Caravan	7		09/17/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8502	2010	Dodge	5,600	17	Caravan	7		09/17/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8503	2010	Dodge	5,600	17	Caravan	7		09/17/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8504	2010	Dodge	5,600	17	Caravan	7		09/27/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8505	2010	Dodge	5,600	17	Caravan	7		09/27/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8506	2010	Dodge	5,600	17	Caravan	7		09/27/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8507	2010	Dodge	5,600	17	Caravan	7		09/27/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8508	2010	Dodge	5,600	17	Caravan	7		09/27/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8509	2010	Dodge	5,600	17	Caravan	7		09/27/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8510	2010	Dodge	5,600	17	Caravan	7		09/27/10	VP	Gas	No	\$25	Excellent	(2)	-	BFT
VP8485	2009	Toyota	5,690	17	Sienna	7		05/06/09	VP	Gas	No	\$23	Excellent	(3)	-	BFT
VP8486	2009	Toyota	5,690	17	Sienna	7		05/06/09	VP	Gas	No	\$23	Excellent	(3)	-	BFT
VP8487	2009	Toyota	5,690	17	Sienna	7		05/06/09	VP	Gas	No	\$23	Excellent	(3)	-	BFT
VP8488	2009	Toyota	5,690	17	Sienna	7		05/06/09	VP	Gas	No	\$23	Excellent	(3)	-	BFT
VP8489	2009	Toyota	5,690	17	Sienna	7		05/06/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
88539	2013	Dodge	6,050	17	Caravan	7		05/21/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88540	2013	Dodge	6,050	17	Caravan	7		05/23/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88541	2013	Dodge	6,050	17	Caravan	7		05/21/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88542	2013	Dodge	6,050	17	Caravan	7		05/22/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88543	2013	Dodge	6,050	17	Caravan	7		05/21/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88544	2013	Dodge	6,050	17	Caravan	7		05/22/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88545	2013	Dodge	6,050	17	Caravan	7		05/23/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88546	2013	Dodge	6,050	17	Caravan	7		06/17/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88547	2013	Dodge	6,050	17	Caravan	7		06/13/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88548	2013	Dodge	6,050	17	Caravan	7		06/13/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88549	2013	Dodge	6,050	17	Caravan	7		06/13/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88550	2013	Dodge	6,050	17	Caravan	7		06/12/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88551	2013	Dodge	6,050	17	Caravan	7		06/12/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88552	2013	Dodge	6,050	17	Caravan	7		06/13/13	VP	Gas	No	\$22	Excellent	1	-	BFT
88553	2013	Dodge	6,050	17	Caravan	7		06/13/13	VP	Gas	No	\$22	Excellent	1	Local	BFT
85399	2014	Dodge	6,050	17	Caravan	7		09/04/14	VP	Gas	No	\$23	Excellent	2	Local	BFT
85400	2014	Dodge	6,050	17	Caravan	7		09/05/14	VP	Gas	No	\$23	Excellent	2	Local	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
85401	2014	Dodge	6,050	17	Caravan	7		09/08/14	VP	Gas	No	\$23	Excellent	2	Local	BFT
85402	2014	Dodge	6,050	17	Caravan	7		09/11/14	VP	Gas	No	\$23	Excellent	2	Local	BFT
85403	2014	Dodge	6,050	17	Caravan	7		09/05/14	VP	Gas	No	\$23	Excellent	2	Local	BFT
85404	2014	Dodge	6,050	17	Caravan	7		09/04/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85405	2014	Dodge	6,050	17	Caravan	7		10/17/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85406	2014	Dodge	6,050	17	Caravan	7		09/05/14	VP	Gas	No	\$23	Excellent	2	Local	BFT
85407	2014	Dodge	6,050	17	Caravan	7		09/04/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85408	2014	Dodge	6,050	17	Caravan	7		09/05/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85409	2014	Dodge	6,050	17	Caravan	7		09/19/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85410	2014	Dodge	6,050	17	Caravan	7		09/18/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85411	2014	Dodge	6,050	17	Caravan	7		09/17/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85412	2014	Dodge	6,050	17	Caravan	7		09/22/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85413	2014	Dodge	6,050	17	Caravan	7		09/22/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85414	2014	Dodge	6,050	17	Caravan	7		09/25/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85415	2014	Dodge	6,050	17	Caravan	7		09/23/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85416	2014	Dodge	6,050	17	Caravan	7		09/26/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85417	2014	Dodge	6,050	17	Caravan	7		09/24/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85418	2014	Dodge	6,050	17	Caravan	7		09/19/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85419	2014	Dodge	6,050	17	Caravan	7		12/22/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85420	2014	Dodge	6,050	17	Caravan	7		09/22/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85421	2014	Dodge	6,050	17	Caravan	7		11/26/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85422	2014	Dodge	6,050	17	Caravan	7		09/23/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85423	2014	Dodge	6,050	17	Caravan	7		09/25/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85424	2014	Dodge	6,050	17	Caravan	7		09/24/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85425	2014	Dodge	6,050	17	Caravan	7		09/25/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85426	2014	Dodge	6,050	17	Caravan	7		09/23/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85427	2014	Dodge	6,050	17	Caravan	7		09/22/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
85428	2014	Dodge	6,050	17	Caravan	7		09/23/14	VP	Gas	No	\$23	Excellent	2	95WA/5	WSDOT
88526	2010	Chevy	9,100	19	Express	12		08/12/10	VP	Gas	No	\$5	Excellent	(2)	State	WSDOT
88527	2010	Chevy	9,100	19	Express	12		08/12/10	VP	Gas	No	\$5	Excellent	(2)	State	WSDOT
88528	2010	Chevy	9,100	19	Express	12		08/12/10	VP	Gas	No	\$5	Excellent	(2)	State	WSDOT
88529	2010	Chevy	9,100	19	Express	12		08/12/10	VP	Gas	No	\$5	Excellent	(2)	State	WSDOT
88530	2010	Chevy	9,100	19	Express	12		08/12/10	VP	Gas	No	\$5	Excellent	(2)	State	WSDOT
88531	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT
88532	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT
88533	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT
88534	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT
88535	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT
88536	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
88537	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT
88538	2009	Chevy	9,100	19	Express	12		09/09/10	VP	Gas	No	\$4	Excellent	(3)	State	WSDOT
VP8495	2010	Eldorado	9,100	24	Aerotech	18		02/26/10	VP	Gas	Yes	\$88	Excellent	0	80WA/20	BFT
VP8364	2007	Chevy	9,500	20	Express	15		05/30/07	VP	Gas	No	\$21	Excellent	(5)	80WA/20	BFT
VP8380	2008	Chevy	9,600	19	Express	12		09/04/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8386	2008	Chevy	9,600	19	Express	12		09/04/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8387	2008	Chevy	9,600	19	Express	12		09/04/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8396	2008	Chevy	9,600	19	Express	12		09/05/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8429	2008	Chevy	9,600	19	Express	12		09/09/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8430	2008	Chevy	9,600	19	Express	12		09/09/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8456	2008	Chevy	9,600	19	Express	12		09/11/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8457	2008	Chevy	9,600	19	Express	12		09/11/08	VP	Gas	No	\$22	Excellent	(4)	-	BFT
VP8477	2009	Chevy	9,600	19	Express	12		04/14/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
VP8478	2009	Chevy	9,600	19	Express	12		04/14/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
VP8480	2009	Chevy	9,600	19	Express	12		04/14/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
VP8481	2009	Chevy	9,600	19	Express	12		04/14/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
VP8482	2009	Chevy	9,600	19	Express	12		04/14/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
VP8483	2009	Chevy	9,600	19	Express	12		04/14/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
VP8484	2009	Chevy	9,600	19	Express	12		04/14/09	VP	Gas	No	\$24	Excellent	(3)	-	BFT
88511	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88512	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88513	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88514	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88515	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88516	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88517	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88518	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88519	2010	Chevy	9,600	19	Express	12		09/21/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88520	2010	Chevy	9,600	19	Express	12		09/27/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88521	2010	Chevy	9,600	19	Express	12		09/27/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88522	2010	Chevy	9,600	19	Express	12		09/27/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88523	2010	Chevy	9,600	19	Express	12		09/27/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88524	2010	Chevy	9,600	19	Express	12		09/27/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
88525	2010	Chevy	9,600	19	Express	12		09/27/10	VP	Gas	No	\$24	Excellent	(2)	-	BFT
85365	2014	Chevy	9,600	19	Express	12		09/12/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85366	2014	Chevy	9,600	19	Express	12		09/09/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85367	2014	Chevy	9,600	19	Express	12		09/12/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85368	2014	Chevy	9,600	19	Express	12		09/08/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85369	2014	Chevy	9,600	19	Express	12		09/12/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
85370	2014	Chevy	9,600	19	Express	12		09/23/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85371	2014	Chevy	9,600	19	Express	12		09/12/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85372	2014	Chevy	9,600	19	Express	12		09/09/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85373	2014	Chevy	9,600	19	Express	12		09/12/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85450	2014	Chevy	9,600	19	Express	12		01/06/15	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85374	2014	Chevy	9,600	19	Express	12		09/17/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85375	2014	Chevy	9,600	19	Express	12		09/19/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85376	2014	Chevy	9,600	19	Express	12		09/12/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85377	2014	Chevy	9,600	19	Express	12		09/17/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
85378	2014	Chevy	9,600	19	Express	12		09/19/14	VP	Gas	No	\$27	Excellent	2	80WA/20	BFT
88554	2013	Chevy	9,600	20	Express	15		05/08/13	VP	Gas	No	\$26	Excellent	1	80Fed/20	BFT
85379	2014	Chevy	9,600	20	Express	15		09/08/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85380	2014	Chevy	9,600	20	Express	15		09/08/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85381	2014	Chevy	9,600	20	Express	15		09/17/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85382	2014	Chevy	9,600	20	Express	15		10/07/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85383	2014	Chevy	9,600	20	Express	15		09/09/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85384	2014	Chevy	9,600	20	Express	15		09/19/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85385	2014	Chevy	9,600	20	Express	15		09/12/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85386	2014	Chevy	9,600	20	Express	15		09/16/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85387	2014	Chevy	9,600	20	Express	15		09/12/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85388	2014	Chevy	9,600	20	Express	15		09/17/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85389	2014	Chevy	9,600	20	Express	15		09/19/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85390	2014	Chevy	9,600	20	Express	15		09/18/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85391	2014	Chevy	9,600	20	Express	15		09/16/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85392	2014	Chevy	9,600	20	Express	15		09/11/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85393	2014	Chevy	9,600	20	Express	15		09/20/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85394	2014	Chevy	9,600	20	Express	15		09/18/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85395	2014	Chevy	9,600	20	Express	15		09/19/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85396	2014	Chevy	9,600	20	Express	15		09/12/14	VP	Gas	No	\$28	Excellent	2	80WA/20	BFT
85397	2014	Chevy	9,600	20	Express	15		09/17/14	VP	Gas	No	\$28	Excellent	2	Local	BFT
85398	2014	Chevy	9,600	20	Express	15		09/16/14	VP	Gas	No	\$28	Excellent	2	Local	BFT
88549	2017	Chevy	9,600	20	Exp-G3500	15		04/07/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85500	2017	Chevy	9,600	20	Exp-G3500	15		04/26/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85501	2017	Chevy	9,600	20	Exp-G3500	15		04/27/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85502	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85503	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85504	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85505	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85506	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (000)	Condition	Years of life	Fund/Split	Title
85507	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85508	2017	Chevy	9,600	20	Exp-G3500	15		04/19/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85509	2017	Chevy	9,600	20	Exp-G3500	15		04/17/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85510	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88526	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88527	2017	Chevy	9,600	20	Exp-G3500	15		04/26/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88528	2017	Chevy	9,600	20	Exp-G3500	15		04/27/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88529	2017	Chevy	9,600	20	Exp-G3500	15		04/20/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88530	2017	Chevy	9,600	20	Exp-G3500	15		04/20/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88531	2017	Chevy	9,600	20	Exp-G3500	15		04/20/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88532	2017	Chevy	9,600	20	Exp-G3500	15		04/21/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88533	2017	Chevy	9,600	20	Exp-G3500	15		04/28/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88534	2017	Chevy	9,600	20	Exp-G3500	15		04/28/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88535	2017	Chevy	9,600	20	Exp-G3500	15		04/28/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88536	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88537	2017	Chevy	9,600	20	Exp-G3500	15		04/19/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88538	2017	Chevy	9,600	20	Exp-G3500	15		04/21/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88539	2017	Chevy	9,600	20	Exp-G3500	15		04/27/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88540	2017	Chevy	9,600	20	Exp-G3500	15		04/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88541	2017	Chevy	9,600	20	Exp-G3500	15		04/18/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88542	2017	Chevy	9,600	20	Exp-G3500	15		04/21/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88543	2017	Chevy	9,600	20	Exp-G3500	15		04/28/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88544	2017	Chevy	9,600	20	Exp-G3500	15		04/28/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88545	2017	Chevy	9,600	20	Exp-G3500	15		04/28/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88546	2017	Chevy	9,600	20	Exp-G3500	15		05/01/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88547	2017	Chevy	9,600	20	Exp-G3500	15		04/27/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
88548	2017	Chevy	9,600	20	Exp-G3500	15		05/10/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85512	2017	Chevy	9,600	20	Exp-G3500	15		08/04/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85513	2017	Chevy	9,600	20	Exp-G3500	15		08/04/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85514	2017	Chevy	9,600	20	Exp-G3500	15		08/11/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85515	2017	Chevy	9,600	20	Exp-G3500	15		08/03/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85516	2017	Chevy	9,600	20	Exp-G3500	15		08/04/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85517	2017	Chevy	9,600	20	Exp-G3500	15		08/07/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85518	2017	Chevy	9,600	20	Exp-G3500	15		08/14/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85519	2017	Chevy	9,600	20	Exp-G3500	15		08/15/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85520	2017	Chevy	9,600	20	Exp-G3500	15		08/18/17	VP	Gas	No	\$33	Excellent	5	52WA/48	WSDOT
85537	2017	Chevy	9,600	20	Exp-G3500	15		01/11/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85538	2017	Chevy	9,600	20	Exp-G3500	15		01/08/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85539	2017	Chevy	9,600	20	Exp-G3500	15		01/05/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (\$00)	Condition	Years of life	Fund/Split	Title
85540	2017	Chevy	9,600	20	Exp-G3500	15		01/05/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85541	2017	Chevy	9,600	20	Exp-G3500	15		01/04/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85542	2017	Chevy	9,600	20	Exp-G3500	15		01/12/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85543	2017	Chevy	9,600	20	Exp-G3500	15		01/04/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85544	2017	Chevy	9,600	20	Exp-G3500	15		01/05/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85545	2017	Chevy	9,600	20	Exp-G3500	15		01/10/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85546	2017	Chevy	9,600	20	Exp-G3500	15		01/09/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85547	2017	Chevy	9,600	20	Exp-G3500	15		01/10/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85548	2017	Chevy	9,600	20	Exp-G3500	15		01/05/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85549	2017	Chevy	9,600	20	Exp-G3500	15		01/05/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85550	2017	Chevy	9,600	20	Exp-G3500	15		01/12/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
85551	2017	Chevy	9,600	20	Exp-G3500	15		01/12/18	VP	Gas	No	\$34	Excellent	5	57WA/43	WSDOT
VP8329	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	No	\$24	Fair	(5)	-	BFT
VP8330	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	No	\$24	Fair	(5)	-	BFT
VP8331	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	No	\$24	Fair	(5)	-	BFT
VP8332	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	No	\$24	Fair	(5)	-	BFT
VP8333	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	No	\$24	Fair	(5)	-	BFT
VP8334	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	No	\$24	Fair	(5)	-	BFT
VP8337	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	No	\$24	Fair	(5)	-	BFT
VP8338	2007	Chevy	5,842	17	Upland	7		03/30/07	VP	Gas	Yes	\$26	Fair	(5)	-	BFT
VP8339	2007	Chevy	9,500	20	Express	15		05/07/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8342	2007	Chevy	9,500	20	Express	15		05/07/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8343	2007	Chevy	9,500	20	Express	15		05/07/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8345	2007	Chevy	9,500	20	Express	15		05/07/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8346	2007	Chevy	9,500	20	Express	15		05/10/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8347	2007	Chevy	9,500	20	Express	15		05/10/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8348	2007	Chevy	9,500	20	Express	15		05/10/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8349	2007	Chevy	9,500	20	Express	15		05/10/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8353	2007	Chevy	9,500	20	Express	15		05/16/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8354	2007	Chevy	9,500	20	Express	15		05/16/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8355	2007	Chevy	9,500	20	Express	15		05/16/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8357	2007	Chevy	9,500	20	Express	15		05/30/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8362	2007	Chevy	9,500	20	Express	15		05/30/07	VP	Gas	No	\$21	Fair	(5)	80WA/20	BFT
VP8390	2008	Chevy	9,600	19	Express	12		09/04/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8391	2008	Chevy	9,600	19	Express	12		09/05/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8392	2008	Chevy	9,600	19	Express	12		09/06/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8394	2008	Chevy	9,600	19	Express	12		09/05/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8412	2008	Chevy	9,600	19	Express	12		09/08/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8431	2008	Chevy	9,600	19	Express	12		09/09/08	VP	Gas	No	\$22	Fair	(4)	-	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (\$000)	Condition	Years of life	Fund/Split	Title
VP8451	2008	Chevy	9,600	19	Express	12		09/11/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8452	2008	Chevy	9,600	19	Express	12		09/11/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8453	2008	Chevy	9,600	19	Express	12		09/11/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8454	2008	Chevy	9,600	19	Express	12		09/11/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8455	2008	Chevy	9,600	19	Express	12		09/11/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8465	2008	Chevy	9,600	19	Express	12		09/13/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8466	2008	Chevy	9,600	19	Express	12		09/13/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8467	2008	Chevy	9,600	19	Express	12		09/13/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8469	2008	Chevy	9,600	19	Express	12		09/13/08	VP	Gas	No	\$22	Fair	(4)	-	BFT
VP8376	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8377	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8378	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8381	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8382	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8383	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8384	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8385	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8389	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8393	2008	Chevy	9,600	20	Express	15		09/05/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8395	2008	Chevy	9,600	20	Express	15		09/05/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8398	2008	Chevy	9,600	20	Express	15		09/05/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8399	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8400	2008	Chevy	9,600	20	Express	15		09/06/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8401	2008	Chevy	9,600	20	Express	15		09/06/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8402	2008	Chevy	9,600	20	Express	15		09/06/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8403	2008	Chevy	9,600	20	Express	15		09/06/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8404	2008	Chevy	9,600	20	Express	15		09/06/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8407	2008	Chevy	9,600	20	Express	15		09/06/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8408	2008	Chevy	9,600	20	Express	15		09/04/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8409	2008	Chevy	9,600	20	Express	15		09/08/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8410	2008	Chevy	9,600	20	Express	15		09/08/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8411	2008	Chevy	9,600	20	Express	15		09/08/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8413	2008	Chevy	9,600	20	Express	15		09/08/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8414	2008	Chevy	9,600	20	Express	15		09/08/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8415	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8416	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8417	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8418	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8419	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT

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Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (\$000)	Condition	Years of life	Fund/Split	Title
VP8420	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8421	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8422	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8423	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8425	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8426	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8427	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8428	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8432	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8433	2008	Chevy	9,600	20	Express	15		09/09/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8434	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8435	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8436	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8437	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8438	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8439	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8440	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8442	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8443	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8444	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8445	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8446	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8447	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8448	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8449	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8450	2008	Chevy	9,600	20	Express	15		09/11/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8458	2008	Chevy	9,600	20	Express	15		09/13/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8459	2008	Chevy	9,600	20	Express	15		09/13/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8460	2008	Chevy	9,600	20	Express	15		09/13/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8461	2008	Chevy	9,600	20	Express	15		09/13/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8462	2008	Chevy	9,600	20	Express	15		09/13/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8463	2008	Chevy	9,600	20	Express	15		09/13/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8464	2008	Chevy	9,600	20	Express	15		09/13/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8471	2008	Chevy	9,600	20	Express	15		09/17/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8472	2008	Chevy	9,600	20	Express	15		09/17/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8475	2008	Chevy	9,600	20	Express	15		09/17/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8476	2008	Chevy	9,600	20	Express	15		09/17/08	VP	Gas	No	\$23	Fair	(4)	80WA/20	BFT
VP8900	2005	Dodge	5,400	16	Caravan	7		11/10/09	VP	Gas	No	\$6	Poor	(7)	-	BFT
VP8908	2005	Dodge	5,400	16	Caravan	7		11/10/09	VP	Gas	No	\$7	Poor	(7)	-	BFT

BFT Transit Development Plan (TDP) – 2018-2023

Asset #	Year	Make	GVW	feet	Model	Seat	W C	In Service	Assign	Fuel	Lift	Cost (\$000)	Condition	Years of life	Fund/Split	Title
VP8493	2006	Dodge	5,600	16	Caravan	7		06/09/09	VP	Gas	No	\$0	Poor	(6)	-	BFT
VP249	2005	Dodge	5,700	17	Caravan	7		06/07/04	VP	Gas	No	\$21	Poor	(7)	-	BFT
VP250	2005	Dodge	5,700	17	Caravan	7		06/07/04	VP	Gas	No	\$21	Poor	(7)	-	BFT
VP299	2006	Ford	7,000	19	Econoline	15		06/06/05	VP	Gas	No	\$21	Poor	(6)	Local	BFT
VP301	2006	Ford	7,000	19	Econoline	15		06/06/05	VP	Gas	No	\$21	Poor	(6)	-	BFT
VP302	2006	Ford	7,000	19	Econoline	15		06/06/05	VP	Gas	No	\$21	Poor	(6)	-	BFT
VP303	2006	Ford	7,000	19	Econoline	15		06/06/05	VP	Gas	No	\$21	Poor	(6)	-	BFT
VP311	2006	Ford	7,000	19	Econoline	15		06/06/05	VP	Gas	No	\$21	Poor	(6)	-	BFT
VP315	2006	Ford	9,100	19	Econoline	15		03/27/06	VP	Gas	No	\$21	Poor	(6)	80WA/20	BFT
VP316	2006	Ford	9,100	19	Econoline	15		03/27/06	VP	Gas	No	\$21	Poor	(6)	80WA/20	BFT
VP319	2006	Ford	9,100	19	Econoline	15		04/03/06	VP	Gas	No	\$21	Poor	(6)	80WA/20	BFT
VP259	2004	Chevy	9,600	20	Express	15		07/15/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP262	2004	Chevy	9,600	20	Express	15		07/15/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP263	2004	Chevy	9,600	20	Express	15		07/15/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP266	2004	Chevy	9,600	20	Express	15		07/09/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP268	2004	Chevy	9,600	20	Express	15		07/09/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP271	2004	Chevy	9,600	20	Express	15		07/09/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP280	2004	Chevy	9,600	20	Express	15		07/09/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP284	2004	Chevy	9,600	20	Express	15		07/09/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP286	2004	Chevy	9,600	20	Express	15		07/09/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
VP287	2004	Chevy	9,600	20	Express	15		07/09/04	VP	Gas	No	\$22	Poor	(8)	-	BFT
									VP Count		Veh	331	7%	Poor	Condition	
Grand	Total								Count			548				