



EVERETT TRANSIT

2021

Transit Development Plan 2021 – 2026
and 2020 Annual Report



FINAL

Public Hearing at
Everett City Council

September 8, 2021

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Plan adoption, public hearing, and distribution

Everett Transit’s final draft of the 2021 Transportation Development Plan (TDP) was presented to the Transportation Action Committee (TAC) on August 19, 2021. The TAC reviewed, commented, and recommended adoption by the City Council. The City Council presentation is scheduled for Wednesday, September 8, 2021.

Distribution will include WSDOT, the Transportation Improvement Board, the City of Everett, Snohomish County, and the Puget Sound Regional Council.

Mission Statement

Everett Transit provides safe, customer-focused, cost efficient, effective, and innovative public transit and transportation management services in support of sustainable growth and a livable community.

Description of service area, operations, and facilities

Everett Transit is a municipally owned and operated transit system.

Department: Transportation Services
 Divisions: Transit Operations and Transit Services
 Sections: Administration, Transportation Services, Finance, Everett Station

The Mayor is the Chief Executive Officer of the City of Everett. The Transportation Services Director is part of the Mayor’s senior management team.

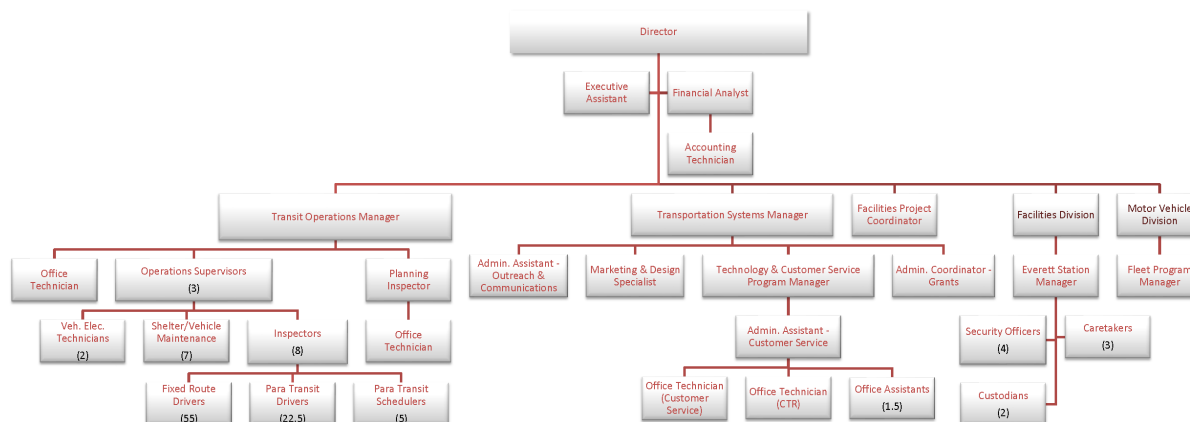
The Transportation Services section encompasses daily operations and support functions to daily operations. The City’s Facilities division provides management oversight for Everett Station staff and transit facilities project coordinator. The Motor Vehicles division provides oversight for transit employees engaged in fleet procurement and maintenance.

The Everett Municipal Code gives the Mayor the authority to modify service and adjust schedules. The Everett City Council has the authority to establish fares and recommend tax rates, subject to voter approval.

As of January 2021, the Transit Division employed 131.5 full-time equivalents allocated to the following sections:

Fixed-Route: 92 (0 unfilled as of Jan. 2021)
 Demand Response: 28.5 (2 unfilled as of Jan. 2021)
 Everett Station: 11 (1 unfilled as of Jan. 2021)

The Organization Chart below depicts the staffing levels and distribution as of January 2021.



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

Administrative Offices

3201 Smith Ave., Suite 215
Everett, WA 98201

Operations Center

3225 Cedar Street
Everett, WA 98201

Maintenance Facilities

3227 Cedar St.
Everett, WA 98201

Everett Station

3201 Smith Ave.
Everett, WA 98201

College Station

2200 Tower St.
Everett, WA 98201

Mall Station

1330 SE Everett Mall Way
Everett, WA 98204

In addition to the administrative and maintenance facilities, Everett Transit owns and administers a regional multi-modal transportation and employment service center known as Everett Station. Please reference the appendix for a list of Everett Transit’s equipment, facilities, and revenue vehicles.

As of December 31, 2020, Everett Transit provided fixed-route service on ten routes and corresponding paratransit service. Due to impacts from the pandemic in 2020, routes 70 and 6 were indefinitely suspended in order to allocate resources on more essential service corridors. The major route layover/destination areas are near the Everett Community College in North Everett, Everett Station, the Central Business District, Everett Mall in South Everett and Seaway Transit Center in the southwest industrial area. Reference the appendix to view a system map depicting the entire Everett Transit service area.

Most regular routes operate seven days per week and on holidays. Weekday service includes the Boeing Plant, business parks, and the Mukilteo Ferry. System headways vary between 15 and 60 minutes on weekdays, 20 and 60 minutes on Saturdays, and 30 and 60 minutes on Sundays. The span of service is generally from 4:30 a.m. to 11:30 p.m. on weekdays and from 7 a.m. to 10 p.m. on Saturdays and Sundays.

Everett Transit Fare Structure per Boarding (effective July 1, 2019)

Fixed-route, Full (Adult) Fare	\$2.00
ORCA LIFT	\$1.50
Fixed-route, Youth (6-18)	\$1.50
Fixed-route, Regional Reduced Fare Permit (RRFP)	\$0.50
Paratransit, ADA or age 65 and over, (Demand Responsive Service).....	\$1.50

Note: Fixed-route commuter fare is applicable to ET Route 70 and is equal to Community Transit’s local fare: Adult (19-64) \$2.50; Youth (6-18) \$1.75; RRFP \$1.25. ORCA LIFT \$1.25

In response to the pandemic, Everett Transit suspended fare collection on fixed route and paratransit from March until July of 2020. This action was taken to protect frontline employees while still providing essential service. This was a common industry practice during the unprecedented events of 2020. Fare collection resumed when operator safety shields were installed on all fixed route buses.

Everett Transit Fares for Monthly Passes and Ticket Books

- ORCA cards may be used to load monthly passes and/or dollar value for fare payment. The cost of monthly Puget Passes associated with the ET fares effective July 1, 2019 are: Full Fare \$72; ORCA LIFT \$54, Youth \$54; RRF holders for \$18.
- Fixed-route ticket books are available only to social services agencies for either youth or full fare.
- Paratransit ticket books and monthly passes are available to eligible customers for use on ET paratransit vans and are also accepted on ET fixed-route buses.

Everett Transit provides service to the following major destinations/areas

- Everett Community College
- Washington State University
- Everett Mall
- Naval Station Everett
- Seaway Transit Center/Boeing Everett Plant
- Everett Station (Park and Ride, WorkSource, Amtrak, Greyhound and regional transit connections)
- Everett Central Business District
- Everett Clinic
- Mukilteo Ferry Dock
- Providence Hospitals
- Everett Public Libraries
- Kaiser Permanente Medical Center
- South Everett Freeway Station
- Mariner Park and Ride
- Social Security Office
- Everett Marina
- Silver Lake Park
- Forest Park
- Legion Park
- Cascade High School
- Everett High School
- Sequoia High School
- Everett Gospel Mission
- Snohomish County Complex
- Merrill Creek/Hardeson Business Area
- The Carl Gipson Senior Center of Everett
- WA State DSHS/Employment Security
- Paine Field Airport

Numerous common bus stops are shared with Sound Transit, the regional system, and Community Transit, the countywide system, within our city limits. ET also connects in Mukilteo with the Washington State Ferry (WSF) system's service between Mukilteo and Clinton.

State and agency goals, objectives, and accomplishments

- **Economic vitality** – To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy
- **Preservation** – To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services
- **Safety** – To provide for and improve the safety and security of transportation customers and the transportation system
- **Mobility** – To improve the predictable movement of goods and people throughout Washington State
- **Environment** – To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

- **Stewardship** – To continuously improve the quality, effectiveness, and efficiency of the transportation system

Although COVID 19 left a significant mark on the transit industry, agencies in the region continued to pull together to strategize on safety, PPE equipment and supplies, and best practices during the pandemic. Bi-weekly calls were initiated for consistency in customer service messaging and most administrative staff began working remotely. Drivers and essential customer service employees remained on site throughout the pandemic to serve our community, providing rides for essential workers. Most regional activities were continued in 2020 and were conducted remotely. Staff time was dedicated to the coordination of activities with Sound Transit’s regional express transit service, Community Transit’s *Swift* (BRT) and local service. Resources were committed to numerous interagency committees on planning, fares, marketing, accessibility, and customer service issues for the bus routes connecting Everett with the Puget Sound region.

Customers continued to access real-time information through the Everett Transit Arrivals (ETA) program. The system is accessible by texting or calling the automated system. In 2020, there were 27,302 texts and 45,953 calls managed by the system. Staff observed a sharp decrease in the number of calls processed by the ETA system as a result of the impacts of COVID 19.

During 2020 there were several significant adjustments made to services in response to the COVID-19 pandemic. These modifications included:

- **March 22-28:** uncertain of the ability to maintain reliable service in the early days of the pandemic, we implemented Emergency Service Level 1. This initially reduced fixed route weekday service to Saturday level service and maintained normal Saturday and Sunday service. We implemented a number of operational safety measures at this time.
- **March 29 – May 9:** service was reduced to modified Sunday level service and Sunday service itself was suspended. These adjustments were primarily made in response to the large number of frontline employees identified as at greater risk of a severe outcome of COVID-19 infection being sent home by City directive.
- **May 10 – October 10:** Everett Transit operated Emergency Service Level 3. This was enhanced Saturday Service being operated Monday through Friday, normal Saturday level service on Saturday and no Sunday Service.
- **October 11, 2020 – March 13, 2021:** service adjustments made to incrementally restore service.
- **March 14, 2021:** restoration of Sunday service and minor changes to other route schedules. Continued to operate extra trips on route 7 to provide essential service while operating under reduced bus capacity directives from the State of Washington.

Continued participation in the Washington State Department of Transportation’s Mukilteo Multi-modal station project. The Multi-modal terminal opened in December of 2020. This multi-agency effort will lead to significantly improved bus, ferry, and train connections within the City of Mukilteo.

In February 2020 the Federal Transit Administration provided training on Title VI and its application to the transportation industry. Two program staff and one service planner attended.

Disadvantaged Business Enterprise Goal for 2020 was set at 5% and was exceeded with a final of 11.36% paid to minority and women owned businesses. This success was largely in part due to outside construction projects completed during the summer months of 2020.

Everett Transit took possession of two electric buses funded through the Federal Transit Administration's 2018 Bus and Bus Facilities Infrastructure competitive grant program.

The Everett Station Park and Ride Expansion was completed in the spring of 2020 adding an additional 90+ parking spaces to the south of the SWIFT terminus.

Everett Transit received \$3M in CARES funding for COVID-19 relief from the Federal Transit Administration used for operating costs during the pandemic.

Facilities

- Everett Station preventive maintenance completed on all parking lots including paving and restriping
- Updated water heating system at Everett Station

Equipment

- Next Generation ORCA project – completed the Preliminary Design Review process and began the Final Design Review in 2020
- Final delivery of 18 replacement para transit vehicles with final delivery Q1 2020
- Completed installation of new Mobile Data Terminals on para transit fleet in Q4 2020
- Replaced glass with wire mesh for shelters located at Everett Station

Long Range Plan

Continued to implement elements of the Long Range Plan as adopted by Council in 2018, and as resources permitted.

Action Strategies 2021-2026

For the 2021-2026 time period, the following action strategies will be pursued to meet the five State Policy Objectives listed below.

While the five-year plan has every intention of preserving and improving transit service in the City of Everett, the impact of the COVID-19 pandemic has forced a reevaluation of our planning efforts and reset identified best practices for a successful transit system. Farebox recovery was replaced with the need to protect operators. Efficient peak load management was replaced by the demand for social distancing. The impact of the pandemic has created the need to establish a new base line from which to build.

After an 18-month study of fixed route service delivery options, the City of Everett Council directed transit staff to work with Community Transit to develop a plan that could result in a

voter approved merger of the two agencies. The first step is to establish a steering committee comprised of elected officials and community leaders to work with staff on the endeavor. This is expected to be a multi-year effort.

1) Preserve and improve existing public transportation service levels.

a) Continue implementing strategic service adjustments.

- i) Continue to monitor post pandemic ridership patterns and modify fixed route service, where possible, to maximize service relevance and effectiveness.
- ii) Establish new baseline performance indicators to better understand mid and long-term impacts of the pandemic to public transportation usage.
- iii) Continue coordination with Community Transit for both local and *Swift* (BRT) services.
- iv) Begin a preliminary review of ET's Long Range Plan with the impacts of the pandemic in mind. This plan is due for revision in 2023.
- v) Support the council's steering committee to identify and detail what a potential merger with Community Transit would look like.

b) Develop and implement a marketing and outreach campaign to stimulate consumer confidence in public transportation and Everett Transit specifically.

- i) Identify and address real and perceived concerns about safety and health issues among the public in the aftermath of the pandemic.
- ii) Strategically engage current users, former users and potential users of Everett Transit's services to demonstrate Transit's safety, ease of use and affordability.
- iii) Work with regional partners conducting similar marketing campaigns to present a consistent collective narrative.
- iv) Continue to gather public comments and information from online open forums and public meetings to optimize route and schedule effectiveness.

c) Improve customer information.

- i) Continue interagency schedule coordination, develop and update printed transit schedules, and electronic products, create timely and effective information materials to improve customer engagement.
- ii) Continue to leverage social media adoption as the growing preference for consuming information.
- iii) Continue to monitor the effectiveness of our communication channels with customers with disabilities.
- iv) Continue outreach to support non-English speaking customers through ET's Language Assistance Plan.
- v) Continue to evaluate and modify the tracking and response system for customer comments.
- vi) Continue to improve the customer experience on our website and through social media.
- vii) Maintain increased number of schedule holders at bus stops and monitor stop usage.

d) Increase community engagement in the transit planning process.

- i) Continue to solicit customer input through public meetings, customer surveys, and transit fairs (when feasible) and at employment sites affected by the City’s Commute Trip Reduction Ordinance. Annual outreach events include various community events, job fairs, and multicultural job fairs. In 2020, these activities were performed online due to COVID 19 but will be restored when feasible. Nearly 80% of Everett Transit’s annual events include minority and low-income populations.
- ii) Continue to use the feedback provided through the Voices of Everett Transit (VET) customer comment database to assist us in better meeting the needs and exceeding the expectations of customers.
- iii) Provide briefings and transit updates to civic and community organizations and neighborhood associations throughout the year regarding service changes or projects, and upon request.
- iv) Continue to evaluate each customer request for service in a timely and fair manner.

e) Implement recommendations for continued service and routing enhancements through downtown Everett.

- i) Invite and involve all stakeholders into conversations about potential impacts to service in the downtown service area. These conversations should factor in service provided by Everett Transit, Community Transit, the regional service of Sound Transit as well as rideshare services and other service providers.
- ii) Continue coordination and planning with the Port of Everett for public transportation elements of the North Marina redevelopment project, including transportation links to downtown and Everett Station.
- iii) Continue to coordinate expansion of connecting service to the Riverfront development.

f) Continue to utilize the City’s Geographic Information Systems (GIS) services for transit facility improvements planning.

- i) Continue the use of GIS to track bus stops, facilities, and amenities for maintenance purposes.
- ii) Create and identify mapping layers to be used in 1) delineating bus service on existing roadways; 2) bus stops and facilities/amenities; and 3) referencing of bus routes in the City for the purpose of land use permitting, roadway impacts, and other related activities.

g) Continue to coordinate with the City of Everett Emergency Management to prepare for disaster/emergency response and recovery.

2) Preserve existing public transportation facilities and equipment.

- a) Continue to use preventive maintenance in order to keep equipment and facilities in optimal condition.
- b) Replace aging fleet as funds become available. Between 2020 and 2025 approximately eleven fixed-route buses and approximately six paratransit vans will come due for replacement.
- c) Continue to replace and add shelters, benches, and trash receptacles as funds become available. Evaluate shelter replacement in consideration of stop usage.

- d) Design and develop a new operating base to accommodate future growth, including growing electric vehicle operations.
- e) Continue introducing electric vehicles to the fixed-route fleet with an additional eleven electric arriving in Q4 2022 and Q1 2023.
- f) Continue implementation and updates to the Transit Asset Management Plan (TAM).
- g) Implement of the Public Transportation Agency Safety Plan (PTASP) per federal requirement in 2021.

3) Integrate public transportation services into a coordinated system linked by inter-modal facilities.

Continue support of the multi-modal transportation center at Everett Station, including management of Station’s operations, maintenance, and security; and continue coordination of transit, intercity bus, and rail services.

4) Public transportation providers will continue to meet Americans with Disabilities Act (ADA) and state barrier-free design regulations to improve mobility for all individuals.

- a) Continue to meet all the requirements of the ADA as it applies to fixed-route and paratransit services.
- b) Maintain partnership with Community Transit in processing paratransit eligibility applications.
- c) Provide all customer materials, including schedule books and information brochures, in alternative formats upon request.
- d) Ensure all capital facilities and telecommunication equipment meets ADA requirements.
- e) Continue work on the ADA Transition plan/transportation element.

5) Improve and develop urban public transportation services, facilities, and programs, including as options high capacity transit (HCT), high occupancy vehicle (HOV) lanes, and transportation demand management (TDM), to respond to growth and to meet local and regional economic development, congestion, energy and clean air objectives.

Everett Transit continues to work with other Puget Sound transportation agencies in implementing and updating smart card technology for fare payment, and funding additional CTR efforts for employers implementing innovative trip reduction measures. Everett Transit continues its commitment to electrify its fleet.

a) Support the implementation of the State’s Commute Trip Reduction (CTR) Law.

- i) With WSDOT’s approval, transition of the CTR program from City Administration to Everett Transit was implemented July 2020.
- ii) Support outreach activities to employer sites with staff, informational materials, and any other resources as available.
- iii) Adapt and employ technology for innovative solutions to reach employers during the COVID crisis and recovery.

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

- i) Continue to promote the use of alternative modes of commuting by City employees.
- ii) Continue to implement the expansion of the MOVE program, as resources allow.

- iii) Maintain the MOVE program brochure to all City employees. Expand the MOVE program with additional marketing and promotions to targeted groups of employees that will increase the use of alternative modes of commuting.
- iv) Attempt to balance the need for social distancing, at least in the short term, with the goals of a vibrant Rideshare program.

Local performance measures and targets

In 2018, Everett Transit developed its first Transit Asset Management Plan (TAMP). As a result, the condition assessment for equipment, facilities and rolling stock has been updated to reflect the same measurements included in the TAMP.

For equipment and facilities, a 5-point scale is used to reflect the condition of the asset, a rating system used in the Federal Transit Administration’s Transit Economic Requirements Model: 5.0-Excellent; 4.0-Good; 3.0-Adequate; 2.0-Marginal; and 1.0-Poor.

For rolling stock (revenue vehicles), the Useful Life Benchmark (ULB) is used, and defined as the expected lifecycle of a capital asset for a transit provider’s operating environment. ULB criteria are user defined, and for Everett Transit, consideration was given to the local environment, historical maintenance records, manufacturer guidelines, and the default asset ULB derived from the FTA. In most cases, an asset exceeding its ULB is a strong indicator that it may not be in a state of good repair.

Everett Transit’s 2019 Transit Asset Management Plan had a State of Good Repair (SGR) target of 80%. Although the SGR fell short of 80% in 2019, 18 paratransit vans were replaced in 2020, bringing our SGR above 80%.

Everett Transit’s Safety Performance Targets, developed per the requirements of the Federal Transit Administration, demonstrate both percentage reduction and aspirational targets. Everett Transit’s performance targets are shared with the Puget Sound Regional Council. 2020 Targets were developed in late 2020 and will be reviewed and revised in Fall of 2021.

2020 Safety Performance Targets

Vehicle Revenue Miles (VRM) FR = 877,035 | Projected Vehicle Revenue Miles Paratransit = **304,908**

Mode of Service	Fatalities Total	Fatalities per 100K VRM	Injuries Total	Injuries per 100K VRM	Safety Events Total	Safety Events Per 100K VRM	System Reliability
Fixed Route	0	0	2	.23	4	.46	10,500
Paratransit	0	0	2	.66	2	.66	25,000

2020 Safety Performance

Actual Vehicle Revenue Miles (VRM) Fixed Route = 890,830 | Actual Vehicle Revenue Miles Paratransit = **297,836**

Mode of Service	Fatalities Total	Fatalities per 100K VRM	Injuries Total	Injuries per 100K VRM	Safety Events Total	Safety Events Per 100K VRM	System Reliability
Fixed Route	0	0	2	.22	4	.45	6,748
Paratransit	0	0	0	0	0	0	42,458

Plan consistency

Everett Transit's Transportation Development Plan is consistent and supported by the City of Everett's Comprehensive Plan which is adopted by the City Council.

Projects are first programmed into the City of Everett's Transportation Improvement Program and presented to City Council.

Everett Transit is a member of the Seattle/Everett/Tacoma Urbanized Area (UZA) and as such falls under the metropolitan planning agency, the Puget Sound Regional Council (PSRC). Under the guidance of PSRC grant funded projects are programmed into the State Transportation Improvement Program (STIP). For each project, STIP applications indicate the section of the comprehensive plan that supports it.

Planning and coordination efforts with regional transportation partners are facilitated at PSRC through the Federal Transit Administration (FTA) Caucus group, the Transit Operator's Committee (TOC) and the Regional Project Evaluation Committee (RPEC). Transit partners in the region work very closely with one another to achieve integration of services.

Planned capital expenses 2021-2026

Preservation	2021	2022	2023	2024	2025	2026
Maintenance Equipment		525,000	2,500,000			
Paratransit Vehicles						316,211
Everett Station PM/Upgrades	905,700	1,810,000	1,661,000	549,200	3,018,300	79,849
Support Equipment	123,481	35,000	38,000			
Improvements						
Transit Buses*	1,617,647		9,826,950	2,600,000		
Electric Bus Charging Infrastructure		3,530,000				
Park & Ride Expansion						
Bus Stop Improvements- Rucker			1,000,000			
Everett Station Passenger Amenities	139,821	146,166	109,373	109,373	130,128	130,128
Everett Station Lighting Upgrades	69,865	75,000				
Expansion Operations Base						
Bus AVL/APA/APC Tech upgrade			1,000,000			
ngORCA	492,324	11,200				
Total Capital Expense	3,348,838	6,132,366	16,135,323	3,258,573	3,148,428	526,188

**Transit buses are considered an improvement because we are buying all electric vehicles.*

Planned Operating Changes 2021-2026

2021	
SERVICES	Restore Sunday service in March of 2021. Restore fixed route service to 90% of pre-pandemic levels in October of 2021. This represents a system wide service increase of 18% from pandemic induced service reductions. Expect paratransit service to return to 65% of pre-pandemic ridership levels.
FACILITIES	Everett Station preventative maintenance: water heating system, security fencing, parking lot resurfacing, exterior LED lighting, CCTV replacement. Everett Station - building access management system (security). Everett Station bus shelter repair and rehabilitation.
EQUIPMENT	Next Generation ORCA project – region will award the contract for the ngORCA System. Cost share with region on Integrator and complete system design. Replacement of fixed-route electric fleet by 2 buses.
2022	
SERVICES	Grow fixed route service by 5-10%. This includes the implementation of the Colby Connector to connect north Everett to downtown via north Colby. This shuttle style service provides direct service from north Everett to Providence Regional Medical Center campuses on Colby and Pacific Avenue.
FACILITIES	Everett Station preventive maintenance: begin elevator rehab and camera replacement. Exterior lighting to be installed at Everett Station.
EQUIPMENT	Implement inductive charging at Everett Station, College Station, Mall Station, Eclipse Mill Park (Riverfront), and Transit Operations. Begin replacement of 9 diesel buses with electric buses, Q4.
2023	
SERVICES	Less than 5% growth. Service adjustments for schedule integrity and delivery optimization. Service growth is contingent upon voter approved changes to either a new service model or new revenue increases. Implement Riverfront to Waterfront route to completed Riverfront facility.
FACILITIES	Everett Station preventive maintenance: completion of elevator/camera rehab project. Inductive charging infrastructure implementation at operation's base.
EQUIPMENT	Complete replacement of 9 diesel buses with electric, Q1. Replace on-board Integrated Technology Systems (ITS).
2024	
SERVICES	Service adjustments for schedule integrity and delivery optimization. Service growth or decline are contingent upon earlier voter approved changes to either a new service model or new revenue increases. Anticipated increase in paratransit service of 1%.
FACILITIES	Expand electric bus chargers and infrastructure at the Operations Center. Everett Station preventive maintenance interior LED light project.
EQUIPMENT	No equipment planned
2025	

SERVICES	Service adjustments for schedule integrity and delivery optimization. Service growth or decline are contingent upon earlier voter approved changes to either a new service model or new revenue increases.
FACILITIES	Everett Station preventive maintenance: Upgrade low voltage fire alarm control panel.
EQUIPMENT	Replace 5 fixed-route buses with electric buses.
2026	
SERVICES	Minor adjustments for schedule integrity and optimization. Service growth or decline are contingent upon earlier voter approved changes to either a new service model or new revenue increases.
FACILITIES	Everett Station preventive maintenance: Complete upgrade low voltage fire alarm control panel.
EQUIPMENT	Replace 6 paratransit vans.

Operating Data 2020-2026

Fixed Route Services	2020	2021	2022	2023	2024	2025	2026
Revenue Vehicle Hours	76,705	79,006	79,796	80,594	81,400	82,214	83,036
Total Vehicle Hours	82,074	84,537	85,382	86,236	87,098	87,969	88,849
Revenue Vehicle Miles	893,168	919,963	929,163	938,454	947,839	957,317	966,890
Total Vehicle Miles	1,009,280	1,039,558	1,049,954	1,060,453	1,071,058	1,081,768	1,092,586
Passenger Trips	792,414	816,186	824,348	832,592	840,918	849,327	857,820
Fatalities	0						
Reportable Injuries	2						
Collisions	4						
Diesel Fuel Consumed (gallons)	194,092	199,915	205,912	153,386	154,920	156,469	158,033

Demand Response Services	2020	2021	2022	2023	2024	2025	2026
Revenue Vehicle Hours	26,109	26,892	27,161	27,433	27,707	27,984	28,173
Total Vehicle Hours	28,198	29,044	29,334	29,628	29,924	30,223	30,525
Revenue Vehicle Miles	303,503	312,608	315,734	318,892	322,080	325,301	328,554
Total Vehicle Miles	333,853	343,869	347,307	350,780	354,288	357,831	361,409
Passenger Trips	54,653	56,293	56,856	57,424	57,998	58,578	59,163
Fatalities	0						
Reportable Injuries	2						
Collisions	0						
Gasoline & Diesel Fuel Consumed (gallons)	58,777	60,540	61,146	61,757	62,375	62,998	63,628

Multiyear financial plan 2021-2026

	2020	2021	2022	2023	2024	2025	2026
Operating Revenue and Expenditures	Actuals	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Beginning Balance - January 1,	6,699,904	7,419,396	16,241,223	9,426,434	8,063,261	7,244,927	6,282,532
Operational Reserve			5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Revenues							
Sales Tax (1)	20,018,285	19,362,400	20,208,537	20,865,314	21,328,524	21,755,095	22,190,197
Farebox (2)	590,658	781,313	937,576	1,125,091	1,350,109	1,620,131	1,638,478
FTA Preventive Maintenance (3)	591,116	940,954	940,954	960,457	960,457	960,457	960,457
Federal Pandemic Relief Funds (4)	5,552,624	8,887,014	10,000,000	-	-	-	-
State Operating Grants (5)	807,431	917,912	857,912	857,912	857,912	857,912	857,912
Everett Station (6)	1,157,287	1,079,111	946,626	975,025	1,004,276	1,034,404	1,065,436
Other (7)	229,069	131,000	187,989	193,629	199,438	205,421	211,583
Total Operating Revenues	28,946,469	32,099,704	34,079,593	24,977,427	25,700,715	26,433,418	26,924,062
Expenditures							
Fixed Route-P&M (A)	13,277,392	14,080,765	15,339,747	15,861,298	16,400,582	16,958,202	17,534,781
SWIFT BRT Tax Share (B)	1,648,645	1,613,533	1,684,045	1,738,776	1,777,377	1,812,925	1,849,183
Paratransit ADA-P&M (A)	3,745,322	3,629,025	3,752,412	3,879,994	4,011,914	4,148,319	4,289,362
Everett Station (A)	1,658,538	1,721,150	1,739,813	1,798,967	1,860,132	1,923,376	1,988,771
Administrative Expense (A)	2,324,878	2,233,404	3,378,365	3,061,566	2,469,044	2,552,992	2,639,794
Transfer to Capital Reserve (C)	5,572,203	-	10,000,000	-	-	-	-
Transfer to Operations Reserve (D)	-	-	5,000,000	-	-	-	-
Total Expenses	28,226,977	23,277,877	40,894,382	26,340,600	26,519,049	27,395,814	28,301,890
Ending Balance - December 31,	7,419,396	16,241,223	9,426,434	8,063,261	7,244,927	6,282,532	4,904,704
Capital Revenue and Expenditures							
	2020	2021	2022	2023	2024	2025	2026
Capital Revenue and Expenditures	Actuals	Budgeted	Estimated	Estimated	Estimated	Estimated	Estimated
Beginning Balance January 1,	865,485	5,423,145	4,680,267	11,409,797	6,059,851	4,269,372	1,289,038
Revenue							
Federal Sec.5307 Grants	1,505,229	114,027	60,407	8,563,879	63,992	63,992	63,992
Federal Sec.5339 Grants	336,182	1,491,933	101,489	87,498	1,404,102	104,102	104,102
FTA Formula Grants	-	-	-	-	-	-	-
State Capital Grant - WSDOT	82,781	-	1,920,000	-	-	-	-
Other Capital Assistance	639,948	-	780,000	-	-	-	-
Transfer From Operating	5,572,203	-	10,000,000	-	-	-	-
VW Settlement	-	1,000,000	-	2,134,000	-	-	-
Total Available	8,136,343	2,605,960	12,861,896	10,785,377	1,468,094	168,094	168,094
Expenditures							
Fixed Route Fleet Replacement	2,111	1,617,647	-	9,826,950	2,600,000	-	-
Chargers/Electric Bus Infrastructure	116,256	-	2,700,000	-	-	-	-
Eclipse Mill Park Conductive with PUD	-	-	830,000	-	-	-	-
Electric Charging Generator	-	-	275,000	-	-	-	-
Bus Stop Improvements - Rucker	-	-	-	1,000,000	-	-	-
Support Equipment Replacement	-	81,000	10,000	38,000	-	-	-
Support Vehicle Replacement	76,853	42,481	25,000	-	-	-	-
Vehicle Safety Technology Project	-	-	-	-	-	-	-
Vehicle Wash and Cleaning System	-	-	250,000	2,500,000	-	-	-
Everett Station Preventative Main.	132,391	80,374	79,849	79,849	79,849	79,849	79,849
Everett Station Major Repairs	-	425,326	230,151	1,581,151	469,351	2,938,451	-
Everett Station Great Hall	-	150,000	1,500,000	-	-	-	-
Everett Station Lighting Upgrades	-	69,865	75,000	-	-	-	-
Everett Station Parking Lots	93,054	-	-	-	-	-	-
Everett Station Passenger Amenities	352,583	139,821	146,166	109,373	109,373	130,128	130,128
Paratransit Vehicles	1,818,851	-	-	-	-	-	316,211
Ops Security Fence/Gate	-	250,000	-	-	-	-	-
New Operations Base - Environmental	194,217	-	-	-	-	-	-
ngORCA Upgrade	70,551	492,324	11,200	-	-	-	-
Bus AVL/APA/APC	-	-	-	1,000,000	-	-	-
Everett Station Park & Ride Expansion	721,816	-	-	-	-	-	-
Total Capital Obligations	3,578,682	3,348,838	6,132,366	16,135,323	3,258,573	3,148,428	526,188
Ending Balance - December 31,	5,423,145	4,680,267	11,409,797	6,059,851	4,269,372	1,289,038	930,944

Multiyear financial plan footnotes

1. Sales tax projections provided by City of Everett.
 2. With the changing Covid 19 crisis fare revenues are difficult to forecast.
 3. The application of FTA formula grant funds is included in FTA preventive maintenance for the years 2021-2025.
 4. CARES and other pandemic relief funds
 5. State Operating Grants for Paratransit Assistance.
 6. Everett Station is expected to drop and have a slow revenue recovery.
 7. Other investments, advertising, and misc. revenue.
-
- A. Costs were analyzed by line item to get reasonable estimates given the Covid 19 crisis and an expected reduction in service and demand in the near-term.
 - B. Everett Transit and Community Transit entered an interlocal agreement from December 2007 through December 2022 to share sales and use tax at 0.005% of sales and use activity in the City of Everett. This tax share therefore fluctuates according to sales and use activity as projected in sales tax (1).
 - C. Transfers are made from operating reserves to capital reserves as required for local match of anticipated federal grant funds.
 - D. We plan on beginning an operations reserve.

*ET has adopted Resolution 5513 that requires a fund balance of 20% of operating revenues. This resolution applies specifically to general government but governs ET budget projections. Section X keeps projections within that target.

Projects of Regional Significance

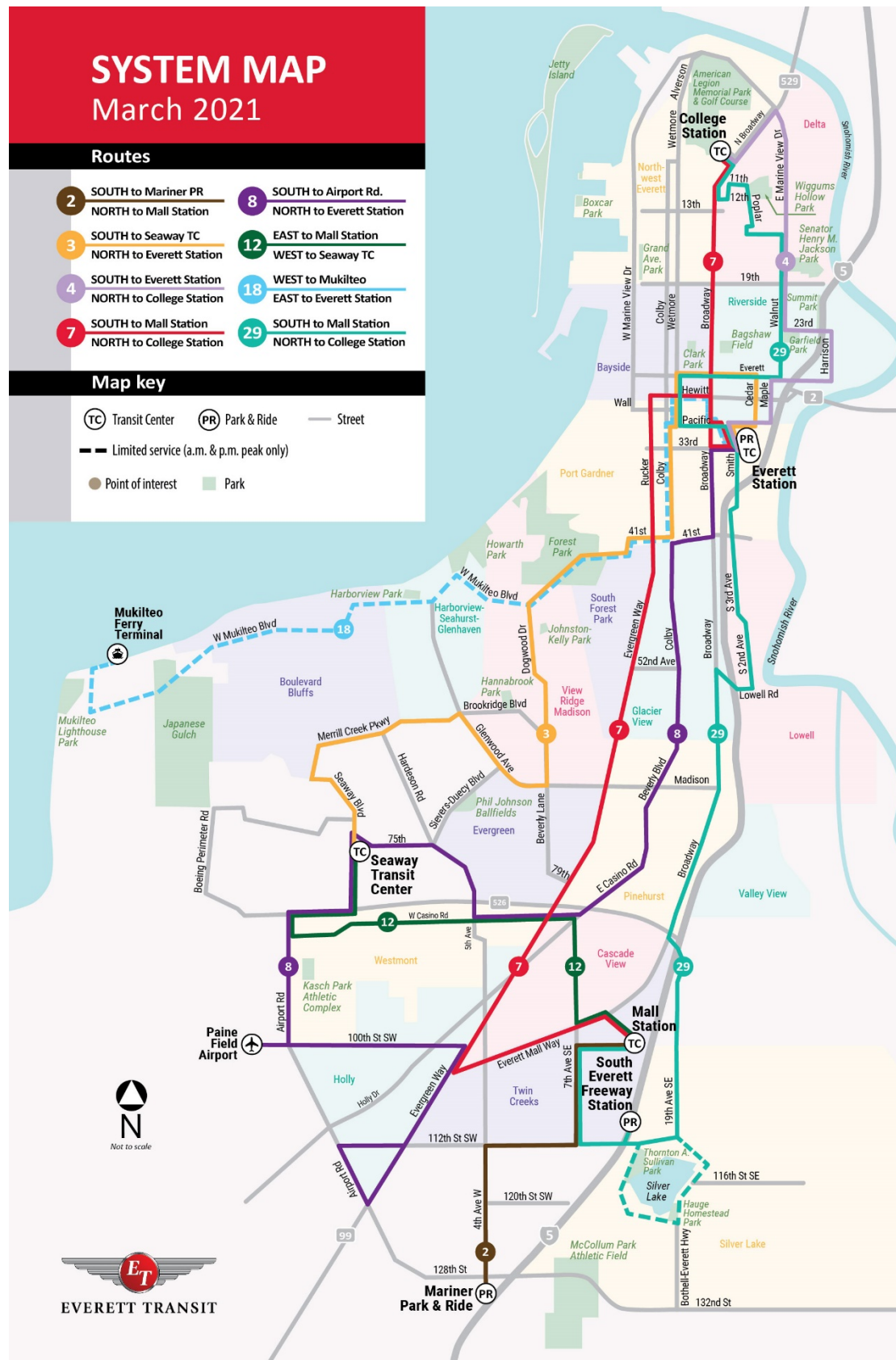
None at this time

Appendices

System Map – 2020



System Map – 2021



WSDOT Public Transportation Management System

Agency: Everett Transit as of 12/31/2020

Inventory year: 2020

Owned Equipment Inventory

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

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	Comments
1	5	2005 CHEV VENTURE - MINI VAN	3.20	15	0	40,000	VIN: 1GNDVQ3E25D130766
2	5	2008 FORD F350 POWERSTROKE DIESEL	2.50	12	3	72,000	VIN: 1FTWX30528EB26037
3	5	2011 CHEV COLORADO	4.30	9	6	35,000	VIN: 1GCDSCFE8122563
4	5	2017 FORD ESCAPE	4.50	4	11	40,000	VIN: 1FTMCU9GD5HUB45842
5	5	2011 FORD ESCAPE HYBRID	4.00	9	6	40,000	VIN: 1FMCU5K3XBKA1553
6	5	2019 DODGE 3500 HD PICK-UP TRUCK	5.00	0	15	72,000	VIN: 1GNFH15T161225467
7	5	2010 TOYOTA PRIUS II	4.00	10	5	45,000	VIN: JTDKN3DU9A0116212
8	5	2008 GLOBAL ELE MTRS e4 - GEM	4.70	10	0	30,000	VIN: 5ASAG47418F045842
9	5	2008 GLOBAL ELE MTRS eL - GEM	4.50	10	0	30,000	VIN: 5ASAK27468F045841
10	5	2008 GLOBAL ELE MTRS eL - GEM	4.50	10	0	30,000	VIN: 5ASAK274X8F045843
11	15	1992 CUMMINS 600DFGB - GENERATOR	1.00	28	0	250,000	SN: J910426848
12	9	1989 CLARK GPS25 - FORKLIFT	1.00	31	0	35,000	VIN: 0657-6925
13	9	2006 DAEWOO GC25E-3 - FORKLIFT	2.50	14	6	43,000	VIN: FQ-00524
14	9	2009 ALUM-LINE TRAILER	3.50	11	9	28,000	VIN: 1A9FB142692241881
15	9	1995 HYDRO T3500 - PRESSURE WASHER ON TRAILER	1.00	25	0	28,000	VIN: 1H9CSC155S1120854
16	9	2006 HONDA GX390 - TRUCK MOUNT PRESSURE WASHER	1.00	14	0	11,000	VIN: FCANK-1125007
17	5	2011 Chrysler Van	4.50	9	6	45,000	VIN: 2D4RN4DG5BR718479
18	5	2011 Chrysler Van	4.50	9	6	45,000	VIN: 2D4RN4DG5BR718480
19	5	2018 Ford Police Interceptor Utility	4.50	3	12	50,000	VIN: 1FM5K8AR3JGC18210
20	5	2018 Ford Police Interceptor Utility	4.50	3	12	50,000	VIN: 1FM5K8AR5JGC18211

Owned Facility Inventory

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

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	6	MALL STATION (2005)	4.50	15	25	298,291	1330 SE Everett Mall Way
2	6	COLLEGE STATION (2006)	5.00	14	26	3,662,208	2200 Tower Street; Transit Station
3	6	BRT NORTH TERMINAL (2009)	5.00	11	9	2,572,118	3301 Smith Avenue; Bus rapid transit terminal
4	11	MAINTENANCE CENTER	3.50	27	3	1,588,968	3227 Cedar Street: Serves as the Administrative and Operations Headquarters for transit service
5	17	EVERETT STATION (2002)	4.60	18	32	36,865,498	3201 Smith: Multi-modal facility
6	19	BUS LOT @ OPERATIONS CENTER	4.00	29	1	1,595,574	3225 Cedar Street: Fixed route coach and paratransit vehicle parking
7	23	OPERATIONS CENTER	4.60	27	3	2,363,512	3225 Cedar Street: Serves as the Administrative and Operations Headquarters for transit service
8	24	CASINO COMFORT STATION	5.00	11	14	66,249	Casino Road: Driver's break station

Owned Rolling Stock Inventory and Verification of Continued Use

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

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency vehicle number	Actual life odometer	Meets financial needs of SGR? Yes/no	Is the vehicle safe? Yes/no	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance current? Yes/no	Performs its designed function? Yes/no	Replacement cost (\$)	ADA access? Yes/no	Seating capacity	Fuel type	WSDOT title? Yes/no
1	2001	ORION V 5.501	01	1VHAH3H2316501715	B0112	602564	Yes	Yes	15	500,000	Yes	Yes	1,120,000	Y	43+2	D	NO
2	2001	ORION V 5.501	01	1VHAH3H2516501716	B0113	630360	Yes	Yes	15	500,000	Yes	Yes	1,120,000	Y	43+2	D	NO
3	2001	ORION V 5.501	01	1VHAH3H2716501717	B0114	619530	Yes	Yes	15	500,000	Yes	Yes	1,120,000	Y	43+2	D	NO
4	2001	ORION V 5.501	01	1VHAH3H2716501720	B0117	598638	Yes	Yes	15	500,000	Yes	Yes	1,120,000	Y	43+2	D	NO
5	2002	ORION V 5.501	01	1VHAH3H2926501879	B0119	589868	Yes	Yes	15	500,000	Yes	Yes	1,120,000	Y	43+2	D	NO
6	2002	ORION V 5.501	01	1VHAH3H2926501896	B0121	738731	Yes	Yes	15	500,000	Yes	Yes	1,120,000	Y	43+2	D	NO
7	2002	ORION V 5.501	01	1VHAH3H2926501901	B0122	641093	Yes	Yes	15	500,000	Yes	Yes	1,120,000	Y	43+2	D	NO
8	2006	GILLIG G21B102N4	02	15GGB211561076823	B0300	596144	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
9	2006	GILLIG G21B102N4	02	15GGB211761076824	B0301	675695	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
10	2006	GILLIG G21B102N4	02	15GGB211961076825	B0302	673589	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
11	2006	GILLIG G21B102N4	02	15GGB211061076826	B0303	697525	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
12	2006	GILLIG G21B102N4	02	15GGB211261076827	B0304	690313	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
13	2006	GILLIG G21B102N4	02	15GGB211461076828	B0305	694474	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
14	2006	GILLIG G21B102N4	02	15GGB211661076829	B0306	688662	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
15	2006	GILLIG G21B102N4	02	15GGB211261076830	B0307	654543	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
16	2006	GILLIG G21B102N4	02	15GGB211461076831	B0308	648497	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	32+2	D	NO
17	2007	GILLIG G21D102N4	01	15GGD211771078486	B0200	547297	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	38+2	D	NO
18	2007	GILLIG G21D102N4	01	15GGD211971078487	B0201	535912	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	38+2	D	NO
19	2007	GILLIG G21D102N4	01	15GGD211071078488	B0202	519120	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	38+2	D	NO
20	2007	GILLIG G21D102N4	01	15GGD211271078489	B0203	532234	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	38+2	D	NO
21	2012	GILLIG G21D102N4	01	15GGD2715C1180449	B0204	303782	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	38+2	D	NO
22	2012	GILLIG G21D102N4	01	15GGD2715C1180450	B0205	335695	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	38+2	D	NO
23	2009	GILLIG G30D102N4	01	15GGD301791176265	B0500	420157	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
24	2009	GILLIG G30D102N4	01	15GGD301991176266	B0501	437594	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
25	2009	GILLIG G30D102N4	01	15GGD301091176267	B0502	467840	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
26	2013	GILLIG G30D102N4	01	15GGD3014D1181836	B0503	328902	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
27	2013	GILLIG G30D102N4	01	15GGD3016D1181837	B0504	304841	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
28	2013	GILLIG G30D102N4	01	15GGD3018D1181838	B0505	315479	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
29	2013	GILLIG G30D102N4	01	15GGD301XD1181839	B0506	302410	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
30	2013	GILLIG G30D102N4	01	15GGD3016D1181840	B0507	312983	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
31	2013	GILLIG G30D102N4	01	15GGD3018D1181841	B0508	310544	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
32	2013	GILLIG G30D102N4	01	15GGD301XD1181842	B0509	313390	Yes	Yes	15	500,000	Yes	Yes	1,250,000	Y	36+2	DH	NO
33	2018	PROTERA CATALYST E2	01	1M9TH16J2JL816247	B0700	57354	Yes	Yes	12	500,000	Yes	Yes	1,250,000	Y	31+2	E	NO
34	2018	PROTERA CATALYST E2	01	1M9TH16J6JL816249	B0701	37436	Yes	Yes	12	500,000	Yes	Yes	1,250,000	Y	31+2	E	NO
35	2018	PROTERA CATALYST E2	01	1M9TH16J3JL816242	B0702	32500	Yes	Yes	12	500,000	Yes	Yes	1,250,000	Y	31+2	E	NO
36	2018	PROTERA CATALYST E2	01	1M9TH16J7JL816244	B0703	40063	Yes	Yes	12	500,000	Yes	Yes	1,250,000	Y	31+2	E	NO
37	2019	PROTERA CATALYST BE-40	01	1M9TH16J5KL816406	B0704	37539	Yes	Yes	12	500,000	Yes	Yes	1,250,000	Y	31+2	E	YES
38	2019	PROTERA CATALYST BE-40	01	1M9TH16J7KL816407	B0705	37522	Yes	Yes	12	500,000	Yes	Yes	1,250,000	Y	31+2	E	YES
39	2019	PROTERA CATALYST BE-40	01	1M9TH16J9KL816408	B0706	29781	Yes	Yes	12	500,000	Yes	Yes	1,250,000	Y	31+2	E	YES

Paratransit vehicles

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency vehicle number	Actual life odometer	Meets financial needs of SGR? Yes/no	Is the vehicle safe? Yes/no	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance current? Yes/no	Performs its designed function? Yes/no	Replacement cost (\$)	ADA access? Yes/no	Seating capacity	Fuel type	WSDOT title? Yes/no
1	2016	Ford E450 - Eldorado AeroTech	11	1FDXE4FS2GDC50287	B0052	117060	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	13+2	G	NO
2	2016	Ford E450 - Eldorado AeroTech	11	1FDXE4FS4GDC50288	B0053	115038	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	13+2	G	NO
3	2016	Ford E450 - Eldorado AeroTech	11	1FDXE4FS6GDC50289	B0054	114110	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	13+2	G	NO
4	2011	CHRYSLER Van	11	2D4RN4DG5BR718477	B0043	20331	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	5+1	G	NO
5	2011	CHRYSLER Van	11	2D4RN4DG5BR718478	B0044	25526	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	5+1	G	NO
6	2018	Ford E450 - StarTrans Senator II	11	1FDXE4FS1HDC68555	B0055	40297	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	8+2	G	NO
7	2018	Ford E450 - StarTrans Senator II	11	1FDXE4FS3HDC68556	B0056	63328	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	8+2	G	NO
8	2018	Ford E450 - StarTrans Senator II	11	1FDXE4FS5HDC68557	B0057	77922	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	8+2	G	NO
9	2018	Ford E450 - StarTrans Senator II	11	1FDXE4FS9JDC06701	B0058	74702	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	8+2	G	NO
10	2010	Ford E450 - Eldorado AeroTech	11	1FDFE4FS1ADA78921	B0077	195536	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
11	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS6KDC47669	B0059	15832	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
12	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS6KDC47672	B0060	19123	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
13	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS4KDC47671	B0061	3435	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
14	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS2KDC47670	B0062	19183	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
15	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS8KDC47673	B0063	11739	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
16	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS1KDC47675	B0064	13571	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
17	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS3KDC47676	B0065	14570	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
18	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FSXKDC47674	B0066	8539	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
19	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS5KDC47677	B0067	13104	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
20	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS5KDC47680	B0068	9642	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
21	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS9KDC47679	B0069	12740	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
22	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS7KDC47678	B0070	9312	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
23	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS7KDC47681	B0071	11031	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
24	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS9KDC47682	B0072	11662	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
25	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS0KDC47683	B0073	6095	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
26	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS2KDC47684	B0074	8295	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
27	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS4KDC47685	B0075	10947	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO
28	2019	Ford E450 - Eldorado AeroTech	11	1FDFE4FS6KDC47686	B0076	3446	Yes	Yes	8	100,000	Yes	Yes	100,000	Y	9+2	G	NO

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