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Bellingham, WA 98226
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2017 Report & Transit Development Plan 2018 – 2023



Date of Public Hearing: August 16, 2018

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Section I: Organization

Agency Description

Whatcom Transportation Authority (WTA) provides public transportation services throughout Whatcom County in Northwest Washington State. Our services include Fixed Route, Paratransit, Zone Service and a Vanpool program.

WTA's mission is to enhance our community by:

- Delivering safe, reliable, efficient and friendly service
- Offering environmentally sound transportation choices
- Providing leadership in creating innovative transportation solutions
- Partnering with our community to improve transportation systems

Governing Body and Public Processes

WTA is governed by a ten member board of directors composed of elected officials from jurisdictions located in its service area:

- Bellingham City Council Members (2 positions)
- Mayor of Bellingham
- City of Blaine - Elected official
- City of Ferndale - Elected official
- City of Lynden - Elected official
- Cities of Everson/Nooksack/Sumas - Elected official
- Whatcom County Council Member
- Whatcom County Executive
- Labor Representative (non-voting)

WTA's Community Advisory Panel is composed of approximately 20 Whatcom County residents, most of whom also serve as members of the Citizens' Transportation Advisory Group. Advisory Panel members represent different regions of the county, diverse professional disciplines, a wide range of stakeholders (including neighborhoods, schools, universities, tribes, social and health services) and different ages and abilities. WTA's Community Advisory Panel meets five times per year to review and discuss performance reports, unmet service needs, the annual budget and other major agency initiatives.

2017 Board Members

Paul Greenough	Blaine City Council — Board Chairperson
Jim Ackerman	Mayor of Nooksack — Board Vice-Chairperson
Kelli Linville	Mayor of Bellingham
Jack Louws	Whatcom County Executive
Roxanne Murphy	Bellingham City Council
Michael Lilliquist	Bellingham City Council
Scott Korthuis	Mayor of Lynden
Satpal Sidhu	Whatcom County Council
Cathy Watson	Ferndale City Council
Mark Lowry	Amalgamated Transit Union — Non-Voting Labor Representative

As approved in the 2017 Budget, the Whatcom Transportation Authority had the authority to employ:

Division	Full Time Equivalents
Executive Administration	2.00
Community Relations and Marketing	1.00
Human Resources	4.00
Finance	7.00
Information Technology (IT)	6.00
Fleet and Facilities	33.00
Operations	197.00
Service Development	4.70
Total	254.70

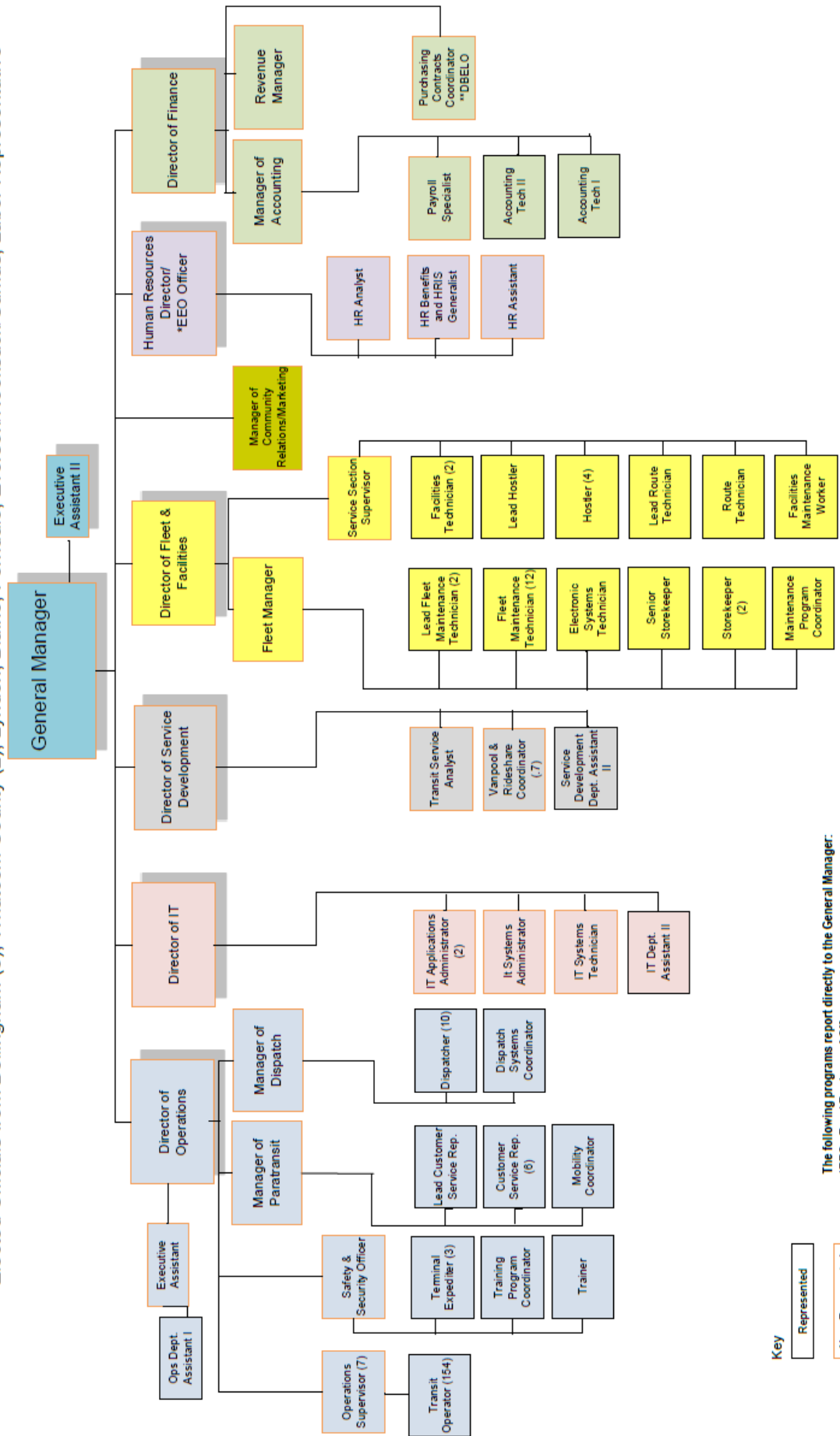


WHATCOM TRANSPORTATION AUTHORITY

2017 Organizational Chart

Board of Directors

Elected Officials from Bellingham (3), Whatcom County (2), Lynden, Blaine, Ferndale, Everson/Nooksack/Sumas, Labor Representative



Key

Represented

Non-Represented

March 2017

The following programs report directly to the General Manager:

*EEO - Equal Employment Officer

**DBELO - Disadvantaged Business Enterprise Liaison Officer

Section II: Physical Plant

WTA's Maintenance, Operations and Administration building (MOAB) is located at 4011 Bakerview Spur, Bellingham, Washington.

Transit Stations

- Bellingham Station — located on the corner of Railroad Ave and Magnolia St. in downtown Bellingham. This facility includes a customer service office, 10 passenger loading gates and is served by 21 routes.
- Cordata Station — located on the corner of Cordata Pkwy and Short St. in Bellingham. This facility has a 70-stall park & ride, 3 passenger loading areas and is served by 10 routes.
- Ferndale Station — located at I-5 and Axton Rd. in Ferndale. This facility has a 131-stall park & ride, 3 passenger loading areas and is served by 3 routes.
- Lynden Station — located at Main St. and 10th in Lynden. This facility has an 89-stall park & ride, 2 passenger loading areas and is served by 2 routes.

Section III: Service Characteristics

Our services include Fixed Route (including route deviated "Flex" service), Paratransit, Zone Service, and a Vanpool program.

Fixed Routes

WTA serves Bellingham, Ferndale, Lynden, Blaine and Birch Bay, Lummi Nation, Sudden Valley, Kendall, Everson, Nooksack and Sumas. We cooperate with Skagit Transit, in neighboring Skagit County, to provide service between Bellingham and Mount Vernon. WTA plays a major role in transporting students to Western Washington University, to three local colleges, and to middle schools and high schools throughout the county.

WTA offers 27 fixed routes, including a network of four high-frequency corridors within Bellingham. We provide service seven days a week, with more limited service on Saturdays, Sundays and evenings. The following guidelines generally apply:

- On weekdays, service is available in most areas from about 6:00 am to 7:30 pm.
- Saturday service is available in many areas from about 9:00 am to 6:30 pm.
- On weekdays and Saturdays, later service is available in a few areas, up to 11:00 pm.
- Sunday service is available in all but the most rural areas, from about 8:00 am to 9:50 pm.

Routes that offer flex service serve bus stops on a regular schedule, and can also "flex" off-route within the flex service area. Advance reservations are required.

Three Flex routes connect people in rural parts of Whatcom County with Bellingham, and locations along the way. Flex service is also offered on a north county connector service that does not serve Bellingham.

- 1) Rt 71X Everson/Nooksack/Sumas to Bellingham
- 2) Rt 72X Kendall via Mt. Baker Highway to Bellingham
- 3) Rt 75 Blaine/Birch Bay via Ferndale to Bellingham
- 4) Rt 65 Connecting Everson, Nooksack, Lynden, Birch Bay Square, and Ferndale

Paratransit

WTA's paratransit service provides curb-to-curb (and if needed, door-to-door) transportation to riders whose disability prevents them from riding our fixed route bus system. Paratransit service is designed to be equal to, not better than our fixed route service. For this reason, paratransit's hours of operation mirror those of our fixed routes. The service area is within 0.75 miles of all fixed routes. Like fixed routes, paratransit is public transportation, so riders will often share their rides with others. Grouping rides efficiently is essential for meeting rider demand, as hundreds of trips are scheduled every day. Riders can book paratransit trips for any type of trip; no trip purpose is more important than another. Everyone who rides paratransit must qualify and be approved before riding.

Zone Service

Zone service provides limited demand responsive transit service to rural areas of Whatcom County that are not served by fixed route. There are no eligibility requirements for using zone service; anyone within the designated area can request a ride. Service is only available to each zone on certain days of the week. Advance reservations are required.

Vanpool

Our Vanpool program allows groups of people to use a WTA-owned van for the purpose of commuting to and from a common worksite. The vanpool group pays a fare, based on the number of miles the van travels each month. Vanpoolers share the cost of commuting, and no one puts miles on their own car. In 2017, the average number of vans in service was 23.

2017 Changes to Service

March 2017 Strategic Plan Implementation (9% Service Increase)

- Began providing Sunday and later evening service to Lynden, Ferndale, Lummi Nation/Gooseberry Point, Sudden Valley and Deming/Kendall
- Added more weekday service to Ferndale, Birch Bay and Blaine
- Added an additional weekday trip on the Route 80X to Mt. Vernon
- Added more evening trips on the Green and Gold Lines which operate in 15 minute increments during the day
- Added more trips serving Walmart, WinCo and the medical facilities on Cordata Parkway

- Began Saturday service earlier on most routes
- Added new service to new areas, including James Street and Telegraph Road, the Silver Beach Neighborhood and Airport Way
- Changed route names and numbers around Western Washington University to make it easier to understand

Grant Funded Service

- Received a grant from the Washington State Department of Transportation to operate a 2 year pilot project to connect the communities of Nooksack, Everson, Lynden, Birch Bay Square and Ferndale. This is our Route 65.

September 2017 New and Adjusted Service (4% Service Increase)

- Created Route 92 connecting the Lincoln Creek Park and Ride, the York Neighborhood and Western Washington University
- Changed some Saturday departure times on Route 80X to Mt. Vernon and for the first time added six trips on Sunday
- Expanded the hours of operation of Route 11 between 32nd Street and Western Washington University
- Added earlier Saturday trips on a few routes to better connect with the morning Bolt Bus departures from Cordata Station

Fares

The latest Fare Rates and Rules was implemented January 2, 2015.

Fixed/Flex Routes Fare Rates

Cash Fare: Single Ride

Cash Fare.....	\$1.00
Reduced Fare.....	\$0.50
Route 80X Cash Fare (within one county).....	\$1.00
Route 80X Cash Fare (between counties)	\$2.00
Route 80X Reduced Fare (within one county).....	\$0.50
Route 80X Reduced Fare (between counties)	\$1.00
Ages 7 and under and 75+	Free

Passes:

Day Pass	\$3.00
11-Ride Pass.....	\$10.00
31-Day Pass.....	\$25.00
92-Day Pass.....	\$70.00
Select (for Veterans, Seniors and Riders with Disabilities) 31-Day Pass.....	\$13.00
Select (for Veterans, Seniors and Riders with Disabilities) 92-Day Pass.....	\$35.00
Youth 31-Day Pass.....	\$15.00
Youth 92-Day Pass.....	\$40.00

Student 31-Day Pass.....	\$15.00
Student 92-Day Pass.....	\$40.00
Skagit-Whatcom Day Pass.....	\$6.00
County Connector 31-Day Pass.....	\$50.00
County Connector Youth/Student/Reduced/Select 31-Day Pass.....	\$25.00

Smart Cards:\$2.00

Regional Reduced Fare Card\$3.00

Paratransit Fare Rates

Cash Fare: Single Ride

Cash Fare.....\$1.00

Ages 75+FREE

Passes:

Paratransit Calendar Month Pass.....\$13.00

Paratransit Calendar Quarter Pass.....\$35.00

Zone Service Fare Rates

Cash Fare: Single Ride

Cash Fare.....\$1.00

Vanpool Fare Rates

Vanpool fares are designed to recover 100% of direct costs. Fares for vanpool vehicles are charged based on the monthly miles logged per van.

Section IV: Service Connectors

WTA provides service to all multi-modal facilities in Whatcom County. In March of 2017, WTA started serving the Bellingham International Airport close to, though not right at the terminal building. Through an agreement with the Port of Bellingham WTA riders may use the Port's remote parking lot shuttle to deliver them to the terminal. Route 80X connects Whatcom and Skagit counties and is jointly operated by WTA and Skagit Transit. Riders of Route 80X can transfer in Skagit County to routes serving Island and Snohomish counties. In 2017, there were 32,775 boarding's on WTA's portion of Route 80X. The average one-way trip was 25 miles.

WTA coordinates its service with a number of public and private transportation providers in Whatcom county including:

- AMTRAK
- Greyhound, Sea-Tac Airporter Shuttle, BoltBus and other regional carriers
- Lummi Island Ferry
- Lummi Nation Transit

WTA serves most public and many private schools, as well as three colleges and a university. The population of these schools varies from over 16,000 students and faculty at Western Washington University, and about 1,000 students and faculty at Northwest Indian College, to a few hundred at alternative high schools in Bellingham and Ferndale. There are elementary schools in the rural Mt. Baker, Meridian, and Nooksack school districts that do not have scheduled service.

Section V: Activities in 2017

- Implemented major service change and introduced new service
- Provided service during seven winter weather events
- Introduced universal bus pass program at Whatcom Community College
- Completed the Federal Transit Association's Triennial Review
- Completed annual American Care Act reporting
- Completed seven engine rebuilds
- Rebuilt first hybrid diesel ISB engine on hybrid bus
- Sold nine surplus paratransit minibuses, three surplus Orion buses, and Orion parts inventory
- Ordered, accepted and made ready five Eldorado paratransit minibuses
- Visited Gillig and Proterra facilities to evaluate electric buses
- Supported Smart Trips, and provided a bus and Transit Operator, to offer how-to-ride instruction to 1,600 7th Graders throughout Whatcom County
- Supported Smart Trips in providing presentations or Guided Rides to 190 seniors
- Hired a new Fleet Maintenance Technician, 2 Hostler's and 31 new Transit Operators, a Transit Planner and a Manager of Fleet Maintenance
- Promoted from within a Director of Operations, two Operations Supervisors, and two Dispatchers
- Promoted two employees into new positions—a Storekeeper and a Customer Service Representative
- Awarded Employee of the Year and Goodwill Ambassador
- Celebrated Transit Employee Appreciation Day in conjunction with 2nd consecutive WSTIP Safety Star Award
- Earned Association of Washington Cities "WellCity" Award
- Staff attended the following conferences and trainings: Transit Supervisor Certification, Reasonable Suspicion Drug and Alcohol Training, Association of Washington Cities

Wellness Summit, Clean Diesel Engine Technology, Labor Relations Institute Conference, WSDOT Innovations and Partnerships Conference, Culturally Competent Communication training, "multiplex" training, Social Media Tools for Public Information Officers, Washington State Public Transportation Conference, Washington State Transit Association committee meetings, Annual Trapeze Conference, Microsoft Data Summit Training, Washington State Transit Insurance Pool's Finance Class, Records Management Training, Health Care Summit, Several HR industry training meetings and a Victory Over Violence Program.

- Completed 2017 Strategic Plan
- Worked with Skagit Transit to finalize expanded Route 80X service, and held public hearing for September implementation
- Held public hearing on changes to March 2017 service, for September implementation
- Awarded Consolidated Grant from WSDOT, to connect communities in north Whatcom County
- Updated encoding process for WWU ID cards, eliminating need for annual re-encoding
- Installed upgraded financial system
- Converted to new GPS-ready Trapeze map, in preparation for Smart Bus project
- Submitted grant to FTA's Low or No Emissions Bus Program for electric charging facilities, plus lease fees for three electric buses
- Completed National Transit Database reporting and Transit Improvement Plan
- Established a Paratransit Review Committee
- Hosted WTA's annual safety "Rodeo"
- Staff presented at National Trapeze Conference, regarding WTA's implementation of Trapeze "OPS"
- Received notification from State Auditor's office regarding WTA's 20th consecutive audit with no findings
- Implemented fall service changes, including additional weekend service to Mount Vernon, connecting to Everett Station and beyond
- Began operating Route 65, with service to Everson, Nooksack, Lynden, Birch Bay Square and Ferndale
- Improved in-house Automatic Vehicle Location system, by adding emergency alarms, farebox transactions and system health monitoring
- Installed and configured new dispatch radio consoles and completed testing of new radio system
- Began the process to replace Payroll/Human Resources Information Systems
- Promoted Free Fare Week, including extra service to the Northwest Washington Fair
- Introduced new "how to ride" videos, in cooperation with Whatcom Smart Trips
- Provided training to all employees on supporting their emotional health
- Began Phase I of MOAB remodel, including relocation of several departments
- Upgraded smart card readers in fareboxes and updated farebox firmware

- Enhanced in-house Automatic Vehicle Locators, by adding input from Washington State Department of Transportation cameras and information from paratransit operations
- Began offering Regional Reduced Fare Permits, actively promoted Free on Fixed Route Cards, and switched from monthly and quarterly passes to 31- and 92-Day passes
- Upgraded point-of-sale system for customer service, and upgraded the “web store,” which sells passes and accepts vanpool payments online
- Concluded a salary study for non-represented employees
- Along with ATU, coordinated the “Warm Hearts Warm Hands” clothing drive
- Raised \$36,800 in employee donations, during annual United Way campaign
- Distributed 50,000 free Day Passes to social and health services agencies

Washington State Department of Transportation’s Transportation Objectives 2017

- 1. Safety** - Improve public health and safety by reducing transportation-related fatalities and injuries
 - Created video to instruct riders to wait until the bus departs before crossing the street
 - Improved in-house Automated Vehicle Location system, by adding emergency alarms, farebox transactions and system health monitoring
 - Installed and configured new dispatch radio consoles and completed testing of new radio system
- 2. State of Good Repair** - Ensure the U.S. proactively maintains critical transportation infrastructure in a state of good repair
 - Accepted delivery of five replacement paratransit minibuses
 - Rebuilt first hybrid diesel ISB engine on a hybrid-electric bus
 - Began process to replace payroll/human resources information system
 - Upgraded financial system
 - Began phase one of remodel at Maintenance Operations and Admin. Base
 - Upgraded smart card readers in fareboxes and updated farebox firmware
 - Selected a vendor for “Smart Bus” project, including real time bus information
 - Upgraded to v16 of Trapeze
- 3. Economic Competitiveness** - Promote transportation policies and investments that bring lasting and equitable economic benefits to the nation and its citizens
 - Conducted a salary study for non-represented employees
 - Raised \$36,800 in employee donations, during annual United Way Campaign

4. Livable Communities - Foster livable communities by integrating transportation policies, plans, and investments with coordinated housing and economic development policies to increase transportation choices and access to transportation services for all users.

- Introduced new service to connect rural communities in northern Whatcom County with grocery stores, medical services and other essential facilities
- Added Sunday service to several rural communities
- Began offering Regional Reduced Fare Cards and actively promoted “Free on Fixed Route” cards for paratransit-eligible riders
- Partnered with Whatcom Council of Governments to offer targeted outreach to seniors, to teach them how to ride fixed route buses
- Partnered with Whatcom Council of Governments to provide classroom training and free bus passes to 7th graders in Whatcom County
- Offered Free Fare Week, a promotion to reach new riders
- Offered two free fare days in support of Project Homeless Connect
- Distributed 50,000 free day passes to social and health services agencies
- Coordinated a successful “Warm Hearts, Warm Hands” clothing drive, in partnership with ATU
- Created a series of how-to-ride videos for new riders, in English, Spanish and Russian

5. Environmental Sustainability – Advance environmentally sustainable policies and investments that reduce carbon and other harmful emissions from transportation sources.

- Participated in PSE Green Power Program

Section VI: Focus Areas - 2018 - 2023:

WTA’s recently completed Strategic Plan establishes the following goals. These serve as our focus areas to guide our work in the coming years.

1. Increase Accessibility, Convenience and Attractiveness of Riding the Bus
 - a. Examples include introducing “Smart Bus” technology and expanding service
2. Actively Partner with our Community
 - a. Examples include partnering with Whatcom Smart Trips to offer how-to-ride training to 7th graders and seniors, plus distributing 50,000 free day passes to social and health agencies
3. Right size Service to Match Community Needs
 - a. Examples include establishing a two-year cycle for service planning and reevaluating our vanpool program
4. Protect and Preserve our Environment

- a. Examples include seeking grant funding for electric buses, and exploring the possibility of converting paratransit minibuses from gasoline to propane
- 5. Contribute to Whatcom County's Quality of Life
 - a. Examples include new service to connect rural communities and new Sunday service to communities outside of Bellingham
- 6. Cultivate Organizational Excellence
 - a. Examples include providing training to employees at all levels and succession planning for upcoming retirements

Section VII: Proposed Changes - 2018 – 2023

2018	Preservation	Improvement
Service	Unknown	2% service expansion
Equipment	Replace 7 diesel buses	
	Replace 13 paratransit vehicles	Fare Collection Open Account System
	Refresh 3 2007 diesel buses	Trapeze Ridership Survey
		Install propane conversion kits on 2017 paratransit vehicles
Facilities	No change	Bellingham Transit Station design and permitting
		Install propane fueling station
		Adjacent property preliminary design
2019	Preservation	Improvement
Service	Unknown	7% service expansion
Equipment		Intelligent Transportation Systems
	Replace 3 diesel buses with electric buses including charging equipment	Replace paratransit mobile data terminals
		Purchase 3 electric fixed route vehicles and charging equipment
Facilities	No change	Bellingham Transit Station new concourse
		Adjacent property RFP for design and design work
		Midway Lot improvements
		Lincoln Creek Park and Ride Improvements design
2020	Preservation	Improvement
Service	Unknown	Evaluate service to align with community growth
Equipment	Replace 3 fixed route vehicles	Intelligent Transportation Systems
	Replace 11 paratransit vehicles	
Facilities	No change	Lincoln Creek Park and Ride improvements construction
		Bellingham Transit Station new concourse
		Install additional lift in maintenance bay
		Wash Bay Detailing booth
		Adjacent property design work and permitting
2021	Preservation	
Service	Unknown	Service expansion planned
		Evaluate service to align with community growth
Equipment	Replace 14 fixed route vehicles	
	Replace 8 paratransit vehicles	
Facilities	No change	Lincoln Creek Park and Ride improvements construction
		Bellingham Transit Station new concourse
		Adjacent property construction

2022	Preservation	Improvement
Service	Unknown	Evaluate service to align with community growth
Equipment	Replace 11 fixed route vehicles	
	Replace 13 paratransit vehicles	
Facilities	No change	Adjacent property construction
2023	Preservation	Improvement
Service	Unknown	Service expansion planned
		Evaluate service to align with community growth
Equipment	Replace 8 fixed route vehicles	
	Replace 5 paratransit vehicles	
Facilities	No change	

Section VIII: Capital Improvement Program – 2017 – 2024

Category	2017	2018	2019	2020	2021	2022	2023	2024
Equipment	414,000	25,000	-	-	-	-	-	-
Facilities	2,513,000	2,140,700		732,500	-	-	-	-
Technology	536,000	835,256	2,421,244	-	-	-	-	-
Vehicles-Non-Revenue	120,000	-	-	-	-	-	-	-
Vehicles, Revenue	650,000	1,148,800	4,124,000	3,272,010	9,208,000	8,365,000	5,600,000	5,924,000
Total	4,233,000	4,149,756	6,545,244	4,004,510	9,208,000	8,365,000	5,600,000	5,924,000

Section IX: Operating Data - 2017 - 2023

FIXED ROUTE	Actual 2017	Budget 2018	2019	2020	2021	2022	2023
Rev. Vehicle Hours	142,321	146,494	155,524	160,556	160,556	160,556	160,556
Annual. Vehicle Hours	150,231	155,445	165,011	170,350	170,350	170,350	170,350
Rev. Vehicle Miles	2,014,058	2,068,834	2,216,167	2,287,871	2,287,871	2,287,871	2,287,871
Annual Vehicle Miles	2,179,104	2,237,030	2,395,676	2,473,189	2,473,189	2,473,189	2,473,189
Peak Vehicles	47	47	47	48	48	48	48
Passengers (unlinked)	4,602,021	4,725,000	4,556,000	4,556,000	4,556,000	4,556,000	4,556,000
Fatalities	0						
Reportable Injuries	4						
Collisions	1						
Fuel (Diesel) consumed	427,411	447,406	467,019	500,139	500,139	500,139	500,139

PARATRANSIT	Actual 2017	Budget 2018	2019	2020	2021	2022	2023
Rev. Vehicle Hours	69,699	68,309	75,127	77,381	77,381	77,381	77,384
Annual. Vehicle Hours	77,411	75,469	83,842	86,357	86,357	86,357	86,357
Rev. Vehicle Miles	902,330	907,012	960,899	989,726	989,726	989,726	989,726
Annual Vehicle Miles	1,031,483	1,024,429	1,081,973	1,114,432	1,114,432	1,114,432	1,114,432
Peak Vehicles	30	33	33	34	34	34	34
Passengers	220,815	220,734	229,629	236,518	265,518	236,518	236,518
Fatalities	0						
Reportable Injuries	0						
Collisions	0						
Fuel (Gas) consumed	156,529	156,478	165,268	170,226	170,226	170,226	170,226

VANPOOL	Actual 2017	Budget 2018	2019	2020	2021	2022	2023
Rev. Vehicle Hours	7,371	7,642	8,049	8,049	8,049	8,049	8,049
Annual. Vehicle Hours	7,371	7,657	8,049	8,049	8,049	8,049	8,049
Rev. Vehicle Miles	396,942	423,249	436,636	436,636	436,636	436,636	436,636
Annual Vehicle Miles	396,942	423,805	436,636	436,636	436,636	436,636	436,636
Peak Vehicles	24	23	23	23	23	23	23
Passengers	46,492	41,719	48,119	48,119	48,119	48,119	48,119
Fatalities	0						
Reportable Injuries	0						
Collisions	0						
Fuel (Gas) consumed	27,879	25,670	26,438	26,438	26,438	26,438	26,438

Reportable injuries = transported to hospital
Collisions = greater than \$5,000 repair costs

Section X: Operating Revenues and Expenditures - 2018 - 2023

2018 BUDGET WHATCOM TRANSPORTATION AUTHORITY					
	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Total
Beginning Cash Balance	\$9,439,436	\$8,000,000	\$5,500,000	\$9,600,000	\$32,539,436
Revenues					
Sales Tax	27,852,315				27,852,315
Farebox	2,648,477				2,648,477
Contract Revenue	0				0
Vanpool Income	159,544				159,544
Operating Grants	1,236,624				1,236,624
Other	195,532				195,532
Interest Income	118,600	112,000	77,000	134,400	442,000
Total Revenues	32,211,092	112,000	77,000	134,400	32,534,492
Operating Expenses					
Fixed Route	20,996,550				20,996,550
Paratransit	9,829,496				9,829,496
Vanpool	279,954				279,954
Depreciation	4,560,191				4,560,191
Total Expense	35,666,191	0	0	0	35,666,191
Add back Depreciation	4,560,191				4,560,191
Total Available	1,105,092	112,000	77,000	134,400	1,428,492
Grant Revenue					
Federal Capital Grants			320,000	0	320,000
Paratransit Vehicles				850,000	850,000
Fixed Route Vehicles				0	0
Vanpool Vehicles					0
Total Grant Revenue	0	0	320,000	850,000	1,170,000
Capital Expenditures					
Vehicles				1,148,800	1,148,800
Non-Revenue Vehicles					0
Facilities			625,700		625,700
Technology			1,235,256		1,235,256
Equipment			25,000		25,000
Total Capital Expenditures			1,885,956	1,148,800	3,034,756
Grant Revenue Less Capital Exp	0	0	-1,565,956	-298,800	-1,864,756
Transfers (net)	-1,650,794	1,635,194	0	15,600	0
Ending Cash Balance, 12/31/2018	\$8,893,734	\$9,747,194	\$4,011,044	\$9,451,200	\$32,103,172

2019 WHATCOM TRANSPORTATION AUTHORITY					
	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Total
Beginning Cash Balance	\$8,893,734	\$9,747,194	\$4,011,044	\$9,451,200	\$32,103,172
Revenues					
Sales Tax	29,244,931				29,244,931
Farebox	2,701,447				2,701,447
Contract Revenue	0				0
Vanpool Income	146,780				146,780
Operating Grants	750,000				750,000
Other	199,443				199,443
Interest Income	103,068	136,461	56,155	132,317	428,000
Total Revenues	33,145,668	136,461	56,155	132,317	33,470,601
Operating Expenses					
Fixed Route	21,792,375				21,792,375
Paratransit	10,202,060				10,202,060
Vanpool	290,565				290,565
Depreciation	4,651,394				4,651,394
Total Expense	36,936,394	0	0	0	36,936,394
Add back Depreciation	4,651,394				4,651,394
Total Available	860,668	136,461	56,155	132,317	1,185,601
Grant Revenue					
Federal Capital Grants					0
Paratransit Vehicles					0
Fixed Route Vehicles				3,299,200	3,299,200
Vanpool Vehicles					0
Total Grant Revenue	0	0	0	3,299,200	3,299,200
Capital Expenditures					
Vehicles				4,124,000	4,124,000
Non-Revenue Vehicles					0
Facilities					0
Technology				2,711,244	2,711,244
Equipment					0
Total Capital Expenditures	0	0	0	6,835,244	6,835,244
Grant Revenue Less Capital Exp	0	0	0	-3,536,044	-3,536,044
Transfers (net)	813,229	449,000	661,244	-1,923,473	0
Ending Cash Balance, 12/31/2019	\$10,567,631	\$8,100,000	\$2,450,000	\$4,124,000	\$29,752,728

2020

WHATCOM TRANSPORTATION AUTHORITY

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Total
Beginning Balance	\$10,567,631	\$8,100,000	\$2,450,000	\$4,124,000	\$25,241,631
Revenues					
Sales Tax	30,707,177				30,707,177
Farebox	2,755,476				2,755,476
Contract Revenue	0				0
Vanpool Income	146,780				146,780
Operating Grants	750,000				750,000
Other	203,431				203,431
Interest Income	227,564	113,400	34,300	57,736	433,000
Total Revenues	34,790,428	113,400	34,300	57,736	34,995,864
Operating Expenses					
Fixed Route	22,717,125				22,717,125
Paratransit	10,634,980				10,634,980
Vanpool	302,895				302,895
Depreciation	4,744,422				4,744,422
Total Expense	38,399,422	0	0	0	38,399,422
Add back Depreciation	4,744,422				4,744,422
Total Available	1,135,428	113,400	34,300	57,736	1,340,864
Grant Revenue					
Federal Capital Grants					0
Paratransit Vehicles				1,234,200	1,234,200
Fixed Route Vehicles				1,456,008	1,456,008
Vanpool Vehicles					0
Total Grant Revenue	0	0	0	2,690,208	2,690,208
Capital Expenditures					
Vehicles				3,272,010	3,272,010
Non-Revenue Vehicles					0
Facilities			732,500		732,500
Technology					0
Equipment					0
Total Capital Expenditures	0	0	732,500	3,272,010	4,004,510
Grant Revenue Less Capital Exp	0	0	-732,500	-581,802	-1,314,302
Transfers (net)	605,724	741,500	-1,019,300	-327,924	0
Ending Balance, 12/31/2020	\$12,308,783	\$8,954,900	\$732,500	\$3,272,010	\$25,268,193

2021 WHATCOM TRANSPORTATION AUTHORITY					
	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Total
Beginning Balance	\$12,308,783	\$8,954,900	\$732,500	\$3,272,010	\$25,268,193
Revenues					
Sales Tax	32,242,536				32,242,536
Farebox	2,811,468				2,811,468
Contract Revenue	0				0
Vanpool Income	146,780				146,780
Operating Grants	750,000				750,000
Other	207,500				207,500
Interest Income	244,568	125,369	10,255	45,808	426,000
Total Revenues	36,402,852	125,369	10,255	45,808	36,584,284
Operating Expenses					
Fixed Route	23,712,750				23,712,750
Paratransit	11,101,080				11,101,080
Vanpool	316,170				316,170
Depreciation	4,863,033				4,863,033
Total Expense	39,993,033	0	0	0	39,993,033
Add back Depreciation	4,863,033				4,863,033
Total Available	1,272,852	125,369	10,255	45,808	1,454,284
Grant Revenue					
Federal Capital Grants					0
Paratransit Vehicles				924,800	924,800
Fixed Route Vehicles				6,496,000	6,496,000
Vanpool Vehicles					0
Total Grant Revenue	0	0	0	7,420,800	7,420,800
Capital Expenditures					
Vehicles				9,208,000	9,208,000
Non-Revenue Vehicles					0
Facilities					0
Technology					0
Equipment					0
Total Capital Expenditures	0	0	0	9,208,000	9,208,000
Grant Revenue Less Capital Exp	0	0	0	-1,787,200	-1,787,200
Transfers (net)	-7,118,571	183,944	-742,755	7,677,382	0
Ending Balance, 12/31/2021	\$6,463,065	\$9,264,213	\$0	\$9,208,000	\$24,935,277

2022 WHATCOM TRANSPORTATION AUTHORITY					
	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Total
Beginning Balance	\$6,463,065	\$9,264,213	\$0	\$9,208,000	\$24,935,277
Revenues					
Sales Tax	33,854,663				33,854,663
Farebox	2,868,608				2,868,608
Contract Revenue	0				0
Vanpool Income	146,780				146,780
Operating Grants	750,000				750,000
Other	211,650				211,650
Interest Income	192,389	129,699	0	128,912	451,000
Total Revenues	38,024,090	129,699	0	128,912	38,282,701
Operating Expenses					
Fixed Route	24,756,975				24,756,975
Paratransit	11,589,932				11,589,932
Vanpool	330,093				330,093
Depreciation	4,984,609				4,984,609
Total Expense	41,661,609	0	0	0	41,661,609
Add back Depreciation	4,984,609				4,984,609
Total Available	1,347,090	129,699	0	128,912	1,605,701
Grant Revenue					
Federal Capital Grants					0
Paratransit Vehicles				1,547,000	1,547,000
Fixed Route Vehicles				5,236,000	5,236,000
Vanpool Vehicles					0
Total Grant Revenue	0	0	0	6,783,000	6,783,000
Capital Expenditures					
Vehicles				8,365,000	8,365,000
Non-Revenue Vehicles					0
Facilities					0
Technology					0
Equipment					0
Total Capital Expenditures	0	0	0	8,365,000	8,365,000
Grant Revenue Less Capital Exp	0	0	0	-1,582,000	-1,582,000
Transfers (net)	-810,294	200,206		610,088	0
Ending Balance, 12/31/2022	\$6,999,861	\$9,594,118	\$0	\$8,365,000	\$24,958,978

2023

WHATCOM TRANSPORTATION AUTHORITY

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Total
Beginning Balance	\$6,999,861	\$9,594,118	\$0	\$8,365,000	\$24,958,978
Revenues					
Sales Tax	34,213,688				34,213,688
Farebox	2,926,917				2,926,917
Contract Revenue	0				0
Vanpool Income	146,780				146,780
Operating Grants	1,236,624				1,236,624
Other	215,883				215,883
Interest Income	231,572	134,318	0	117,110	483,000
Total Revenues	38,971,464	134,318	0	117,110	39,222,892
Operating Expenses					
Fixed Route	25,858,575				25,858,575
Paratransit	12,105,644				12,105,644
Vanpool	344,781				344,781
Depreciation	5,109,224				5,109,224
Total Expense	43,418,224	0	0	0	43,418,224
Add back Depreciation	5,109,224				5,109,224
Total Available	662,464	134,318	0	117,110	913,892
Grant Revenue					
Federal Capital Grants					0
Paratransit Vehicles				612,000	612,000
Fixed Route Vehicles				2,905,581	2,905,581
Vanpool Vehicles					0
Total Grant Revenue	0	0	0	3,517,581	3,517,581
Capital Expenditures					
Vehicles				5,600,000	5,600,000
Non-Revenue Vehicles					0
Facilities					0
Technology					0
Equipment					0
Total Capital Expenditures	0	0	0	5,600,000	5,600,000
Grant Revenue Less Capital Exp	0	0	0	-2,082,419	-2,082,419
Transfers (net)	596,066	203,625		-799,691	0
Ending Balance, 12/31/2023	\$8,258,391	\$9,932,060	\$0	\$5,600,000	\$23,790,451

Whatcom Transportation Authority
Comparative Balance Sheet
As Of December 31, 2011 - 2017

ASSETS	2011	2012	2013	2014	2015	2016	2017
Current Assets:							
Cash and Equivalents	\$ 20,027,467	\$ 24,983,075	\$ 25,927,583	\$ 29,249,884	\$ 30,881,534	\$ 33,071,616	\$ 32,539,435
Accounts Receivable	153,228	3,812,352	177,785	116,286	145,589	117,233	124,295
Interest Receivable	12,746	163,144	8,869	13,255	20,305	26,539	36,142
Taxes Receivable	3,566,888	7,757	3,861,901	4,009,555	4,130,209	4,383,548	4,698,092
Grants Receivable	2,896,203	141,177	1,056,320	284,646	274,708	226,709	954,549
Due From Gov. Units	105,920	223,292	131,843	538,865	416,545	76,163	-
Inventory	896,734	910,695	905,225	1,058,964	1,161,880	979,281	1,016,274
Prepayments	55,634	58,834	525,623	105,324	195,901	199,409	165,266
Total Current Assets	27,714,820	30,300,326	32,595,149	35,376,779	37,226,671	39,080,498	39,534,053
Long Term Assets							
Fixed Assets (Net)	44,848,922	47,278,778	44,958,768	44,240,513	42,213,829	44,215,043	41,163,871
Total Long Term Assets	44,848,922	47,278,778	44,958,768	44,240,513	42,213,829	44,215,043	41,163,871
TOTAL ASSETS	72,563,742	77,579,104	77,553,917	79,617,292	79,440,500	83,295,541	80,697,924
DEFERRED OUTFLOWS OF RESOURCES							
Deferred Outflows Related to Pensions	-	-	-	-	1,309,919	2,297,078	1,791,908
TOTAL DEFERRED OUTFLOWS OF RESOURCES	\$ -	\$ -	\$ -	\$ -	\$ 1,309,919	\$ 2,297,078	\$ 1,791,908
LIABILITIES AND EQUITY							
Current Liabilities:							
Accounts Payable	\$ 615,442	\$ 5,714,658	\$ 586,743	\$ 568,367	\$ 742,854	\$ 748,512	\$ 681,394
Deferred Revenue	14,329	-	-	-	-	72,033	68,849
Wages and Benefits Payable	1,435,070	2,143,604	1,916,904	1,862,865	1,852,004	2,015,525	2,143,867
Total Current Liabilities	2,064,841	7,858,262	2,503,647	2,431,232	2,594,858	2,836,070	2,894,110
Long Term Liabilities:							
LT Employee Benefits Payable	89,675	83,301	80,113	62,941	85,364	97,224	114,303
Claims/Lawsuits Payable	5,426	5,426	5,426	5,426	5,426	5,426	5,426
Pension Obligations (net)	-	-	-	-	11,121,956	13,244,015	10,650,857
Total Long Term Liabilities	95,101	88,727	85,539	68,367	11,212,746	13,346,665	10,770,586
Total Liabilities	2,159,942	7,946,989	2,589,186	2,499,599	13,807,604	16,182,735	13,664,696
DEFERRED INFLOWS OF RESOURCES							
Deferred Inflows Related to Pensions	-	-	-	-	1,693,724	263,351	1,763,454
TOTAL DEFERRED INFLOWS OF RESOURCES	-	-	-	-	1,693,724	263,351	1,763,454
EQUITY							
Contributed Capital, Net of Amortization							
Retained Earnings:							
Net Investment in Capital Assets	44,848,922	47,278,778	44,958,768	44,240,513	42,213,829	44,215,043	41,163,871
Unrestricted	25,554,878	22,353,337	30,005,963	32,877,180	23,035,262	24,931,490	25,897,811
Total Equity	70,403,800	69,632,115	74,964,731	77,117,693	65,249,091	69,146,533	67,061,682
TOTAL LIABILITIES & EQUITY	\$ 72,563,742	\$ 77,579,104	\$ 77,553,917	\$ 79,617,292	\$ 79,056,695	\$ 85,329,268	\$ 80,726,378

Appendix A: List of Rolling Stock, Facilities and Equipment

(as of December 31, 2017)

The Public Transportation Management System lists the rolling stock, facilities, and equipment owned by Whatcom Transportation Authority.

**Public Transportation Management System
Owned Rolling Stock Inventory & Verification of Continued Use**

Agency/Organization: Whatcom Transportation Authority
Date: December 31, 2017

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

2/13/18
Signature and Title DIRECTOR OF FLEET & FACILITIES *Date*

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	2012	Gillig Hybrid Low Floor	1	15GGD3013C1181146	801	168,110	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
2	2012	Gillig Hybrid Low Floor	1	15GGD3015C1181147	802	182,548	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
3	2012	Gillig Hybrid Low Floor	1	15GGD3017C1181148	803	183,245	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
4	2012	Gillig Hybrid Low Floor	1	15GGD3019C1181149	804	169,198	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
5	2012	Gillig Hybrid Low Floor	1	15GGD3015C1181150	805	176,221	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
6	2012	Gillig Hybrid Low Floor	1	15GGD301XC1182276	806	166,720	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
7	2012	Gillig Hybrid Low Floor	1	15GGD3011C1182277	807	176,707	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
8	2012	Gillig Hybrid Low Floor	1	15GGD3013C1182278	808	180,418	Yes	Yes	12	500,000	Yes	Yes	\$900,000	Yes	38+2	DE	No
9	2010	Gillig Low Floor	2	15GGB2711A1177812	809	314,868	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	31+2	D	No
10	2010	Gillig Low Floor	2	15GGB2713A1177813	810	311,682	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	31+2	D	No
11	2007	Gillig Low Floor	2	15GGB271171077573	826	411,974	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	31+2	D	No
12	2007	Gillig Low Floor	2	15GGB271371077574	827	406,310	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	31+2	D	No
13	2010	Gillig Low Floor	2	15GGB2715A1177814	828	316,679	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	31+2	D	No
14	2010	Gillig Low Floor	2	15GGB2717A1177815	829	314,127	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	31+2	D	No
15	2010	Gillig Low Floor	2	15GGB2719A1177816	830	310,205	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	31+2	D	No
16	2016	Gillig Low Floor	1	15GGD2716G1188128	831	46,242	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
17	2016	Gillig Low Floor	1	15GGD2718G1188129	832	52,751	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
18	2016	Gillig Low Floor	1	15GGD2714G1188130	833	50,196	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
19	2016	Gillig Low Floor	1	15GGD2716G1188131	834	53,793	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
20	2016	Gillig Low Floor	1	15GGD2718G1188132	835	50,688	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
21	2016	Gillig Low Floor	1	15GGD271XG1188133	836	50,671	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No

22	2016	Gillig Low Floor	1	15GGD2711G1188134	837	51,650	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
23	2007	Gillig Low Floor	1	15GGD271771078226	851	365,152	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
24	2007	Gillig Low Floor	1	15GGD271971078227	852	365,941	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
25	2007	Gillig Low Floor	1	15GGD271971078227	853	367,758	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
26	2007	Gillig Low Floor	1	15GGD271071078228	854	372,540	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
27	2009	Gillig Low Floor	1	15GGD271671078230	855	371,324	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
28	2009	Gillig Low Floor	1	15GGD271091176933	856	325,317	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
29	2009	Gillig Low Floor	1	15GGD271291176934	857	321,405	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
30	2009	Gillig Low Floor	1	15GGD271491176935	858	320,226	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
31	2009	Gillig Low Floor	1	15GGD271691176936	859	323,535	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
32	2004	Gillig Low Floor	3	15GGE291X41090662	864	458,787	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	30+2	D	No
33	2004	Gillig Low Floor	3	15GGE291141090663	865	450,377	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	30+2	D	No
34	2004	Gillig Low Floor	3	15GGE291341090664	866	442,277	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	30+2	D	No
35	2008	Gillig Low Floor	3	15GGE271381091483	867	301,685	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	28+2	D	No
36	2008	Gillig Low Floor	3	15GGE271581091484	868	314,504	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	28+2	D	No
37	2008	Gillig Low Floor	3	15GGE271781091485	869	314,428	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	28+2	D	No
38	2006	Gillig Low Floor	1	15GGD271891176937	871	311,118	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
39	2009	Gillig Low Floor	1	15GGD271X91176938	872	314,300	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
40	2009	Gillig Low Floor	1	15GGD271191176939	873	321,517	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
41	2009	Gillig Low Floor	1	15GGD271891176940	874	324,369	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
42	2009	Gillig Low Floor	1	15GGD271X91176941	875	322,669	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
43	2009	Gillig Low Floor	1	15GGD271191176942	876	323,785	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
44	2009	Gillig Low Floor	1	15GGD271391176943	877	318,245	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
45	2009	Gillig Low Floor	1	15GGD271591176944	878	319,110	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
46	2009	Gillig Low Floor	1	15GGD271791176945	879	314,650	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
47	2009	Gillig Low Floor	1	15GGD271991176946	880	314,939	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
48	2010	Gillig Low Floor	1	15GGD2717A1177629	881	286,262	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
49	2010	Gillig Low Floor	1	15GGD2713A1177630	882	277,484	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
50	2010	Gillig Low Floor	1	15GGD2715A1177631	883	293,172	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
51	2010	Gillig Low Floor	1	15GGD2717A1177632	884	287,865	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
52	2010	Gillig Low Floor	1	15GGD2719A1177633	885	286,825	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No

53	2011	Gillig Low Floor	1	15GGD2710A1177634	886	281,793	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
54	2011	Gillig Low Floor	1	15GGD2714B1179954	887	225,969	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
55	2011	Gillig Low Floor	1	15GGD2716B1179955	888	223,553	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
56	2011	Gillig Low Floor	1	15GGD2718B1179956	889	221,720	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
57	2011	Gillig Low Floor	1	15GGD271XB1179957	890	227,032	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
58	2011	Gillig Low Floor	1	15GGD2711B1179958	891	221,747	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
59	2011	Gillig Low Floor	1	15GGD2713B1179959	892	220,917	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
60	2011	Gillig Low Floor	1	15GGD271XB1179960	893	229,871	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
61	2011	Gillig Low Floor	1	15GGD2711B1179961	894	225,216	Yes	Yes	12	500,000	Yes	Yes	\$485,000	Yes	38+2	D	No
62	2010	Chev Arboc	11	1GB9G5AG0A1161900	701	128,720	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
63	2010	Chev Arboc	11	1GB9G5AG0A1162156	702	132,102	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
64	2011	Chev Arboc	11	1GB6G5BG9B1151756	703	109,178	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
65	2011	Chev Arboc	11	1GB6G5BGXB1150812	704	122,256	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
66	2011	Chev Arboc	11	1GB6G5BG4B1166097	705	117,559	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
67	2012	Chev Arboc	11	1GB6G5BG0C1151324	706	116,204	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
68	2012	Chev Arboc	11	1GB6G5BG0C1151467	707	111,105	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
69	2012	Chev Arboc	11	1GB6G5BG1C1151722	708	112,166	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
70	2012	Chev Arboc	11	1GB6G5BG3C1152449	709	112,332	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
71	2012	Chev Arboc	11	1GB6G5BG6C1152591	710	110,427	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
72	2012	Chev Arboc	11	1GB6G5BG2C1153589	711	106,371	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
73	2014	Chev Arboc	11	1GB6G5BG1E1105293	712	79,702	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
74	2014	Chev Arboc	11	1GB6G5BG4E1105644	713	81,217	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
75	2014	Chev Arboc	11	1GB6G5BG3E1106235	714	81,554	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
76	2014	Chev Arboc	11	1GB6G5BG9E1160286	715	79,984	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
77	2014	Chev Arboc	11	1GB6G5BG6E1106472	716	79,305	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
78	2014	Chev Arboc	11	1GB6G5BG2E1106596	717	76,945	Yes	Yes	6	175,000	Yes	Yes	\$145,000	Yes	13+3	G	No
79	2017	Ford Eldorado Aerotech 240	11	1FDDE4FS1HDC02390	728	34,127	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
80	2016	Ford Eldorado Aerotech 240	11	1FDDE4FS3HDC02391	729	34,306	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
81	2016	Ford Eldorado Aerotech 240	11	1FDDE4FS5HDC02392	730	32,928	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
82	2016	Ford Eldorado Aerotech 240	11	1FDDE4FS7HDC02393	731	32,694	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
83	2016	Ford Eldorado Aerotech 240	11	1FDDE4S9HDC02394	732	29,222	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No

84	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS0HDC02395	733	31,631	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
85	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS2HDC02396	734	32,612	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
86	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS4HDC02397	735	31,128	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
87	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS6HDC02398	736	32,627	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
88	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS8HDC02399	737	27,501	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
89	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS0HDC02400	738	30,881	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
90	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS2HDC02401	739	30,972	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
91	2016	Ford Eldorado Aerotech 240	11	1FDFE4FS4HDC02402	740	31,189	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
92	2015	Ford Eldorado Aerotech 240	11	1FDFE4FS5FDA34881	741	70,717	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
93	2015	Ford Eldorado Aerotech 240	11	1FDFE4FS7FDA34882	742	67,409	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
94	2015	Ford Eldorado Aerotech 240	11	1FDFE4FS9FDA34883	743	67,965	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
95	2015	Ford Eldorado Aerotech 240	11	1FDFE4FS2FDA34885	744	69,740	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
96	2015	Ford Eldorado Aerotech 240	11	1FDFE4FS4FDA34886	745	68,130	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
97	2015	Ford Eldorado Aerotech 240	11	1FDFE4FS6FDA34887	746	65,385	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
98	2017	Ford Eldorado Aerotech 240	11	1FDFE4FS4HDC50708	747	7,010	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
99	2017	Ford Eldorado Aerotech 240	11	1FDFE4FS5HDC52791	748	7,081	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
100	2017	Ford Eldorado Aerotech 240	11	1FDFE4FS5HDC52788	749	7,208	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
101	2017	Ford Eldorado Aerotech 240	11	1FDFE4FS3HDC52790	750	7,813	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
102	2017	Ford Eldorado Aerotech 240	11	1FDFE4FS5HDC50703	751	6,857	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
103	2010	Ford Eldorado Aerotech 240	11	1FDFE4FS1ADA78921	776	167,967	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
104	2010	Ford Eldorado Aerotech 240	11	1FDFE4FS8ADA78950	780	163,673	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
105	2014	Ford Eldorado Aerotech 240	11	1FDFE4FS5DDB36498	783	106,199	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
106	2014	Ford Eldorado Aerotech 240	11	1FDFE4FS7DDB36499	784	109,091	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
107	2014	Ford Eldorado Aerotech 240	11	1FDFE4FSXDDB36500	785	107,839	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
108	2014	Ford Eldorado Aerotech 240	11	1FDFE4FS1DDB36501	786	106,634	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
109	2014	Ford Eldorado Aerotech 240	11	1FDFE4FS3DDB36502	787	108,158	Yes	Yes	6	175,000	Yes	Yes	\$104,000	Yes	15+4	G	No
110	2011	Dodge Grand Caravan	13	2D4RN4DG2BR707961	604	102,696	Yes	Yes	5	100,000	Yes	Yes	\$30,000	No	7	G	No
111	2011	Dodge Grand Caravan	13	2D4RN4DG4BR707962	605	67,073	Yes	Yes	5	100,000	Yes	Yes	\$30,000	No	7	G	No
112	2012	Dodge Grand Caravan	13	2C4RDGBG8CR312365	606	69,125	Yes	Yes	5	100,000	Yes	Yes	\$30,000	No	7	G	No
113	2014	Dodge Grand Caravan	13	2C4RDGBG8ER393483	607	49,828	Yes	Yes	5	100,000	Yes	Yes	\$30,000	No	7	G	No
114	2014	Dodge Grand Caravan	13	2C4RDGBGXER393484	608	65,457	Yes	Yes	5	100,000	Yes	Yes	\$30,000	No	7	G	No

115	2012	Chev Express Van	13	1GAZGYFA0C1158461	616	69,167	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
116	2012	Chev Express Van	13	1GAZGYFA8C1158627	617	54,622	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
117	2012	Chev Express Van	13	1GAZGYFA2C1158929	618	81,955	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
118	2012	Chev Express Van	13	1GAZGYFA1C1158968	619	65,838	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
119	2013	Ford E350 Club Wagon	13	1FBNE3BL4DDA74489	620	38,075	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	12	G	No
120	2013	Ford E350 Club Wagon	13	1FBNE3BL0DDA74490	621	128,891	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	12	G	No
121	2013	Ford E350 Club Wagon	13	1FBNE3BL2DDA74491	622	51,859	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	12	G	No
122	2013	Ford E350 Club Wagon	13	1FBNE3BL4DDA74492	623	51,138	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	12	G	No
123	2011	Ford E350 XLT SD	13	1FBSS3BL6BDA78729	637	52,451	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
124	2011	Ford E350 XLT SD	13	1FBSS3BL2BDA78730	638	61,944	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
125	2011	Ford E350 XLT SD	13	1FBSS3BL4BDA78731	639	79,045	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
126	2012	Chev Express Van	13	1GAZG1FG8C1157232	640	95,125	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	14	G	No
127	2012	Chev Express Van	13	1GAZG1FG5C1158385	641	105,346	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	14	G	No
128	2013	Chev Express Van	13	1GAZG1FG5D1157822	644	74,160	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
129	2013	Chev Express Van	13	1GAZG1FG6D1158641	645	107,537	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
130	2013	Chev Express Van	13	1GAZG1FG2D1158667	646	80,500	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
131	2013	Chev Express Van	13	1GAZG1FG4D1159190	647	116,241	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
132	2013	Chev Express Van	13	1GAZG1FG3D1159293	648	76,117	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
133	2013	Chev Express Van	13	1GAZG1FG0D1159607	649	64,356	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
134	2013	Chev Express Van	13	1GAZG1FG8D1159757	650	70,822	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
135	2013	Chev Express Van	13	1GAZG1FG2D1159849	651	46,174	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
136	2011	Ford 350 XLT SD	13	1FBNE3BL9BDA78714	659	31,931	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
137	2011	Ford 350 XLT SD	13	1FBNE3BL0BDA78715	660	60,757	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
138	2014	Chev Express Van	13	1GAZGYFA7E1210512	661	60,852	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
139	2014	Chev Express Van	13	1GAZGYFA9E1208275	662	20,874	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	11	G	No
140	2014	Chev Express Van	13	1GAZG1FG7E1209615	679	70,782	Yes	Yes	5	100,000	Yes	Yes	\$37,000	No	15	G	No
Comments																	
701, 702, 703, 704, 705, 780 awaiting sale																	