

40772 - PACE Adult Day Health 27-29

Application Details

Funding Opportunity: 38338-2027-2029 Consolidated Grant Program - Vehicles and Equipment
Funding Opportunity Due Date: Sep 9, 2026 3:01 PM
Program Area: Consolidated Grant Program
Status: Under Review
Stage: Final Application

Initial Submit Date: Sep 8, 2026 5:06 PM
Initially Submitted By: Steven Hutchins
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Active User*: Yes
Type: External User
Name: Mr. Steven E Hutchins
Salutation First Name Middle Name Last Name
Title: CEO/Managing Member
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Address*: 1441 Yukon Harbor Rd SE
Port Orchard Washington 98366-____
City State/Province Postal Code/Zip
Phone*: (253) 470-2291
Fax:
Comments:

Organization Information

Status*: Approved
Legal Name*: TranServePNP
DBA Name*: TranServe
Organization Type*: Non Profit
Organization Website: <http://transervepn.org>
(Please enter http://... for this field)
Vendor ID: SWV034628500
SAM UEI #: JWELNW4XNK49
Physical Address*: 1441 Yukon Harbor Rd SE

Port Orchard Washington 98366-____
City State/Province Postal Code/Zip
Mailing Address*: 1441 Yukon Harbor Rd SE

Port Orchard Washington 98366-____
City State/Province Postal Code/Zip
Remit to Address*: 1441 Yukon Harbor Rd SE

Port Orchard Washington 98366-____
City State/Province Postal Code/Zip
Phone*: (253) 470-2291 Ext.

Fax:

Fiscal Year End December

Last day of*:

Indirect Cost Rate: 0.00%

IDR Expiration Date:

Organization Contact Information

Organization Contact Information

Organization Director*: Steven Hutchins
First Name Last Name
CEO/Managing Member hutchmen12@hotmail.com
Title Email Address

Applicant Contact*: Steven Hutchins
First Name Last Name
CEO/Managing Member hutchmen12@hotmail.com
Title Email Address

Project Contact: Steven Hutchins
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Summary of Project Information

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Select all capital types from the list below that best describe your project.

Capital Type*: Fleet replacement

Checking yes to federal funds means that your organization is willing and able to comply with the associated federal requirements, such as federal drug and alcohol testing procedures, Title VI activities, and federal small business enterprise (FSBE) participation.

For examples of federal requirements from the last biennium, see the [Public Transportation Grant Guidebook](#).

Willing to Accept FTA funds for the biennium*?: Yes

If your organization has proof of 501(c) nonprofit status, the project may be eligible for state paratransit special needs competitive funds.

Does your organization have 501(c) nonprofit status?: Yes

Choose the congressional district(s), legislative district(s), and county(ies) this project will serve (include the entire project area).

[Congressional & Legislative District map](#)

Legislative District(s)*: 28
Congressional District(s)*: 10
County(ies)*: King,Pierce,Thurston

Scope of Work

Scope of Work

Select the [Regional Transportation Planning Organization \(RTPO\)](#) / [Metropolitan Planning Organization \(MPO\)](#) that will be ranking this project from the drop-down menu.

RTPO/MPO*: Puget Sound Regional Council

Project Summary (Scope)

Provide a brief, high-level description of what your project proposes to do (address what the project is, whom it serves, and where the service occurs).

WSDOT will use this information to develop the project scope for the grant agreement and may also use it to describe the project to the Legislature.

Proposed summary/scope of work*:

TranServe will replace eight high-mileage wheelchair-accessible vehicles used by MultiCare PNW PACE Partners (PACE). The vehicles will support coordinated transportation for frail older adults and adults with significant physical, cognitive, or mobility-related disabilities in King, Pierce, and Thurston counties.

Project Description

Provide a detailed description of the tasks, activities, and deliverables your project will complete. Your narrative should reflect the full life of the project and demonstrate how the proposed activities align with the grant program's goals.

Description of project*:

TranServe will procure eight replacement wheelchair-accessible vehicles for transportation serving MultiCare PNW PACE Partners (PACE). ATS and PACE jointly asked TranServe to lead preparation and administration of the WSDOT vehicle grant and to obtain vehicles designed for the specialized needs of PACE participants.

ATS has provided PACE transportation for 14 years. The larger wheelchair-lift vehicles used in the service are rapidly reaching the end of their useful life and require replacement to maintain reliable capacity for frail older adults and adults with significant physical, cognitive, or mobility-related disabilities.

Following award, TranServe will finalize specifications, complete procurement through an approved cooperative purchasing process, administer grant and financial documentation, inspect and accept the vehicles, and place them into service.

The replacements will complement 10 accessible minivans previously funded by WSDOT. Larger vehicles will support efficient daily routed service and higher wheelchair capacity, while smaller vans can continue handling individualized trips, difficult-to-route trips, and short direct medical trips. ATS dispatches more than 200 trips daily, five days per week, across three programs on most days.

Project Need

Why is this project needed, and how does this proposal address the need? How would the community be affected if the grant is not awarded?

Include a description of the transportation problem that aligns with the need identified in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP). Explain how the problem was identified and describe how the proposed project will address it.

Need*:

PACE transportation was developed in response to a documented need for specialized accessible service. Beyond the Borders (BTB), as the lead organization, worked with MultiCare, Pierce Transit, and Pierce County to establish the original transportation pilot. The pilot responded in part to the substantial volume of wheelchair trips being requested through Pierce Transit SHUTTLE, with Pierce Transit sharing transportation costs.

That need continues today. PACE serves frail older adults and adults with significant physical, cognitive, or mobility-related disabilities. Many participants use wheelchairs or walkers, and some require gurney transportation. ATS has provided the service for 14 years and supplies the larger wheelchair-lift vehicles that are now rapidly reaching the end of their normal useful life.

The eight replacement vehicles are needed to preserve reliable accessible capacity and complement the 10 smaller WSDOT-funded accessible minivans already in service. Without replacement, increasing breakdowns and downtime could reduce wheelchair capacity, disrupt coordinated routed service, and jeopardize access to PACE, medical appointments, and other essential services for participants who often have few practical transportation alternatives.

Area Served

Is this project primarily serving a rural area?* No
Any service that supports public transportation in rural areas with populations less than 50,000.

Is this project primarily serving the Seattle, Tacoma, Everett urbanized area?: Yes

Special Needs Transportation

To be eligible for special needs transportation funding, applicants must address how their project advances the efficiency in, accessibility to, or coordination of transportation services provided to persons with special transportation needs, as defined in [RCW 81.66.010\(3\)](#).

Does this project advance efficiencies in, accessibility to, or coordination of special needs transportation?* Yes

Describe how your project advances these areas, and the approach you are using to achieve these improvements. Additionally, identify the special needs population(s) to be served by this project.

Special Needs Transportation:

Yes. This project directly advances the efficiency, accessibility, and coordination of transportation for persons with special transportation needs.

MultiCare PNW PACE Partners (PACE) serves frail older adults and adults with significant physical, cognitive, or mobility-related disabilities. Many participants use wheelchairs or walkers, and some require gurney transportation. Reliable accessible vehicles are therefore fundamental to their ability to participate in PACE and reach medical and other essential services.

The transportation model has evolved over 14 years of ATS operation into a coordinated system that matches vehicle type to trip need. BTB, PACE, and ATS have developed an efficient daily routed service using larger wheelchair-lift vehicles where passenger volume and wheelchair capacity make larger vehicles most effective. Ten accessible minivans previously funded by WSDOT complement the routed service by handling individualized trips, difficult-to-route transportation, and short direct trips, including medical appointments not provided at PACE.

ATS operates a centralized dispatch system that schedules more than 200 trips per day, five days per week, across three programs on most days. This allows trips to be coordinated, grouped, and assigned to the vehicle most appropriate for the passenger and trip.

Replacing eight aging larger accessible vehicles protects this coordinated system. The project preserves essential wheelchair capacity, reduces the operational effects of breakdowns and vehicle shortages, and allows the existing WSDOT-funded minivans to continue being used where smaller vehicles are most efficient. The result is a more reliable, coordinated, and appropriately matched transportation system for an exceptionally vulnerable population.

Project Staff

Provide the names of the key staff who will be working on this project, along with their years of experience and relevant qualifications. Include their experience managing similar projects, with specific attention to responsibilities for grant financial management, budget oversight, documentation, and compliance.

Project Staff*:

Steve Hutchins, CEO/Managing Member of TranServe, will provide overall project and grant management. Steve has 45 years of transportation experience in management, operations, procurement, and technology, with particular experience in specialized, medical, rural, and small urban transportation.

During his career, Steve has overseen the acquisition of more than 500 vehicles for more than 20 transportation programs, including wheelchair-accessible vehicles and specialized transit equipment. His experience includes developing vehicle specifications, procurement, vendor coordination, vehicle inspection and acceptance, fleet implementation, and project closeout.

Steve has successfully managed prior WSDOT-funded vehicle acquisitions. Most recently, TranServe administered a WSDOT vehicle grant that resulted in the procurement and placement into service of three accessible vehicles within the available grant funding.

For this project, Steve will oversee the WSDOT grant, procurement, budget and local match, reimbursement documentation, invoices, vehicle acceptance, recordkeeping, compliance, and closeout. He will coordinate with PACE, ATS, WSDOT, DES, and the vehicle vendor to ensure the eight replacement vehicles meet approved specifications and grant requirements.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?*: No

Did you, or will you, apply for this project in another grant program this biennium?*: No

Have you applied for the same project in a prior biennium and did not receive funding?*: Yes

Are you applying for other projects within this funding opportunity?*: Yes

List all project applications for this funding opportunity, including this project, in order of priority*:

- 1 Beyond the Borders (BTB) - Replacement Vehicles
- 2 MultiCare PNW PACE Partners (PACE) - Replacement Vehicles
- 3 ruralTRANSIT (rT) - Replacement Vehicles

Priority reflects fleet condition, service risk and prior funding. BTB has the most urgent replacement need. PACE's aging larger wheelchair-accessible vehicles are essential to serving vulnerable adults. rT is third because WSDOT funded three replacement vehicles in the prior cycle.

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Puget Sound Regional Council	16-17,22-23,35	The Plan documents transportation needs among older adults and people with disabilities and the importance of wheelchair-accessible specialized transportation. PACE directly serves these populations. The project replaces aging larger wheelchair-accessible vehicles with vehicles designed to provide approximately six ambulatory seats and three wheelchair positions.
Puget Sound Regional Council	66	The Plan identifies reliable specialized transportation and replacement of aging vehicles as priorities. This project replaces larger wheelchair-lift vehicles that are rapidly reaching the end of their useful life. The replacements will complement, rather than duplicate, the 10 accessible minivans previously funded by WSDOT.
Puget Sound Regional Council	68-69	The Plan emphasizes specialized transportation connections to healthcare, wellness, and essential services, particularly for people with disabilities, and encourages coordination with healthcare providers. PACE integrates healthcare and transportation, with ATS providing accessible transportation to PACE services, medical appointments, and other essential care.

Cross-region Project

Does this project have a service area that crosses RTP/MPO planning boundaries?*: Yes

Project Coordination

Describe coordination efforts. Include details such as:

- How is the project reflected in regional plans?
- Which prioritized strategies are being addressed?
- Who was involved in defining the transportation problem?
- Other alternatives considered for addressing the problem.
- Demonstrations of local/regional coordination in implementing the proposed project.

Coordination Efforts*:

PACE transportation reflects PSRC Coordinated Mobility Plan priorities for older adults and people with disabilities, wheelchair-accessible

specialized transportation, reliable vehicles, coordination, and access to healthcare and essential services.

Coordination has been fundamental to the service from its beginning. Beyond the Borders (BTB), as lead organization, worked cooperatively with MultiCare, Pierce Transit, and Pierce County to establish the original PACE transportation pilot. The pilot responded in part to the substantial volume of wheelchair trips being requested through Pierce Transit SHUTTLE. Pierce Transit shared transportation costs during the pilot, helping establish the coordinated model that evolved into today's service.

ATS has provided PACE transportation for 14 years. Through operating experience, participant needs, wheelchair demand, vehicle utilization, maintenance history, and coordination with PACE, ATS helped identify the need for larger accessible replacement vehicles.

WSDOT previously funded 10 accessible minivans that continue to provide an important part of PACE transportation. The proposed project builds on and protects that investment by replacing aging larger ATS wheelchair-lift vehicles needed for routed service and greater wheelchair capacity.

Alternatives considered include continuing to operate the aging larger vehicles, increasing reliance on smaller vans, or acquiring similar small vehicles. These alternatives would not provide the wheelchair capacity and operating efficiency needed for the daily routed service. ATS and PACE jointly asked TranServe to lead grant preparation, administration, and procurement of vehicles designed to best serve PACE's vulnerable adult participants.

By selecting yes, you acknowledge that you Yes
coordinated or will coordinate this project
with the planning organization(s) within the
region(s) this project serves*:

How does your project connect to, coordinate with, leverage, or enhance other modes of transportation in your service area (e.g., aviation, intercity bus or rail, park-and-rides, bicycle/pedestrian)?

In your response, include how the multimodal partnerships for this project will improve or enhance access to social services.

What efficiencies will be gained within the service area as a result of this project?

Multimodal Partnerships*:

PACE transportation complements the regional transportation network by providing specialized accessible service for frail older adults and adults with significant physical, cognitive, or mobility-related disabilities. Many participants use wheelchairs or walkers and require transportation specifically matched to their mobility needs.

The service complements Pierce Transit, Pierce Transit SHUTTLE, Sound Transit, other ADA paratransit, park-and-rides, intercity bus and rail, and other regional transportation resources rather than duplicating trips participants can safely make through those services. PACE transportation fills critical gaps by providing accessible trips to PACE services, healthcare providers, rehabilitation, medical appointments, social and human services, and other essential destinations.

BTB, PACE, and ATS have developed an efficient daily routed service. Larger wheelchair-lift vehicles provide the passenger and wheelchair capacity needed for grouped trips, while the 10 WSDOT-funded accessible minivans can be assigned to individualized, difficult-to-route, and short direct trips, including medical appointments outside PACE.

ATS's centralized dispatch system schedules more than 200 trips per day, five days per week, across three programs on most days. Coordinating trips and assigning the appropriate vehicle improves vehicle utilization, reduces unnecessary driver hours and miles, and strengthens reliable access to healthcare and social services.

Budget

Transit Vehicles

Replace / Expand / Rebuild	Vehicle Description	Minimum Useful Life	Passenger Seating	Wheelchair Stations	Fuel Type	Cost Description	Total Cost of Vehicle w/ Accessories	Match	Requested Amount
Replacement	Light-Duty Cutaway	4	6	3	Propane	Starcraft Starlite Transit with WC lift, wheelchair securements, foldaway seats, front/side destination signs and ADA equipment. Tax-exempt price: \$142,147.	\$142,147.00	\$14,215.00	\$127,932.00

Replacement Light-Duty Cutaway	4	6	3	Propane Starcraft Starlite Transit with WC lift, wheelchair securements, foldaway seats, front/side destination signs and ADA equipment. Tax-exempt price: \$142,147.	\$142,147.00	\$14,215.00	\$127,932.00
Replacement Light-Duty Cutaway	4	6	3	Propane Starcraft Starlite Transit with WC lift, wheelchair securements, foldaway seats, front/side destination signs and ADA equipment. Tax-exempt price: \$142,147.	\$142,147.00	\$14,215.00	\$127,932.00
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Replacement Light-Duty Cutaway	4	6	3	Propane Starcraft Starlite Transit with WC lift, wheelchair securements, foldaway seats, front/side destination signs and ADA equipment. Tax-exempt price: \$142,147.	\$142,147.00	\$14,215.00	\$127,932.00
Replacement Light-Duty Cutaway	4	6	3	Propane Starcraft Starlite Transit with WC lift, wheelchair securements, foldaway seats, front/side destination signs and ADA equipment. Tax-exempt price: \$142,147.	\$142,147.00	\$14,215.00	\$127,932.00
						\$113,720.00	\$1,023,456.00

Equipment

Equipment Description	Minimum Useful Life	Total Cost	Match	Requested Amount
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No Data for Table

Sources of Match

Source	If Other, List the Source	Amount
Local: Other	ATS Trans CASH MATCH	\$113,720.00
		\$113,720.00

Scalability

Is your project scalable?*: Yes

Specify the minimum funds needed : \$639,660.00
Round to the nearest dollar. Do not include cents.

Describe the scalability of your project.:

The full project replaces eight light-duty accessible vehicles at a quoted tax-exempt cost of \$142,147 each. If full funding is unavailable, the project can be scaled by reducing the number of replacement vehicles. Five vehicles are considered the minimum meaningful project to maintain reliable accessible capacity for PACE participants.

If funding is reduced, PACE, ATS, and TranServe will prioritize the five highest-need vehicles based on age, mileage, WSDOT minimum useful life,

mechanical condition, maintenance history, reliability, wheelchair demand, and operational risk. Replacement will focus first on vehicles presenting the greatest risk to continued service.

A five-vehicle award would preserve a meaningful level of fleet reliability and wheelchair-accessible capacity while allowing the project to proceed within available funding. However, partial funding would not eliminate the need to replace the remaining vehicles that have reached or exceeded their useful life.

ADA Accessibility

ADA Accessibility*:

All proposed vehicles will meet applicable requirements of 49 CFR Part 38. Vehicles will be wheelchair accessible and equipped with a wheelchair lift, securement systems, accessible entry, required signage, and other ADA equipment. The proposed configuration provides up to three wheelchair positions, supporting PACE participants with significant mobility limitations and ensuring safe, accessible transportation.

Procurement Plan

Procurement Plan*:

TranServe will procure the eight replacement vehicles through the Washington State Department of Enterprise Services (DES) cooperative purchasing contract. The proposed Starcraft Starlite Transit is available under Washington Contract 04824. The current vendor quote requires DES authorization and a purchase order before the order can be processed.

Following a WSDOT award, TranServe will confirm final vehicle specifications with PACE and ATS, obtain required WSDOT and DES approvals, issue the purchase order through the approved cooperative procurement process, and coordinate production and delivery with the vendor. TranServe will review invoices and supporting documentation, inspect vehicles for compliance with approved specifications, document acceptance, and maintain procurement and grant records.

TranServe will administer the procurement in accordance with its procurement policy on file with WSDOT and all applicable WSDOT, state, and federal requirements. No vehicle will be accepted until TranServe verifies that required accessibility, wheelchair, safety, destination-sign, and other specified equipment has been provided.

Other Sources

Other Sources*:

ATS Trans has committed to provide the required 10 percent local cash match for the project. Based on the current budget, ATS will provide \$113,720 in local cash toward the eight replacement vehicles. This commitment demonstrates direct private-sector financial participation in maintaining transportation for PACE participants.

TranServe also leverages its Washington sales-tax-exempt status to reduce the cost of vehicle acquisition and maximize the value of WSDOT funding. The current vendor quote recognizes TranServe's sales-tax exemption, avoiding \$15,494 in sales tax on each vehicle. Across eight vehicles, this represents approximately \$123,952 in additional project savings.

PACE and ATS contribute significant non-financial resources through service planning, operating experience, participant transportation coordination, scheduling, dispatching, vehicle specification development, and identification of accessibility and wheelchair-capacity needs. TranServe contributes grant development, procurement administration, financial documentation, compliance, vehicle acceptance, and project closeout.

TranServe also continues to seek charitable and other non-governmental support where appropriate. These combined financial and non-financial resources demonstrate a coordinated commitment to protecting reliable transportation for PACE's vulnerable adult participants.

Summary

Requested Amount

Vehicle Requested Amount:	\$1,023,456.00
Equipment Requested Amount:	\$0.00
Total Requested Amount:	\$1,023,456.00

Match Amount

Match Amount:	\$113,720.00
Percentage of Match:	10.00%

Total

Total Project Cost: \$1,137,176.00

Hydrogen Project Information

Hydrogen Project Implementation

Does your project include purchasing or constructing assets associated with hydrogen fuel?*

No
Examples: hydrogen-powered vehicles, hydrogen fuel, fueling stations, storage systems, or on-site fueling or production equipment.

Vehicle Replacement

Vehicle Replacement or Rebuild

Are you replacing or rebuilding a vehicle?*: Yes
Click Save Form to continue. If you selected Yes, complete the vehicle information section below.

Vehicle Information

Replace or Rebuild	Vehicle Type	Year	Make/Model	Vehicle Description	Fuel Type	Remaining useful life	Vehicle Identification Number (VIN)	Current Status	Current Mileage	Other Applications	Other Grant Program(s)
Replace	Medium-duty Cutaway (truck chassis)	2006	FORD E 450		Gas	-2	1FTNS24L76DB00355	Active	588368	No	
Replace	Medium-duty Cutaway (truck chassis)	2002	FORD E 450		Gas	-2	1FDXE45S32HA36055	Active	447546	No	
Replace	Medium-duty Cutaway (truck chassis)	2004	FORD E 450		Gas	-2	1FDWE35S54HA13014	Active	431640	No	
Replace	Medium-duty Cutaway (truck chassis)	2004	FORD E 450		Gas	-2	1FDWE35S44HA18866	Active	381684	No	
Replace	Medium-duty Cutaway (truck chassis)	2004	Ford Transit		Gas	-2	1FDWE35S94HA18863	Active	381684	No	
Replace	Medium-duty Cutaway (truck chassis)	2006	FORD E 450		Gas	-1	1FDWE35S94HA18863	Active	350741	No	
Replace	Medium-duty Cutaway (truck chassis)	2006	FORD E 450		Gas	-1	1FDWE35LX6DA44634	Active	350741	No	
Replace	ADA Mnivan	2017	Toyota Sienna		Gas	2	5TDKZ3DC1HS822951	Active	279676	No	

Service Level

Project Service Level Information

Project Specific Information	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Percent of Change
Passenger Vehicle Hours	35175	40005	13.73%
Passenger Vehicle Miles	336210	363106	8.00%
Passenger Trips	49200	55104	12.00%
Volunteer Hours	0	0	0.00%

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions applied in their development.

How were service-level estimates developed?*

Service-level estimates were developed using current PACE transportation activity, participant enrollment, trip demand, vehicle utilization, and ATS scheduling and dispatch data. PACE is experiencing unprecedented growth. The number of registered participants has increased from approximately 108 to more than 250 in less than two years, more than doubling the population requiring transportation support.

Based on this growth and recent operating experience, passenger vehicle hours are projected to increase 13.73%, passenger vehicle miles 8.00%, and passenger trips 12.00% during 2027-2029. These projections are conservative relative to recent enrollment growth and recognize that future transportation demand will depend on participant needs, routing, wheelchair requirements, trip distances, and scheduling efficiencies.

The estimates assume replacement vehicles will maintain sufficient fleet reliability and accessible capacity to meet demand. This remains a fleet replacement project, not an expansion purchase; projected service increases reflect rapidly growing PACE participation and transportation demand. Volunteer hours remain zero because service is provided by professional drivers.

Milestones

Project Activities

Project Activity	Applicable to project?	Completion date (mm/yy)	Notes
Construction			
Preliminary engineering start date	No		
Environmental documentation complete (e.g., NEPA/SEPA)	No		
Property acquisition complete (lease or purchase)	No		
Contract advertisement	No		
Operationally/substantially complete	No		
Vehicles			
Solicitation (request for proposals or invitation for bid) published	Yes	08/27	Vehicles will be procured through the Washington DES cooperative purchasing contract; separate TranServe RFP/IFB is not anticipated.
Contract Award/Purchase order	Yes	08/27	Purchase order anticipated following WSDOT award, DES authorization, final specifications, and vendor confirmation.
First vehicle accepted	Yes	02/28	First vehicle acceptance projected following production, inspection, and verification of specifications and accessibility equipment.
All vehicles accepted	Yes	06/28	All eight replacement vehicles projected to be accepted by June 2028, subject to manufacturer production and delivery schedules.
All vehicles placed in service	Yes	06/28	Vehicles will be placed in PACE service following acceptance, required documentation, and preparation for revenue service.
Equipment			
Solicitation (request for proposals or invitation for bid) published	No		
Contract award/Purchase order	No		
First piece of equipment accepted	No		
All equipment accepted	No		
All equipment placed in service	No		

Project Risks

Identify potential risks that may affect the timely completion of your project. Describe the mitigation strategies your organization will use to reduce or manage each risk.

Milestone risks*:

Project Risks - 1,500 characters

Primary risks are manufacturing and delivery delays, component availability, price adjustments, and maintaining reliable PACE transportation until replacement vehicles are placed in service.

Cost: TranServe has obtained current vendor pricing of \$142,147 per light-duty accessible vehicle. Pricing may be subject to manufacturer adjustments before purchase. TranServe will confirm pricing promptly after award and use project scalability if necessary, with five vehicles established as the minimum meaningful project.

Delivery: Production schedules and availability of wheelchair lifts, securements, destination signs, or other components could affect delivery. TranServe will initiate procurement promptly through the DES cooperative contract, confirm production schedules, and monitor vendor milestones.

Compliance: TranServe will coordinate with PACE and ATS to verify final specifications and ADA, WSDOT, state, and federal requirements before purchase and acceptance.

Service Continuity: Existing vehicles must remain in service until replacements arrive. ATS will use preventive maintenance, fleet rotation, and active maintenance monitoring to reduce breakdowns and protect transportation for PACE participants.

Supplemental Information

Supplemental Information

Supplemental Information:

PACE transportation is experiencing an unprecedented period of growth. In less than two years, the number of registered PACE participants has increased from approximately 108 to more than 250. This rapid growth is occurring within a program serving frail older adults and adults with significant physical, cognitive, or mobility-related disabilities. Transportation is an essential component of the PACE model because many participants cannot independently drive or use conventional transportation, and many rely on wheelchairs, walkers, or other mobility devices.

The transportation program has a long history of regional coordination. Beyond the Borders (BTB), as the lead organization, worked cooperatively with MultiCare, Pierce Transit, and Pierce County to develop the original PACE transportation pilot. The pilot responded in part to the substantial volume of wheelchair trips being requested through Pierce Transit SHUTTLE. Pierce Transit shared transportation costs during the pilot, helping establish the coordinated transportation model that evolved into today's service.

ATS has provided PACE transportation for 14 years. Over that period, the service has evolved into a highly coordinated operation designed around the specialized transportation needs of PACE participants. BTB, PACE, and ATS developed an efficient daily routed service. ATS's centralized dispatch operation now coordinates more than 200 trips per day, five days per week, across three transportation programs on most days. This structure allows trips to be grouped where practical and vehicles to be assigned according to passenger, wheelchair, scheduling, and trip requirements.

WSDOT has previously made an important investment in PACE transportation. During the COVID-19 period, a WSDOT-funded vehicle project originally planned for larger accessible vehicles was modified to acquire 10 accessible minivans. The change provided PACE with vehicles appropriate to the extraordinary operating conditions of that period and allowed essential transportation to continue. Those light-duty minivans have since been heavily utilized and remain an important part of the PACE transportation fleet.

Transportation needs have changed significantly since that procurement. PACE enrollment has grown rapidly, increasing both the number and complexity of trips that must be accommodated. The current project responds to today's operating requirements while building on and protecting WSDOT's earlier investment. It recognizes that a specialized transportation fleet must provide sufficient wheelchair accessibility, flexibility, reliability, and capacity to serve a growing population of vulnerable adults.

The current application requests replacement of eight light-duty accessible vehicles used to provide existing PACE transportation. WSDOT defines replacement as the purchase of vehicles replacing units that have reached the end of their minimum useful life. PACE, ATS, and TranServe consider WSDOT minimum useful life together with vehicle age, mileage, mechanical condition, maintenance history, reliability, wheelchair demand, and operational risk in determining replacement priorities. This is particularly important in PACE service because the loss of an accessible vehicle can directly affect the ability to transport participants who depend upon wheelchair-accessible transportation.

TranServe proposes eight Starcraft Starlite Transit light-duty accessible replacement vehicles. The proposed vehicles will provide six ambulatory passenger seats with accessible configurations accommodating up to three wheelchair positions. They include wheelchair lifts, securement equipment, foldaway seating, front and side destination signs, and required ADA equipment. This configuration provides the flexibility needed to efficiently serve participants with different mobility requirements while maintaining accessible capacity.

The current tax-exempt vehicle cost is \$142,147 each. The total eight-vehicle project is \$1,137,176. ATS has committed \$113,720 in local cash

match, resulting in a WSDOT request of \$1,023,456. TranServe's sales-tax-exempt status further maximizes the purchasing value of public funds.

The need for replacement is occurring at the same time PACE enrollment and transportation demand are growing at an extraordinary rate. The purpose of this project is not simply to acquire newer vehicles. It is to protect the reliability, accessibility, and capacity of an established transportation system upon which PACE participants depend for access to PACE services, healthcare, rehabilitation, medical appointments, and other essential services.

Full funding of all eight vehicles provides the strongest fleet-replacement solution and will reduce the operational risk associated with continuing to rely on aging, heavily utilized vehicles. If WSDOT cannot fund the entire request, the project can be scaled to a minimum meaningful purchase of five vehicles. PACE, ATS, and TranServe will prioritize replacement based on WSDOT useful life, age, mileage, mechanical condition, maintenance history, reliability, wheelchair demand, and operational risk.

This project represents the next step in a transportation partnership that began through regional coordination, was sustained through the extraordinary circumstances of COVID-19, and now must respond to unprecedented PACE enrollment growth. Replacement of these vehicles will protect prior WSDOT investment while helping ensure that vulnerable PACE participants continue to have safe, reliable, and accessible transportation.

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits your project provides to vulnerable populations using the descriptions above, if applicable. Explain how your project delivers these benefits and the impact it will have on the populations served.

Vulnerable Populations in Overburdened Communities*:

PACE transportation provides direct and meaningful benefits to vulnerable populations, including frail older adults and adults with significant physical, cognitive, or mobility-related disabilities. Many participants use wheelchairs, walkers, or other mobility devices and cannot independently drive or use conventional transportation. Some participants also face financial, geographic, or other barriers that increase their dependence on coordinated transportation.

The project will replace eight light-duty wheelchair-accessible vehicles used to connect PACE participants with PACE services, healthcare providers, rehabilitation, medical appointments, social and human services, and other essential destinations. Reliable transportation helps participants maintain access to healthcare and supportive services that allow them to remain safely in their homes and communities.

The project responds to a rapidly growing community need. PACE enrollment has increased from approximately 108 registered participants to more than 250 in less than two years. Maintaining sufficient accessible vehicle capacity is increasingly important as the number and complexity of transportation requests grow.

Replacement vehicles will provide wheelchair lifts, securement systems, flexible seating and accessible configurations accommodating up to three wheelchair positions. Replacing aging, heavily utilized vehicles reduces the risk that a breakdown or unavailable accessible vehicle will interrupt essential transportation.

By maintaining reliable shared transportation and efficiently grouping trips when practical, the project also reduces the need for multiple individual vehicle trips and supports more efficient use of transportation resources. The principal benefit is dependable, equitable access to healthcare and essential services for people who face significant transportation barriers.

If these populations were engaged by you or your representatives in developing or maintaining the project, describe the outreach efforts and results. Include details such as methods used to engage the community, feedback received, and how the input influenced the project's design or implementation.

Inclusive outreach in planning:

PACE transportation needs are identified through ongoing interaction with participants, caregivers, PACE staff, drivers, dispatchers, and transportation coordinators. Participants and caregivers communicate mobility needs, wheelchair requirements, accessibility concerns, appointment needs, and transportation difficulties through daily service.

ATS has provided PACE transportation for 14 years and uses participant feedback, trip requests, wheelchair demand, scheduling experience, vehicle utilization, and service issues to identify transportation needs. This input directly influenced the proposed vehicle configuration, including wheelchair lifts, securement systems, flexible seating, and capacity for multiple wheelchair users. The project reflects needs communicated and observed through actual PACE transportation service.

Tribal Support

Is this project directly operated by a tribe?* No

Is your project serving and is it supported by a tribal nation in Washington?: No

Environmental Justice

Environmental Justice Assessment (EJA)

You must conduct an Environmental Justice Assessment (EJA) if you apply for \$15 million or more in grant funds.

Are you requesting \$15 million or more in WSDOT funds for your proposed project?: No

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required for all projects						
Population density map	✓	Local service area for Pierce County	PSRC_Pierce_County_Service_Area_Map.pdf	pdf	600 KB	09/06/2026 08:24 PM
Service area map	✓	density map	PSRC_Pierce_County_Population_Density_Map_2025.pdf	pdf	620 KB	09/06/2026 08:24 PM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination						
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)						
Conditionally required						
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency; or a cost allocation plan						
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)						
Correspondence from a tribe in support of your project (if project is serving and supported by tribe(s). Not required if the applicant is a tribe.)						
Optional attachments						
Letters committing matching funds		ATS PACE Match	ATS In-kind Match for PACE.pdf	pdf	202 KB	09/06/2026 08:26 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)		Letters of support	Letters of Support for PACE Vehicle Grant.pdf	pdf	1 MB	09/08/2026 04:09 PM
Supplemental information		Transmittal letter and detailed Quote for Ford Transits for PACE Service	Cover Letter and Quote - PACE.pdf	pdf	1 MB	09/08/2026 05:03 PM
Optional construction attachments						
NEPA/SEPA assessment, if available						

Supplemental construction project information
(building or site designs, site plans, location
exhibits, etc.), if available

Certification

Certification

I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capabilities to implement and manage the project associated with this application:

Certification*:	Yes
Application Authority*:	Steven Hutchins First Name Last Name
Title*:	CEO/Managing Member
Date*:	09/08/2026



ATS Trans, LLC (Around the Sound Transportation)
4023 S Orchard St Tacoma, WA 98466

September 3, 2026

To Whom It May Concern,

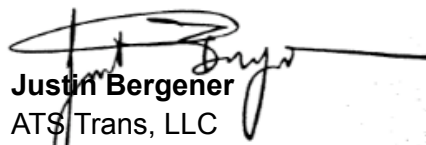
ATS Trans, LLC is pleased to confirm its commitment to provide the required local match for the PACE vehicle replacement project being submitted by TranServe PNP to the Washington State Department of Transportation.

For planning purposes, the estimated local match for this project is **\$120,000** for eight replacement vehicles. ATS Trans, LLC understands that the final match amount may vary based on the WSDOT-approved budget and final vehicle procurement costs and agrees to provide the full required match accordingly.

This commitment supports the continued growth of the PACE program and ensures that transportation resources remain aligned with the evolving needs of its participants.

ATS Trans, LLC appreciates the opportunity to support this project and respectfully encourages its favorable consideration.

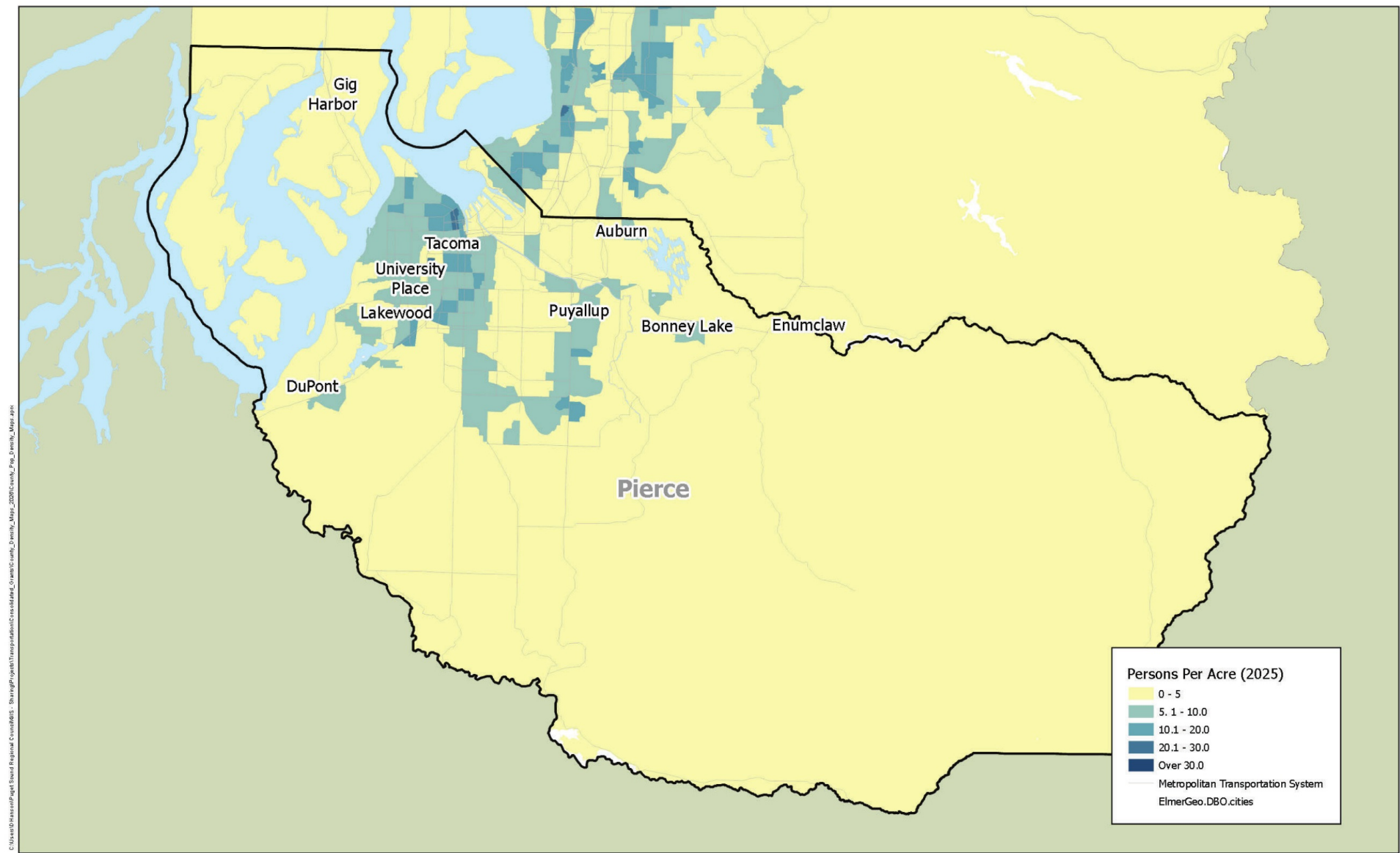
Sincerely,


Justin Bergener
ATS Trans, LLC

PSRC Population Density - Pierce County

Persons per acre (2025).

Pierce County Population Density - Person Per Acre



MultiCare PNW PACE Partners

TranServePNP-Public Benefit
Steve Hitchings, CEO
1441 Yukon Harbor Rd SE
Port Orchard, WA, 98366

Reference: 2027-29 Consolidated Grant Application

PNW PACE Partners LLC – Letter of Support

To Whom It May Concern:

I am writing on behalf of PNW PACE Partners, a Centers for Medicare and Medicaid model of care, in strong support of ATS and its application for grant funding to expand its transportation fleet through the acquisition of additional accessible vans and buses.

ATS currently serves as PNW PACE Partners' primary transportation provider and plays a critical role in helping our participants access essential medical care, social services, and community-based supports. We serve frail older adults with complex medical, functional, and social needs who rely heavily on safe, reliable, and specialized transportation to maintain their health and independence.

As our program continues to grow, so does the demand for transportation services. The PNW PACE Partners participant population is increasing rapidly, and is actively planning expansions throughout Washington State. This growth will significantly increase the need for dependable transportation resources capable of serving participants across a larger geographic area while maintaining the high level of service required by the PACE model.

Our participant population includes individuals who frequently require wheelchair-accessible transportation, assistance with mobility limitations, and increasingly, non-emergency stretcher and gurney transport. As enrollment grows, we anticipate continued increases in the number of participants requiring specialized vehicles and transportation accommodations.

Additional vehicles would strengthen ATS's ability to meet current transportation demands while ensuring capacity for future growth. Expanded fleet resources would improve access to care, reduce transportation barriers, support community-based aging, and enhance the ability to serve medically complex older adults throughout the region.

ATS has been a valued and trusted partner. Their commitment to participant safety, reliability, and responsive service has been instrumental in supporting our operations and

MultiCare PNW PACE Partners

helping our participants access the care they need. We believe this investment in ATS's fleet will have a meaningful and lasting impact on the communities we collectively serve.

For these reasons, PNW PACE Partners strongly supports ATS's grant application and its efforts to expand transportation capacity. We appreciate your consideration of this request and the opportunity to support a partner whose services are essential to the health and well-being of vulnerable older adults.

Sincerely,

Laura Stengel

Laura Stengel
Executive Director
PNW PACE Partners LLC
P.O. Box 5922
Tacoma, WA 98415

MultiCare PNW PACE Partners

TranServePNP-Public Benefit
Steve Hitchings, CEO
1441 Yukon Harbor Rd SE
Port Orchard, WA, 98366

Reference: 2027-29 Consolidated Grant Application

PNW PACE Partners LLC – Letter of Support, PACE Center/Transportation Supervisor

To Whom It May Concern:

As the Center Supervisor for PNW PACE Partners, I oversee the operational aspects of our transportation department and work closely with ATS, our contracted transportation vendor. ATS is responsible for providing transportation services that ensure our participants can access medically authorized appointments, attend the PACE Center, and receive the care and services necessary to remain safely living in the community. Our Transportation Coordinators coordinate all transportation rides and communicate participants' needs to ATS, while ATS's dispatch team develops routes, schedules vehicles, and adjusts transportation plans throughout the day as participant needs change. ATS's ability to provide safe, reliable, and accessible transportation is vital to the success of our program and the health and well-being of the participants we serve. I strongly support the request for WSDOT funding to replace older, smaller accessible vehicles with larger vehicles that provide greater wheelchair capacity and flexibility.

Many of our participants rely on wheelchairs or other mobility devices and require accessible transportation for all medically authorized appointments and services in the community. Limited wheelchair capacity reduces ATS's scheduling flexibility and makes it more difficult to accommodate changes in participant needs, urgent appointments, same-day requests, or unforeseen vehicle maintenance issues. As our participant population continues to grow, the need for larger, more flexible accessible vehicles has become increasingly important to maintaining efficient and reliable transportation services.

One of the greatest challenges ATS faces is when all wheelchair positions within its existing vehicles are already at capacity. Because accessible transportation resources are limited, locating another vehicle with an available wheelchair position at the necessary time and location can be extremely difficult. This often creates transportation delays, resulting in

MultiCare PNW PACE Partners

longer wait times and extended ride durations for our participants, who are elderly, medically complex, and medically fragile.

As PNW PACE Partners continues to grow and expand services to more older adults in our community, the demand for accessible transportation will continue to increase. ATS has been an invaluable partner in helping us ensure participants can safely access the PACE Center, medical appointments, and other medically necessary services and appointments. For ATS to continue growing alongside our program and meet the transportation needs of our increasing enrollment, additional vehicle capacity is critical.

I strongly support this request for replacement vehicles. These vehicles will provide the capacity, reliability, and flexibility needed to meet the growing transportation demands of our PACE participants safely and efficiently. The impact of this investment will extend beyond transportation operations, helping ensure that vulnerable older adults can continue accessing the care and services that allow them to remain healthy, independent, and living in their community safely.

Sincerely,

Monica Knapp
PACE Center Supervisor
PNW PACE Partners LLC
6442 S Yakima Ave
Tacoma, WA 98408



September 4, 2026

Steve Hutchins, CEO/Managing Member
TranServe
Port Orchard, WA 98366

RE: 2027-2031 WSDOT Consolidated Grants Program

On behalf of the Pierce County Coordinated Transportation Coalition (PCCTC), I am pleased to provide this letter in strong support of TranServe's application to the Washington State Department of Transportation for MultiCare's Program of All-Inclusive Care for the Elderly (PACE) transportation services.

Transportation for PACE participants is fundamentally different from many other transportation services. Participants may have significant mobility limitations, including individuals who use wheelchairs and other mobility devices. For these passengers, accessible transportation is not simply a convenience. It is the connection that allows them to participate in the PACE program and receive the healthcare, support, and services designed to help them remain safely in their communities.

The PCCTC understands how important dependable vehicles are to serving people with specialized transportation needs. When an accessible vehicle is unavailable because of maintenance or mechanical failure, finding an appropriate substitute can be extremely difficult. The challenge becomes even greater when a passenger requires a wheelchair position, lift-equipped vehicle, adequate interior space, and appropriate securement equipment. The PACE fleet has been heavily utilized. The accessible minivans acquired through an earlier WSDOT grant have now accumulated more than 200,000 miles, while older body-on-chassis vehicles continue to carry a significant portion of the transportation demand. Continued reliance on aging vehicles increases the risk of downtime and reduces the flexibility available to transportation staff when responding to participant needs.

WSDOT has previously invested in accessible transportation for PACE participants. Replacing aging vehicles is a logical and necessary continuation of that investment and will help ensure that the transportation infrastructure supporting the program remains dependable.

The PCCTC supports TranServe's efforts to secure replacement vehicles for PACE. Providing appropriate wheelchair-accessible vehicles will improve reliability, strengthen operational capacity, and, most importantly, help ensure that PACE participants continue to have dependable access to the services upon which they rely.

We also understand the operational challenges created when a small fleet must provide dependable service six days a week. The loss of even one vehicle because of scheduled maintenance or an unexpected mechanical problem can affect the entire operation. Adequate replacement vehicles and backup capacity are therefore particularly important for a rural system.



The PCCTC strongly encourages funding this capital project in support of safer, reliable vehicles for the PACE program.

Sincerely,

Daeveene J. May

Daeveene May
Program Specialist 3- Transportation
Daeveene.may@piercecountywa.gov
253-281-9490



ATS Trans, LLC (Around the Sound Transportation)
4023 S Orchard St Tacoma, WA 98466

September 3, 2026

To Whom It May Concern,

ATS Trans, LLC is pleased to support the PACE vehicle replacement project being submitted by TranServe PNP to the Washington State Department of Transportation.

The PACE program has experienced significant growth over the past two years, increasing from approximately 200 to 300 participants. This growth, combined with evolving rider needs, has placed increased demand on the transportation system and highlighted limitations within the current fleet.

The existing light-duty minivans do not provide the flexibility required to efficiently accommodate both ambulatory passengers and wheelchair users. The proposed replacement vehicles, designed with three wheelchair positions and L-track throughout the passenger floor, will allow for greater flexibility to meet varying passenger needs.

These improvements will enhance service efficiency, increase capacity, and better align transportation resources with the current and future demands of the PACE program.

ATS Trans, LLC appreciates the opportunity to support this application and respectfully encourages its favorable consideration.

Sincerely,



Justin Bergener
ATS Trans, LLC



September 8, 2026

To Whom It May Concern:

ATS Trans, LLC is pleased to offer its strong support for TranServe PNP's request to the Washington State Department of Transportation for replacement vehicles for its PACE program. The proposed vehicles will directly address documented capacity and accessibility challenges arising from the program's recent growth.

Over the past several years, PACE enrollment has grown by approximately 50 percent, increasing from about 200 to 300 participants. This expansion, coupled with evolving rider needs, has placed greater demand on transportation services and underscored significant limitations in the current fleet.

The existing light-duty minivans do not offer the flexibility needed to efficiently accommodate both ambulatory passengers and wheelchair users. By contrast, the proposed replacement vehicles will feature three wheelchair positions and L-track throughout the passenger floor, enabling configurations to be adjusted readily in response to varying passenger needs.

Together, these improvements will expand capacity, enhance service efficiency, and better align transportation resources with the PACE program's current and anticipated needs.

ATS Trans, LLC appreciates the opportunity to support this important request and respectfully urges the Washington State Department of Transportation to give TranServe PNP's application favorable consideration.

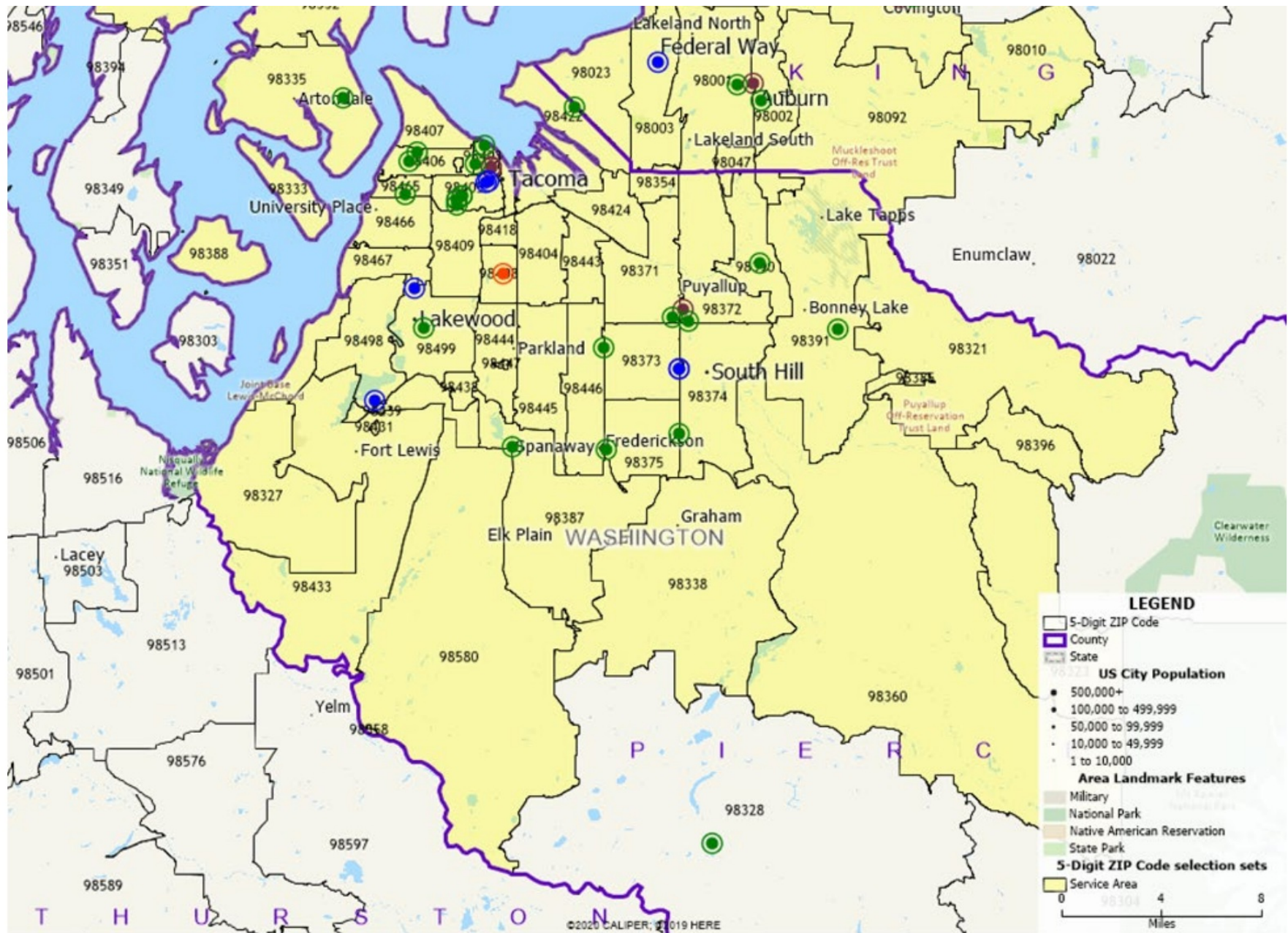
Sincerely,

A handwritten signature in black ink that reads "Jerilynn Clark". The script is fluid and cursive.

Jerilynn Clark
Operations Supervisor
ATS Trans, LLC.

PSRC Service Area - Pierce County

Yellow shading identifies the proposed PACE transportation service area.





September 8, 2026

Washington State Department of Transportation
Public Transportation Division

RE: 2027–2029 Consolidated Grant Program – PACE Replacement Vehicles

Dear Grant Review Committee:

TranServe respectfully submits this application requesting funding for eight replacement vehicles supporting transportation for MultiCare's Program of All-Inclusive Care for the Elderly (PACE).

PACE serves older adults and people with disabilities whose ability to remain safely in their communities depends in part on reliable access to healthcare and supportive services. Transportation is an integral part of the PACE program. ATS provides transportation to the PACE center, medical appointments, therapies, rehabilitation, and other essential services for participants who often cannot drive or independently use conventional public transportation.

This request builds upon an important prior WSDOT investment. In 2020, WSDOT awarded funding for larger accessible vehicles with approximately 12 ambulatory seats and two wheelchair positions. When COVID dramatically changed transportation requirements for vulnerable older adults and people with disabilities, the project was modified to purchase 10 smaller accessible minivans—five Chrysler Pacifica's and five Toyota Siennas. Reducing shared rides was an appropriate response to the extraordinary circumstances at that time.

Those vehicles have served PACE well, but the transportation environment has changed again. The light-duty minivans have been heavily utilized, now exceed 175,000 miles, and provide only approximately three ambulatory seats and one wheelchair position. At the same time, PACE has experienced substantial growth, creating greater demand for both ambulatory and wheelchair-accessible transportation.

The proposed replacement vehicles are designed for today's operating needs. Each will accommodate approximately six ambulatory passengers and three wheelchair positions. The additional wheelchair capacity is particularly important. It will allow ATS to group compatible trips more effectively rather than dispatching multiple vehicles when several participants using mobility devices are traveling to the same or nearby destinations. This will improve accessibility, vehicle utilization, scheduling flexibility, reliability, and overall operating efficiency.

The project also provides strong financial value. The required local cash match will support the WSDOT investment, and TranServe's tax-exempt purchasing status will reduce vehicle acquisition costs by nearly

10 percent compared with a taxable purchase. These savings allow more of the available WSDOT and local funding to be invested directly in vehicles and accessibility equipment.

TranServe will administer the grant and procurement, working closely with PACE and ATS to ensure that the vehicles meet participant and operating needs. The project also supports priorities identified in the Puget Sound Regional Council's Coordinated Mobility Plan, including accessible specialized transportation, reliable connections to healthcare, and mobility for older adults and people with disabilities.

The 2020 WSDOT investment helped PACE respond to an unprecedented public health emergency. This request represents the next step—replacing heavily used light-duty vehicles with durable, higher-capacity accessible vehicles appropriate for PACE's growing program and current transportation needs.

TranServe respectfully requests WSDOT's support for all eight replacement vehicles. This investment will protect access to care, substantially increase wheelchair capacity, improve transportation efficiency, and help PACE continue serving some of the region's most transportation-dependent residents.

Sincerely,

STEVEN HUTCHINS

Steve Hutchins
CEO/Managing Member
TranServe

NORTHWEST BUS SALES, INC.

Proposal For:	TranServe PNP
Proposed Bus:	Starcraft Starlite Transit
Proposed Layout:	WA 04824 Cat 1 6+1 or 2+3

Prepared By:	Christina Grabo
Phone:	253-259-5126
Email:	christina@nwbus.com

Thank you for the opportunity to provide you with a quote for a new Starcraft Shuttle Bus. Northwest Bus Sales aims to be the most competitively priced provider of quality buses and vans, but where we really shine is in our support- both during and after the sale. To follow, you will find our proposal for your custom-built bus. We appreciate your business and look forward to working with you on this purchase.



Forest River Bus & Van, manufacturer of Starcraft Buses, is North America's largest shuttle bus and van manufacturer. Since 2001, Forest River has been recognized for their commitment to safety, strong OEM partnerships, comprehensive warranties, and outstanding customer service. Starcraft is proud to build reliable vehicles that support everyday life, from transit and rideshare to mobility and independence.



Founded in Washington in 1987, Northwest Bus Sales has been a family-owned and locally-operated dealership for 35+ years. Our eight-person sales team has a combined 80+ years of experience, with a highly diverse skill set. Several members of our sales department have prior experience in the repair and operation of commercial vehicles, giving them a unique and beneficial insight into the day-to-day operational requirements of the buses we sell and an ability to troubleshoot and train on many technical issues. Northwest Bus Sales' parts and service department has direct lines of communications with each of our manufacturers. All calls will be answered or returned within 1 hour during business hours. Northwest Bus Sales prides itself on customer satisfaction and looks forward to sharing this experience with you!

Quote

9/4/2026

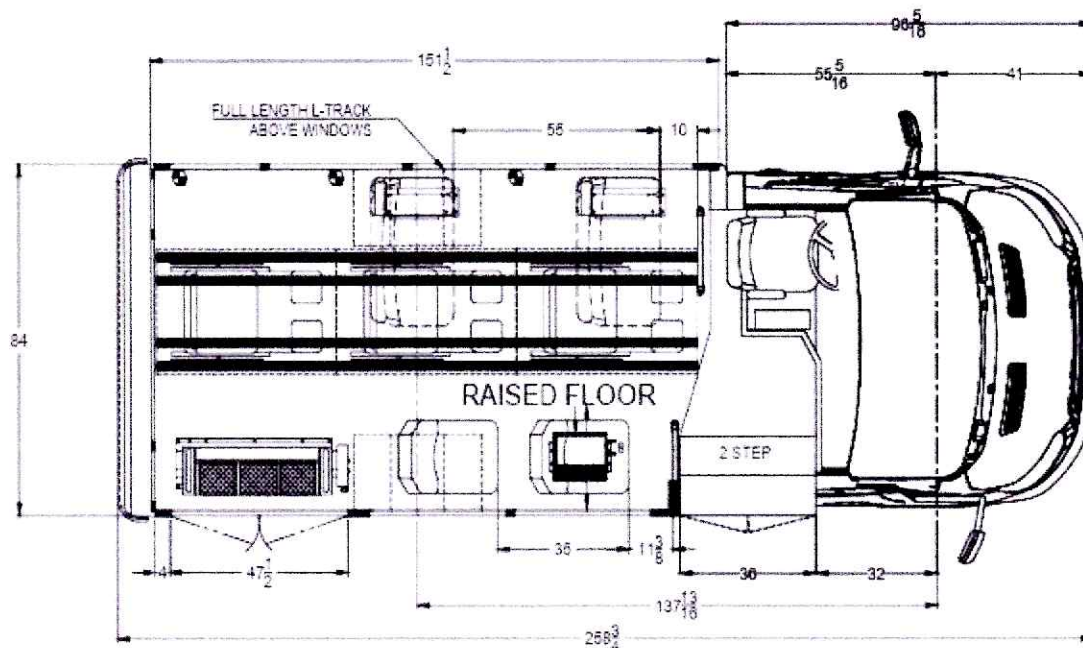
Prepared By:
Northwest Bus Sales
Christina Grabo
253-259-5126
christina@nwbus.com
33207 Pacific Highway S.
Federal Way, WA 98003

Prepared For:
TranServe PNP
Steve Hutchins
hutch@transro.org
2220 S Tacoma Way
Tacoma, WA 98409

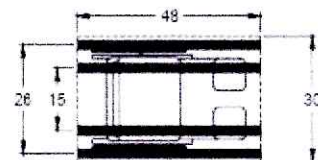
WA 04824 Cat 1 6+1 or 2+3				
Cat.	Qty.	Description	Price	Extended
Base	1	WA 04824 Spec Starcraft Starlite Transit 8+1	\$110,479	\$110,479
Body	1	Prins Propane System	\$7,200	\$7,200
Body	1	Rear Bumper (Romeo RIM)	\$2,258	\$2,258
Elec.	1	Hanover Front Destination Sign	\$5,862	\$5,862
Elec.	1	Hanover Side Destination Sing	\$3,318	\$3,318
Floor	1	Raised Floor 2 Step Entry W/Extra Step Up Behind Driver	\$1,195	\$1,195
Seat	1	Basic Seat Package (Level 1 covers, standard foam)	-\$800	-\$800
Seat	-3	Double Passenger Seat	\$1,008	-\$3,024
Seat	2	Foldaway seat w/non-retracting seat belt- Double	\$1,884	\$3,768
Sfty.	1	Additional ceiling grab rail extending the length of the bus	\$360	\$360
WC	60	Additional Track (per foot)	\$86	\$5,160
WC	2	Additional wheelchair mounts including securements.	\$1,080	\$2,160
wc	1	Braun Century 1000# lift	\$618	\$618
Note: Transit chassis only available with Ford OEM seat.				
Deliv.	2195	Miles from Goshen, IN @ \$1.50/mi + \$300 Pickup Charge		\$3,593
Price available to Washington MCUA participants and agencies of states with cooperative agreements			Subtotal	\$142,147
Dealer Credit valid for 30 days, then subject to adjustment			Dealer Credit	\$0
***Sales tax waived with proof of exemption			Adjusted Price	\$142,147
Pricing subject to additional PPI increases			Quantity	1
DES Authorization and purchase order required to process order			Trade Allowance	\$0
Change orders must be submitted in writing and are not official until confirmed			Subtotal	\$142,147
Pricing includes all applicable rebates			Sales Tax***	\$15,494
			Licensing	\$0
THANK YOU FOR THE OPPORTUNITY TO EARN YOUR BUSINESS!			TOTAL PRICE	\$157,640

Sample Floorplan

For illustrative purposes only. May display some features not applicable to your build.



A schematic diagram showing the layout of a building's interior. The building has a rectangular shape with several internal partitions creating various sized rooms. A north arrow is located in the upper right corner, pointing towards the top right. Numerous small circles are distributed throughout the building, representing retractor locations. These circles are concentrated in certain areas, such as the central corridor and some larger rooms.



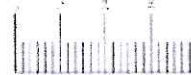
DEALER APPROVAL

☐ APPROVED

CUSTOMER SIGNATURE

NOTE: SHOWN WITH MID HI FREEDMAN SEATS
FORD TRANSIT 10,360 GVWR
THIS FLOOR PLAN IS FOR ILLUSTRATION PURPOSES ONLY
A WEIGHT ANALYSIS HAS NOT YET BEEN PERFORMED
FINAL APPROVAL WITH A WEIGHT ANALYSIS IS REQUIRED UPON RECEIPT OF A
COMPLETED ORDER WITH ALL OPTIONS SHOWN
OPTIONAL EQUIPMENT MAY BE SHOWN
THE SALES ORDER PLACED DICTATES ACTUAL OPTION CONTENT

SCALE
IN INCHES



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 SOLE PROPERTY OF THE UNITED STATES GOVERNMENT. NO PART
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Washington Contract 04824 Standard Features

Exterior Features

Front End Alignment
Wheel Balancing
25 Mile Road Test
Front and Rear Mudflaps
Driver's Running Board
Rear Tow Hooks
Mor-Ryde Rear Suspension
Remote / Heated Exterior Mirrors
Valve Stem Extenders, Inner Rear Duals

Interior Features

ABS/FRP Sidewalls and Ceiling
Gerflor or Altro Commercial Transit Flooring
White Step Nosings
Fuel Tank Access Plate In Floor
Access Panel for Entry Door Motor
Driver Storage in Cab Overhead with Lock

Electrical

Battery Box with Tray and Stainless Slides
Light in Engine Area
Wiring Diagram "AS BUILT" ON USB Flash Drive
LED Lighting, Interior / Exterior
Mid-Ship Turn / Marker Lights
AM/FM Radio w/ 4 Speakers

HVAC

Dual Compressor Air Conditioning w/ Rear Evaporator
Auxiliary Rear Heater

Safety

5 Lb Fire Extinguisher
25 Unit First Aid Kit
Emergency Triangle Kit
"White Noise" Back-Up Alarm, 97 db
Interior Convex Mirror 6"x9"
Ceiling Grab Rail
Dual Entry Grab Rails
Stanchion and Modesty Panel at Entry Door
Stanchion and Modesty Panel Behind Driver

Seating

Freedman Shield or OEM Driver Seat
Freedman Mid High Passenger Seating
Level 5 Seat Coverings
Grab Handles on Aisle Side Seat Backs
Underseat Retractable Belts

ADA

Double W/C Doors w/ Interior and Exterior Lighting
Rear Lift
Braun Century 800# Lift
Intermotive Fast Idle with Lift Interlock
Q-Straint Belt Cutter
(1) Q'Straint L-Track Securement
Required ADA Signage



September 8, 2026

Washington State Department of Transportation
Public Transportation Division

RE: 2027–2029 Consolidated Grant Program – PACE Replacement Vehicles

Dear Grant Review Committee:

TranServe respectfully submits this application requesting funding for eight replacement vehicles supporting transportation for MultiCare's Program of All-Inclusive Care for the Elderly (PACE).

PACE serves older adults and people with disabilities whose ability to remain safely in their communities depends in part on reliable access to healthcare and supportive services. Transportation is an integral part of the PACE program. ATS provides transportation to the PACE center, medical appointments, therapies, rehabilitation, and other essential services for participants who often cannot drive or independently use conventional public transportation.

This request builds upon an important prior WSDOT investment. In 2020, WSDOT awarded funding for larger accessible vehicles with approximately 12 ambulatory seats and two wheelchair positions. When COVID dramatically changed transportation requirements for vulnerable older adults and people with disabilities, the project was modified to purchase 10 smaller accessible minivans—five Chrysler Pacifica's and five Toyota Siennas. Reducing shared rides was an appropriate response to the extraordinary circumstances at that time.

Those vehicles have served PACE well, but the transportation environment has changed again. The light-duty minivans have been heavily utilized, now exceed 175,000 miles, and provide only approximately three ambulatory seats and one wheelchair position. At the same time, PACE has experienced substantial growth, creating greater demand for both ambulatory and wheelchair-accessible transportation.

The proposed replacement vehicles are designed for today's operating needs. Each will accommodate approximately six ambulatory passengers and three wheelchair positions. The additional wheelchair capacity is particularly important. It will allow ATS to group compatible trips more effectively rather than dispatching multiple vehicles when several participants using mobility devices are traveling to the same or nearby destinations. This will improve accessibility, vehicle utilization, scheduling flexibility, reliability, and overall operating efficiency.

The project also provides strong financial value. The required local cash match will support the WSDOT investment, and TranServe's tax-exempt purchasing status will reduce vehicle acquisition costs by nearly

10 percent compared with a taxable purchase. These savings allow more of the available WSDOT and local funding to be invested directly in vehicles and accessibility equipment.

TranServe will administer the grant and procurement, working closely with PACE and ATS to ensure that the vehicles meet participant and operating needs. The project also supports priorities identified in the Puget Sound Regional Council's Coordinated Mobility Plan, including accessible specialized transportation, reliable connections to healthcare, and mobility for older adults and people with disabilities.

The 2020 WSDOT investment helped PACE respond to an unprecedented public health emergency. This request represents the next step—replacing heavily used light-duty vehicles with durable, higher-capacity accessible vehicles appropriate for PACE's growing program and current transportation needs.

TranServe respectfully requests WSDOT's support for all eight replacement vehicles. This investment will protect access to care, substantially increase wheelchair capacity, improve transportation efficiency, and help PACE continue serving some of the region's most transportation-dependent residents.

Sincerely,

STEVEN HUTCHINS

Steve Hutchins
CEO/Managing Member
TranServe

NORTHWEST BUS SALES, INC.

Proposal For:	TranServe PNP
Proposed Bus:	Starcraft Starlite Transit
Proposed Layout:	WA 04824 Cat 1 6+1 or 2+3

Prepared By:	Christina Grabo
Phone:	253-259-5126
Email:	christina@nwbus.com

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Quote

9/4/2026

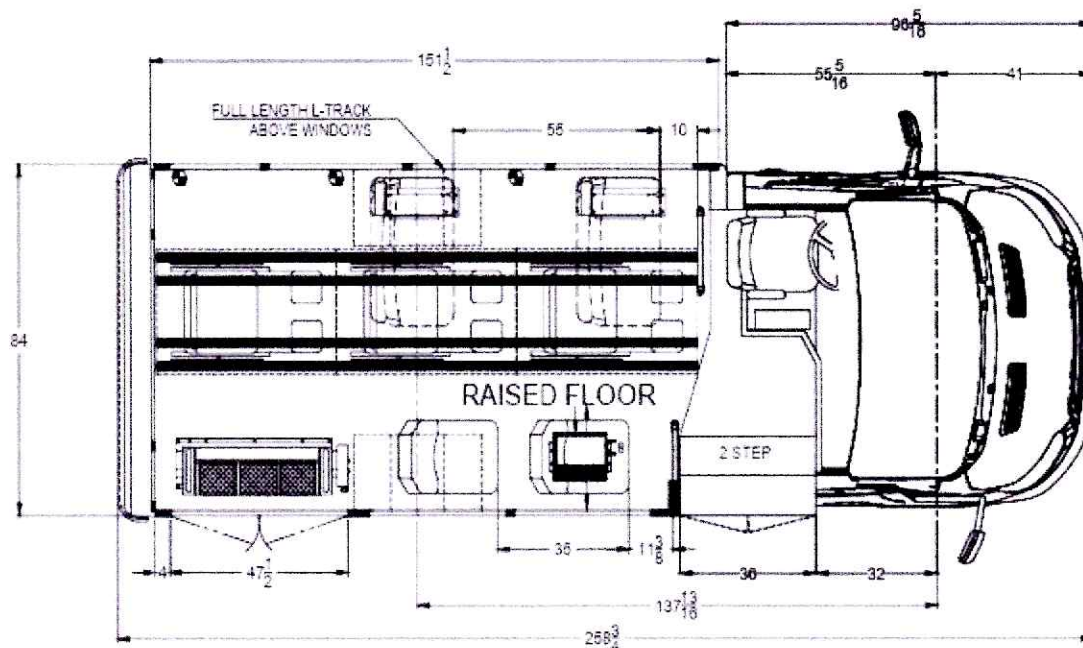
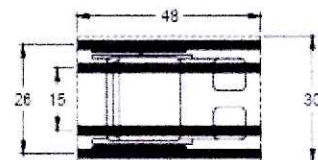
Prepared By:
Northwest Bus Sales
Christina Grabo
253-259-5126
christina@nwbus.com
33207 Pacific Highway S.
Federal Way, WA 98003

Prepared For:
TranServe PNP
Steve Hutchins
hutch@transro.org
2220 S Tacoma Way
Tacoma, WA 98409

WA 04824 Cat 1 6+1 or 2+3				
Cat.	Qty.	Description	Price	Extended
Base	1	WA 04824 Spec Starcraft Starlite Transit 8+1	\$110,479	\$110,479
Body	1	Prins Propane System	\$7,200	\$7,200
Body	1	Rear Bumper (Romeo RIM)	\$2,258	\$2,258
Elec.	1	Hanover Front Destination Sign	\$5,862	\$5,862
Elec.	1	Hanover Side Destination Sing	\$3,318	\$3,318
Floor	1	Raised Floor 2 Step Entry W/Extra Step Up Behind Driver	\$1,195	\$1,195
Seat	1	Basic Seat Package (Level 1 covers, standard foam)	-\$800	-\$800
Seat	-3	Double Passenger Seat	\$1,008	-\$3,024
Seat	2	Foldaway seat w/non-retracting seat belt- Double	\$1,884	\$3,768
Sfty.	1	Additional ceiling grab rail extending the length of the bus	\$360	\$360
WC	60	Additional Track (per foot)	\$86	\$5,160
WC	2	Additional wheelchair mounts including securements.	\$1,080	\$2,160
wc	1	Braun Century 1000# lift	\$618	\$618
Note: Transit chassis only available with Ford OEM seat.				
Deliv.	2195	Miles from Goshen, IN @ \$1.50/mi + \$300 Pickup Charge		\$3,593
Price available to Washington MCUA participants and agencies of states with cooperative agreements			Subtotal	\$142,147
Dealer Credit valid for 30 days, then subject to adjustment			Dealer Credit	\$0
***Sales tax waived with proof of exemption			Adjusted Price	\$142,147
Pricing subject to additional PPI increases			Quantity	1
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Pricing includes all applicable rebates			Sales Tax***	\$15,494
			Licensing	\$0
THANK YOU FOR THE OPPORTUNITY TO EARN YOUR BUSINESS!			TOTAL PRICE	\$157,640

Sample Floorplan

For illustrative purposes only. May display some features not applicable to your build.

 -RETRACTOR LOCATIONS

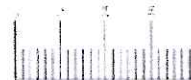
DEALER APPROVAL

☐ APPROVED

CUSTOMER SIGNATURE

NOTE: SHOWN WITH MID HI FREEDMAN SEATS
FORD TRANSIT 10,360 GVWR
THIS FLOOR PLAN IS FOR ILLUSTRATION PURPOSES ONLY
A WEIGHT ANALYSIS HAS NOT YET BEEN PERFORMED
FINAL APPROVAL WITH A WEIGHT ANALYSIS IS REQUIRED UPON RECEIPT OF A
COMPLETED ORDER WITH ALL OPTIONS SHOWN
OPTIONAL EQUIPMENT MAY BE SHOWN
THE SALES ORDER PLACED DICTATES ACTUAL OPTION CONTENT

SCALE
IN INCHES



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Washington Contract 04824 Standard Features

Exterior Features

Front End Alignment
Wheel Balancing
25 Mile Road Test
Front and Rear Mudflaps
Driver's Running Board
Rear Tow Hooks
Mor-Ryde Rear Suspension
Remote / Heated Exterior Mirrors
Valve Stem Extenders, Inner Rear Duals

Interior Features

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Gerflor or Altro Commercial Transit Flooring
White Step Nosings
Fuel Tank Access Plate In Floor
Access Panel for Entry Door Motor
Driver Storage in Cab Overhead with Lock

Electrical

Battery Box with Tray and Stainless Slides
Light in Engine Area
Wiring Diagram "AS BUILT" ON USB Flash Drive
LED Lighting, Interior / Exterior
Mid-Ship Turn / Marker Lights
AM/FM Radio w/ 4 Speakers

HVAC

Dual Compressor Air Conditioning w/ Rear Evaporator
Auxiliary Rear Heater

Safety

5 Lb Fire Extinguisher
25 Unit First Aid Kit
Emergency Triangle Kit
"White Noise" Back-Up Alarm, 97 db
Interior Convex Mirror 6"x9"
Ceiling Grab Rail
Dual Entry Grab Rails
Stanchion and Modesty Panel at Entry Door
Stanchion and Modesty Panel Behind Driver

Seating

Freedman Shield or OEM Driver Seat
Freedman Mid High Passenger Seating
Level 5 Seat Coverings
Grab Handles on Aisle Side Seat Backs
Underseat Retractable Belts

ADA

Double W/C Doors w/ Interior and Exterior Lighting
Rear Lift
Braun Century 800# Lift
Intermotive Fast Idle with Lift Interlock
Q-Straint Belt Cutter
(1) Q'Straint L-Track Securement
Required ADA Signage



September 8, 2026

Washington State Department of Transportation
Public Transportation Division

RE: 2027–2029 Consolidated Grant Program – PACE Replacement Vehicles

Dear Grant Review Committee:

TranServe respectfully submits this application requesting funding for eight replacement vehicles supporting transportation for MultiCare's Program of All-Inclusive Care for the Elderly (PACE).

PACE serves older adults and people with disabilities whose ability to remain safely in their communities depends in part on reliable access to healthcare and supportive services. Transportation is an integral part of the PACE program. ATS provides transportation to the PACE center, medical appointments, therapies, rehabilitation, and other essential services for participants who often cannot drive or independently use conventional public transportation.

This request builds upon an important prior WSDOT investment. In 2020, WSDOT awarded funding for larger accessible vehicles with approximately 12 ambulatory seats and two wheelchair positions. When COVID dramatically changed transportation requirements for vulnerable older adults and people with disabilities, the project was modified to purchase 10 smaller accessible minivans—five Chrysler Pacifica's and five Toyota Siennas. Reducing shared rides was an appropriate response to the extraordinary circumstances at that time.

Those vehicles have served PACE well, but the transportation environment has changed again. The light-duty minivans have been heavily utilized, now exceed 175,000 miles, and provide only approximately three ambulatory seats and one wheelchair position. At the same time, PACE has experienced substantial growth, creating greater demand for both ambulatory and wheelchair-accessible transportation.

The proposed replacement vehicles are designed for today's operating needs. Each will accommodate approximately six ambulatory passengers and three wheelchair positions. The additional wheelchair capacity is particularly important. It will allow ATS to group compatible trips more effectively rather than dispatching multiple vehicles when several participants using mobility devices are traveling to the same or nearby destinations. This will improve accessibility, vehicle utilization, scheduling flexibility, reliability, and overall operating efficiency.

The project also provides strong financial value. The required local cash match will support the WSDOT investment, and TranServe's tax-exempt purchasing status will reduce vehicle acquisition costs by nearly

10 percent compared with a taxable purchase. These savings allow more of the available WSDOT and local funding to be invested directly in vehicles and accessibility equipment.

TranServe will administer the grant and procurement, working closely with PACE and ATS to ensure that the vehicles meet participant and operating needs. The project also supports priorities identified in the Puget Sound Regional Council's Coordinated Mobility Plan, including accessible specialized transportation, reliable connections to healthcare, and mobility for older adults and people with disabilities.

The 2020 WSDOT investment helped PACE respond to an unprecedented public health emergency. This request represents the next step—replacing heavily used light-duty vehicles with durable, higher-capacity accessible vehicles appropriate for PACE's growing program and current transportation needs.

TranServe respectfully requests WSDOT's support for all eight replacement vehicles. This investment will protect access to care, substantially increase wheelchair capacity, improve transportation efficiency, and help PACE continue serving some of the region's most transportation-dependent residents.

Sincerely,

STEVEN HUTCHINS

Steve Hutchins
CEO/Managing Member
TranServe

NORTHWEST BUS SALES, INC.

Proposal For:	TranServe PNP
Proposed Bus:	Starcraft Starlite Transit
Proposed Layout:	WA 04824 Cat 1 6+1 or 2+3

Prepared By:	Christina Grabo
Phone:	253-259-5126
Email:	christina@nwbus.com

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