

SOUNDTRANSIT

Transit Development Plan 2012 - 2017 and 2011 Annual Report



Public Hearing Held: August 2, 2012
Operations and Administration Committee Referral to Board: August 2, 2012
Board of Directors Approval for Submittal: August 23, 2012

TABLE OF CONTENTS

INTRODUCTION	2
I: ORGANIZATION	2
II: PHYSICAL PLANT	5
III: SERVICE CHARACTERISTICS	6
IV: SERVICE CONNECTIONS	10
V: ACTIVITIES IN 2011	12
VI: PLANNED ACTION STRATEGIES, 2012 – 2017	19
VII: PLANNED ACTIVITIES, 2012 – 2017	19
VIII: CAPITAL IMPROVEMENT PROGRAM, 2011 – 2017	23
IX: OPERATING DATA, 2011 – 2017	23
X: ANNUAL REVENUES AND EXPENDITURES, 2011 – 2017	25
APPENDIX A: SOUND TRANSIT SYSTEM MAP	26
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP	26
APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP	27
APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP	29
APPENDIX E: ST2-APPROVED SOUND TRANSIT RAIL SYSTEM PLAN MAP	30
APPENDIX F: ASSET INVENTORY FORMS	31

Sound Transit

Transit Development Plan 2012-2017 and 2011 Annual Report

INTRODUCTION

The Transit Development Plan 2012-2017 and 2011 Annual Report provides updated information to the Washington State Department of Transportation (WSDOT) on development of the various transit components undertaken by Sound Transit—the Central Puget Sound Regional Transit Authority. Background information on Sound Transit, accomplishments during 2011, and proposed action strategies for 2012 to 2017 are included. While planning is an ongoing activity among the various divisions within Sound Transit, this document attempts to capture known planning milestones through to 2017.

This document is submitted per requirement of RCW 35.58.2795. As a regional transit authority, Sound Transit is required to prepare a six-year transit development plan and annual report. WSDOT may use this document to prepare an annual report for the Washington State Legislature summarizing the status of public transportation systems in the state.

To put it simply, Sound Transit’s vision is of easy connections, to more places, for more people. To accomplish this, the agency’s mission statement asserts that “Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.” Sound Transit embraces its mission and seeks to exemplify the values of accountability, excellence, inclusiveness, innovation, integrity, public trust, respect and transparency to achieve the vision of a regional transit system.

I: ORGANIZATION

In March 1992, the Washington State Legislature (through RCW 81.104.040) authorized King, Pierce, and Snohomish counties to create a single agency—the Central Puget Sound Regional Transit Authority, now known as Sound Transit—to develop public transit alternatives to meet the region’s travel needs. The Legislature charged Sound Transit with planning, building, and operating a high-capacity transportation system for the region.

On Nov. 5, 1996, voters approved local funding for *Sound Move*, a regional high-capacity transit plan that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax, and a rental car tax to finance construction and operation of the regional transit system. *Sound Move* included the ST Express bus network along with high-occupancy-vehicle (HOV) lane access improvements, Sounder commuter rail, and Link light rail.

On Nov. 4, 2008, voters approved additional local funding as part of the Sound Transit 2 (ST2) plan. This transit plan included a new 15-year construction program of light rail, commuter rail and regional bus service by extending the *Sound Move* taxes, as well as increasing the local sales and use tax by an additional 0.5 percent to a total of 0.9 percent.

ST Express regional bus service includes limited-stop bus routes operating predominantly in peak travel directions, partnerships with WSDOT to develop HOV direct-access projects, and a variety of community connection facilities including transit centers, access improvements, and park-and-ride lots. ST Express also works to integrate its projects with other transit agencies to create a convenient and seamless system throughout the entire region.

Sounder commuter rail uses diesel-powered locomotives and multi-level passenger coach trains that run mostly on BNSF Railway Company railroad freight tracks. Sounder shares the tracks with freight trains and Amtrak passenger trains, using upgraded signals, switches, and street crossings.

Link light rail is an electrically-powered service that adds a new system of high-capacity transportation within the region’s highest employment and transit ridership areas. Downtown Tacoma is served by the 1.6-mile **Tacoma Link light rail** line that operates between the city’s Theater District and the multimodal regional transit center at the

Tacoma Dome station. **Central Link light rail** operates from Westlake Station in Downtown Seattle to Sea-Tac/Airport in the City of SeaTac.

Both *Sound Move* and Sound Transit 2 provide the framework for Sound Transit service and capital projects. Although yearly refinements and updates are made as reflected in the Transit Development Plan and Annual Report, *Sound Move* and Sound Transit 2 continue to guide growth of the Sound Transit high-capacity transportation system.

In accordance with state law RCW 81.112.030, the Sound Transit Board is comprised of 18 members, including the Washington State Secretary of Transportation and 17 locally elected officials nominated by each of the three county's executive officials and confirmed by the respective county councils. The Sound Transit Board includes the three county executives, representatives from the largest city in each county, and representatives from other cities and unincorporated areas of each county. At least one-half of all appointees from each county also serve on local transit boards.

At the end of 2011, the Sound Transit Board of Directors included:

Aaron Reardon	Snohomish County Executive, Chair
Fred Butler	Issaquah Deputy Council President, Vice Chair
Claudia Thomas	Lakewood Councilmember, Vice Chair
Claudia Balducci	Bellevue Councilmember
Richard Conlin	Seattle Council President
Dow Constantine	King County Executive
Dave Enslow	Sumner Mayor
Jake Fey	Tacoma Councilmember
Paula J. Hammond, P.E.	Washington State Secretary of Transportation
John Marchione	Redmond Mayor
Joe Marine	Mukilteo Mayor
Pat McCarthy	Pierce County Executive
Joe McDermott	King County Councilmember
Mike McGinn	Seattle Mayor
Julia Patterson	King County Councilmember
Larry Phillips	King County Councilmember
Paul Roberts	Everett Councilmember
Peter von Reichbauer	King County Councilmember

As of Dec. 31, 2011, Sound Transit employed 514.75 full-time equivalent employees. The total authorized positions, including unfilled positions, is 555.75. Sound Transit staff consisted of the following:

- 32.75 full-time equivalents in the Communications & External Affairs Department,
- 172 full-time equivalents in the Design, Engineering & Construction Management Department,
- 80 full-time equivalents in the Executive Department,
- 93 full-time equivalents in the Finance & Information Technology Department,
- 12 full-time equivalents in the Legal Department,
- 85 full-time equivalents in the Operations Department, and
- 40 full-time equivalents in the Policy, Environment and Project Development Department.

Figure 1 displays the Sound Transit organizational structure as of the beginning of 2012.

II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

<u>Administrative Offices</u>	<u>Construction Offices</u>	<u>Operations & Maintenance Facilities</u>
Union Station 401 S. Jackson St. Seattle, WA 98104	Husky Stadium 3800 Montlake Blvd. N.E. Seattle, WA 98195	Tacoma Link 802 E. 25 th St. Tacoma, WA 98421
Opus East Building 625 5 th Ave. S. Seattle, WA 98104	Capitol Hill Station 1827 Broadway Seattle, WA 98122	Central Link 3407 Airport Way S. Seattle, WA 98134
5 th & Jackson Building 315 5 th Ave. S. Seattle, WA 98104	I-5 Undercrossing 900 Olive Way Seattle, WA 98101	

As of Dec. 31, 2011, Sound Transit owned 270 ST Express buses. ST Express contracts with our partner transit agencies—Community Transit, King County Metro, and Pierce Transit—to operate and maintain our ST Express buses. ST Express service is operated out of Community Transit’s Kasch Park Base in Everett, King County Metro’s East Base in Bellevue and Pierce Transit’s operations facility in Lakewood. In 2011, Sound Transit began replacing some of the original fleet first used in 1999 for the start of ST Express service. 35 buses were put into service (28 at Community Transit and seven at King County Metro) and a total of 62 of the original buses were decommissioned and sold. At the end of 2011, 261 buses were used in active revenue service, seven are being held inactive reserve as part of the contingency fleet, and two had been decommissioned in 2011 and were awaiting sale in 2012.

Sound Transit owns 58 rail cars (18 cab cars, 40 coach cars) manufactured by Bombardier and 11 locomotives manufactured by the ElectroMotive Division of General Motors. Sound Transit contracts with BNSF to operate Sounder trains. Sound Transit contracts with Amtrak for maintenance of the fleet. Maintenance activities are carried out at Amtrak’s Holgate yard in Seattle’s SODO District.

Sound Transit also owns three electric-powered light rail vehicles manufactured by Inekon and Skoda Dopravni Technica of the Czech Republic for service on Tacoma Link. Two vehicles are in service during most times with a third available as a spare for maintenance back-up. Sound Transit operates and maintains the vehicles out of its Tacoma Link Operations & Maintenance Facility.

For operation of Central Link, Sound Transit owns 62 new, modern low-floor light rail cars from Kinkisharyo/Mitsui of Japan. The 95-foot vehicles can seat 74 passengers, and each hold up to 200 passengers in crush-load conditions. The cars are currently paired into one- or two-car trains depending on demand, and all Link stations have been constructed to accommodate up to four-car trains in the future. 35 vehicles were used when Link initially started operation in 2009 and, during the course of 2011, 27 additional vehicles necessary for University Link service expansion were rolled out into revenue service to prepare the fleet for expanded operations in 2016. Day-to-day operations, maintenance and dispatch of Central Link is performed by King County Metro on behalf of Sound Transit. Link vehicles are stored and maintained at the Central Link Operations & Maintenance Facility in the SODO District on Airport Way South.

III: SERVICE CHARACTERISTICS

FARE STRUCTURE

On **ST Express**, Sound Transit employs a zone-based fare structure, consisting of three zones, one for each county (Pierce, King or Snohomish County) within the Sound Transit district. Trips within one county are one zone, while those that cross a county line have a higher “multi-county” fare.

As of June 1, 2011, single-ride fares for adults are \$2.50 for one zone and \$3.50 for multi-county trips. Corresponding monthly pass prices are \$90 and \$126. Senior/disabled fares are \$0.75 for in-county trips and \$1.50 for multi-county fares, and youth fares are \$1.25 or \$2.50 depending on the zones described above.

On **Sounder**, single-ride fares for adult riders are based on the distance traveled. The price of a Sounder ticket starts with a base fare of \$2.55. A per-mile charge of \$0.055 is added to the base fare, and the sum is rounded to the nearest quarter to determine the final cost of the trip. Adult fares range from \$2.75 to \$4.75. Corresponding monthly pass prices are from \$99 to \$171. Senior/disabled fares are approximately 50 percent of the adult fare, and youth fares are discounted approximately 25 percent from the adult fare. One-way or round-trip paper tickets (as well as monthly passes or E-purse value on ORCA cards, as described below) may be purchased from Ticket Vending Machines located at each of the Sounder stations, and proof of payment must be carried by passengers at all times onboard Sounder or at the station platforms. Roving fare enforcement officers routinely patrol the trains and station platforms to ensure proper fare payment, and to assist passengers in purchasing the correct fare. Additionally, monthly and annual pass holders along the Sounder north line can take advantage of RailPlus. Under an agreement between Sound Transit and Amtrak, passengers with valid monthly and annual passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

No fares are collected on **Tacoma Link**.

Fare levels for **Central Link** are, like Sounder, based on the distance traveled. The cost of a ride depends on the distance traveled and the type of fare (Adult, Youth or Senior/Disabled). As of June 1, 2011, the base fare for adults is \$2.00 and increases in increments of 25 cents to the current highest fare, \$2.75 each way between downtown Seattle and Tukwila/SeaTac. Corresponding monthly pass prices are \$72 to \$99. Senior/disabled fares are \$0.75 for all trips, and youth fares are \$1.25 for all trips. Ticket Vending Machines are available at each of the Link stations. Central Link does not honor the Ride Free Area in downtown Seattle and fares are required for travel between Downtown Seattle Transit Tunnel stations. As with Sounder, roving fare enforcement officers ensure that passengers have valid proof-of-payment while on-board or on station platforms.

ORCA, which stands for One Regional Card for All, now serves as most of the region’s transit passes and paper transfers. ORCA is accepted by the seven ORCA partner agencies, including Sound Transit, Community Transit, Everett Transit, King County Metro Transit (Metro), Kitsap Transit, Pierce Transit and Washington State Ferries. ORCA cards are also good for rides on the South Lake Union Streetcar and Intercity Transit express buses. (Riders using cash instead of an ORCA card to transfer between different agencies' systems must pay the full fare for each leg of their ride. King County Metro Transit and Pierce Transit still offer paper transfers that are good within their own systems.) An ORCA regional pass replaced the monthly PugetPass and is valid at face value on all of the participating ORCA agencies (except Washington State Ferries where additional fare may be necessary). Also available is an E-purse, or stored value used like cash to pay one’s bus or train fare. The fare for the ride is deducted from the E-purse on an ORCA card, allowing riders to “pay as you go.” The E-purse may also be used in combination with a pass. On a bus, passengers can tap their ORCA card at the card reader next to the driver. On Sounder or Central Link, riders must tap their card before boarding at platform card readers, and again before exiting so that the correct amount is deducted. If a rider forgets to tap their card after exiting, they are charged the fare equivalent to traveling to the end of the line. With an ORCA card, transfers between buses and trains are automatically calculated, and balances are applied to the connecting trips, so paper transfers are no longer needed.

SERVICE DESCRIPTION

ST Express regional bus service operates from 2:45 a.m. to 1 a.m. every day. ST Express routes range in service from weekday peak-direction only service, to frequent, all-day, bi-directional trips on both weekdays and weekends. ST Express provides service within the downtown Seattle Ride Free Area. Between 6 a.m. and 7 p.m., seven days a week, passenger trips entirely within this area are provided at no charge.

As of the end of 2011, 25 ST Express regional bus routes were in operation. These routes are:

- 510: Everett – Seattle Express
- 511: Ash Way – Seattle Express
- 512: Everett/Lynnwood – Seattle Express
- 513: Evergreen Way/Eastmont – Seattle Express
- 522: Woodinville – Seattle Express
- 532: Everett – Bellevue Express
- 535: Lynnwood – Bellevue Express
- 540: Kirkland – U. District Express
- 542: Redmond – U. District Express
- 545: Redmond – Seattle Express
- 550: Bellevue – Seattle Express
- 554: Issaquah – Seattle Express
- 555: Issaquah – Northgate Express
- 556: Issaquah – U. District – Northgate Express
- 560: Bellevue – Sea-Tac – West Seattle Express
- 566: Auburn – Overlake Express
- 574: Lakewood – Sea-Tac Airport Express
- 577: Federal Way – Seattle Express
- 578: Tacoma/Puyallup – Seattle Express
- 586: Tacoma – U. District Express
- 590: Tacoma – Seattle Express
- 592: DuPont/Lakewood – Seattle Express
- 593: South Tacoma/Tacoma – Seattle Express
- 594: Tacoma/Lakewood – Seattle Express
- 595: Gig Harbor – Seattle Express

Additionally, another ST Express route (599, Lakewood – Tacoma Express) operated earlier in 2011 until being discontinued in June.

Sound Transit provides **Sounder commuter train** service along two corridors radiating from Seattle’s King Street Station. Both services operate on BNSF Railway Company tracks. Sounder trains also use a small segment of Tacoma Rail tracks on the south line (Tacoma-Seattle) segment. The south line segment is 39.4 miles between Tacoma and Seattle, and the north line segment is 34.2 miles between Everett and Seattle. Major improvements to the existing track and signal systems have been completed, with increases in Sounder service levels tied to the phased completion of these improvements. Service includes nine rush-hour round trips every weekday on the south line, including two round trips (reverse-peak direction trips) that provide service to Tacoma in the morning and to Seattle in the afternoon. On the north line, four round trips run every weekday between Everett and Seattle in the peak direction. Service operates Monday through Friday, except major holidays. Sounder south line operates using seven-car trains and the north line usually operates using three-car trains. Both Sounder lines operate seasonal off-peak trains to sporting events at Qwest Field and Safeco Field, and trains are also operated on the south line to select concerts at the Tacoma Dome. For event service, the south line uses seven-car trains while the north line uses four-car trains to serve

Mariners and Sounders FC games, and five-car trains for Seahawks games. Travel times on both segments are both roughly 60 minutes.

Tacoma Link service operates as indicated in the chart below:

Day	Time	Frequency
Monday through Friday	5:00 a.m. – 6:45 a.m.	24 min.
	6:45 a.m. – 8:00 p.m.	12 min.
	8:00 p.m. – 10:00 p.m.	24 min.
Saturday	7:45 a.m. – 10:00 p.m.	12 min.
Sunday/Holiday	9:45 a.m. – 6:00 p.m.	24 min.

Schedules were modified in June 2011, having previously run on 10/20-minute headways. The additional time between trains was introduced in anticipation of the opening of the new Commerce Street/S. 11th Station, which opened for service in September 2011. Holidays include New Years’ Day, Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Christmas Eve and Christmas Day. Paratransit services for Tacoma Link are provided under contract by Pierce Transit.

Central Link service operates as indicated in the chart below:

Day	Time	Frequency
Monday through Friday	5:00 a.m. – 6:00 a.m.	15 min.
	6:00 a.m. – 8:30 a.m.	7-8 min.
	8:30 a.m. – 3:00 p.m.	10 min.
	3:00 p.m. – 6:30 p.m.	7-8 min.
	6:30 p.m. – 10:00 p.m.	10 min.
	10:00 p.m. – 1:00 a.m.	15 min.
Saturday	5:00 a.m. – 8:00 a.m.	15 min.
	8:00 a.m. – 10:00 p.m.	10 min.
	10:00 p.m. – 1:00 a.m.	15 min.
Sunday/Holiday	6:00 a.m. – 8:00 a.m.	15 min.
	8:00 a.m. – 10:00 p.m.	10 min.
	10:00 p.m. – 12:00 a.m.	15 min.

Central Link light rail opened from Westlake Station inside the Downtown Seattle Transit Tunnel to Tukwila/International Blvd Station in Tukwila in July 2009. In December 2009, the Airport Link project connected Tukwila/International Blvd Station to a new light rail station between the main terminal of Sea-Tac International Airport and the City of SeaTac. SeaTac/Airport Station also provides pedestrian access between the City of SeaTac and the north end of the terminal.

Holidays include New Years’ Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Paratransit services for Central Link are provided under contract by King County Metro.

Most Central Link trains operate in two-car consists. However, after an evaluation of ridership and service levels, starting in October 2010 weekday trips after 8:00 p.m. and all weekend trips are operated with one-car trains. Two-car trains are still deployed late night weekdays and on weekends during major events or when additional capacity is needed.

Sound Transit is also extending Link north 3.15 miles to Capitol Hill and the University of Washington as part of the University Link project. The \$1.9 billion University Link line is scheduled to open in 2016 and add more than 70,000 daily riders to the system by 2030. Based on its benefits, the University Link project received the highest possible Federal Transit Administration ranking in the New Starts federal funding process and received a Full Funding Grant Agreement totaling over \$800 million. Sound Transit 2 will further extend Link as part of a larger light rail expansion

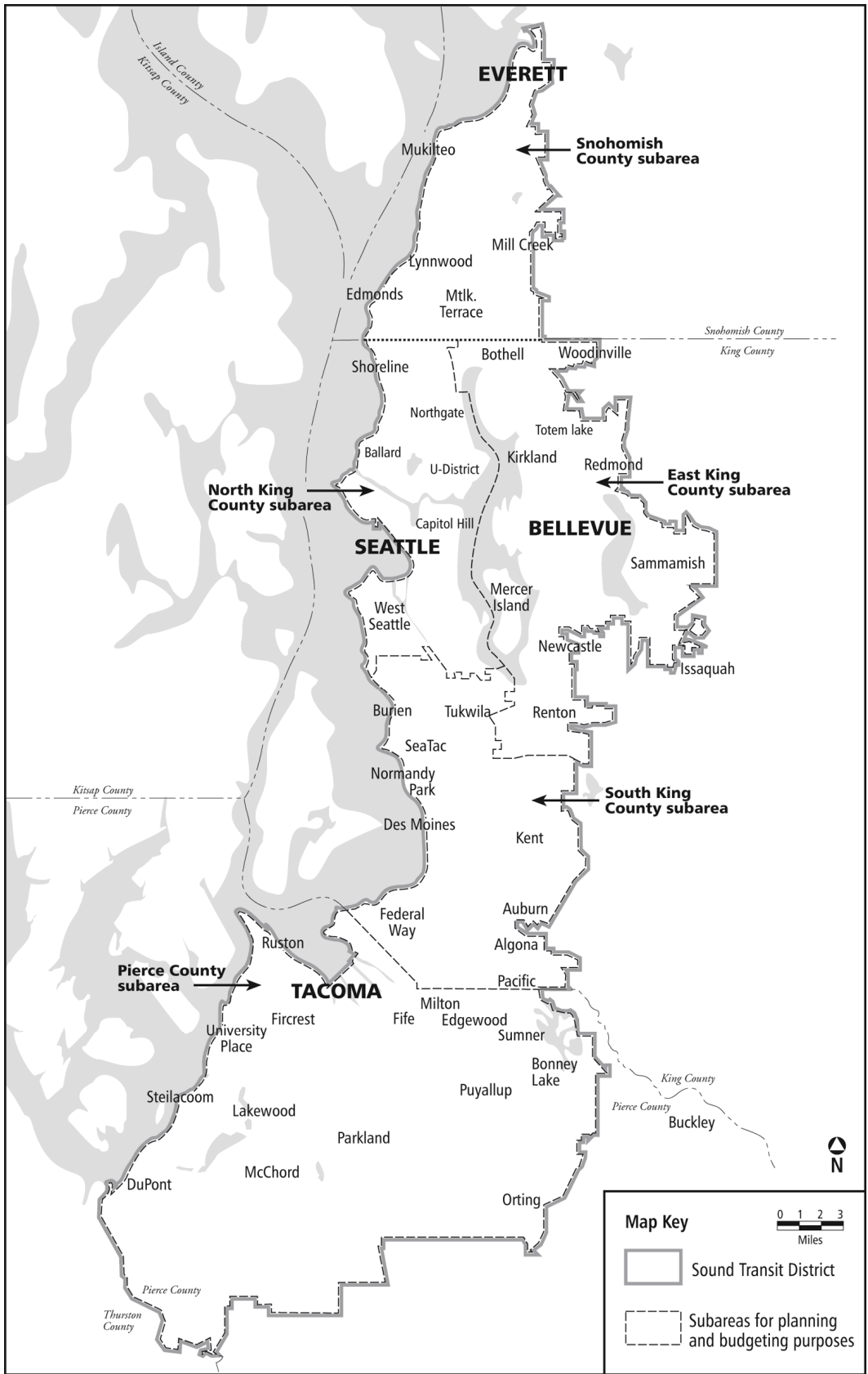
plan. The total light rail system achieved by Sound Transit 2 will reach Northgate, Mountlake Terrace, Shoreline, Lynnwood, Mercer Island, Bellevue, Redmond/Overlake, and south from SeaTac by 2023. A map of the ST2-approved Regional Rail system, including light rail, is available in Appendix E.

SERVICE AREA

Sound Transit's taxing and service area boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act. The Sound Transit service area boundary was adjusted in some places in consideration of voter precinct boundaries, city limit lines, and geography. For planning and budgeting purposes the district boundary was divided into five geographic subareas, each with unique system components.

Figure 2 shows the Sound Transit service district for King, Pierce, and Snohomish counties.

Figure 2
Sound Transit District



IV: SERVICE CONNECTIONS

Sound Transit serves a great number of park-and-ride lots, transit centers and rail stations across the Puget Sound region. Some transit centers served by Sound Transit buses or trains are marked as “Regional T” locations. The Regional “T” has been developed by Sound Transit and adopted by the transit partnership that includes Sound Transit, King County Metro, Pierce Transit, Everett Transit, Community Transit, Amtrak, Washington State Ferries, and the Washington State Department of Transportation. All Sound Transit-owned facilities are identified with the Regional “T”. The Regional “T” sign indicates that these facilities offer services or amenities including regional emphasis (regional connections to a variety of destinations), multiple system transfer opportunities (opportunities to transfer between different providers and modes of transportation), peak hour and mid-day service options (service to and from locations during a normal day), regional transportation information (such as timetables and maps), and act as a center for local service connections.

In 2011, Sound Transit served the following park-and-rides, stations, and transit centers:

- Ash Way Park-and-Ride
- Auburn Park-and-Ride
- Auburn Station
- Beacon Hill Station
- Bear Creek Park-and-Ride
- Bellevue Transit Center
- Bothell Park-and-Ride
- Brickyard Park-and-Ride
- Burien Transit Center
- Canyon Park Freeway Station
- Canyon Park Park-and-Ride
- Columbia City Station
- Commerce Street / S 11th St Station
- Convention Center / S 15th St Station
- Convention Place Station
- DuPont Station
- Eastgate Freeway Station
- Eastgate Park-and-Ride
- Eastmont Park-and-Ride
- Edmonds Station / Ferry Terminal
- Everett Station
- Evergreen Point Freeway Station / Park-and-Ride
- Fautleroy Ferry Terminal
- Federal Way Transit Center
- I-5 / NE 45th St Freeway Station
- International District/Chinatown Station
- Issaquah Highlands Park-and-Ride
- Issaquah Transit Center / Park-and-Ride
- Jackson Park (I-5 / NE 145th St) Freeway Station / Park-and-Ride
- Kenmore Park-and-Ride
- Kennydale Freeway Station
- Kent Station
- Kent-Des Moines Park-and-Ride
- Kimball Drive Park-and-Ride
- King Street Station
- Kingsgate Park-and-Ride
- Kirkland Transit Center
- Lakewood Station
- Lakewood Towne Center Transit Center
- Lynnwood Transit Center / Park-and-Ride
- Mercer Island Park-and-Ride
- Mount Baker Station / Mount Baker Transit Center
- Mountlake Terrace Freeway Station / Park-and-Ride
- Mukilteo Station / Ferry Terminal
- Narrows Park-and-Ride
- Newport Hills Freeway Station / Park-and-Ride
- Northgate Mall Garage
- North Jackson Park-and-Ride
- North Seattle Park-and-Ride
- Northgate Transit Center / Transit Center Extension Park-and-Ride
- Othello Station
- Overlake Transit Center / Park-and-Ride
- Pioneer Square Station
- Purdy Park-and-Ride
- Puyallup Fairgrounds Red Lot
- Puyallup Station
- Rainier Beach Station
- Redmond Transit Center / Park-and-Ride

- Renton Boeing Lot 10
- Renton City Municipal Garage
- Renton Transit Center/ Park-and-Ride
- SeaTac/Airport Station
- SODO Station
- South Everett Freeway Station / Park-and-Ride
- South Sammamish Park-and-Ride
- S 25th St Station
- South Bellevue Park-and-Ride
- South Kirkland Park-and-Ride
- South Tacoma Station
- Spokane / Airport Way Park-and-Ride
- SR-512 Park-and-Ride
- Stadium Station
- Star Lake Park-and-Ride
- Sumner Station
- Tacoma Community College Transit Center
- Tacoma Dome Station
- Theater District / S 9th St Station
- Tibbetts Lot / Tibbetts Valley Park
- Totem Lake Freeway Station
- Tukwila/International Blvd Station (Link)
- Tukwila Station (Sounder)
- Union Station / S 19th St. Station
- University Street Station
- Westlake Station
- Wilburton Park-and-Ride
- Woodinville Park-and-Ride
- Yarrow Point Freeway Station

In addition, five locations that Sound Transit serves are designated as major transfer points. They are the Alaska Junction Transfer Point at SW Alaska Street and California Avenue SW in West Seattle, Lake City Transfer Point at Lake City Way NE and NE 125th Street, University District Transfer Point at NE Campus Parkway and Brooklyn Avenue NE, UW Bothell/Cascadia Community College and the White Center Transfer Point located at SW Roxbury Street and 15th Avenue SW.

All Sounder commuter rail stations have bus transportation connections located directly at the station or within a short walking distance. Bus service schedules are often synchronized to the train schedule so that passengers are afforded a seamless transit trip.

Four of the six Tacoma Link light rail stations provide intermodal public transportation connections. Both the Theater District and Commerce Street stations, at the downtown end of the line, provide connections to Pierce Transit local bus service and express buses at zones along Commerce Street. At Union Station, connections are also available. The Tacoma Dome Station, at the south end of the line, provides connections to Sounder commuter rail, ST Express bus service, Pierce Transit local bus service, Intercity Transit bus service to Olympia/Thurston County, and Greyhound intercity service. In addition, Tacoma's Amtrak station is located several blocks away.

In downtown Seattle, King County Metro and Sound Transit share the Downtown Seattle Transit Tunnel facilities at Convention Place Station, Westlake Station, University Street Station, Pioneer Square Station, and International District/Chinatown Station. All of these stations except for Convention Place Station are shared by both Central Link light rail and tunnel bus service. Besides these existing tunnel stations, nine additional Central Link Stations opened in 2009 with the inauguration of Link's Initial Segment and the Airport Link extension: Stadium Station, SODO Station, Beacon Hill Station, Mount Baker Station, Columbia City Station, Othello Station, Rainier Beach Station, Tukwila/International Blvd Station, and SeaTac/Airport Station.

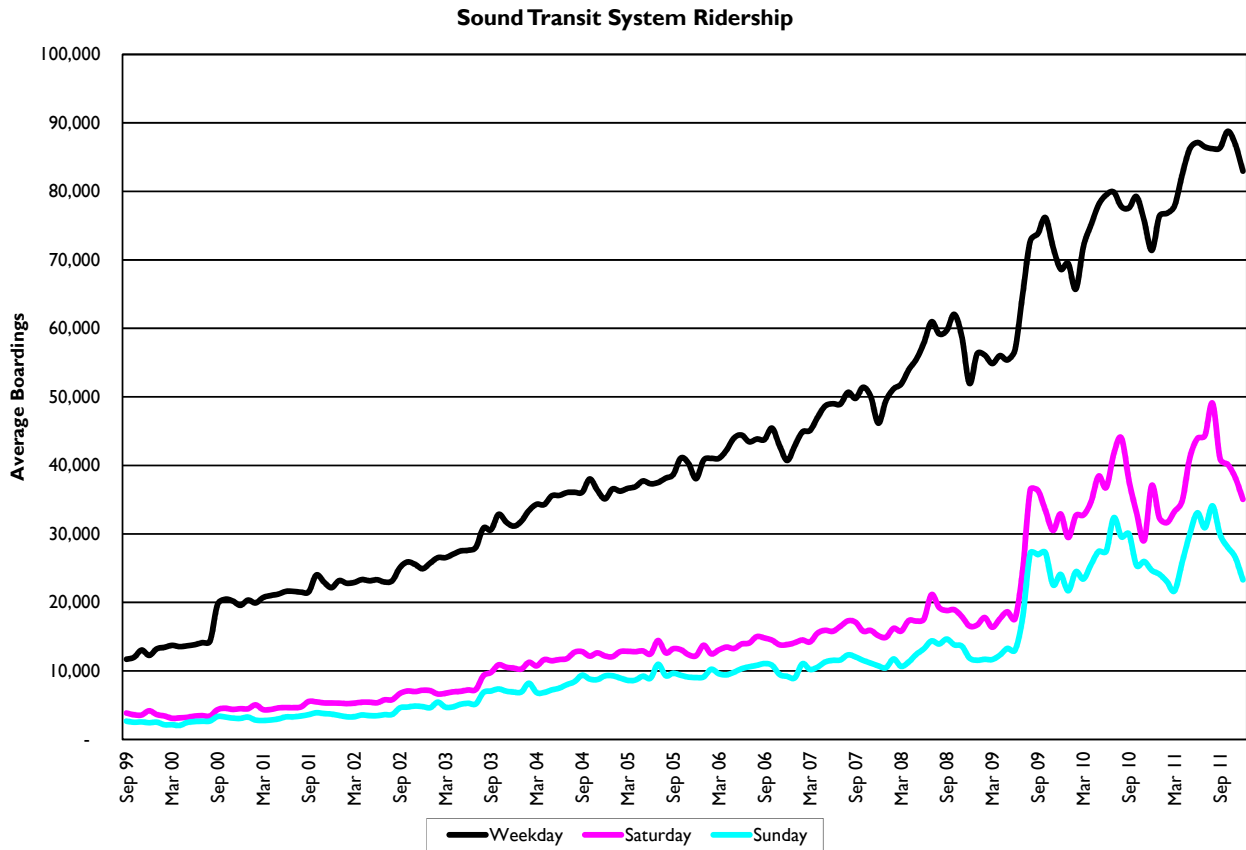
Bus connections are available at all Central Link stations; however three stations feature extensive bus connections and amenities. Mount Baker Station's construction also included the Mount Baker Transit Center, located east of the station across Rainier Avenue South and featuring three off-street bus bays as well as bus layover facilities. Tukwila/International Blvd Station features a 600-stall park-and-ride and three off-street bus bays located underneath the Link guideway and elevated station, and serves as the northern terminus of King County Metro's RapidRide A Line. Also, SeaTac/Airport Station, an elevated facility located between Sea-Tac Airport's loop roadway and International Blvd at S. 176th Street, features two pedestrian bridges connecting both

to the airport’s parking garage and passenger terminal to the west and to International Blvd and four on-street bus bays to the east.

V: ACTIVITIES IN 2011

Sound Transit achieved significant accomplishments in 2011. All told, **Sound Transit** carried nearly 26.0 million passengers in 2011 on its buses and trains, when including passengers carried in the downtown Seattle Ride Free Area. In October, 2011 when the system carried its highest levels of passengers, the Sound Transit served over 88,000 passengers each weekday. **Figure 3** below shows the trends for system ridership since the beginning of operations in September 1999. The jumps in weekday and especially weekend ridership in mid-2009 shows the addition of Central Link passengers to the Sound Transit system. By the end of 2011, Sound Transit has carried a total of over 156.7 million fare boardings, i.e. not including the Ride Free Area.

Figure 3

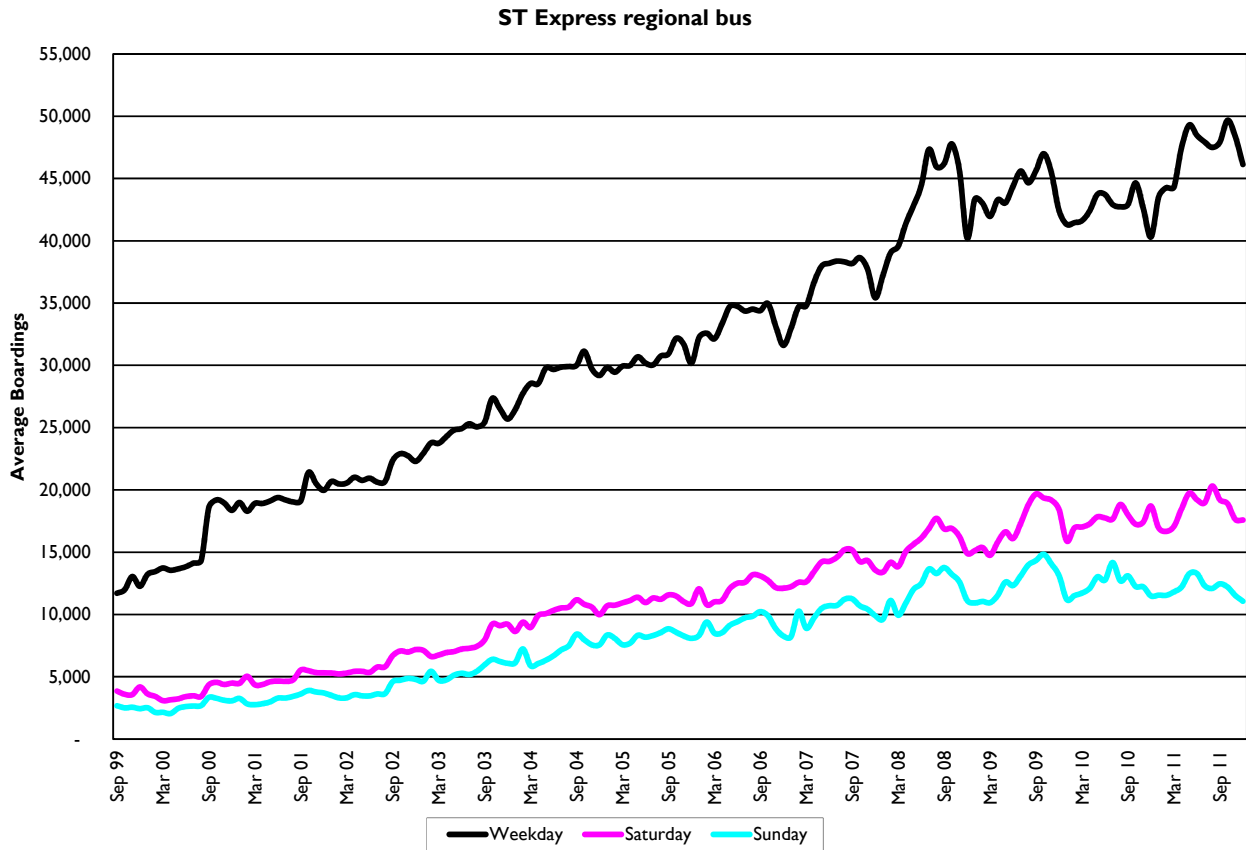


Sound Transit’s regional bus system, **ST Express**, served over 13.6 million fare-paying passengers in 2011, plus an additional 870,000 boardings in the Ride Free Area. At 2011’s close, ST Express services have had more than 113.6 million fare boardings since service began in September, 1999. The partnerships formed with Community Transit, King County Metro, and Pierce Transit has enabled Sound Transit to “roll out” a system that makes the most of the region’s transportation resources and carries more passengers than any of Sound Transit’s modes.

In 2011, the final near-term service improvements funded by the Sound Transit 2 measure were implemented, including added peak service on Route 511 (Ash Way – Seattle), Route 522 (Woodinville – Seattle), and Route 532 (Everett – Bellevue). In June, 1999: Routes 510 and 511 were combined on Sundays into a new Route 512 (Everett/Lynnwood – Seattle); routing was discontinued on the unproductive segment of Route 513 along Evergreen Way in Everett; Sunday service was discontinued on Route 535 (Lynnwood – Bellevue); midday service was discontinued on Route 540 (Kirkland – U. District); weekday midday and weekend service frequency was reduced on Route 554 (Issaquah – Seattle); service between West Seattle and Burien on Route 560 (West Seattle/Sea-Tac – Bellevue) was discontinued except for weekday peak periods; and Route 599 (Lakewood – Tacoma) was completely discontinued due to low ridership. As well, some service improvements originally planned as part of ST2 were deferred due to lower than expected productivity on the routes intended to receive these upgrades: additional peak service on Route 513 (Evergreen Way/Eastmont – Seattle) and Route 554 (Issaquah – Seattle) was deferred, as was an extension of Route 566 (Auburn – Overlake) to downtown Redmond.

Figure 4 below shows the trends for ridership on ST Express since the start of regional bus service in 1999. At its peak in October, 2011, ST Express carried nearly 50,000 passengers each weekday.

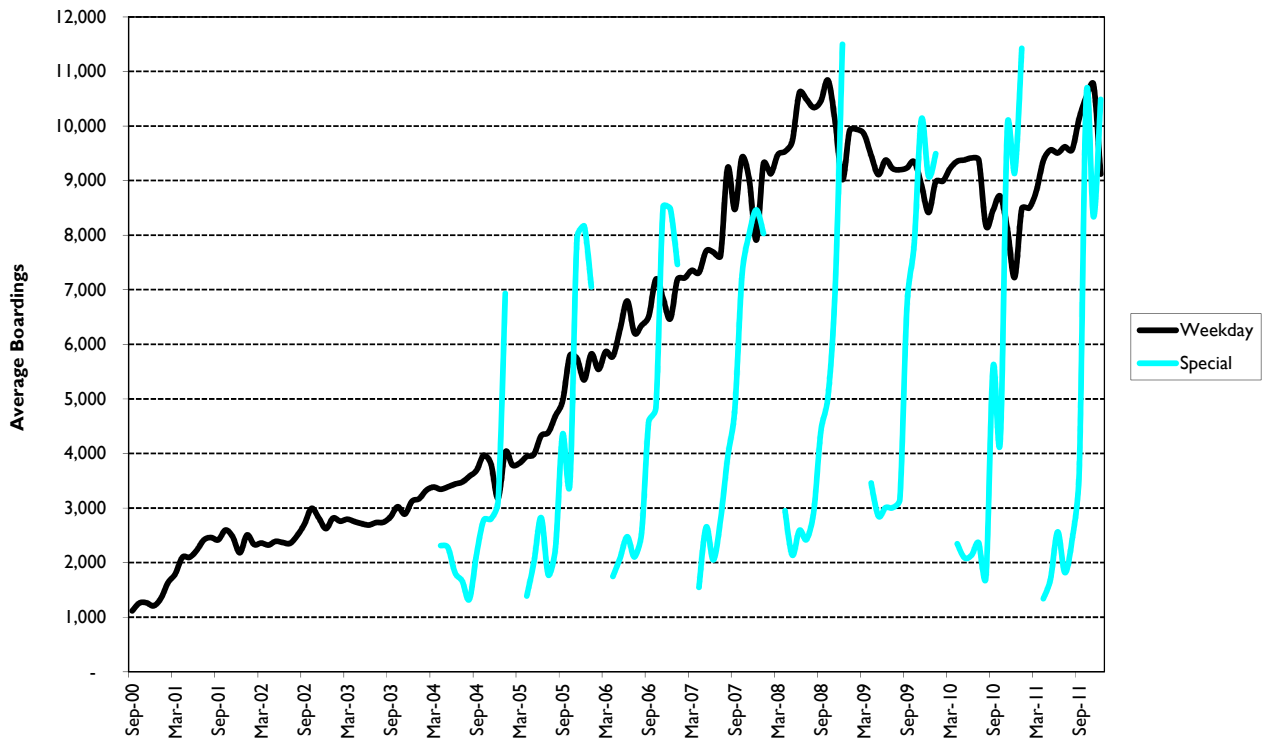
Figure 4



Sounder commuter trains carried just over 2.6 million passengers in 2011. The system has carried over 18.3 million passengers since service began in September, 2000. After declining due to job losses in the region in 2009 and 2010, Sounder ridership increased throughout 2011 to approach some of the records set in 2008. **Figure 5** below shows the trends for ridership on Sounder since the start of the south line in 2000.

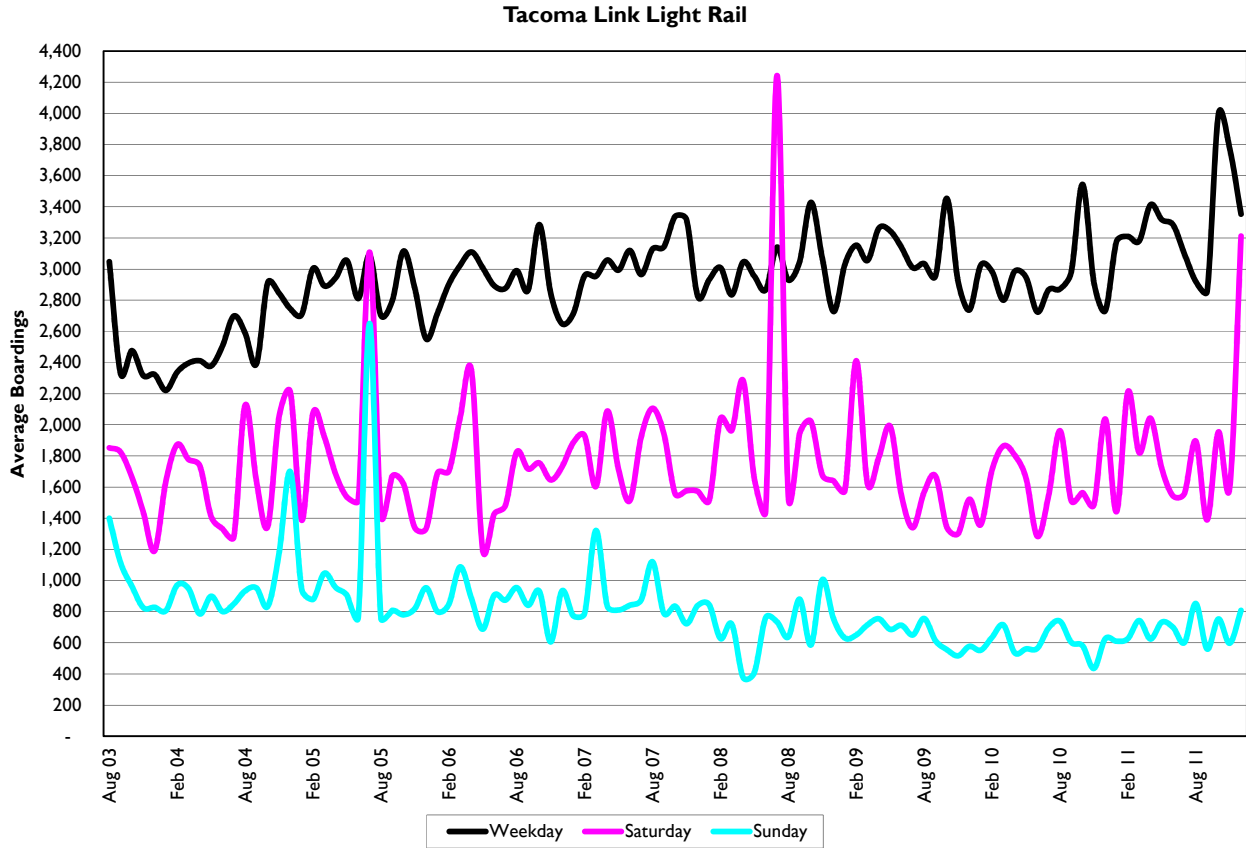
Figure 5

Sounder commuter rail



Tacoma Link continued strong operations in 2011, implementing a revised schedule in June, 2011 and the opening of the Commerce Street / S 11th Station on Sept. 15, 2011. The removal of free on-street parking on many downtown streets, the additional station at 11th Street and increasing enrollment at the University of Washington, Tacoma led Tacoma Link to its busiest year yet. By the end of the year, the line carried about 980,000 passengers with a total of over 7.4 million passengers since service began in August, 2003. **Figure 6** below shows ridership trends on Tacoma Link since 2003. Some of the spikes in ridership seen in the summers of 2005 and 2008 were due to the visiting Tall Ships Festival held in the Thea Foss Waterway and Commencement Bay.

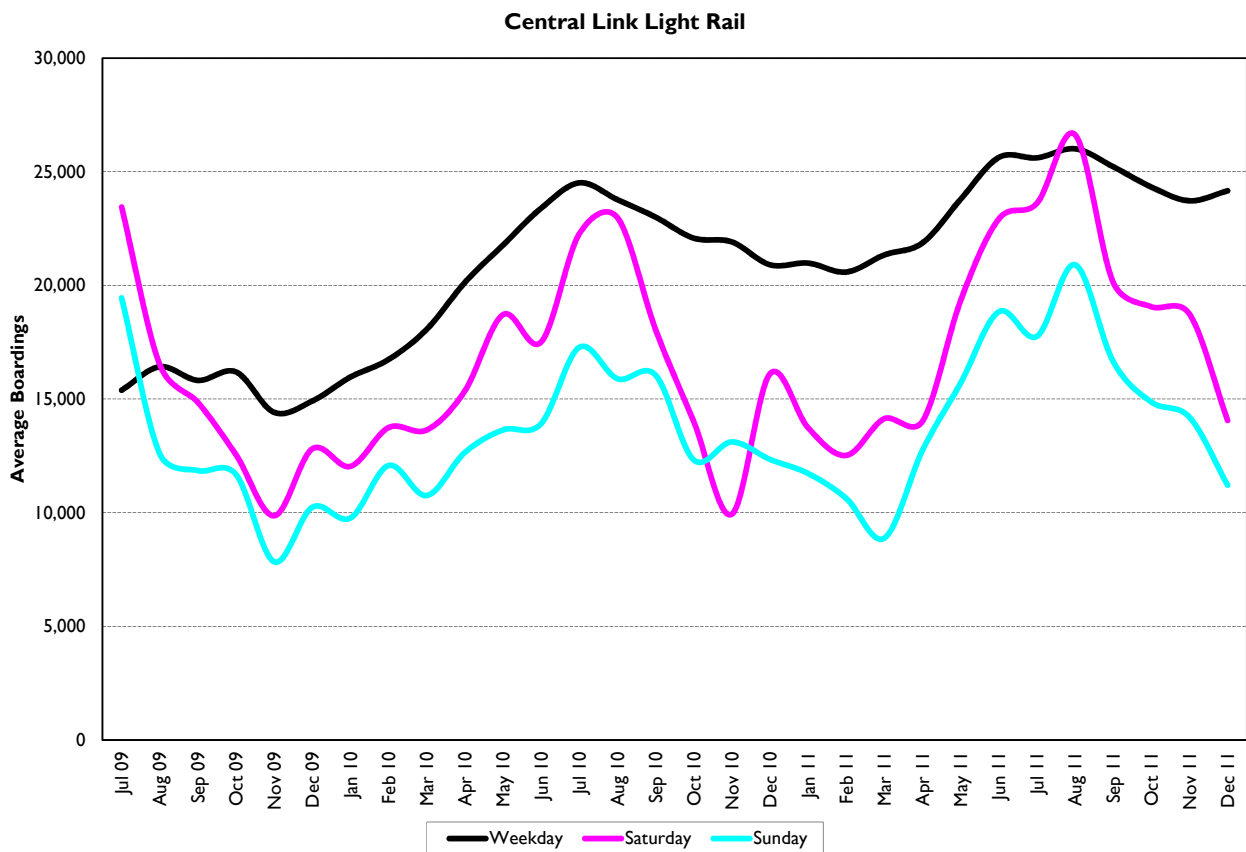
Figure 6



Central Link light rail started operation on Saturday, July 18, 2009, becoming Washington State’s first-ever high-capacity rapid transit line. Service operates between Westlake Station in the Downtown Seattle Transit Tunnel to SeaTac/Airport Station in the City of SeaTac, with 11 stations in between. Service initially ran to an interim southern terminus at Tukwila/International Blvd Station, and was extended to SeaTac/Airport Station on Dec. 19, 2009.

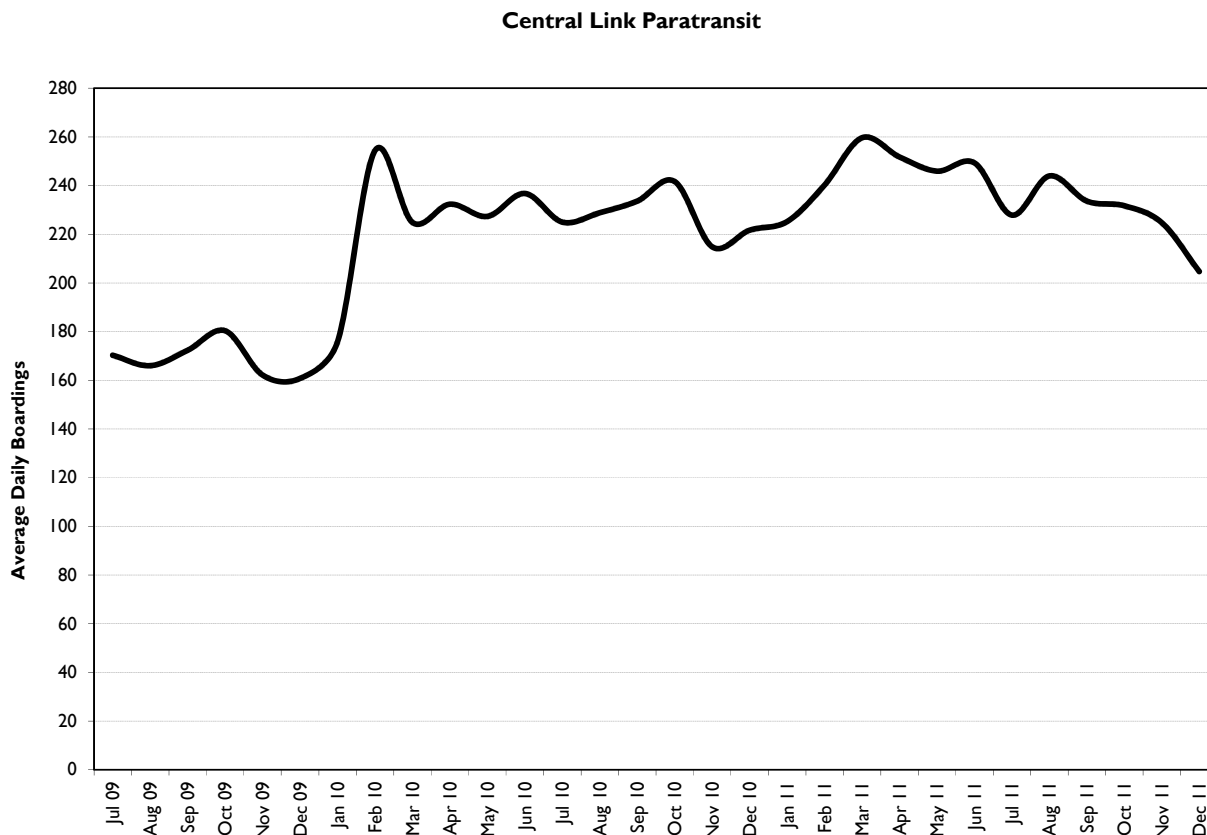
Ridership on Central Link light rail grew throughout 2011, peaking during the summer season with the addition of sports event-goers and airport travelers to its regular commuting cohort of Rainier Valley and South King County residents. Many passengers use Link to access sporting, entertainment and recreational destinations in downtown Seattle, the SODO/Stadium area, and nearby areas along the line. Because of this, Link continues to show robust weekend ridership, especially during the busier summer months. In August, 2011 the average Saturday ridership even exceeded the average weekday amounts for that month due to events such as Mariners games, Sounders FC matches and SeaFair. In all, more than 7.8 million passengers rode Link during 2011, and almost 17.3 million have ridden since the line opened. **Figure 7** below shows ridership trends on Central Link, not including ridership during Link’s Launch Weekend in July 2009.

Figure 7



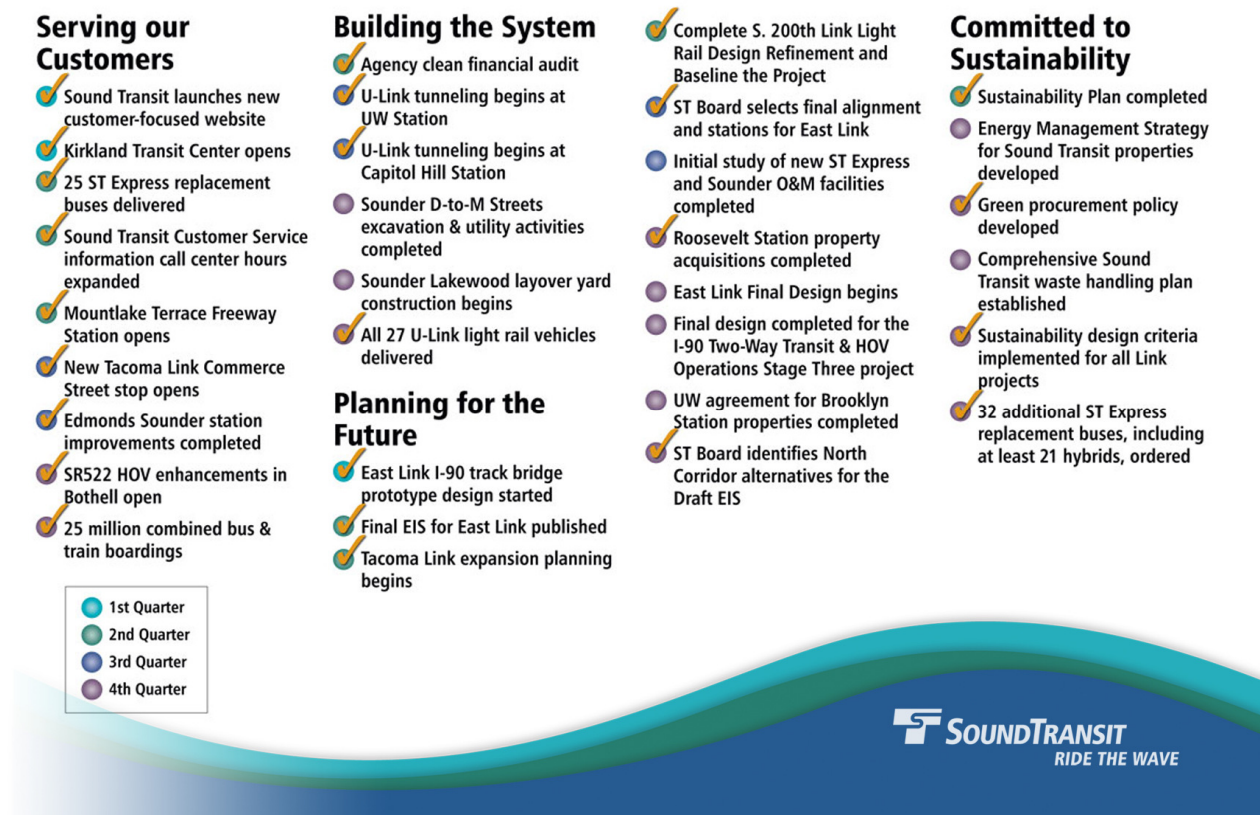
With the start-up of Central Link light rail, Sound Transit also assumed a prominent role in providing **paratransit service** in the corridor served by this new rail line. Paratransit service is operated by several contractors for King County Metro and costs are shared between Metro and Sound Transit for the service area surrounding Link in downtown Seattle, Southeast Seattle, Tukwila and SeaTac and for trips in that zone. The ridership information here reflects only those trips that have been allocated to Sound Transit as part of its paratransit obligation for Central Link. More than 80,000 passengers rode Central Link’s paratransit service during 2011, and almost 200,000 have used this service since July 2009. **Figure 8** below shows daily paratransit ridership allocated to Sound Transit since the start-up of Central Link. The decrease in ridership in 2011 is merely due to a recalculation in how these rides are apportioned between King County Metro and Sound Transit, and paratransit ridership has remained constant even as Sound Transit’s own share shown below has decreased.

Figure 8



Sound Transit set ambitious goals for 2011, and was quite successful at achieving them. 32 milestones were set in early 2011 for action during the year, including efforts to aid existing customers, continue construction of the regional transit system, plan for future activities, and maintain Sound Transit’s commitment to the environment. Of the 32 goals set for 2011, 24 were achieved during the year. **Figure 9** highlights the goals set for the past year and the quarter they were slated for, with checkmarks indicating milestones that were met during the year.

Figure 9: 2011 Milestones



In early 2012, the independent Citizen Oversight Panel (COP) completed the *Citizens' Year-End 2011 Performance Report on Sound Transit*. The COP complimented Sound Transit on balancing a bold capital construction program with strong operations. They noted that: "The organization is highly skilled and professional and its leadership is well-regarded regionally and nationally." The COP also highlighted the agency's efforts in 2011 that included progress on planning and building new Link extensions, construction progress on Sounder trackway and ST Express passenger facilities, and positive trends in ridership growth. The COP report, however, also pointed out three areas of concern: revenue forecasting, Sounder North Line performance and bus operating agreements with partner transit agencies.

STATE TRANSPORTATION SYSTEM POLICY GOALS

In 2011, Sound Transit contributed to the state's transportation system policy goals (as stated in RCW 47.04.280) through the following action strategies:

Preservation. We continued to maintain our equipment and facilities, and to operate public transit services.

Safety. We operated our transit vehicles in a safe manner, maintained a group of safe and secure facilities, and kept a regular schedule of light and heavy maintenance of buses and trains.

Mobility. By carrying nearly 26 million riders in 2011, we contributed to better air quality, decreased traffic congestion and greater ease of travel for residents of the Puget Sound region.

Environment. We maintained our ISO 14001 certification of our Environmental and Sustainability Management System.

Stewardship. With several tax revenue sources declining in the weak economy compared to projections, Sound Transit has been a steward of scarce public dollars for transit. Some capital projects envisioned in ST2 were

scaled back or suspended because of lessened revenue. As well, Sound Transit implemented service reductions on some ST Express routes in June 2011, cutting service on low-productivity routes and segments, while increasing service to relieve overcrowding.

VI: PLANNED ACTION STRATEGIES, 2012 – 2017

The activities in Section VII are action strategies that will contribute to the following transportation goals:

Preservation. We will continue to maintain our equipment and facilities, including mid-life maintenance on some facilities during Summer 2012 to prolong their useful lives, and to operate our bus and rail services.

Safety. We will continue to operate our transit vehicles in a safe manner, maintain a group of safe and secure facilities, and keep a regular schedule of light and heavy maintenance of buses and trains.

Mobility. We will continue operating Link light rail, ST Express, and Sounder modes, allowing for fast, frequent, car-free travel options for area residents and visitors.

Environment. We will improve the environment of the Central Puget Sound region by carrying tens of thousands of people each day in our trains and buses, decreasing air pollution and greenhouse gases by diverting trips away from the automobile.

Stewardship. We will remain a solid transit system that the citizens of the region can rely on.

VII: PLANNED ACTIVITIES, 2012 – 2017

The following matrices describe the planned activities to be undertaken by Sound Transit for 2012-2017. These activities include the deployment of new transit service, facility construction, and/or equipment purchases. Activities include any projects in the Sound Transit 2 program whose schedules are known at this time. Preservation activities are so noted; all other items are considered expansion activities. Activities that occur by other entities but involve Sound Transit funding contribution are noted as “*(ST Partner project)*”.

2012	Planned Activities
Planning	<ul style="list-style-type: none"> • Agency receives clean financial audit (Preservation) • North Link (Northgate Link Extension) baseline budget and schedule adopted by Board • Sounder station access and demand study completed • North Corridor I-5 light rail project (Lynnwood Link Extension) Draft EIS alternatives identified • Alternatives analysis begins on South Corridor transit extension to Federal Way (Federal Way Transit Extension) • Federal Way to Tacoma transit connection study begins (South Corridor Alternatives Planning Study) • Initial screening completed for Tacoma Link expansion • Link O&M Satellite Facility siting study begins • Environmental review completed for additional Sounder South Line easements • FTA project initiated to assess climate change impacts to Sound Transit (Preservation) • "Best practices" enhanced for sustainable construction • Start Lynnwood Link Extension Advanced Conceptual Engineering
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • Implement Route 578 Sunday service • Add additional trips on routes 590 and 594 in midday and peak • Restructure Route 592 to more directly serve downtown Seattle; serve DuPont on all trips • Sounder service begins to South Tacoma and Lakewood • Convert Route 593 trips to Route 590 trips (upon start of Sounder service to South Tacoma) • 25.8 million combined bus, train and paratransit boardings
Facilities	<ul style="list-style-type: none"> • Eastbound I-90 HOV improvements open between Mercer Island and Bellevue Way • Mukilteo Sounder station south platform construction begins • U-Link tunneling complete from UW to Capitol Hill Station • U-Link tunneling complete from Capitol Hill Station to downtown Seattle • First Hill Streetcar construction begins (<i>ST Partner project</i>) • North Link (Northgate Link Extension) groundbreaking • D-to-M Streets construction completed • Link extension to S. 200th Street design/build contract awarded • East Link final design begins • Sounder Lakewood layover yard phase 1 construction complete • Tukwila permanent Sounder station construction begins • Sounder artwork installed between Tacoma and Lakewood • Board decision on ST Express bus base development project • Board decision on Sounder yard and shops project • Begin Puyallup Sounder station access project environmental review • Begin Sumner Sounder station access project environmental review • Capitol Hill Station Development Agreement approved • Sustainable design criteria integrated into major capital projects • Begin Roosevelt Station demolition and environmental clean-up • Complete Capitol Hill Station excavation • Begin Northgate Station property acquisition
Equipment	<ul style="list-style-type: none"> • 24 ST Express 40-foot replacement buses delivered, including 22 hybrids (Preservation) • Receive 19 ST Express 60-foot articulated buses • Three new Sounder locomotives delivered

2013	Planned Activities
Planning	<ul style="list-style-type: none"> • Complete Lynnwood Link Extension Draft EIS & Advanced Conceptual Engineering • Identify preferred alternative for Tacoma Link expansion • Complete Federal Way Transit Extension Alternatives Analysis • Start Federal Way Transit Extension Draft EIS & Conceptual Engineering • Complete South Corridor Alternatives Study (Federal Way to Tacoma) • Start study of transit alternatives between downtown Seattle and Ballard
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • Add additional peak round-trip on Sounder South Line • Potential restructure of routes 560 and 566 with start-up of Metro's RapidRide Line F
Facilities	<ul style="list-style-type: none"> • Complete U District Station demolition and environmental clean-up • Complete Roosevelt Station demolition and environmental clean-up • Complete Roosevelt Station utility relocation • Begin Roosevelt Station excavation • Continue First Hill Streetcar construction (<i>ST Partner project</i>) • Complete final design for S. 200th St Link extension and station • Begin Capitol Hill Station construction • Begin Maple Leaf Portal site preparation • Complete NE 85th Street corridor transit improvements in Kirkland (<i>ST Partner project</i>) • Finish Rainier Avenue transit improvements in Renton (<i>ST Partner project</i>) • Complete Strander Blvd extension in Renton (<i>ST Partner project</i>) • Complete Sounder Lakewood layover yard construction
Equipment	<ul style="list-style-type: none"> • Receive 20 replacement ST Express buses (Preservation) • Put into service three new Sounder locomotives

2014	Planned Activities
Planning	<ul style="list-style-type: none"> • Start Lynnwood Link Extension Preliminary Engineering & Final EIS • Complete Northgate Link Extension final design • Complete Federal Way Transit Extension Draft EIS & Conceptual Engineering
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Central Link and First Hill Streetcar (Preservation) • Potential restructure of Route 540 in conjunction with new SR 520/108th Avenue HOV ramps • Complete First Hill Streetcar construction, open for service (<i>ST Partner project</i>)
Facilities	<ul style="list-style-type: none"> • Begin University Link systems installation and testing • Complete University of Washington Station construction • Begin U District Station excavation • Start Northgate Station advance utility relocation • Complete Maple Leaf Portal site preparation • Start Northgate Link Extension south tunneling (Roosevelt to Univ. of Washington Station) • Initiate Northgate Link Extension north tunneling (Maple Leaf Portal to Roosevelt Station) • Begin East Link property acquisition • Open Mukilteo Station south platform • Complete Permanent Tukwila Station
Equipment	<ul style="list-style-type: none"> • Receive 23 replacement 40-foot low-floor ST Express buses (Preservation) • Add seven Sounder passenger cars (three cab cars and four coach cars)

2015	Planned Activities
Planning	<ul style="list-style-type: none"> • Complete Lynnwood Link Extension Preliminary Engineering & Final EIS • Start Lynnwood Link Extension Final Design • Complete study of transit alternatives between downtown Seattle and Ballard • Start Federal Way Transit Extension Final EIS & Preliminary Engineering
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Central Link and First Hill Streetcar (Preservation)
Facilities	<ul style="list-style-type: none"> • Complete Capitol Hill Station construction • Begin East Link construction • Complete Northgate Station property acquisition • Complete Northgate Station advance utility relocation
Equipment	<ul style="list-style-type: none"> • Add three Sounder passenger (coach) cars • Complete installation of Sounder Positive Train Control Systems (PTC)

2016	Planned Activities
Planning	<ul style="list-style-type: none"> • Complete Federal Way Transit Extension Final EIS & Preliminary Engineering
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Central Link and First Hill Streetcar (Preservation) • Extend Link service to University of Washington Station to the north • Extend Link service to S. 200th Street Station to the south • Possible increase in Link train frequency and/or train consist length with opening of University Link • Add two additional round-trips on Sounder South Line • Potential deletion or restructure of Route 586 in conjunction with opening of University Link
Facilities	<ul style="list-style-type: none"> • University Link light rail extension, including Capitol Hill and University of Washington Stations, open for passenger service • S. 200th St Link station and guideway extension open for passenger service • Complete Northgate Link Extension south tunneling (Roosevelt to University of Washington Station) • Complete East Link final design • Begin Northgate Station and light rail aerial guideway construction
Equipment	<ul style="list-style-type: none"> • Receive 17 replacement 60-foot articulated diesel ST Express buses (Preservation) • Receive 22 replacement 60-foot articulated hybrid ST Express buses (Preservation)

2017	Planned Activities
Planning	<ul style="list-style-type: none"> • Start Federal Way Transit Extension Final Design
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Central Link and First Hill Streetcar (Preservation)
Facilities	<ul style="list-style-type: none"> • Complete U District Station floating slab and trackwork • Begin U District Station construction • Finish Northgate Link Extension north tunneling (Maple Leaf Portal to Roosevelt Station) • Start Roosevelt Station construction • Complete East Link property acquisition

VIII: CAPITAL IMPROVEMENT PROGRAM, 2011 – 2017

(All figures in thousands of dollars)

Sound Transit	2011	2012	2013	2014	2015	2016	2017
Preservation							
ST Express Fleet Replacement Program	\$28,356	\$34,597	\$28,539	\$0	\$0	\$42,364	\$0
Other Projects	\$3,887	\$3,723	\$4,547	\$4,547	\$4,524	\$1,822	\$0
Capital Replacement	\$0	\$49,886	\$49,839	\$49,672	\$49,816	\$66,701	\$64,520
Improvement/Expansion							
Sounder Commuter Rail	\$97,516	\$183,669	\$55,130	\$15,182	\$8,018	\$27	\$0
Link Light Rail	\$393,985	\$475,276	\$600,203	\$484,041	\$474,755	\$328,245	\$156,314
ST Express Bus	\$50,242	\$24,136	\$24,631	\$33,095	\$37,113	\$0	\$0
Service Delivery	\$3,167	\$30,606	\$4,223	\$14,789	\$689	\$689	\$1,180
All Other (STart Program, Fare Integration, Research, Administration)	\$4,549	\$10,999	\$7,720	\$6,098	\$25,824	\$22,777	\$17,694

IX: OPERATING DATA, 2011 – 2017

Sound Transit	2011	2012	2013	2014	2015	2016	2017
Fixed Route Bus Services (ST Express)							
Revenue Vehicle Hours	553,147	536,781	542,104	542,104	541,689	542,898	540,959
Total Vehicle Hours	691,796	684,050	689,179	689,179	689,179	690,112	687,582
Revenue Vehicle Miles	11,626,227	11,659,798	11,815,226	11,815,226	11,818,147	11,832,559	11,790,721
Total Vehicle Miles	15,909,187	15,001,706	15,443,617	15,443,617	15,443,617	15,463,169	15,407,787
Passenger Trips	14,534,397	13,800,000	14,000,000	14,300,000	14,600,000	14,900,000	15,100,000
Diesel Fuel Consumed (gallons)	3,098,455	N/A	N/A	N/A	N/A	N/A	N/A
Gasoline Fuel Consumed (gallons)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CNG Fuel Consumed (Therms)	257,836	N/A	N/A	N/A	N/A	N/A	N/A
Electricity Consumed (Kwh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Propane Fuel Consumed (gallons)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fatalities	0	N/A	N/A	N/A	N/A	N/A	N/A
Injuries (Non-Major Incident Reports)	9	N/A	N/A	N/A	N/A	N/A	N/A
Preventable Accidents	100	N/A	N/A	N/A	N/A	N/A	N/A
Commuter Rail Services (Sounder)							
Revenue Vehicle Hours	38,588	41,611	42,951	46,176	46,176	47,218	50,215
Total Vehicle Hours	47,303	48,075	51,376	52,290	52,290	53,523	57,078
Revenue Vehicle Miles	1,498,423	1,506,175	1,564,133	1,692,082	1,692,082	1,733,399	1,852,828
Total Vehicle Miles	1,519,258	1,515,264	1,573,293	1,702,586	1,702,586	1,744,337	1,865,037
Passenger Trips	2,626,711	2,600,000	3,000,000	3,300,000	3,500,000	3,800,000	4,100,000
Diesel Fuel Consumed (gallons)	1,096,086	N/A	N/A	N/A	N/A	N/A	N/A
Fatalities	2	N/A	N/A	N/A	N/A	N/A	N/A
Injuries (Non-Major Incident Reports)	6	N/A	N/A	N/A	N/A	N/A	N/A
Preventable Accidents	0	N/A	N/A	N/A	N/A	N/A	N/A
Tacoma Link Light Rail Services							
Revenue Vehicle Hours	9,817	9,778	9,770	9,770	9,770	9,799	9,748
Total Vehicle Hours	9,957	9,912	9,904	9,904	9,904	9,933	9,881
Revenue Vehicle Miles	82,563	75,783	75,718	75,718	75,718	75,944	75,544
Total Vehicle Miles	82,894	76,064	75,998	75,998	75,998	76,225	75,824
Passenger Trips	983,924	900,000	900,000	900,000	900,000	900,000	1,000,000
Electricity Consumed (Kwh)	410,794	N/A	N/A	N/A	N/A	N/A	N/A
Fatalities	0	N/A	N/A	N/A	N/A	N/A	N/A
Injuries (Non-Major Incident Reports)	0	N/A	N/A	N/A	N/A	N/A	N/A
Preventable Accidents	0	N/A	N/A	N/A	N/A	N/A	N/A

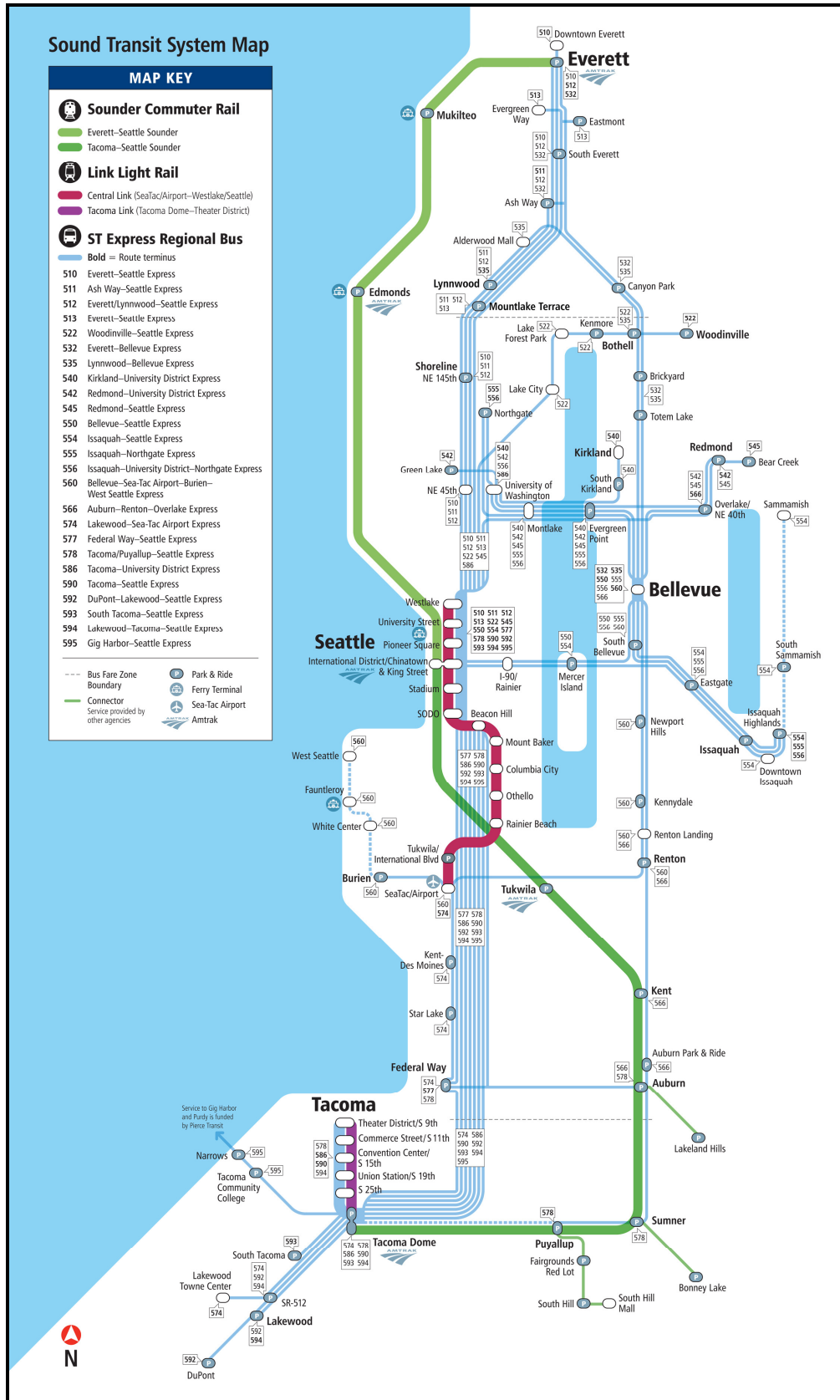
	2011	2012	2013	2014	2015	2016	2017
Central Link Light Rail Services							
Revenue Vehicle Hours	130,841	126,421	126,254	126,254	126,254	155,798	237,231
Total Vehicle Hours	137,922	131,480	131,308	131,308	131,308	162,394	248,161
Revenue Vehicle Miles	2,460,439	2,206,307	2,203,185	2,203,185	2,203,185	2,949,451	5,044,233
Total Vehicle Miles	2,561,843	2,230,431	2,227,234	2,227,234	2,227,234	3,004,703	5,190,506
Passenger Trips	7,847,836	8,400,000	8,700,000	9,000,000	9,300,000	11,500,000	18,400,000
Electricity Consumed (Kwh)	13,060,973	N/A	N/A	N/A	N/A	N/A	N/A
Fatalities	2	N/A	N/A	N/A	N/A	N/A	N/A
Injuries (Non-Major Incident Reports)	25	N/A	N/A	N/A	N/A	N/A	N/A
Preventable Accidents	1	N/A	N/A	N/A	N/A	N/A	N/A

X: ANNUAL REVENUES AND EXPENDITURES, 2011 – 2017

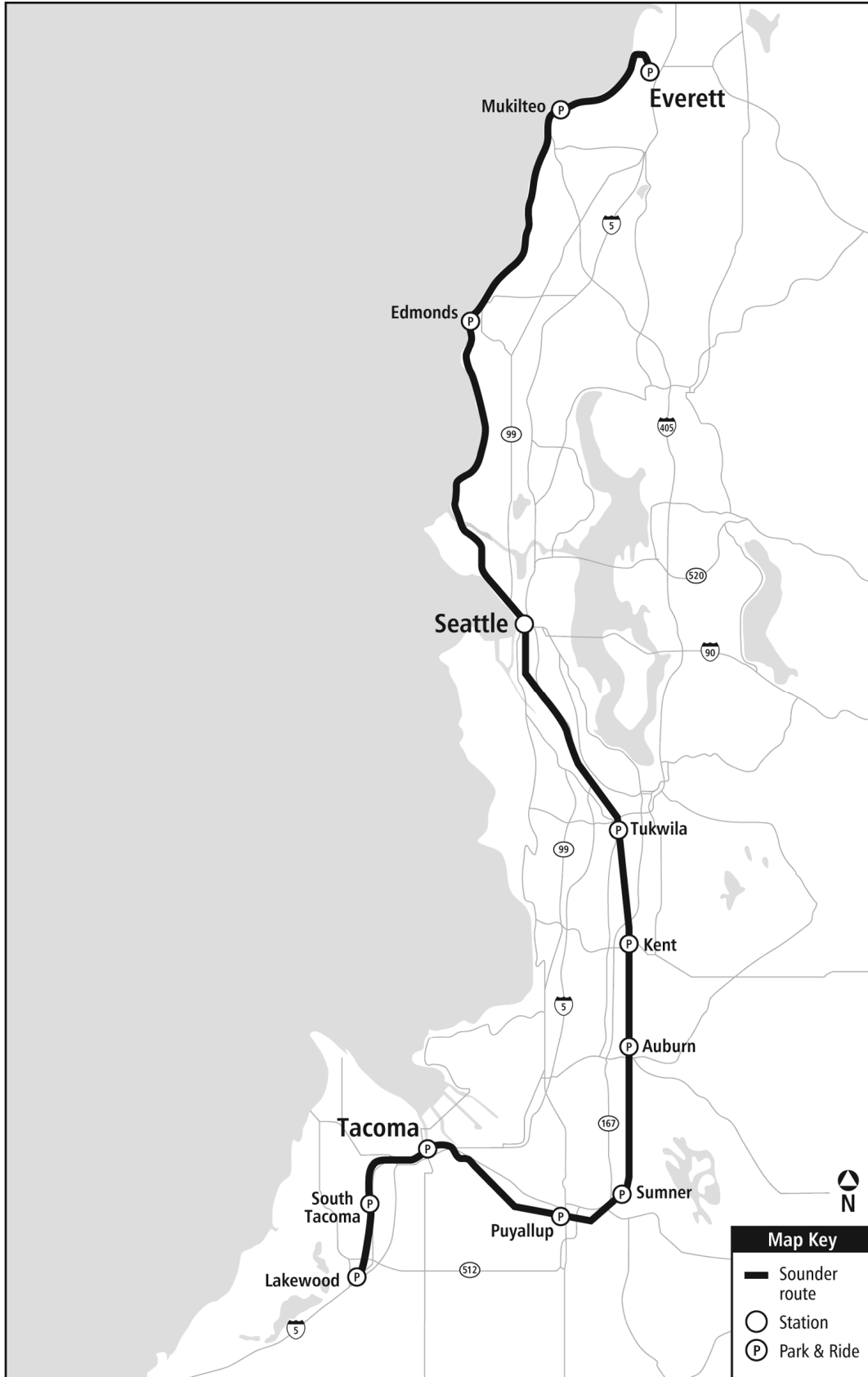
(All figures in thousands of dollars)

Sound Transit	2011	2012	2013	2014	2015	2016	2017
Annual Revenues							
Sales Tax and Rental Car Tax	\$529,980	\$542,362	\$586,144	\$621,692	\$661,533	\$700,910	\$740,661
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$65,893	\$69,888	\$71,735	\$74,296	\$77,460	\$80,674	\$83,962
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$46,117	\$44,810	\$46,315	\$52,172	\$54,049	\$59,316	\$68,056
Vanpooling Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Operating/Preventive	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program, Other Federal Operating	\$46	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants, Other State Operating Grants	\$2,359	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax Equalization, County Tax Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sound Transit Operating, RTA Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Investment income)	\$32,960	\$19,162	\$21,445	\$14,807	\$15,862	\$17,330	\$6,372
Total	\$677,354	\$676,222	\$725,639	\$762,967	\$808,905	\$858,229	\$899,051
Annual Operating Expenses							
Annual Operating Expenses	\$289,870	\$214,808	\$227,626	\$235,922	\$245,946	\$269,554	\$286,210
Other	\$33,527	\$40,830	\$41,163	\$42,986	\$64,332	\$66,494	\$70,460
Total	\$323,398	\$255,638	\$268,789	\$278,908	\$310,278	\$336,049	\$356,669
Debt Service							
Interest	\$75,897	\$69,840	\$68,898	\$68,143	\$84,085	\$112,566	\$170,691
Principal	\$18,465	\$19,195	\$20,135	\$19,395	\$24,475	\$24,480	\$27,075
Total	\$94,362	\$89,035	\$89,033	\$87,538	\$108,560	\$137,046	\$197,766
Annual Capital Purchase Obligations							
Federal Section 5309 Capital Grants	\$152,052	\$102,822	\$196,009	\$110,000	\$115,000	\$81,314	\$6,400
Federal Section 5311 Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal STP Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CM/AQ and Other Federal Grants	\$398	\$0	\$0	\$0	\$0	\$0	\$0
State Rural Mobility Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307/5309 Fixed Guideway Capital Grants	\$16,221	\$51,157	\$106,658	\$39,024	\$46,230	\$37,312	\$57,944
Other State Capital Grants	\$5,583	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operational Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds Proceeds	\$0	\$0	\$3,688	\$292,705	\$514,315	\$546,236	\$674,265
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$174,254	\$153,979	\$306,356	\$441,729	\$675,545	\$664,862	\$738,609
Ending Balances, December 31 (shown in thousands)							
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$645,534	\$285,156	\$5,004	\$5,003	\$5,004	\$5,002	\$5,002
Operating Reserve	\$46,135	\$56,765	\$59,459	\$61,305	\$66,908	\$71,550	\$75,289
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$146,388	\$204,325	\$277,402	\$350,652	\$428,074	\$523,333	\$621,709
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service Fund	\$86,151	\$89,035	\$89,034	\$108,727	\$145,792	\$176,589	\$219,502
Insurance Fund	\$3,377	\$4,000	\$4,300	\$4,600	\$4,900	\$6,000	\$6,500
Other	\$18,058	\$18,058	\$18,058	\$18,058	\$18,058	\$18,058	\$18,058
Total	\$945,644	\$657,339	\$453,257	\$548,345	\$668,737	\$800,533	\$946,061

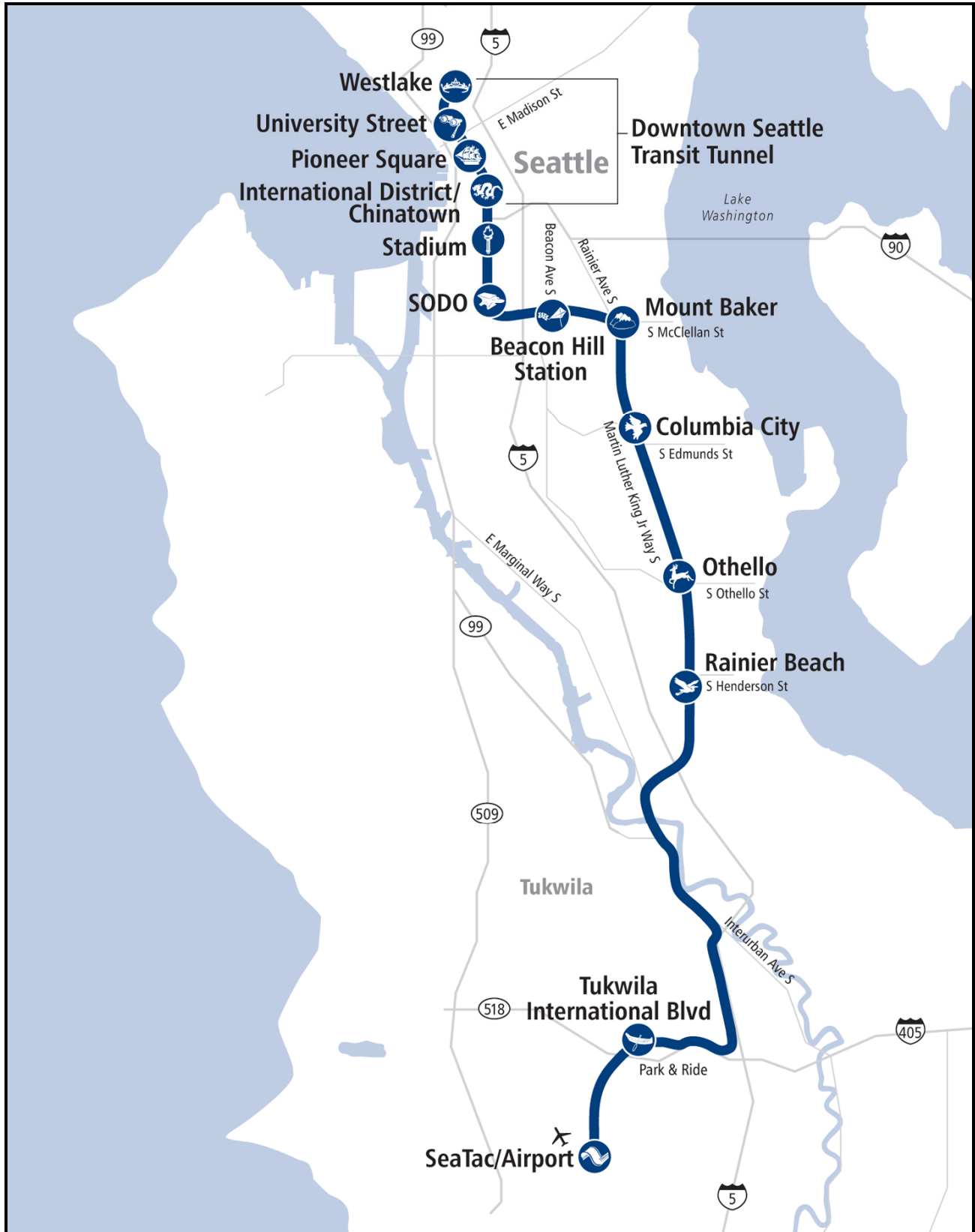
APPENDIX A: SOUND TRANSIT SYSTEM MAP



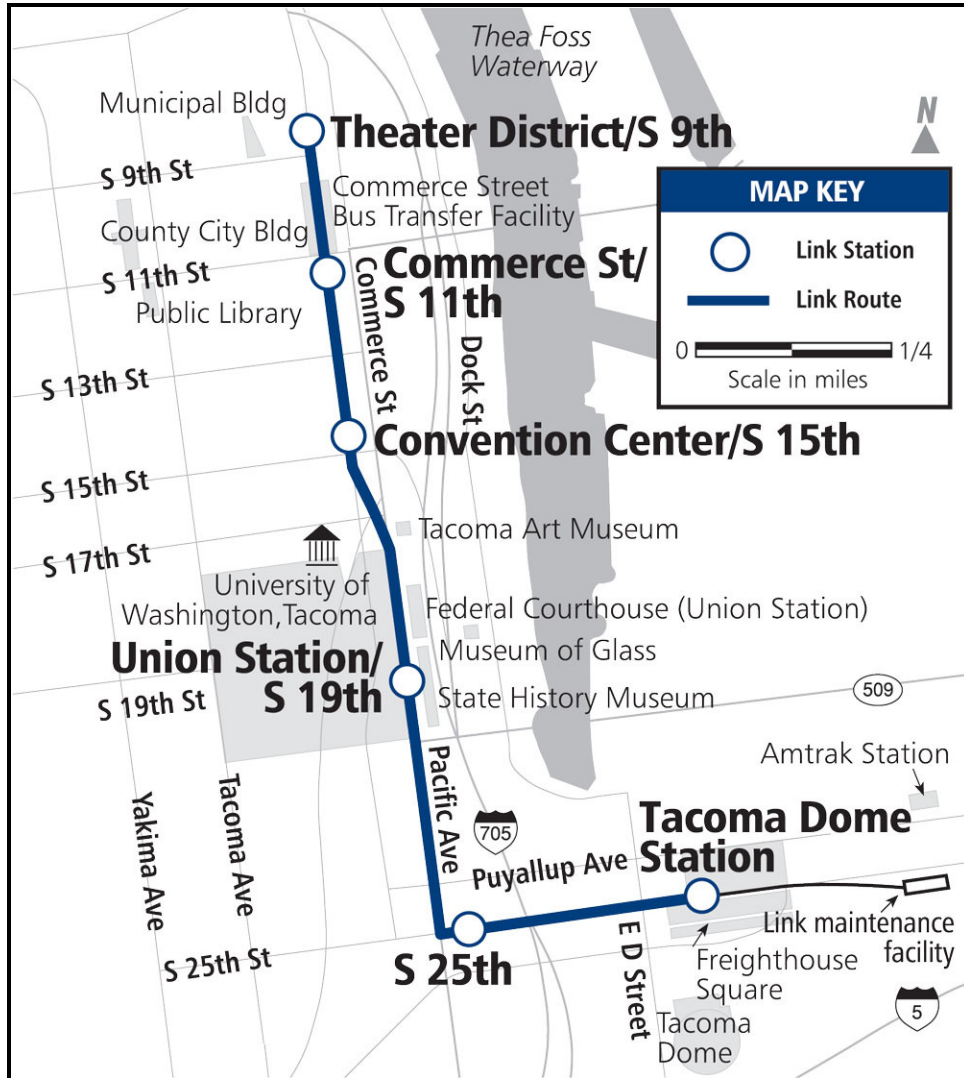
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP



APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP



APPENDIX E: ST2-APPROVED SOUND TRANSIT RAIL SYSTEM PLAN MAP



APPENDIX F: ASSET INVENTORY FORMS

**Public Transportation Management System
Owned Rolling Stock Inventory**

Agency/Organization: Sound Transit

Date: August 30, 2012

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

Benjamin A. Smith
Assistant Service Planner
Signature and Title

8/30/12
Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2114X1089556	9000	525,467	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2116X1089557	9001	837,783	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2118X1089558	9002	841,772	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089559	9003	822,771	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2116X1089560	9004	828,702	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2118X1089561	9005	787,740	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089562	9006	806,781	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2111X1089563	9007	812,885	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2113X1089564	9008	850,192	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2115X1089565	9009	842,544	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2117X1089566	9010	816,209	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089567	9011	822,183	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2110X1089568	9012	836,173	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2112X1089569	9013	793,486	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089570	9014	833,127	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2110X1089571	9015	767,115	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2112X1089572	9016	733,490	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2114X1089573	9017	787,873	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2116X1089574	9018	655,749	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2118X1089575	9019	788,633	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089576	9020	762,597	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2111X1089577	9021	761,071	Decommissioned and sold in 2011							

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2113X1089578	9022	759,051	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2115X1089579	9023	645,852	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2111X1089580	9024	614,623	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2113X1089581	9025	650,323	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2115X1089582	9026	645,410	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2117X1089583	9027	679,184	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089584	9028	688,508	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2110X1089585	9029	688,924	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2112X1089586	9030	723,934	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2114X1089587	9031	685,811	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2116X1089588	9032	688,257	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2118X1089589	9033	691,498	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2114X1089590	9034	584,928	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2116X1089591	9035	615,051	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2118X1089592	9036	606,433	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089593	9037	842,350	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2111X1089594	9038	802,529	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2113X1089595	9039	806,059	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2115X1089596	9040	827,762	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2117X1089597	9041	829,789	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089598	9042	811,545	55	12	0	\$503,854	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2110X1089599	9043	752,442	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2113X1089600	9044	754,108	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2115X1089601	9045	770,425	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2117X1089602	9046	807,469	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2119X1089603	9047	779,036	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2110X1089604	9048	742,570	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2112X1089605	9049	818,553	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2114X1089606	9050	789,153	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2116X1089607	9051	770,847	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2118X1089608	9052	744,309	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD211XX1089609	9053	802,404	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Community Transit)	01	15GCD2116X1089610	9054	694,840	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2118X1089611	9055	642,256	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089612	9056	563,827	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2111X1089613	9057	607,148	Decommissioned and sold in 2011							

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2113X1089614	9058	638,312	55	12	0	\$489,008	Y	42	D	N
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2115X1089615	9059	593,716	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2117X1089616	9060	633,117	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2119X1089617	9061	636,641	55	12	0	\$489,008	Y	42	D	N
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2110X1089618	9062	698,537	55	12	0	\$489,008	Y	42	D	N
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2112X1089619	9063	612,745	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089620	9064	738,747	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2110X1089621	9065	755,972	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2112X1089622	9066	676,806	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2114X1089623	9067	653,767	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (King County Metro)	01	15GCD2116X1089624	9068	719,320	Decommissioned and sold in 2011							
1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2118X1089625	9069	693,754	Decommissioned and sold in 2011							
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211011089626	9070	549,988	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211211089627	9071	558,583	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211411089628	9072	564,209	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211611089629	9073	577,087	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211211089630	9074	547,752	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211411089631	9075	573,826	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211611089632	9076	570,364	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211811089633	9077	522,657	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211X11089634	9078	537,289	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211111089635	9079	561,729	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211311089636	9080	554,836	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211511089637	9081	543,342	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211711089638	9082	556,670	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211911089639	9083	563,215	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211511089640	9084	544,974	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211711089641	9085	561,040	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211911089642	9086	563,012	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211011089643	9087	562,909	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211211089644	9088	552,713	66	10	2	\$489,008	Y	42	D	N
2001 Gillig 40' Phantom (King County Metro)	01	15GCD211411089645	9089	531,719	66	10	2	\$489,008	Y	42	D	N
2005 Gillig 40' Phantom (King County Metro)	01	15GCD291451111748	9090	363,862	75	6	6	\$489,008	Y	42	D	N
2005 Gillig 40' Phantom (King County Metro)	01	15GCD291451111749	9091	357,701	75	6	6	\$489,008	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271881112880	9092	235,472	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271X81112881	9093	232,797	80	3	9	\$503,854	Y	42	D	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271181112882	9094	235,824	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271381112883	9095	233,931	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271581112884	9096	217,242	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271781112885	9097	235,020	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271981112886	9098	226,353	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271081112887	9099	233,520	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271281112888	9100	242,907	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271481112889	9101	237,766	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271081112890	9102	236,796	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271281112891	9103	244,352	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271481112892	9104	230,229	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271681112893	9105	229,814	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271881112894	9106	231,446	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271X81112895	9107	236,102	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271181112896	9108	202,148	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271381112897	9109	229,556	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271581112898	9110	208,809	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271781112899	9111	231,729	80	3	9	\$503,854	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271X81112900	9112	220,923	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271681112901	9113	204,083	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271181112902	9114	220,399	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271381112903	9115	210,281	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271781112904	9116	212,340	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271981112905	9117	214,992	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271081112906	9118	225,215	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271281112907	9119	224,905	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271481112908	9120	235,405	80	3	9	\$501,372	Y	42	D	N
2008 Gillig 40' Phantom (Community Transit)	01	15GCD271681112909	9121	221,628	80	3	9	\$501,372	Y	42	D	N
2003 New Flyer DE40'LF (King Co. Metro)	05	5FYH2LV163U024980	9200	407,942	66	8	4	\$723,272	Y	37	DE	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP181U022720	9400	515,194	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP1X1U022721	9401	515,714	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP111U022722	9402	517,650	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP131U022723	9403	524,509	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP151U022724	9404	530,240	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP171U022725	9405	505,663	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP191U022726	9406	525,309	65	10	2	\$747,602	Y	37	CNG	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP101U022727	9407	527,679	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP121U022728	9408	507,461	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP141U022729	9409	521,492	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP101U022730	9410	515,165	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP121U022731	9411	522,353	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP141U022732	9412	519,641	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP161U022733	9413	541,380	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP181U022734	9414	529,677	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP1X1U022735	9415	509,566	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP111U022736	9416	509,947	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP131U022737	9417	535,766	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP151U022738	9418	530,121	65	10	2	\$747,602	Y	37	CNG	N
2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP171U022739	9419	523,415	65	10	2	\$747,602	Y	37	CNG	N
1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM18XU019629	9500	667,924	Decommissioned in 2011 and to be sold in 2012							
1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM14XU019630	9501	634,644	20	12	0	\$853,211	Y	58	D	N
1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM16XU019631	9502	679,230	Decommissioned in 2011 and to be sold in 2012							
1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM18XU019632	9503	672,396	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM1XXU019633	9504	641,850	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM11XU019634	9505	699,187	50	12	0	\$853,211	Y	58	D	N
1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM13XU019635	9506	719,184	50	12	0	\$853,211	Y	58	D	N
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM15XU019636	9507	767,273	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM17XU019637	9508	801,880	10	12	0	\$865,941	Y	58	D	N
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM19XU019638	9509	768,815	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM10XU019639	9510	699,929	10	12	0	\$865,941	Y	58	D	N
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM17XU019640	9511	685,792	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM19XU019641	9512	679,451	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM10XU019642	9513	726,631	10	12	0	\$865,941	Y	58	D	N
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM12XU019643	9514	683,199	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM14XU019644	9515	692,942	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM16XU019645	9516	670,657	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM18XU019646	9517	689,146	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM1XXU019647	9518	754,272	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM11XU019648	9519	735,196	10	12	0	\$865,941	Y	58	D	N
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM13XU019649	9520	691,036	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM1XXU019650	9521	679,622	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM11XU019651	9522	696,970	Decommissioned and sold in 2011							

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM13XU019652	9523	695,877	Decommissioned and sold in 2011							
1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM15XU019653	9524	550,368	Decommissioned and sold in 2011							
2000 New Flyer 60'LF (Community Transit)	05	5FYC2LL16YU021470	9525	452,898	40	11	1	\$865,941	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL18YU021471	9526	384,284	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL1XYU021472	9527	394,714	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL11YU021473	9528	370,048	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL13YU021474	9529	358,458	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL15YU021475	9530	349,238	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL17YU021476	9531	358,264	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL19YU021477	9532	354,353	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL10YU021478	9533	359,880	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL12YU021479	9534	344,119	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL19YU021480	9535	380,046	40	11	1	\$853,211	Y	58	D	N
2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL10YU021481	9536	338,489	40	11	1	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW064C027462	9537	306,984	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW084C027463	9538	286,101	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW0X4Y027464	9539	284,922	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW014C027465	9540	294,179	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW034C027466	9541	292,516	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW054C027467	9542	294,841	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW074C027468	9543	291,047	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW094C027469	9544	299,019	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW054C027470	9545	308,548	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW074C027471	9546	299,977	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW094C027472	9547	306,789	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW084C027527	9548	304,939	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW0X4C027528	9549	305,821	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW014C027529	9550	307,985	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW084C027530	9551	291,630	75	7	5	\$853,211	Y	58	D	N
2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW0X4C027531	9552	306,802	75	7	5	\$853,211	Y	58	D	N
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU03AC038074	9553	47,636	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU05AC038075	9554	61,936	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU07AC038076	9555	69,918	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU09AC038077	9556	72,217	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU00AC038078	9557	64,645	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU02AC038079	9558	73,233	90	1	11	\$865,941	Y	56	D	Y

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU09AC038080	9559	60,360	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU00AC038081	9560	65,057	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU02AC038082	9561	65,845	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU04AC038083	9562	62,624	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU06AC038084	9563	62,775	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU08AC038085	9564	61,212	90	1	11	\$865,941	Y	56	D	Y
2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU0XAC038086	9565	59,965	90	1	11	\$865,941	Y	56	D	Y
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU03BC038559	9566	30,689	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU0XBC038560	9567	22,760	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU01BC038561	9568	35,426	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU03BC038562	9569	27,045	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU05BC038563	9570	35,965	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU07BC038564	9571	28,086	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU09BC038565	9572	29,137	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU00BC038566	9573	27,188	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU02BC038567	9574	38,873	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU04BC038568	9575	36,575	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU06BC038569	9576	34,090	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU02BC038570	9577	30,270	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU04BC038571	9578	29,342	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU06BC038572	9579	30,797	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU08BC038573	9580	32,172	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU0XBC038574	9581	29,845	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU01BC038575	9582	27,252	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU03BC038576	9583	33,675	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (King County Metro)	05	5FYD5YU05BC038756	9584	12,098	100	0	12	\$853,211	Y	56	D	N
2011 New Flyer 60'LF (King County Metro)	05	5FYD5YU07BC038757	9585	10,485	100	0	12	\$853,211	Y	56	D	N
2011 New Flyer 60'LF (King County Metro)	05	5FYD5YU09BC038758	9586	12,658	100	0	12	\$853,211	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU00BB039321	9587	14,372	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU02BB039322	9588	12,934	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU04BB039323	9589	12,148	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU06BB039324	9590	13,533	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU08BB039325	9591	9,151	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU0XBB039326	9592	12,109	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU01BB039327	9593	11,607	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU03BB039328	9594	12,889	100	0	12	\$865,941	Y	56	D	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU05BB039329	9595	10,825	100	0	12	\$865,941	Y	56	D	N
2011 New Flyer 60'LF (Community Transit)	05	5FYD5YU01BB039330	9596	9,289	100	0	12	\$865,941	Y	56	D	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW094U027045	9600	341,475	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW004U027046	9601	342,393	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW004U027047	9602	335,461	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027048	9603	303,624	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW064U027049	9604	330,232	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW024U027050	9605	327,447	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027051	9606	324,639	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW064U027052	9607	338,560	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW084U027053	9608	299,512	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW0X4U027054	9609	341,331	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW014U027055	9610	322,163	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW034U027056	9611	326,947	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW054U027057	9612	322,220	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW074U027058	9613	340,295	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW094U027059	9614	327,463	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW054U027060	9615	314,473	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW074U027061	9616	338,369	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027062	9617	332,338	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW004U027063	9618	329,466	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW024U027064	9619	327,159	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027065	9620	330,730	80	7	5	\$1,064,169	Y	58	DE	N
2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW064U027066	9621	332,448	80	7	5	\$1,064,169	Y	58	DE	N
2008 New Flyer DE60LF (King County Metro)	05	5FYH4YU058C034784	9622	148,674	85	3	9	\$1,064,169	Y	58	DE	N
2008 New Flyer DE60LF (King County Metro)	05	5FYH4YU078C034785	9623	149,390	85	3	9	\$1,064,169	Y	58	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU07AC036915	9624	62,465	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU09AC036916	9625	71,277	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU00AC036917	9626	63,263	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU02AC036918	9627	61,387	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU04AC036919	9628	65,447	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU00AC036920	9629	60,175	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU02AC036921	9630	67,081	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU04AC036922	9631	66,279	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU06AC036923	9632	61,563	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU08AC036924	9633	62,558	95	1	11	\$1,064,169	Y	56	DE	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU0XAC036925	9634	62,953	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU01AC036926	9635	61,363	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU02AC036927	9636	56,383	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU09AC037688	9637	54,290	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU00AC037689	9638	49,061	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU07AC037690	9639	50,838	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU09AC037691	9640	55,369	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU00AC037692	9641	39,163	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU02AC037693	9642	40,945	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU04AC037694	9643	55,683	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU06AC037695	9644	51,378	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU08AC037696	9645	55,507	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU0XAC037697	9646	46,872	95	1	11	\$1,064,169	Y	56	DE	N
2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU01AC037698	9647	55,673	95	1	11	\$1,064,169	Y	56	DE	N
2011 New Flyer DE60LF (King County Metro)	05	5FYH5YU06BC038752	9648	6,807	100	0	12	\$1,064,169	Y	56	DE	N
2011 New Flyer DE60LF (King County Metro)	05	5FYH5YU08BC038753	9649	13,213	100	0	12	\$1,064,169	Y	56	DE	N
2011 New Flyer DE60LF (King County Metro)	05	5FYH5YU0XBC038754	9650	10,472	100	0	12	\$1,064,169	Y	56	DE	N
2011 New Flyer DE60LF (King County Metro)	05	5FYH5YU01BC038755	9651	5,630	100	0	12	\$1,064,169	Y	56	DE	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA35P056541	9700	508,785	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA55P056542	9701	607,642	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA75P056543	9702	573,330	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA95P056544	9703	553,602	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA05P056545	9704	560,519	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA25P056546	9705	560,113	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA45P056547	9706	475,717	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA65P056548	9707	578,415	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA85P056549	9708	600,377	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA45P056550	9709	572,696	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA65P056551	9710	591,383	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA85P056552	9711	612,372	75	6	9	\$599,729	Y	57	D	N
2005 MCI D4500 (Pierce Transit)	06	1M8PDMPAX5P056553	9712	593,426	75	6	9	\$599,729	Y	57	D	N
2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058322	9713	354,934	80	3	12	\$599,729	Y	57	D	N
2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058324	9714	371,780	80	3	12	\$599,729	Y	57	D	N
2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058326	9715	381,960	80	3	12	\$599,729	Y	57	D	N
2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058329	9716	380,076	80	3	12	\$599,729	Y	57	D	N
2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058331	9717	378,900	80	3	12	\$599,729	Y	57	D	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058334	9718	381,505	80	3	12	\$599,729	Y	57	D	N
2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058336	9719	385,156	80	3	12	\$599,729	Y	57	D	N
2009 MCI D4500 (Pierce Transit)	06	1M8PDMEA79P059130	9720	218,551	80	2	13	\$599,729	Y	57	D	N
2009 MCI D4500 (Pierce Transit)	06	1M8PDMEA99P059131	9721	213,856	80	2	13	\$599,729	Y	57	D	N
2009 MCI D4500 (Pierce Transit)	06	1M8PDMEA09P059132	9722	200,630	80	2	13	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA9BP059636	9723	79,997	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA0BP059637	9724	80,510	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA2BP059638	9725	78,653	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA4BP059639	9726	75,791	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA0BP059640	9727	78,557	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA2BP059641	9728	82,452	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA4BP059642	9729	76,329	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA6BP059643	9730	72,851	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA8BP059644	9731	77,452	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEAXB059645	9732	82,699	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA1BP059646	9733	83,208	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA3BP059647	9734	78,266	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA5BP059648	9735	78,558	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA7BP059649	9736	80,353	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA3BP059650	9737	78,445	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA5BP059651	9738	83,067	95	1	14	\$599,729	Y	57	D	N
2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA7BP059652	9739	62,902	95	1	14	\$599,729	Y	57	D	N
2002 Skoda Light Rail Vehicle	15	9175	1001A	256,005	85	8	17	\$4,500,000	Y	30	E	N
2002 Skoda Light Rail Vehicle	15	9176	1002A	266,805	85	7	18	\$4,500,000	Y	30	E	N
2002 Skoda Light Rail Vehicle	15	9177	1003A	254,009	85	7	18	\$4,500,000	Y	30	E	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 901	91,595	95	12	18	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 902	169,775	95	12	18	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 903	95,328	95	11	19	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 904	110,381	95	11	19	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 905	182,385	95	11	19	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 906	120,915	95	11	19	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 907	162,296	95	10	20	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 908	171,328	95	10	20	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 909	160,677	95	10	20	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 910	141,657	95	10	20	\$4,500,000	N	2	D	N
1999 EMD F59PHI Locomotive	21	N/A	SDRX 911	167,542	95	10	20	\$4,500,000	N	2	D	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 101	140,364	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 102	98,616	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 103	103,350	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 104	87,028	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 105	93,477	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 106	84,856	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 107	116,915	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 108	110,145	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 109	266,889	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 110	216,826	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 111	187,117	95	11	19	\$3,300,000	Y	139	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 201	23,315	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 202	101,058	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 203	119,481	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 204	38,063	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 205	105,828	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 206	47,921	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 207	65,017	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 208	82,534	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 209	122,447	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 210	63,991	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 211	139,128	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 212	52,800	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 213	55,134	95	11	19	\$3,000,000	Y	148	N/A	N
2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 214	52,275	95	11	19	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 215	151,057	95	11	19	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 216	151,224	95	11	19	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 217	130,172	95	11	19	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 218	155,033	95	11	19	\$3,000,000	Y	148	N/A	N
2002 Bombardier Bi-level Coach Car	18	N/A	SDRX 227	110,704	95	7	23	\$3,000,000	Y	148	N/A	N
2002 Bombardier Bi-level Coach Car	18	N/A	SDRX 228	102,564	95	7	23	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 231	29,288	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 232	41,451	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 233	138,555	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 234	131,674	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 235	141,363	95	6	24	\$3,000,000	Y	148	N/A	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 236	198,419	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 237	52,909	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 238	54,405	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 239	43,424	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 240	34,287	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 301	163,392	95	11	19	\$3,300,000	Y	139	N/A	N
2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 302	177,526	95	11	19	\$3,300,000	Y	139	N/A	N
2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 303	142,413	95	11	19	\$3,300,000	Y	139	N/A	N
2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 304	170,681	95	11	19	\$3,300,000	Y	139	N/A	N
2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 305	177,637	95	11	19	\$3,300,000	Y	139	N/A	N
2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 306	150,997	95	11	19	\$3,300,000	Y	139	N/A	N
2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 307	148,111	95	11	19	\$3,300,000	Y	139	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 401	168,927	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 402	155,733	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 403	117,068	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 404	107,966	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 405	101,158	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 406	112,554	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 407	98,679	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 408	122,433	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 409	108,077	95	6	24	\$3,000,000	Y	148	N/A	N
2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 410	105,746	95	6	24	\$3,000,000	Y	148	N/A	N
2009 Kinkisharyo LRV	15	N/A	101	180,663	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	102	176,204	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	103	165,880	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	104	181,024	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	105	190,114	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	106	169,903	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	107	184,655	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	108	183,155	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	109	189,599	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	110	179,995	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	111	157,191	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	112	179,990	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	113	175,604	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	114	177,853	90	2	28	\$3,800,000	Y	74	E	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2009 Kinkisharyo LRV	15	N/A	115	184,047	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	116	163,590	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	117	164,373	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	118	183,370	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	119	182,355	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	120	167,236	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	121	181,265	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	122	180,066	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	123	154,275	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	124	167,127	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	125	178,926	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	126	175,482	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	127	180,168	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	128	174,807	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	129	173,605	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	130	170,197	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	131	176,874	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	132	155,391	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	133	150,930	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	134	157,420	90	2	28	\$3,800,000	Y	74	E	N
2009 Kinkisharyo LRV	15	N/A	135	179,985	90	2	28	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	136	40,769	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	137	37,479	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	138	40,732	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	139	40,603	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	140	44,763	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	141	36,882	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	142	29,801	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	143	31,050	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	144	36,472	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	145	36,715	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	146	27,778	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	147	26,718	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	148	25,857	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	149	16,485	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	150	20,699	100	0	30	\$3,800,000	Y	74	E	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2011 Kinkisharyo LRV	15	N/A	151	9,094	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	152	10,570	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	153	17,484	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	154	13,045	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	155	13,001	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	156	7,694	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	157	9,881	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	158	4,901	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	159	9,128	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	160	12,331	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	161	7,580	100	0	30	\$3,800,000	Y	74	E	N
2011 Kinkisharyo LRV	15	N/A	162	9,557	100	0	30	\$3,800,000	Y	74	E	N
2002 Dodge Stratus Sedan	28	1B3EL36R02N353981	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Dodge Stratus Sedan	28	1B3EL36R22N353982	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Dodge Stratus Sedan	28	1B3EL36R62N353984	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Dodge Stratus Sedan	28	1B3EL36R82N353985	6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Jeep Liberty SUV	28	1J4GL48K55W517893	7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Focus Sedan	28	1FAFP36302W346659	8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Focus Sedan	28	1FAFP36352W346141	9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Focus Sedan	28	1FAFP36332W346140	10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Taurus Sedan	28	1FAFP58292G259837	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Focus Sedan	28	1FAFP58222G259839	12	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Taurus Sedan	28	1FAFP58272G254362	13	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Taurus Sedan	28	1FAFP58272G253065	14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Taurus Sedan	28	1FAFP58202G259838	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Dodge Ram Truck	28	3B7KC23ZX2M245460	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Chevrolet Malibu Sedan	28	1G1ND52J41M559597	17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevrolet Blazer 4x4 SUV	28	1GNDDT13W42K203566	18	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2004 Ford 12 Passenger Van	28	1FBNE31L14HA48619	19	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevrolet Blazer SUV	28	1GNDDT13W32K203638	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevrolet Blazer SUV	28	1GNDDT13W12K203752	21	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevrolet Malibu Sedan	28	1G1ND52J23M612137	22	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2003 Chevrolet Blazer SUV	28	1GNCS13X33K162890	23	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2000 Dodge Grand Caravan Mini Van	28	1B4GP44GXYB757977	30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2000 Dodge Grand Caravan Mini Van	28	1B4GP44G1YB757978	31	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
1999 Ford Explorer SUV	28	1FMZU34E5XZA95028	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1997 Ford E150 Van	28	1FTEE1463VHA94329	33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Chevrolet Malibu Sedan	28	1G1ND52J01M559550	35	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Chevrolet Malibu Sedan	28	1G1ND52J41M559860	36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Chevrolet Malibu Sedan	28	1G1ND52J716123931	37	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Chevrolet Malibu Sedan	28	1G1ND52J116223491	38	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Chevrolet Malibu Sedan	28	1G1ND52J93M712994	39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2003 Chevrolet Blazer SUV	28	1GNCS13X93K160481	40	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2003 Chevrolet Blazer SUV	28	1GNCS13X73K160382	41	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2003 Chevrolet Blazer S-10 SUV	28	1GNCS13X43K159755	42	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Ford Taurus Sedan	28	1FAHP58205A115187	43	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2004 Ford Bucket Truck	28	1FDXF47P54EC52032	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Dodge Caravan Minivan	28	1D4GP24R45B224269	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Jeep Liberty SUV	28	1J4GL48K95W517895	46	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Ford Taurus Sedan	28	1FAFP53265A198607	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Toyota Prius Sedan	28	JTDKB22UX53111885	49	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Ford Escape SUV	28	1FMYU95H36KC97400	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Ford Escape SUV	28	1FMYU95H56KC97401	51	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Ford Escape SUV	28	1FMYU95H76KC97402	52	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Ford Escape SUV	28	1FMYU95H96KC97403	53	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Ford Escape SUV	28	1FMYU95H06KC97404	54	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Ford Escape 4X4 SUV	28	1FMYU96H26KC97399	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Tahoe SUV	28	1GNFK03048R210616	56/S002	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Tahoe SUV	28	1GNFK03038R213152	57/S003	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2009 Ford Escape Hybrid SUV	28	1FMCU59329KA49600	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2009 Ford Escape Hybrid SUV	28	1FMCU59349KA49601	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Tahoe Truck	28	1GNFK03018R231813	60/S004	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Tahoe Truck	28	1GNFK030X8R232152	61/T002	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Trailblazer SUV	28	1GNDT13S782232534	62	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Malibu Sedan	28	1G1ZF575X8F276143	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Ford F550 Truck	28	1FDAW56R98ED33359	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Freightliner M2106V Truck	28	1FVAC3BS28HAB2680	65/L011	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Freightliner M2106V Truck	28	1FVAC3BS48HAB2681	66/L012	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Freightliner M2106V Truck	28	1FVAC3BS68HAB2682	67/L013	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Ford F550 Truck	28	1FDAW56R58ED33360	68/L010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2007 Chevrolet Silverado 2500 Truck	28	1GCHK24608E118118	69/L003	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Silverado 2500 Truck	28	1GCHK24628E117942	70/L007	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2008 Chevrolet Silverado 2500 Truck	28	1GCHK24698E117758	71/L008	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Silverado 2500 Truck	28	1GCHK24688E117749	72/L009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Silverado 2500 Truck	28	1GCHK24608E117776	73/L006	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Silverado 2500 Truck	28	1GCHK24628E118153	74/L005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevrolet Silverado 2500 Truck	28	1GCHK24608E118233	75/L004	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Ford F-350	28	1FTWW31R88EE33118	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Chevy Trailblazer	28	1GNDS13S82254981	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevy G15 Express Van	28	1GNFG15M621185389	86	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevy G15 Express Van	28	1GNFG15M021183024	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevy G15 Express Van	28	1GNFG15M221183381	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
1995 GMC Sonoma SL 4X4	28	1GTCT14Z7S8537648	89	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2007 Dodge Caravan Van	28	2D4GP44L57R346909	90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge RAM1500 SLT Pickup	28	1B7HC13Y81J239339	91	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
1999 Ford F-350 COM CHA Van	28	1FCJE39L5XHC01134	92	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2000 Ford F-250/F2PU Pickup	28	1FDNX20S9YE55994	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2003 Ford Explorer SUV	28	1FMZU72K43UC06207	95	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
1998 GMC G/ES Pickup	28	1GDHK33F0WF051899	96	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 GMC Sonoma SL 4X4 Pickup	28	1GTDT19W51K183522	97	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevy G1500 Express Van	28	1GNFG15M021185260	98	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2007 Peterbilt Brant Tractor	28	1NPALB9X17D655819	99	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge B2500 RAM Pickup	28	2B4JB25Y91K526889	100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Chevy G1500 Express Van	28	1GNFG15M121183517	101	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Ford E350 Step Van	28	1FCJE39L81HB28090	102	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Dodge RAM 2500 Pickup	28	3D7KR28D05G828379	103	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge RAM 2500 Pickup	28	3B7KF23ZX1G794239	104	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2003 Ford E150 Van	28	1FMRE11W73HB12832	105	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge RAM Extended Cab 4X4 Pickup	28	3B7KF23Z61G808346	106	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Ford F350 6 Passenger 4X4 Pickup	28	1FTSW31L91ED78405	107	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Ford Ranger Extended Cab Pickup	28	1FTYR14V91PB77434	108	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Sterling M7500 Single Axle Boom Hi Rail	28	2FZAAKAK42AJ78016	109	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Freightliner FL70 Welding Truck Hi Rail	28	1FVABTAK61HJ93021	110	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Dodge RAM Ext Cab 4X Pickup	28	3B7KF23Z02M229632	111	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford F350 6 Passenger 4X Pickup	28	1FTSW31L22EA91084	112	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford E350 Cargo Van	28	1FTSE34L02HA30796	113	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford E350 12 Passenger Van	28	1FBSS31L42HA67383	114	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Sterling M7500 Single Axle Boom Hi Rail	28	2FZAAKAK62AK96651	115	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2003 Sterling M7500 Mech w/Crane Hi Rail	28	2FZAAKAK03AL09847	116	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU6A0088417	117	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DUXA0086220	118	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU3A5088877	119	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
WINCO RB55	28	Z9BV13149MO26030	123	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU1A0165386	124	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DUXA0166908	125	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU1A0165372	126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2008 Baldor PL6000K	28	1B9BT131982692468	127	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Ford Escape 2WD SUV	28	1FMCU0DG3AKD12257	128	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Gem Cart EL	28	5ASAK274X7F042553	129	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2006 Gem Cart EL	28	5ASAK27417F042554	130	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
Toyota Forklift 8FGU30	28	S/N 10595	131	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
Toyota Forklift 8FGU30	28	S/N 11764	132	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Explorer	28	1FMZU72E72ZB00958	133	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford E350 Van	28	1FBSS311L32HA03450	134	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z11G808349	135	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z41G808345	136	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2005 Ford F550 Hi-Rail	28	1FDAW57P25EC94607	137	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford F550 Hi-Rail	28	1FDAW56F12EA48930	138	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford F550 Hi-Rail	28	1FDAW56F32EA48931	139	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU4A0220445	140	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU0A1261942	141	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2011 Ford F150 Crew Cab	28	1FTFW1EF5BFA21213	142	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2011 Ford F150 Crew Cab	28	1FTFW1EF7BFA21214	143	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU1A0227787	144	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2010 Toyota Prius	28	JTDKN3DU4A1276945	145	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2009 Wylie Tank Trailer	28	5VUTW13279P000076	153	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2009 Nilfisk Street Sweeper	28	N/A	155	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2011 C&B Landscape Trailer	28	N/A	156	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23ZX1G808348	157	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z72M229630	158	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z92M229631	159	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z22M229633	160	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z42M229634	161	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z62M229635	162	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z02M229629	163	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Nissan Forklift	28	APJ02-9U1951	164	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2011 Dodge Caravan	28	2D4RN4DG8BR732489	165	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2011 Dodge Caravan	28	2D4RN4DG4BR732490	166	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2011 Dodge Caravan	28	2D4RN4DG8BR770062	167	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2012 Honda Civic Hybrid	28	JHMF4F24CS005116	168	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2012 Honda Civic Hybrid	28	JHMF4F21CS002853	169	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2012 Honda Civic Hybrid	28	JHMF4F2XCS002981	170	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Swingmaster Rail Crane	28	N/A	171	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford Explorer	28	1FMZU72E52ZB00957	172	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2001 Ford F350 Crew Cab	28	FTSW31L01ED7840	173	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford F350 Crew Cab	28	1FTSW31L62EB01471	174	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
2002 Ford F350 Crew Cab	28	1FTSW31L62EA91086	175	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

Public Transportation Management System Owned Equipment Inventory

Agency/Organization: Sound Transit

Date: August 30, 2012

Code	Equipment Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments
02	Fare Collection Equipment (Stationary Ticket Vending Machines)	100	11	4	\$1,725,000	23 @ \$75,000 unit cost, machines installed in 2000 at: Auburn Station (3), Kent Station (3), Puyallup Station (3), Seattle/King Street Station (5), Sumner Station (2), Tacoma Dome Station (5), Tukwila Station (2)
02	Fare Collection Equipment (Stationary Ticket Vending Machines)	85	8	7	\$375,000	5 @ \$75,000 unit cost, machines installed in 2003 at: Edmonds Station (2), Everett Station (3)
02	Fare Collection Equipment (Stationary Ticket Vending Machines)	90	3	12	\$300,000	4 @ \$75,000 unit cost, machines installed in 2008 at: Lakewood Station (2), Mukilteo Station (2)
02	Fare Collection Equipment (Stationary Ticket Vending Machines)	95	2	13	\$4,650,000	62 @ \$75,000 unit cost, machines installed in 2009 at: Beacon Hill Station (2), Columbia City Station (8), Everett Station (1), International District/Chinatown Station (2), Mt. Baker Station (2), Othello Station (8), Pioneer Square Station (4), Rainier Beach Station (2), SeaTac/Airport Station (6), SODO Station (4), Stadium Station (2), Tukwila/International Blvd Station (4), University Street Station (9), Westlake Station (8)
02	ORCA Fare Collection Equipment	95	2	10	\$1,000,000	297 sets of On-Board Equipment (Driver Display Unit/On-board Fare Transaction Processor/Wireless On-Off Loading System)
02	ORCA Fare Collection Equipment	80	2	10	\$870,000	75 Stand Alone Fare Transaction Processors at Sounder stations and 88 Stand Alone Fare Transaction Processors at Link stations
02	ORCA Fare Collection Equipment	95	2	10	\$60,000	28 Portable Fare Transaction Processors
04	ORCA Back Office Computer	90	2	10	\$70,000	
15	Cummins/GK Generator Trailers	95	3	12	\$106,500	2 @ \$53,000 unit cost (insured value); Central Link

**Public Transportation Management System
Owned Facility Inventory**

Agency/Organization:

Sound Transit

Date:

August 30, 2012

Facility Code	Year of Opening	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments
10	1999	Union Station (Administrative offices, equipment, software)	72	12	18	\$31,089,000	Age and replacement value based on 1999 restoration
06, 07, 08, 09, 16, 17	2000, 2003	Auburn Station	70	11	19	\$22,751,000	Train platform, pedestrian bridge and garage
06, 07, 08, 09, 16, 17	2000, 2003	Kent Station	62	11	19	\$24,793,000	Train platform, pedestrian bridge and garage
07, 08, 16, 17	2000	King Street Station & Weller Street Bridge	72	11	19	\$13,915,000	Train platform, canopy, stairs and elevator
06, 07, 09, 16, 17	2000	Sumner Station	80	11	19	\$9,572,000	Station and park-and-ride
06, 07, 09, 16, 17	2000	Puyallup Station	68	11	19	\$8,979,000	Station and park-and-ride
07, 16, 17	2000	Tacoma Dome Station (Sounder)	75	11	19	\$8,092,000*	Train platform and Concourse
09, 16	2001	South Hill Park-and-Ride	60	10	20	\$4,794,000	
07, 09, 16	2001	Tukwila Station (Sounder)	71	10	6	\$4,406,000	Temporary wood train platform
06, 16	2002, 2007	Bellevue Transit Center	79	9	21	\$16,838,000	Shelter, platforms and Rider Services Building
06, 09, 16	2002	Overlake Transit Center	77	9	21	\$11,372,000	Transit center and park-and-ride
06, 09, 16	2003	DuPont Station	75	8	22	\$2,160,000	Transit center and park-and-ride
07, 09, 16, 17	2003, 2011	Edmonds Station	100	0	30	\$2,913,000	Station and park-and-ride
06, 07, 08, 09, 16, 17	2003, 2009	Everett Station	79	8	22	\$2,350,000	Platform, track, East parking lot and bridge
06, 09, 16	2003	Lynnwood Transit Center	80	8	22	\$19,924,000	Transit center and park-and-ride
07, 16, 17	2003	Tacoma Link Stations	80	8	22	\$15,704,000	Convention Center Station, South 25th Street Station, Tacoma Dome Station, Theater District Station, Union Station
23 (10, 11, 12)	2003	Tacoma Link O&M Building	79	8	22	\$6,615,000	
15	2003	Tacoma Link Power & Signal System	80	8	22	\$8,825,000	
01	2003	Tacoma Link Traction Power Substation	68	8	22	\$982,000	
14	2003	Tacoma Link Track System	80	8	22	\$52,771,000	
06, 08, 09, 16	2006	Federal Way Transit Center	71	5	25	\$33,754,000	Transit center, pedestrian bridge and garage
08	2006	SODO Busway Bike Path (C700)	0	5	25	\$310,000	

Facility Code	Year of Opening	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments
14, 15	2007	Downtown Seattle Transit Tunnel – Link Trackway, Power & Signal System (C510)	84	4	26	\$13,500,000	Track, power, communications & equipment
07, 08, 16	2007	Totem Lake Freeway Station	80	4	26	\$1,157,000	Shelters and platforms
23 (11, 12)	2008	Central Link – Operations & Maintenance Facility (C700)	84	3	27	\$95,329,000	Facility plus equipment
06, 09, 16	2008	Issaquah Transit Center	79	3	27	\$20,445,000	Transit center and garage
06, 07, 09, 16	2008	Lakewood Station	85	3	27	\$17,092,000	Train platform, transit center and garage
09, 16	2008	Mercer Island Park-and-Ride	78	3	27	\$10,250,000	Shelters and garage
07, 16	2008	Mukilteo Station	76	3	27	\$5,940,000	Train platform and shelters
16	2008	South Everett Freeway Station	77	3	27	\$270,000	Shelters and platforms only
01, 15	2009	Airport Link – Power & Signal System, Power Substation (C431, C842, C843, C846 & C847)	84	2	28	\$15,261,000	S. 154 th St to south terminus
06, 07, 08, 16, 17	2009	Airport Link – SeaTac/Airport Station (C430R)	82	2	28	\$55,275,000	Platform, mezzanine and pedestrian bridge over International Blvd
04, 14	2009	Airport Link – Tukwila & SeaTac Trackway (C410, C420 & C430)	82	2	28	\$84,380,000	S. 154 th St to SeaTac/Airport Station
02, 03, 04, 07, 14, 15, 16, 17	2009	Central Link – Beacon Hill Tunnel & Station, Mount Baker Station (C710)	84	2	28	\$240,659,000	Airport Way to Walden St: Trackway, tunnel, power, platforms
04, 14	2009	Central Link – Forest St to Airport Way Trackway (C700)	84	2	28	\$48,952,000	South of SODO Station to Beacon Hill Portal
01, 07, 14, 15, 16	2009	Central Link – Martin Luther King, Jr. Way Trackway, Power & Signal System and Stations (C735)	89	2	28	\$133,462,000	Includes Columbia City, Othello and Rainier Beach Stations
06, 16	2009	Central Link – Mount Baker Transit Center	84	2	28	\$300,000	Off-street transit center at Rainier & Forest St
02, 14	2009	Central Link – Pine Street Stub Tunnel (C510)	84	2	28	\$36,500,000	Track, equipment & facility
07, 16, 17	2009	Central Link – SODO Station (C700)	67	2	28	\$2,311,000	Platforms and bike lockers
07, 16, 17	2009	Central Link – Stadium Station (C700)	71	2	28	\$3,726,000	Platforms
01, 04, 06, 07, 09, 14, 15, 16	2009	Central Link – Tukwila Elevated Trackway, Power & Signal System and Tukwila/International Blvd Station (C755)	76	2	28	\$226,398,000	Includes Tukwila/International Blvd Station and park-and-ride
07, 09, 16	2009	South Tacoma Station	81	2	28	\$16,500,000	Train platform, shelters and park-and-ride
24	2009	University Link – Capitol Hill Station Temporary Construction Offices	0	2	4	\$354,000	2 Modular Buildings
24	2009	University Link – Husky Stadium Station Temporary Service Buildings	0	2	4	\$900,000	5 Modular Buildings
06, 16	2011	Kirkland Transit Center	100	0	30	\$605,000	Shelters and amenities
14	2011	Lakewood Subdivision (M Street to Lakewood Station)	100	0	30	\$5,583,000	Tracks and signals
07, 08, 16	2011	Mountlake Terrace Freeway Station	100	0	30	\$316,000	Station and platforms
16	N/A	STart Installations and other art works	N/A	Various	N/A	\$7,743,000	Insured value; for ST Express, Sounder, Link combined
22	N/A	Auburn Warehouse	N/A	N/A	N/A	\$2,407,000	Facility leased, cost is for equipment
23	N/A	Opus East Building, 5 th & Jackson Building, other offices	N/A	N/A	N/A	\$6,199,000	Value of equipment at all other leased facilities

Replacement Cost figure based on August 2011 Property Statement of Value, or (*) 3.6% construction cost growth over previous year's estimated replacement cost.