

Transit Development Plan 2014-2019 and 2013 Annual Report



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TABLE OF CONTENTS

INTRODUCTION	2
I: ORGANIZATION.....	2
II: PHYSICAL PLANT	5
III: SERVICE CHARACTERISTICS	6
IV: SERVICE CONNECTIONS.....	10
V: ACTIVITIES IN 2013.....	12
VI: PLANNED ACTION STRATEGIES, 2014 – 2019	19
VII: PLANNED ACTIVITIES, 2014 – 2019	20
VIII: CAPITAL IMPROVEMENT PROGRAM, 2013 – 2019	23
IX: OPERATING DATA, 2013 – 2019.....	23
X: ANNUAL REVENUES AND EXPENDITURES, 2013 – 2019.....	24
APPENDIX A: SOUND TRANSIT SYSTEM MAP	26
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP.....	27
APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP	28
APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP	29
APPENDIX E: ST2-APPROVED SOUND TRANSIT RAIL SYSTEM PLAN MAP.....	29
APPENDIX F: ASSET INVENTORY FORMS	31

Sound Transit

Transit Development Plan 2014-2019 and 2013 Annual Report

INTRODUCTION

The Transit Development Plan 2014-2019 and 2013 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 2013, and proposed action strategies for 2014 to 2019 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 2019.

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.

Sound Transit plans, builds, and operates a regional mass transit system that connects people to their communities and jobs throughout urban areas of King, Pierce, and Snohomish counties. We have grown from a planning agency to one that carried 28.0 million passengers in 2012; 30.3 million passengers in 2013; and is expected to carry 31 million passengers in 2014 on our trains and buses. We continue building extensions to light rail, transit centers, stations, and other transportation infrastructure.

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.

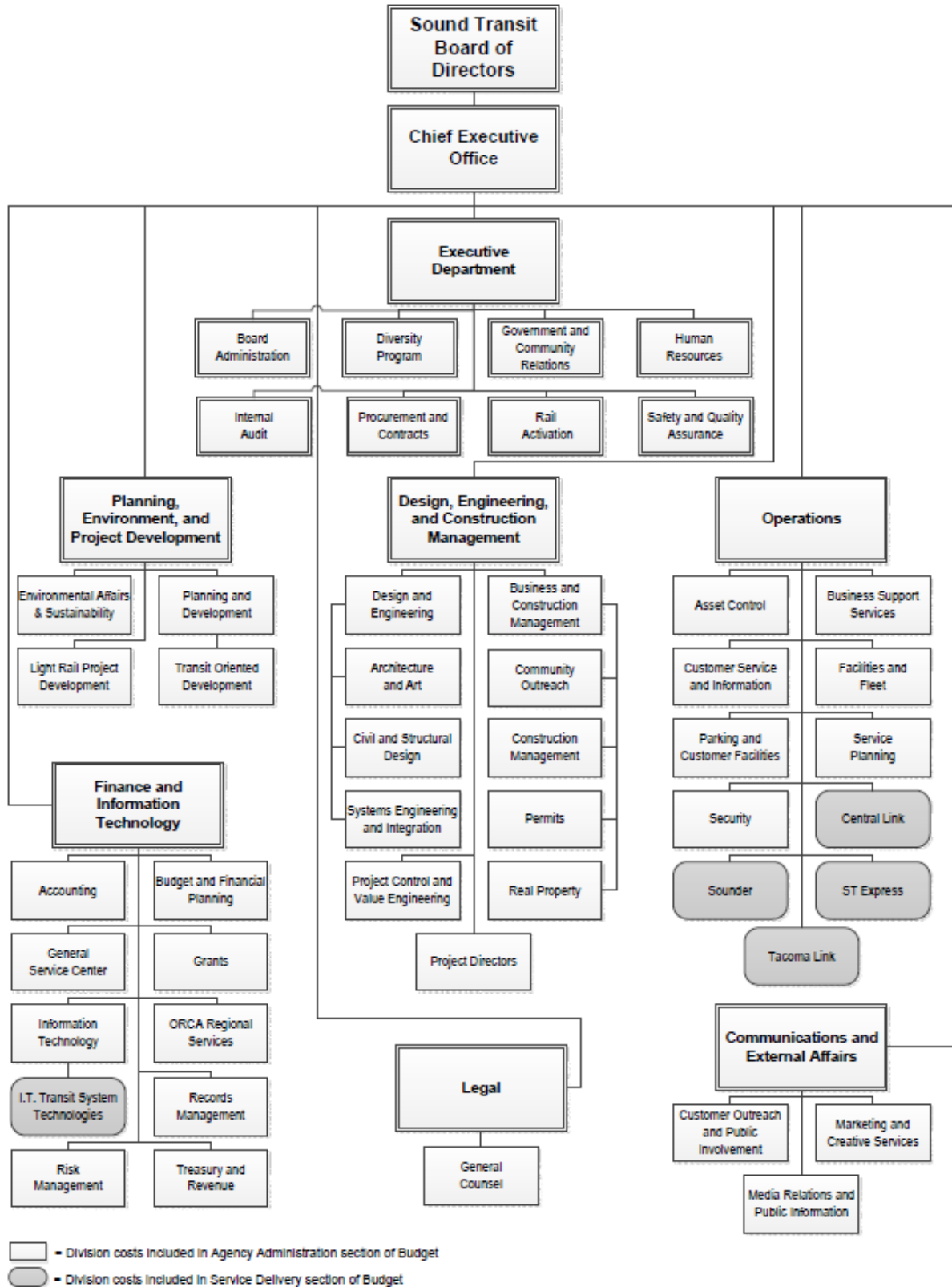
At the end of 2013, the Sound Transit Board of Directors included:

Pat McCarthy, Chair	Pierce County Executive
Julia Patterson , Vice Chair	King County Council Vice Chair
Paul Roberts, Vice Chair	Everett Councilmember
Claudia Balducci	Bellevue Councilmember
Fred Butler	Issaquah Council President
Richard Conlin	Seattle Councilmember
Dow Constantine	King County Executive
Dave Earling	Edmonds Mayor
Dave Enslow	Sumner Mayor
John Lovick	Snohomish County Executive
John Marchione	Redmond Mayor
Joe McDermott	King County Councilmember
Mike McGinn	Seattle Mayor
Mary Moss	Lakewood Councilmember
Lynn Peterson	Washington State Secretary of Transportation
Larry Phillips	King County Councilmember
Marilyn Strickland	Tacoma Mayor
Peter von Reichbauer	King County Councilmember

As of Dec. 31, 2013, Sound Transit employed 595.1 full-time equivalent employees. The total authorized positions, including unfilled positions, is 640.1. Sound Transit staff consisted of the following:

- 29.6 full-time equivalents in the Communications & External Affairs Department,
- 197 full-time equivalents in the Design, Engineering & Construction Management Department,
- 93 full-time equivalents in the Executive Department,
- 121 full-time equivalents in the Finance & Information Technology Department,
- 16.5 full-time equivalents in the Legal Department,
- 92 full-time equivalents in the Operations Department, and
- 46 full-time equivalents in the Policy, Environment and Project Development Department.

Figure 1 Sound Transit organizational structure as of the beginning of 2014



II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

<u>Administrative Offices</u>	<u>Operations & Maintenance Facilities</u>
Union Station 401 S. Jackson St. Seattle, WA 98104	Tacoma Link 802 E. 25 th St. Tacoma, WA 98421
Opus East Building 625 5 th Ave. S. Seattle, WA 98104	Central Link 3407 Airport Way S. Seattle, WA 98134
5 th & Jackson Building 315 5 th Ave. S. Seattle, WA 98104	

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. At the end of 2013, Sound Transit owned 277 buses, with 224 used in active maximum service. At this time, 74% of the bus fleet is equipped with Automatic Person Counters, or APCs.

Sound Transit owns 58 rail cars (18 cab cars, 40 coach cars) manufactured by Bombardier and 14 locomotives manufactured by the ElectroMotive Division of General Motors. All Sounder rail cars are equipped with APCs on every door. 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. All vehicles are equipped with APCs. 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. As of 2013, 30% of the light rail fleet is equipped with APCs. The cars are currently paired into two-car trains, and all Link stations have been constructed to accommodate up to four-car trains in the future. 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, 2012, 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 \$5.25. Corresponding monthly pass prices are from \$99 to \$189. 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. 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. 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.

As of the end of 2013, 26 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
- 567: Kent – Overlake Express
- 574: Lakewood – Sea-Tac Airport Express
- 577: Federal Way – Seattle Express
- 578: Puyallup – Seattle Express
- 586: Tacoma – U. District Express
- 590: Tacoma – Seattle Express
- 592: Olympia/DuPont/Lakewood – Seattle Express
- 594: Tacoma/Lakewood – Seattle Express
- 595: Gig Harbor – Seattle Express
- 596: Bonney Lake – Sumner Express

Sound Transit provides **Sounder commuter train** service along two corridors radiating from Seattle’s King Street Station. Both services operate on largely on BNSF Railway Company tracks. The south line segment was extended to Lakewood in October 2012. Two new stations opened for rail service as part of this extension, South Tacoma and Lakewood Station. The Lakewood extension track was purchased from BNSF. As of September 2013, service includes twelve 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. The north line segment is 34.2 miles between Everett and Seattle, with four round trips that 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 Century Link Field and Safeco Field and the Washington State Fair in Puyallup. For event service, the south line uses seven-car trains while the north line uses five-car trains to serve Mariners and Sounders FC games, and five-car trains for Seahawks games. Travel times on the north line is about 60 minutes and the south line 75 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.

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.

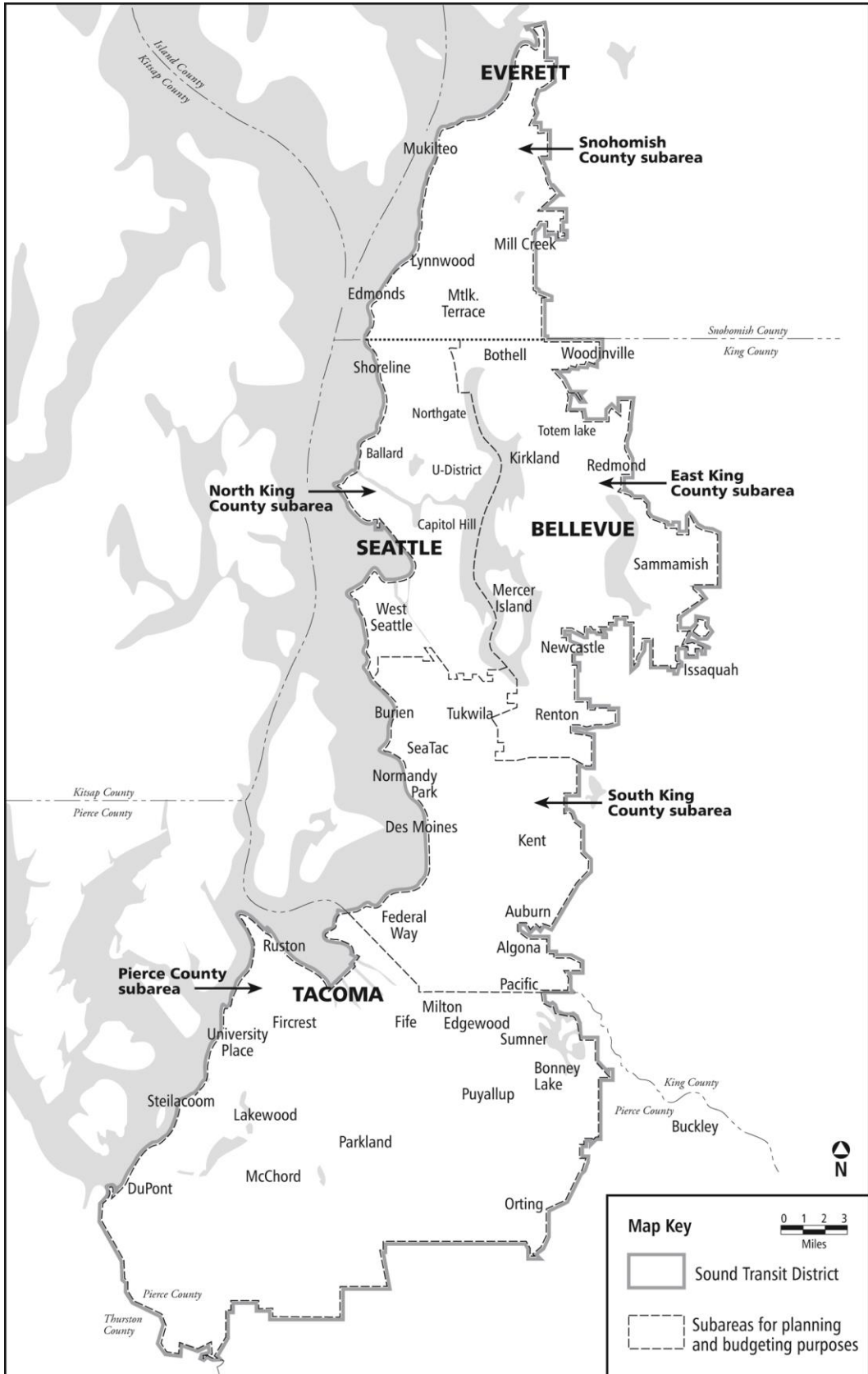
Sound Transit is also extending Link north 3.15 miles to Capitol Hill and the University of Washington as part of the University Link project. The \$1.9 billion University Link line is scheduled to open in 2016 and add more than 70,000 daily riders to the system by 2030. Based on its benefits, the University 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 points further 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 2013, 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
- Fauntleroy 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
- Kenndale 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 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 Westwood Village Shopping Center on SW Barton and 26th Ave as of September 2013.

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.

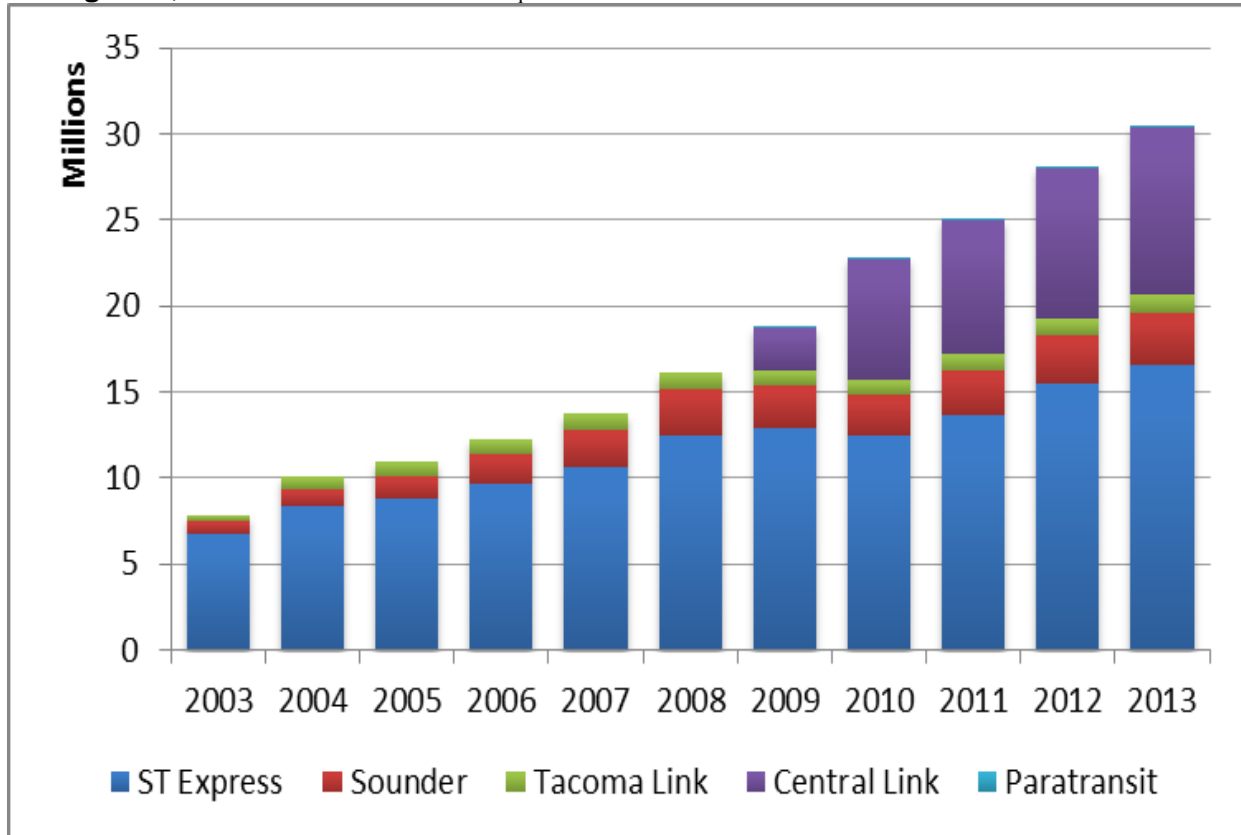
In downtown Seattle, King County Metro and Sound Transit share the Downtown Seattle Transit Tunnel facilities at Convention Place Station, Westlake Station, University Street Station, Pioneer Square Station, and International District/Chinatown Station. All of these stations except for Convention Place 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 2013

Sound Transit achieved significant ridership milestones in 2013. All told, **Sound Transit** carried over 30 million passengers in 2013 on its buses and trains. **Figure 3** below shows the trends for system ridership since 2003. By the end of 2013, Sound Transit has carried a total of over 215.1 million passengers. For more detailed annual ridership information, Sound Transit prepares quarterly reports that are posted the ST website. www.soundtransit.org/Rider-Community/Rider-news/Quarterly-Ridership-Report

Figure 3, Total Sound Transit Ridership 2003-2013

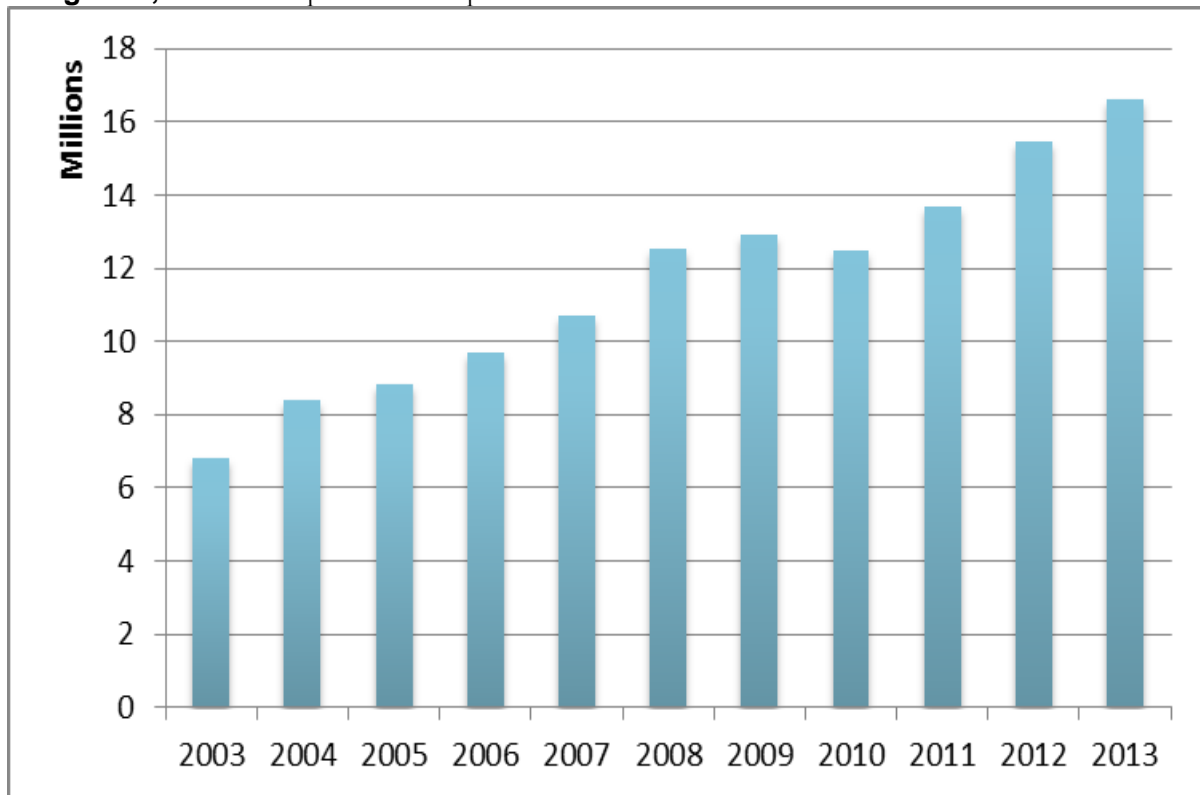


Sound Transit’s regional bus system, **ST Express**, served over 16.6 million passengers in 2013. At 2013’s year end, ST Express has had more than 145 million boardings since service began in September, 1999. The partnerships formed with Community Transit, King County Metro, and Pierce Transit has enabled 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 2013, Sound Transit significantly restructured service on the I-5 and I-405 corridors. Routes 510-513 were modified so routes 510,511 and 513 only operate when the I-5 express lanes are open on weekdays, and 512 became the all-day bi-directional service seven days a week. On the I-405 south corridor, Route 567 was added as a peak express overlay to the existing 566. Route 567 connects with the Sounder trains in Kent and runs to Overlake Transit Center in Redmond, bypassing Renton. Route 560 was truncated to Westwood Village due to low ridership in the West Seattle segment. Westwood Village provides a connection to King County Metro’s Rapid Ride C line. More information on specific route level service changes can be found in Sound Transit’s annual Service Implementation Plan, or SIP. www.soundtransit.org/sip

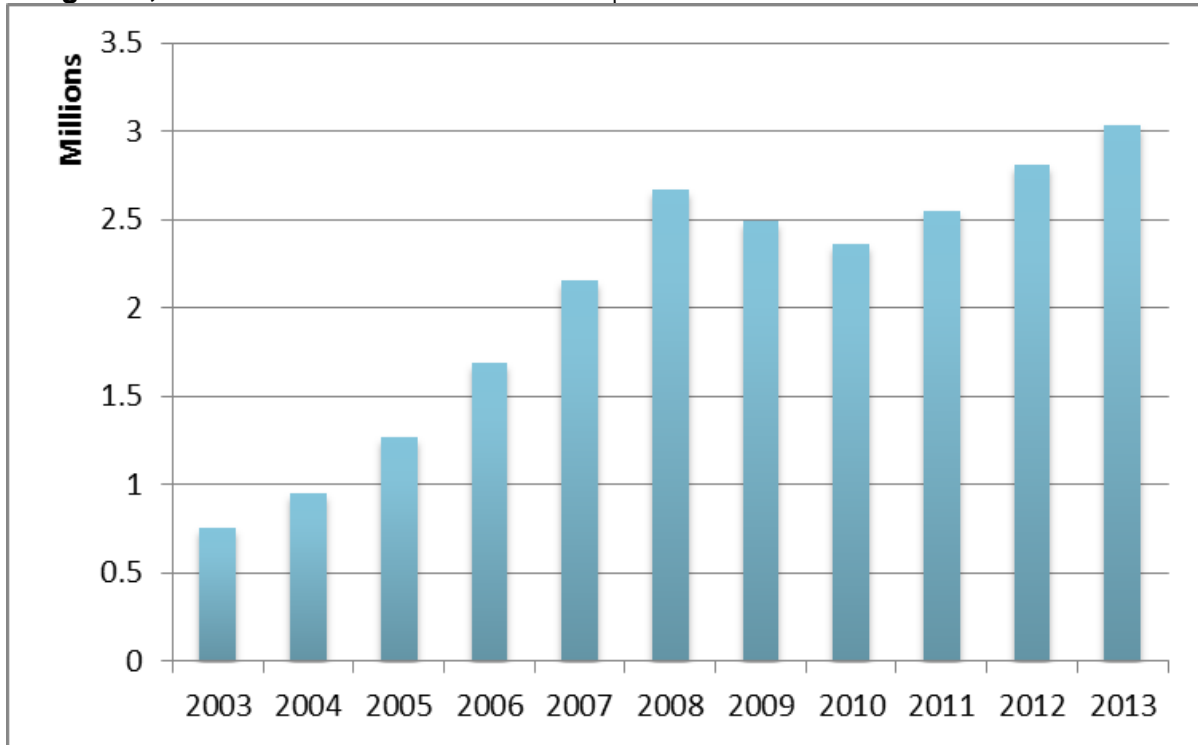
Figure 4 below shows the trends for ridership on ST Express since 2003. In 2013, ST Express carried over 57,000 passengers on average each weekday.

Figure 4, Total ST Express Ridership 2003-2013



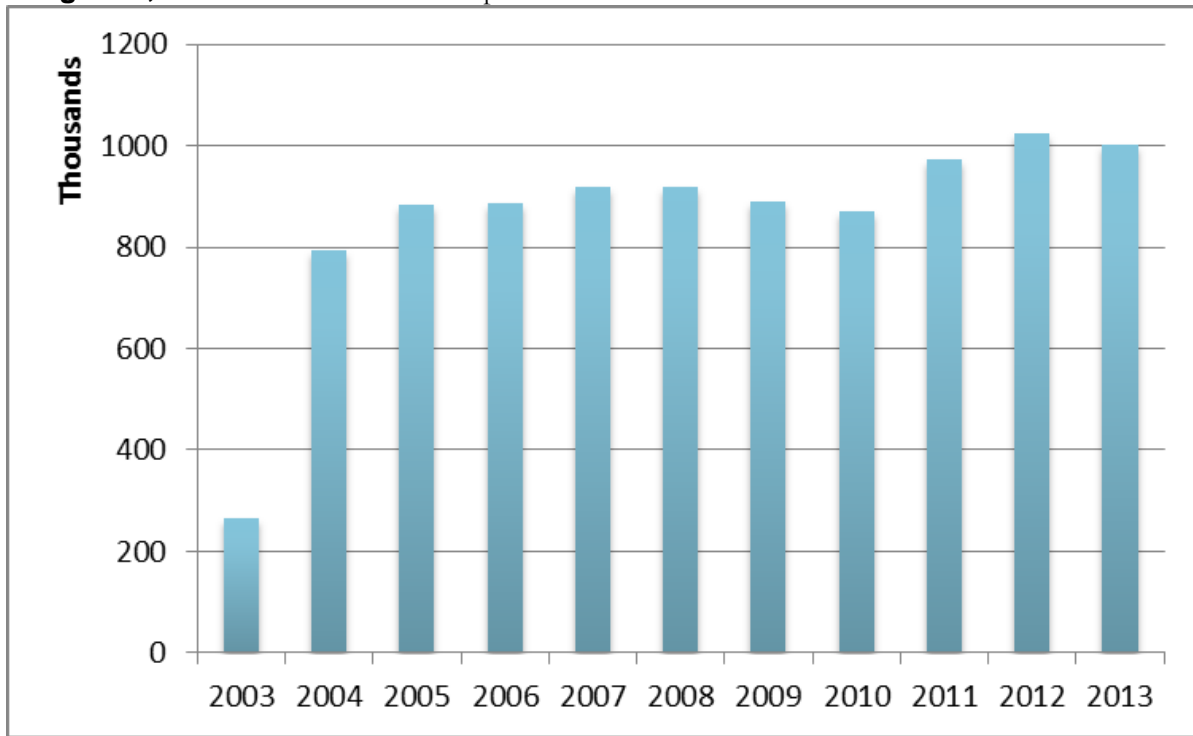
Sounder commuter trains have carried over 24 million passengers since service began in September, 2000. After declining due to job losses in the region in 2009 and 2010, Sounder ridership increased throughout 2013 to set a new record ridership number of over 3 million passengers. Previously the record was 2.6 million riders set in 2008. **Figure 5** below shows the trends for ridership on Sounder since 2003.

Figure 5, Total Sounder Commuter Rail Ridership 2003-2013



Tacoma Link continued strong ridership in 2013. By the end of the year, the line carried over 1 million passengers. Figure 6 below shows ridership trends on Tacoma Link since 2003.

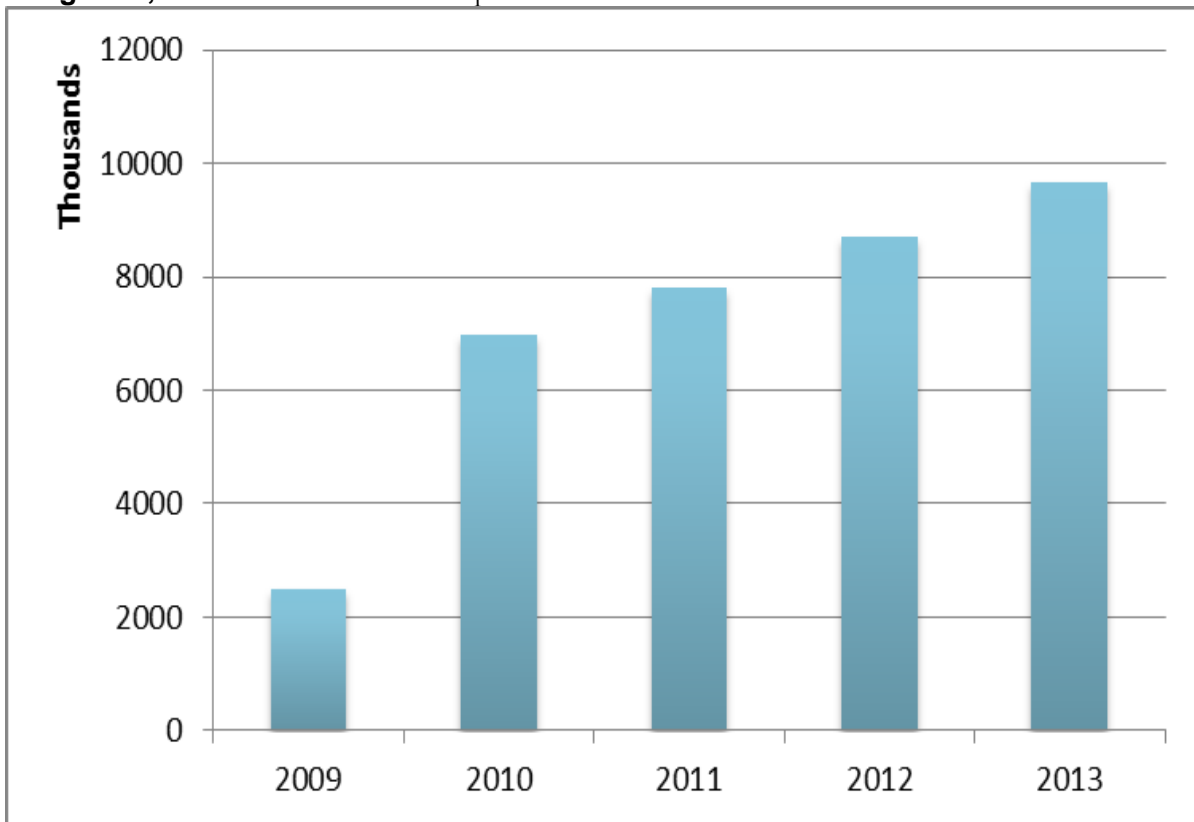
Figure 6, Total Tacoma Link Ridership 2003-2013



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.

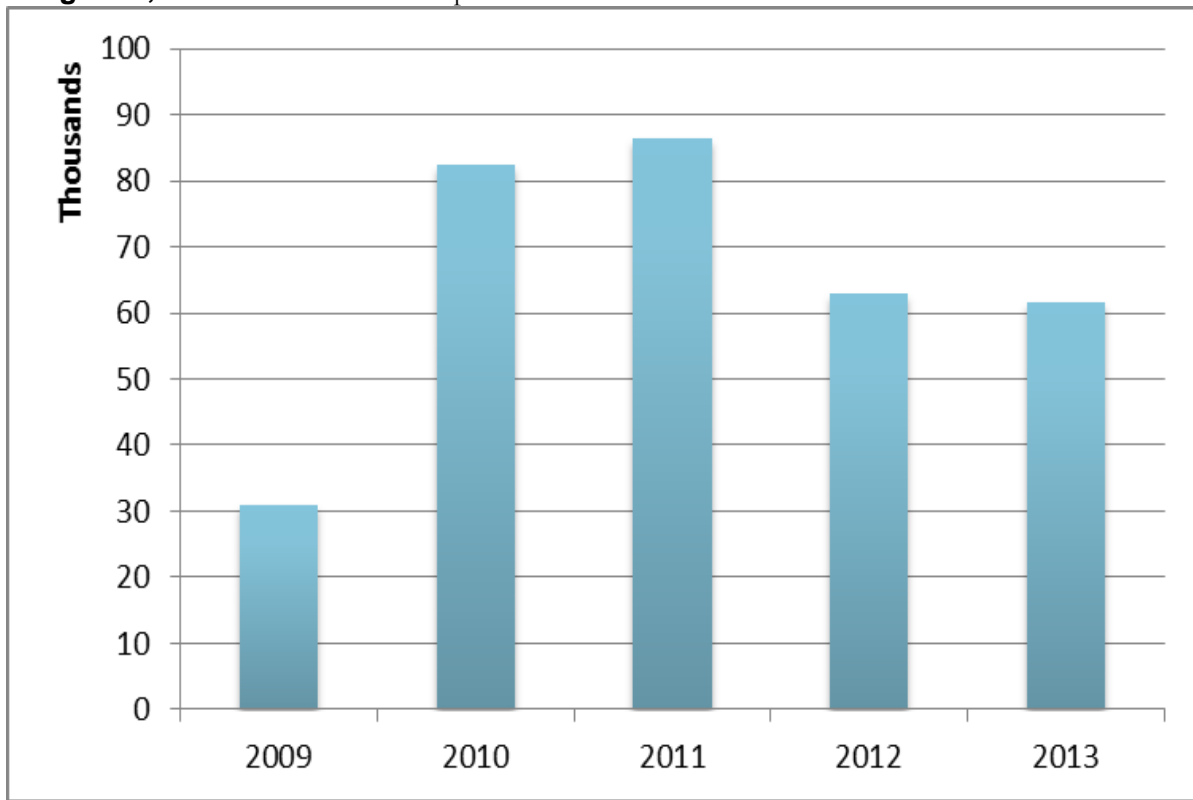
Ridership on Central Link light rail grew throughout 2013, peaking during the summer season. Many passengers use Link to access sporting, entertainment and recreational destinations in downtown Seattle, the SODO/Stadium area, and SeaTac Airport. Because of this, Link continues to show robust weekend ridership, especially during the busier summer months. In August 2013, the average weekday ridership peaked at 32,399. Approximately 9.6 million passengers rode Link during 2013, and over 35.6 million riders have taken Link since the line opened. **Figure 7** below shows ridership trends on Central Link, from 2009 to the end of 2013.

Figure 7, Total Central Link Ridership 2003-2013



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 61,000 passengers rode Central Link’s paratransit service during 2012, and over 324,000 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 2013 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, Total Paratransit Ridership 2003-2013



Sound Transit set ambitious goals for 2013, and was largely successful at achieving them. 34 milestones were set in early 2013 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 34 goals set for 2013, 30 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, Sound Transit Milestones Achieved in 2013

Milestones are a valuable tool for charting Sound Transit’s achievements and holding the agency accountable throughout the year.

SERVING OUR CUSTOMERS

- ✓ Board adopts parking and system access policy
- ✓ Pilot projects established for parking and system access
- ✓ Edmonds Sounder station adds 103 parking spaces
- ✓ Agency receives clean financial audit
- ✓ New ST Express Route 567 begins between Kent and Overlake Transit Center
- ✓ 28.3 million combined bus, train and paratransit boardings
- ✓ New Sounder round trip added between Lakewood-Seattle

BUILDING THE SYSTEM

- ✓ Roosevelt Station utilities relocation begins
- ✓ U-Link permanent track installation begins
- ✓ U-Link Capitol Hill Station interior work begins
- ✓ Tacoma’s McKinley Park mitigation completed; wetlands restored and wildlife habitat improved
- ✓ East Link Extension decisions on Bellevue cost savings measures
- ✓ S. 200th Link Extension construction begins
- ✓ Tukwila permanent Sounder station construction begins
- ✓ Mukilteo Sounder station south platform construction begins
- ✓ Contract for Roosevelt Station pre-construction services awarded
- ✓ All U-Link tunnel work completed
- U District Station pre-construction work begins
- Contract for Northgate Link Extension tunneling from UW to Maple Leaf Portal awarded
- East Link Extension full scale prototype testing of I-90 track bridge begins

PLANNING FOR THE FUTURE

- ✓ Planning for ST3 expansion begins
- ✓ Board decision on ST Express bus base development project
- ✓ South Corridor alternatives planning study begins
- ✓ Ballard-to-downtown HCT planning study begins
- ✓ Lakewood layover yard contract completed
- ✓ Alternatives Analysis completed for Tacoma Link Extension
- ✓ Alternative Analysis completed for Federal Way Transit Extension
- ✓ Preferred Alternative identified, preliminary engineering and Final EIS begins for Lynnwood Link Extension
- Alternatives defined for Puyallup and Sumner Sounder station improvements
- Draft EIS published for light rail O&M Satellite Facility

COMMITTED TO SUSTAINABILITY AND TRANSIT-ORIENTED DEVELOPMENT

- ✓ Capitol Hill TOD development agreement completed with Seattle
- ✓ Energy efficiency upgrades completed at Federal Way Transit Center and Union Station
- Capitol Hill TOD Request for Qualifications released
- International environmental recertification achieved

●	1st Quarter
●	2nd Quarter
●	3rd Quarter
●	4th Quarter

This information is available on the Sound Transit website at soundtransit.org/milestones.

STATE TRANSPORTATION SYSTEM POLICY GOALS

In 2013, 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 over 30 million riders in 2013, 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. Sound Transit also implemented service efficiencies on some ST Express routes in June and September 2013, cutting service on low-productivity routes and segments, while increasing service to relieve overcrowding.

VI: PLANNED ACTION STRATEGIES, 2014 – 2019

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 extending the life of several buses built in 1999 and 2000.

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 improve the environment of the Central Puget Sound region by carrying hundreds of thousands people each day in our trains and buses, decreasing air pollution and greenhouse gases equal to 145 million pounds of coal, diverting 28,000 weekday trips away from the automobile, and saving over 15 million gallons of gas.

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

VII: PLANNED ACTIVITIES, 2014 – 2019

The following matrices describe the planned activities to be undertaken by Sound Transit for 2014-2019. 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)”. More detailed project information can be found in the Transit Improvement Plan or TIP available on our website. <http://www.soundtransit.org/Documents/2014%20TIP%20Final.pdf>. Project descriptions and timelines are also available at <http://www.soundtransit.org/Projects-and-Plans/Find-a-Project>.

2014	Planned Activities
Planning	<ul style="list-style-type: none"> • Complete Lynnwood Link Extension Draft EIS & Advanced Conceptual Engineering • Start Lynnwood Link Extension Advanced Conceptual Engineering • Complete study of transit alternatives between downtown Seattle and Ballard • Complete East Link Final Design
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • 31.1 million combined bus, train and paratransit boardings
Facilities	<ul style="list-style-type: none"> • Mukilteo Sounder station south platform construction begins • U-Link tunneling complete from UW to Capitol Hill Station • U-Link Capitol Hill Station interior work begins • Edmonds Sounder Station adds 103 parking spaces • Sounder Lakewood layover yard contract completed • Complete Tukwila permanent Sounder station construction • Board decision on ST Express bus base development project • Begin Puyallup and Sumner Sounder station access project environmental review • Capitol Hill Station Development Agreement approved • Sustainable design criteria integrated into major capital projects • Complete Roosevelt Station demolition and environmental clean-up • Complete Northgate Station property acquisition • Complete U District Station demolition and environmental clean-up • Complete Roosevelt Station demolition and environmental clean-up and utility relocation • Complete Roosevelt Station utility relocation • Begin Roosevelt Station excavation • Begin Capitol Hill Station construction • Begin U District Station excavation • Start Northgate Station advance utility relocation • Complete East Link property acquisition
Equipment	<ul style="list-style-type: none"> • Three new Sounder locomotives delivered and put into service

2015	Planned Activities
Planning	<ul style="list-style-type: none"> • Complete Lynnwood Link Extension Final EIS & Advanced Conceptual Engineering • Start Federal Way Transit Extension Draft EIS & Conceptual Engineering • Complete South Corridor Alternatives Study (Federal Way to Tacoma)
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • Start Route 580 with service from Lakewood Station to Puyallup Station via SR512
Facilities	<ul style="list-style-type: none"> • Start East Link construction • Complete Mukilteo Station south platform construction
Equipment	<ul style="list-style-type: none"> • Receive thirty ST Express 60-foot replacement buses, including fifteen 60ft hybrids, seven 60ft diesels, five 42ft Double Decker diesels, and three 40ft diesels (Preservation) • Add seven Sounder passenger cars (three cab cars and four coach cars) • Complete installation of Sounder Positive Train Control Systems (PTC)

2016	Planned Activities
Planning	<ul style="list-style-type: none"> • Complete Northgate Link Extension final design • Complete Lynnwood Link Extension Final Design • 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 (Preservation) • Add two additional round-trips on Sounder South Line • Possible increase in Link train frequency and/or train consist length with opening of University Link • S. 200th St Link station and guideway extension open for passenger service • Potential restructure of Route 586 in conjunction with opening of University Link
Facilities	<ul style="list-style-type: none"> • Begin University Link systems installation and testing • Complete University of Washington Station construction • Complete Maple Leaf Portal site preparation • Open Mukilteo Station south platform • Complete Sounder Lakewood layover yard construction • Begin Northgate Station and light rail aerial guideway construction
Equipment	<ul style="list-style-type: none"> • Receive five replacement 40ft low-floor Hybrid buses and seventeen 40ft Compressed Natural Gas (CNG) buses (Preservation) • Add three Sounder passenger (coach) cars

2017	Planned Activities
Planning	<ul style="list-style-type: none"> • Complete study of transit alternatives between downtown Seattle and Ballard
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Central Link (Preservation) • University Link light rail extension, including Capitol Hill and University of Washington Stations, open for passenger service
Facilities	<ul style="list-style-type: none"> • Complete East Link final design • Start construction of Satellite Operations and Maintenance Facility

2018	Planned Activities
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Central Link (Preservation) • Begin Northgate Link operational testing
Facilities	<ul style="list-style-type: none"> • Complete Tacoma Trestle construction • Start construction of Lynnwood Link Extension • Complete Northgate Link Extension south tunneling (Roosevelt to University of Washington Station)
Equipment	<ul style="list-style-type: none"> • Receive 38 replacement 60-foot low floor buses, including 22 hybrids (Preservation)

2019	Planned Activities
Planning	<ul style="list-style-type: none"> • Start Federal Way Transit Extension Final Design • Complete Lynnwood Link Final Design
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Central Link (Preservation)
Facilities	<ul style="list-style-type: none"> • Complete East Link property acquisition
Equipment	<ul style="list-style-type: none"> • Receive 3 60-foot articulated ST Express hybrid buses

VIII: CAPITAL IMPROVEMENT PROGRAM, 2013 – 2019

(All figures in thousands of dollars)

	2013	2014	2015	2016	2017	2018	2019
Sound Transit							
Preservation							
Fixed Route Service	\$14,270	\$29,565	\$30,616	-	\$871	\$45,952	\$1,249
Commuter Rail	\$13,470	\$20,771	\$27,990	\$11,980	-	-	-
Light Rail	\$8,872	\$9,285	\$47	\$47	\$48	\$49	\$51
Streetcar Rail	\$246			-	-	-	-
Improvement/Expansion							
Fixed Route Service	\$9,256	\$11,901	\$38,735	\$27,146	\$344	\$280	-
Commuter Rail	\$81,755	\$42,718	\$36,683	\$530	-	-	-
Light Rail	\$536,302	\$568,877	\$576,663	\$436,656	\$613,253	\$352,793	\$323,979
Streetcar Rail	\$1,350	\$2,726	\$1,218	-	-	-	-

IX: OPERATING DATA, 2013 – 2019

	2013	2014	2015	2016	2017	2018	2019
Sound Transit							
Fixed Route Bus Services (ST Express)							
Revenue Vehicle Hours	465,794	545,762	545,500	545,500	545,500	545,500	545,500
Total Vehicle Hours	704,166	702,000	702,000	702,000	702,000	702,000	702,000
Revenue Vehicle Miles	11,554,328	11,575,000	11,575,000	11,575,000	11,575,000	11,575,000	11,575,000
Total Vehicle Miles	15,120,813	15,147,855	15,147,855	15,147,855	15,147,855	15,147,855	15,147,855
Passenger Trips	16,644,132	17,100,000	17,200,000	17,400,000	17,100,000	17,400,000	17,700,000
Diesel Fuel Consumed (gallons)	3,179,359	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)	174,554	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	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Commuter Rail Services (Sounder)							
Revenue Vehicle Hours	49,257	56,382	56,382	56,075	56,185	64,285	64,285
Total Vehicle Hours	54,536	60,525	60,525	60,700	62,176	70,299	70,299
Revenue Vehicle Miles	1,636,847	1,793,039	1,793,039	1,835,022	2,004,635	2,267,951	2,267,951
Total Vehicle Miles	1,671,930	1,836,247	1,836,247	1,871,792	2,020,904	2,284,282	2,284,282
Passenger Trips	2,968,041	3,000,000	3,100,000	3,200,000	3,200,000	3,300,000	3,400,000
Diesel Fuel Consumed (gallons)	1,193,706	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Tacoma Link Light Rail Services							
Revenue Vehicle Hours	9,835	9,770	9,770	9,799	9,748	9,770	9,770
Total Vehicle Hours	9,969	9,904	9,904	9,933	9,881	9,904	9,904
Revenue Vehicle Miles	75,996	75,718	75,718	75,944	75,944	75,718	75,718
Total Vehicle Miles	76,278	75,998	75,998	76,225	75,824	75,998	75,998
Passenger Trips	962,306	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Electricity Consumed (Kwh)	419,130	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)	1	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.

	2013	2014	2015	2016	2017	2018	2019
Central Link Light Rail Services							
Revenue Vehicle Hours	141,001	141,000	141,000	155,798	237,231	237,565	237,565
Total Vehicle Hours	148,880	163,892	163,892	162,394	248,161	248,519	248,519
Revenue Vehicle Miles	2,644,107	2,622,000	2,622,600	2,949,451	5,044,233	5,051,337	5,051,337
Total Vehicle Miles	2,759,589	2,741,379	2,741,379	3,004,703	5,190,506	5,197,929	5,197,929
Passenger Trips	9,730,027	10,000,000	10,300,000	11,500,000	18,000,000	20,000,000	22,000,000
Electricity Consumed (Kwh)	16,576,246	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	3	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

X: ANNUAL REVENUES AND EXPENDITURES, 2013 – 2019

(All figures in thousands of dollars)

	2013	2014	2015	2016	2017	2018	2019
Sound Transit							
Annual Revenues							
Sales Tax and Rental Car Tax	\$596,782	\$604,785	\$631,939	\$665,028	\$697,771	\$729,186	\$762,212
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$69,096	\$71,930	\$75,034	\$77,846	\$80,869	\$83,982	\$87,026
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$56,944	\$58,175	\$59,524	\$62,523	\$72,727	\$77,213	\$81,338
Vanpooling Revenue							
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	\$10,037	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants, Other State	\$1,374	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax Equalization, County Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sound Transit Operating, RTA Reimbursement	\$23,387	\$0	\$0	\$0	\$0	\$0	\$0
Other (Investment income)	\$1,630	\$1,227	\$15,546	\$13,171	\$75,049	\$77,342	\$77,557
Total	\$759,251	\$736,118	\$782,043	\$818,569	\$926,417	\$967,723	\$1,008,132
Annual Operating Expenses							
Annual Operating Expenses	\$201,841	\$219,257	\$228,038	\$250,708	\$259,780	\$267,311	\$277,485
Paratransit Expenses	\$1,800	\$1,748	\$1,722	\$2,469	\$2,528	\$2,589	\$2,650
Interest	\$34,477	\$35,189	\$34,248	\$33,576	\$32,827	\$31,973	\$31,050
Leases	\$9,992	-\$826	-\$790	-\$2,093	-\$3,464	-\$2,180	\$0
Depreciation	\$118,985	\$124,934	\$133,679	\$144,374	\$151,592	\$159,172	\$0
Other	\$15,235	\$1,676	\$2,509	\$2,593	\$2,748	\$2,488	\$0
Donations to other Governments	\$71,079	\$22,849	\$0	\$0	\$0	\$0	\$0
Total	\$382,329	\$381,979	\$399,406	\$431,627	\$446,011	\$461,353	\$311,185
Debt Service							
Interest	\$70,441	\$71,962	\$70,036	\$68,663	\$67,130	\$65,385	\$63,497
Principal	\$33,250	\$33,545	\$34,985	\$30,430	\$33,235	\$36,290	\$39,520
Total	\$103,691	\$105,507	\$105,021	\$99,093	\$100,365	\$101,675	\$103,017

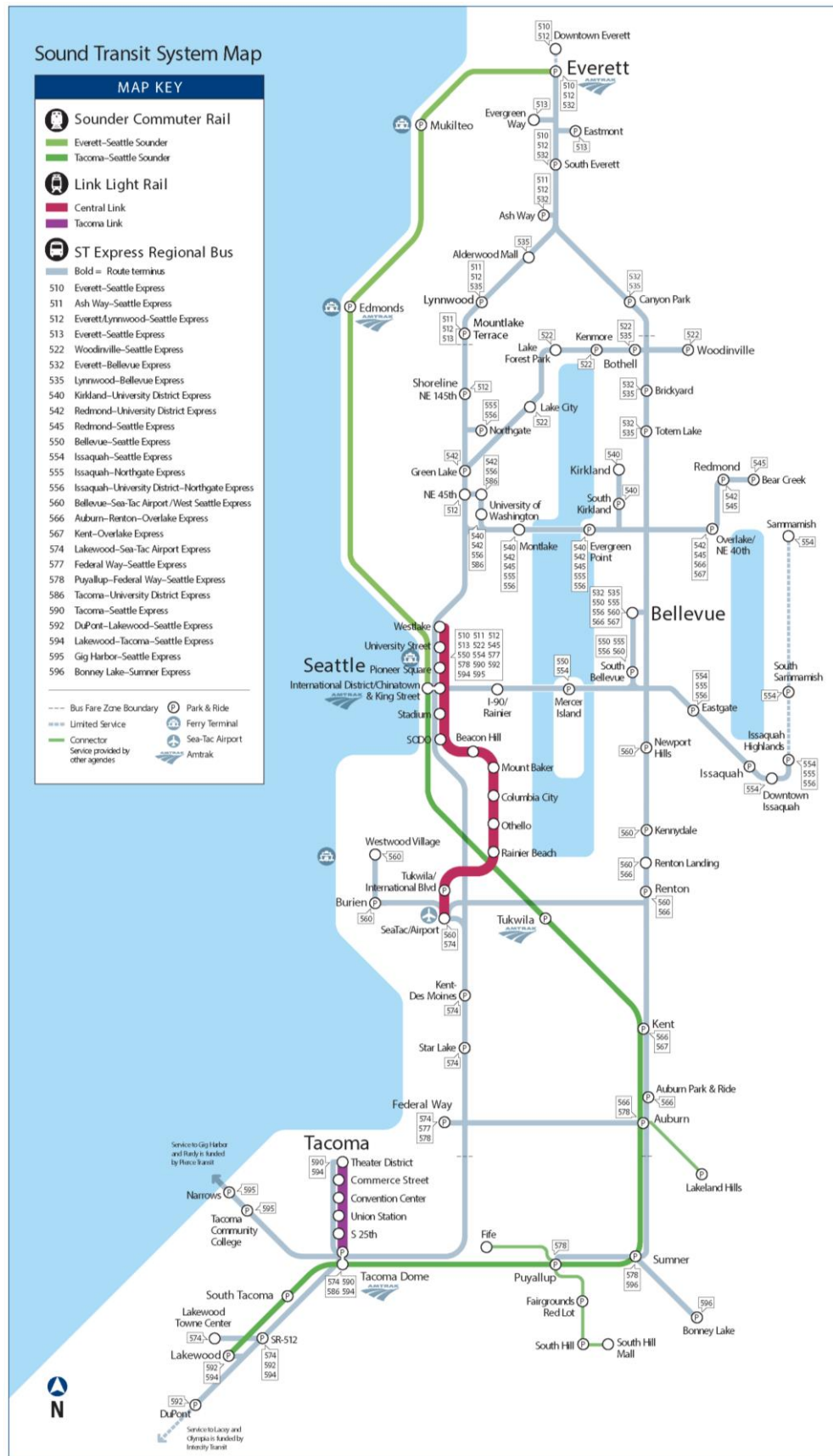
Annual Capital Purchase Obligations

Federal Section 5309 Capital Grants	\$93,415	\$50,000	\$50,600	\$70,000	\$105,000	\$125,000	\$124,819
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	\$272	\$0	\$2,200	\$0	\$0	\$0
CM/AQ and Other Federal Grants	\$5,881	\$42,373	\$52,554	\$37,799	\$17,915	\$19,153	\$28,513
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	\$44,449	\$61,827	\$16,814	\$16,814	\$28,029	\$19,300	\$26,611
Other State Capital Grants	\$13,089	\$1,614	\$5,000	\$5,000	\$0	\$5,000	\$0
Capital Reserve Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operational Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds Proceeds	\$0	\$0	\$477,279	\$466,958	\$683,586	\$701,644	\$948,773
Other	\$205	\$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	\$157,039	\$156,086	\$602,247	\$598,771	\$834,530	\$870,097	\$1,128,716

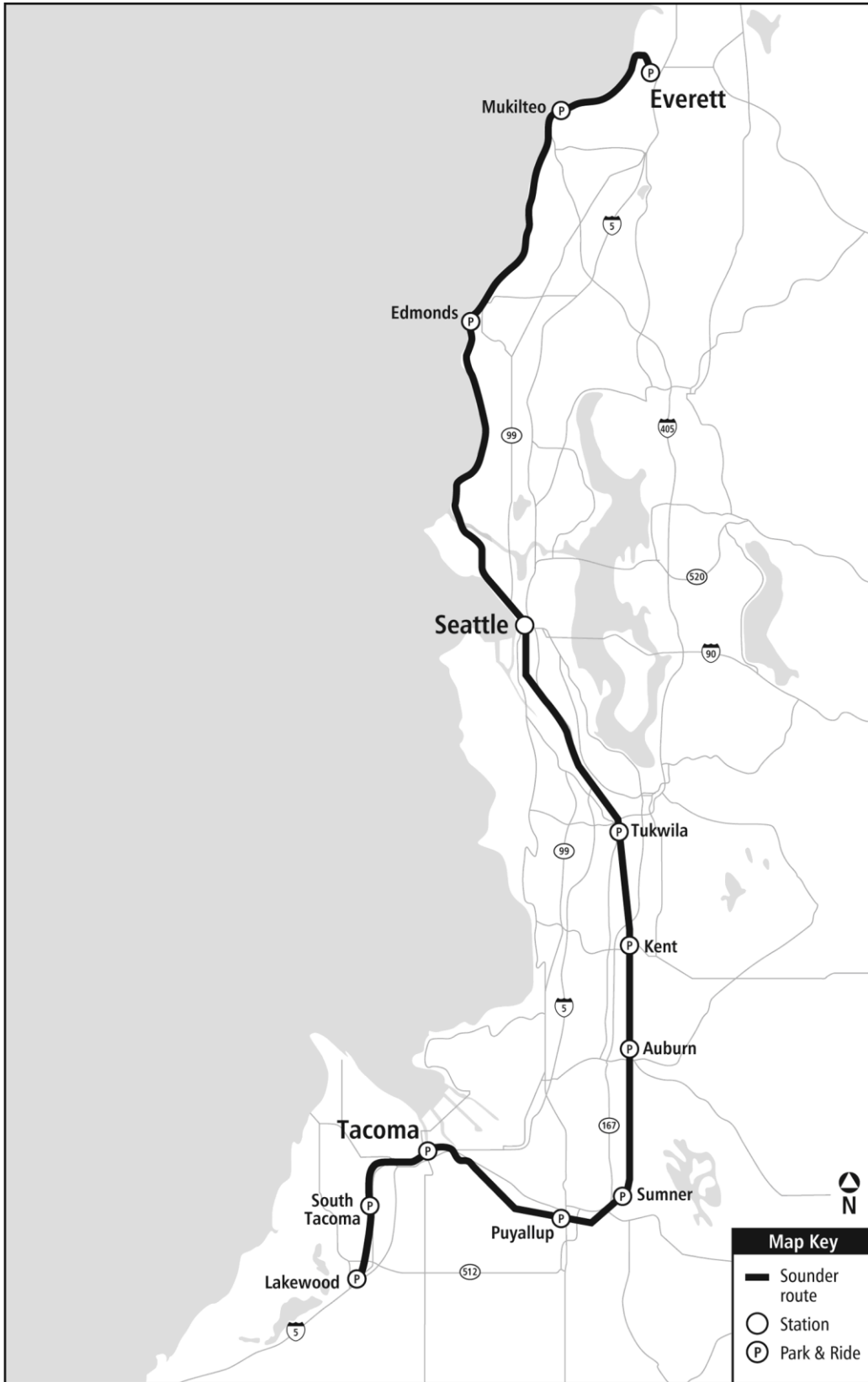
Ending Balances, December 31 (shown in thousands)

General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$465,640	\$101,818	\$5,001	\$5,003	\$5,003	\$5,004	\$5,001
Operating Reserve	\$55,760	\$67,874	\$72,963	\$79,525	\$80,932	\$82,933	\$85,108
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$252,906	\$242,488	\$258,873	\$310,747	\$394,461	\$401,693	\$522,585
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service Fund	\$74,192	\$74,192	\$111,439	\$147,881	\$201,229	\$255,987	\$330,030
Insurance Fund	\$3,909	\$4,600	\$4,900	\$6,000	\$6,500	\$6,500	\$6,500
Other	\$16,145	\$18,058	\$18,058	\$18,058	\$18,058	\$18,058	\$18,058
Total	\$868,551	\$509,030	\$471,234	\$567,214	\$706,184	\$770,175	\$967,284

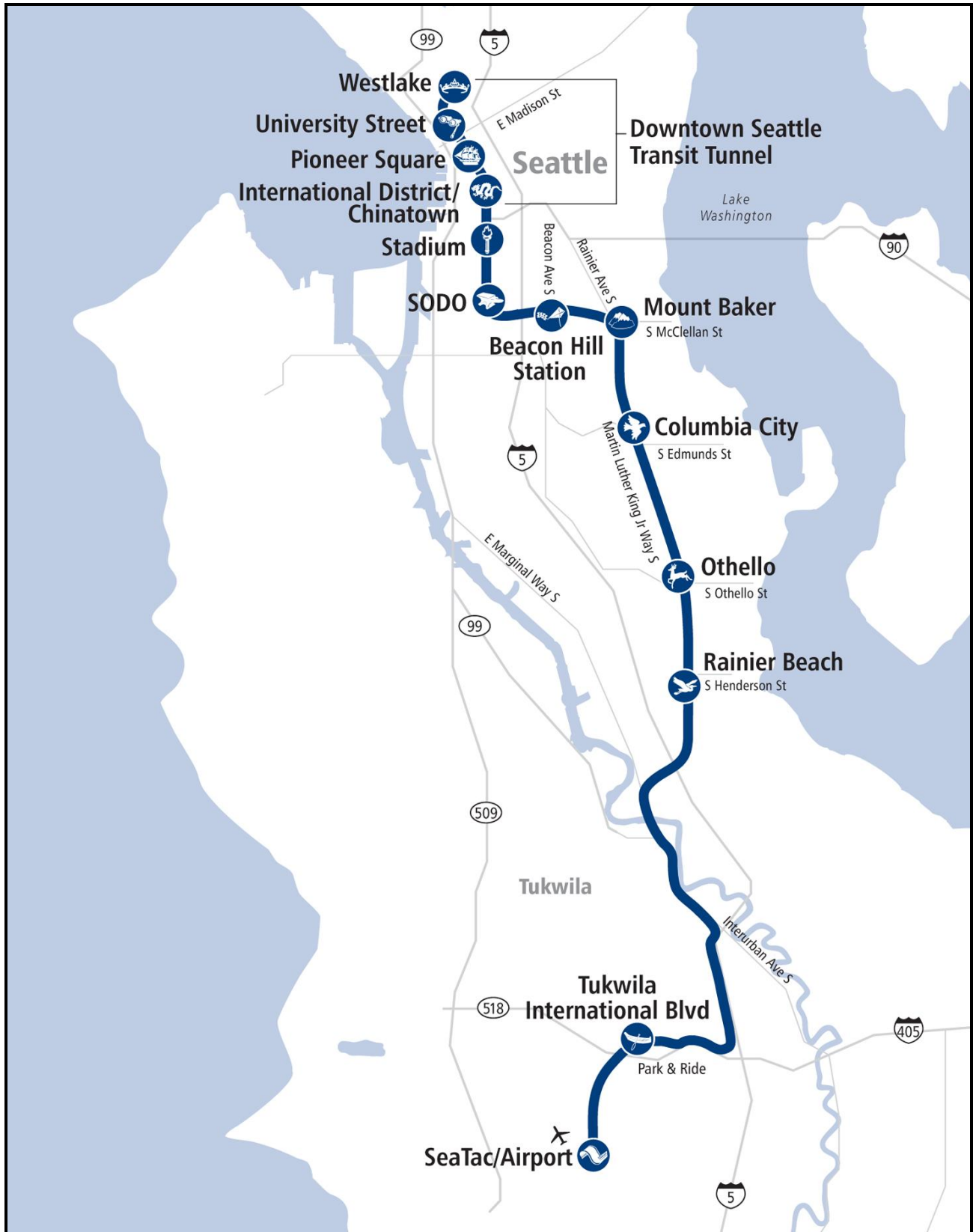
APPENDIX A: SOUND TRANSIT SYSTEM MAP



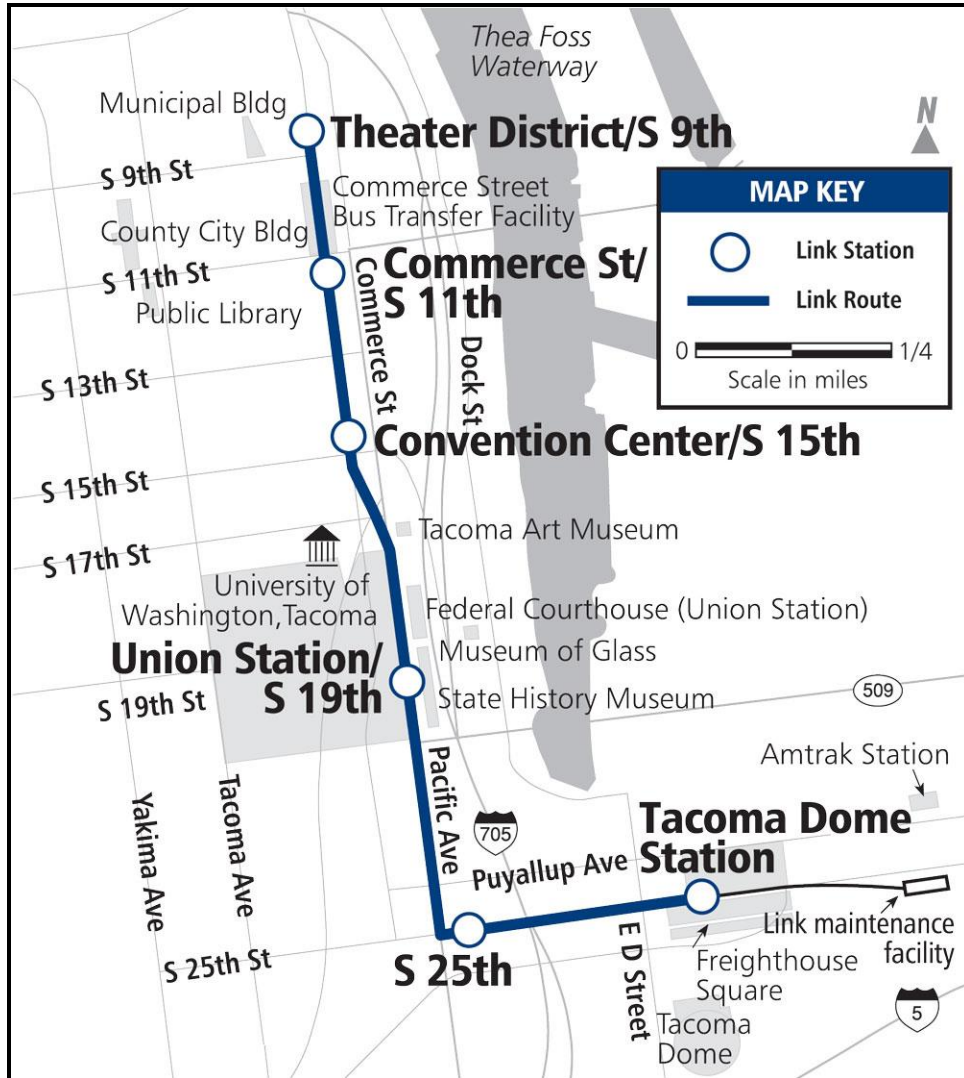
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



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
Physical Rolling Stock Inventory & Verification of Continued Use**

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

Sean Hedgpeth

Assistant Service Planner

10/16/2014

Date

Agency/Organization: Sound Transit

Date: 10/16/2014

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number (Asset ID)	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
1	2002 Skoda LRV	15	9175	10615	308,137	85	11	14	\$3,000,000	Y	30	E	N
2	2002 Skoda LRV	15	9176	10616	317,993	85	11	14	\$3,000,000	Y	30	E	N
3	2002 Skoda LRV	15	9177	10617	305,520	85	11	14	\$3,000,000	Y	30	E	N
4	2009 Kinkisharyo LRV	15	N/A	11535	270,002	90	4	26	\$4,200,000	Y	74	E	N
5	2009 Kinkisharyo LRV	15	N/A	11536	256,632	90	4	26	\$4,200,000	Y	74	E	N
6	2009 Kinkisharyo LRV	15	N/A	11537	257,727	90	4	26	\$4,200,000	Y	74	E	N
7	2009 Kinkisharyo LRV	15	N/A	11538	276,677	90	4	26	\$4,200,000	Y	74	E	N
8	2009 Kinkisharyo LRV	15	N/A	11539	287,366	90	4	26	\$4,200,000	Y	74	E	N
9	2009 Kinkisharyo LRV	15	N/A	11540	250,019	90	4	26	\$4,200,000	Y	74	E	N
10	2009 Kinkisharyo LRV	15	N/A	11541	269,315	90	4	26	\$4,200,000	Y	74	E	N
11	2009 Kinkisharyo LRV	15	N/A	11542	265,948	90	4	26	\$4,200,000	Y	74	E	N
12	2009 Kinkisharyo LRV	15	N/A	11543	289,437	90	4	26	\$4,200,000	Y	74	E	N
13	2009 Kinkisharyo LRV	15	N/A	11544	263,645	90	4	26	\$4,200,000	Y	74	E	N
14	2009 Kinkisharyo LRV	15	N/A	11545	243,260	90	4	26	\$4,200,000	Y	74	E	N
15	2009 Kinkisharyo LRV	15	N/A	11546	267,451	90	4	26	\$4,200,000	Y	74	E	N
16	2009 Kinkisharyo LRV	15	N/A	11547	272,435	90	4	26	\$4,200,000	Y	74	E	N

17	2009 Kinkisharyo LRV	15	N/A	11548	266,363	90	4	26	\$4,200,000	Y	74	E	N
18	2009 Kinkisharyo LRV	15	N/A	11549	267,231	90	4	26	\$4,200,000	Y	74	E	N
19	2009 Kinkisharyo LRV	15	N/A	11550	253,391	90	4	26	\$4,200,000	Y	74	E	N
20	2009 Kinkisharyo LRV	15	N/A	11551	266,236	90	4	26	\$4,200,000	Y	74	E	N
21	2009 Kinkisharyo LRV	15	N/A	11552	282,462	90	4	26	\$4,200,000	Y	74	E	N
22	2009 Kinkisharyo LRV	15	N/A	11553	260,317	90	4	26	\$4,200,000	Y	74	E	N
23	2009 Kinkisharyo LRV	15	N/A	11554	240,207	90	4	26	\$4,200,000	Y	74	E	N
24	2009 Kinkisharyo LRV	15	N/A	11555	276,760	90	4	26	\$4,200,000	Y	74	E	N
25	2009 Kinkisharyo LRV	15	N/A	11556	276,648	90	4	26	\$4,200,000	Y	74	E	N
26	2009 Kinkisharyo LRV	15	N/A	11557	240,147	90	4	26	\$4,200,000	Y	74	E	N
27	2009 Kinkisharyo LRV	15	N/A	11558	244,047	90	4	26	\$4,200,000	Y	74	E	N
28	2009 Kinkisharyo LRV	15	N/A	11559	265,003	90	4	26	\$4,200,000	Y	74	E	N
29	2009 Kinkisharyo LRV	15	N/A	11560	267,687	90	4	26	\$4,200,000	Y	74	E	N
30	2009 Kinkisharyo LRV	15	N/A	11561	261,561	90	4	26	\$4,200,000	Y	74	E	N
31	2009 Kinkisharyo LRV	15	N/A	11562	256,950	90	4	26	\$4,200,000	Y	74	E	N
32	2009 Kinkisharyo LRV	15	N/A	11563	250,776	90	4	26	\$4,200,000	Y	74	E	N
33	2009 Kinkisharyo LRV	15	N/A	11564	262,070	90	4	26	\$4,200,000	Y	74	E	N
34	2009 Kinkisharyo LRV	15	N/A	11565	270,111	90	4	26	\$4,200,000	Y	74	E	N
35	2009 Kinkisharyo LRV	15	N/A	11583	240,992	90	4	26	\$4,200,000	Y	74	E	N
36	2009 Kinkisharyo LRV	15	N/A	11584	219,163	90	4	26	\$4,200,000	Y	74	E	N
37	2009 Kinkisharyo LRV	15	N/A	11585	225,503	90	4	26	\$4,200,000	Y	74	E	N
38	2009 Kinkisharyo LRV	15	N/A	11586	272,384	90	4	26	\$4,200,000	Y	74	E	N
39	2011 Kinkisharyo LRV	15	N/A	12505	112,918	90	2	28	\$4,200,000	Y	74	E	N
40	2011 Kinkisharyo LRV	15	N/A	12506	120,148	90	2	28	\$4,200,000	Y	74	E	N
41	2011 Kinkisharyo LRV	15	N/A	12507	119,802	90	2	28	\$4,200,000	Y	74	E	N
42	2011 Kinkisharyo LRV	15	N/A	12508	118,139	90	2	28	\$4,200,000	Y	74	E	N
43	2011 Kinkisharyo LRV	15	N/A	12509	129,677	90	2	28	\$4,200,000	Y	74	E	N
44	2011 Kinkisharyo LRV	15	N/A	12510	119,990	90	2	28	\$4,200,000	Y	74	E	N
45	2011 Kinkisharyo LRV	15	N/A	12511	119,855	90	2	28	\$4,200,000	Y	74	E	N
46	2011 Kinkisharyo LRV	15	N/A	12512	101,054	90	2	28	\$4,200,000	Y	74	E	N
47	2011 Kinkisharyo LRV	15	N/A	12513	131,860	90	2	28	\$4,200,000	Y	74	E	N

48	2011 Kinkisharyo LRV	15	N/A	12514	116,907	90	2	28	\$4,200,000	Y	74	E	N
49	2011 Kinkisharyo LRV	15	N/A	12515	117,679	90	2	28	\$4,200,000	Y	74	E	N
50	2011 Kinkisharyo LRV	15	N/A	12516	111,951	90	2	28	\$4,200,000	Y	74	E	N
51	2011 Kinkisharyo LRV	15	N/A	12517	114,209	90	2	28	\$4,200,000	Y	74	E	N
52	2011 Kinkisharyo LRV	15	N/A	12518	107,389	90	2	28	\$4,200,000	Y	74	E	N
53	2011 Kinkisharyo LRV	15	N/A	12519	112,190	90	2	28	\$4,200,000	Y	74	E	N
54	2011 Kinkisharyo LRV	15	N/A	12520	107,740	90	2	28	\$4,200,000	Y	74	E	N
55	2011 Kinkisharyo LRV	15	N/A	12521	105,040	90	2	28	\$4,200,000	Y	74	E	N
56	2011 Kinkisharyo LRV	15	N/A	12522	116,632	90	2	28	\$4,200,000	Y	74	E	N
57	2011 Kinkisharyo LRV	15	N/A	12523	106,032	90	2	28	\$4,200,000	Y	74	E	N
58	2011 Kinkisharyo LRV	15	N/A	12524	111,465	90	2	28	\$4,200,000	Y	74	E	N
59	2011 Kinkisharyo LRV	15	N/A	12525	102,984	90	2	28	\$4,200,000	Y	74	E	N
60	2011 Kinkisharyo LRV	15	N/A	12526	105,924	90	2	28	\$4,200,000	Y	74	E	N
61	2011 Kinkisharyo LRV	15	N/A	12527	98,818	90	2	28	\$4,200,000	Y	74	E	N
62	2011 Kinkisharyo LRV	15	N/A	12528	96,523	90	2	28	\$4,200,000	Y	74	E	N
63	2011 Kinkisharyo LRV	15	N/A	12529	111,085	90	2	28	\$4,200,000	Y	74	E	N
64	2011 Kinkisharyo LRV	15	N/A	12530	93,845	90	2	28	\$4,200,000	Y	74	E	N
65	2011 Kinkisharyo LRV	15	N/A	12531	90,851	90	2	28	\$4,200,000	Y	74	E	N
66	1999 EMD F59PHI Locomotive	21	N/A	10063	148,674	82	14	15	\$4,700,000	N	2	D	N
67	1999 EMD F59PHI Locomotive	21	N/A	10064	225,183	82	14	15	\$4,700,000	N	2	D	N
68	1999 EMD F59PHI Locomotive	21	N/A	10065	139,355	82	14	15	\$4,700,000	N	2	D	N
69	1999 EMD F59PHI Locomotive	21	N/A	10066	170,751	82	14	15	\$4,700,000	N	2	D	N
70	2000 EMD F59PHI Locomotive	21	N/A	10067	217,658	82	13	16	\$4,700,000	N	2	D	N
71	2000 EMD F59PHI Locomotive	21	N/A	10068	172,637	82	13	16	\$4,700,000	N	2	D	N
72	2001 EMD F59PHI Locomotive	21	N/A	10150	213,383	82	13	16	\$4,700,000	N	2	D	N
73	2001 EMD F59PHI Locomotive	21	N/A	10151	216,443	82	12	17	\$4,700,000	N	2	D	N
74	2001 EMD F59PHI Locomotive	21	N/A	10152	197,133	82	12	17	\$4,700,000	N	2	D	N
75	2001 EMD F59PHI Locomotive	21	N/A	10153	193,553	82	12	17	\$4,700,000	N	2	D	N
76	2001 EMD F59PHI Locomotive	21	N/A	10154	205,727	82	12	17	\$4,700,000	N	2	D	N
77	2013 MPI MP36PH3C Locomotive	21	N/A	12815	1,680	90	1	28	\$4,700,000	N	2	D	N

78	2013 MPI MP36PH3C Locomotive	21	N/A	12816	672	90	1	28	\$4,700,000	N	2	D	N
79	2013 MPI MP36PH3C Locomotive	21	N/A	12817	2,730	90	1	28	\$4,700,000	N	2	D	N
80	1999 Bombardier Bi-level Cab Car	18	N/A	10034	177,728	85	14	26	\$2,300,000	Y	139	N/A	N
81	1999 Bombardier Bi-level Cab Car	18	N/A	10035	148,366	85	14	26	\$2,300,000	Y	139	N/A	N
82	1999 Bombardier Bi-level Cab Car	18	N/A	10036	152,211	85	14	26	\$2,300,000	Y	139	N/A	N
83	1999 Bombardier Bi-level Cab Car	18	N/A	10037	137,285	85	14	26	\$2,300,000	Y	139	N/A	N
84	1999 Bombardier Bi-level Cab Car	18	N/A	10038	149,330	85	14	26	\$2,300,000	Y	139	N/A	N
85	1999 Bombardier Bi-level Cab Car	18	N/A	10039	142,836	85	14	26	\$2,300,000	Y	139	N/A	N
86	1999 Bombardier Bi-level Cab Car	18	N/A	10040	160,679	85	14	26	\$2,300,000	Y	139	N/A	N
87	1999 Bombardier Bi-level Cab Car	18	N/A	10041	170,592	85	14	26	\$2,300,000	Y	139	N/A	N
88	1999 Bombardier Bi-level Cab Car	18	N/A	10045	324,127	85	14	26	\$2,300,000	Y	139	N/A	N
89	1999 Bombardier Bi-level Cab Car	18	N/A	10046	258,151	85	14	26	\$2,300,000	Y	139	N/A	N
90	1999 Bombardier Bi-level Cab Car	18	N/A	10047	231,059	85	14	26	\$2,300,000	Y	139	N/A	N
91	2000 Bombardier Bi-level Coach Car	18	N/A	10042	215,944	85	13	27	\$2,200,000	Y	148	N/A	N
92	2000 Bombardier Bi-level Coach Car	18	N/A	10043	230,814	85	13	27	\$2,200,000	Y	148	N/A	N
93	2000 Bombardier Bi-level Coach Car	18	N/A	10044	185,468	85	13	27	\$2,200,000	Y	148	N/A	N
94	2000 Bombardier Bi-level Coach Car	18	N/A	10053	227,588	85	13	27	\$2,200,000	Y	148	N/A	N
95	2000 Bombardier Bi-level Coach Car	18	N/A	10054	218,237	85	13	27	\$2,200,000	Y	148	N/A	N
96	2000 Bombardier Bi-level Coach Car	18	N/A	10055	225,990	85	13	27	\$2,200,000	Y	148	N/A	N
97	2000 Bombardier Bi-level Coach Car	18	N/A	10056	191,239	85	13	27	\$2,200,000	Y	148	N/A	N
98	2000 Bombardier Bi-level Coach Car	18	N/A	10057	126,381	85	13	27	\$2,200,000	Y	148	N/A	N
99	2000 Bombardier Bi-level Coach Car	18	N/A	10058	202,633	85	13	27	\$2,200,000	Y	148	N/A	N

100	2000 Bombardier Bi-level Coach Car	18	N/A	10059	218,472	85	13	27	\$2,200,000	Y	148	N/A	N
101	2000 Bombardier Bi-level Coach Car	18	N/A	10060	130,891	85	13	27	\$2,200,000	Y	148	N/A	N
102	2000 Bombardier Bi-level Coach Car	18	N/A	10061	223,374	85	13	27	\$2,200,000	Y	148	N/A	N
103	2000 Bombardier Bi-level Coach Car	18	N/A	10428	152,240	85	13	27	\$2,200,000	Y	148	N/A	N
104	2000 Bombardier Bi-level Coach Car	18	N/A	10062	191,733	85	13	27	\$2,200,000	Y	148	N/A	N
105	2001 Bombardier Bi-level Coach Car	18	N/A	10429	195,399	85	12	28	\$2,200,000	Y	148	N/A	N
106	2001 Bombardier Bi-level Coach Car	18	N/A	10439	231,235	85	12	28	\$2,200,000	Y	148	N/A	N
107	2001 Bombardier Bi-level Coach Car	18	N/A	10440	187,200	85	12	28	\$2,200,000	Y	148	N/A	N
108	2001 Bombardier Bi-level Coach Car	18	N/A	10441	243,245	85	12	28	\$2,200,000	Y	148	N/A	N
109	2002 Bombardier Bi-level Coach Car	18	N/A	10421	160,394	85	11	29	\$2,200,000	Y	148	N/A	N
110	2002 Bombardier Bi-level Coach Car	18	N/A	10422	166,803	85	11	29	\$2,200,000	Y	148	N/A	N
111	2001 Bombardier Bi-level Coach Car	18	N/A	10423	152,498	85	12	28	\$2,200,000	Y	148	N/A	N
112	2001 Bombardier Bi-level Coach Car	18	N/A	10430	272,285	85	12	28	\$2,200,000	Y	148	N/A	N
113	2001 Bombardier Bi-level Coach Car	18	N/A	10433	270,644	85	12	28	\$2,200,000	Y	148	N/A	N
114	2001 Bombardier Bi-level Coach Car	18	N/A	10432	211,299	85	12	28	\$2,200,000	Y	148	N/A	N
115	2001 Bombardier Bi-level Coach Car	18	N/A	10433	275,756	85	12	28	\$2,200,000	Y	148	N/A	N
116	2001 Bombardier Bi-level Coach Car	18	N/A	10434	217,132	85	12	28	\$2,200,000	Y	148	N/A	N
117	2001 Bombardier Bi-level Coach Car	18	N/A	10424	217,229	85	12	28	\$2,200,000	Y	148	N/A	N
118	2001 Bombardier Bi-level Coach Car	18	N/A	10425	157,677	85	12	28	\$2,200,000	Y	148	N/A	N
119	2001 Bombardier Bi-level Coach Car	18	N/A	10426	129,865	85	12	28	\$2,200,000	Y	148	N/A	N
120	2001 Bombardier Bi-level Coach Car	18	N/A	10427	241,115	85	12	28	\$2,200,000	Y	148	N/A	N
121	2003 Bombardier Bi-level Cab Car	18	N/A	10595	234,154	85	10	30	\$2,300,000	Y	139	N/A	N

122	2003 Bombardier Bi-level Cab Car	18	N/A	10596	257,883	85	10	30	\$2,300,000	Y	139	N/A	N
123	2003 Bombardier Bi-level Cab Car	18	N/A	10597	318,237	85	10	30	\$2,300,000	Y	139	N/A	N
124	2003 Bombardier Bi-level Cab Car	18	N/A	10598	152,990	85	10	30	\$2,300,000	Y	139	N/A	N
125	2003 Bombardier Bi-level Cab Car	18	N/A	10599	163,161	85	10	30	\$2,300,000	Y	139	N/A	N
126	2003 Bombardier Bi-level Cab Car	18	N/A	10600	140,153	85	10	30	\$2,300,000	Y	139	N/A	N
127	2003 Bombardier Bi-level Cab Car	18	N/A	10601	129,161	85	10	30	\$2,300,000	Y	139	N/A	N
128	2002 Bombardier Bi-level Coach Car	18	N/A	10585	271,599	85	11	29	\$2,200,000	Y	148	N/A	N
129	2002 Bombardier Bi-level Coach Car	18	N/A	10586	254,352	85	11	29	\$2,200,000	Y	148	N/A	N
130	2002 Bombardier Bi-level Coach Car	18	N/A	10587	211,460	85	11	29	\$2,200,000	Y	148	N/A	N
131	2002 Bombardier Bi-level Coach Car	18	N/A	10588	208,347	85	11	29	\$2,200,000	Y	148	N/A	N
132	2002 Bombardier Bi-level Coach Car	18	N/A	10589	215,186	85	11	29	\$2,200,000	Y	148	N/A	N
133	2002 Bombardier Bi-level Coach Car	18	N/A	10590	190,862	85	11	29	\$2,200,000	Y	148	N/A	N
134	2002 Bombardier Bi-level Coach Car	18	N/A	10591	206,194	85	11	29	\$2,200,000	Y	148	N/A	N
135	2002 Bombardier Bi-level Coach Car	18	N/A	10592	214,949	85	11	29	\$2,200,000	Y	148	N/A	N
136	2002 Bombardier Bi-level Coach Car	18	N/A	10593	229,324	85	11	29	\$2,200,000	Y	148	N/A	N
137	2002 Bombardier Bi-level Coach Car	18	N/A	10594	202,999	85	11	29	\$2,200,000	Y	148	N/A	N
138	1999 New Flyer 60'LF	5	5FYD2UM10XU019639	1815	754,597	8	14	0	\$1,063,872	Y	58	D	N
139	1999 New Flyer 60'LF	5	5FYD2UM10XU019642	1818	788,323	8	14	0	\$1,063,872	Y	58	D	N
140	1999 New Flyer 60'LF	5	5FYD2UM11XU019648	1824	808,027	8	14	0	\$1,063,872	Y	58	D	N
141	1999 New Flyer 60'LF	5	5FYD2UM17XU019637	1813	874,992	8	14	0	\$1,063,872	Y	58	D	N
142	2000 New Flyer 60'LF	5	5FYC2LL16YU021470	2489	497,743	9	13	0	\$1,063,872	Y	58	D	N
143	2000 New Flyer 60'LF	5	5FYC2LL10YU021481	2500	388,689	29	13	0	\$1,063,872	Y	56	D	N
144	2000 New Flyer 60'LF	5	5FYC2LL12YU021479	2498	376,351	29	13	0	\$1,063,872	Y	56	D	N
145	2000 New Flyer 60'LF	5	5FYC2LL15YU021475	2494	402,663	29	13	0	\$1,063,872	Y	56	D	N
146	2000 New Flyer 60'LF	5	5FYC2LL17YU021476	2495	407,610	29	13	0	\$1,063,872	Y	56	D	N

147	2001 Gillig 40' Phantom	1	15GCD211011089626	10088	643,265	48	12	0	\$1,063,872	Y	42	D	N
148	2001 Gillig 40' Phantom	1	15GCD211011089643	10114	649,147	48	12	0	\$1,063,872	Y	42	D	N
149	2001 Gillig 40' Phantom	1	15GCD211111089635	10106	634,449	48	12	0	\$1,063,872	Y	42	D	N
150	2001 Gillig 40' Phantom	1	15GCD211211089627	10090	649,481	48	12	0	\$1,063,872	Y	42	D	N
151	2001 Gillig 40' Phantom	1	15GCD211211089630	10096	638,166	48	12	0	\$1,063,872	Y	42	D	N
152	2001 Gillig 40' Phantom	1	15GCD211211089644	10115	642,739	48	12	0	\$1,063,872	Y	42	D	N
153	2001 Gillig 40' Phantom	1	15GCD211311089636	10107	632,526	48	12	0	\$1,063,872	Y	42	D	N
154	2001 Gillig 40' Phantom	1	15GCD211411089628	10091	659,744	48	12	0	\$1,063,872	Y	42	D	N
155	2001 Gillig 40' Phantom	1	15GCD211411089631	10098	659,502	48	12	0	\$1,063,872	Y	42	D	N
156	2001 Gillig 40' Phantom	1	15GCD211411089645	10116	610,594	49	12	0	\$1,063,872	Y	42	D	N
157	2001 Gillig 40' Phantom	1	15GCD211511089637	10108	629,172	48	12	0	\$1,063,872	Y	42	D	N
158	2001 Gillig 40' Phantom	1	15GCD211511089640	10111	623,819	48	12	0	\$1,063,872	Y	42	D	N
159	2001 Gillig 40' Phantom	1	15GCD211611089629	10094	639,257	48	12	0	\$1,063,872	Y	42	D	N
160	2001 Gillig 40' Phantom	1	15GCD211611089632	10100	661,907	48	12	0	\$1,063,872	Y	42	D	N
161	2001 Gillig 40' Phantom	1	15GCD211711089638	10109	635,000	48	12	0	\$1,063,872	Y	42	D	N
162	2001 Gillig 40' Phantom	1	15GCD211711089641	10112	646,631	48	12	0	\$1,063,872	Y	42	D	N
163	2001 Gillig 40' Phantom	1	15GCD211811089633	10102	603,940	48	12	0	\$1,063,872	Y	42	D	N
164	2001 Gillig 40' Phantom	1	15GCD211911089639	10110	650,678	48	12	0	\$1,063,872	Y	42	D	N
165	2001 Gillig 40' Phantom	1	15GCD211911089642	10113	640,745	49	12	0	\$1,063,872	Y	42	D	N
166	2001 Gillig 40' Phantom	1	15GCD211X11089634	10104	620,690	48	12	0	\$1,063,872	Y	42	D	N
167	2001 New Flyer 40'LF CNG	1	5FYC2LP101U022727	10105	599,426	48	12	0	\$1,063,872	Y	37	CNG	N
168	2001 New Flyer 40'LF CNG	1	5FYC2LP101U022730	10139	599,079	48	12	0	\$1,063,872	Y	37	CNG	N
169	2001 New Flyer 40'LF CNG	1	5FYC2LP111U022722	10093	592,999	48	12	0	\$1,063,872	Y	37	CNG	N
170	2001 New Flyer 40'LF CNG	1	5FYC2LP111U022736	10145	589,733	48	12	0	\$1,063,872	Y	37	CNG	N
171	2001 New Flyer 40'LF CNG	1	5FYC2LP121U022728	10137	585,205	48	12	0	\$1,063,872	Y	37	CNG	N
172	2001 New Flyer 40'LF CNG	1	5FYC2LP121U022731	10140	599,036	48	12	0	\$1,063,872	Y	37	CNG	N
173	2001 New Flyer 40'LF CNG	1	5FYC2LP131U022723	10097	586,224	48	12	0	\$1,063,872	Y	37	CNG	N
174	2001 New Flyer 40'LF CNG	1	5FYC2LP131U022737	10146	619,597	48	12	0	\$1,063,872	Y	37	CNG	N
175	2001 New Flyer 40'LF CNG	1	5FYC2LP141U022729	10138	599,901	48	12	0	\$1,063,872	Y	37	CNG	N
176	2001 New Flyer 40'LF CNG	1	5FYC2LP141U022732	10141	598,334	48	12	0	\$1,063,872	Y	37	CNG	N
177	2001 New Flyer 40'LF CNG	1	5FYC2LP151U022724	10099	608,453	48	12	0	\$1,063,872	Y	37	CNG	N

178	2001 New Flyer 40'LF CNG	1	5FYC2LP151U022738	10147	606,109	48	12	0	\$1,063,872	Y	37	CNG	N
179	2001 New Flyer 40'LF CNG	1	5FYC2LP161U022733	10142	617,817	48	12	0	\$1,063,872	Y	37	CNG	N
180	2001 New Flyer 40'LF CNG	1	5FYC2LP171U022725	10101	586,626	48	12	0	\$1,063,872	Y	37	CNG	N
181	2001 New Flyer 40'LF CNG	1	5FYC2LP171U022739	10148	602,421	48	12	0	\$1,063,872	Y	37	CNG	N
182	2001 New Flyer 40'LF CNG	1	5FYC2LP181U022720	10089	591,325	48	12	0	\$1,063,872	Y	37	CNG	N
183	2001 New Flyer 40'LF CNG	1	5FYC2LP181U022734	10143	604,687	48	12	0	\$1,063,872	Y	37	CNG	N
184	2001 New Flyer 40'LF CNG	1	5FYC2LP191U022726	10103	600,412	48	12	0	\$1,063,872	Y	37	CNG	N
185	2001 New Flyer 40'LF CNG	1	5FYC2LP1X1U022721	10092	583,664	48	12	0	\$1,063,872	Y	37	CNG	N
186	2001 New Flyer 40'LF CNG	1	5FYC2LP1X1U022735	10144	586,760	48	12	0	\$1,063,872	Y	37	CNG	N
187	2003 New Flyer DE40'LF	5	5FYH2LV163U024980	10555	486,008	48	10	2	\$1,063,872	Y	37	DE	N
188	2004 New Flyer 60'LF	5	5FYD4YW014C027465	10933	357,698	64	9	3	\$1,063,872	Y	56	D	N
189	2004 New Flyer 60'LF	5	5FYD4YW014C027529	10943	371,337	63	9	3	\$1,063,872	Y	56	D	N
190	2004 New Flyer 60'LF	5	5FYD4YW034C027466	10934	365,502	63	9	3	\$1,063,872	Y	56	D	N
191	2004 New Flyer 60'LF	5	5FYD4YW054C027467	10935	362,724	63	9	3	\$1,063,872	Y	56	D	N
192	2004 New Flyer 60'LF	5	5FYD4YW054C027470	10938	379,443	63	9	3	\$1,063,872	Y	56	D	N
193	2004 New Flyer 60'LF	5	5FYD4YW064C027462	10930	368,269	64	9	3	\$1,063,872	Y	56	D	N
194	2004 New Flyer 60'LF	5	5FYD4YW074C027468	10936	364,998	63	9	3	\$1,063,872	Y	56	D	N
195	2004 New Flyer 60'LF	5	5FYD4YW074C027471	10939	368,850	63	9	3	\$1,063,872	Y	56	D	N
196	2004 New Flyer 60'LF	5	5FYD4YW084C027463	10931	353,395	63	9	3	\$1,063,872	Y	56	D	N
197	2004 New Flyer 60'LF	5	5FYD4YW084C027527	10941	361,911	64	9	3	\$1,063,872	Y	56	D	N
198	2004 New Flyer 60'LF	5	5FYD4YW084C027530	10944	356,785	63	9	3	\$1,063,872	Y	56	D	N
199	2004 New Flyer 60'LF	5	5FYD4YW094C027469	10937	363,543	64	9	3	\$1,063,872	Y	56	D	N
200	2004 New Flyer 60'LF	5	5FYD4YW094C027472	10940	379,804	63	9	3	\$1,063,872	Y	56	D	N
201	2004 New Flyer 60'LF	5	5FYD4YW0X4C027464	10932	353,240	63	9	3	\$1,063,872	Y	56	D	N
202	2004 New Flyer 60'LF	5	5FYD4YW0X4C027528	10942	372,412	64	9	3	\$1,063,872	Y	56	D	N
203	2004 New Flyer 60'LF	5	5FYD4YW0X4C027531	10945	371,511	64	9	3	\$1,063,872	Y	56	D	N
204	2004 New Flyer DE60LF	5	5FYH2UW004U027046	10809	443,272	73	9	3	\$1,063,872	Y	56	DE	N
205	2004 New Flyer DE60LF	5	5FYH2UW004U027063	10826	415,977	73	9	3	\$1,063,872	Y	56	DE	N
206	2004 New Flyer DE60LF	5	5FYH2UW014U027055	10818	421,859	73	9	3	\$1,063,872	Y	56	DE	N
207	2004 New Flyer DE60LF	5	5FYH2UW024U027047	10810	435,372	73	9	3	\$1,063,872	Y	56	DE	N
208	2004 New Flyer DE60LF	5	5FYH2UW024U027050	10813	420,953	73	9	3	\$1,063,872	Y	56	DE	N

209	2004 New Flyer DE60LF	5	5FYH2UW024U027064	10827	419,876	73	9	3	\$1,063,872	Y	56	DE	N
210	2004 New Flyer DE60LF	5	5FYH2UW034U027056	10819	424,016	73	9	3	\$1,063,872	Y	56	DE	N
211	2004 New Flyer DE60LF	5	5FYH2UW044U027048	10811	397,250	73	9	3	\$1,063,872	Y	56	DE	N
212	2004 New Flyer DE60LF	5	5FYH2UW044U027051	10814	413,086	73	9	3	\$1,063,872	Y	56	DE	N
213	2004 New Flyer DE60LF	5	5FYH2UW044U027065	10828	411,330	73	9	3	\$1,063,872	Y	56	DE	N
214	2004 New Flyer DE60LF	5	5FYH2UW054U027057	10820	413,133	73	9	3	\$1,063,872	Y	56	DE	N
215	2004 New Flyer DE60LF	5	5FYH2UW054U027060	10823	405,066	73	9	3	\$1,063,872	Y	56	DE	N
216	2004 New Flyer DE60LF	5	5FYH2UW064U027049	10812	427,111	73	9	3	\$1,063,872	Y	56	DE	N
217	2004 New Flyer DE60LF	5	5FYH2UW064U027052	10815	425,838	73	9	3	\$1,063,872	Y	56	DE	N
218	2004 New Flyer DE60LF	5	5FYH2UW064U027066	10829	425,245	73	9	3	\$1,063,872	Y	56	DE	N
219	2004 New Flyer DE60LF	5	5FYH2UW074U027058	10821	436,070	73	9	3	\$1,063,872	Y	56	DE	N
220	2004 New Flyer DE60LF	5	5FYH2UW074U027061	10824	424,124	73	9	3	\$1,063,872	Y	56	DE	N
221	2004 New Flyer DE60LF	5	5FYH2UW084U027053	10816	401,064	73	9	3	\$1,063,872	Y	56	DE	N
222	2004 New Flyer DE60LF	5	5FYH2UW094U027045	10808	435,792	73	9	3	\$1,063,872	Y	56	DE	N
223	2004 New Flyer DE60LF	5	5FYH2UW094U027059	10822	417,275	73	9	3	\$1,063,872	Y	56	DE	N
224	2004 New Flyer DE60LF	5	5FYH2UW094U027062	1825	426,658	73	9	3	\$1,063,872	Y	56	DE	N
225	2004 New Flyer DE60LF	5	5FYH2UW0X4U027054	10817	437,465	73	9	3	\$1,063,872	Y	56	DE	N
226	2005 Gillig 40' Phantom	1	15GCD291251111748	11031	438,254	63	8	4	\$1,063,872	Y	42	D	N
227	2005 Gillig 40' Phantom	1	15GCD291451111749	11036	437,758	64	8	4	\$1,063,872	Y	42	D	N
228	2005 MCI D4500	1	1M8PDMPA05P056545	11003	675,573	61	8	4	\$1,063,872	Y	57	D	N
229	2005 MCI D4500	1	1M8PDMPA25P056546	11004	717,940	61	8	4	\$1,063,872	Y	57	D	N
230	2005 MCI D4500	1	1M8PDMPA35P056541	10999	687,022	60	8	4	\$1,063,872	Y	57	D	N
231	2005 MCI D4500	1	1M8PDMPA45P056547	11005	636,571	61	8	4	\$1,063,872	Y	57	D	N
232	2005 MCI D4500	1	1M8PDMPA45P056550	11008	735,538	61	8	4	\$1,063,872	Y	57	D	N
233	2005 MCI D4500	1	1M8PDMPA55P056542	11000	786,720	60	8	4	\$1,063,872	Y	57	D	N
234	2005 MCI D4500	1	1M8PDMPA65P056548	11006	736,515	61	8	4	\$1,063,872	Y	57	D	N
235	2005 MCI D4500	1	1M8PDMPA65P056551	11009	716,116	61	8	4	\$1,063,872	Y	57	D	N
236	2005 MCI D4500	1	1M8PDMPA75P056543	11001	738,477	61	8	4	\$1,063,872	Y	57	D	N
237	2005 MCI D4500	1	1M8PDMPA85P056549	11007	771,929	61	8	4	\$1,063,872	Y	57	D	N
238	2005 MCI D4500	1	1M8PDMPA85P056552	11010	777,772	61	8	4	\$1,063,872	Y	57	D	N
239	2005 MCI D4500	1	1M8PDMPA95P056544	11002	705,370	61	8	4	\$1,063,872	Y	57	D	N

240	2005 MCI D4500	1	1M8PDMPAX5P056553	11011	755,354	61	8	4	\$1,063,872	Y	57	D	N
241	2008 Gillig 40' Phantom	1	15GCD271081112906	11331	344,028	72	5	7	\$1,063,872	Y	42	D	N
242	2008 Gillig 40' Phantom	1	15GCD271181112901	11326	324,369	72	5	7	\$1,063,872	Y	42	D	N
243	2008 Gillig 40' Phantom	1	15GCD271281112907	11332	330,150	73	5	7	\$1,063,872	Y	42	D	N
244	2008 Gillig 40' Phantom	1	15GCD271381112902	11327	337,499	72	5	7	\$1,063,872	Y	42	D	N
245	2008 Gillig 40' Phantom	1	15GCD271481112908	11333	343,397	72	5	7	\$1,063,872	Y	42	D	N
246	2008 Gillig 40' Phantom	1	15GCD271581112903	11328	331,724	72	5	7	\$1,063,872	Y	42	D	N
247	2008 Gillig 40' Phantom	1	15GCD271681112909	11334	298,644	74	5	7	\$1,063,872	Y	42	D	N
248	2008 Gillig 40' Phantom	1	15GCD271781112904	11329	321,036	73	5	7	\$1,063,872	Y	42	D	N
249	2008 Gillig 40' Phantom	1	15GCD271981112905	11330	326,061	72	5	7	\$1,063,872	Y	42	D	N
250	2008 Gillig 40' Phantom	1	15GCD271X81112900	11325	334,838	72	5	7	\$1,063,872	Y	42	D	N
251	2008 Gillig 40' Phantom	1	15GCD271081112887	11337	362,838	72	5	7	\$1,063,872	Y	42	D	N
252	2008 Gillig 40' Phantom	1	15GCD271081112890	11315	370,117	72	5	7	\$1,063,872	Y	42	D	N
253	2008 Gillig 40' Phantom	1	15GCD271181112882	11338	367,177	72	5	7	\$1,063,872	Y	42	D	N
254	2008 Gillig 40' Phantom	1	15GCD271181112896	11322	337,567	72	5	7	\$1,063,872	Y	42	D	N
255	2008 Gillig 40' Phantom	1	15GCD271281112888	11336	371,839	72	5	7	\$1,063,872	Y	42	D	N
256	2008 Gillig 40' Phantom	1	15GCD271281112891	11317	370,443	72	5	7	\$1,063,872	Y	42	D	N
257	2008 Gillig 40' Phantom	1	15GCD271381112883	11310	365,449	72	5	7	\$1,063,872	Y	42	D	N
258	2008 Gillig 40' Phantom	1	15GCD271381112897	11323	364,390	72	5	7	\$1,063,872	Y	42	D	N
259	2008 Gillig 40' Phantom	1	15GCD271481112889	11314	372,210	72	5	7	\$1,063,872	Y	42	D	N
260	2008 Gillig 40' Phantom	1	15GCD271481112892	11318	361,824	72	5	7	\$1,063,872	Y	42	D	N
261	2008 Gillig 40' Phantom	1	15GCD271581112884	11311	351,323	72	5	7	\$1,063,872	Y	42	D	N
262	2008 Gillig 40' Phantom	1	15GCD271581112898	11335	338,177	72	5	7	\$1,063,872	Y	42	D	N
263	2008 Gillig 40' Phantom	1	15GCD271681112893	11319	364,079	72	5	7	\$1,063,872	Y	42	D	N
264	2008 Gillig 40' Phantom	1	15GCD271781112885	11312	363,407	72	5	7	\$1,063,872	Y	42	D	N
265	2008 Gillig 40' Phantom	1	15GCD271781112899	11324	370,829	71	5	7	\$1,063,872	Y	42	D	N
266	2008 Gillig 40' Phantom	1	15GCD271881112880	11340	366,701	72	5	7	\$1,063,872	Y	42	D	N
267	2008 Gillig 40' Phantom	1	15GCD271881112894	11320	362,706	72	5	7	\$1,063,872	Y	42	D	N
268	2008 Gillig 40' Phantom	1	15GCD271981112886	11313	350,407	72	5	7	\$1,063,872	Y	42	D	N
269	2008 Gillig 40' Phantom	1	15GCD271X81112881	11339	363,778	72	5	7	\$1,063,872	Y	42	D	N
270	2008 Gillig 40' Phantom	1	15GCD271X81112895	11321	376,005	72	5	7	\$1,063,872	Y	42	D	N

271	2008 MCI D4500	1	1M8PDMEA28P058322	11254	538,137	70	5	7	\$1,063,872	Y	57	D	N
272	2008 MCI D4500	1	1M8PDMEA28P058336	11261	553,245	71	5	7	\$1,063,872	Y	57	D	N
273	2008 MCI D4500	1	1M8PDMEA38P058331	11259	565,918	70	5	7	\$1,063,872	Y	57	D	N
274	2008 MCI D4500	1	1M8PDMEA58P058329	11258	565,272	70	5	7	\$1,063,872	Y	57	D	N
275	2008 MCI D4500	1	1M8PDMEA68P058324	11255	543,560	71	5	7	\$1,063,872	Y	57	D	N
276	2008 MCI D4500	1	1M8PDMEA98P058334	11260	570,456	70	5	7	\$1,063,872	Y	57	D	N
277	2008 MCI D4500	1	1M8PDMEAX8P058326	11257	571,232	70	5	7	\$1,063,872	Y	57	D	N
278	2008 New Flyer DE60LF	5	5FYH4YU058C034784	11431	239,141	78	5	7	\$1,063,872	Y	56	DE	N
279	2008 New Flyer DE60LF	5	5FYH4YU078C034785	11430	237,928	78	5	7	\$1,063,872	Y	56	DE	N
280	2009 MCI D4500	1	1M8PDMEA09P059132	11568	379,779	70	4	8	\$1,063,872	Y	57	D	N
281	2009 MCI D4500	1	1M8PDMEA79P059130	11570	403,043	70	4	8	\$1,063,872	Y	57	D	N
282	2009 MCI D4500	1	1M8PDMEA99P059131	11569	391,133	70	4	8	\$1,063,872	Y	57	D	N
283	2010 MCI D4500	1	1M8PDMEA0BP059637	12412	270,391	85	3	9	\$1,063,872	Y	57	D	N
284	2010 MCI D4500	1	1M8PDMEA0BP059640	12409	265,427	85	3	9	\$1,063,872	Y	57	D	N
285	2010 MCI D4500	1	1M8PDMEA1BP059646	12405	275,495	85	3	9	\$1,063,872	Y	57	D	N
286	2010 MCI D4500	1	1M8PDMEA2BP059638	12413	270,524	85	3	9	\$1,063,872	Y	57	D	N
287	2010 MCI D4500	1	1M8PDMEA2BP059641	12408	277,525	85	3	9	\$1,063,872	Y	57	D	N
288	2010 MCI D4500	1	1M8PDMEA3BP059647	12404	274,191	85	3	9	\$1,063,872	Y	57	D	N
289	2010 MCI D4500	1	1M8PDMEA3BP059650	12415	277,736	85	3	9	\$1,063,872	Y	57	D	N
290	2010 MCI D4500	1	1M8PDMEA4BP059639	12410	262,466	85	3	9	\$1,063,872	Y	57	D	N
291	2010 MCI D4500	1	1M8PDMEA4BP059642	12407	270,790	85	3	9	\$1,063,872	Y	57	D	N
292	2010 MCI D4500	1	1M8PDMEA5BP059648	12403	274,603	85	3	9	\$1,063,872	Y	57	D	N
293	2010 MCI D4500	1	1M8PDMEA5BP059651	12416	258,905	86	3	9	\$1,063,872	Y	57	D	N
294	2010 MCI D4500	1	1M8PDMEA6BP059643	12414	263,957	85	3	9	\$1,063,872	Y	57	D	N
295	2010 MCI D4500	1	1M8PDMEA7BP059649	12402	271,932	85	3	9	\$1,063,872	Y	57	D	N
296	2010 MCI D4500	1	1M8PDMEA7BP059652	12417	257,447	85	3	9	\$1,063,872	Y	57	D	N
297	2010 MCI D4500	1	1M8PDMEA8BP059644	12418	267,273	85	3	9	\$1,063,872	Y	57	D	N
298	2010 MCI D4500	1	1M8PDMEA9BP059636	12411	268,861	85	3	9	\$1,063,872	Y	57	D	N
299	2010 MCI D4500	1	1M8PDMEAXBP059645	12406	271,576	85	3	9	\$1,063,872	Y	57	D	N
300	2010 New Flyer 60'LF	5	5FYD5YU00AC038078	12356	184,763	77	3	9	\$1,063,872	Y	56	D	N
301	2010 New Flyer 60'LF	5	5FYD5YU00AC038081	12359	172,900	77	3	9	\$1,063,872	Y	56	D	N

302	2010 New Flyer 60'LF	5	5FYD5YU02AC038079	12357	193,737	77	3	9	\$1,063,872	Y	56	D	N
303	2010 New Flyer 60'LF	5	5FYD5YU02AC038082	12360	198,467	77	3	9	\$1,063,872	Y	56	D	N
304	2010 New Flyer 60'LF	5	5FYD5YU03AC038074	12351	163,001	77	3	9	\$1,063,872	Y	56	D	Y
305	2010 New Flyer 60'LF	5	5FYD5YU04AC038083	12361	184,775	77	3	9	\$1,063,872	Y	56	D	N
306	2010 New Flyer 60'LF	5	5FYD5YU05AC038075	12353	183,224	77	3	9	\$1,063,872	Y	56	D	N
307	2010 New Flyer 60'LF	5	5FYD5YU06AC038084	12362	135,151	80	3	9	\$1,063,872	Y	56	D	N
308	2010 New Flyer 60'LF	5	5FYD5YU07AC038076	12354	203,069	77	3	9	\$1,063,872	Y	56	D	N
309	2010 New Flyer 60'LF	5	5FYD5YU08AC038085	12363	188,228	77	3	9	\$1,063,872	Y	56	D	Y
310	2010 New Flyer 60'LF	5	5FYD5YU09AC038077	12355	196,548	77	3	9	\$1,063,872	Y	56	D	N
311	2010 New Flyer 60'LF	5	5FYD5YU09AC038080	12358	177,821	77	3	9	\$1,063,872	Y	56	D	N
312	2010 New Flyer 60'LF	5	5FYD5YU0XAC038086	12364	183,850	77	3	9	\$1,063,872	Y	56	D	N
313	2010 New Flyer DE60LF	5	5FYH4YU00AC036917	12227	155,499	88	3	9	\$1,063,872	Y	56	DE	N
314	2010 New Flyer DE60LF	5	5FYH4YU00AC036920	12226	165,142	88	3	9	\$1,063,872	Y	56	DE	N
315	2010 New Flyer DE60LF	5	5FYH4YU01AC036926	12236	151,266	88	3	9	\$1,063,872	Y	56	DE	N
316	2010 New Flyer DE60LF	5	5FYH4YU02AC036918	12228	158,814	88	3	9	\$1,063,872	Y	56	DE	N
317	2010 New Flyer DE60LF	5	5FYH4YU02AC036921	12231	167,604	88	3	9	\$1,063,872	Y	56	DE	N
318	2010 New Flyer DE60LF	5	5FYH4YU03AC036927	12230	154,496	88	3	9	\$1,063,872	Y	56	DE	N
319	2010 New Flyer DE60LF	5	5FYH4YU04AC036919	12229	167,419	88	3	9	\$1,063,872	Y	56	DE	N
320	2010 New Flyer DE60LF	5	5FYH4YU04AC036922	12232	166,680	88	3	9	\$1,063,872	Y	56	DE	N
321	2010 New Flyer DE60LF	5	5FYH4YU06AC036923	12233	149,777	88	3	9	\$1,063,872	Y	56	DE	N
322	2010 New Flyer DE60LF	5	5FYH4YU07AC036915	12225	153,950	78	3	9	\$1,063,872	Y	56	DE	N
323	2010 New Flyer DE60LF	5	5FYH4YU08AC036924	12234	165,321	87	3	9	\$1,063,872	Y	56	DE	N
324	2010 New Flyer DE60LF	5	5FYH4YU09AC036916	12224	167,204	88	3	9	\$1,063,872	Y	56	DE	N
325	2010 New Flyer DE60LF	5	5FYH4YU0XAC036925	12235	154,281	88	3	9	\$1,063,872	Y	56	DE	N
326	2010 New Flyer DE60LF	5	5FYH5YU00AC037689	12366	151,972	88	3	9	\$1,063,872	Y	56	DE	N
327	2010 New Flyer DE60LF	5	5FYH5YU00AC037692	12369	145,564	87	3	9	\$1,063,872	Y	56	DE	N
328	2010 New Flyer DE60LF	5	5FYH5YU01AC037698	12375	152,591	88	3	9	\$1,063,872	Y	56	DE	N
329	2010 New Flyer DE60LF	5	5FYH5YU02AC037693	12370	140,654	88	3	9	\$1,063,872	Y	56	DE	N
330	2010 New Flyer DE60LF	5	5FYH5YU04AC037694	12371	152,279	88	3	9	\$1,063,872	Y	56	DE	N
331	2010 New Flyer DE60LF	5	5FYH5YU06AC037695	12372	143,238	87	3	9	\$1,063,872	Y	56	DE	N
332	2010 New Flyer DE60LF	5	5FYH5YU07AC037690	12367	134,343	88	3	9	\$1,063,872	Y	56	DE	N

333	2010 New Flyer DE60LF	5	5FYH5YU08AC037696	12373	154,068	87	3	9	\$1,063,872	Y	56	DE	N
334	2010 New Flyer DE60LF	5	5FYH5YU09AC037688	12365	145,837	88	3	9	\$1,063,872	Y	56	DE	N
335	2010 New Flyer DE60LF	5	5FYH5YU09AC037691	12368	143,398	88	3	9	\$1,063,872	Y	56	DE	N
336	2010 New Flyer DE60LF	5	5FYH5YU0XAC037697	12374	143,196	88	3	9	\$1,063,872	Y	56	DE	N
337	2011 New Flyer 60'LF	5	5FYD5YU00BB039321	12559	145,149	87	2	10	\$1,063,872	Y	56	D	N
338	2011 New Flyer 60'LF	5	5FYD5YU00BC038566	12471	157,557	87	2	10	\$1,063,872	Y	56	D	N
339	2011 New Flyer 60'LF	5	5FYD5YU01BB039327	12565	153,045	87	2	10	\$1,063,872	Y	56	D	N
340	2011 New Flyer 60'LF	5	5FYD5YU01BB039330	12568	132,019	87	2	10	\$1,063,872	Y	56	D	N
341	2011 New Flyer 60'LF	5	5FYD5YU01BC038561	12466	161,182	87	2	10	\$1,063,872	Y	56	D	N
342	2011 New Flyer 60'LF	5	5FYD5YU01BC038575	12480	158,682	87	2	10	\$1,063,872	Y	56	D	N
343	2011 New Flyer 60'LF	5	5FYD5YU02BB039322	12560	141,403	87	2	10	\$1,063,872	Y	56	D	N
344	2011 New Flyer 60'LF	5	5FYD5YU02BC038567	12472	163,772	87	2	10	\$1,063,872	Y	56	D	N
345	2011 New Flyer 60'LF	5	5FYD5YU02BC038570	12475	162,477	87	2	10	\$1,063,872	Y	56	D	N
346	2011 New Flyer 60'LF	5	5FYD5YU03BB039328	12566	148,955	87	2	10	\$1,063,872	Y	56	D	N
347	2011 New Flyer 60'LF	5	5FYD5YU03BC038559	12464	156,140	87	2	10	\$1,063,872	Y	56	D	N
348	2011 New Flyer 60'LF	5	5FYD5YU03BC038562	12467	167,576	87	2	10	\$1,063,872	Y	56	D	N
349	2011 New Flyer 60'LF	5	5FYD5YU03BC038576	12481	137,171	87	2	10	\$1,063,872	Y	56	D	N
350	2011 New Flyer 60'LF	5	5FYD5YU04BB039323	12561	146,017	87	2	10	\$1,063,872	Y	56	D	N
351	2011 New Flyer 60'LF	5	5FYD5YU04BC038568	12473	173,127	87	2	10	\$1,063,872	Y	56	D	N
352	2011 New Flyer 60'LF	5	5FYD5YU04BC038571	12476	158,871	87	2	10	\$1,063,872	Y	56	D	N
353	2011 New Flyer 60'LF	5	5FYD5YU05BB039329	12567	136,957	87	2	10	\$1,063,872	Y	56	D	N
354	2011 New Flyer 60'LF	5	5FYD5YU05BC038563	12468	167,488	87	2	10	\$1,063,872	Y	56	D	N
355	2011 New Flyer 60'LF	5	5FYD5YU06BB039324	12562	143,294	87	2	10	\$1,063,872	Y	56	D	N
356	2011 New Flyer 60'LF	5	5FYD5YU06BC038569	12474	157,209	87	2	10	\$1,063,872	Y	56	D	N
357	2011 New Flyer 60'LF	5	5FYD5YU06BC038572	12477	142,885	87	2	10	\$1,063,872	Y	56	D	N
358	2011 New Flyer 60'LF	5	5FYD5YU07BC038564	12469	141,138	88	2	10	\$1,063,872	Y	56	D	N
359	2011 New Flyer 60'LF	5	5FYD5YU08BB039325	12563	140,195	87	2	10	\$1,063,872	Y	56	D	N
360	2011 New Flyer 60'LF	5	5FYD5YU08BC038573	12478	163,308	87	2	10	\$1,063,872	Y	56	D	N
361	2011 New Flyer 60'LF	5	5FYD5YU09BC038565	12470	158,266	87	2	10	\$1,063,872	Y	56	D	N
362	2011 New Flyer 60'LF	5	5FYD5YU0XBB039326	12564	150,812	86	2	10	\$1,063,872	Y	56	D	N
363	2011 New Flyer 60'LF	5	5FYD5YU0XBC038560	12465	142,904	87	2	10	\$1,063,872	Y	56	D	N

364	2011 New Flyer 60'LF	5	5FYD5YU0XBC038574	12479	158,241	87	2	10	\$1,063,872	Y	56	D	N
365	2011 New Flyer 60'LF	5	5FYD5YU05BC038756	12498	88,396	88	2	10	\$1,063,872	Y	56	D	N
366	2011 New Flyer 60'LF	5	5FYD5YU07BC038757	12499	89,800	88	2	10	\$1,063,872	Y	56	D	N
367	2011 New Flyer 60'LF	5	5FYD5YU09BC038758	12500	100,677	88	2	10	\$1,063,872	Y	56	D	N
368	2011 New Flyer DE60LF	5	5FYH5YU01BC038755	12485	103,784	88	2	10	\$1,063,872	Y	56	DE	N
369	2011 New Flyer DE60LF	5	5FYH5YU06BC038752	12482	116,130	87	2	10	\$1,063,872	Y	56	DE	N
370	2011 New Flyer DE60LF	5	5FYH5YU08BC038753	12484	115,293	88	2	10	\$1,063,872	Y	56	DE	N
371	2011 New Flyer DE60LF	5	5FYH5YU0XBC038754	12483	103,407	88	2	10	\$1,063,872	Y	56	DE	N
372	2012 Gillig G27D102N4	1	15GGD2713C1180613	12672	103,238	87	1	11	\$1,063,872	Y	35	D	N
373	2012 Gillig G27D102N4	1	15GGD2715C1180614	12673	111,363	86	1	11	\$1,063,872	Y	35	D	N
374	2012 Gillig G30D102N4	1	15GGD3010C1180598	12657	89,274	87	1	11	\$1,063,872	Y	35	DE	N
375	2012 Gillig G30D102N4	1	15GGD3010C1180603	12662	86,613	87	1	11	\$1,063,872	Y	35	DE	N
376	2012 Gillig G30D102N4	1	15GGD3011C1180593	12652	93,890	87	1	11	\$1,063,872	Y	35	DE	N
377	2012 Gillig G30D102N4	1	15GGD3011C1180609	12668	86,919	87	1	11	\$1,063,872	Y	35	DE	N
378	2012 Gillig G30D102N4	1	15GGD3011C1180612	12671	88,368	87	1	11	\$1,063,872	Y	35	DE	N
379	2012 Gillig G30D102N4	1	15GGD3012C1180599	12658	93,945	87	1	11	\$1,063,872	Y	35	DE	N
380	2012 Gillig G30D102N4	1	15GGD3012C1180604	12663	79,915	87	1	11	\$1,063,872	Y	35	DE	N
381	2012 Gillig G30D102N4	1	15GGD3013C1180594	12653	94,412	87	1	11	\$1,063,872	Y	35	DE	N
382	2012 Gillig G30D102N4	1	15GGD3014C1180605	12664	94,496	87	1	11	\$1,063,872	Y	35	DE	N
383	2012 Gillig G30D102N4	1	15GGD3015C1180595	12654	91,154	87	1	11	\$1,063,872	Y	35	DE	N
384	2012 Gillig G30D102N4	1	15GGD3015C1180600	12659	93,259	87	1	11	\$1,063,872	Y	35	DE	N
385	2012 Gillig G30D102N4	1	15GGD3016C1180606	12665	89,638	87	1	11	\$1,063,872	Y	35	DE	N
386	2012 Gillig G30D102N4	1	15GGD3017C1180596	12655	96,860	87	1	11	\$1,063,872	Y	35	DE	N
387	2012 Gillig G30D102N4	1	15GGD3017C1180601	12660	89,647	87	1	11	\$1,063,872	Y	35	DE	N
388	2012 Gillig G30D102N4	1	15GGD3018C1180591	12650	94,126	87	1	11	\$1,063,872	Y	35	DE	N
389	2012 Gillig G30D102N4	1	15GGD3018C1180607	12666	99,082	87	1	11	\$1,063,872	Y	35	DE	N
390	2012 Gillig G30D102N4	1	15GGD3018C1180610	12669	92,296	87	1	11	\$1,063,872	Y	35	DE	N
391	2012 Gillig G30D102N4	1	15GGD3019C1180597	12656	100,651	87	1	11	\$1,063,872	Y	35	DE	N
392	2012 Gillig G30D102N4	1	15GGD3019C1180602	12661	91,915	87	1	11	\$1,063,872	Y	35	DE	N
393	2012 Gillig G30D102N4	1	15GGD301XC1180592	12651	97,967	87	1	11	\$1,063,872	Y	35	DE	N
394	2012 Gillig G30D102N4	1	15GGD301XC1180608	12667	81,875	87	1	11	\$1,063,872	Y	35	DE	N

395	2012 Gillig G30D102N4	1	15GGD301XC1180611	12670	94,876	87	1	11	\$1,063,872	Y	35	DE	N
396	2012 New Flyer D60LFR	5	5FYD57U04CB041316	12786	58,805	92	1	11	\$1,063,872	Y	56	D	N
397	2012 New Flyer D60LFR	5	5FYD5YU06CB041317	12787	59,088	92	1	11	\$1,063,872	Y	56	D	N
398	2012 New Flyer D60LFR	5	5FYD5YU06CB041320	12790	64,915	92	1	11	\$1,063,872	Y	56	D	N
399	2012 New Flyer D60LFR	5	5FYD5YU08CB041318	12788	61,777	92	1	11	\$1,063,872	Y	56	D	N
400	2012 New Flyer D60LFR	5	5FYD5YU0XCB041319	12789	56,322	92	1	11	\$1,063,872	Y	56	D	N
401	2012 New Flyer D60LFR	5	5FYD5YU00CB041152	12832	38,754	93	1	11	\$1,063,872	Y	56	D	N
402	2012 New Flyer D60LFR	5	5FYD5YU01CB041158	12838	35,850	93	1	11	\$1,063,872	Y	56	D	N
403	2012 New Flyer D60LFR	5	5FYD5YU01CB041161	12841	33,895	93	1	11	\$1,063,872	Y	56	D	N
404	2012 New Flyer D60LFR	5	5FYD5YU02CB041153	12833	35,837	93	1	11	\$1,063,872	Y	56	D	N
405	2012 New Flyer D60LFR	5	5FYD5YU03CB041159	12839	38,794	93	1	11	\$1,063,872	Y	56	D	N
406	2012 New Flyer D60LFR	5	5FYD5YU03CB041162	12842	33,344	93	1	11	\$1,063,872	Y	56	D	N
407	2012 New Flyer D60LFR	5	5FYD5YU04CB041154	12834	36,328	93	1	11	\$1,063,872	Y	56	D	N
408	2012 New Flyer D60LFR	5	5FYD5YU05CB041163	12843	33,080	93	1	11	\$1,063,872	Y	56	D	N
409	2012 New Flyer D60LFR	5	5FYD5YU06CB041155	12835	38,913	93	1	11	\$1,063,872	Y	56	D	N
410	2012 New Flyer D60LFR	5	5FYD5YU07CB041164	12844	35,227	93	1	11	\$1,063,872	Y	56	D	N
411	2012 New Flyer D60LFR	5	5FYD5YU08CB041156	12836	39,475	93	1	11	\$1,063,872	Y	56	D	N
412	2012 New Flyer D60LFR	5	5FYD5YU09CB041151	12831	40,332	93	1	11	\$1,063,872	Y	56	D	N
413	2012 New Flyer D60LFR	5	5FYD5YU0XCB041157	12837	42,028	93	1	11	\$1,063,872	Y	56	D	N
414	2012 New Flyer D60LFR	5	5FYD5YU0XCB041160	12840	41,046	93	1	11	\$1,063,872	Y	56	D	N

PHYSICAL FACILITY INVENTORY

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)
1	10	Union Station (Administrative offices, equipment, software)	71	14	17	31,088,708
2	07, 08, 09, 16, 17	Auburn Station	72	13	18	22,387,211
3	07, 08, 09, 16, 17	Kent Station	65	13	18	24,792,504
4	07, 08, 16	King Street Station & Weller Street Bridge	72	13	18	13,915,100
5	07, 09, 16, 17	Sumner Station	82	13	18	5,113,938
6	07, 09, 16, 17	Puyallup Station	71	13	18	8,978,686
7	09, 16	South Hill Park-and-Ride	72	12	19	4,794,000
8	07, 09, 16, 17	Tukwila Station (Sounder)	67	12	5	4,406,084
9	06, 16	Bellevue Transit Center	69	11	20	16,837,883
10	06, 09, 16	Overlake Transit Center	78	11	20	11,372,018
11	09, 16	DuPont Station	70	10	21	2,513,740
12	07, 08, 09, 12, 16, 17	Everett Station	79	10	21	2,349,575
13	07, 09, 16, 17	Edmonds Station	95	2	29	2,913,162
14	06, 09, 16	Lynnwood Transit Center	77	10	21	24,620,910
15	07, 16, 17	Tacoma Link Stations	81	10	21	15,703,995
16	23 (10, 11, 12)	Tacoma Link O&M Building	77	10	21	6,614,787
17	01	Tacoma Link Traction Power Substation	78	10	21	981,656
18	14, 15	Tacoma Link Track System	78	10	21	52,770,873
19	06, 08, 09, 16	Federal Way Transit Center	62	7	24	38,117,556
20	08	SODO Busway Bike Path	0	7	24	309,229
21	04, 14, 15	Central Link Trackway	82	6	25	610,468,526
22	23 (11, 12)	Central Link – Operations & Maintenance Facility	77	5	26	52,652,066
23	06, 09, 16	Issaquah Transit Center	78	5	26	20,445,226
24	06, 07, 09, 16, 17	Lakewood Station	83	5	26	22,407,179
25	09, 16	Mercer Island Park-and-Ride	76	5	26	10,249,956
26	07, 16	Mukilteo Station	87	5	26	5,940,000
27	01	Airport Link – Power Substation	82	4	27	800,000
28	07, 08, 09, 16, 17	Airport Link – SeaTac/Airport Station	80	4	27	55,275,186
29	02, 07, 16	Central Link – Beacon Hill Tunnel & Station	82	4	27	105,045,593
30	07, 16	Central Link – Mount Baker Station	82	4	27	17,686,394
31	07, 16, 17	Central Link – Columbia City	87	4	27	18,906,865

32	07, 16, 17	Central Link – Rainer Beach Stations	77	4	27	11,444,605
33	07, 16, 17	Central Link – Othello	77	4	27	15,383,636
34	07, 16, 17	Central Link – SODO Station	76	4	27	2,310,888
35	07, 16, 17	Central Link – Stadium Station	78	4	27	3,726,388
36	07, 09, 16, 17	Central Link – Tukwila/International Blvd Station	69	4	27	56,865,057
37	07, 09, 16	South Tacoma Station	76	4	27	16,500,000
38	04, 14	Lakewood trackway (D Street to Lakewood Station)	98	2	29	59,902,900
39	11	Lakewood Operations and Maintenance Facility	100	1	15	82,700
40	22	Auburn Warehouse	N/A	N/A	N/A	2,406,774
41	16	STart Installations and other art works	N/A	N/A	N/A	7,743,358

PHYSICAL EQUIPMENT INVENTORY

	Equipment Code	Description	Condi on (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)
1	02	1999 Fareboxes	30	14	0	\$1,037,000
2	02	2000 Fareboxes	30	13	0	\$518,500
3	02	2001 Fareboxes	50	12	0	\$340,000
4	02	2001 Ticket Vending Machines	80	12	3	\$1,765,280
5	02	2004 Fareboxes	65	9	3	\$136,000
6	02	2004 Ticket Vending Machines	80	9	6	\$25,960
7	02	2008 Fareboxes	75	5	7	\$85,000
8	02	2009 Fareboxes	75	4	8	\$93,500
9	02	2009 Ticket Vending Machines	80	4	11	\$3,270,960
10	02	2010 Fareboxes	90	3	9	\$110,500
11	02	2011 Fareboxes	90	2	10	\$34,000
12	03	CCTV System - SCR	100	2	3	\$700,000
13	03	CCTV System - Stations	100	7	3	\$450,000
14	04	2006, 2010 Automated Passenger Counters	90	7	3	\$800,000
15	05	2007 Brant Tractor	100	6	12	\$160,000
16	05	2008 Freightliner M2106V	100	5	5	\$240,769
17	05	2008 Freightliner M2106V	100	5	5	\$240,769
18	05	2009 Ford F550 Track Truck	100	5	5	\$112,444
19	05	2009 Freightliner M2106V	100	5	5	\$244,555
20	5	2005 Ford F550	100	8	2	\$101,092
21	07	Central Link Power & Signal System	84	4	26	\$136,525,425
22	07	Tacoma Link Power & Signal System	80	10	20	\$8,560,000
23	10	2009 Talking Signs	69	4	6	\$2,200,000