

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2007-40**

**Transit Development Plan 2007-2012 and 2006 Annual Report**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Board	3/22/07	Discussion/Possible Action	Ellen Gustafson, Acting Director, Transportation Services <b>Jim Moore, Project Manager</b>	206)398-5094  (206)398-5045

<b>Contract/Agreement Type:</b>	<input checked="" type="checkbox"/>	<b>Requested Action:</b>	<input checked="" type="checkbox"/>
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

**PROJECT NAME**

Transit Development Plan 2007-2012 and 2006 Annual Report

**PROPOSED ACTION**

Approves the submittal of the Transit Development Plan 2007-2012 and 2006 Annual Report to the Washington State Department of Transportation.

**KEY FEATURES of PROPOSED ACTION**

- This action fulfills state requirements to provide an updated Transit Development Plan to the Washington State Department of Transportation (WSDOT) and the Washington State Legislature.
- The annual report describes Sound Transit's accomplishments made in calendar year 2006.
- The plan states how Sound Transit goals and commitments address state public transportation goals.
- The plan also outlines proposed Sound Move action strategies for 2007-2012; these actions strategies do not include any Sound Transit 2 related activities.

**BUDGET IMPACT SUMMARY**

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, and no funds required from other parties other than what is already assumed in the financial plan.

**BUDGET and FINANCIAL PLAN DISCUSSION**

Not applicable to this action.

## **BUDGET TABLE**

Not applicable to this action.

## **SMALL BUSINESS PARTICIPATION**

Not applicable to this action.

## **PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION**

The Transit Development Plan 2007-2012 and 2006 Annual Report is required by WSDOT in order to present an overview of public transportation investments within the State of Washington to the Washington State Legislature. This information is part of the state transit planning requirement for all public transit agencies. The plan includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under Sound Move, operating changes to the existing system, and how Sound Transit will fund existing program needs over the next six years. The Transit Development Plan sets forth projects of regional significance to be included in the Transportation Improvement Program (TIP) within that region. For Sound Transit, project submittal to the regional TIP was done previously for all Sound Move projects shortly after adoption of Sound Move in 1996.

Per criteria outlined in Revised Code of Washington (RCW) 35.58.2795, the Transit Development Plan 2007-2012 and 2006 Annual Report contributes to local comprehensive plans mandated in RCW 36.70A.070(6); regional transportation plans authorized in RCW 47.80.030; metropolitan transportation plans required in 23 Code of Federal Regulations (CFR) 450.322; the state Public Transportation Plan required in RCW 47.06.110; and the statewide Multimodal Transportation Plan required in RCW 47.06.040.

## **CONSEQUENCES OF DELAY**

Pursuant to RCW 35.58.2795, Sound Transit is required to prepare an updated Transit Development Plan by April 1, 2007. WSDOT's Public Transportation Program office provides the House and Senate Transportation Committees with a status report of approved plans by September 1, 2007. WSDOT then prepares the Annual Summary of Public Transportation, which provides uniform data to transit providers, the legislative transportation committees, and local and regional governments. A delay in Board approval will mean that Sound Transit information may not be available in WSDOT's report to the legislature and may not be included in the annual summary.

## **PUBLIC INVOLVEMENT**

A public hearing was held on March 22, 2007.

## **ENVIRONMENTAL COMPLIANCE**

Not applicable to this action.

## **LEGAL REVIEW**

JW 3/13/07

**SOUND TRANSIT**

**MOTION NO. M2007-40**

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of the Transit Development Plan 2007-2012 and 2006 Annual Report to the Washington State Department of Transportation.

**Background:**

The Transit Development Plan 2007-2012 and 2006 Annual Report is required by WSDOT in order to present an overview of public transportation investments within the State of Washington to the Washington State Legislature. This information is part of the state transit planning requirement for all public transit agencies. The plan includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under Sound Move, operating changes to the existing system, and how Sound Transit will fund existing program needs over the next six years. The Transit Development Plan sets forth projects of regional significance to be included in the Transportation Improvement Program (TIP) within that region. For Sound Transit, project submittal to the regional TIP was done previously for all Sound Move projects shortly after adoption of Sound Move in 1996.

Per criteria outlined in Revised Code of Washington (RCW) 35.58.2795, the Transit Development Plan 2007-2012 and 2006 Annual Report contributes to local comprehensive plans mandated in RCW 36.70A.070(6); regional transportation plans authorized in RCW 47.80.030; metropolitan transportation plans required in 23 Code of Federal Regulations (CFR) 450.322; the state Public Transportation Plan required in RCW 47.06.110; and the statewide Multimodal Transportation Plan required in RCW 47.06.040.

**Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the submittal of the Transit Development Plan 2007-2012 and 2006 Annual Report to the Washington State Department of Transportation is approved.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 22, 2007.



Mark Olson  
Board Vice Chair

ATTEST:



Marcia Walker  
Board Administrator



**SOUNDTRANSIT**

Central Puget Sound  
Regional Transit Authority

**DRAFT**

**Sound Transit  
Transit Development Plan 2007 - 2012  
2006 Annual Report**

Date of Public Hearing: March 22, 2007



**SOUNDTRANSIT**

Central Puget Sound  
Regional Transit Authority

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# Sound Transit

## Transit Development Plan 2007-2012 and 2006 Annual Report

### INTRODUCTION

The Transit Development Plan 2007-2012 and 2006 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 2006, and proposed action strategies from 2007 to 2012 are included.

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 shall use this document to prepare an annual report for the Washington State Legislature summarizing the status of public transportation systems in the state.

### I: ORGANIZATION

In March 1992, the Washington State Legislature (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 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 November 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 a ST Express bus network and high-occupancy-vehicle (HOV) lane access improvements, Sounder commuter rail, and Link light rail.

**ST Express regional express bus service** includes new bus routes, 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 engines pulling multi-level passenger coach trains that run on Burlington Northern Santa Fe (BNSF) 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. It includes a 24-mile Central Link system connecting Seattle, Tukwila, and SeaTac. Downtown Tacoma is served by a 1.6-mile Tacoma Link light rail line between the city’s Theater District and the multimodal regional transit center at the Tacoma Dome station. Within Central Link, the adopted 14 mile Initial Segment will extend from the Tukwila International Boulevard Station in Tukwila to Westlake Station in the Downtown Seattle Transit Tunnel. The Initial Segment is scheduled to start revenue service in the summer of 2009. The adopted Airport Link project will connect the Tukwila International Boulevard Station in Tukwila into the city of SeaTac to a light rail station at the main terminal of Sea-Tac International Airport. Airport Link is scheduled to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009. While construction is well underway on the initial segment for Central Link, Sound Transit is also working on plans and designs for extending Link north to the University District and beyond to Northgate.

*Sound Move* provides 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* continues to guide development 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 state secretary of transportation and 17 locally elected officials nominated by each of the three county's executive official 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.

As of January 2007, the Sound Transit Board of Directors consists of the following members:

John Ladenburg	Pierce County Executive, <b>Chair</b>
Connie Marshall	City of Bellevue Councilmember, <b>Vice Chair</b>
Mark Olson	City of Everett Councilmember, <b>Vice Chair</b>
Julie Anderson	City of Tacoma Councilmember
Mary-Alyce Burleigh	City of Kirkland Councilmember
Fred Butler	City of Issaquah Deputy Council President
Dow Constantine	King County Councilmember
David Enslow	City of Sumner Mayor
Douglas MacDonald	State Department of Transportation, Secretary
Richard Marin	City of Edmonds Councilmember
Richard McIver	City of Seattle Councilmember
Greg Nickels	City of Seattle Mayor
Julia Patterson	King County Councilmember
Larry Phillips	King County Council Chair
Aaron Reardon	Snohomish County Executive
Ron Sims	King County Executive
Claudia Thomas	City of Lakewood Mayor
Pete von Reichbauer	King County Council Vice Chair

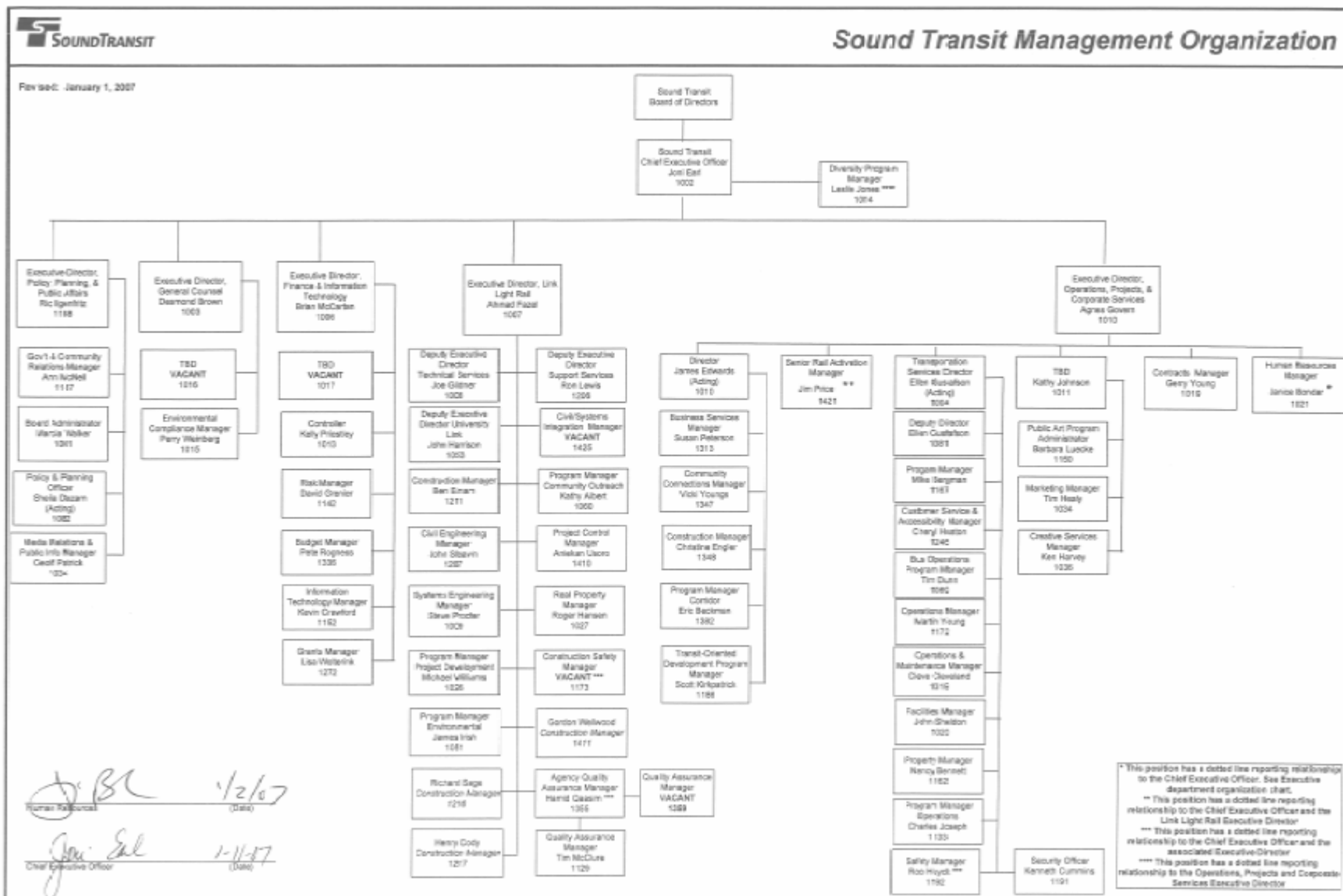
As of December 31, 2006, Sound Transit employed 333 full-time equivalent employees. Total authorized positions' including unfilled positions is 376.25. Sound Transit staff consisted of the following:

- 7 full-time equivalents in the Executive Department.
- 64 full-time equivalents in the Finance and IT department.
- 18 full-time equivalents in the Legal department.
- 104 full-time equivalents in the Link Light Rail department.
- 151.5 full-time equivalents in the Operations, Capital, and Corporate departments.
- 31.75 full-time equivalents in the Policy Planning and Public Affairs departments .

The Sound Transit organizational structure as of the end of 2006 is shown on the following page in Figure 1.



Figure 1



## II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

<u>Administrative Offices</u>	<u>Community Offices</u>	<u>Tacoma Link Operation/ Maintenance Facility</u>
401 S. Jackson St. Union Station Seattle, WA 98104	6951 MLK Jr. Way S., # 224 Seattle, WA 98118	802 E. 25 <sup>th</sup> St. Tacoma, WA 98421
625 5 <sup>th</sup> Ave. S. Opus East Building Seattle, WA 98104		

As of December 31, 2006, Sound Transit owned 228 ST Express buses. ST Express contracts with our partner transit agencies—Community Transit, King County Metro, and Pierce Transit—to operate and maintain our ST Express buses.

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

Sound Transit also owned three electric-powered light rail vehicles manufactured by Inekon and Skoda Dopravni Technica of the Czech Republic. 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.

## III: SERVICE CHARACTERISTICS

### FARE STRUCTURE

Sound Transit’s current fare structure is a zone-based structure consisting of five zones; however, no single Sound Transit trip is priced higher than a three-zone fare. The zone boundaries are defined as follows:

- King County is divided into three zones: Seattle/North King County (including Shoreline), East King County (east of Lake Washington, including Lake Forest Park and Kenmore), and South King County (south of Seattle city limits, including Renton)
- Snohomish County is a single zone
- Pierce County is a single zone

On ST Express, single-ride fares for adult riders are \$1.50 for one zone, \$2.50 for two zones, and \$3.00 for three zones. Corresponding monthly pass prices are \$54, \$90, and \$108. Senior/disabled fares are approximately 50 percent of the adult fare and youth fares are discounted approximately 25 percent from the adult fare.

On Sounder, single-ride fares for adult riders are \$2.00 for one zone, \$3.00 for two zones, and \$4.00 for three zones. Corresponding monthly pass prices are \$72, \$108, and \$144. Senior/disabled fares are approximately 50 percent of the adult fare, and youth fares are discounted approximately 25 percent from the adult fare. In addition, monthly and annual pass holders along the Sounder North line can take advantage of RailPlus. RailPlus is an agreement Sound Transit has with Amtrak in which Amtrak will honor 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.

On Tacoma Link, no fares are collected. Fare levels for Central Link have not yet been determined.

As of the end of 2006, 19 ST Express bus routes were in operation. These routes are:

- Everett - Seattle
- Ash Way - Lynnwood - Seattle
- Woodinville - Seattle
- Everett - Bellevue
- Lynnwood - Bellevue
- Redmond - University District
- Redmond - Seattle
- Bellevue - Seattle
- Issaquah - Seattle
- Issaquah – Northgate
- Overlake - South Hill
- Bellevue - Sea-Tac Airport - West Seattle
- Federal Way - Overlake
- Federal Way - Seattle
- Lakewood - Sea-Tac Airport
- DuPont - Lakewood - Seattle
- Bonney Lake - Tacoma
- Tacoma - University District
- Tacoma - Seattle

ST Express service operates from 2:45 a.m. to 12:15 a.m. every day of the week. There is some peak orientation on routes that operate to downtown Seattle and Bellevue. Additionally, ST Express provides service within the downtown Seattle Ride Free Area. In agreement with the City of Seattle and King County Metro, passenger trips entirely within this area are provided at no charge.

Sound Transit provides Sounder commuter train service along two corridors radiating from Seattle’s King Street Station. Both services operate on BNSF railway trackage. Sounder trains also use a small segment of Tacoma Rail trackage on the south line (Tacoma-Seattle) segment. The south line segment is 39.4 miles between Tacoma and Seattle. The north line segment is 34.2 miles between Everett and Seattle. Major improvements to the existing track and signal systems are underway, with increases in Sounder service levels tied to the phased completion of these improvements. Service includes four rush-hour round trips per day on the south line and two round trips daily between Everett and Seattle, Monday through Friday, except major holidays. Sounder also operates seasonal off-peak trains to events at Seahawks Stadium, Safeco Field, and the Tacoma Dome. Travel times on both segments are both roughly 60 minutes each.

Tacoma Link service operates as indicated in the chart below:

<b>Day</b>	<b>Time</b>	<b>Frequency</b>
Monday through Friday	5:20 a.m. – 8:00 p.m.	10 min.
Saturdays	8:00 a.m. – 10:00 p.m.	10 min.
Sunday	10:00 a.m. – 11:30 a.m.	20 min.
	11:30 a.m. – 6:30 p.m.	10 min.
	6:30 p.m. – 8:00 p.m.	20 min.
Holiday	10:00 a.m. – 6:00 p.m.	20 min.

Holidays include New Years’ Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

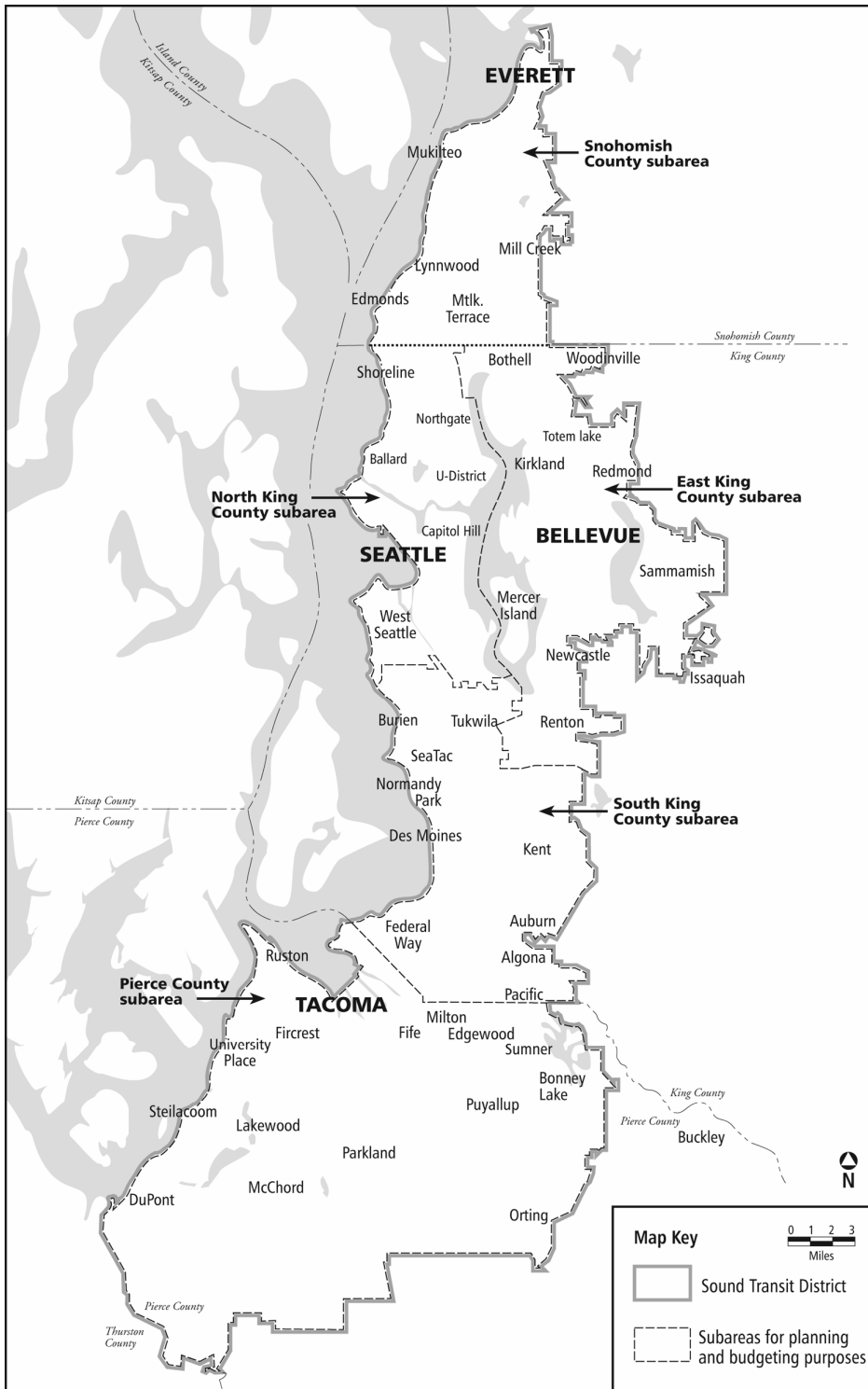
Paratransit services for Tacoma Link are provided by Pierce Transit under an agreement with Pierce Transit.

The Central Link light rail segment from Westlake Station to Tukwila is planned for startup in the summer of 2009, with the extension to follow in December of 2009.

**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 total of 66 park-and-ride lots and transit centers in the Puget Sound region. All transit centers served by Sound Transit buses or trains are marked as Regional T locations. The Regional T sign is put up at facilities that offer connections to regional destinations and connections to multiple transit centers.

Sound Transit serves the following park-and-rides, stations, and transit centers:

- Ash Way Park-and-Ride
- Auburn Station
- Bear Creek Park-and-Ride
- Bellevue Transit Center
- Bethany Baptist Church
- Bonney Lake Park-and-Ride
- Bothell Park-and-Ride
- Brickyard Road Park-and-Ride
- Burien Transit Center
- Canyon Park Park-and-Ride
- Convention Center Station
- DuPont Station
- Eastgate Park-and-Ride
- Eastmont Park-and-Ride
- Edmonds Station
- Everett Station
- Evergreen Point Bridge Park-and-Ride
- Federal Way Transit Center
- Holy Family Church
- I-5 / SR-512 Park-and-Ride
- Issaquah Highlands Park & Ride
- Issaquah Park-and-Ride
- Kenmore Community Church
- Kenmore Park-and-Ride
- Kennydale United Methodist Church
- Kent Station
- Kent-Des Moines Park-and-Ride
- Kimball Drive Park-and-Ride
- King Street Station
- Kingsgate Park-and-Ride
- Kirkland Transit Center
- Lakewood Transit Center
- Lynnwood Transit Center / Park-and-Ride
- Mercer Island Park-and-Ride
- Narrows Park-and-Ride
- Newport Hills Park-and-Ride
- North Jackson Park Park-and-Ride
- North Seattle Park-and-Ride
- Northgate Transit Center
- Northgate Transit Center Extension Park-and-Ride
- Overlake Transit Center / Park-and-Ride
- Purdy Park-and-Ride
- Puyallup Station
- Redmond Park-and-Ride
- Renton Boeing Lot 12
- Renton City Municipal Garage
- Renton Transit Center / Park-and-Ride
- South Sammamish Park-and-Ride
- South 25th Station
- South Bellevue Park-and-Ride
- South Hill Mall Transit Center
- South Hill Park-and-Ride
- South Kirkland Park-and-Ride
- Spokane / Airport Way Park-and-Ride
- Star Lake Park-and-Ride
- Sumner Station
- Tacoma Community College
- Tacoma Dome Station (North)
- Tacoma Dome Station (South)
- Theater District Station
- Tibbetts Lot
- Tibbetts Valley Park
- Tukwila Station
- Union Station / S. 19th St. Station
- Wilburton Park-and-Ride
- Woodinville Park-and-Ride

In addition, two locations have been designated as major transfer points that Sound Transit serves. They are the University District Transfer Point at NE Campus Parkway and Brooklyn Avenue NE and the White Center Transfer Point located at SW Roxbury Street and 15<sup>th</sup> Avenue SW.

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

Three of the five Tacoma Link light rail stations provide intermodal public transportation connections. The Theater District Station, at the downtown end of the line, provides connections to Pierce Transit local bus service. At Union Station, connections are made to local and express buses. 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 Amtrak intercity service.

In downtown Seattle, Convention Place Station, Westlake Station, University Street Station, Pioneer Square Station, and International District Station have been closed since 2005 for construction of the central Link Light Rail line. They are planned to reopen in 2007.

The freeway station at Kingsgate Park-and-Ride was closed in 2005 for construction of the Totem Lake direct access ramps. Access to Kingsgate Park-and-Ride will be available when the direct access ramps open in 4<sup>th</sup> quarter of 2007. During the closure, Sound Transit is funding mitigation service between Kingsgate Park-and-Ride and downtown Bellevue. This service will be discontinued when the direct access ramps are open and will be served by the Lynnwood - Bellevue and the Everett - Bellevue express routes.

## **V: ACTIVITIES IN 2006**

In only the second year since the major re-organization in May of 2004, the agency's focus on each of its three main priorities—passenger operations, capital projects, and long-range transit planning—has been successful at improving agency operations and creating efficiencies.

Throughout the entire agency, Sound Transit saw significant accomplishments in 2006. Each of the three lines of service achieved considerable success and the supporting divisions made significant contributions as well.

Sound Transit's regional bus system, ST Express, served nearly 9.7 million passengers in 2006, with the system now carrying more than 51 million passengers since service began in September 1999. The partnerships formed with Community Transit, Everett Transit, King County Metro Transit, and Pierce Transit has enabled Sound Transit to "roll out" a system that makes the most of the region's transportation resources.

In 2006, two direct access ramps were completed, one at Eastgate located on I-90 at 142<sup>nd</sup> Place SE and also in Federal Way on I-5 at S 317<sup>th</sup>. Two new Park-and-Ride facilities also opened on the eastside to include, Issaquah Highlands Park-and-Ride and Sammamish/228<sup>th</sup> Park-and-Ride. Sound Transit also opened the Federal Way Transit Center which is easily accessible from the new direct access ramps on I-5. Additional completed capital projects included the Woodinville freeway stop at SR-522 and SR-202 and Bellevue rider services building.

Sounder commuter rail carried 1,692,971 passengers in 2006. No changes to service levels were implemented in 2006. Final design has been completed for Tacoma-Lakewood track & signals (M Street to Bridgeport Way) and commuter rail stations at Edmonds (west Station), Mukilteo, and South Tacoma.

Edmonds Station final design is scheduled to be completed in mid 2007; it was delayed in order to coordinate better with future work in the vicinity.

Tacoma Link continued operations in 2006. The trend of strong ridership continued, with daily ridership averaging over 2,900 passengers. By the end of the year, the system had served 885,397 passengers in 2006.

Construction of the Central Link initial segment continued in 2006, with work underway along the entire 14-mile alignment from the Downtown Seattle Transit Tunnel in Seattle to South 154<sup>th</sup> Street in Tukwila. In downtown Seattle, work on the Pine Street Stub Tunnel is nearing completion. The entire tunnel floor, walls and roof have been set. The contractor is currently setting rail and installing communications systems. In the SODO industrial district south of downtown, construction on the Central Link Operations and Maintenance Base is complete and construction continues on the SODO aerial and at-grade segment of the line. On Beacon Hill, one pass through was completed and boring continues in the reverse direction. Work continued at both the west and east tunnel portals. Rainier Valley construction of the at-grade rail line and street reconstruction continues along MLK Way S. Tukwila Freeway Route construction continued and construction of the Tukwila/International Blvd Station began.

Planning for the North Link extension continued in 2006, the final EIS (Environmental Impact Statement) was published and also the Sound Transit Board adopted the North Link Project and final design was to begin.

Sound Transit's 2006 accomplishments also included extensive long-range planning efforts. The Sound Transit Board of Directors approved the updated *Service Standards & Performance Measures* that includes revisions to the bus standards, together with proposed new standards for Sounder commuter rail and Tacoma Link light rail. The update, called *Service Standards & Performance Measures- 2006 Edition*, was approved by the Board on October 12, 2006. Also in 2006, a Service Implementation Plan provided very detailed performance data for all ST Express bus routes. This analysis, together with further research and public outreach, led to a number of significant bus service changes that were approved by the Sound Transit Board and implemented in June and September 2006.

In 2006, the independent Citizen Oversight Panel (COP) completed the *Citizens' Year-End 2006 Performance Report*. Although some areas for improvement were noted, Sound Transit has made substantive progress in both its capital and operating programs this year. The Citizen Oversight Panel is pleased to say that Sound Transit had a good year in 2006. There were concerns expressed about the agency's loss of several key people in critical functions, notably in project controls and also how the public is being informed of upcoming ballot measures, such as with RTID and ST2. Overall, COP is highly encouraged by the ST2 efforts to move forward to expand our region's transit investments.

## **STATE TRANSPORTATION SERVICE OBJECTIVES**

In 2006, Sound Transit addressed WSDOT State Transportation Goals through the following action strategies:

- **System Operation & Maintenance.** In 2006 service was restructured in Eastgate and Federal Way to better use the direct access ramps to and from I-90 and also I-5. Opened two new Park-and-Ride facilities in the Issaquah Highlands and the Sammamish area. In addition, the downtown Seattle Transit Tunnel is nearing completion for Link Light Rail and the construction along the corridor continues to progress. There were no major improvements for Sounder commuter rail in 2006. The new Federal Way Transit Center was completed providing an enhanced facility that is served by Sound Transit, King County Metro, and Pierce Transit.
- **System Preservation.** We continued to maintain our equipment and continue the installation process of our passenger information and security system for Sounder commuter rail.

- **Special Needs Transportation.** In 2006 Sound Transit completed the development of the Regional Special Needs Transportation Coordination plan. This five-year plan was developed with 20 other agencies including transit agencies, human service agencies, non-profit and for profit transportation providers, Medicaid transportation providers, school districts and state and local governments. The plan identifies a group of 20 projects for implementation over the next five years. These projects are intended to improve transportation options for people with disabilities, low income, seniors and children.
- **Increased Travel Options.** Continued involvement in the RailPlus program, allowing monthly passes to be accepted on Amtrak trains running between Seattle and Everett
- **Seamless Connections.** We continued to invest substantially in multi-modal rail stations in the region including Everett, Mukilteo, Edmonds, King Street, Kent, Auburn, and Tacoma stations. Sound Transit also continued implementing region-wide fare integration strategies, including management of the PugetPass Program in fulfillment of the *Sound Move* commitment to a “single ticket ride” on partner transit agencies in the region.

**Collaborative Decision Making.** We held over 349 outreach meetings and events to increase stakeholder satisfaction. Meetings included community group briefings, stakeholder project tours, public events and hearings, and safety presentations to youth groups and schools. The TIG consists of operations and planning directors from the partner transit agencies as well as other regional transit agencies who have joined the group over time. The TIG charters and oversees several regional working committees (“TIG working committees”), including Accessibility, Customer Services, Fares, Marketing, Operations, Service and Facilities Planning, and Vehicle Maintenance. These committees work on integration and coordination activities related to their operations area. Together, the Transit General Managers, TIG and the regional working committees facilitate the inter-agency coordination and direction needed to achieve an efficient, effective regional integrated transit system.

## **VI: PLANNED ACTION STRATEGIES, 2007 – 2012**

The activities in Section VII are action strategies that reflect upon the following transportation goals:

**System Operation & Maintenance.** We will continue to use our local and federal revenue resources efficiently to operate and expand public transportation services within the region. We continue to monitor system service and performance levels and will implement changes recommended by the Comprehensive Operational Analysis conducted in 2005.

**Increased Travel Options.** Sounder train service will be expanded on the Tacoma-Seattle route, and include an extension to Lakewood. Service adjustments will be made on the Everett-Seattle route. Tacoma Link service hours will be increased. Central Link will begin operating service.

**Special Needs Transportation.** Working with a coalition of human services, non-profit and for-profit service agencies, and faith-based organizations, schools, public transit, and Paratransit providers, Sound Transit’s Mobility Initiative Program (MIP) achieved two major milestones in 2006. First, the Federal Transit Administration awarded a \$1.98 million grant to install and test a pilot “Talking Signs” program throughout Sound Transit’s regional system. The pilot program will evaluate the benefits of Remote Infrared Audible Signs (RIAS) in providing way-finding and information to people with visual, cognitive or learning disabilities. Second, Sound Transit also completed development of *United We Ride in Puget Sound*, the regional special needs transportation coordination plan.

**Seamless Connections.** We will continue our ST Express bus service. Planned facilities that will open by 2012 include the South Everett Park-and-Ride, Totem Lake direct-access ramps, Lakewood Station, and South Tacoma Station. We will extend commuter rail service on both, the Everett-Seattle segment and the Tacoma-Seattle segment, south to Lakewood. We will continue operation on Tacoma Link light rail. We will



continue construction and begin service on the Central Link light rail segment. In collaboration with our regional partners, we will implement the Regional Fare Coordination System (Smart Card), providing a seamless regional fare system for our passengers.

**Collaborative Decision Making.** We will continue to work with local jurisdictions, our regional transit agency partners, our Metropolitan Planning Organization, and WSDOT to develop, construct, and operate the various *Sound Move* investments. We will continue to develop agreements for implementation of ST Express bus and HOV access, Sounder commuter rail, and the Link light rail program.

## VII: PLANNED ACTIVITIES, 2007 – 2012

The following matrixes describe the planned activities to be undertaken by Sound Transit for 2007-2012. These activities include the deployment of new transit service, facility construction, and/or equipment purchases. Activities do not assume a Phase II Sound Transit program at this time. Preservation activities are so noted; all other items are considered expansion activities.

2007	Planned Activity
Services	Continue service of ST Express, Sounder, and Tacoma Link light rail line ( <b>Preservation</b> ) Increase frequency of service on Tacoma-Seattle Sounder line Add third roundtrip on Everett-Seattle Sounder line Begin Sounder service at Mukilteo Station (north platform only)
Facilities	Canyon Park Freeway Station / I-405 and pedestrian bridge complete Mercer Island Park-and-Ride / N. Mercer Way complete North Everett Transit Center / Everett Community College complete Redmond Transit Center complete Totem Lake Freeway Station / NE 128 <sup>th</sup> complete Totem Lake Transit Center / Evergreen Medical Center complete  Construction of Lakewood and South Tacoma stations under way, including track and signals Complete Everett Station east parking lot and pedestrian bridge construction Complete Phase II construction on the Tacoma-Seattle Sounder line Complete Edmonds Station west platform construction Complete Mukilteo Station design Complete Mukilteo Station north platform construction  Continue construction of initial segment and completion of several Link civil contracts. Downtown Seattle Transit Tunnel retrofit construction complete Complete Beacon Hill Tunnel boring Begin Link light rail system testing
Equipment	Recall remaining Sounder rolling stock leased to Virginia Rail Express and MetroLink (Los Angeles) Take delivery of 31 light rail vehicles for Central Link

2008	Planned Activity
Services	Continued service of ST Express, Sounder, and Tacoma Link light rail line ( <b>Preservation</b> ) Increase bus service between Everett and Seattle in conjunction with opening of South Everett Park-and-Ride Increase bus service between Everett and Bellevue in conjunction with opening of South Everett

	<p>Park-and-Ride</p> <p>Increase bus service between Lakewood and Seattle in conjunction with the opening of park-and-ride at Lakewood Station site</p> <p>Add fourth round trip on Everett-Seattle Sounder line</p> <p>Extend Sounder service to South Tacoma and Lakewood Stations</p>
Facilities	<p>I-90 Two-Way Transit and HOV Operations Stage I complete</p> <p>Issaquah Transit Center / SR 900 complete</p> <p>South Everett Freeway Station / 112<sup>th</sup> SE complete</p> <p>SR 522 HOV Enhancements Kenmore and Bothell complete</p> <p>85<sup>th</sup> Corridor / Related Improvements complete</p> <p>Open South Tacoma and Lakewood Stations</p> <p>Open track between Tacoma and Lakewood</p>
Facilities (cont.)	<p>Construction completed on Everett-Seattle Sounder line</p> <p>Construction completed on Mukilteo Station</p> <p>Central Link initial segment civil construction complete</p>
Equipment	Recall Sounder equipment leased to MetroLink (Los Angeles)

<b>2009</b>	<b>Planned Activity</b>
Services	<p>Continued service of ST Express, Sounder, and Tacoma Link light rail line (<b>Preservation</b>)</p> <p>Begin service on Central Link light rail Initial Segment and Airport Link segment, including complementary paratransit service</p>
Facilities	<p>I-90 Two-Way Transit and HOV Operations Stage I complete</p> <p>Rainier Avenue / Hardie Avenue Arterial Improvements complete</p>

<b>2010</b>	<b>Planned Activity</b>
Services	<p>Continued service of ST Express, Sounder, and Link light rail (<b>Preservation</b>)</p> <p>Revision of route 560 (West Seattle/Bellevue) and route 574 (Lakewood/Sea-Tac) to make connections to central link. Implement 30 minute service on weekends between Bellevue and Sea-Tac Airport.</p>
Facilities	<p>Mountlake Terrace Freeway Station / 236<sup>th</sup> SW complete</p> <p>Kirkland Transit Center complete</p>

<b>2011</b>	<b>Planned Activity</b>
Services	Continued service of ST Express, Sounder, and Link light rail ( <b>Preservation</b> )

<b>2012</b>	<b>Planned Activity</b>
Services	Continued service of ST Express, Sounder, and Link light rail ( <b>Preservation</b> )

## VIII: CAPITAL IMPROVEMENT PROGRAM, 2006 – 2012

(All figures in thousands of dollars)

Sound Transit	2006	2007	2008	2009	2010	2011	2012
<b>Preservation</b>							
ST Express Fleet Replacement Program	\$0	\$0	\$15,015	\$0	\$0	\$52,798	\$0
Other Projects	\$3,793	\$2,005	\$10,230	\$5,333	\$475	\$27,781	\$475
Capital Replacement	\$0	\$27,484	\$27,484	\$40,251	\$40,251	\$40,251	\$40,251
<b>Improvement</b>							
STart Program	\$2,580	\$2,888	\$2,032	\$3,679	\$0	\$0	\$0
Souder Commuter Rail	\$102,509	\$199,839	\$95,706	\$34,109	\$41,131	\$0	\$0
Link Light Rail	\$527,231	\$551,118	\$472,054	\$340,353	\$374,908	\$285,902	\$465,084
ST Express Bus	\$99,131	\$79,012	\$98,920	\$105,995	\$43,052	\$0	\$0
Fare Integration	\$1,435	\$2,600	\$5,362	\$176	\$0	\$0	\$0
Research & Technology	\$666	\$1,790	\$4,869	\$0	\$0	\$0	\$0
Agency Administration	\$1,493	\$668	\$338	\$242	\$0	\$0	\$0

## IX: OPERATING DATA, 2006 – 2012

Sound Transit	2006	2007	2008	2009	2010	2011	2012
<b>Fixed Route Services</b>							
Revenue Vehicle Hours	423,832	436,775	461,760	467,142	469,518	471,162	473,062
Total Vehicle Hours	574,586	586,164	627,772	638,202	642,107	643,054	642,962
Revenue Vehicle Miles	10,393,638	10,711,040	11,323,736	11,455,732	11,513,995	11,554,309	11,582,307
Total Vehicle Miles	12,035,450	12,402,990	13,112,470	13,265,316	13,332,783	13,379,465	13,408,312
Passenger Trips	9,700,000	10,100,000	10,700,000	12,200,000	12,500,000	12,600,000	12,700,000
Diesel Fuel Consumed (gallons)	2,157,354	N/A	N/A	N/A	N/A	N/A	N/A
Gasoline Fuel Consumed (gallons)	0	N/A	N/A	N/A	N/A	N/A	N/A
CNG Fuel Consumed (Therms)	612,732	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	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Commuter Rail Services</b>							
Revenue Vehicle Hours	16,855	20,047	32,287	41,343	41,503	41,503	41,503
Total Vehicle Hours	21,086	25,080	40,392	51,722	51,922	51,922	51,922
Revenue Vehicle Miles	632,664	752,493	1,211,916	1,551,860	1,557,869	1,557,869	1,557,869
Total Vehicle Miles	640,950	762,348	1,227,788	1,572,184	1,578,271	1,578,271	1,578,271
Passenger Trips	1,700,000	1,800,000	1,900,000	2,300,000	2,700,000	3,100,000	3,200,000
Diesel Fuel Consumed (gallons)	764,665	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
Reportable Injuries	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Light Rail Services</b>							
Revenue Vehicle Hours	10,208	10,208	10,208	146,766	283,321	283,321	283,321
Total Vehicle Hours	10,208	10,208	10,208	146,766	283,321	283,321	283,321
Revenue Vehicle Miles	97,422	97,422	97,422	1,400,650	2,703,859	2,703,859	2,703,859
Total Vehicle Miles	97,442	97,442	97,422	1,400,650	2,703,859	2,703,859	2,703,859
Passenger Trips	900,000	900,000	1,000,000	3,900,000	10,900,000	11,700,000	12,100,000
Electricity Consumed (Kwh)	N/A	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
Reportable Injuries	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	N/A	N/A	N/A	N/A	N/A	N/A	N/A

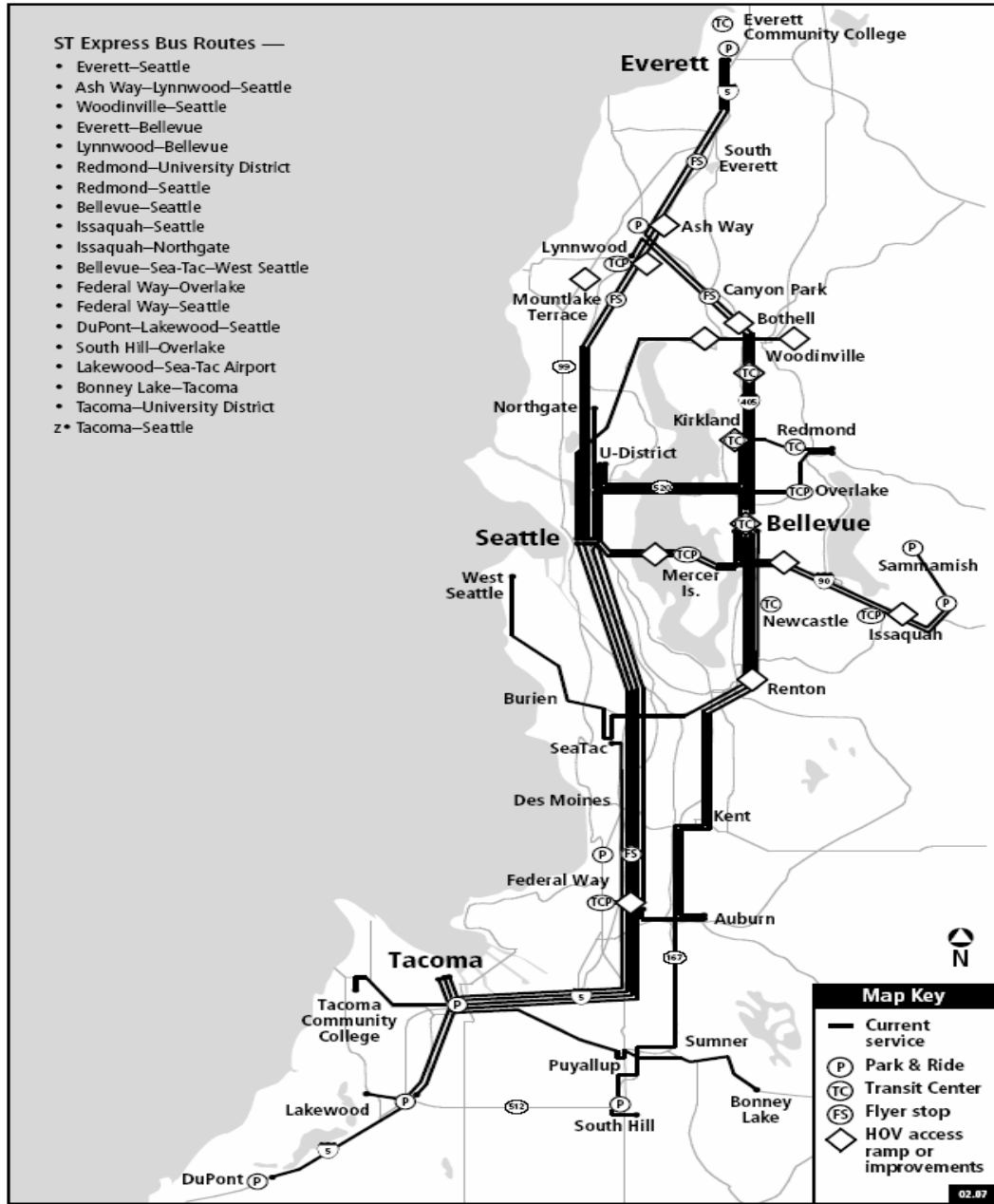
## X: ANNUAL REVENUES AND EXPENDITURES, 2006 – 2012

Sound Transit	2006	2007	2008	2009	2010	2011	2012
<b>Annual Revenues (shown in thousands)</b>							
Sales Tax	\$250,830	\$266,818	\$282,602	\$296,614	\$309,931	\$324,436	\$340,831
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$68,356	\$70,839	\$73,223	\$76,530	\$80,087	\$83,908	\$88,190
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$17,168	\$18,067	\$20,130	\$25,012	\$33,211	\$35,014	\$36,812
Vanpooling Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Preventive	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax Equalization	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State Operating Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
County Tax Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sound Transit Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTA Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$26,683	\$16,350	\$5,800	\$6,730	\$13,543	\$15,080	\$17,567
<b>Total</b>	<b>\$363,037</b>	<b>\$372,074</b>	<b>\$381,755</b>	<b>\$404,886</b>	<b>\$436,772</b>	<b>\$458,438</b>	<b>\$483,400</b>
<b>Annual Operating Expenses (shown in thousands)</b>							
Annual Operating Expenses	\$99,870	\$107,721	\$117,535	\$143,926	\$170,964	\$178,054	\$185,077
Other	\$52,838	\$36,204	\$34,339	\$26,571	\$30,691	\$32,595	\$32,093
<b>Total</b>	<b>\$152,708</b>	<b>\$143,925</b>	<b>\$151,874</b>	<b>\$170,497</b>	<b>\$201,655</b>	<b>\$210,649</b>	<b>\$217,170</b>
<b>Debt Service (shown in thousands)</b>							
<b>Total</b>	<b>\$41,929</b>	<b>\$41,930</b>	<b>\$48,267</b>	<b>\$68,980</b>	<b>\$90,651</b>	<b>\$107,328</b>	<b>\$113,235</b>
<b>Annual Capital Purchase Obligations (shown in thousands)</b>							
Federal Section 5309 Capital Grants	\$105,353	\$98,119	\$109,124	\$151,134	\$128,769	\$165,031	\$100,000
Federal Section 5311 Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal STP Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CM/AQ and Other Federal Grants	\$0	\$0	\$0	\$0	\$0	\$28,478	\$29,441
State Special Needs Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Leases	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operational Revenues	\$164,165	\$164,956	\$157,562	\$138,074	\$115,041	\$114,730	\$95,734
Bonds Proceeds	\$0	\$115,948	\$376,710	\$395,908	\$165,625	\$88,186	\$108,069
Other	\$7,635	\$13,018	\$500	\$4,844	\$5,038	\$5,241	\$379
General Fund	\$348,159	\$359,371	(\$3)	(\$192,812)	(\$32,886)	(\$74,301)	(\$77,396)
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$519,959</b>	<b>\$653,293</b>	<b>\$534,769</b>	<b>\$346,014</b>	<b>\$252,818</b>	<b>\$133,856</b>	<b>\$126,786</b>
<b>Ending Balances, December 31 (shown in thousands)</b>							
General Fund	\$405,861	\$46,491	\$46,494	\$239,306	\$272,192	\$346,493	\$423,889
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Reserve	\$25,451	\$23,988	\$25,312	\$28,416	\$33,609	\$35,108	\$36,195
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$27,186	\$55,120	\$97,110	\$141,023	\$145,758	\$181,740
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Fund	\$39,553	\$48,627	\$78,106	\$109,088	\$122,049	\$128,949	\$137,406
Insurance Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$470,865</b>	<b>\$146,292</b>	<b>\$205,032</b>	<b>\$473,920</b>	<b>\$568,873</b>	<b>\$656,308</b>	<b>\$779,230</b>

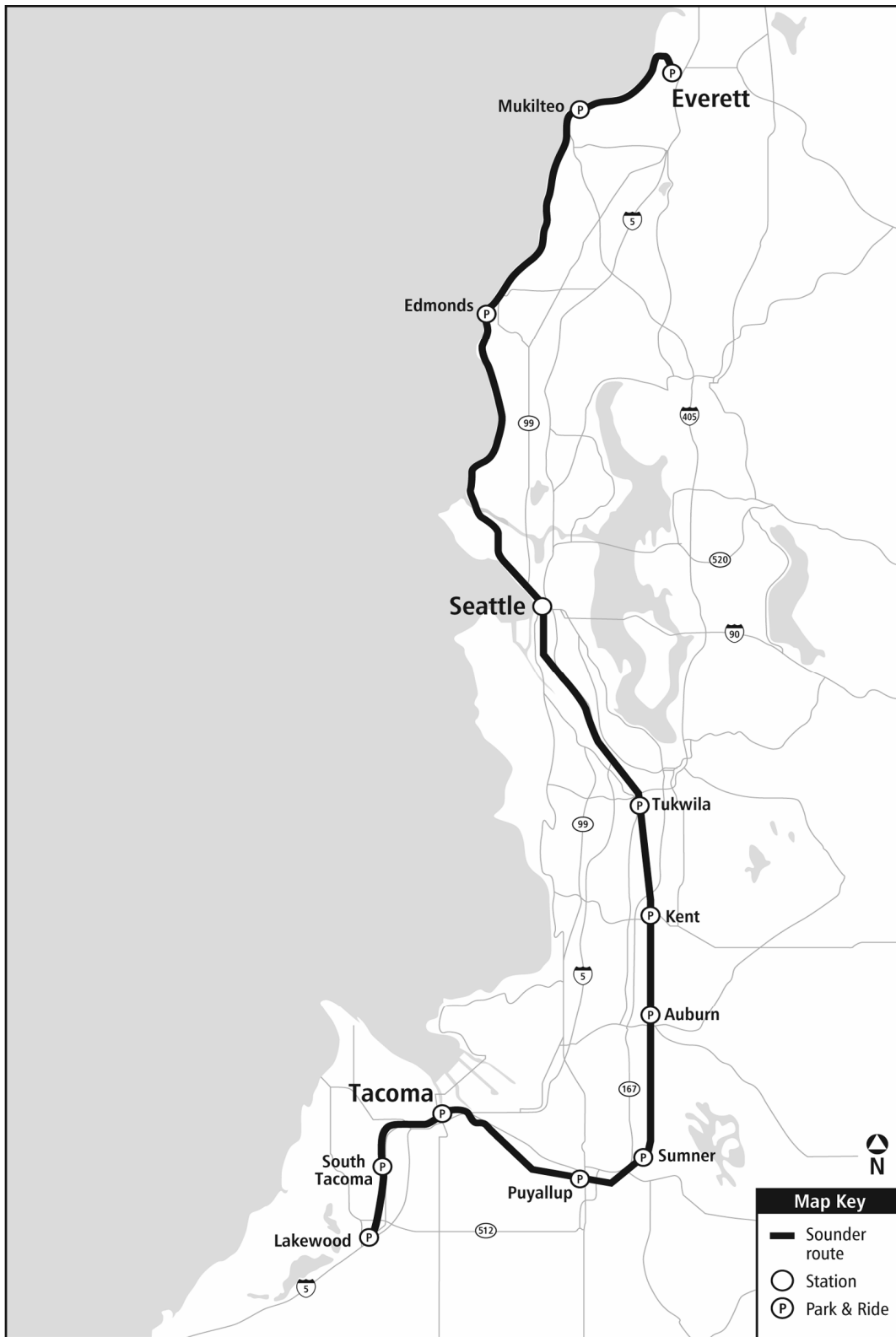
NOTE: Financial information is based on the Fall 2007 Financial Plan, not 2006 actuals.

# APPENDIX A: ST EXPRESS SYSTEM MAP

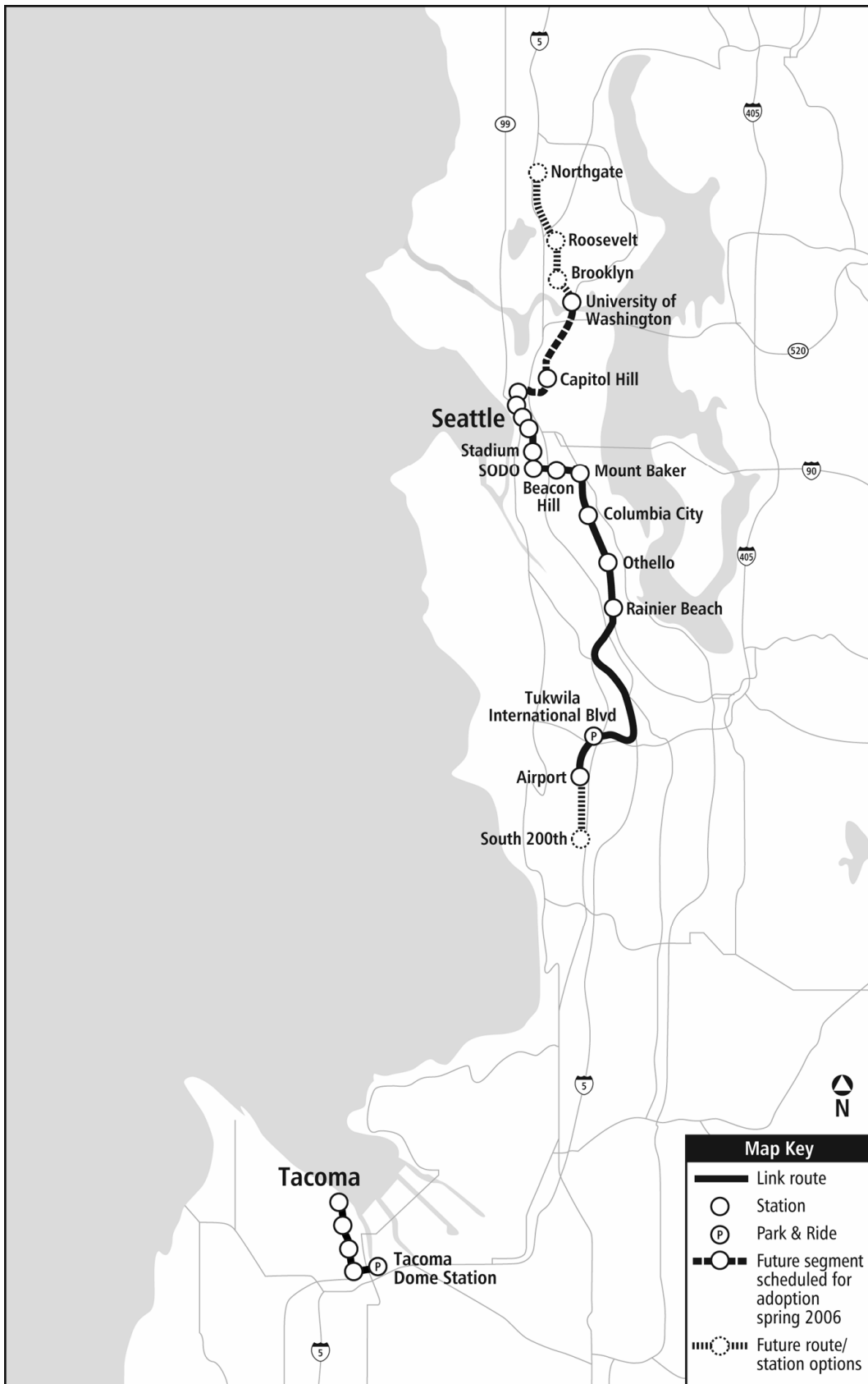
## ST EXPRESS BUS



## APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



# APPENDIX C: LINK LIGHT RAIL SYSTEM MAP



**APPENDIX D: ASSET INVENTORY FORMS**

**Public Transportation Management System**

**Owned Rolling Stock Inventory**

**Agency/Organization:** Sound Transit

**Date:** March 22, 2007

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

*Signature and Title*

*Date*

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	BUSES - ORION 40' CNG	01	2B1569K74R6031981	801	663,376	60	12	0	\$390,000	Y	42	CNG	N
2	BUSES - ORION 40' CNG	01	2B1569K73R6031986	802	605,816	60	12	0	\$390,000	Y	42	CNG	N
3	BUSES - ORION 40' CNG	01	2B1569K77R6031991	803	671,048	60	12	0	\$390,000	Y	42	CNG	N
4	BUSES - ORION 40' CNG	01	2B1569K76R6031996	804	616,159	60	12	0	\$390,000	Y	42	CNG	N
5	BUSES - ORION 40' CNG	01	2B1569K78R6031997	805	541,532	60	12	0	\$390,000	Y	42	CNG	N
6	BUSES - ORION 40' CNG	01	2B1569K78R6032003	806	690,452	60	12	0	\$390,000	Y	42	CNG	N
7	BUSES - ORION 40' CNG	01	2B1569K74R6032015	807	652,369	60	12	0	\$390,000	Y	42	CNG	N
8	BUSES - ORION 40' CNG	01	2B1569K7XR6032018	808	571,490	60	12	0	\$390,000	Y	42	CNG	N
9	BUSES - ORION 40' CNG	01	2B1569K71R6032022	809	607,585	60	12	0	\$390,000	Y	42	CNG	N
10	BUSES - ORION 40' CNG	01	2B1569K77R6032025	810	597,758	60	12	0	\$390,000	Y	42	CNG	N
11	BUSES - ORION 40' CNG	01	2B1569K72R6032028	811	583,654	60	12	0	\$390,000	Y	42	CNG	N
12	BUSES - ORION 40' CNG	01	2B1569K74R6032032	812	592,869	60	12	0	\$390,000	Y	42	CNG	N
13	BUSES - ORION 40' CNG	01	2B1569K7XR6032035	813	586,054	60	12	0	\$390,000	Y	42	CNG	N
14	BUSES - ORION 40' CNG	01	2B1569K77R6032039	814	572,074	60	12	0	\$390,000	Y	42	CNG	N
15	BUSES - ORION 40' CNG	01	2B1569K77R6032042	815	586,254	60	12	0	\$390,000	Y	42	CNG	N
16	BUSES - ORION 40' CNG	01	2B1569K79R6032043	816	555,211	60	12	0	\$390,000	Y	42	CNG	N
17	BUSES - ORION 40' CNG	01	2B1569K74R6032046	817	580,697	60	12	0	\$390,000	Y	42	CNG	N
18	BUSES - ORION 40' CNG	01	2B1569K7XR6032049	818	607,408	60	12	0	\$390,000	Y	42	CNG	N
19	BUSES - ORION 40' CNG	01	2B1569K77R6032056	819	585,606	60	12	0	\$390,000	Y	42	CNG	N
20	BUSES - ORION 40' CNG	01	2B1569K79R6032057	820	579,023	60	12	0	\$390,000	Y	42	CNG	N
21	BUSES - ORION 40' CNG	01	2B1569K79R6032060	821	586,640	57	11	1	\$390,000	Y	42	CNG	N
22	BUSES - ORION 40' CNG	01	2B1569K76R6032064	822	545,948	60	12	0	\$390,000	Y	42	CNG	N
23	BUSES - ORION 40' CNG	01	2B1569K71R6032067	823	563,112	60	11	1	\$390,000	Y	42	CNG	N



	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
24	BUSES - ORION 40' CNG	01	2B1569K74R6032071	824	641,549	60	11	1	\$390,000	Y	42	CNG	N
25	BUSES - ORION 40' CNG	01	2B1569K76R6032074	825	534,206	60	11	1	\$390,000	Y	42	CNG	N
26	BUSES - ORION 40' CNG	01	2B1569K74R6032077	826	586,074	60	11	1	\$390,000	Y	42	CNG	N
27	BUSES - ORION 40' CNG	01	2B1569K76R6032081	827	549,422	60	11	1	\$390,000	Y	42	CNG	N
28	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089556	9000	342,639	88	7	5	\$330,000	Y	42	D	N
29	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089557	9001	502,201	88	7	5	\$330,000	Y	42	D	N
30	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089558	9002	506,002	88	7	5	\$330,000	Y	42	D	N
31	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089559	9003	492,437	88	7	5	\$330,000	Y	42	D	N
32	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089560	9004	506,489	88	7	5	\$330,000	Y	42	D	N
33	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089561	9005	463,329	88	7	5	\$330,000	Y	42	D	N
34	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089562	9006	476,090	88	7	5	\$330,000	Y	42	D	N
35	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089563	9007	494,097	88	7	5	\$330,000	Y	42	D	N
36	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089564	9008	526,394	88	7	5	\$330,000	Y	42	D	N
37	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089565	9009	523,380	88	7	5	\$330,000	Y	42	D	N
38	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089566	9010	497,597	88	7	5	\$330,000	Y	42	D	N
39	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089567	9011	500,414	88	7	5	\$330,000	Y	42	D	N
40	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089568	9012	509,572	88	7	5	\$330,000	Y	42	D	N
41	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089569	9013	482,715	88	7	5	\$330,000	Y	42	D	N
42	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089570	9014	507,561	88	7	5	\$330,000	Y	42	D	N
43	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089571	9015	457,790	88	7	5	\$330,000	Y	42	D	N
44	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089572	9016	473,430	88	7	5	\$330,000	Y	42	D	N
45	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089573	9017	450,419	88	7	5	\$330,000	Y	42	D	N
46	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089574	9018	446,623	88	7	5	\$330,000	Y	42	D	N
47	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089575	9019	471,752	88	7	5	\$330,000	Y	42	D	N
48	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089576	9020	467,039	88	7	5	\$330,000	Y	42	D	N
49	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089577	9021	487,856	88	7	5	\$330,000	Y	42	D	N
50	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089578	9022	480,641	88	7	5	\$330,000	Y	42	D	N
51	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089579	9023	370,016	88	7	5	\$330,000	Y	42	D	N
52	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089580	9024	370,326	88	7	5	\$330,000	Y	42	D	N
53	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089581	9025	376,391	88	7	5	\$330,000	Y	42	D	N
54	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089582	9026	369,049	88	7	5	\$330,000	Y	42	D	N
55	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089583	9027	419,220	88	7	5	\$330,000	Y	42	D	N
56	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089584	9028	424,509	88	7	5	\$330,000	Y	42	D	N
57	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089585	9029	426,516	88	7	5	\$330,000	Y	42	D	N
58	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089586	9030	454,618	88	7	5	\$330,000	Y	42	D	N
59	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089587	9031	418,152	88	7	5	\$330,000	Y	42	D	N

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
60	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089588	9032	426,076	88	7	5	\$330,000	Y	42	D	N
61	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089589	9033	431,749	88	7	5	\$330,000	Y	42	D	N
62	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089590	9034	400,412	88	7	5	\$330,000	Y	42	D	N
63	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089591	9035	406,473	88	7	5	\$330,000	Y	42	D	N
64	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089592	9036	404,764	88	7	5	\$330,000	Y	42	D	N
65	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089593	9037	502,336	88	7	5	\$330,000	Y	42	D	N
66	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089594	9038	482,693	88	7	5	\$330,000	Y	42	D	N
67	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089595	9039	477,101	88	7	5	\$330,000	Y	42	D	N
68	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089596	9040	473,051	88	7	5	\$330,000	Y	42	D	N
69	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089597	9041	496,688	88	7	5	\$330,000	Y	42	D	N
70	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089598	9042	481,900	88	7	5	\$330,000	Y	42	D	N
71	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089599	9043	493,882	88	7	5	\$330,000	Y	42	D	N
72	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089600	9044	500,564	88	7	5	\$330,000	Y	42	D	N
73	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089601	9045	470,596	88	7	5	\$330,000	Y	42	D	N
74	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089602	9046	491,959	88	7	5	\$330,000	Y	42	D	N
75	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089603	9047	471,502	88	7	5	\$330,000	Y	42	D	N
76	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089604	9048	467,392	88	7	5	\$330,000	Y	42	D	N
77	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089605	9049	460,018	88	7	5	\$330,000	Y	42	D	N
78	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089606	9050	479,293	88	7	5	\$330,000	Y	42	D	N
79	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089607	9051	487,749	88	7	5	\$330,000	Y	42	D	N
80	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089608	9052	464,863	88	7	5	\$330,000	Y	42	D	N
81	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089609	9053	487,482	88	7	5	\$330,000	Y	42	D	N
82	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089610	9054	453,676	88	7	5	\$330,000	Y	42	D	N
83	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089611	9055	453,208	88	7	5	\$330,000	Y	42	D	N
84	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089612	9056	364,165	88	7	5	\$330,000	Y	42	D	N
85	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089613	9057	404,620	88	7	5	\$330,000	Y	42	D	N
86	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089614	9058	415,080	88	7	5	\$330,000	Y	42	D	N
87	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089615	9059	402,427	88	7	5	\$330,000	Y	42	D	N
88	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089616	9060	431,018	88	7	5	\$330,000	Y	42	D	N
89	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089617	9061	407,957	88	7	5	\$330,000	Y	42	D	N
90	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089618	9062	443,002	88	7	5	\$330,000	Y	42	D	N
91	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089619	9063	407,921	88	7	5	\$330,000	Y	42	D	N
92	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089620	9064	453,558	88	7	5	\$330,000	Y	42	D	N
93	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089621	9065	470,867	88	7	5	\$330,000	Y	42	D	N
94	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089622	9066	399,234	88	7	5	\$330,000	Y	42	D	N
95	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089623	9067	365,122	88	7	5	\$330,000	Y	42	D	N

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96	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089624	9068	431,814	88	7	5	\$330,000	Y	42	D	N
97	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089625	9069	422,587	88	7	5	\$330,000	Y	42	D	N
98	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089626	9070	308,090	90	5	7	\$330,000	Y	42	D	N
99	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089627	9071	322,815	90	5	7	\$330,000	Y	42	D	N
100	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089628	9072	322,774	90	5	7	\$330,000	Y	42	D	N
101	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089629	9073	333,826	90	5	7	\$330,000	Y	42	D	N
102	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089630	9074	328,477	90	5	7	\$330,000	Y	42	D	N
103	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089631	9075	329,935	90	5	7	\$330,000	Y	42	D	N
104	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089632	9076	330,224	90	5	7	\$330,000	Y	42	D	N
105	BUSES - GILLIG 40' PHANTOM	01	15GCD211811089633	9077	305,692	90	5	7	\$330,000	Y	42	D	N
106	BUSES - GILLIG 40' PHANTOM	01	15GCD211X11089634	9078	321,799	90	5	7	\$330,000	Y	42	D	N
107	BUSES - GILLIG 40' PHANTOM	01	15GCD211111089635	9079	327,032	90	5	7	\$330,000	Y	42	D	N
108	BUSES - GILLIG 40' PHANTOM	01	15GCD211311089636	9080	325,967	90	5	7	\$330,000	Y	42	D	N
109	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089637	9081	316,726	90	5	7	\$330,000	Y	42	D	N
110	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089638	9082	311,968	90	5	7	\$330,000	Y	42	D	N
111	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089639	9083	329,633	90	5	7	\$330,000	Y	42	D	N
112	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089640	9084	312,498	90	5	7	\$330,000	Y	42	D	N
113	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089641	9085	329,316	90	5	7	\$330,000	Y	42	D	N
114	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089642	9086	330,167	90	5	7	\$330,000	Y	42	D	N
115	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089643	9087	328,297	90	5	7	\$330,000	Y	42	D	N
116	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089644	9088	318,771	90	5	7	\$330,000	Y	42	D	N
117	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089645	9089	283,366	90	5	7	\$330,000	Y	42	D	N
118	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111748	9090	62,633	95	1	11	\$330,000	Y	42	D	N
119	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111749	9091	59,915	95	1	11	\$330,000	Y	42	D	N
120	BUSES - NEW FLYER HYBRID 40'	05	5FYH2LV163U024980	9200	135,995	90	3	9	\$330,000	Y	37	DE	N
121	BUSES - NEW FLYER CNG	01	5FYC2LP181U022720	9400	291,901	90	5	7	\$330,000	Y	37	CNG	N
122	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022721	9401	282,550	90	5	7	\$330,000	Y	37	CNG	N
123	BUSES - NEW FLYER CNG	01	5FYC2LP111U022722	9402	289,833	90	5	7	\$330,000	Y	37	CNG	N
124	BUSES - NEW FLYER CNG	01	5FYC2LP131U022723	9403	294,899	90	5	7	\$330,000	Y	37	CNG	N
125	BUSES - NEW FLYER CNG	01	5FYC2LP151U022724	9404	296,443	90	5	7	\$330,000	Y	37	CNG	N
126	BUSES - NEW FLYER CNG	01	5FYC2LP171U022725	9405	286,649	90	5	7	\$330,000	Y	37	CNG	N
127	BUSES - NEW FLYER CNG	01	5FYC2LP191U022726	9406	291,777	90	5	7	\$330,000	Y	37	CNG	N
128	BUSES - NEW FLYER CNG	01	5FYC2LP101U022727	9407	286,108	90	5	7	\$330,000	Y	37	CNG	N
129	BUSES - NEW FLYER CNG	01	5FYC2LP121U022728	9408	285,820	90	5	7	\$330,000	Y	37	CNG	N
130	BUSES - NEW FLYER CNG	01	5FYC2LP141U022729	9409	295,951	90	5	7	\$330,000	Y	37	CNG	N
131	BUSES - NEW FLYER CNG	01	5FYC2LP101U022730	9410	287,273	90	5	7	\$330,000	Y	37	CNG	N

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132	BUSES - NEW FLYER CNG	01	5FYC2LP121U022731	9411	289,939	90	5	7	\$330,000	Y	37	CNG	N
133	BUSES - NEW FLYER CNG	01	5FYC2LP141U022732	9412	290,428	90	5	7	\$330,000	Y	37	CNG	N
134	BUSES - NEW FLYER CNG	01	5FYC2LP161U022733	9413	290,088	90	5	7	\$330,000	Y	37	CNG	N
135	BUSES - NEW FLYER CNG	01	5FYC2LP181U022734	9414	292,253	90	5	7	\$330,000	Y	37	CNG	N
136	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022735	9415	285,796	90	5	7	\$330,000	Y	37	CNG	N
137	BUSES - NEW FLYER CNG	01	5FYC2LP111U022736	9416	276,587	90	5	7	\$330,000	Y	37	CNG	N
138	BUSES - NEW FLYER CNG	01	5FYC2LP131U022737	9417	295,403	90	5	7	\$330,000	Y	37	CNG	N
139	BUSES - NEW FLYER CNG	01	5FYC2LP151U022738	9418	290,440	90	5	7	\$330,000	Y	37	CNG	N
140	BUSES - NEW FLYER CNG	01	5FYC2LP171U022739	9419	292,398	90	5	7	\$330,000	Y	37	CNG	N
141	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019629	9500	488,111	70	7	5	\$528,367	Y	58	D	N
142	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019630	9501	466,348	70	7	5	\$528,367	Y	58	D	N
143	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019631	9502	513,426	70	7	5	\$528,367	Y	58	D	N
144	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019632	9503	504,150	70	7	5	\$528,367	Y	58	D	N
145	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019633	9504	519,434	70	7	5	\$528,367	Y	58	D	N
146	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019634	9505	513,703	70	7	5	\$528,367	Y	58	D	N
147	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019635	9506	509,568	70	7	5	\$528,367	Y	58	D	N
148	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019636	9507	551,515	70	7	5	\$528,367	Y	58	D	N
149	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019637	9508	543,038	70	7	5	\$528,367	Y	58	D	N
150	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019638	9509	519,441	70	7	5	\$528,367	Y	58	D	N
151	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019639	9510	413,496	70	7	5	\$528,367	Y	58	D	N
152	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019640	9511	413,036	70	7	5	\$528,367	Y	58	D	N
153	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019641	9512	423,335	70	7	5	\$528,367	Y	58	D	N
154	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019642	9513	444,762	70	7	5	\$528,367	Y	58	D	N
155	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM12XU019643	9514	423,335	70	7	5	\$528,367	Y	58	D	N
156	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019644	9515	427,439	70	7	5	\$528,367	Y	58	D	N
157	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019645	9516	395,222	70	7	5	\$528,367	Y	58	D	N
158	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019646	9517	433,450	70	7	5	\$528,367	Y	58	D	N
159	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019647	9518	438,592	70	7	5	\$528,367	Y	58	D	N
160	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019648	9519	426,958	70	7	5	\$528,367	Y	58	D	N
161	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019649	9520	434,454	70	7	5	\$528,367	Y	58	D	N
162	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019650	9521	429,597	70	7	5	\$528,367	Y	58	D	N
163	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019651	9522	412,368	70	7	5	\$528,367	Y	58	D	N
164	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019652	9523	417,382	70	7	5	\$528,367	Y	58	D	N
165	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019653	9524	282,405	70	7	5	\$528,367	Y	58	D	N
166	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL16YU021470	9525	220,077	90	6	6	\$528,367	Y	58	D	N
167	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL18YU021471	9526	222,101	90	6	6	\$528,367	Y	58	D	N

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168	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL1XYU021472	9527	198,644	90	6	6	\$528,367	Y	58	D	N
169	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL11YU021473	9528	197,773	90	6	6	\$528,367	Y	58	D	N
170	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL13YU021474	9529	194,576	90	6	6	\$528,367	Y	58	D	N
171	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL15YU021475	9530	203,753	90	6	6	\$528,367	Y	58	D	N
172	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL17YU021476	9531	194,830	90	6	6	\$528,367	Y	58	D	N
173	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021477	9532	205,504	90	6	6	\$528,367	Y	58	D	N
174	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021478	9533	203,909	90	6	6	\$528,367	Y	58	D	N
175	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL12YU021479	9534	164,979	90	6	6	\$528,367	Y	58	D	N
176	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021480	9535	206,485	90	6	6	\$528,367	Y	58	D	N
177	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021481	9536	167,278	90	6	6	\$528,367	Y	58	D	N
178	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW064C027462	9537	75,378	95	2	10	\$497,666	Y	58	D	N
179	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027463	9538	75,732	95	2	10	\$497,666	Y	58	D	N
180	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4Y027464	9539	71,480	95	2	10	\$497,666	Y	58	D	N
181	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027465	9540	73,780	95	2	10	\$497,666	Y	58	D	N
182	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW034C027466	9541	71,994	95	2	10	\$497,666	Y	58	D	N
183	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027467	9542	75,291	95	2	10	\$497,666	Y	58	D	N
184	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027468	9543	76,143	95	2	10	\$497,666	Y	58	D	N
185	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027469	9544	79,153	95	2	10	\$497,666	Y	58	D	N
186	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027470	9545	87,849	95	2	10	\$497,666	Y	58	D	N
187	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027471	9546	75,144	95	2	10	\$497,666	Y	58	D	N
188	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027472	9547	76,309	95	2	10	\$497,666	Y	58	D	N
189	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027527	9548	69,669	95	2	10	\$497,666	Y	58	D	N
190	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027528	9549	77,362	95	2	10	\$497,666	Y	58	D	N
191	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027529	9550	74,634	95	2	10	\$497,666	Y	58	D	N
192	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027530	9551	79,853	95	2	10	\$497,666	Y	58	D	N
193	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027531	9552	76,892	95	2	10	\$497,666	Y	58	D	N
194	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027045	9600	92,325	95	2	10	\$729,928	Y	58	DE	N
195	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027046	9601	95,987	95	2	10	\$729,928	Y	58	DE	N
196	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027047	9602	94,614	95	2	10	\$729,928	Y	58	DE	N
197	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027048	9603	102,092	95	2	10	\$729,928	Y	58	DE	N
198	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027049	9604	96,723	95	2	10	\$729,928	Y	58	DE	N
199	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027050	9605	93,926	95	2	10	\$729,928	Y	58	DE	N
200	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027051	9606	85,952	95	2	10	\$729,928	Y	58	DE	N
201	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027052	9607	77,670	95	2	10	\$729,928	Y	58	DE	N
202	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW084U027053	9608	69,070	95	2	10	\$729,928	Y	58	DE	N
203	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW0X4U027054	9609	92,958	95	2	10	\$729,928	Y	58	DE	N

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
204	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW014U027055	9610	92,444	95	2	10	\$729,928	Y	58	DE	N
205	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW034U027056	9611	84,317	95	2	10	\$729,928	Y	58	DE	N
206	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027057	9612	88,466	95	2	10	\$729,928	Y	58	DE	N
207	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027058	9613	96,050	95	2	10	\$729,928	Y	58	DE	N
208	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027059	9614	89,890	95	2	10	\$729,928	Y	58	DE	N
209	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027060	9615	80,267	95	2	10	\$729,928	Y	58	DE	N
210	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027061	9616	93,045	95	2	10	\$729,928	Y	58	DE	N
211	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027062	9617	90,504	95	2	10	\$729,928	Y	58	DE	N
212	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027063	9618	94,336	95	2	10	\$729,928	Y	58	DE	N
213	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027064	9619	83,915	95	2	10	\$729,928	Y	58	DE	N
214	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027065	9620	87,488	95	2	10	\$729,928	Y	58	DE	N
215	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027066	9621	78,150	95	2	10	\$729,928	Y	58	DE	N
216	BUSES - MCI D4500	06	1M8PDMPA35P056541	9700	132,491	97	1	11	\$500,000	Y	57	D	N
217	BUSES - MCI D4500	06	1M8PDMPA55P056542	9701	145,085	97	1	11	\$500,000	Y	57	D	N
218	BUSES - MCI D4500	06	1M8PDMPA75P056543	9702	137,750	97	1	11	\$500,000	Y	57	D	N
219	BUSES - MCI D4500	06	1M8PDMPA95P056544	9703	136,189	97	1	11	\$500,000	Y	57	D	N
220	BUSES - MCI D4500	06	1M8PDMPA05P056545	9704	124,949	97	1	11	\$500,000	Y	57	D	N
221	BUSES - MCI D4500	06	1M8PDMPA25P056546	9705	133,067	97	1	11	\$500,000	Y	57	D	N
222	BUSES - MCI D4500	06	1M8PDMPA45P056547	9706	131,160	97	1	11	\$500,000	Y	57	D	N
223	BUSES - MCI D4500	06	1M8PDMPA65P056548	9707	137,942	97	1	11	\$500,000	Y	57	D	N
224	BUSES - MCI D4500	06	1M8PDMPA85P056549	9708	146,353	97	1	11	\$500,000	Y	57	D	N
225	BUSES - MCI D4500	06	1M8PDMPA45P056550	9709	142,564	97	1	11	\$500,000	Y	57	D	N
226	BUSES - MCI D4500	06	1M8PDMPA65P056551	9710	140,741	97	1	11	\$500,000	Y	57	D	N
227	BUSES - MCI D4500	06	1M8PDMPA85P056552	9711	144,981	97	1	11	\$500,000	Y	57	D	N
228	BUSES - MCI D4500	06	1M8PDMPAX5P056553	9712	137,153	97	1	11	\$500,000	Y	57	D	N
229	LIGHT RAIL VEHICLE- SKODA	15	9175	1001A	107,804	90	3	23	\$2,242,751	Y	30	E	N
230	LIGHT RAIL VEHICLE- SKODA	15	9176	1002A	110,000	95	2	23	\$2,242,751	Y	30	E	N
231	LIGHT RAIL VEHICLE- SKODA	15	9177	1003A	102,048	95	2	23	\$2,242,751	Y	30	E	N
232	2000/Bombardier/Bi-level	17		SDRX 101	N/A	95	6	23	\$2,300,000	Y	139		N
233	2000/Bombardier/Bi-level	17		SDRX 102	N/A	95	6	23	\$2,300,000	Y	139		N
234	2000/Bombardier/Bi-level	17		SDRX 103	N/A	95	6	23	\$2,300,000	Y	139		N
235	2000/Bombardier/Bi-level	17		SDRX 104	N/A	95	6	23	\$2,300,000	Y	139		N
236	2000/Bombardier/Bi-level	17		SDRX 105	N/A	95	6	23	\$2,300,000	Y	139		N
237	2000/Bombardier/Bi-level	17		SDRX 106	N/A	95	6	23	\$2,300,000	Y	139		N
238	2000/Bombardier/Bi-level	17		SDRX 107	N/A	95	6	23	\$2,300,000	Y	139		N
239	2000/Bombardier/Bi-level	17		SDRX 108	N/A	95	6	23	\$2,300,000	Y	139		N

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
240	2000/Bombardier/Bi-level	17		SDRX 109	N/A	95	6	23	\$2,300,000	Y	139		N
241	2000/Bombardier/Bi-level	17		SDRX 110	N/A	95	6	23	\$2,300,000	Y	139		N
242	2000/Bombardier/Bi-level	17		SDRX 111	N/A	95	6	23	\$2,300,000	Y	139		N
243	2003/Bombardier/Bilevel	17		SDRX 301	N/A	95	3	26	\$2,300,000	Y	139		N
244	2003/Bombardier/Bilevel	17		SDRX 302	N/A	95	3	26	\$2,300,000	Y	139		N
245	2003/Bombardier/Bilevel	17		SDRX 303	N/A	95	3	26	\$2,300,000	Y	139		N
246	2003/Bombardier/Bilevel	17		SDRX 304	N/A	95	3	26	\$2,300,000	Y	139		N
247	2003/Bombardier/Bilevel	17		SDRX 305	N/A	95	3	26	\$2,300,000	Y	139		N
248	2003/Bombardier/Bilevel	17		SDRX 306	N/A	95	3	26	\$2,300,000	Y	139		N
249	2003/Bombardier/Bilevel	17		SDRX 307	N/A	95	3	26	\$2,300,000	Y	139		N
250	2000/Bombardier/Bi-level	18		SDRX 201	N/A	95	6	23	\$2,200,000	Y	148		N
251	2000/Bombardier/Bi-level	18		SDRX 202	N/A	95	6	23	\$2,200,000	Y	148		N
252	2000/Bombardier/Bi-level	18		SDRX 203	N/A	95	6	23	\$2,200,000	Y	148		N
253	2000/Bombardier/Bi-level	18		SDRX 204	N/A	95	6	23	\$2,200,000	Y	148		N
254	2000/Bombardier/Bi-level	18		SDRX 205	N/A	95	6	23	\$2,200,000	Y	148		N
255	2000/Bombardier/Bi-level	18		SDRX 206	N/A	95	6	23	\$2,200,000	Y	148		N
256	2000/Bombardier/Bi-level	18		SDRX 207	N/A	95	6	23	\$2,200,000	Y	148		N
257	2000/Bombardier/Bi-level	18		SDRX 208	N/A	95	6	23	\$2,200,000	Y	148		N
258	2000/Bombardier/Bi-level	18		SDRX 209	N/A	95	6	23	\$2,200,000	Y	148		N
259	2000/Bombardier/Bi-level	18		SDRX 210	N/A	95	6	23	\$2,200,000	Y	148		N
260	2000/Bombardier/Bi-level	18		SDRX 211	N/A	95	6	23	\$2,200,000	Y	148		N
261	2000/Bombardier/Bi-level	18		SDRX 212	N/A	95	6	23	\$2,200,000	Y	148		N
262	2000/Bombardier/Bi-level	18		SDRX 213	N/A	95	6	23	\$2,200,000	Y	148		N
263	2000/Bombardier/Bi-level	18		SDRX 214	N/A	95	6	23	\$2,200,000	Y	148		N
264	2003/Bombardier/Bi-level	18		SDRX 215	N/A	95	3	26	\$2,200,000	Y	148		N
265	2003/Bombardier/Bi-level	18		SDRX 216	N/A	95	3	26	\$2,200,000	Y	148		N
266	2003/Bombardier/Bi-level	18		SDRX 217	N/A	95	3	26	\$2,200,000	Y	148		N
267	2003/Bombardier/Bi-level	18		SDRX 218	N/A	95	3	26	\$2,200,000	Y	148		N
268	2002/Bombardier/Bi-level	18		SDRX 227	N/A	95	4	26	\$2,200,000	Y	148		N
269	2002/Bombardier/Bi-level	18		SDRX 228	N/A	95	4	26	\$2,200,000	Y	148		N
270	2003/Bombardier/Bi-level	18		SDRX 231	N/A	95	3	26	\$2,200,000	Y	148		N
271	2003/Bombardier/Bi-level	18		SDRX 232	N/A	95	3	26	\$2,200,000	Y	148		N
272	2003/Bombardier/Bi-level	18		SDRX 233	N/A	95	3	26	\$2,200,000	Y	148		N
273	2003/Bombardier/Bi-level	18		SDRX 234	N/A	95	3	26	\$2,200,000	Y	148		N
274	2003/Bombardier/Bi-level	18		SDRX 235	N/A	95	3	26	\$2,200,000	Y	148		N
275	2003/Bombardier/Bi-level	18		SDRX 236	N/A	95	3	26	\$2,200,000	Y	148		N

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
276	2003/Bombardier/Bi-level	18		SDRX 237	N/A	95	3	26	\$2,200,000	Y	148		N
277	2003/Bombardier/Bi-level	18		SDRX 238	N/A	95	3	26	\$2,200,000	Y	148		N
278	2003/Bombardier/Bi-level	18		SDRX 239	N/A	95	3	26	\$2,200,000	Y	148		N
279	2003/Bombardier/Bi-level	18		SDRX 240	N/A	95	3	26	\$2,200,000	Y	148		N
280	2003/Bombardier/Bi-level	18		SDRX 401	N/A	95	3	26	\$2,200,000	Y	148		N
281	2003/Bombardier/Bi-level	18		SDRX 402	N/A	95	3	26	\$2,200,000	Y	148		N
282	2003/Bombardier/Bi-level	18		SDRX 403	N/A	95	3	26	\$2,200,000	Y	148		N
283	2003/Bombardier/Bi-level	18		SDRX 404	N/A	95	3	26	\$2,200,000	Y	148		N
284	2003/Bombardier/Bi-level	18		SDRX 405	N/A	95	3	26	\$2,200,000	Y	148		N
285	2003/Bombardier/Bi-level	18		SDRX 406	N/A	95	3	26	\$2,200,000	Y	148		N
286	2003/Bombardier/Bi-level	18		SDRX 407	N/A	95	3	26	\$2,200,000	Y	148		N
287	2003/Bombardier/Bi-level	18		SDRX 408	N/A	95	3	26	\$2,200,000	Y	148		N
288	2003/Bombardier/Bi-level	18		SDRX 409	N/A	95	3	26	\$2,200,000	Y	148		N
289	2003/Bombardier/Bi-level	18		SDRX 410	N/A	95	3	26	\$2,200,000	Y	148		N
290	1999/EMD/F59PHI	21		SDRX 901	N/A	95	7	22	\$3,000,000	N	2	D	N
291	1999/EMD/F59PHI	21		SDRX 902	N/A	95	7	22	\$3,000,000	N	2	D	N
292	1999/EMD/F59PHI	21		SDRX 903	N/A	95	6	23	\$3,000,000	N	2	D	N
293	1999/EMD/F59PHI	21		SDRX 904	N/A	95	6	23	\$3,000,000	N	2	D	N
294	1999/EMD/F59PHI	21		SDRX 905	N/A	95	6	23	\$3,000,000	N	2	D	N
295	1999/EMD/F59PHI	21		SDRX 906	N/A	95	6	23	\$3,000,000	N	2	D	N
296	1999/EMD/F59PHI	21		SDRX 907	N/A	95	5	24	\$3,000,000	N	2	D	N
297	1999/EMD/F59PHI	21		SDRX 908	N/A	95	5	24	\$3,000,000	N	2	D	N
298	1999/EMD/F59PHI	21		SDRX 909	N/A	95	5	24	\$3,000,000	N	2	D	N
299	1999/EMD/F59PHI	21		SDRX 910	N/A	95	5	24	\$3,000,000	N	2	D	N
300	1999/EMD/F59PHI	21		SDRX 911	N/A	95	5	25	\$3,000,000	N	2	D	N



# Public Transportation Management System Owned Equipment Inventory

**Agency/Organization:** Sound Transit  
**Date:** March 22, 2007

Equipment Code and Description		Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(if more than two lines attach a separate comment page)</i>
1	02 Fare Collection Equipment (TVM Stationary)	80	6	9	\$10.34	
2	02 Fare Collection Equipment (TVM Stationary)	80	6	9	\$10.34	
3	02 Fare Collection Equipment (TVM Stationary)	80	6	9	\$10.34	
4	02 Fare Collection Equipment (TVM Stationary)	80	6	9	\$10.34	
5	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
6	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
7	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
8	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
9	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
10	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
11	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
12	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
13	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
14	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
15	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
16	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
17	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
18	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
19	02 Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
20	02 Fare Collection Equipment (TVM Stationary)	80	6	7	\$8.27	
21	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
22	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
23	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
24	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
25	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
26	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
27	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
28	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
29	02 Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	

		<b>Equipment Code and Description</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments <i>(if more than two lines attach a separate comment page)</i></b>
30	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
31	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
32	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
33	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
34	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
35	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
36	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
37	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
38	02	Fare Collection Equipment (TVM Stationary)	80	6	6	\$7.24	
39	02	Fare Collection Equipment (TVM Stationary)	80	6	8	\$9.31	
40	02	Fare Collection Equipment (TVM Stationary)	80	6	10	\$11.37	
41	13	E9B44100224					
42	13	E9B4459112					
43	13	New Key style Argens "A"					
44	13	E9B4451721					
45	13	E9B4458922					
46	13	E9B4458508					
47	13	05-0703-E9-1					
48	13	05-0703-E9-2					
49	13	05-0703-E9-3					
50	13	05-0703-E9-4					
51	13	05-0703-E9-5					
52	13	05-0703-E9-6					
53	13	05-0703-E9-7					
54	13	05-0703-E9-8					
55	13	05-0703-E9-9					
56	13	05-0703-E-9-10					
57	13	New Key style Argens "H"					
58	13	New Key style Argens "C"					
59	13	New Key style Argens "F"					
60	13	New Key style Argens "E"					
61	13	New Key style Argens "G"					
62	13	New Key style Argens "D"					
63	13	7MA005394AD					
64	13	7MA005402AD					
65	13	7MA005393AD					
66	13	7MA005391AD					
67	13	7MA005403AD					
68	13	*					

		<b>Equipment Code and Description</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments <i>(if more than two lines attach a separate comment page)</i></b>
69	13	7MA005401AD					
70	13	7MA005395AD					
71	13	7MA005392AD					
72	13	7MA005398AD					
73	13	*					
74	13	7MA005399AD					
75	13	7MA005396AD					
76	13	*					
77	13	*					
78	13	*					
79	13	*					
80	13	*					
81	13	*					
82	13	*					
83	13	*					
84	13	*					
85	13	*					
86	13	*					
87	13	*					
88	13	*					
89	13	*					
90	13	*					
91	13	*					
92	13	*					
93	13	*					
94	13	R31973					
95	13	T32826					
96	13	R32801					
97	13	T32430					
98	13	R32394					
99	13	R32900					
100	13	35438					
101	13	35442					
102	13	*					
103	13	*					
104	13	*					
105	13	*					
106	13	*					
107	13	*					

108	13	*					
		<b>Equipment Code and Description</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments <i>(if more than two lines attach a separate comment page)</i></b>
109	13	*					
110	13	*					
111	13	*					
112	13	*					
113	13	*					
114	13	*					
115	13	*					
116	13	*					
117	13	*					
118	13	*					
119	13	*					
120	13	*					
121	13	*					
122	13	*					
123	13	*					
124	13	*					

## Public Transportation Management System Owned Facility Inventory

**Agency/Organization:** Sound Transit

**Date:** March 1, 2007

Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1	17 King Street Station, Sounder	85	5	45	\$8,586,000	Train platform, canopy, stairs and elevator
2	07 Tukwila Station, Sounder	70	5	5	\$848,000	Temporary wood train platform
3	07 Kent Station, Sounder	85	5	45	\$25,440,000	Train platform, garage, parking lots, bus platform and drivers comfort station
4	07 Auburn Station, Sounder	85	5	45	\$23,002,000	Train platform, garage, parking lots, bus platform and drivers comfort station
5	07 Sumner Station, Sounder	85	5	45	\$7,950,000	Train platform, parking lots and bus platform
6	07 Puyallup Station, Sounder	85	5	45	\$8,692,000	Train platform, parking lots and bus platform
7	17 Tacoma Station, Sounder	85	5	35	\$6,996,000	Train platform and Concourse
8	07 Theater District Station, Tacoma Link	95	5	35	\$530,000	Link platform with shelter
9	07 Convention Center Station, Tacoma Link	95	5	35	\$636,000	Link platform with shelter
10	07 Union Station, Tacoma Link	95	5	35	\$636,000	Link platform with shelter
11	07 South 25th Street Station, Tacoma Link	95	5	45	\$424,000	Link platform with shelter
12	17 Tacoma Dome Station, Tacoma Link	95	5	35	\$318,000	Link platform with shelter
13	06 Bellevue Transit Center	95	3	37	\$13,780,000	Bus platform with shelters, rider services building and drivers comfort station
14	06 Lynnwood Transit Center	95	3	47	\$20,140,000	Bus platform and rider services building
15	06 Overlake Transit Center	85	4	46	\$11,872,000	Bus platform, parking lot, rider services building
16	09 DuPont Park-and-Ride	90	3	47	\$2,120,000	Bus platform with shelters, parking lot and drivers comfort station
17	09 South Hill Park-and-Ride	85	4	46	\$4,770,000	Bus platform with shelters, parking lot and drivers comfort station
18	23 Tacoma Link O&M Building	95	6	34	\$6,466,000	Office and maintenance shop
19	14 Tacoma Link Track System	90	3	47	\$64,130,000	1.6 miles
20	08 Weller Street Bridge	80	7	23	\$5,300,000	King Street Station access
21	14 Sounder Tacoma to Lakewood Track System	90	3	28	\$4,346,000	
22	01 Tacoma Link Power Substation	90	4	22	\$848,000	
23	10 Union Station, Administrative offices	80	7	23	\$22,260,000	Age and replacement value based on 1999 restoration

