

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2008-36**

**Transit Development Plan 2008-2013 and 2007 Annual Report**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Board	3/27/08	Postponed	Bonnie Todd, Director, Transportation Services	(206) 398-5367
Board	4/10/08	Discussion/Possible Action	<b>Jim Moore, Project Manager, Transportation Services</b>	(206) 398-5045

<b>Contract/Agreement Type:</b>	<b>✓</b>	<b>Requested Action:</b>	<b>✓</b>
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 2008-2013 and 2007 Annual Report

**PROPOSED ACTION**

Approve the submittal of the Transit Development Plan 2008-2013 and 2007 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 2007
- The plan states how Sound Transit goals and commitments address state public transportation goals
- The plan also outlines proposed Sound Move strategies for 2008-2013; these action 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, or funding 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**

WSDOT requires the Transit Development Plan 2008-2013 and 2007 Annual Report 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. Sound Transit submitted all Sound Move projects to the regional TIP shortly after adoption of Sound Move in 1996.

Per criteria outlined in Revised Code of Washington (RCW) 35.58.2795, the Transit Development Plan 2008-2013 and 2007 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.

In compliance with Title VI, the Transit Development Plan and Annual Report was based, in part, upon an impact assessment on minority transit users and communities, an impact assessment on low-income persons, and an impact assessment on persons with a limited ability to speak, understand, read and write English. This work was completed as a part of the annual Service Implementation Plan process.

## **CONSEQUENCES of DELAY**

Pursuant to RCW 35.58.2795, Sound Transit is required to prepare an updated Transit Development Plan by April 1, 2008. WSDOT's Public Transportation Program office provides the House and Senate Transportation Committees with a status report of approved plans by September 1, 2008. 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**

The Transit Development Plan 2008-2013 and 2007 Annual Report is a document required by the state under RCW 35.58.2795 and calls for at least one public hearing. A public hearing was held on March 13, 2008.

## **ENVIRONMENTAL COMPLIANCE**

Not applicable to this action.

## **LEGAL REVIEW**

JW 3/20/08

## **SOUND TRANSIT**

### **MOTION NO. M2008-36**

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of the Transit Development Plan 2008-2013 and 2007 Annual Report to the Washington State Department of Transportation.

#### **Background:**

WSDOT requires the Transit Development Plan 2008-2013 and 2007 Annual Report 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. Sound Transit submitted all Sound Move projects to the regional TIP shortly after adoption of Sound Move in 1996.

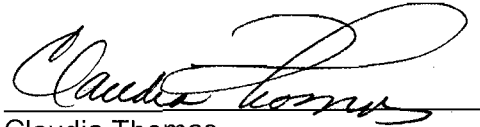
Per criteria outlined in Revised Code of Washington (RCW) 35.58.2795, the Transit Development Plan 2008-2013 and 2007 Annual Report contributes to local comprehensive plans mandated in RCW 36.70A.070(6); regional transportation plans authorized in RCW 47.80.030; metropolitan transportation plans required 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.

In compliance with Title VI, the Transit Development Plan and Annual Report was based, in part, upon an impact assessment on minority transit users and communities, an impact assessment on low-income persons, and an impact assessment on persons with a limited ability to speak, understand, read and write English. This work was completed as a part of the annual Service Implementation Plan process.

**Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Transit Development Plan 2008-2013 and 2007 Annual Report be approved for submittal to the Washington State Department of Transportation.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 10, 2008.



Claudia Thomas  
Board Vice-Chair

ATTEST:



Marcia Walker  
Board Administrator



**SOUNDTRANSIT**  
Central Puget Sound  
Regional Transit Authority

**Sound Transit  
Transit Development Plan 2008 - 2013  
2007 Annual Report**

Date of Public Hearing: March 13, 2008

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# Sound Transit

## Transit Development Plan 2008-2013 and 2007 Annual Report

### INTRODUCTION

The Transit Development Plan 2008-2013 and 2007 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 2007, and proposed action strategies from 2008 to 2013 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.

At the end of 2007, the Sound Transit Board of Directors consists of the following members:

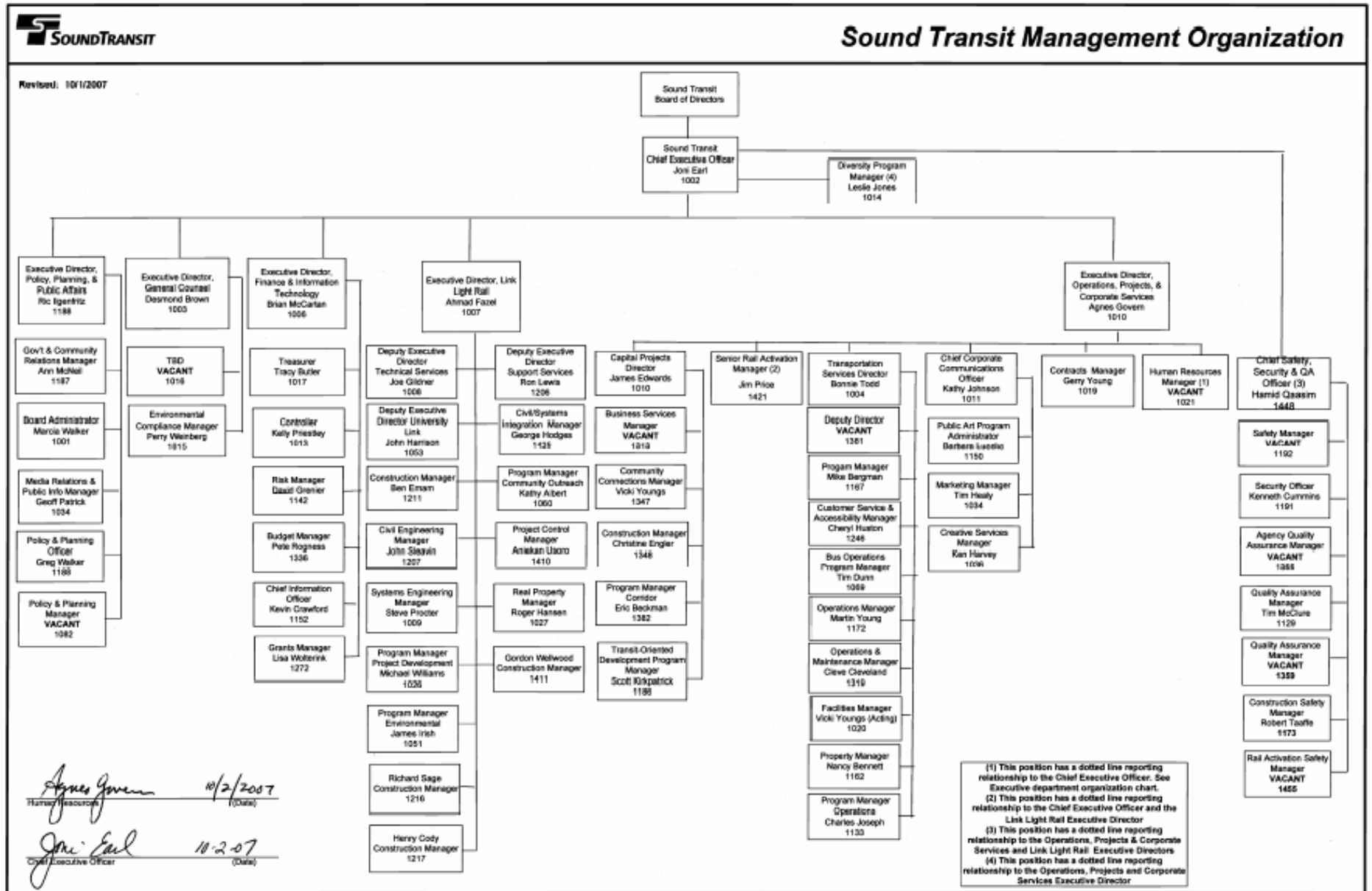
John Ladenburg	Pierce County Executive, <b>Chair</b>
Connie Marshall	City of Bellevue Councilmember, <b>Vice Chair</b>
Aaron Reardon	Snohomish County Executive, <b>Vice Chair</b>
Julie Anderson	City of Tacoma Councilmember
Mary-Alyce Burleigh	City of Kirkland Councilmember
Fred Butler	City of Issaquah Deputy Council President
Dow Constantine	King County Councilmember
David Enslow	City of Sumner Mayor
Paula Hammond	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
Paul Roberts	City of Everett Councilmember
Ron Sims	King County Executive
Claudia Thomas	City of Lakewood Mayor
Pete von Reichbauer	King County Council Vice Chair

As of December 31, 2007, Sound Transit employed 348 full-time equivalent employees. Total authorized positions' including unfilled positions is 393. Sound Transit staff consisted of the following:

- 19 full-time equivalents in the Executive Department.
- 62 full-time equivalents in the Finance and IT department.
- 18 full-time equivalents in the Legal department.
- 90 full-time equivalents in the Link Light Rail department.
- 130 full-time equivalents in the Operations, Capital, and Corporate department.
- 29 full-time equivalents in the Policy Planning and Public Affairs department.

Figure 1 displays the Sound Transit organizational structure as of the end of 2007.

**Figure 1**  
Organizational Structure



## 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>	<u>Central Link Operations/ 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	3407 Airport Way S Seattle, WA
625 5 <sup>th</sup> Ave. S. Opus East Building Seattle, WA 98104			

As of December 31, 2007, 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

On ST Express, Sound Transit’s 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

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 based on the distance traveled. The price of a Sounder ticket starts with a base fare of \$2.55. A per-mile charge of \$0.055 is added to the base fare, and the sum is rounded to the nearest quarter to determine the final cost of the trip. Adult fares range from \$2.75 to \$4.75. Corresponding monthly pass prices are \$99 to \$171. Senior/disabled fares are approximately 50 percent of the adult fare, and youth fares are discounted approximately 25 percent from the adult fare. 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.

**SERVICE DESCRIPTION**

As of the end of 2007, 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 six rush-hour round trips per day on the south line, including one round trip that provides service to Tacoma in the morning (reverse-peak direction trip) and to Seattle in the afternoon. On the north line, three round trips daily between Everett and Seattle. Service operates Monday through Friday, except major holidays. The south line includes 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.

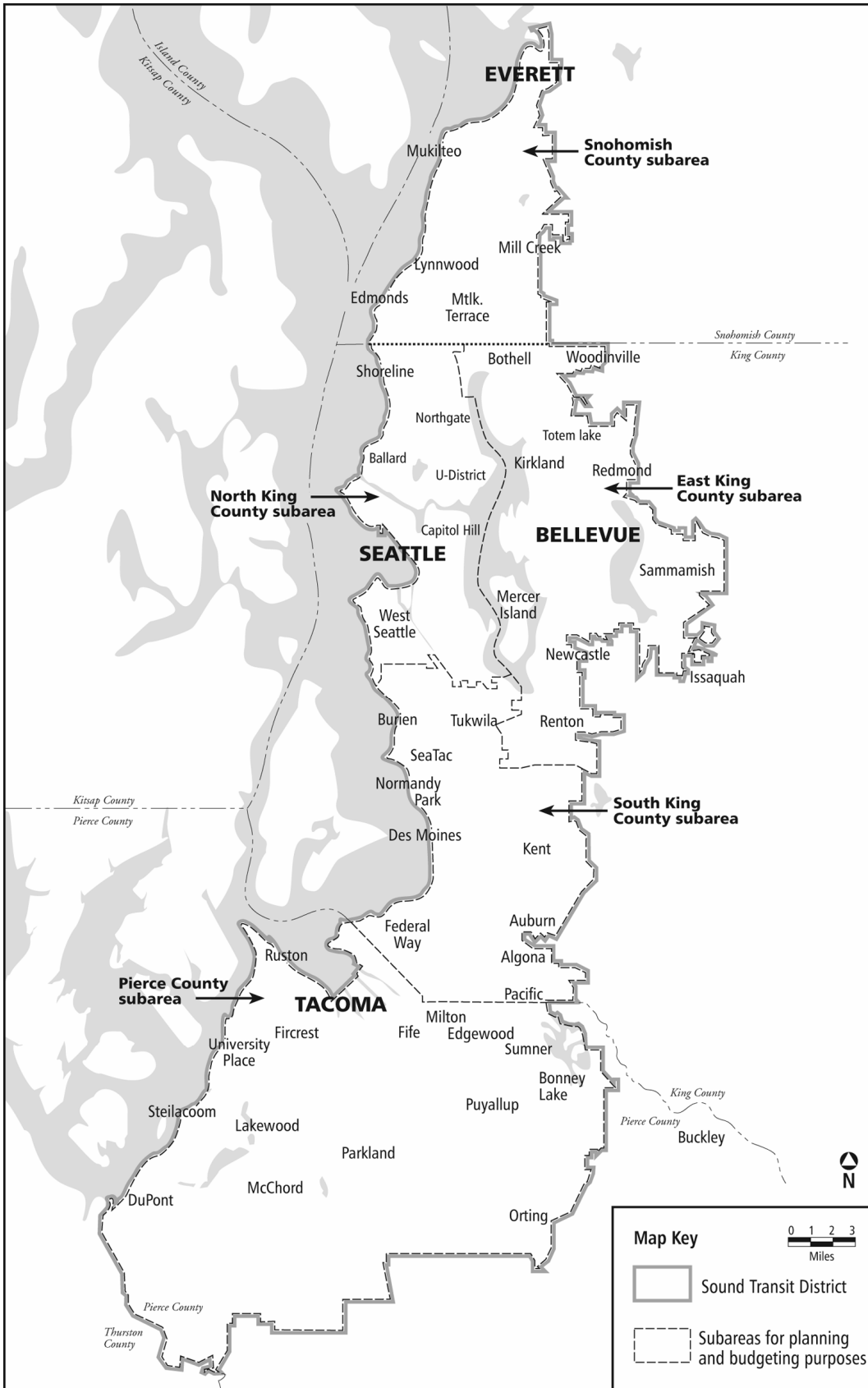
Sound Transit plans startup of the Central Link light rail segment from Westlake Station to Tukwila in the summer of 2009, with the extension to SeaTac/Airport Station to follow in December of 2009.

## **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.

In compliance with Title VI, the Transit Development Plan and Annual Report was based, in part, upon an impact assessment on minority transit users and communities, an impact assessment on low-income persons, and an impact assessment on persons with a limited ability to speak, understand, read and write English. This work is completed each year as a part of the annual Service Implementation Plan process.

**Figure 2**  
Sound Transit District



#### **IV: SERVICE CONNECTIONS**

Sound Transit serves a total of 81 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 Freeway Station
- Canyon Park Park-and-Ride
- Convention Center Station / S 15<sup>th</sup> St Station
- Convention Place Station
- DuPont Station
- Eastgate Freeway Station
- Eastgate Park-and-Ride
- Eastmont Park-and-Ride
- Edmonds Station
- Everett Station
- Evergreen Point Bridge Park-and-Ride
- Evergreen Point Freeway Station
- Federal Way Transit Center
- Holy Family Church
- I-5 / NE 45<sup>th</sup> St Freeway Station
- I-5 / SR-512 Park-and-Ride
- International District Station
- Issaquah Highlands Park & Ride
- Issaquah Park-and-Ride
- Jackson Park Freeway Station
- Jackson Park Park-and-Ride
- Kenmore Community Church
- Kenmore Park-and-Ride
- Kennydale Freeway Station
- 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 Freeway Station
- 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
- Pioneer Square Station
- 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 St 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 Transit Center
- Tacoma Dome Station (North)
- Tacoma Dome Station (South)
- Theater District Station / S 9<sup>th</sup> St Station
- Tibbetts Lot
- Tibbetts Valley Park
- Totem Lake Freeway Station
- Tukwila Station
- 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, 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 reopened in September 2007. The Totem Lake Freeway Station opened in 2007.

## **V: ACTIVITIES IN 2007**

Throughout the entire agency, Sound Transit saw significant accomplishments in 2007. 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 10.7 million passengers in 2007, with the system now carrying more than 62 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 2007, Sound Transit broke ground on five capital projects which include the I-90 Two-Way Transit and HOV-lanes Stage 1, Redmond Transit Center, Redmond Way transit improvements, Totem Lake Transit Center, and the North Everett/College Station Transit Center. Two freeway stations opened along the I-405 corridor at Canyon Park and Totem Lake.

Sounder commuter rail carried 2.2 million passengers in 2007. Sound Transit added two round trips on the south line and one round trip on the north line in September 2007. The system has carried over 8.2 million passengers since service began in September 2000. Sound Transit also broke ground on Lakewood and Mukilteo stations.

Tacoma Link continued operations in 2007. The trend of strong ridership continued, with daily ridership averaging over 2,900 passengers. By the end of the year, the system had served over 919,000 passengers in 2006 and a grand total of 3.8 million passengers since service began in August 2003. Sound Transit also installed a closed-circuit television system at each of the stations along the Tacoma line.

Construction of the central line of Link light rail continued in 2007. Sound Transit opened the operations and maintenance facility for the central line. Other construction activities include completion of the first bore tunnel through Beacon Hill, completing excavation of the Beacon Hill Station, completion of Tukwila International Blvd Station and finishing work on the surface over the stub tunnel in downtown Seattle. In addition, work began on SeaTac/Airport Station. Sound Transit also reached an agreement with the



University of Washington for extending Link light rail to University of Washington Station. Final assembly of the central line trains began along with testing before final acceptance.

Sound Transit's 2007 accomplishments also included extensive long-range and regional planning efforts. Sound Transit completed a beta test of the ORCA (One Regional Card for All) smart card and work continues to implementing a regional smart card in late 2008 and early 2009. The Board of Directors adopted a final Sound Transit 2 package for expansion of the regional transit system. The plan, joined with the road projects from the Regional Transportation Improvement District, was put to a public vote in November 2007.

In 2007, the independent Citizen Oversight Panel (COP) completed the *Citizens' Year-End 2007 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 2007. 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 2007, Sound Transit addressed WSDOT State Transportation Goals through the following action strategies:

- **System Operation & Maintenance.** In 2007, the downtown Seattle transit tunnel reopened for King County Metro and Sound Transit bus service. Opened the Canyon Park Freeway Station which eliminated circuitous routing from the freeway and is served by Sound Transit and Community Transit. The Totem Lake direct access ramp and freeway station opened allowing King County Metro and Sound Transit to more efficiently serve the Kingsgate Park-and-Ride.
- **System Preservation.** We continued to maintain our equipment and facilities.
- **Special Needs Transportation.** Sound Transit completed received two New Freedom grants from the FTA. These grants will be used to implement the first two projects from the Regional Special Needs Transportation Coordination plan. The Volunteer Program will help recruit, train and reimburse volunteer drivers in King, Pierce and Snohomish counties. The Travel Ambassador - Bus Buddy Program will provide training and assistance on how to ride public transportation and other special needs transportation for persons with disabilities, seniors and low-income individuals in the three county area.
- **Increased Travel Options.** Continued involvement in the RailPlus program, allowing monthly and annual passes to be accepted on Amtrak trains running between Seattle and Everett. Reverse-commute rail service began with one round trip that departs Seattle at 6:10 a.m. and arrives in Tacoma at 7:10 a.m. The afternoon trip departs Tacoma at 4:45 p.m. and arrives in Seattle at 5:45 p.m. This reverse-commute trip serves Tukwila, Kent, Auburn, Sumner and Puyallup along the way.
- **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. In addition, Sound Transit

facilitates the Transit Integration Group to help plan and implement regional transit programs. Representation of these groups include staff from all the Central Puget Sound transportation providers including Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Washington State Ferries. Information from the work from this group and the various committees of the Transit Integration Group is shared with other transportation agencies that connect with Sound Transit services, such as Intercity Transit, Island Transit and SKAT. The Transit Integration Group includes various staff committees that focus on various aspects of transit planning and operation. The following committees meet on a regular on-going basis:

- Accessibility Committee
- Customer Services Committee
- Fares Committee
- Marketing Committee
- Operations Committee
- Service and Facilities Planning Committee
- Vehicle Maintenance Committee
- ST2 Committee

## **VI: PLANNED ACTION STRATEGIES, 2008 – 2013**

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. Sound Transit performs a Comprehensive Operational Analysis no more than every five years. The next analysis is due by 2010.

**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. Central Link will begin operating service.

**Special Needs Transportation.** Sound Transit will continue to formulate and update each Annual Sound Transit Accessibility Plan and to implement appropriate projects identified by the Regional Special Needs Transportation Coordination Plan.

**Seamless Connections.** We will continue our ST Express bus service. Planned facilities that will open by 2013 include the South Everett Park-and-Ride, Totem Lake direct-access ramps, Lakewood Station, South Tacoma Station, and the Mountlake Terrace Freeway 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, 2008 – 2013**

The following matrixes describe the planned activities to be undertaken by Sound Transit for 2008-2013. 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.

<b>2008</b>	<b>Planned Activity</b>
Services	<p>Continue service of ST Express, Sounder, and Tacoma Link light rail line (<b>Preservation</b>)</p> <p>Increase frequency of service on Tacoma-Seattle Sounder line</p> <p>Add fourth roundtrip on Everett-Seattle Sounder line</p> <p>Begin Sounder service at Mukilteo Station</p> <p>Sound Transit Board adopts Link light rail fares</p> <p>Link light rail testing begins in Rainier Valley</p>
Facilities	<p>Mercer Island Park-and-Ride / N. Mercer Way complete</p> <p>North Everett Transit Center / Everett Community College complete</p> <p>Redmond Transit Center complete</p> <p>North Everett / College Station Transit Center complete</p> <p>Issaquah Transit Center complete</p> <p>Mukilteo Station north platform complete</p> <p>Lakewood Station complete</p> <p>South Everett Freeway Station complete</p> <p>I-90 Two-Way HOV lane opens westbound from Bellevue to Mercer Island</p> <p>SR-522 HOV enhancements in Kenmore complete</p> <p>SR-522 HOV enhancements in Bothell complete</p> <p>Totem Lake Transit Center complete</p> <p>UW-Bothell / Cascadia CC transit improvements complete</p> <p>Begin construction of Everett Station parking expansion</p> <p>Link light rail boring machine breaks through second Beacon Hill east portal</p> <p>Central Link light rail track complete through Tukwila</p> <p>Central Link light rail track complete to Airport</p> <p>Construction begins on Sounder track improvements from M Street to Lakewood</p> <p>Mount Baker Station complete</p> <p>Begin construction of Edmonds Station improvements</p> <p>Begin construction of South Tacoma Station</p> <p>Begin construction of Link light rail to University of Washington Station</p>
Equipment	<p>Recall remaining leased Sounder rolling stock</p> <p>Take delivery of 39 buses (27 replacement and 10 expansion)</p> <p>Link light rail fleet delivery completed</p>

<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>South Tacoma Station complete</p> <p>NE 85<sup>th</sup> Street Corridor improvements complete</p> <p>Everett Station Phase II complete</p> <p>Mukilteo Station south platform complete</p>

<b>2010</b>	<b>Planned Activity</b>
Services	Continued service of ST Express, Sounder, and Link light rail ( <b>Preservation</b> ) ST Express I-5 service restructure between Seattle and Tacoma
Facilities	Mountlake Terrace Freeway Station / 236 <sup>th</sup> SW complete Kirkland Transit Center complete Rainier Avenue / Hardie Avenue Arterial Improvements complete New Tukwila Station complete

<b>2011</b>	<b>Planned Activity</b>
Services	Continued service of ST Express, Sounder, and Link light rail ( <b>Preservation</b> )
Facilities	Renton HOV access ramps complete

<b>2012</b>	<b>Planned Activity</b>
Services	Continued service of ST Express, Sounder, and Link light rail ( <b>Preservation</b> ) Begin Sounder service to South Tacoma and Lakewood Stations and remove temporary bus services
Facilities	Sounder track improvements from M Street to Lakewood complete

<b>2013</b>	<b>Planned Activity</b>
Services	Continued service of ST Express, Sounder, and Link light rail ( <b>Preservation</b> )

## VIII: CAPITAL IMPROVEMENT PROGRAM, 2007 – 2013

(All figures in thousands of dollars)

Sound Transit	2007	2008	2009	2010	2011	2012	2013
<b>Preservation</b>							
ST Express Fleet Replacement Program	\$3,850	\$8,904	\$0	\$0	\$43,130	\$6,655	\$18,321
Other Projects	\$8,766	\$20,165	\$4,199	\$1,949	\$22,067	\$475	\$475
Capital Replacement	\$22,245	\$22,245	\$23,647	\$23,647	\$23,647	\$54,551	\$54,441
<b>Improvement</b>							
STart Program	\$3,593	\$2,205	\$497	\$3,219	\$0	\$0	\$0
Sounder Commuter Rail	\$120,129	\$65,863	\$109,248	\$21,867	\$2,310	\$37,637	\$0
Link Light Rail	\$584,314	\$442,186	\$432,207	\$332,141	\$285,902	\$204,958	\$260,276
ST Express Bus	\$101,790	\$57,313	\$83,781	\$60,200	\$25,382	\$387	\$0
Fare Integration	\$1,550	\$1,480	\$5,865	\$45	\$0	\$0	\$0
Research & Technology	\$2,378	\$877	\$142	\$0	\$0	\$0	\$0
Agency Administration	\$702	\$1,227	\$865	\$865	\$865	\$865	\$865

## IX: OPERATING DATA, 2007 – 2013

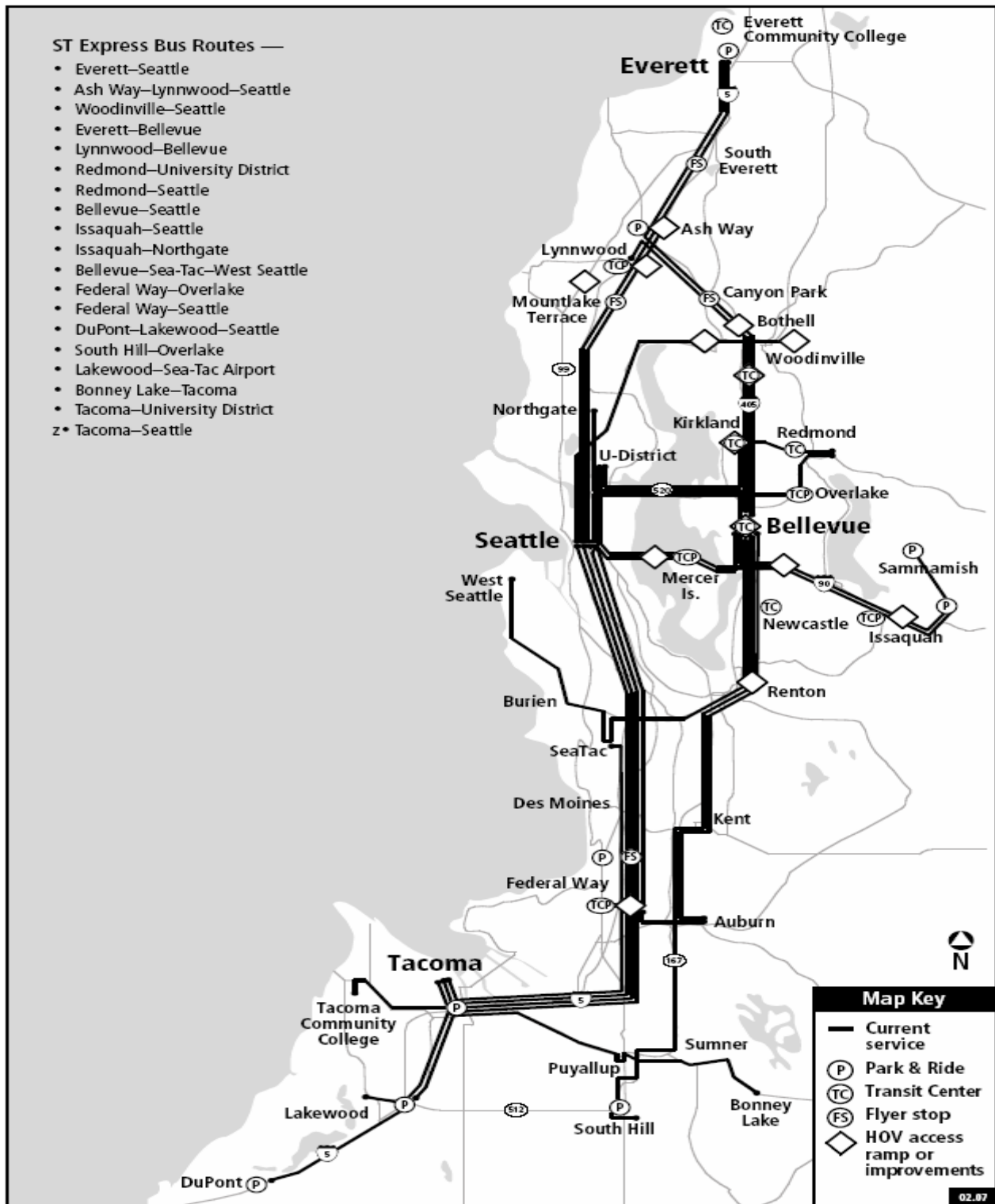
Sound Transit	2007	2008	2009	2010	2011	2012	2013
<b>Fixed Route Bus Services</b>							
Revenue Vehicle Hours	489,813	489,199	497,542	519,850	520,253	518,373	517,644
Total Vehicle Hours	608,610	608,457	618,833	646,579	647,081	644,742	643,836
Revenue Vehicle Miles	10,042,843	10,039,541	10,210,745	10,668,554	10,676,837	10,638,243	10,623,294
Total Vehicle Miles	12,952,293	12,951,008	13,171,861	13,762,435	13,773,120	13,723,333	13,704,049
Passenger Trips	10,689,046	11,400,000	12,000,000	12,700,000	13,300,000	13,400,000	13,500,000
Diesel Fuel Consumed (gallons)	2,290,833	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)	588,797	N/A	N/A	N/A	N/A	N/A	N/A
Electricity Consumed (Kwh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Propane Fuel Consumed (gallons)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fatalities	0	N/A	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	56	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	310	N/A	N/A	N/A	N/A	N/A	N/A
<b>Commuter Rail Services</b>							
Revenue Vehicle Hours	19,329	32,287	41,343	41,503	41,503	41,503	41,503
Total Vehicle Hours	24,177	40,392	51,722	51,922	51,922	51,922	51,922
Revenue Vehicle Miles	743,207	1,211,916	1,551,860	1,557,869	1,557,869	1,557,869	1,557,869
Total Vehicle Miles	752,902	1,227,788	1,572,184	1,578,271	1,578,271	1,578,271	1,578,271
Passenger Trips	2,156,652	2,200,000	2,600,000	3,100,000	3,500,000	3,500,000	3,600,000
Diesel Fuel Consumed (gallons)		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
Reportable Injuries	1	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	0	N/A	N/A	N/A	N/A	N/A	N/A
<b>Light Rail Services</b>							
Revenue Vehicle Hours	10,034	10,208	146,766	283,321	283,321	283,321	283,321
Total Vehicle Hours	10,228	10,228	146,766	283,321	283,321	283,321	283,321
Revenue Vehicle Miles	97,115	97,422	1,400,650	2,703,859	2,703,859	2,703,859	2,703,859
Total Vehicle Miles	97,369	97,677	1,400,650	2,703,859	2,703,859	2,703,859	2,703,859
Passenger Trips	919,013	1,000,000	3,900,000	10,900,000	11,800,000	12,100,000	12,300,000
Electricity Consumed (Kwh)	420,006	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
Reportable Injuries	0	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

## X: ANNUAL REVENUES AND EXPENDITURES, 2007 – 2013

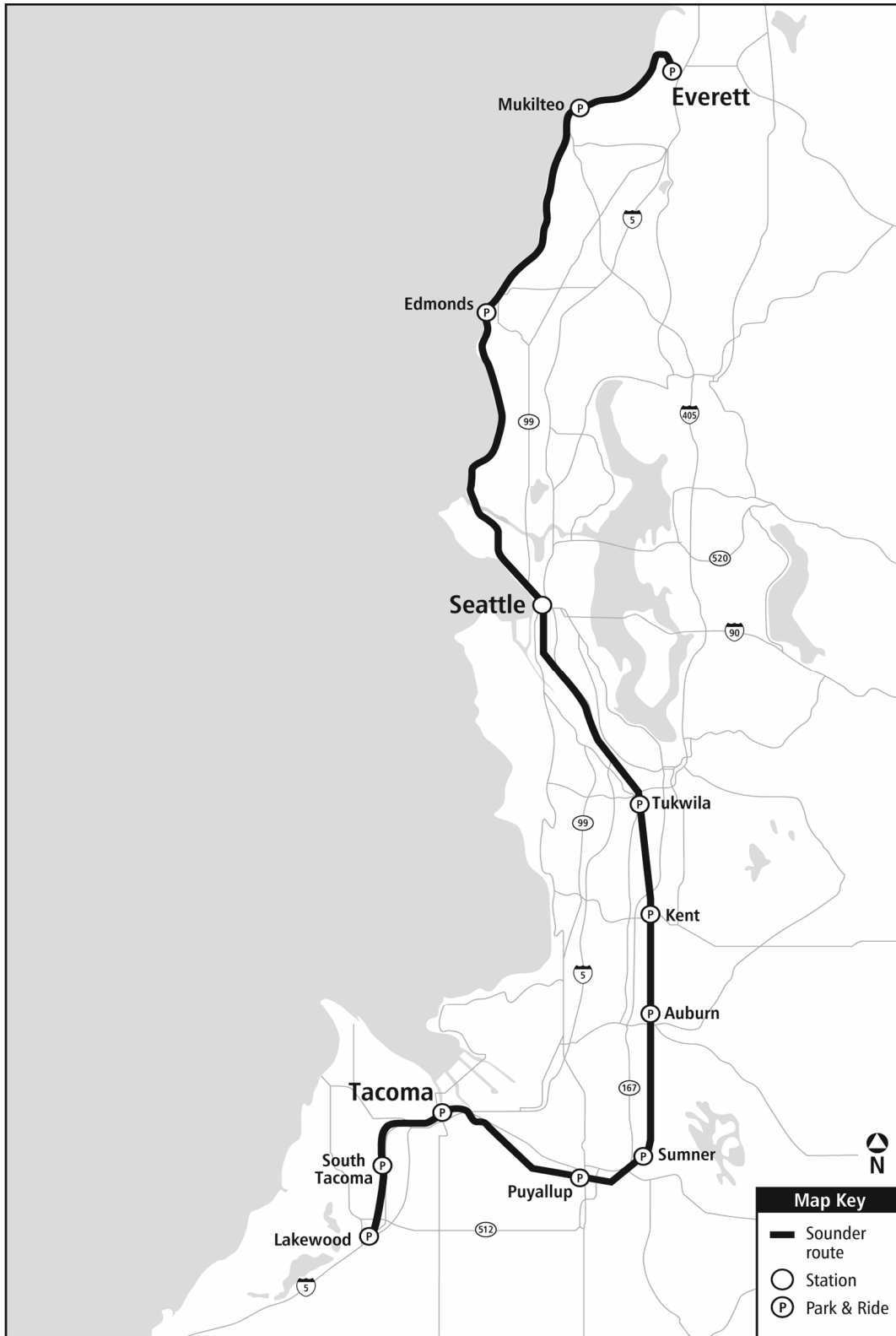
Sound Transit	2007	2008	2009	2010	2011	2012	2013
<b>Annual Revenues (shown in thousands)</b>							
Sales Tax	\$267,837	\$283,607	\$298,561	\$312,468	\$327,199	\$343,643	\$360,846
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$72,310	\$74,739	\$78,407	\$81,959	\$85,517	\$89,417	\$93,729
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$18,367	\$20,122	\$24,442	\$33,000	\$36,254	\$37,899	\$39,604
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	\$14,251	\$10,468	\$5,881	\$13,824	\$14,341	\$15,331	\$17,981
<b>Total</b>	<b>\$372,765</b>	<b>\$388,936</b>	<b>\$407,291</b>	<b>\$441,251</b>	<b>\$463,311</b>	<b>\$486,290</b>	<b>\$512,160</b>
<b>Annual Operating Expenses (shown in thousands)</b>							
Annual Operating Expenses	\$113,582	\$126,314	\$155,498	\$186,795	\$194,603	\$200,955	\$208,030
Other	\$42,324	\$38,054	\$17,074	\$19,552	\$21,177	\$21,321	\$22,211
<b>Total</b>	<b>\$155,906</b>	<b>\$164,368</b>	<b>\$172,572</b>	<b>\$206,347</b>	<b>\$215,780</b>	<b>\$222,276</b>	<b>\$230,241</b>
<b>Debt Service (shown in thousands)</b>							
<b>Total</b>	<b>\$41,930</b>	<b>\$45,372</b>	<b>\$64,517</b>	<b>\$93,460</b>	<b>\$112,411</b>	<b>\$120,056</b>	<b>\$132,838</b>
<b>Annual Capital Purchase Obligations (shown in thousands)</b>							
Federal Section 5309 Capital Grants	\$97,467	\$92,756	\$84,387	\$123,856	\$142,097	\$135,167	\$110,000
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	\$26,000	\$28,080	\$28,781
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	\$63,055	\$348,062	\$528,764	\$200,260	\$114,632	\$142,951	\$92,936
Other	\$12,957	\$439	\$5,034	\$5,245	\$5,458	\$319	\$319
General Fund	(\$480,497)	\$3	\$220,880	(\$6,814)	\$21,519	\$75,323	\$74,727
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>(\$142,852)</b>	<b>\$606,217</b>	<b>\$996,627</b>	<b>\$460,621</b>	<b>\$424,747</b>	<b>\$496,570</b>	<b>\$402,497</b>
<b>Ending Balances, December 31 (shown in thousands)</b>							
General Fund	\$8,773	\$8,776	\$229,655	\$222,841	\$244,360	\$319,683	\$394,410
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Reserve	\$38,976	\$41,092	\$43,393	\$51,587	\$53,945	\$55,569	\$57,560
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$22,245	\$44,490	\$68,137	\$91,784	\$115,431	\$169,982	\$224,010
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Fund	\$44,488	\$71,725	\$113,103	\$128,775	\$137,745	\$148,932	\$156,205
Insurance Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$114,482</b>	<b>\$166,083</b>	<b>\$454,288</b>	<b>\$494,987</b>	<b>\$551,481</b>	<b>\$694,166</b>	<b>\$832,185</b>

# APPENDIX A: ST EXPRESS SYSTEM MAP

## ST EXPRESS BUS

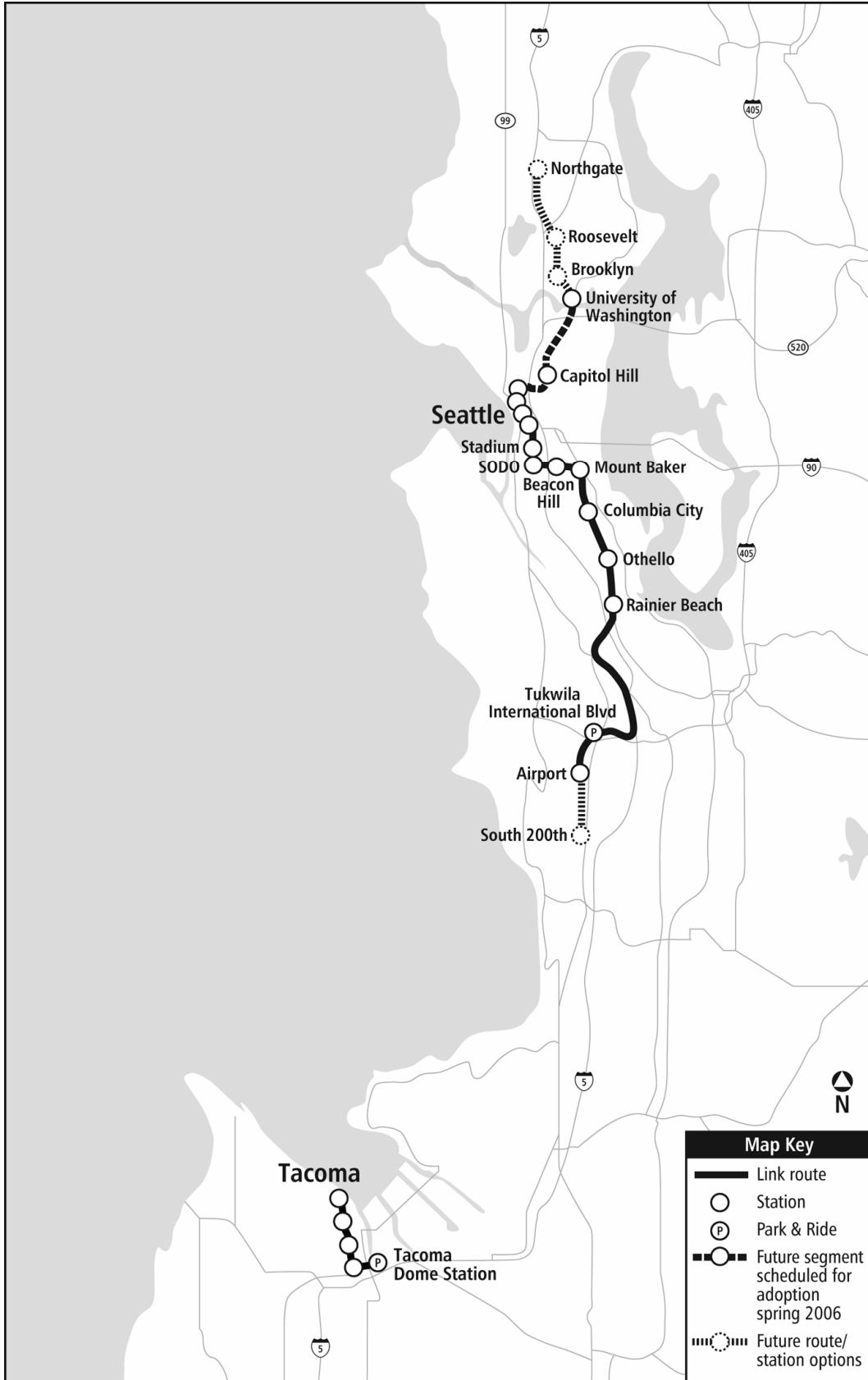


## APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP





# 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 27, 2008

*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	703,018	60	13	0	\$444,500	Y	42	CNG	N
2	BUSES - ORION 40' CNG	01	2B1569K73R6031986	802	648,099	60	13	0	\$444,500	Y	42	CNG	N
3	BUSES - ORION 40' CNG	01	2B1569K77R6031991	803	707,484	60	13	0	\$444,500	Y	42	CNG	N
4	BUSES - ORION 40' CNG	01	2B1569K76R6031996	804	656,996	60	13	0	\$444,500	Y	42	CNG	N
5	BUSES - ORION 40' CNG	01	2B1569K78R6031997	805	582,010	60	13	0	\$444,500	Y	42	CNG	N
6	BUSES - ORION 40' CNG	01	2B1569K78R6032003	806	717,523	60	13	0	\$444,500	Y	42	CNG	N
7	BUSES - ORION 40' CNG	01	2B1569K74R6032015	807	692,304	60	13	0	\$444,500	Y	42	CNG	N
8	BUSES - ORION 40' CNG	01	2B1569K7XR6032018	808	602,351	60	13	0	\$444,500	Y	42	CNG	N
9	BUSES - ORION 40' CNG	01	2B1569K71R6032022	809	636,230	60	13	0	\$444,500	Y	42	CNG	N
10	BUSES - ORION 40' CNG	01	2B1569K77R6032025	810	632,068	60	13	0	\$444,500	Y	42	CNG	N
11	BUSES - ORION 40' CNG	01	2B1569K72R6032028	811	618,322	60	13	0	\$444,500	Y	42	CNG	N
12	BUSES - ORION 40' CNG	01	2B1569K74R6032032	812	631,828	60	13	0	\$444,500	Y	42	CNG	N
13	BUSES - ORION 40' CNG	01	2B1569K7XR6032035	813	625,945	60	13	0	\$444,500	Y	42	CNG	N
14	BUSES - ORION 40' CNG	01	2B1569K77R6032039	814	613,816	60	13	0	\$444,500	Y	42	CNG	N
15	BUSES - ORION 40' CNG	01	2B1569K77R6032042	815	620,882	60	13	0	\$444,500	Y	42	CNG	N
16	BUSES - ORION 40' CNG	01	2B1569K79R6032043	816	592,163	60	13	0	\$444,500	Y	42	CNG	N
17	BUSES - ORION 40' CNG	01	2B1569K74R6032046	817	619,801	60	13	0	\$444,500	Y	42	CNG	N
18	BUSES - ORION 40' CNG	01	2B1569K7XR6032049	818	646,434	60	13	0	\$444,500	Y	42	CNG	N
19	BUSES - ORION 40' CNG	01	2B1569K77R6032056	819	623,360	60	13	0	\$444,500	Y	42	CNG	N
20	BUSES - ORION 40' CNG	01	2B1569K79R6032057	820	616,964	60	13	0	\$444,500	Y	42	CNG	N
21	BUSES - ORION 40' CNG	01	2B1569K79R6032060	821	626,451	57	12	0	\$444,500	Y	42	CNG	N
22	BUSES - ORION 40' CNG	01	2B1569K76R6032064	822	584,139	60	13	0	\$444,500	Y	42	CNG	N
23	BUSES - ORION 40' CNG	01	2B1569K71R6032067	823	601,091	60	12	0	\$444,500	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	669,438	60	12	0	\$444,500	Y	42	CNG	N
25	BUSES - ORION 40' CNG	01	2B1569K76R6032074	825	572,627	60	12	0	\$444,500	Y	42	CNG	N
26	BUSES - ORION 40' CNG	01	2B1569K74R6032077	826	624,265	60	12	0	\$444,500	Y	42	CNG	N
27	BUSES - ORION 40' CNG	01	2B1569K76R6032081	827	580,991	60	12	0	\$444,500	Y	42	CNG	N
28	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089556	9000	390,176	88	8	4	\$444.500	Y	42	D	N
29	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089557	9001	582,720	88	8	4	\$444.500	Y	42	D	N
30	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089558	9002	586,145	88	8	4	\$444.500	Y	42	D	N
31	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089559	9003	572,991	88	8	4	\$444.500	Y	42	D	N
32	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089560	9004	583,987	88	8	4	\$444.500	Y	42	D	N
33	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089561	9005	539,744	88	8	4	\$444.500	Y	42	D	N
34	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089562	9006	552,059	88	8	4	\$444.500	Y	42	D	N
35	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089563	9007	564,800	88	8	4	\$444.500	Y	42	D	N
36	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089564	9008	603,643	88	8	4	\$444.500	Y	42	D	N
37	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089565	9009	602,557	88	8	4	\$444.500	Y	42	D	N
38	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089566	9010	572,413	88	8	4	\$444.500	Y	42	D	N
39	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089567	9011	573,967	88	8	4	\$444.500	Y	42	D	N
40	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089568	9012	589,985	88	8	4	\$444.500	Y	42	D	N
41	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089569	9013	560,843	88	8	4	\$444.500	Y	42	D	N
42	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089570	9014	581,998	88	8	4	\$444.500	Y	42	D	N
43	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089571	9015	536,480	88	8	4	\$444.500	Y	42	D	N
44	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089572	9016	510,775	88	8	4	\$444.500	Y	42	D	N
45	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089573	9017	536,511	88	8	4	\$444.500	Y	42	D	N
46	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089574	9018	446,603	88	8	4	\$444.500	Y	42	D	N
47	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089575	9019	557,300	88	8	4	\$444.500	Y	42	D	N
48	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089576	9020	549,824	88	8	4	\$444.500	Y	42	D	N
49	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089577	9021	572,151	88	8	4	\$444.500	Y	42	D	N
50	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089578	9022	520,099	88	8	4	\$444.500	Y	42	D	N
51	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089579	9023	425,011	88	8	4	\$444.500	Y	42	D	N
52	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089580	9024	422,729	88	8	4	\$444.500	Y	42	D	N
53	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089581	9025	429,425	88	8	4	\$444.500	Y	42	D	N
54	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089582	9026	423,917	88	8	4	\$444.500	Y	42	D	N
55	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089583	9027	474,983	88	8	4	\$444.500	Y	42	D	N
56	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089584	9028	473,410	88	8	4	\$444.500	Y	42	D	N
57	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089585	9029	479,747	88	8	4	\$444.500	Y	42	D	N
58	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089586	9030	505,860	88	8	4	\$444.500	Y	42	D	N
59	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089587	9031	472,650	88	8	4	\$444.500	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	479,352	88	8	4	\$444.500	Y	42	D	N
61	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089589	9033	479,627	88	8	4	\$444.500	Y	42	D	N
62	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089590	9034	435,355	88	8	4	\$444.500	Y	42	D	N
63	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089591	9035	456,457	88	8	4	\$444.500	Y	42	D	N
64	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089592	9036	450,887	88	8	4	\$444.500	Y	42	D	N
65	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089593	9037	582,057	88	8	4	\$444.500	Y	42	D	N
66	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089594	9038	559,900	88	8	4	\$444.500	Y	42	D	N
67	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089595	9039	555,672	88	8	4	\$444.500	Y	42	D	N
68	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089596	9040	555,185	88	8	4	\$444.500	Y	42	D	N
69	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089597	9041	574,652	88	8	4	\$444.500	Y	42	D	N
70	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089598	9042	548,343	88	8	4	\$444.500	Y	42	D	N
71	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089599	9043	547,705	88	8	4	\$444.500	Y	42	D	N
72	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089600	9044	545,762	88	8	4	\$444.500	Y	42	D	N
73	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089601	9045	544,834	88	8	4	\$444.500	Y	42	D	N
74	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089602	9046	566,480	88	8	4	\$444.500	Y	42	D	N
75	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089603	9047	555,219	88	8	4	\$444.500	Y	42	D	N
76	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089604	9048	544,805	88	8	4	\$444.500	Y	42	D	N
77	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089605	9049	535,761	88	8	4	\$444.500	Y	42	D	N
78	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089606	9050	559,152	88	8	4	\$444.500	Y	42	D	N
79	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089607	9051	563,869	88	8	4	\$444.500	Y	42	D	N
80	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089608	9052	528,926	88	8	4	\$444.500	Y	42	D	N
81	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089609	9053	563,345	88	8	4	\$444.500	Y	42	D	N
82	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089610	9054	499,592	88	8	4	\$444.500	Y	42	D	N
83	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089611	9055	496,788	88	8	4	\$444.500	Y	42	D	N
84	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089612	9056	414,941	88	8	4	\$444.500	Y	42	D	N
85	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089613	9057	453,767	88	8	4	\$444.500	Y	42	D	N
86	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089614	9058	460,937	88	8	4	\$444.500	Y	42	D	N
87	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089615	9059	452,310	88	8	4	\$444.500	Y	42	D	N
88	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089616	9060	475,312	88	8	4	\$444.500	Y	42	D	N
89	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089617	9061	452,760	88	8	4	\$444.500	Y	42	D	N
90	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089618	9062	492,895	88	8	4	\$444.500	Y	42	D	N
91	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089619	9063	454,661	88	8	4	\$444.500	Y	42	D	N
92	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089620	9064	507,868	88	8	4	\$444.500	Y	42	D	N
93	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089621	9065	516,741	88	8	4	\$444.500	Y	42	D	N
94	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089622	9066	454,639	88	8	4	\$444.500	Y	42	D	N
95	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089623	9067	424,449	88	8	4	\$444.500	Y	42	D	N

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96	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089624	9068	485,407	88	8	4	\$444.500	Y	42	D	N
97	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089625	9069	477,743	88	8	4	\$444.500	Y	42	D	N
98	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089626	9070	346,451	90	6	6	\$444.500	Y	42	D	N
99	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089627	9071	370,494	90	6	6	\$444.500	Y	42	D	N
100	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089628	9072	368,300	90	6	6	\$444.500	Y	42	D	N
101	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089629	9073	382,767	90	6	6	\$444.500	Y	42	D	N
102	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089630	9074	370,462	90	6	6	\$444.500	Y	42	D	N
103	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089631	9075	378,078	90	6	6	\$444.500	Y	42	D	N
104	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089632	9076	376,551	90	6	6	\$444.500	Y	42	D	N
105	BUSES - GILLIG 40' PHANTOM	01	15GCD211811089633	9077	350,933	90	6	6	\$444.500	Y	42	D	N
106	BUSES - GILLIG 40' PHANTOM	01	15GCD211X11089634	9078	365,161	90	6	6	\$444.500	Y	42	D	N
107	BUSES - GILLIG 40' PHANTOM	01	15GCD211111089635	9079	381,066	90	6	6	\$444.500	Y	42	D	N
108	BUSES - GILLIG 40' PHANTOM	01	15GCD211311089636	9080	360,954	90	6	6	\$444.500	Y	42	D	N
109	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089637	9081	357,697	90	6	6	\$444.500	Y	42	D	N
110	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089638	9082	362,712	90	6	6	\$444.500	Y	42	D	N
111	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089639	9083	374,117	90	6	6	\$444.500	Y	42	D	N
112	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089640	9084	357,868	90	6	6	\$444.500	Y	42	D	N
113	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089641	9085	371,511	90	6	6	\$444.500	Y	42	D	N
114	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089642	9086	374,660	90	6	6	\$444.500	Y	42	D	N
115	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089643	9087	374,461	90	6	6	\$444.500	Y	42	D	N
116	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089644	9088	361,143	90	6	6	\$444.500	Y	42	D	N
117	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089645	9089	337,717	90	6	6	\$444.500	Y	42	D	N
118	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111748	9090	132,276	95	2	10	\$444.500	Y	42	D	N
119	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111749	9091	126,783	95	2	10	\$444.500	Y	42	D	N
120	BUSES - NEW FLYER HYBRID 40'	05	5FYH2LV163U024980	9200	179,165	90	4	8	\$444.500	Y	37	DE	N
121	BUSES - NEW FLYER CNG	01	5FYC2LP181U022720	9400	350,433	90	6	6	\$444.500	Y	37	CNG	N
122	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022721	9401	342,427	90	6	6	\$444.500	Y	37	CNG	N
123	BUSES - NEW FLYER CNG	01	5FYC2LP111U022722	9402	346,972	90	6	6	\$444.500	Y	37	CNG	N
124	BUSES - NEW FLYER CNG	01	5FYC2LP131U022723	9403	351,086	90	6	6	\$444.500	Y	37	CNG	N
125	BUSES - NEW FLYER CNG	01	5FYC2LP151U022724	9404	355,958	90	6	6	\$444.500	Y	37	CNG	N
126	BUSES - NEW FLYER CNG	01	5FYC2LP171U022725	9405	344,259	90	6	6	\$444.500	Y	37	CNG	N
127	BUSES - NEW FLYER CNG	01	5FYC2LP191U022726	9406	346,353	90	6	6	\$444.500	Y	37	CNG	N
128	BUSES - NEW FLYER CNG	01	5FYC2LP101U022727	9407	343,094	90	6	6	\$444.500	Y	37	CNG	N
129	BUSES - NEW FLYER CNG	01	5FYC2LP121U022728	9408	342,466	90	6	6	\$444.500	Y	37	CNG	N
130	BUSES - NEW FLYER CNG	01	5FYC2LP141U022729	9409	351,201	90	6	6	\$444.500	Y	37	CNG	N
131	BUSES - NEW FLYER CNG	01	5FYC2LP101U022730	9410	338,176	90	6	6	\$444.500	Y	37	CNG	N

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132	BUSES - NEW FLYER CNG	01	5FYC2LP121U022731	9411	351,096	90	6	6	\$444,500	Y	37	CNG	N
133	BUSES - NEW FLYER CNG	01	5FYC2LP141U022732	9412	345,910	90	6	6	\$444,500	Y	37	CNG	N
134	BUSES - NEW FLYER CNG	01	5FYC2LP161U022733	9413	346,663	90	6	6	\$444,500	Y	37	CNG	N
135	BUSES - NEW FLYER CNG	01	5FYC2LP181U022734	9414	349,617	90	6	6	\$444,500	Y	37	CNG	N
136	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022735	9415	343,709	90	6	6	\$444,500	Y	37	CNG	N
137	BUSES - NEW FLYER CNG	01	5FYC2LP111U022736	9416	336,271	90	6	6	\$444,500	Y	37	CNG	N
138	BUSES - NEW FLYER CNG	01	5FYC2LP131U022737	9417	352,908	90	6	6	\$444,500	Y	37	CNG	N
139	BUSES - NEW FLYER CNG	01	5FYC2LP151U022738	9418	349,562	90	6	6	\$444,500	Y	37	CNG	N
140	BUSES - NEW FLYER CNG	01	5FYC2LP171U022739	9419	351,735	90	6	6	\$444,500	Y	37	CNG	N
141	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019629	9500	519,088	70	8	4	\$650,965	Y	58	D	N
142	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019630	9501	492,979	70	8	4	\$650,695	Y	58	D	N
143	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019631	9502	538,227	70	8	4	\$650,695	Y	58	D	N
144	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019632	9503	520,954	70	8	4	\$650,695	Y	58	D	N
145	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019633	9504	545,355	70	8	4	\$650,695	Y	58	D	N
146	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019634	9505	539,045	70	8	4	\$650,695	Y	58	D	N
147	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019635	9506	537,118	70	8	4	\$650,695	Y	58	D	N
148	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019636	9507	624,177	70	8	4	\$650,695	Y	58	D	N
149	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019637	9508	612,438	70	8	4	\$650,695	Y	58	D	N
150	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019638	9509	569,475	70	8	4	\$650,695	Y	58	D	N
151	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019639	9510	483,245	70	8	4	\$650,695	Y	58	D	N
152	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019640	9511	486,271	70	8	4	\$650,695	Y	58	D	N
153	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019641	9512	489,705	70	8	4	\$650,695	Y	58	D	N
154	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019642	9513	500,697	70	8	4	\$650,695	Y	58	D	N
155	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM12XU019643	9514	497,978	70	8	4	\$650,695	Y	58	D	N
156	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019644	9515	480,458	70	8	4	\$650,695	Y	58	D	N
157	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019645	9516	468,414	70	8	4	\$650,695	Y	58	D	N
158	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019646	9517	501,509	70	8	4	\$650,695	Y	58	D	N
159	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019647	9518	509,100	70	8	4	\$650,695	Y	58	D	N
160	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019648	9519	500,689	70	8	4	\$650,695	Y	58	D	N
161	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019649	9520	492,674	70	8	4	\$650,695	Y	58	D	N
162	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019650	9521	500,560	70	8	4	\$650,695	Y	58	D	N
163	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019651	9522	477,356	70	8	4	\$650,695	Y	58	D	N
164	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019652	9523	483,476	70	8	4	\$650,695	Y	58	D	N
165	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019653	9524	324,956	70	8	4	\$650,695	Y	58	D	N
166	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL16YU021470	9525	281,015	90	7	5	\$650,695	Y	58	D	N
167	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL18YU021471	9526	246,635	90	7	5	\$650,695	Y	58	D	N

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168	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL1XYU021472	9527	227,284	90	7	5	\$650,695	Y	58	D	N
169	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL11YU021473	9528	221,301	90	7	5	\$650,695	Y	58	D	N
170	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL13YU021474	9529	218,724	90	7	5	\$650,695	Y	58	D	N
171	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL15YU021475	9530	222,865	90	7	5	\$650,695	Y	58	D	N
172	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL17YU021476	9531	214,655	90	7	5	\$650,695	Y	58	D	N
173	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021477	9532	223,211	90	7	5	\$650,695	Y	58	D	N
174	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021478	9533	223127	90	7	5	\$650,695	Y	58	D	N
175	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL12YU021479	9534	188,023	90	7	5	\$650,695	Y	58	D	N
176	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021480	9535	225,753	90	7	5	\$650,695	Y	58	D	N
177	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021481	9536	189,672	90	7	5	\$650,695	Y	58	D	N
178	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW064C027462	9537	108,495	95	3	9	\$650,695	Y	58	D	N
179	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027463	9538	108,763	95	3	9	\$650,695	Y	58	D	N
180	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4Y027464	9539	100,788	95	3	9	\$650,695	Y	58	D	N
181	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027465	9540	100,957	95	3	9	\$650,695	Y	58	D	N
182	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW034C027466	9541	99,946	95	3	9	\$650,695	Y	58	D	N
183	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027467	9542	102,156	95	3	9	\$650,695	Y	58	D	N
184	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027468	9543	100,334	95	3	9	\$650,695	Y	58	D	N
185	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027469	9544	103,831	95	3	9	\$650,695	Y	58	D	N
186	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027470	9545	113,382	95	3	9	\$650,695	Y	58	D	N
187	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027471	9546	103,625	95	3	9	\$650,695	Y	58	D	N
188	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027472	9547	105,521	95	3	9	\$650,695	Y	58	D	N
189	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027527	9548	101,126	95	3	9	\$650,695	Y	58	D	N
190	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027528	9549	107,549	95	3	9	\$650,695	Y	58	D	N
191	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027529	9550	106,097	95	3	9	\$650,695	Y	58	D	N
192	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027530	9551	107,822	95	3	9	\$650,695	Y	58	D	N
193	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027531	9552	104,284	95	3	9	\$650,695	Y	58	D	N
194	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027045	9600	130,352	95	3	9	\$801,000	Y	58	DE	N
195	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027046	9601	129,623	95	3	9	\$801,000	Y	58	DE	N
196	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027047	9602	129,623	95	3	9	\$801,000	Y	58	DE	N
197	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027048	9603	111,698	95	3	9	\$801,000	Y	58	DE	N
198	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027049	9604	121,556	95	3	9	\$801,000	Y	58	DE	N
199	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027050	9605	119,930	95	3	9	\$801,000	Y	58	DE	N
200	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027051	9606	122,760	95	3	9	\$801,000	Y	58	DE	N
201	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027052	9607	120,325	95	3	9	\$801,000	Y	58	DE	N
202	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW084U027053	9608	99,608	95	3	9	\$801,000	Y	58	DE	N
203	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW0X4U027054	9609	126,092	95	3	9	\$801,000	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	130,806	95	3	9	\$801,000	Y	58	DE	N
205	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW034U027056	9611	126,222	95	3	9	\$801,000	Y	58	DE	N
206	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027057	9612	114,147	95	3	9	\$801,000	Y	58	DE	N
207	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027058	9613	128,443	95	3	9	\$801,000	Y	58	DE	N
208	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027059	9614	115,458	95	3	9	\$801,000	Y	58	DE	N
209	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027060	9615	120,491	95	3	9	\$801,000	Y	58	DE	N
210	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027061	9616	129,469	95	3	9	\$801,000	Y	58	DE	N
211	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027062	9617	129,016	95	3	9	\$801,000	Y	58	DE	N
212	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027063	9618	133,246	95	3	9	\$801,000	Y	58	DE	N
213	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027064	9619	117,354	95	3	9	\$801,000	Y	58	DE	N
214	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027065	9620	120,951	95	3	9	\$801,000	Y	58	DE	N
215	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027066	9621	115,644	95	3	9	\$801,000	Y	58	DE	N
216	BUSES - MCI D4500	06	1M8PDMPA35P056541	9700	217,606	97	2	10	\$535,000	Y	57	D	N
217	BUSES - MCI D4500	06	1M8PDMPA55P056542	9701	247,646	97	2	10	\$535,000	Y	57	D	N
218	BUSES - MCI D4500	06	1M8PDMPA75P056543	9702	224,905	97	2	10	\$535,000	Y	57	D	N
219	BUSES - MCI D4500	06	1M8PDMPA95P056544	9703	214,586	97	2	10	\$535,000	Y	57	D	N
220	BUSES - MCI D4500	06	1M8PDMPA05P056545	9704	230,486	97	2	10	\$535,000	Y	57	D	N
221	BUSES - MCI D4500	06	1M8PDMPA25P056546	9705	214,851	97	2	10	\$535,000	Y	57	D	N
222	BUSES - MCI D4500	06	1M8PDMPA45P056547	9706	233,947	97	2	10	\$535,000	Y	57	D	N
223	BUSES - MCI D4500	06	1M8PDMPA65P056548	9707	235,254	97	2	10	\$535,000	Y	57	D	N
224	BUSES - MCI D4500	06	1M8PDMPA85P056549	9708	246,227	97	2	10	\$535,000	Y	57	D	N
225	BUSES - MCI D4500	06	1M8PDMPA45P056550	9709	220,932	97	2	10	\$535,000	Y	57	D	N
226	BUSES - MCI D4500	06	1M8PDMPA65P056551	9710	242,365	97	2	10	\$535,000	Y	57	D	N
227	BUSES - MCI D4500	06	1M8PDMPA85P056552	9711	249,883	97	2	10	\$535,000	Y	57	D	N
228	BUSES - MCI D4500	06	1M8PDMPAX5P056553	9712	235,353	97	2	10	\$535,000	Y	57	D	N
229	BUSES - MCI D4500	06	1M8PDMEA28P058322	9713	3,123	97	0	12	\$535,000	Y	57	D	N
230	BUSES - MCI D4500	06	1M8PDMEA28P058324	9714	3,178	97	0	12	\$535,000	Y	57	D	N
231	BUSES - MCI D4500	06	1M8PDMEA28P058326	9715	3,751	97	0	12	\$535,000	Y	57	D	N
232	BUSES - MCI D4500	06	1M8PDMEA28P058329	9716	4,245	97	0	12	\$535,000	Y	57	D	N
233	BUSES - MCI D4500	06	1M8PDMEA28P058331	9717	4,137	97	0	12	\$535,000	Y	57	D	N
234	BUSES - MCI D4500	06	1M8PDMEA28P058334	9718	4,220	97	0	12	\$535,000	Y	57	D	N
235	BUSES - MCI D4500	06	1M8PDMEA28P058336	9719	3,308	97	0	12	\$535,000	Y	57	D	N
236	LIGHT RAIL VEHICLE- SKODA	15	9175	1001A	137,975	90	4	21	\$2,242,751	Y	30	E	N
237	LIGHT RAIL VEHICLE- SKODA	15	9176	1002A	141,000	95	3	22	\$2,242,751	Y	30	E	N
238	LIGHT RAIL VEHICLE- SKODA	15	9177	1003A	132,650	95	3	22	\$2,242,751	Y	30	E	N
239	2000/Bombardier/Bi-level	17		SDRX 101	N/A	95	7	22	\$2,461,000	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 102	N/A	95	7	22	\$2,461,000	Y	139		N
241	2000/Bombardier/Bi-level	17		SDRX 103	N/A	95	7	22	\$2,461,000	Y	139		N
242	2000/Bombardier/Bi-level	17		SDRX 104	N/A	95	7	22	\$2,461,000	Y	139		N
243	2000/Bombardier/Bi-level	17		SDRX 105	N/A	95	7	22	\$2,461,000	Y	139		N
244	2000/Bombardier/Bi-level	17		SDRX 106	N/A	95	7	22	\$2,461,000	Y	139		N
245	2000/Bombardier/Bi-level	17		SDRX 107	N/A	95	7	22	\$2,461,000	Y	139		N
246	2000/Bombardier/Bi-level	17		SDRX 108	N/A	95	7	22	\$2,461,000	Y	139		N
247	2000/Bombardier/Bi-level	17		SDRX 109	N/A	95	7	22	\$2,461,000	Y	139		N
248	2000/Bombardier/Bi-level	17		SDRX 110	N/A	95	7	22	\$2,461,000	Y	139		N
249	2000/Bombardier/Bi-level	17		SDRX 111	N/A	95	7	22	\$2,461,000	Y	139		N
250	2003/Bombardier/Bilevel	17		SDRX 301	N/A	95	7	22	\$2,461,000	Y	139		N
251	2003/Bombardier/Bilevel	17		SDRX 302	N/A	95	7	22	\$2,461,000	Y	139		N
252	2003/Bombardier/Bilevel	17		SDRX 303	N/A	95	7	22	\$2,461,000	Y	139		N
253	2003/Bombardier/Bilevel	17		SDRX 304	N/A	95	7	22	\$2,461,000	Y	139		N
254	2003/Bombardier/Bilevel	17		SDRX 305	N/A	95	7	22	\$2,461,000	Y	139		N
255	2003/Bombardier/Bilevel	17		SDRX 306	N/A	95	7	22	\$2,461,000	Y	139		N
256	2003/Bombardier/Bilevel	17		SDRX 307	N/A	95	7	22	\$2,461,000	Y	139		N
257	2000/Bombardier/Bi-level	18		SDRX 201	N/A	95	7	22	\$2,354,000	Y	148		N
258	2000/Bombardier/Bi-level	18		SDRX 202	N/A	95	7	22	\$2,354,000	Y	148		N
259	2000/Bombardier/Bi-level	18		SDRX 203	N/A	95	7	22	\$2,354,000	Y	148		N
260	2000/Bombardier/Bi-level	18		SDRX 204	N/A	95	7	22	\$2,354,000	Y	148		N
261	2000/Bombardier/Bi-level	18		SDRX 205	N/A	95	7	22	\$2,354,000	Y	148		N
262	2000/Bombardier/Bi-level	18		SDRX 206	N/A	95	7	22	\$2,354,000	Y	148		N
263	2000/Bombardier/Bi-level	18		SDRX 207	N/A	95	7	22	\$2,354,000	Y	148		N
264	2000/Bombardier/Bi-level	18		SDRX 208	N/A	95	7	22	\$2,354,000	Y	148		N
265	2000/Bombardier/Bi-level	18		SDRX 209	N/A	95	7	22	\$2,354,000	Y	148		N
266	2000/Bombardier/Bi-level	18		SDRX 210	N/A	95	7	22	\$2,354,000	Y	148		N
267	2000/Bombardier/Bi-level	18		SDRX 211	N/A	95	7	22	\$2,354,000	Y	148		N
268	2000/Bombardier/Bi-level	18		SDRX 212	N/A	95	7	22	\$2,354,000	Y	148		N
269	2000/Bombardier/Bi-level	18		SDRX 213	N/A	95	7	22	\$2,354,000	Y	148		N
270	2000/Bombardier/Bi-level	18		SDRX 214	N/A	95	7	22	\$2,354,000	Y	148		N
271	2003/Bombardier/Bi-level	18		SDRX 215	N/A	95	7	22	\$2,354,000	Y	148		N
272	2003/Bombardier/Bi-level	18		SDRX 216	N/A	95	7	22	\$2,354,000	Y	148		N
273	2003/Bombardier/Bi-level	18		SDRX 217	N/A	95	7	22	\$2,354,000	Y	148		N
274	2003/Bombardier/Bi-level	18		SDRX 218	N/A	95	7	22	\$2,354,000	Y	148		N
275	2002/Bombardier/Bi-level	18		SDRX 227	N/A	95	5	24	\$2,354,000	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)
269	2002/Bombardier/Bi-level	18		SDRX 228	N/A	95	5	24	\$2,354,000	Y	148		N
270	2003/Bombardier/Bi-level	18		SDRX 231	N/A	95	4	25	\$2,354,000	Y	148		N
271	2003/Bombardier/Bi-level	18		SDRX 232	N/A	95	4	25	\$2,354,000	Y	148		N
272	2003/Bombardier/Bi-level	18		SDRX 233	N/A	95	4	25	\$2,354,000	Y	148		N
273	2003/Bombardier/Bi-level	18		SDRX 234	N/A	95	4	25	\$2,354,000	Y	148		N
274	2003/Bombardier/Bi-level	18		SDRX 235	N/A	95	4	25	\$2,354,000	Y	148		N
275	2003/Bombardier/Bi-level	18		SDRX 236	N/A	95	4	25	\$2,354,000	Y	148		N
276	2003/Bombardier/Bi-level	18		SDRX 237	N/A	95	4	25	\$2,354,000	Y	148		N
277	2003/Bombardier/Bi-level	18		SDRX 238	N/A	95	4	25	\$2,354,000	Y	148		N
278	2003/Bombardier/Bi-level	18		SDRX 239	N/A	95	4	25	\$2,354,000	Y	148		N
279	2003/Bombardier/Bi-level	18		SDRX 240	N/A	95	4	25	\$2,354,000	Y	148		N
280	2003/Bombardier/Bi-level	18		SDRX 401	N/A	95	4	25	\$2,354,000	Y	148		N
281	2003/Bombardier/Bi-level	18		SDRX 402	N/A	95	4	25	\$2,354,000	Y	148		N
282	2003/Bombardier/Bi-level	18		SDRX 403	N/A	95	4	25	\$2,354,000	Y	148		N
283	2003/Bombardier/Bi-level	18		SDRX 404	N/A	95	4	25	\$2,354,000	Y	148		N
284	2003/Bombardier/Bi-level	18		SDRX 405	N/A	95	4	25	\$2,354,000	Y	148		N
285	2003/Bombardier/Bi-level	18		SDRX 406	N/A	95	4	25	\$2,354,000	Y	148		N
286	2003/Bombardier/Bi-level	18		SDRX 407	N/A	95	4	25	\$2,354,000	Y	148		N
287	2003/Bombardier/Bi-level	18		SDRX 408	N/A	95	4	25	\$2,354,000	Y	148		N
288	2003/Bombardier/Bi-level	18		SDRX 409	N/A	95	4	25	\$2,354,000	Y	148		N
289	2003/Bombardier/Bi-level	18		SDRX 410	N/A	95	4	25	\$2,354,000	Y	148		N
290	1999/EMD/F59PHI	21		SDRX 901	N/A	95	8	21	\$3,210,000	N	2	D	N
291	1999/EMD/F59PHI	21		SDRX 902	N/A	95	8	21	\$3,210,000	N	2	D	N
292	1999/EMD/F59PHI	21		SDRX 903	N/A	95	7	22	\$3,210,000	N	2	D	N
293	1999/EMD/F59PHI	21		SDRX 904	N/A	95	7	22	\$3,210,000	N	2	D	N
294	1999/EMD/F59PHI	21		SDRX 905	N/A	95	7	22	\$3,210,000	N	2	D	N
295	1999/EMD/F59PHI	21		SDRX 906	N/A	95	7	22	\$3,210,000	N	2	D	N
296	1999/EMD/F59PHI	21		SDRX 907	N/A	95	6	23	\$3,210,000	N	2	D	N
297	1999/EMD/F59PHI	21		SDRX 908	N/A	95	6	23	\$3,210,000	N	2	D	N
298	1999/EMD/F59PHI	21		SDRX 909	N/A	95	6	23	\$3,210,000	N	2	D	N
299	1999/EMD/F59PHI	21		SDRX 910	N/A	95	6	23	\$3,210,000	N	2	D	N
300	1999/EMD/F59PHI	21		SDRX 911	N/A	95	6	23	\$3,210,000	N	2	D	N

# Public Transportation Management System Owned Equipment Inventory

**Agency/Organization:** Sound Transit  
**Date:** March 22, 2008

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	7	8	\$75,000	
2	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
3	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
4	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
5	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
6	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
7	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
8	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
9	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
10	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
11	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
12	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
13	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
14	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
15	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
16	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
17	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
18	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
19	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
20	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
21	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
22	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
23	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
24	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
25	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
26	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
27	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
28	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
29	02 Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	

		<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	7	8	\$75,000	
31	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
32	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
33	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
34	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
35	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
36	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
37	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
38	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
39	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
40	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
41	02	Fare Collection Equipment (TVM Stationary)	80	7	8	\$75,000	
42	13	E9B44100224					
43	13	E9B4459112					
44	13	New Key style Argens "A"					
45	13	E9B4451721					
46	13	E9B4458922					
47	13	E9B4458508					
48	13	05-0703-E9-1					
49	13	05-0703-E9-2					
50	13	05-0703-E9-3					
52	13	05-0703-E9-4					
53	13	05-0703-E9-5					
54	13	05-0703-E9-6					
55	13	05-0703-E9-7					
56	13	05-0703-E9-8					
57	13	05-0703-E9-9					
58	13	05-0703-E-9-10					
59	13	New Key style Argens "H"					
59	13	New Key style Argens "C"					
60	13	New Key style Argens "F"					
61	13	New Key style Argens "E"					
62	13	New Key style Argens "G"					
63	13	New Key style Argens "D"					
64	13	7MA005394AD					
65	13	7MA005402AD					
66	13	7MA005393AD					
67	13	7MA005391AD					
68	13	7MA005403AD					

		<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	*					
70	13	7MA005401AD					
71	13	7MA005395AD					
72	13	7MA005392AD					
73	13	7MA005398AD					
74	13	*					
75	13	7MA005399AD					
76	13	7MA005396AD					
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	*					
95	13	R31973					
96	13	T32826					
97	13	R32801					
98	13	T32430					
99	13	R32394					
100	13	R32900					
101	13	35438					
102	13	35442					
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	*					
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112	13	*					
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123	13	*					
124	13	*					
125	13	*					

## Public Transportation Management System Owned Facility Inventory

**Agency/Organization:** Sound Transit

**Date:** March 1, 2008

	<b>Facility Code</b>	<b>Facility Name</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments</b> <i>(If more than two lines, please attach a separate comment page)</i>
1	17	King Street Station, Sounder	80	5	25	\$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	25	\$25,440,000	
4	07	Auburn Station, Sounder	85	5	25	\$23,002,000	
5	07	Sumner Station, Sounder	85	5	25	\$7,950,000	
6	07	Puyallup Station, Sounder	85	5	25	\$8,692,000	
7	17	Tacoma Station, Sounder	85	5	25	\$6,996,000	Train platform and Concourse
8	07	Theater District Station, Tacoma Link	95	5	25	\$530,000	
9	07	Convention Center Station, Tacoma Link	95	5	25	\$636,000	
10	07	Union Station, Tacoma Link	95	5	25	\$636,000	
11	07	South 25th Street Station, Tacoma Link	95	5	25	\$424,000	
12	17	Tacoma Dome Station, Tacoma Link	95	5	25	\$318,000	
13	06	Bellevue Transit Center	95	3	27	\$13,780,000	
14	06	Lynnwood Transit Center	95	3	27	\$20,140,000	
15	06	Overlake Transit Center	85	4	26	\$11,872,000	
16	09	DuPont Park-and-Ride	90	3	27	\$2,120,000	
17	09	South Hill Park-and-Ride	85	4	26	\$4,770,000	
18	23	Tacoma Link O&M Building	95	6	24	\$6,466,000	
19	14	Tacoma Link Track System	90	3	27	\$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	27	\$4,346,000	
22	01	Tacoma Link Power Substation	90	4	26	\$848,000	
23	10	Union Station, Administrative offices	80	7	23	\$22,260,000	Age and replacement value based on 1999 restoration
24	23	Link O&M Building	100	0	40	\$51,504,678	
25	06	Federal Way Transit Center	90	1	49	\$32,845,346	
26	08	Bike Path – SODO Busway	80	1	29	\$514,730	
27	16	Yarrow Point Transit Improvements	100	1	29	\$56,479	

