

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2009-26

Transit Development Plan 2009-2014 and 2008 Annual Report

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Public Hearing	3/26/09	Public Comment	Bonnie Todd, Director, Operations	(206) 398-5367
Board	3/26/09	Discussion/Action	Benjamin Smith, Project Coördinator, Operations	(206) 398-5477

Contract/Agreement Type:	✓	Requested Action:	✓
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 2009-2014 and 2008 Annual Report

PROPOSED ACTION

Approve the submittal of the Transit Development Plan 2009-2014 and 2008 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 2008.
- The plan states how Sound Transit goals and commitments address state public transportation goals.
- The plan also outlines proposed Sound Move strategies for 2009-2014 and includes known Sound Transit 2 related activities.

BUDGET IMPACT SUMMARY

Not applicable to this action.

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

State law requires that Sound Transit, and other public transportation systems, prepare a six-year transit development plan, which is incorporated into the Washington State Department of Transportation's (WSDOT's) annual public transportation systems report to the legislature. WSDOT's annual report provides an overview of public transportation investments within the State of Washington. The Transit Development Plan 2009-2014 and 2008 Annual Report includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under *Sound Move* and Sound Transit 2, operating changes to the existing system, and how Sound Transit will fund existing program needs over the next six years. The document puts 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, and conducted a similar submittal in 2008 as part of Sound Transit 2.

Per criteria outlined in RCW 35.58.2795 and RCW 35.58.2796, the Transit Development Plan 2009-2014 and 2008 Annual Report prepared by Sound Transit 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 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, 2009. WSDOT's Public Transportation Program office provides the House and Senate Transportation Committees with a status report of approved plans by September 1, 2009. 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 may miss its state-mandated deadline for submittal to the Public Transportation Program and that agency information may not be available in WSDOT's report to the legislature or included in the annual summary.

PUBLIC INVOLVEMENT

The Transit Development Plan 2009-2014 and 2008 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 is currently scheduled prior to the Sound Transit Board meeting on March 26, 2009.

ENVIRONMENTAL COMPLIANCE

SSK 3-18-09

LEGAL REVIEW

JW 3/19/09

SOUND TRANSIT

MOTION NO. M2009-26

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of the Transit Development Plan 2009-2014 and 2008 Annual Report to the Washington State Department of Transportation.

Background:

State law requires that Sound Transit, and other public transportation systems, prepare a six-year transit development plan, which is incorporated into the Washington State Department of Transportation's (WSDOT's) annual public transportation systems report to the legislature. WSDOT's annual report provides an overview of public transportation investments within the State of Washington. The Transit Development Plan 2009-2014 and 2008 Annual Report includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under *Sound Move* and Sound Transit 2, operating changes to the existing system, and how Sound Transit will fund existing program needs over the next six years. The document puts 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, and conducted a similar submittal in 2008 as part of Sound Transit 2.

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Motion:

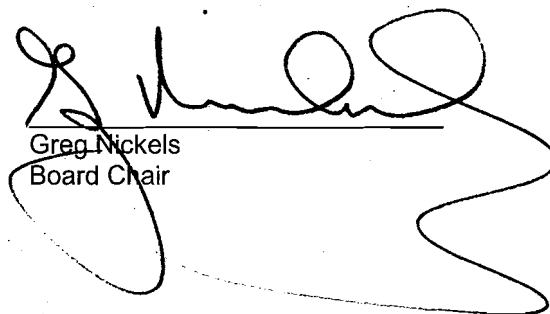
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Transit Development Plan 2009-2014 and 2008 Annual Report be approved for submittal to the Washington State Department of Transportation.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 26, 2009.

ATTEST:



Marcia Walker
Board Administrator



Greg Nickels
Board Chair



SOUNDTRANSIT
Central Puget Sound
Regional Transit Authority

Sound Transit

Transit Development Plan 2009 - 2014 and 2008 Annual Report

Date of Public Hearing: March 26, 2009

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Sound Transit

Transit Development Plan 2009-2014 and 2008 Annual Report

INTRODUCTION

The Transit Development Plan 2009-2014 and 2008 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 2008, and proposed action strategies from 2009 to 2014 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 uses 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 Nov. 5, 1996, voters approved local funding for *Sound Move*, a regional high-capacity transit plan that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax, and a rental car tax to finance construction and operation of the regional transit system.

Sound Move included the ST Express bus network and high-occupancy-vehicle (HOV) lane access improvements, Sounder commuter rail, and Link light rail.

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

ST Express regional express bus service includes 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 locomotives and multi-level passenger coach trains that run on BNSF Railway Company railroad freight tracks. Sounder shares the tracks with freight trains and Amtrak passenger trains, using upgraded signals, switches, and street crossings.

Link light rail is an electrically powered service that adds a new system of high-capacity transportation within the region’s highest employment and transit ridership areas. Downtown Tacoma is served by the 1.6-mile Tacoma Link light rail line which operates between the city’s Theater District and the multimodal regional transit center at the Tacoma Dome station. Central Link is the adopted 14-mile initial segment which will extend from the Tukwila International Boulevard Station in Tukwila to Westlake Station inside the Downtown Seattle Transit Tunnel. The initial segment is scheduled to start revenue service in July 2009. The 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 SeaTac International Airport. Airport Link is scheduled to be completed by December 2009.

While construction is nearly complete on the initial segment for Central Link, Sound Transit is also extending Link north to Capitol Hill and the University of Washington as part of the University Link project. The \$1.9 billion University Link line is scheduled to open in 2016 and add more than 70,000 daily riders to the system. Based on its benefits, the University Link project received the highest possible FTA ranking in the New Starts federal funding process and received a Full Funding Grant Agreement totaling over \$800 million. Sound Transit 2 will extend the Link light rail line as part of a 36-mile light rail expansion plan. The 55-mile light rail system achieved by Sound Transit 2 will reach Northgate, Mountlake Terrace, Shoreline, Lynnwood, Mercer Island, Bellevue, Redmond/Overlake, Highline and the Star Lake/Redondo area north of Federal Way by 2023. A map of the future Regional Rail system, including light rail, is available in Appendix E.

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

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

At the end of 2008, the Sound Transit Board of Directors includes:

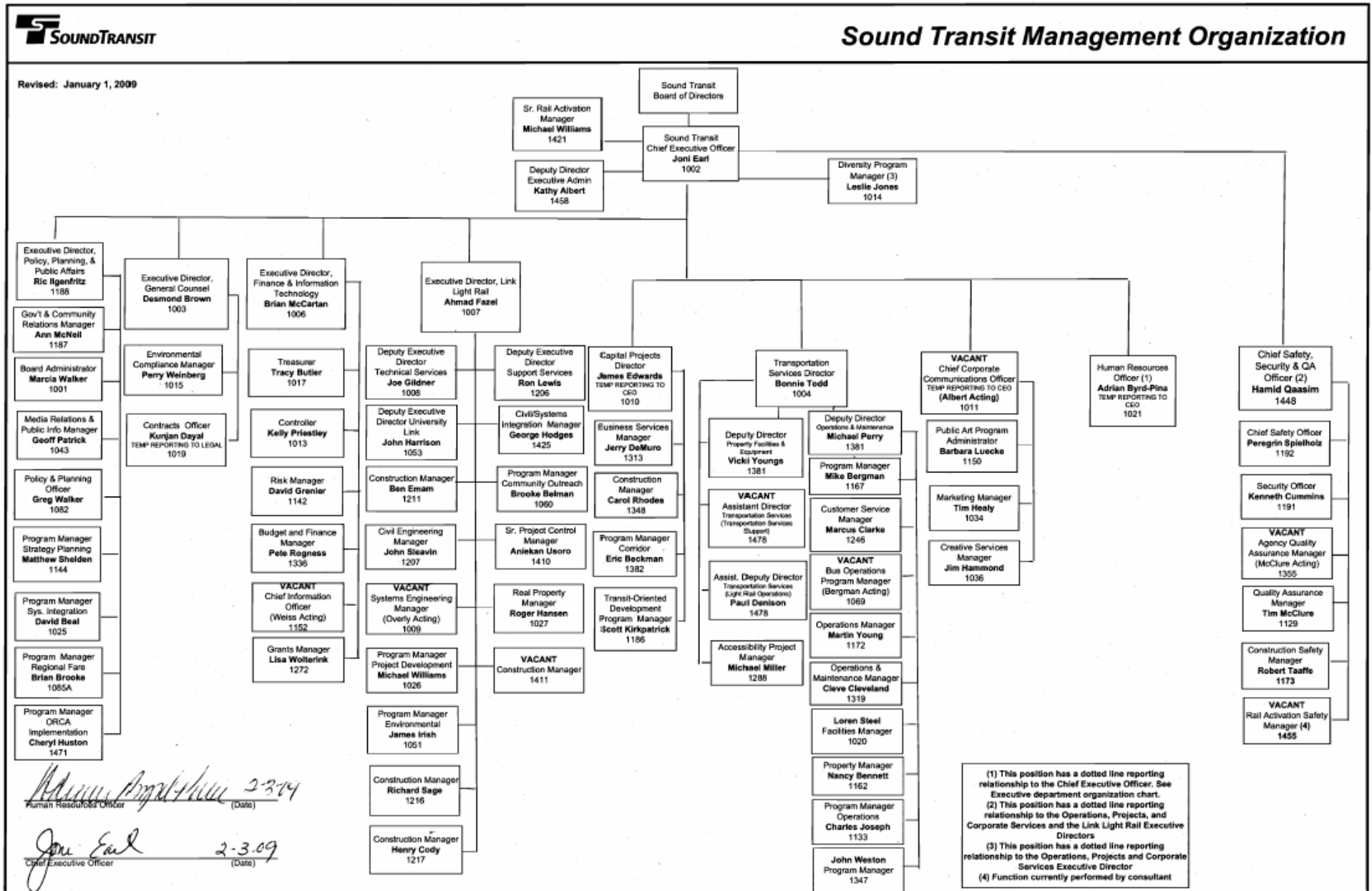
Greg Nickels	City of Seattle Mayor, Chair
Aaron Reardon	Snohomish County Executive, Vice Chair
Claudia Thomas	City of Lakewood Mayor, Vice Chair
Julie Anderson	City of Tacoma Councilmember
Mary-Alyce Burleigh	City of Kirkland Councilmember
Fred Butler	City of Issaquah Deputy Council President
Richard Conlin	City of Seattle Councilmember
Dow Constantine	King County Council Vice Chair
Deanna Dawson	City of Edmonds Councilmember
David Enslow	City of Sumner Mayor
Paula Hammond	State Department of Transportation, Secretary
John Ladenburg	Pierce County Executive
John Marchione	City of Redmond Mayor
Julia Patterson	King County Council Chair
Larry Phillips	King County Councilmember
Paul Roberts	City of Everett Councilmember
Ron Sims	King County Executive
Pete von Reichbauer	King County Council Councilmember

As of Dec. 31, 2008, Sound Transit employed 366.6 full-time equivalent employees. The total authorized positions including unfilled positions is 409.6. Sound Transit staff consisted of the following:

- 25 full-time equivalents in the Executive Department.
- 69 full-time equivalents in the Finance and IT department.
- 16 full-time equivalents in the Legal department.
- 95 full-time equivalents in the Link Light Rail department.
- 131.1 full-time equivalents in the Operations, Capital, and Corporate Services department.
- 30.5 full-time equivalents in the Policy Planning and Public Affairs department.

Figure 1 displays the Sound Transit organizational structure as of late 2008/early 2009.

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 th St. Tacoma, WA 98421	3407 Airport Way S Seattle, WA
625 5 th Ave. S. Opus East Building Seattle, WA 98104			

As of Dec. 31, 2008, Sound Transit owned 238 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 owns 58 rail cars (18 cab cars, 40 coach cars) manufactured by Bombardier and 11 locomotives, manufactured by the ElectroMotive Division of General Motors. Sound Transit contracts with BNSF railroad to operate Sounder trains. Sound Transit contracts with Amtrak for maintenance of the fleet. Maintenance activities are carried out at Amtrak’s Seattle yard.

Sound Transit also owns 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 employs a zone-based fare 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 between Sound Transit and Amtrak in which passengers with valid monthly and annual passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

No fares are collected on Tacoma Link. Fare levels for Central Link are still being determined. Sound Transit recently completed an extensive public outreach process. Final determination of fares will be decided by the Sound Transit Board in April 2009.

SERVICE DESCRIPTION

As of the end of 2008, 24 ST Express regional bus routes were in operation. These routes are:

- 510, 513: Everett – Seattle Express
- 511: Ash Way – Seattle Express
- 522: Woodinville – Seattle Express
- 532: Everett – Bellevue Express
- 535: Lynnwood – Bellevue Express
- 540: Kirkland – U. District Express
- 545: Redmond – Seattle Express
- 550: Bellevue – Seattle Express
- 554: Issaquah – Seattle Express
- 555, 556: Issaquah – Northgate Express
- 560: Bellevue – Sea-Tac – West Seattle Express
- 564: South Hill – Overlake Express
- 565: Federal Way – Overlake Express
- 574: Lakewood – Sea-Tac Airport Express
- 577: Federal Way – Seattle Express
- 582: Bonney Lake – Tacoma Express
- 586: Tacoma – U. District Express
- 590: Tacoma – Seattle Express
- 592: DuPont/Lakewood – Seattle Express
- 594: Tacoma/Lakewood – Seattle Express
- 595: Gig Harbor – Seattle Express
- 599: Lakewood – Tacoma Express

ST Express regional bus service operates from 2:45 a.m. to 1:00 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 tracks. Sounder trains also use a small segment of Tacoma Rail track 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 have been completed, with increases in Sounder service levels tied to the phased completion of these improvements. Service includes eight rush-hour round trips per day on the south line, including two round trips that provide service to Tacoma in the morning (reverse-peak direction trip) and to Seattle in the afternoon. On the north line, four round trips daily between Everett and Seattle. Service operates Monday through Friday, except major holidays. Reduced commute service is run on some holidays. Both Sounder lines also operate seasonal off-peak trains to events at Seahawks Stadium, Safeco Field, and trains are operated on the south line to select concerts at the Tacoma Dome. Travel times on both segments are both roughly 60 minutes.

Tacoma Link service operates as indicated in the chart below:

Day	Time	Frequency
Monday through Friday	5:20 a.m. – 7:00 a.m.	20 min.
	7:00 a.m. – 8:00 p.m.	10 min.
	8:00 p.m. – 10:10 p.m.	20 min.
Saturday	8:00 a.m. – 10:00 p.m.	10 min.
Sunday/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.

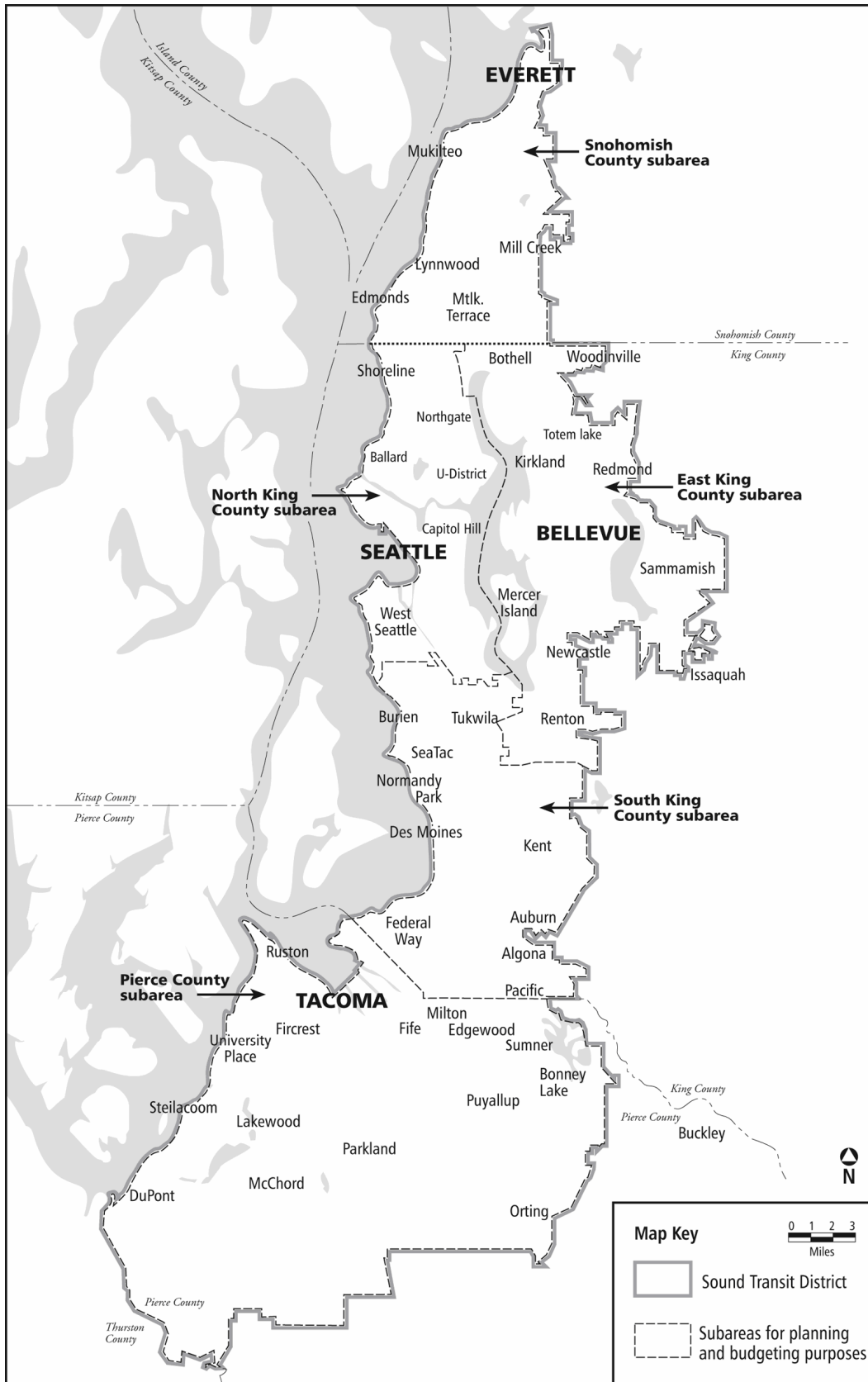
Paratransit services for Tacoma Link are provided under contract by Pierce Transit.

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 88 park-and-ride lots and transit centers in the Puget Sound region. Some transit centers served by Sound Transit buses or trains are marked as “Regional T” locations. The Regional T sign is at facilities that offer connections to regional destinations and 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 15th St Station
- Convention Place Station
- DuPont Station
- Eastgate Freeway Station
- Eastgate Park-and-Ride
- Eastmont Park-and-Ride
- Edmonds Ferry Terminal
- Edmonds Station
- Everett Station
- Evergreen Point Park-and-Ride
- Evergreen Point Freeway Station
- Fauntleroy Ferry Terminal
- Federal Way Transit Center
- Holy Family Church
- I-5 / NE 45th St Freeway Station
- International District/ Chinatown Station
- Issaquah Highlands Park & Ride
- Issaquah Transit Center / 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 Station
- Lakewood Transit Center
- Lynnwood Transit Center / Park-and-Ride
- Mercer Island Park-and-Ride
- Mukilteo Ferry Terminal
- Mukilteo Station
- Narrows Park-and-Ride
- Newport Hills Freeway Station
- Newport Hills Park-and-Ride
- Northgate Mall Garage
- 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 Transit Center / Park-and-Ride
- Renton Boeing Lot 12
- Renton City Municipal Garage
- Renton Transit Center / Park-and-Ride
- South Everett Freeway Station
- 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
- SR-512 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 9th 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 are 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 15th Avenue SW.

All Sounder commuter rail stations have bus transportation connections located directly at the station or within a short walking distance. Bus service schedules are 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 zones along Commerce Street. 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.

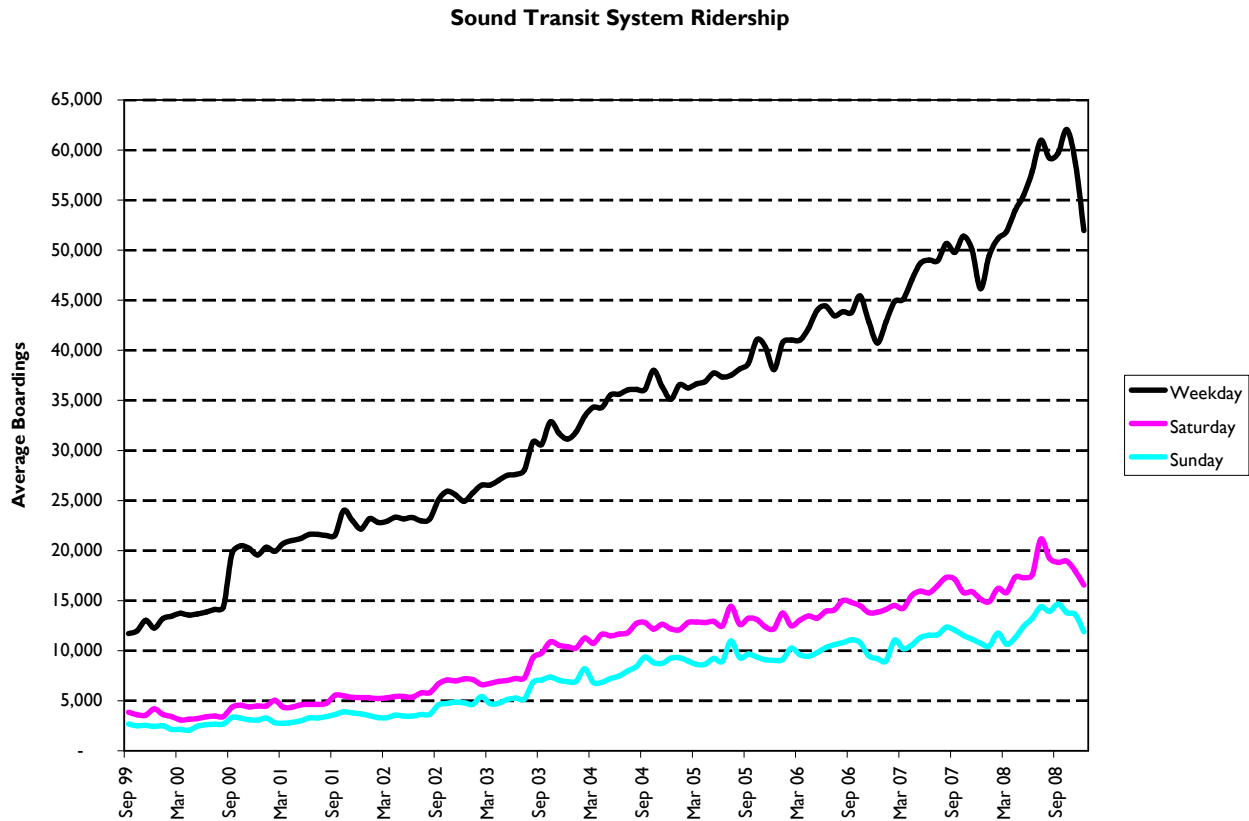
In downtown Seattle, the Downtown Seattle Transit Tunnel facilities at Convention Place Station, Westlake Station, University Street Station, Pioneer Square Station, and International District Station reopened in September 2007. All of these stations, except for Convention Place Station, will be shared by both Link light rail and bus service once Link begins running in July 2009. Six major facilities built and served by Sound Transit opened in 2008: Mercer Island Park-and-Ride, Mukilteo Station, Issaquah Transit Center/Park-and-Ride, Redmond Transit Center (partial funding,) South Everett Freeway Station, and Lakewood Station.

V: ACTIVITIES IN 2008

Sound Transit saw significant accomplishments in 2008. Each of the three lines of service achieved considerable success and the supporting divisions made significant contributions as well.

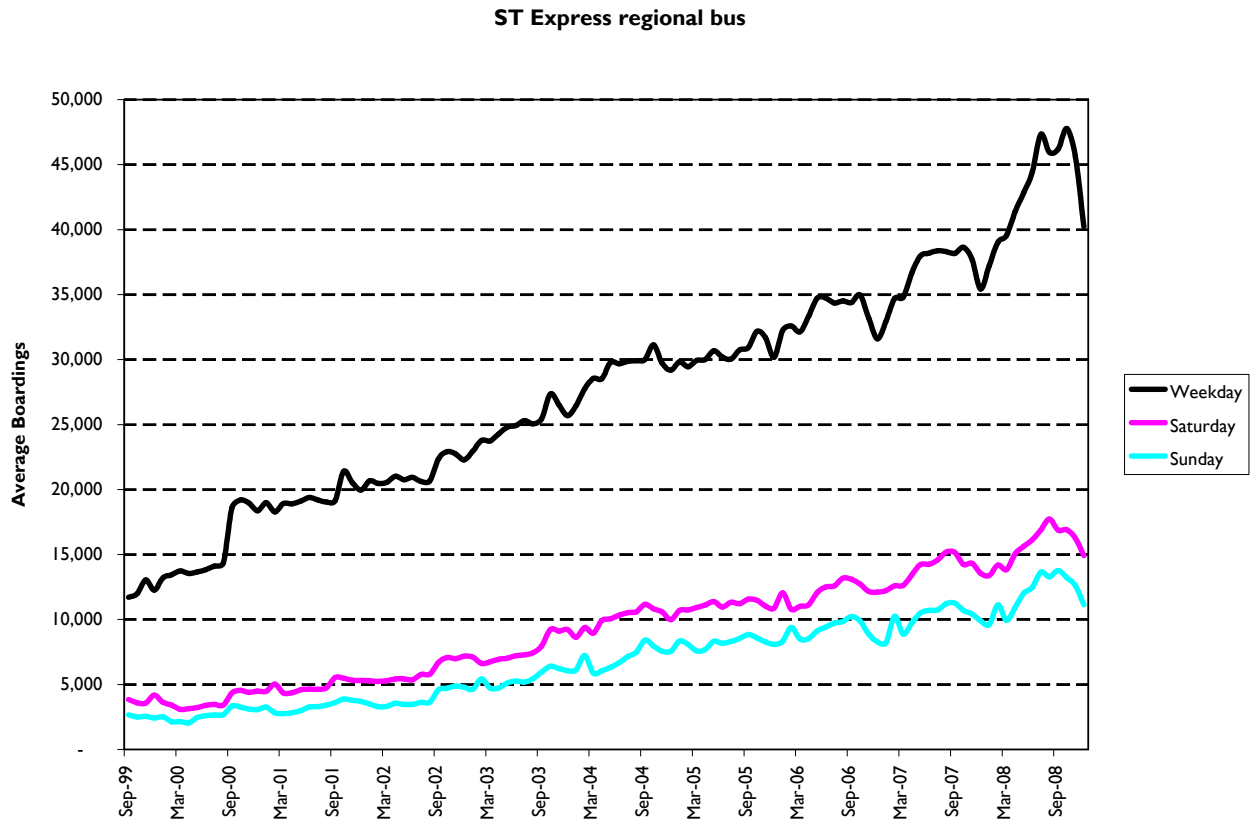
After a year of service expansions and record-high gasoline prices, **Sound Transit** carried over 16.1 million passengers in 2008 on its buses and trains. During the summer of 2008 when gas prices were at a record level, the system carried over 60,000 passengers each weekday. **Figure 3** below shows the trends for system ridership since the beginning of operations in September 1999.

Figure 3



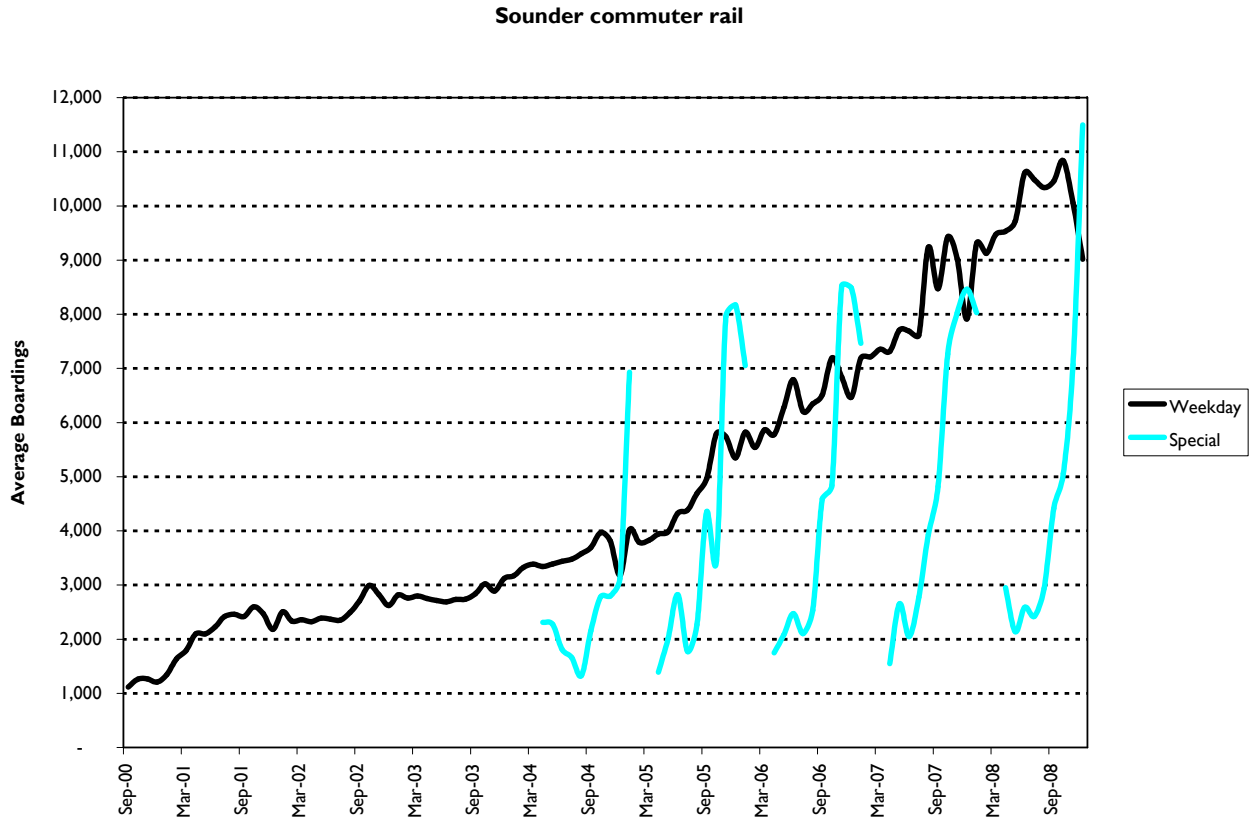
Sound Transit’s regional bus system, **ST Express**, served nearly 12.5 million passengers in 2008. The system has now carried more than 74 million passengers since service began in September 1999. The partnerships formed with Community Transit, Everett Transit, King County Metro Transit, and Pierce Transit has enabled Sound Transit to “roll out” a system that makes the most of the region’s transportation resources. As mentioned above, six new facilities built and served by Sound Transit were opened. Two others were funded by but are not served by Sound Transit: North Everett Transit Center/College Station, and Totem Lake Transit Center in Kirkland. **Figure 4** below shows the trends for ridership on ST Express since the start of regional bus service in 1999.

Figure 4



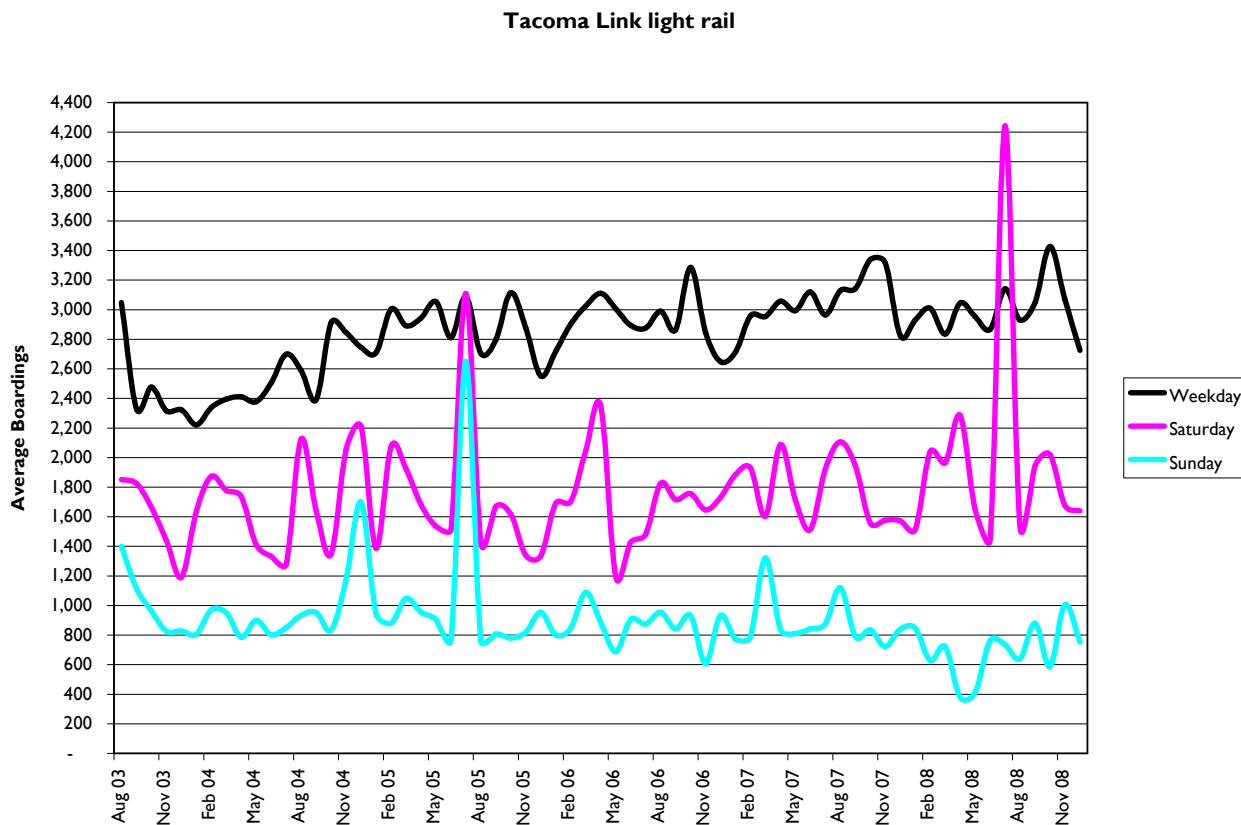
Sounder commuter rail carried 2.6 million passengers in 2008. Sound Transit added two round trips on the south line and one round trip on the north line in September 2008, around the time that it welcomed Sounder's 10 millionth rider. The system has carried over 10.8 million passengers since service began in September 2000. Sound Transit opened both Lakewood and Mukilteo stations in 2008. Currently, Lakewood Station features bus service and is scheduled to begin Sounder service in 2012. Mukilteo Station commenced service on existing north line trains in June 2008. **Figure 5** below shows the trends for ridership on Sounder since the start of the south line in 2000.

Figure 5



Tacoma Link continued operations in 2008, continuing a trend of strong ridership with daily ridership averaging over 3,000 passengers. By the end of the year, the system had served over 930,000 passengers with a grand total of over 4.6 million passengers since service began in August 2003. In February 2008, service levels changed for the first time since the line's start-up, with weekday service extended two hours later, until 10:00 p.m. This cost-neutral change in service was offset by reduced frequency on Sundays and on early weekday mornings. **Figure 6** below shows ridership trends on Tacoma Link since 2003.

Figure 6



In 2008, Sound Transit completed Phase I of the I-90 Two-Way HOV Project, along westbound I-90 between Bellevue and Mercer Island. Sound Transit also broke ground on 3 capital projects including the South Tacoma Station, Everett Station Phase II parking expansion, and the Sounder M Street-to-Lakewood track improvements. Progress was made on several other capital projects, including final design for Sounder D-to-M Street rail connection, completed environmental documentation for a permanent Tukwila Sounder Station, as well as delivery of 39 new ST Express buses.

Construction of the central line of Link light rail continued in 2008, with the line nearly 95 percent complete by the end of that year. Sound Transit broke through the second Beacon Hill East Portal with light tunnel boring machine, completed work on Tukwila track and guideway as well as guideway for Airport Link light rail, awarded a finishes package for the SeaTac/Airport light rail station, began testing Link light rail trains in Rainier Valley, completed the initial Link light rail fleet delivery for testing and final acceptance, and awarded a contract for additional light rail vehicles as part of University Link.

Sound Transit's 2008 accomplishments also included beginning education and training programs for special needs riders, obtaining an international environmental certification, receiving another consecutive clean and independent financial audit, and adopting a system integration and expansion work plan. The Board of Directors adopted a final Sound Transit 2 package for expansion of the regional transit system. The plan was put to a public vote in November 2008 and received 57 percent voter-approval.

In 2008, the independent Citizen Oversight Panel (COP) completed the *Citizens' Year-End 2008 Performance Report on Sound Transit*. Although some recommended improvements were noted, Sound Transit was credited for making great progress in both its capital and operating programs. The Citizen Oversight Panel declared that they were “pleased to find that in many respects 2008 was a very good year for Sound Transit and the people it serves.” The COP praised the agency for the passage of Sound Transit 2, progress in implementing *Sound Move*, and success at handling heavy ridership increases during 2008. There were also concerns expressed about agency operating costs, as well as risks related to the implementation of the ORCA Smart Card Project. Overall, the COP noted that it looked forward “with great anticipation to the regional transit expansion of the new ST2 era” of Sound Transit.

STATE TRANSPORTATION SYSTEM POLICY GOALS

In 2008, Sound Transit contributed to the state’s transportation system policy goals (as stated in RCW 47.04.280) through the following action strategies:

- **Preservation.** We continued to maintain our equipment and facilities.
- **Safety.** We operated our transit vehicles in a safe manner, maintained a group of safe and secure facilities, and kept a regular schedule of light and heavy maintenance of buses and trains.
- **Mobility.** We opened new facilities allowing additional transit connections between modes, and continued work on projects such as ORCA Smart Card and Talking Signs to provide a more convenient travel experience for our customers.
- **Environment.** We became the sixth transit agency in the United States, and the first on the West Coast, to earn the ISO 14001 certification of our Environmental and Sustainability Management System.
- **Stewardship.** We strove to move our customers to their destinations across the region, during a time of high gasoline prices and heavy congestion on the region’s travel routes.

VI: PLANNED ACTION STRATEGIES, 2009 – 2014

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

Preservation. We will continue to maintain our equipment and facilities.

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

Mobility. We will launch the ORCA Smart Card and Talking Signs projects, will commence operation of the Link light rail line and will add additional ST Express bus service funded by Sound Transit 2.

Environment. We will improve the environment of the Central Puget Sound region by carrying tens of thousands of people each day in our trains and buses.

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

VII: PLANNED ACTIVITIES, 2009 – 2014

The following matrices describe the planned activities to be undertaken by Sound Transit for 2009-2014. These activities include the deployment of new transit service, facility construction, and/or equipment purchases.

Activities include any projects in the *Sound Transit 2* program whose schedules are known at this time. Preservation activities are so noted; all other items are considered expansion activities.

2009	Planned Activity
Planning	Comprehensive plan for additional ST2 bus service adopted by Sound Transit Board Adoption of plan to coordinate Metro bus and Link light rail services Awarding of University Link federal grant awarded Sound Transit Board adopts Link light rail fares Sound Transit Board identifies East Link light rail preferred alternative Agreement executed for four additional Sounder round trips between Tacoma and Seattle Planning and design begins for new ST Express maintenance base First Hill Link Connector agreement signed with City of Seattle University Link final design complete System Access Program guidelines adopted; eligible investment projects identified
Services	Continued service of ST Express, Sounder, and Tacoma Link light rail line (Preservation) Link light rail passenger service opens to Tukwila Link light rail passenger service opens to Sea-Tac Airport Commence complementary paratransit service for Link alignment ORCA smart card launch Ninth Sounder round-trip between Tacoma and Seattle Start of ST2 bus service improvements Notice to Proceed issued for U-Link tunnel from UW to Capitol Hill
Facilities	SR 522 HOV enhancements in Kenmore open South Tacoma Station opens Everett Station Phase II parking expansion complete Groundbreaking for University Link Groundbreaking for Mountlake Terrace Freeway Station Groundbreaking for SR522 enhancements in Bothell Groundbreaking for Sounder track-and-signal improvements from M Street to Lakewood Groundbreaking for Edmonds Station Groundbreaking for Kirkland Transit Center Groundbreaking for Newcastle Transit Improvements Project Art installations complete for Link light rail initial segment University Link light rail advanced utility relocation contract complete SeaTac/Airport Link Station substantially complete Environmental restoration mitigation projects complete for Sounder north corridor
Equipment	Variable message signs at Sounder south stations begin, including next bus schedule Sounder automatic passenger counting system complete Talking Signs rider testing complete 60 new ST Express buses ordered

2010	Planned Activity
Services	Continued service of ST Express, Sounder, and Link light rail (Preservation) ST Express I-5 service restructure (SeaTac/Federal Way corridor) <i>(Pending Board Approval)</i> ST Express SR-167/I-405 service restructure <i>(Pending Board Approval)</i> Additional peak-hour express bus service in highest-demand corridors <i>(Pending Board Approval)</i>
Facilities	Kirkland Transit Center complete Newcastle Transit Center complete New Tukwila Station complete Everett Station Layover tracks 3 & 4 complete Mukilteo Station south platform complete Permanent Edmonds Station complete Sounder track-and-signal improvements from M Street to Lakewood complete University Link I-5 ramp work for freeway underpass tunnel complete
Equipment	Delivery of additional ST Express buses for new peak-period service

2011	Planned Activity
Services	Continued service of ST Express, Sounder, and Link light rail (Preservation) Add additional round-trip on Sounder South Line North I-5 Snohomish ST Express routes modified to serve Mountlake Terrace Freeway Station
Facilities	Mountlake Terrace Freeway Station complete Rainier Avenue / Hardie Avenue Arterial Improvements complete Kirkland NE 85th Street corridor improvements Renton HOV access ramps complete SR522 enhancements in Bothell complete Permanent Tukwila Station complete

2012	Planned Activity
Services	Continued service of ST Express, Sounder, and Link light rail (Preservation) Begin Sounder service to South Tacoma and Lakewood Stations and remove temporary bus services Improvements to East King County service coordinated with the start-up of King County Metro's Bellevue-Redmond "Rapid Ride" B Line
Facilities	Sounder track-and-signal improvements from M Street to Lakewood complete Strander Blvd extension complete
Equipment	Replacement of 95 ST Express buses (Preservation)

2013	Planned Activity
Services	Continued service of ST Express, Sounder, and Link light rail (Preservation) Add two additional round-trips on Sounder South Line
Facilities	University Link station excavation and major tunnel work complete
Equipment	Replacement of 12 ST Express buses (Preservation)

2014	Planned Activity
Services	Continued service of ST Express, Sounder, and Link light rail (Preservation)
Facilities	Open ST Express bus maintenance base
Equipment	Replacement of 40 ST Express buses (Preservation)

VIII: CAPITAL IMPROVEMENT PROGRAM, 2008 – 2014

(All figures in thousands of dollars)

Sound Transit	2008	2009	2010	2011	2012	2013	2014
Preservation							
ST Express Fleet Replacement Program	\$8,904	\$0	\$12,884	\$31,505	\$9,680	\$18,321	\$0
Other Projects	\$42,544	\$79,039	\$27,001	\$46,758	\$2,140	\$4,471	\$2,351
Capital Replacement	\$22,245	\$24,690	\$24,690	\$24,690	\$33,271	\$32,734	\$32,734
Improvement							
STart Program	\$2,205	\$1,216	\$1,686	\$1,500	\$393	\$50	\$155
Sounder Commuter Rail	\$94,830	\$171	\$141,775	\$152,367	\$152,383	\$48,911	\$30,318
Link Light Rail	\$425,267	\$296,660	\$418,288	\$477,657	\$585,798	\$649,467	\$807,462
ST Express Bus	\$41,999	\$96,182	\$116,381	\$119,900	\$72,117	\$67,297	\$45,960
Fare Integration	\$1,565	\$8,571	\$0	\$0	\$0	\$0	\$0
Research & Technology	\$2,000	\$348	\$0	\$0	\$0	\$0	\$0
Agency Administration	\$1,317	\$803	\$870	\$870	\$870	\$870	\$870

IX: OPERATING DATA, 2008 – 2014

Sound Transit	2008	2009	2010	2011	2012	2013	2014
Fixed Route Bus Services							
Revenue Vehicle Hours	504,709	516,100	513,311	514,411	514,231	511,155	511,154
Total Vehicle Hours	630,621	644,854	641,369	642,743	642,519	638,675	638,674
Revenue Vehicle Miles	10,290,367	10,716,531	10,536,729	10,519,280	10,522,969	10,478,590	10,478,590
Total Vehicle Miles	13,267,252	13,390,031	13,165,374	13,143,572	13,148,181	13,092,730	13,092,730
Passenger Trips	12,528,887	13,200,000	13,300,000	13,400,000	13,500,000	13,600,000	13,600,000
Diesel Fuel Consumed (gallons)	2,035,610	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)	348,133	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	37	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	90	N/A	N/A	N/A	N/A	N/A	N/A
Commuter Rail Services							
Revenue Vehicle Hours	27,006	34,663	36,108	36,108	40,851	40,851	40,851
Total Vehicle Hours	33,799	42,470	44,234	44,234	50,031	50,031	50,031
Revenue Vehicle Miles	1,039,433	1,359,315	1,417,086	1,417,086	1,679,532	1,679,532	1,679,532
Total Vehicle Miles	1,052,986	1,376,940	1,435,446	1,435,446	1,697,892	1,697,892	1,697,892
Passenger Trips	2,668,623	3,100,000	3,600,000	3,600,000	3,800,000	4,200,000	4,300,000
Diesel Fuel Consumed (gallons)	1,049,633	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	0	N/A	N/A	N/A	N/A	N/A	N/A
Light Rail Services							
Revenue Vehicle Hours	9,708	146,766	283,321	283,321	283,321	283,321	283,321
Total Vehicle Hours	9,859	146,766	283,321	283,321	283,321	283,321	283,321
Revenue Vehicle Miles	94,099	1,400,650	2,703,859	2,703,859	2,703,859	2,703,859	2,703,859
Total Vehicle Miles	94,216	1,400,650	2,703,859	2,703,859	2,703,859	2,703,859	2,703,859
Passenger Trips	919,834	3,300,000	9,000,000	11,200,000	12,000,000	12,300,000	12,700,000
Electricity Consumed (Kwh)	417,341	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	0	N/A	N/A	N/A	N/A	N/A	N/A

X: ANNUAL REVENUES AND EXPENDITURES, 2008 – 2014

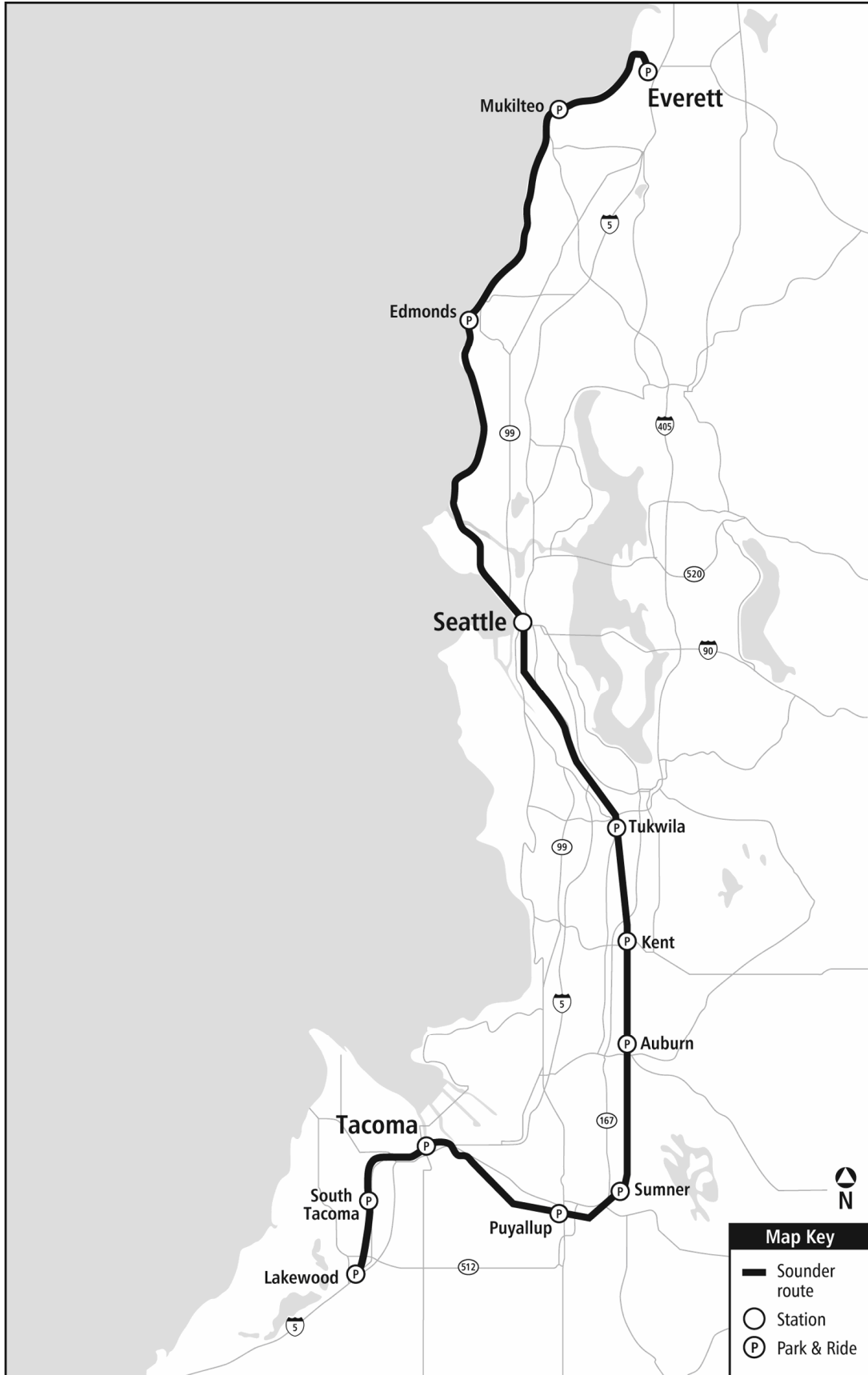
(All figures in thousands of dollars)

Sound Transit	2008	2009	2010	2011	2012	2013	2014
Annual Revenues (shown in thousands)							
Sales Tax	\$273,286	\$443,493	\$588,607	\$629,905	\$682,858	\$727,793	\$764,365
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$71,268	\$68,392	\$70,463	\$71,139	\$73,123	\$76,159	\$79,244
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$25,657	\$36,839	\$48,938	\$53,882	\$57,016	\$63,823	\$69,998
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	\$25,999	\$12,366	\$4,120	\$4,477	\$4,970	\$5,092	\$5,005
Total	\$396,209	\$561,089	\$712,128	\$759,403	\$817,967	\$872,866	\$918,611
Annual Operating Expenses (shown in thousands)							
Annual Operating Expenses	\$124,029	\$181,611	\$208,544	\$217,102	\$224,953	\$242,920	\$261,589
Other	\$36,448	\$46,291	\$61,109	\$74,915	\$79,171	\$79,790	\$88,892
Total	\$160,477	\$227,902	\$269,653	\$292,017	\$304,124	\$322,710	\$350,481
Debt Service (shown in thousands)							
Total	\$75,941	\$78,675	\$68,462	\$90,428	\$111,338	\$129,284	\$141,948
Annual Capital Purchase Obligations (shown in thousands)							
Federal Section 5309 Capital Grants	\$88,200	\$128,847	\$110,000	\$110,000	\$110,000	\$110,000	\$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	\$3,757	\$0	\$0	\$0	\$0	\$0	\$0
CM/AQ and Other Federal Grants	\$10,697	\$7,278	\$30,490	\$19,000	\$34,000	\$66,000	\$69,000
State Special Needs Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Capital Grants	\$21,261	\$21,150	\$22,208	\$27,556	\$29,528	\$30,188	\$30,876
Capital Leases	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operational Revenues	\$133,035	\$213,833	\$342,140	\$350,153	\$369,582	\$387,155	\$392,096
Bonds Proceeds	\$0	\$2,709	\$178,610	\$313,504	\$268,742	\$200,137	\$282,006
Other	\$3,967	\$5,067	\$7,076	\$4,304	\$4,480	\$11,473	\$11,980
General Fund	(\$370,804)	(\$294,096)	(\$14,729)	(\$15,993)	(\$22,320)	(\$25,607)	(\$22,293)
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	(\$109,887)	\$84,789	\$675,795	\$808,523	\$794,012	\$779,346	\$873,666
Ending Balances, December 31 (shown in thousands)							
General Fund	\$247,478	(\$46,617)	(\$61,346)	(\$77,340)	(\$99,660)	(\$125,267)	(\$147,560)
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Reserve	\$40,119	\$56,975	\$67,413	\$73,004	\$76,031	\$80,678	\$87,620
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$44,786	\$68,608	\$92,431	\$116,253	\$149,077	\$181,372	\$212,910
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Fund	\$39,553	\$39,765	\$53,742	\$78,275	\$99,306	\$114,967	\$137,036
Insurance Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$371,937	\$118,732	\$152,240	\$190,193	\$224,754	\$251,750	\$290,005

APPENDIX A: SOUND TRANSIT SYSTEM MAP



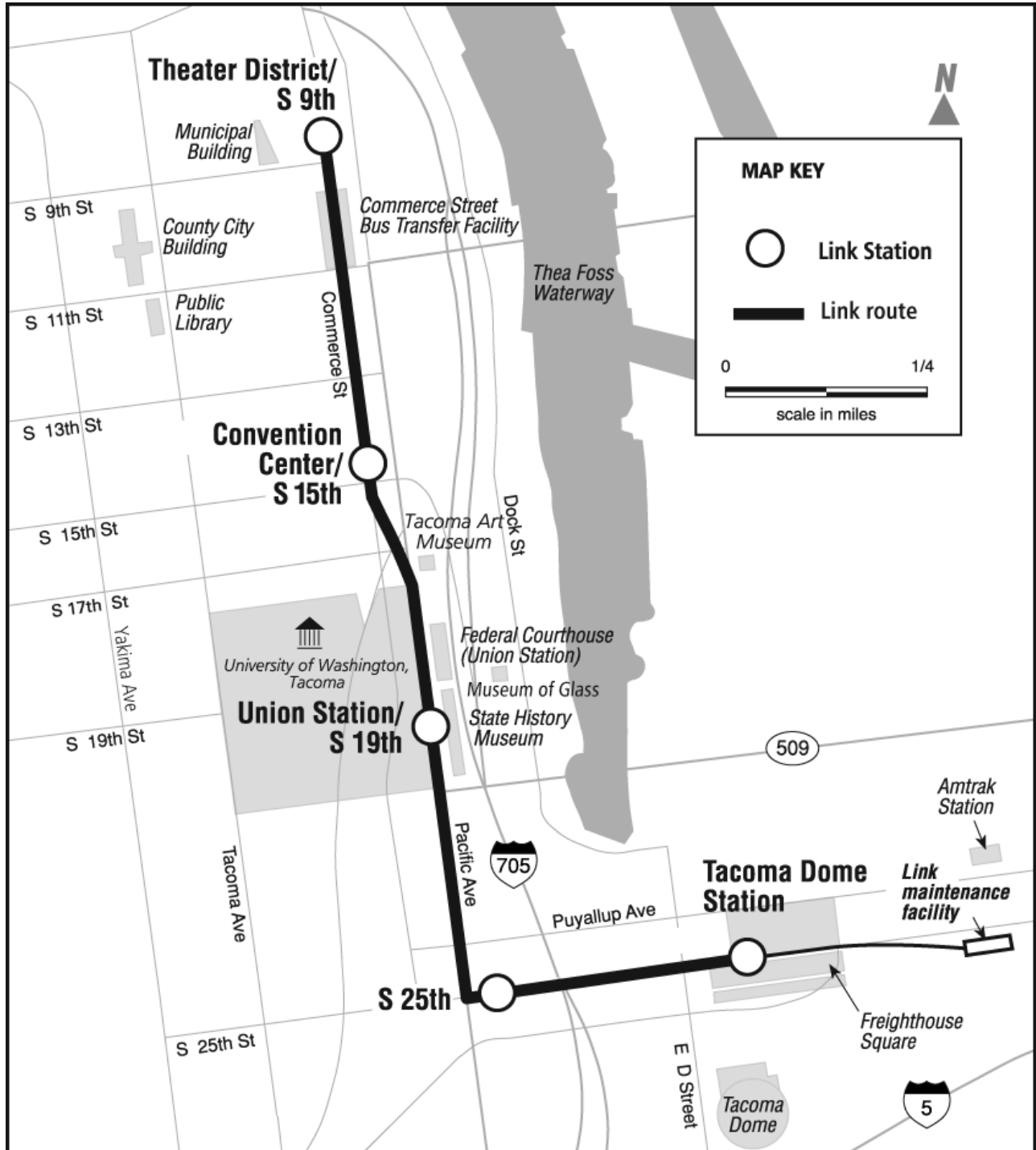
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



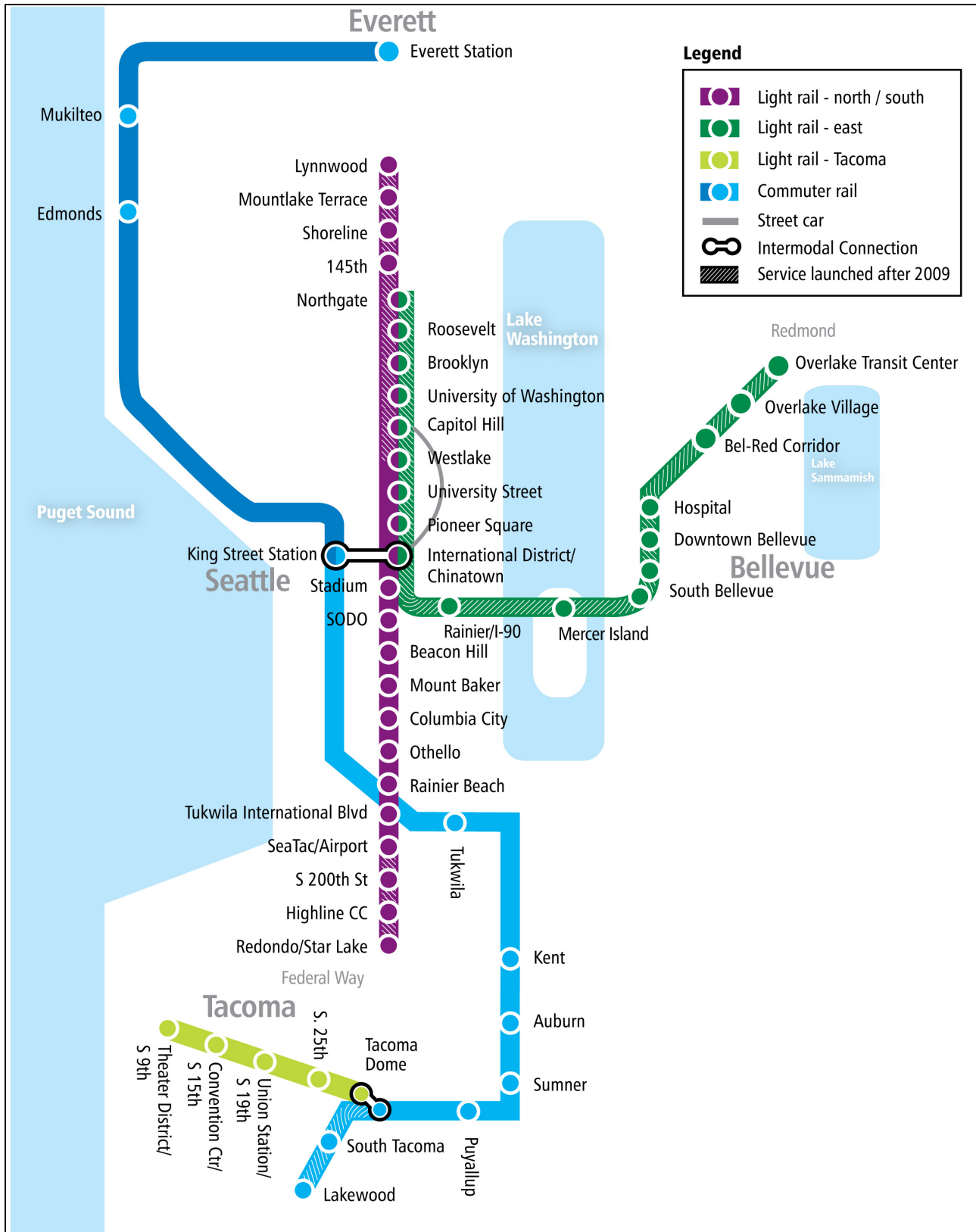
APPENDIX C: LINK LIGHT RAIL SYSTEM MAP



APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP



APPENDIX E: SOUND TRANSIT RAIL SYSTEM PLAN MAP



APPENDIX F: ASSET INVENTORY FORMS

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

Agency/Organization: Sound Transit

Date: March 26, 2009

*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	716,005	10	14	0	\$500,000	Y	42	CNG	N
2	BUSES - ORION 40' CNG	01	2B1569K73R6031986	802	660,568	10	14	0	\$500,000	Y	42	CNG	N
3	BUSES - ORION 40' CNG	01	2B1569K77R6031991	803	707,484	10	14	0	\$500,000	Y	42	CNG	N
4	BUSES - ORION 40' CNG	01	2B1569K76R6031996	804	669,633	10	14	0	\$500,000	Y	42	CNG	N
5	BUSES - ORION 40' CNG	01	2B1569K78R6031997	805	582,010	10	14	0	\$500,000	Y	42	CNG	N
6	BUSES - ORION 40' CNG	01	2B1569K78R6032003	806	717,523	10	14	0	\$500,000	Y	42	CNG	N
7	BUSES - ORION 40' CNG	01	2B1569K74R6032015	807	692,304	10	14	0	\$500,000	Y	42	CNG	N
8	BUSES - ORION 40' CNG	01	2B1569K7XR6032018	808	602,351	10	14	0	\$500,000	Y	42	CNG	N
9	BUSES - ORION 40' CNG	01	2B1569K71R6032022	809	636,230	10	14	0	\$500,000	Y	42	CNG	N
10	BUSES - ORION 40' CNG	01	2B1569K77R6032025	810	632,068	10	14	0	\$500,000	Y	42	CNG	N
11	BUSES - ORION 40' CNG	01	2B1569K72R6032028	811	629,708	10	14	0	\$500,000	Y	42	CNG	N
12	BUSES - ORION 40' CNG	01	2B1569K74R6032032	812	631,828	10	14	0	\$500,000	Y	42	CNG	N
13	BUSES - ORION 40' CNG	01	2B1569K7XR6032035	813	625,945	10	14	0	\$500,000	Y	42	CNG	N
14	BUSES - ORION 40' CNG	01	2B1569K77R6032039	814	613,816	10	14	0	\$500,000	Y	42	CNG	N
15	BUSES - ORION 40' CNG	01	2B1569K77R6032042	815	628,485	10	14	0	\$500,000	Y	42	CNG	N
16	BUSES - ORION 40' CNG	01	2B1569K79R6032043	816	592,163	10	14	0	\$500,000	Y	42	CNG	N
17	BUSES - ORION 40' CNG	01	2B1569K74R6032046	817	629,431	10	14	0	\$500,000	Y	42	CNG	N
18	BUSES - ORION 40' CNG	01	2B1569K7XR6032049	818	657,169	10	14	0	\$500,000	Y	42	CNG	N
19	BUSES - ORION 40' CNG	01	2B1569K77R6032056	819	634,005	10	14	0	\$500,000	Y	42	CNG	N
20	BUSES - ORION 40' CNG	01	2B1569K79R6032057	820	616,964	10	14	0	\$500,000	Y	42	CNG	N
21	BUSES - ORION 40' CNG	01	2B1569K79R6032060	821	626,451	10	13	0	\$500,000	Y	42	CNG	N
22	BUSES - ORION 40' CNG	01	2B1569K76R6032064	822	584,139	10	14	0	\$500,000	Y	42	CNG	N
23	BUSES - ORION 40' CNG	01	2B1569K71R6032067	823	612,061	10	13	0	\$500,000	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	680,960	10	13	0	\$500,000	Y	42	CNG	N
25	BUSES - ORION 40' CNG	01	2B1569K76R6032074	825	572,627	10	13	0	\$500,000	Y	42	CNG	N
26	BUSES - ORION 40' CNG	01	2B1569K74R6032077	826	635,253	10	13	0	\$500,000	Y	42	CNG	N
27	BUSES - ORION 40' CNG	01	2B1569K76R6032081	827	590,986	10	13	0	\$500,000	Y	42	CNG	N
28	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089556	9000	449,547	88	7	3	\$450,000	Y	42	D	N
29	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089557	9001	635,676	88	7	3	\$450,000	Y	42	D	N
30	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089558	9002	640,813	88	7	3	\$450,000	Y	42	D	N
31	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089559	9003	623,263	88	7	3	\$450,000	Y	42	D	N
32	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089560	9004	635,777	88	7	3	\$450,000	Y	42	D	N
33	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089561	9005	588,498	88	7	3	\$450,000	Y	42	D	N
34	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089562	9006	608,333	88	7	3	\$450,000	Y	42	D	N
35	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089563	9007	615,712	88	7	3	\$450,000	Y	42	D	N
36	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089564	9008	654,413	88	7	3	\$450,000	Y	42	D	N
37	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089565	9009	656,158	88	7	3	\$450,000	Y	42	D	N
38	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089566	9010	622,353	88	7	3	\$450,000	Y	42	D	N
39	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089567	9011	625,342	88	7	3	\$450,000	Y	42	D	N
40	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089568	9012	644,565	88	7	3	\$450,000	Y	42	D	N
41	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089569	9013	612,788	88	7	3	\$450,000	Y	42	D	N
42	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089570	9014	635,280	88	7	3	\$450,000	Y	42	D	N
43	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089571	9015	570,910	88	7	3	\$450,000	Y	42	D	N
44	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089572	9016	220,492	88	7	3	\$450,000	Y	42	D	N
45	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089573	9017	101,594*	88	7	3	\$450,000	Y	42	D	N
46	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089574	9018	179,946*	88	7	3	\$450,000	Y	42	D	N
47	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089575	9019	218,430*	88	7	3	\$450,000	Y	42	D	N
48	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089576	9020	116,407	88	7	3	\$450,000	Y	42	D	N
49	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089577	9021	92,424*	88	7	3	\$450,000	Y	42	D	N
50	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089578	9022	293,780*	88	7	3	\$450,000	Y	42	D	N
51	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089579	9023	499,603	88	7	3	\$450,000	Y	42	D	N
52	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089580	9024	492,424	88	7	3	\$450,000	Y	42	D	N
53	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089581	9025	501,373	88	7	3	\$450,000	Y	42	D	N
54	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089582	9026	498,754	88	7	3	\$450,000	Y	42	D	N
55	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089583	9027	546,594	88	7	3	\$450,000	Y	42	D	N
56	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089584	9028	546,394	88	7	3	\$450,000	Y	42	D	N
57	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089585	9029	546,639	88	7	3	\$450,000	Y	42	D	N
58	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089586	9030	580,419	88	7	3	\$450,000	Y	42	D	N
59	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089587	9031	543,337	88	7	3	\$450,000	Y	42	D	N

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60	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089588	9032	557,185	88	7	3	\$450,000	Y	42	D	N
61	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089589	9033	553,607	88	7	3	\$450,000	Y	42	D	N
62	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089590	9034	494,735	88	7	3	\$450,000	Y	42	D	N
63	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089591	9035	515,004	88	7	3	\$450,000	Y	42	D	N
64	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089592	9036	505,600	88	7	3	\$450,000	Y	42	D	N
65	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089593	9037	637,834	88	7	3	\$450,000	Y	42	D	N
66	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089594	9038	615,040	88	7	3	\$450,000	Y	42	D	N
67	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089595	9039	626,988	88	7	3	\$450,000	Y	42	D	N
68	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089596	9040	625,728	88	7	3	\$450,000	Y	42	D	N
69	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089597	9041	644,507	88	7	3	\$450,000	Y	42	D	N
70	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089598	9042	618,524	88	7	3	\$450,000	Y	42	D	N
71	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089599	9043	615,927	88	7	3	\$450,000	Y	42	D	N
72	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089600	9044	620,386	88	7	3	\$450,000	Y	42	D	N
73	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089601	9045	99,332*	88	7	3	\$450,000	Y	42	D	N
74	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089602	9046	177,733*	88	7	3	\$450,000	Y	42	D	N
75	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089603	9047	92,694*	88	7	3	\$450,000	Y	42	D	N
76	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089604	9048	336,111*	88	7	3	\$450,000	Y	42	D	N
77	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089605	9049	97,220	88	7	3	\$450,000	Y	42	D	N
78	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089606	9050	81,343	88	7	3	\$450,000	Y	42	D	N
79	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089607	9051	105,454	88	7	3	\$450,000	Y	42	D	N
80	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089608	9052	89,208	88	7	3	\$450,000	Y	42	D	N
81	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089609	9053	101,056*	88	7	3	\$450,000	Y	42	D	N
82	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089610	9054	119,365*	88	7	3	\$450,000	Y	42	D	N
83	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089611	9055	547,834	88	7	3	\$450,000	Y	42	D	N
84	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089612	9056	467,349	88	7	3	\$450,000	Y	42	D	N
85	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089613	9057	510,548	88	7	3	\$450,000	Y	42	D	N
86	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089614	9058	514,190	88	7	3	\$450,000	Y	42	D	N
87	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089615	9059	498,788	88	7	3	\$450,000	Y	42	D	N
88	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089616	9060	537,159	88	7	3	\$450,000	Y	42	D	N
89	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089617	9061	507,883	88	7	3	\$450,000	Y	42	D	N
90	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089618	9062	553,509	88	7	3	\$450,000	Y	42	D	N
91	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089619	9063	515,395	88	7	3	\$450,000	Y	42	D	N
92	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089620	9064	585,252	88	7	3	\$450,000	Y	42	D	N
93	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089621	9065	597,721	88	7	3	\$450,000	Y	42	D	N
94	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089622	9066	528,474	88	7	3	\$450,000	Y	42	D	N
95	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089623	9067	504,458	88	7	3	\$450,000	Y	42	D	N

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96	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089624	9068	565,086	88	7	3	\$450,000	Y	42	D	N
97	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089625	9069	557,271	88	7	3	\$450,000	Y	42	D	N
98	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089626	9070	409,097	90	5	7	\$450,000	Y	42	D	N
99	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089627	9071	422,663	90	5	7	\$450,000	Y	42	D	N
100	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089628	9072	428,387	90	5	7	\$450,000	Y	42	D	N
101	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089629	9073	440,440	90	5	7	\$450,000	Y	42	D	N
102	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089630	9074	419,859	90	5	7	\$450,000	Y	42	D	N
103	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089631	9075	438,739	90	5	7	\$450,000	Y	42	D	N
104	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089632	9076	433,574	90	5	7	\$450,000	Y	42	D	N
105	BUSES - GILLIG 40' PHANTOM	01	15GCD211811089633	9077	406,213	90	5	7	\$450,000	Y	42	D	N
106	BUSES - GILLIG 40' PHANTOM	01	15GCD211X11089634	9078	418,262	90	5	7	\$450,000	Y	42	D	N
107	BUSES - GILLIG 40' PHANTOM	01	15GCD211111089635	9079	436,087	90	5	7	\$450,000	Y	42	D	N
108	BUSES - GILLIG 40' PHANTOM	01	15GCD211311089636	9080	418,282	90	5	7	\$450,000	Y	42	D	N
109	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089637	9081	415,177	90	5	7	\$450,000	Y	42	D	N
110	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089638	9082	422,383	90	5	7	\$450,000	Y	42	D	N
111	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089639	9083	434,234	90	5	7	\$450,000	Y	42	D	N
112	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089640	9084	410,390	90	5	7	\$450,000	Y	42	D	N
113	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089641	9085	427,618	90	5	7	\$450,000	Y	42	D	N
114	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089642	9086	437,531	90	5	7	\$450,000	Y	42	D	N
115	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089643	9087	435,463	90	5	7	\$450,000	Y	42	D	N
116	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089644	9088	422,647	90	5	7	\$450,000	Y	42	D	N
117	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089645	9089	398,688	90	5	7	\$450,000	Y	42	D	N
118	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111748	9090	198,264	95	3	9	\$450,000	Y	42	D	N
119	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111749	9091	191,898	95	3	9	\$450,000	Y	42	D	N
120	BUSES - GILLIG 40' PHANTOM	01	15GCD271881112880	9092	43,776	100	0	12	\$450,000	Y	42	D	N
121	BUSES - GILLIG 40' PHANTOM	01	15GCD271X81112881	9093	42,769	100	0	12	\$450,000	Y	42	D	N
122	BUSES - GILLIG 40' PHANTOM	01	15GCD271181112882	9094	42,330	100	0	12	\$450,000	Y	42	D	N
123	BUSES - GILLIG 40' PHANTOM	01	15GCD271381112883	9095	36,881	100	0	12	\$450,000	Y	42	D	N
124	BUSES - GILLIG 40' PHANTOM	01	15GCD271581112884	9096	46,112	100	0	12	\$450,000	Y	42	D	N
125	BUSES - GILLIG 40' PHANTOM	01	15GCD271781112885	9097	41,538	100	0	12	\$450,000	Y	42	D	N
126	BUSES - GILLIG 40' PHANTOM	01	15GCD271981112886	9098	40,097	100	0	12	\$450,000	Y	42	D	N
127	BUSES - GILLIG 40' PHANTOM	01	15GCD271081112887	9099	45,261	100	0	12	\$450,000	Y	42	D	N
128	BUSES - GILLIG 40' PHANTOM	01	15GCD271281112888	9100	41,683	100	0	12	\$450,000	Y	42	D	N
129	BUSES - GILLIG 40' PHANTOM	01	15GCD271481112889	9101	39,985	100	0	12	\$450,000	Y	42	D	N
130	BUSES - GILLIG 40' PHANTOM	01	15GCD271081112890	9102	39,343	100	0	12	\$450,000	Y	42	D	N
131	BUSES - GILLIG 40' PHANTOM	01	15GCD271281112891	9103	41,155	100	0	12	\$450,000	Y	42	D	N

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132	BUSES - GILLIG 40' PHANTOM	01	15GCD271481112892	9104	34,216	100	0	12	\$450,000	Y	42	D	N
133	BUSES - GILLIG 40' PHANTOM	01	15GCD271681112893	9105	36,840	100	0	12	\$450,000	Y	42	D	N
134	BUSES - GILLIG 40' PHANTOM	01	15GCD271881112894	9106	39,913	100	0	12	\$450,000	Y	42	D	N
135	BUSES - GILLIG 40' PHANTOM	01	15GCD271X81112895	9107	39,982	100	0	12	\$450,000	Y	42	D	N
136	BUSES - GILLIG 40' PHANTOM	01	15GCD271181112896	9108	35,739	100	0	12	\$450,000	Y	42	D	N
137	BUSES - GILLIG 40' PHANTOM	01	15GCD271381112897	9109	36,804	100	0	12	\$450,000	Y	42	D	N
138	BUSES - GILLIG 40' PHANTOM	01	15GCD271581112898	9110	33,481	100	0	12	\$450,000	Y	42	D	N
139	BUSES - GILLIG 40' PHANTOM	01	15GCD271781112899	9111	39,898	100	0	12	\$450,000	Y	42	D	N
140	BUSES - GILLIG 40' PHANTOM	01	15GCD271X81112900	9112	20,138	100	0	12	\$450,000	Y	42	D	N
141	BUSES - GILLIG 40' PHANTOM	01	15GCD271681112901	9113	19,124	100	0	12	\$450,000	Y	42	D	N
142	BUSES - GILLIG 40' PHANTOM	01	15GCD271181112902	9114	19,690	100	0	12	\$450,000	Y	42	D	N
143	BUSES - GILLIG 40' PHANTOM	01	15GCD271381112903	9115	18,808	100	0	12	\$450,000	Y	42	D	N
144	BUSES - GILLIG 40' PHANTOM	01	15GCD271781112904	9116	16,374	100	0	12	\$450,000	Y	42	D	N
145	BUSES - GILLIG 40' PHANTOM	01	15GCD271981112905	9117	21,112	100	0	12	\$450,000	Y	42	D	N
146	BUSES - GILLIG 40' PHANTOM	01	15GCD271081112906	9118	20,718	100	0	12	\$450,000	Y	42	D	N
147	BUSES - GILLIG 40' PHANTOM	01	15GCD271281112907	9119	20,183	100	0	12	\$450,000	Y	42	D	N
148	BUSES - GILLIG 40' PHANTOM	01	15GCD271481112908	9120	20,969	100	0	12	\$450,000	Y	42	D	N
149	BUSES - GILLIG 40' PHANTOM	01	15GCD271681112909	9121	20,835	100	0	12	\$450,000	Y	42	D	N
150	BUSES - NEW FLYER HYBRID 40'	05	5FYH2LV163U024980	9200	241,861	90	5	7	\$650,000	Y	37	DE	N
151	BUSES - NEW FLYER CNG	01	5FYC2LP181U022720	9400	391,025	90	5	7	\$500,000	Y	37	CNG	N
152	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022721	9401	380,330	90	5	7	\$500,000	Y	37	CNG	N
153	BUSES - NEW FLYER CNG	01	5FYC2LP111U022722	9402	387,455	90	5	7	\$500,000	Y	37	CNG	N
154	BUSES - NEW FLYER CNG	01	5FYC2LP131U022723	9403	390,038	90	5	7	\$500,000	Y	37	CNG	N
155	BUSES - NEW FLYER CNG	01	5FYC2LP151U022724	9404	393,308	90	5	7	\$500,000	Y	37	CNG	N
156	BUSES - NEW FLYER CNG	01	5FYC2LP171U022725	9405	383,705	90	5	7	\$500,000	Y	37	CNG	N
157	BUSES - NEW FLYER CNG	01	5FYC2LP191U022726	9406	386,960	90	5	7	\$500,000	Y	37	CNG	N
158	BUSES - NEW FLYER CNG	01	5FYC2LP101U022727	9407	381,464	90	5	7	\$500,000	Y	37	CNG	N
159	BUSES - NEW FLYER CNG	01	5FYC2LP121U022728	9408	383,035	90	5	7	\$500,000	Y	37	CNG	N
160	BUSES - NEW FLYER CNG	01	5FYC2LP141U022729	9409	387,840	90	5	7	\$500,000	Y	37	CNG	N
161	BUSES - NEW FLYER CNG	01	5FYC2LP101U022730	9410	374,963	90	5	7	\$500,000	Y	37	CNG	N
162	BUSES - NEW FLYER CNG	01	5FYC2LP121U022731	9411	388,515	90	5	7	\$500,000	Y	37	CNG	N
163	BUSES - NEW FLYER CNG	01	5FYC2LP141U022732	9412	382,957	90	5	7	\$500,000	Y	37	CNG	N
164	BUSES - NEW FLYER CNG	01	5FYC2LP161U022733	9413	384,329	90	5	7	\$500,000	Y	37	CNG	N
165	BUSES - NEW FLYER CNG	01	5FYC2LP181U022734	9414	389,509	90	5	7	\$500,000	Y	37	CNG	N
166	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022735	9415	378,851	90	5	7	\$500,000	Y	37	CNG	N
167	BUSES - NEW FLYER CNG	01	5FYC2LP111U022736	9416	374,123	90	5	7	\$500,000	Y	37	CNG	N

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168	BUSES - NEW FLYER CNG	01	5FYC2LP131U022737	9417	392,040	90	5	7	\$500,000	Y	37	CNG	N
169	BUSES - NEW FLYER CNG	01	5FYC2LP151U022738	9418	389,875	90	5	7	\$500,000	Y	37	CNG	N
170	BUSES - NEW FLYER CNG	01	5FYC2LP171U022739	9419	389,269	90	5	7	\$500,000	Y	37	CNG	N
171	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019629	9500	565,614	70	7	3	\$720,000	Y	58	D	N
172	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019630	9501	538,580	70	7	3	\$720,000	Y	58	D	N
173	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019631	9502	576,855	70	7	3	\$720,000	Y	58	D	N
174	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019632	9503	563,731	70	7	3	\$720,000	Y	58	D	N
175	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019633	9504	576,264	70	7	3	\$720,000	Y	58	D	N
176	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019634	9505	584,459	70	7	3	\$720,000	Y	58	D	N
177	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019635	9506	585,655	70	7	3	\$720,000	Y	58	D	N
178	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019636	9507	665,543	70	7	3	\$720,000	Y	58	D	N
179	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019637	9508	105,037	70	7	3	\$720,000	Y	58	D	N
180	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019638	9509	338,992	70	7	3	\$720,000	Y	58	D	N
181	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019639	9510	400,862	70	7	3	\$720,000	Y	58	D	N
182	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019640	9511	541,069	70	7	3	\$720,000	Y	58	D	N
183	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019641	9512	170,473	70	7	3	\$720,000	Y	58	D	N
184	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019642	9513	565,065	70	7	3	\$720,000	Y	58	D	N
185	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM12XU019643	9514	144,131	70	7	3	\$720,000	Y	58	D	N
186	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019644	9515	254,025	70	7	3	\$720,000	Y	58	D	N
187	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019645	9516	527,768	70	7	3	\$720,000	Y	58	D	N
188	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019646	9517	551,178	70	7	3	\$720,000	Y	58	D	N
189	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019647	9518	581,327	70	7	3	\$720,000	Y	58	D	N
190	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019648	9519	567,975	70	7	3	\$720,000	Y	58	D	N
191	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019649	9520	552,736	70	7	3	\$720,000	Y	58	D	N
192	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019650	9521	556,365	70	7	3	\$720,000	Y	58	D	N
193	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019651	9522	536,542	70	7	3	\$720,000	Y	58	D	N
194	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019652	9523	238,453	70	7	3	\$720,000	Y	58	D	N
195	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019653	9524	401,116	70	7	3	\$720,000	Y	58	D	N
196	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL16YU021470	9525	340,557	90	6	6	\$720,000	Y	58	D	N
197	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL18YU021471	9526	279,484	90	6	6	\$720,000	Y	58	D	N
198	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL1XYU021472	9527	277,878	90	6	6	\$720,000	Y	58	D	N
199	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL11YU021473	9528	255,006	90	6	6	\$720,000	Y	58	D	N
200	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL13YU021474	9529	247,655	90	6	6	\$720,000	Y	58	D	N
201	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL15YU021475	9530	254,844	90	6	6	\$720,000	Y	58	D	N
202	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL17YU021476	9531	231,747	90	6	6	\$720,000	Y	58	D	N
203	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021477	9532	248,885	90	6	6	\$720,000	Y	58	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)
204	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021478	9533	257,833	90	6	6	\$720,000	Y	58	D	N
205	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL12YU021479	9534	222,413	90	6	6	\$720,000	Y	58	D	N
206	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021480	9535	262,981	90	6	6	\$720,000	Y	58	D	N
207	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021481	9536	227,380	90	6	6	\$720,000	Y	58	D	N
208	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW064C027462	9537	157,087	95	4	8	\$720,000	Y	58	D	N
209	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027463	9538	146,278	95	4	8	\$720,000	Y	58	D	N
210	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4Y027464	9539	149,612	95	4	8	\$720,000	Y	58	D	N
211	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027465	9540	144,830	95	4	8	\$720,000	Y	58	D	N
212	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW034C027466	9541	149,658	95	4	8	\$720,000	Y	58	D	N
213	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027467	9542	153,563	95	4	8	\$720,000	Y	58	D	N
214	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027468	9543	149,999	95	4	8	\$720,000	Y	58	D	N
215	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027469	9544	149,323	95	4	8	\$720,000	Y	58	D	N
216	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027470	9545	157,964	95	4	8	\$720,000	Y	58	D	N
217	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027471	9546	148,228	95	4	8	\$720,000	Y	58	D	N
218	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027472	9547	151,993	95	4	8	\$720,000	Y	58	D	N
219	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027527	9548	150,744	95	4	8	\$720,000	Y	58	D	N
220	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027528	9549	151,358	95	4	8	\$720,000	Y	58	D	N
221	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027529	9550	148,148	95	4	8	\$720,000	Y	58	D	N
222	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027530	9551	145,871	95	4	8	\$720,000	Y	58	D	N
223	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027531	9552	148,218	95	4	8	\$720,000	Y	58	D	N
224	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027045	9600	183,679	95	4	8	\$900,000	Y	58	DE	N
225	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027046	9601	190,593	95	4	8	\$900,000	Y	58	DE	N
226	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027047	9602	176,807	95	4	8	\$900,000	Y	58	DE	N
227	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027048	9603	144,840	95	4	8	\$900,000	Y	58	DE	N
228	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027049	9604	168,261	95	4	8	\$900,000	Y	58	DE	N
229	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027050	9605	166,514	95	4	8	\$900,000	Y	58	DE	N
230	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027051	9606	173,258	95	4	8	\$900,000	Y	58	DE	N
231	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027052	9607	172,312	95	4	8	\$900,000	Y	58	DE	N
232	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW084U027053	9608	146,175	95	4	8	\$900,000	Y	58	DE	N
233	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW0X4U027054	9609	177,640	95	4	8	\$900,000	Y	58	DE	N
234	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW014U027055	9610	179,022	95	4	8	\$900,000	Y	58	DE	N
235	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW034U027056	9611	172,321	95	4	8	\$900,000	Y	58	DE	N
236	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027057	9612	161,414	95	4	8	\$900,000	Y	58	DE	N
237	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027058	9613	177,955	95	4	8	\$900,000	Y	58	DE	N
238	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027059	9614	165,536	95	4	8	\$900,000	Y	58	DE	N
239	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027060	9615	168,251	95	4	8	\$900,000	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)
240	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027061	9616	179,347	95	4	8	\$900,000	Y	58	DE	N
241	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027062	9617	177,132	95	4	8	\$900,000	Y	58	DE	N
242	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027063	9618	180,602	95	4	8	\$900,000	Y	58	DE	N
243	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027064	9619	166,236	95	4	8	\$900,000	Y	58	DE	N
244	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027065	9620	173,610	95	4	8	\$900,000	Y	58	DE	N
245	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027066	9621	169,188	95	4	8	\$900,000	Y	58	DE	N
246	BUSES - MCI D4500	06	1M8PDMPA35P056541	9700	250,615	97	3	9	\$600,000	Y	57	D	N
247	BUSES - MCI D4500	06	1M8PDMPA55P056542	9701	325,769	97	3	9	\$600,000	Y	57	D	N
248	BUSES - MCI D4500	06	1M8PDMPA75P056543	9702	305,584	97	3	9	\$600,000	Y	57	D	N
249	BUSES - MCI D4500	06	1M8PDMPA95P056544	9703	287,496	97	3	9	\$600,000	Y	57	D	N
250	BUSES - MCI D4500	06	1M8PDMPA05P056545	9704	311,101	97	3	9	\$600,000	Y	57	D	N
251	BUSES - MCI D4500	06	1M8PDMPA25P056546	9705	295,475	97	3	9	\$600,000	Y	57	D	N
252	BUSES - MCI D4500	06	1M8PDMPA45P056547	9706	312,974	97	3	9	\$600,000	Y	57	D	N
253	BUSES - MCI D4500	06	1M8PDMPA65P056548	9707	312,389	97	3	9	\$600,000	Y	57	D	N
254	BUSES - MCI D4500	06	1M8PDMPA85P056549	9708	323,420	97	3	9	\$600,000	Y	57	D	N
255	BUSES - MCI D4500	06	1M8PDMPA45P056550	9709	302,588	97	3	9	\$600,000	Y	57	D	N
256	BUSES - MCI D4500	06	1M8PDMPA65P056551	9710	314,557	97	3	9	\$600,000	Y	57	D	N
257	BUSES - MCI D4500	06	1M8PDMPA85P056552	9711	335,581	97	3	9	\$600,000	Y	57	D	N
258	BUSES - MCI D4500	06	1M8PDMPAX5P056553	9712	320,911	97	3	9	\$600,000	Y	57	D	N
259	BUSES - MCI D4500	06	1M8PDMEA28P058322	9713	90,390	97	1	11	\$600,000	Y	57	D	N
260	BUSES - MCI D4500	06	1M8PDMEA28P058324	9714	91,831	97	1	11	\$600,000	Y	57	D	N
261	BUSES - MCI D4500	06	1M8PDMEA28P058326	9715	92,522	97	1	11	\$600,000	Y	57	D	N
262	BUSES - MCI D4500	06	1M8PDMEA28P058329	9716	101,083	97	1	11	\$600,000	Y	57	D	N
263	BUSES - MCI D4500	06	1M8PDMEA28P058331	9717	95,802	97	1	11	\$600,000	Y	57	D	N
264	BUSES - MCI D4500	06	1M8PDMEA28P058334	9718	97,369	97	1	11	\$600,000	Y	57	D	N
265	BUSES - MCI D4500	06	1M8PDMEA28P058336	9719	97,255	97	1	11	\$600,000	Y	57	D	N
266	LIGHT RAIL VEHICLE- SKODA	15	9175	1001A	171,678	90	5	20	\$3,000,000	Y	30	E	N
267	LIGHT RAIL VEHICLE- SKODA	15	9176	1002A	174,305	95	4	21	\$3,000,000	Y	30	E	N
268	LIGHT RAIL VEHICLE- SKODA	15	9177	1003A	164,819	95	4	21	\$3,000,000	Y	30	E	N
269	2000/Bombardier/Bi-level	17		SDRX 101	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
270	2000/Bombardier/Bi-level	17		SDRX 102	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
271	2000/Bombardier/Bi-level	17		SDRX 103	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
272	2000/Bombardier/Bi-level	17		SDRX 104	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
273	2000/Bombardier/Bi-level	17		SDRX 105	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
274	2000/Bombardier/Bi-level	17		SDRX 106	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
275	2000/Bombardier/Bi-level	17		SDRX 107	N/A	95	8	21	\$2,461,000	Y	139	N/A	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
276	2000/Bombardier/Bi-level	17		SDRX 108	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
277	2000/Bombardier/Bi-level	17		SDRX 109	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
278	2000/Bombardier/Bi-level	17		SDRX 110	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
279	2000/Bombardier/Bi-level	17		SDRX 111	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
280	2003/Bombardier/Bilevel	17		SDRX 301	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
281	2003/Bombardier/Bilevel	17		SDRX 302	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
282	2003/Bombardier/Bilevel	17		SDRX 303	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
283	2003/Bombardier/Bilevel	17		SDRX 304	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
284	2003/Bombardier/Bilevel	17		SDRX 305	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
285	2003/Bombardier/Bilevel	17		SDRX 306	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
286	2003/Bombardier/Bilevel	17		SDRX 307	N/A	95	8	21	\$2,461,000	Y	139	N/A	N
287	2000/Bombardier/Bi-level	18		SDRX 201	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
288	2000/Bombardier/Bi-level	18		SDRX 202	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
289	2000/Bombardier/Bi-level	18		SDRX 203	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
290	2000/Bombardier/Bi-level	18		SDRX 204	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
291	2000/Bombardier/Bi-level	18		SDRX 205	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
292	2000/Bombardier/Bi-level	18		SDRX 206	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
293	2000/Bombardier/Bi-level	18		SDRX 207	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
294	2000/Bombardier/Bi-level	18		SDRX 208	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
295	2000/Bombardier/Bi-level	18		SDRX 209	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
296	2000/Bombardier/Bi-level	18		SDRX 210	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
297	2000/Bombardier/Bi-level	18		SDRX 211	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
298	2000/Bombardier/Bi-level	18		SDRX 212	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
299	2000/Bombardier/Bi-level	18		SDRX 213	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
300	2000/Bombardier/Bi-level	18		SDRX 214	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
301	2003/Bombardier/Bi-level	18		SDRX 215	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
302	2003/Bombardier/Bi-level	18		SDRX 216	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
303	2003/Bombardier/Bi-level	18		SDRX 217	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
304	2003/Bombardier/Bi-level	18		SDRX 218	N/A	95	8	21	\$2,354,000	Y	148	N/A	N
305	2002/Bombardier/Bi-level	18		SDRX 227	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
306	2002/Bombardier/Bi-level	18		SDRX 228	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
307	2003/Bombardier/Bi-level	18		SDRX 231	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
308	2003/Bombardier/Bi-level	18		SDRX 232	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
309	2003/Bombardier/Bi-level	18		SDRX 233	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
310	2003/Bombardier/Bi-level	18		SDRX 234	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
311	2003/Bombardier/Bi-level	18		SDRX 235	N/A	95	5	24	\$2,354,000	Y	148	N/A	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
312	2003/Bombardier/Bi-level	18		SDRX 236	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
313	2003/Bombardier/Bi-level	18		SDRX 237	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
314	2003/Bombardier/Bi-level	18		SDRX 238	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
315	2003/Bombardier/Bi-level	18		SDRX 239	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
316	2003/Bombardier/Bi-level	18		SDRX 240	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
317	2003/Bombardier/Bi-level	18		SDRX 401	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
318	2003/Bombardier/Bi-level	18		SDRX 402	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
319	2003/Bombardier/Bi-level	18		SDRX 403	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
320	2003/Bombardier/Bi-level	18		SDRX 404	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
321	2003/Bombardier/Bi-level	18		SDRX 405	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
322	2003/Bombardier/Bi-level	18		SDRX 406	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
323	2003/Bombardier/Bi-level	18		SDRX 407	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
324	2003/Bombardier/Bi-level	18		SDRX 408	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
325	2003/Bombardier/Bi-level	18		SDRX 409	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
326	2003/Bombardier/Bi-level	18		SDRX 410	N/A	95	5	24	\$2,354,000	Y	148	N/A	N
327	1999/EMD/F59PHI	21		SDRX 901	N/A	95	9	20	\$3,210,000	N	2	D	N
328	1999/EMD/F59PHI	21		SDRX 902	N/A	95	9	20	\$3,210,000	N	2	D	N
329	1999/EMD/F59PHI	21		SDRX 903	N/A	95	8	21	\$3,210,000	N	2	D	N
330	1999/EMD/F59PHI	21		SDRX 904	N/A	95	8	21	\$3,210,000	N	2	D	N
331	1999/EMD/F59PHI	21		SDRX 905	N/A	95	8	21	\$3,210,000	N	2	D	N
332	1999/EMD/F59PHI	21		SDRX 906	N/A	95	8	21	\$3,210,000	N	2	D	N
333	1999/EMD/F59PHI	21		SDRX 907	N/A	95	7	22	\$3,210,000	N	2	D	N
334	1999/EMD/F59PHI	21		SDRX 908	N/A	95	7	22	\$3,210,000	N	2	D	N
335	1999/EMD/F59PHI	21		SDRX 909	N/A	95	7	22	\$3,210,000	N	2	D	N
336	1999/EMD/F59PHI	21		SDRX 910	N/A	95	7	22	\$3,210,000	N	2	D	N
337	1999/EMD/F59PHI	21		SDRX 911	N/A	95	7	22	\$3,210,000	N	2	D	N

* Denotes lifetime vehicle mileage despite previous odometer change.

**Public Transportation Management System
Owned Equipment Inventory**

Agency/Organization: Sound Transit
Date: March 26, 2009

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

#	Code	Equipment Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(if more than two lines attach a separate comment page)</i>
30	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
31	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
32	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
33	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
34	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
35	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
36	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
37	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
38	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
39	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
40	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
41	02	Fare Collection Equipment (TVM Stationary)	80	8	7	\$75,000	
42	13	Cycle Safe 2-bike locker (South Everett FS)				\$2,200	
43	13	”					
44	13	”					
45	13	”					
46	13	”					
47	13	”					
48	13	”					
49	13	”					
50	13	Cycle Safe 2-bike locker (Mercer Island P&R)				\$2,200	
51	13	”					
52	13	”					
53	13	”					
54	13	”					
55	13	”					
56	13	”					
57	13	”					
58	13	”					
59	13	”					
60	13	”					
61	13	”					
62	13	Cycle Safe 2-bike locker (Issaquah TC)				\$2,200	
63	13	”					
64	13	”					
65	13	”					
66	13	”					
67	13	Cycle Safe 2-bike locker (Overlake TC)				\$2,200	
68	13	”					

#	Code	Equipment Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(if more than two lines attach a separate comment page)</i>
69	13	”					
70	13	Cycle Safe 2-bike locker (Federal Way TC)				\$2,200	
71	13	”					
72	13	”					
73	13	”					
74	13	”					
75	13	Cycle Safe 2-bike locker (Tukwila Station)				\$2,200	
76	13	”					
77	13	”					
78	13	”					
79	13	”					
80	13	”					
81	13	”					
82	13	”					
83	13	Bike Gard 1-bike locker (Tukwila Station)				\$1,200	
84	13	”					
85	13	”					
86	13	”					
87	13	”					
88	13	”					
89	13	”					
90	13	”					
91	13	”					
92	13	”					
93	13	”					
94	13	”					
95	13	”					
96	13	”					
97	13	”					
98	13	”					
99	13	”					
100	13	”					
101	13	”					
102	13	Cycle Safe 2-bike locker (Kent Station)				\$2,200	
103	13	”					
104	13	”					
105	13	”					
106	13	”					
107	13	”					
108	13	”					

#	Code	Equipment Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(if more than two lines attach a separate comment page)</i>
109	13	Bike Gard 1-bike locker (Auburn Station)				\$1,200	
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	Cycle Safe 2-bike locker (Sumner Station)				\$2,200	
123	13	”					
124	13	”					
125	13	”					
126	13	”					
127	13	”					
128	13	”					
129	13	Cycle Safe 2-bike locker (Puyallup Station)				\$2,200	
130	13	”					
131	13	”					
132	13	”					
133	13	”					
134	13	”					
135	13	”					
136	13	”					
137	13	”					
138	13	”					
139	13	Cycle Safe 2-bike locker (DuPont Station)				\$2,200	
140	13	”					
141	13	”					

**Public Transportation Management System
Owned Facility Inventory**

Agency/Organization: Sound Transit

Date: March 26, 2009

#	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	80	6	24	\$9,101,000	Train platform, canopy, stairs and elevator
2	07	Tukwila Station, Sounder	70	6	4	\$899,000	Temporary wood train platform
3	07	Kent Station, Sounder	85	6	24	\$26,966,000	
4	07	Auburn Station, Sounder	85	6	24	\$24,382,000	
5	07	Sumner Station, Sounder	85	6	24	\$8,427,000	
6	07	Puyallup Station, Sounder	85	6	24	\$9,214,000	
7	17	Tacoma Station, Sounder	85	6	24	\$7,416,000	Train platform and Concourse
8	07	Mukilteo Station, Sounder	95	0	30	\$19,600,000	
9	07	Theater District Station, Tacoma Link	95	6	24	\$562,000	
10	07	Convention Center Station, Tacoma Link	95	6	24	\$674,000	
11	07	Union Station, Tacoma Link	95	6	24	\$674,000	
12	07	South 25th Street Station, Tacoma Link	95	6	24	\$449,000	
13	17	Tacoma Dome Station, Tacoma Link	95	6	24	\$337,000	
14	06	Bellevue Transit Center	95	4	26	\$14,607,000	
15	06	Lynnwood Transit Center	95	4	26	\$21,348,000	
16	06	Overlake Transit Center	85	5	25	\$12,584,000	
17	06	Federal Way Transit Center	90	1	49	\$34,816,000	
18	06	Issaquah Transit Center/Park-and-Ride	95	0	30	\$29,500,000	
19	06	Lakewood Station	95	0	30	\$32,900,000	
20	09	DuPont Park-and-Ride	90	4	26	\$2,247,000	
21	09	South Hill Park-and-Ride	85	5	25	\$5,056,000	
22	09	South Everett Freeway Station	95	0	30	\$31,200,000	
23	09	Mercer Island Park-and-Ride	95	0	30	\$16,800,000	
24	23	Tacoma Link O&M Building	95	7	23	\$6,854,000	
25	14	Tacoma Link Track System	90	4	26	\$67,978,000	1.6 miles
26	08	Weller Street Bridge	80	8	22	\$5,618,000	King Street Station access
27	08	Canyon Park Pedestrian Bridge	90	2	28	\$11,342,000	

#	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>
28	07	Eastgate Freeway Station	85	3	27	\$43,708,000	
29	07	Totem Lake Freeway Station	95	1	29	\$85,118,000	
30	14	Sounder Tacoma to Lakewood Track System	90	4	26	\$4,607,000	
31	01	Tacoma Link Power Substation	90	5	25	\$899,000	
32	10	Union Station, Administrative offices	80	8	22	\$23,596,000	Age and replacement value based on 1999 restoration
33	23	Link O&M Building	100	1	39	\$54,595,000	
34	08	Bike Path – SODO Busway	80	1	29	\$545,600	
35	16	Yarrow Point Transit Improvements	100	1	29	\$60,000	

Replacement cost based on average 6.0% construction cost increase for 2008.