

MOTION NO. M2010-36
Transit Development Plan 2010-2015 and 2009 Annual Report

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Operations & Administration Committee	3/18/10	Recommendation to Board	Bonnie Todd, Director, Operations	(206) 398-5367
Board	3/25/10	Final Action	Benjamin Smith, Assistant Service Planner, Operations	(206) 398-5477

PROPOSED ACTION

Approves the submittal of the Transit Development Plan 2010-2015 and 2009 Annual Report to the Washington State Department of Transportation.

KEY FEATURES of PROPOSED ACTION

- This action allows Sound Transit to satisfy state requirements to provide an updated Transit Development Plan to the Washington State Department of Transportation (WSDOT) and the Washington State Legislature.
- The document describes Sound Transit's progress and accomplishments in 2009.
- The Transit Development Plan contains information as to how the Sound Transit intends to meet state and local long-range priorities for public transportation, capital improvements, significant operating changes planned for the system, and how it intends to fund its program needs.

PROJECT DESCRIPTION

Sound Transit must submit annually its updated six-year Transit Development Plan and Annual Report to the Washington State Department of Transportation. WSDOT's Public Transportation Program office in turn provides the House and Senate Transportation Committees with a status report of approved plans from across the state by September 1, 2010. 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.

FISCAL INFORMATION

Not applicable to this action.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

BACKGROUND for PROPOSED ACTION

Transit agencies are required under RCW 35.58.2795 to submit an updated six-year Transit Development Plan (TDP) and Annual Report in order to present an overview of public transportation investments within the State of Washington to the Washington State Legislature. The information transmitted in the TDP is part of the state transit-planning requirement for all public transit agencies and sets forth projects of regional

significance to be included in the Transportation Improvement Program (TIP) for that region. The Sound Transit's TDP 2010-2015 includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under *Sound Move* and Sound Transit 2, operating changes, and Sound Transit's plan to fund existing program needs over the next six years.

The information in Sound Transit's TDP is incorporated into local comprehensive plans (RCW 36.70A.070(6)); regional transportation plans (RCW 47.80.030); the State Public Transportation Plan (RCW 47.06.110); the statewide Multimodal Transportation Plan (RCW 47.06.040), and federally-required metropolitan transportation plans(23 CFR 450.322).

In compliance with federal Title VI requirements, the Transit Development Plan is based, in part, upon an impact assessment on minority transit users and communities, low-income persons, and 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.

RCW 35.58.2795 requires a public hearing on the Transit Development Plan 2010-2015 and 2009 Annual Report. A public hearing is scheduled on March 18, 2010.

PRIOR BOARD/COMMITTEE ACTIONS

Not applicable for this action.

TIME CONSTRAINTS

In accordance with RCW 35.58.2795, Sound Transit is required to submit an updated Transit Development Plan by April 1, 2010. A delay in Board approval will mean that Sound Transit may miss its state-mandated deadline and that agency information may not be available in WSDOT's state plans, annual summary, and report to the legislature.

LEGAL REVIEW

JW 03/11/10

MOTION NO. M2010-36

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of the Transit Development Plan 2010-2015 and 2009 Annual Report to the Washington State Department of Transportation.

BACKGROUND:

Transit agencies are required under RCW 35.58.2795 to submit an updated six-year Transit Development Plan (TDP) and Annual Report in order to present an overview of public transportation investments within the State of Washington to the Washington State Legislature. The information transmitted in the TDP is part of the state transit-planning requirement for all public transit agencies and sets forth projects of regional significance to be included in the Transportation Improvement Program (TIP) for that region. The Sound Transit's TDP 2010-2015 includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under Sound Move and Sound Transit 2, operating changes, and Sound Transit's plan to fund existing program needs over the next six years.

The information in Sound Transit's TDP is incorporated into local comprehensive plans (RCW 36.70A.070(6)); regional transportation plans (RCW 47.80.030); the State Public Transportation Plan (RCW 47.06.110); the statewide Multimodal Transportation Plan (RCW 47.06.040), and federally-required metropolitan transportation plans(23 CFR 450.322).

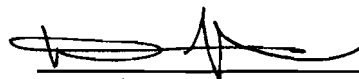
In compliance with federal Title VI requirements, the Transit Development Plan is based, in part, upon an impact assessment on minority transit users and communities, low-income persons, and persons with a limited ability to speak, understand, read and write English. This work was completed as a part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

RCW 35.58.2795 requires a public hearing on the Transit Development Plan 2010-2015 and 2009 Annual Report. A public hearing is scheduled on March 18, 2010.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the submittal of the Transit Development Plan 2010-2015 and 2009 Annual Report to the Washington State Department of Transportation is approved.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 25, 2010.



Fred Butler
Board Vice Chair

ATTEST:



Marcia Walker
Board Administrator



Central Puget Sound
Regional Transit Authority

Sound Transit

Transit Development Plan 2010 - 2015
and 2009 Annual Report

DRAFT
For Public Comment and Board Review

Public Hearing Scheduled: March 18, 2010

Operations and Administration Committee: March 18, 2010

Tentative Board Approval for Submittal: March 25, 2010

TABLE OF CONTENTS

INTRODUCTION.....	2
I: ORGANIZATION.....	2
II: PHYSICAL PLANT	6
III: SERVICE CHARACTERISTICS	6
IV: SERVICE CONNECTIONS.....	10
V: ACTIVITIES IN 2009.....	12
VI: PLANNED ACTION STRATEGIES, 2010 – 2015	18
VII: PLANNED ACTIVITIES, 2010 – 2015	18
VIII: CAPITAL IMPROVEMENT PROGRAM, 2009 – 2015	21
IX: OPERATING DATA, 2009 – 2015.....	21
X: ANNUAL REVENUES AND EXPENDITURES, 2009 – 2015.....	23
APPENDIX A: SOUND TRANSIT SYSTEM MAP	24
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP.....	25
APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP	26
APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP.....	27
APPENDIX E: SOUND TRANSIT RAIL SYSTEM PLAN MAP.....	28
APPENDIX F: ASSET INVENTORY FORMS	29

Sound Transit

Transit Development Plan 2010-2015 and 2009 Annual Report

INTRODUCTION

The Transit Development Plan 2010-2015 and 2009 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 2009, and proposed action strategies from 2010 to 2015 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 that operates between the city’s Theater District and the multimodal regional transit center at the Tacoma Dome station. **Central Link light rail** opened from Tukwila/International Blvd Station in Tukwila to Westlake Station inside the Downtown Seattle Transit Tunnel in July 2009. The Airport Link project which connected the Tukwila International Boulevard Station to a light rail station at the main terminal of Sea-Tac International Airport in the City of SeaTac opened in December 2009. The station also provides pedestrian access between the City of SeaTac and the north end of the terminal.

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 total 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 2009, the Sound Transit Board of Directors included:

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

In addition, several other elected officials served earlier in 2009 but were not on the Sound Transit Board at the end of the year. These Boardmembers included:

Julie Anderson	City of Tacoma Deputy Mayor
Ron Sims	King County Executive
Kurt Triplett	Interim King County Executive

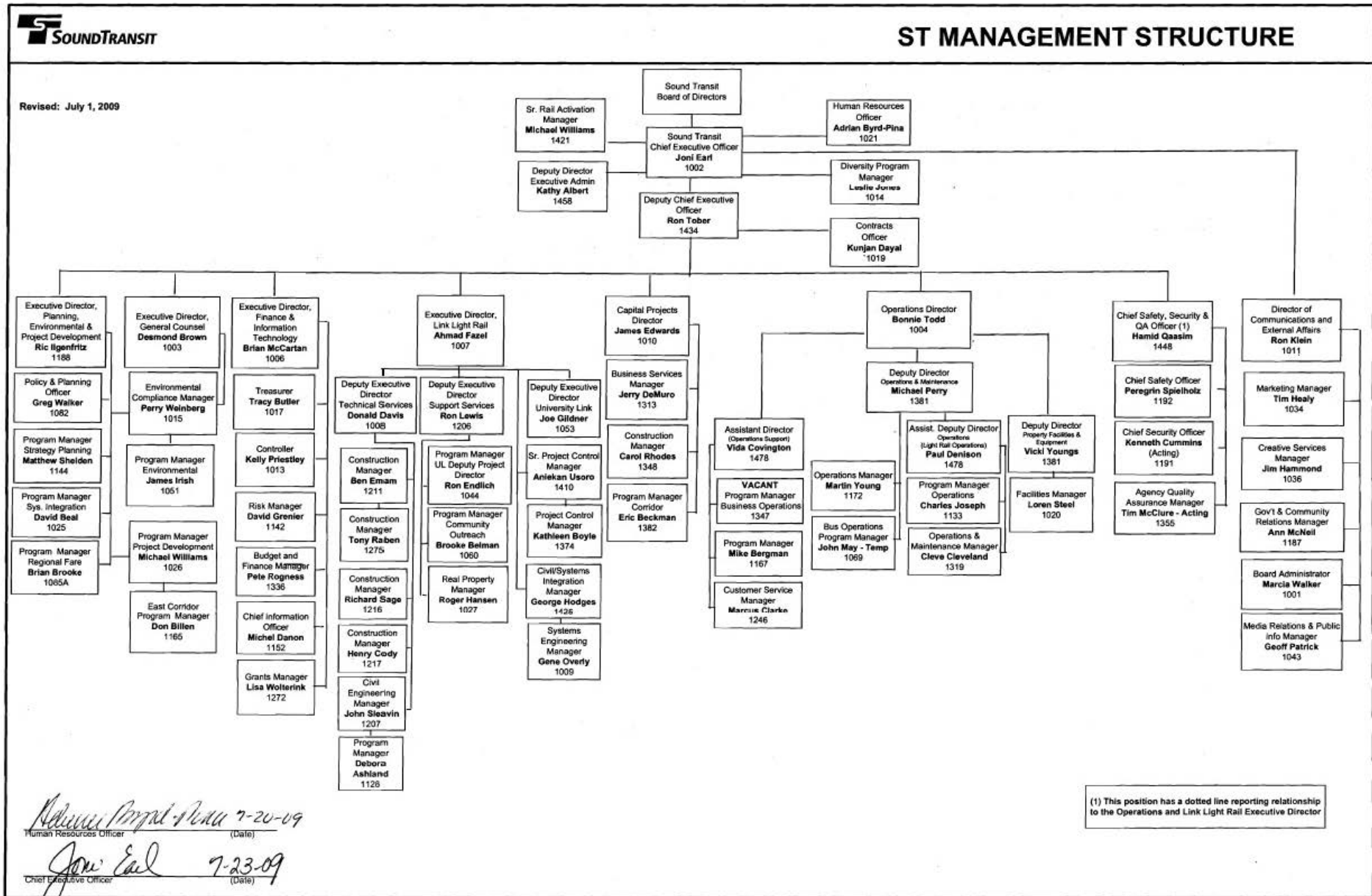
As of Dec. 31, 2009, Sound Transit employed 425 full-time equivalent employees. The total authorized positions, including unfilled positions, is 452. Sound Transit staff consisted of the following:

- 23 full-time equivalents in the Capital Projects Department.
- 36 full-time equivalents in the Communications & External Affairs Department.
- 66 full-time equivalents in the Executive Department.

- 84 full-time equivalents in the Finance & Information Technology Department.
- 13 full-time equivalents in the Legal Department.
- 101 full-time equivalents in the Link Light Rail Department.
- 73 full-time equivalents in the Operations Department.
- 29 full-time equivalents in the Policy, Environment and Project Development Department.

Figure 1 displays the Sound Transit organizational structure as of late 2009/early 2010.

Figure 1
Organizational Structure



(1) This position has a dotted line reporting relationship to the Operations and Link Light Rail Executive Director

Adrian Byrd-Pina 7-20-09
Human Resources Officer (Date)

Joni Earl 7-23-09
Chief Executive Officer (Date)

II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

<u>Administrative Offices</u>	<u>Community Outreach/Construction Offices</u>	<u>Operations & Maintenance Facilities</u>
Union Station 401 S. Jackson St. Seattle, WA 98104	Rainier Valley 6951 MLK Jr. Way S., # 224 Seattle, WA 98118	Tacoma Link 802 E. 25 th St. Tacoma, WA 98421
Opus East Building 625 5 th Ave. S. Seattle, WA 98104	Husky Stadium 3800 Montlake Blvd. N.E. Seattle, WA 98195	Central Link 3407 Airport Way S Seattle, WA 98134
	Capitol Hill 1827 Broadway Seattle, WA 98122	Ticket Vending Machines 315 5 th Ave. S. Seattle, WA 98104

As of Dec. 31, 2009, Sound Transit owned 243 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 to operate Sounder trains. Sound Transit contracts with Amtrak for maintenance of the fleet. Maintenance activities are carried out by Amtrak at their Holgate yard in Seattle's SODO District.

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

For operation of Central Link, Sound Transit owns 35 new, modern low-floor light rail cars from Kinkisharyo/Mitsui of Japan. The 94-foot vehicles can seat 74 passengers, and each hold up to 200 passengers in crush-load conditions. The cars are paired into two-car trains for all trips. Day-to-day operations, maintenance and dispatch of Central Link is performed by King County Metro on behalf of Sound Transit. Link vehicles are stored and maintained at the Central Link Operations & Maintenance Facility in the SODO District, on Airport Way South just west of the Rainier Brewery/Tully's Roastery.

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 adults are \$1.50 for one zone, \$2.50 for two zones, and \$3 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. Under the agreement between Sound Transit and Amtrak, passengers with valid monthly and annual passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

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

Fare levels for **Central Link** are, like Sounder, based on the distance traveled. The cost of a ride depends on the distance traveled and the type of fare (Adult, Youth or Senior/Disabled). For adults, the base fare is \$1.75 and increases in increments of 25 cents to the current highest fare, \$2.50 each way between downtown Seattle and Tukwila/SeaTac. Corresponding monthly pass prices are \$63 to \$90. Senior/disabled fares are approximately 50 percent of the adult fare (\$0.75 to \$1.25 each way,) and youth fares are discounted approximately 25 percent from the adult fare (\$1.25 to \$2 each way.) Central Link does not honor the Ride Free Area in downtown Seattle and fares are required for travel between Downtown Seattle Transit Tunnel stations. One-way or round-trip tickets (as well as monthly passes) may be purchased from Ticket Vending Machines located at each of the Link stations, and proof of payment must be carried by passengers at all times onboard Link or at the station platforms. Roving fare inspectors routinely patrol the trains and station platforms to ensure proper fare payment, and to assist passengers in purchasing the correct fare. During 2009, other fare media were accepted as valid fare on board Link, including Metro bus transfers, Sounder one-way tickets and all-day passes, and Senior/RRPF passes with the monthly "sticker." As of Jan. 1, 2010, the only valid fares accepted on Link are printed tickets or valid ORCA cards.

The single biggest change to fare collection on Sound Transit in 2009 was the introduction of the ORCA card in April. ORCA, which stands for One Regional Card for All, is now phasing out many of the region's transit passes and paper transfers. ORCA is accepted by the seven ORCA partner agencies, including Sound Transit, Community Transit, Everett Transit, King County Metro Transit (Metro), Kitsap Transit, Pierce Transit and Washington State Ferries. ORCA cards are also good for rides on the South Lake Union Streetcar and Intercity Transit express buses. (Riders using cash instead of an ORCA card to transfer between different agencies' systems must pay the full fare for each leg of their ride. King County Metro Transit and Pierce Transit still offer paper transfers that are good within their own systems.) An ORCA regional pass works like a monthly PugetPass and is valid on Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Pierce Transit and Sound Transit. Also available is an E-purse, or stored value used like cash to pay one's bus or train fare. The fare for the ride is deducted from the E-purse on an ORCA card, allowing riders to "pay as you go." The E-purse may also be used in combination with a pass. With an ORCA card, transfers between buses and trains are automatically calculated, and balances applied to the connecting trips, so paper transfers are no longer needed.

SERVICE DESCRIPTION

As of the end of 2009, 26 ST Express regional bus routes were in operation. These routes are:

- 510: Everett – Seattle Express
- 511: Ash Way – Seattle Express
- 513: Everett – Seattle Express (via Evergreen Way)
- 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: Issaquah – Northgate Express
- 556: Issaquah – U. District – 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
- 578: Seattle – Federal Way – Puyallup Express
- 582: Bonney Lake – Tacoma Express
- 586: Tacoma – U. District Express
- 590: Tacoma – Seattle Express
- 592: DuPont/Lakewood – Seattle Express
- 593: South Tacoma – Tacoma – Seattle Express
- 594: Tacoma/Lakewood – Seattle Express
- 595: Gig Harbor – Seattle Express
- 599: Lakewood – Tacoma Express

ST Express regional bus service operates from 2:45 a.m. to 1 a.m. every day. 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 tracks 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 nine 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 run daily between Everett and Seattle. Service operates Monday through Friday, except major 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.

Central Link service operates as indicated in the chart below:

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

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

Paratransit services for Central Link are provided under contract by King County Metro.

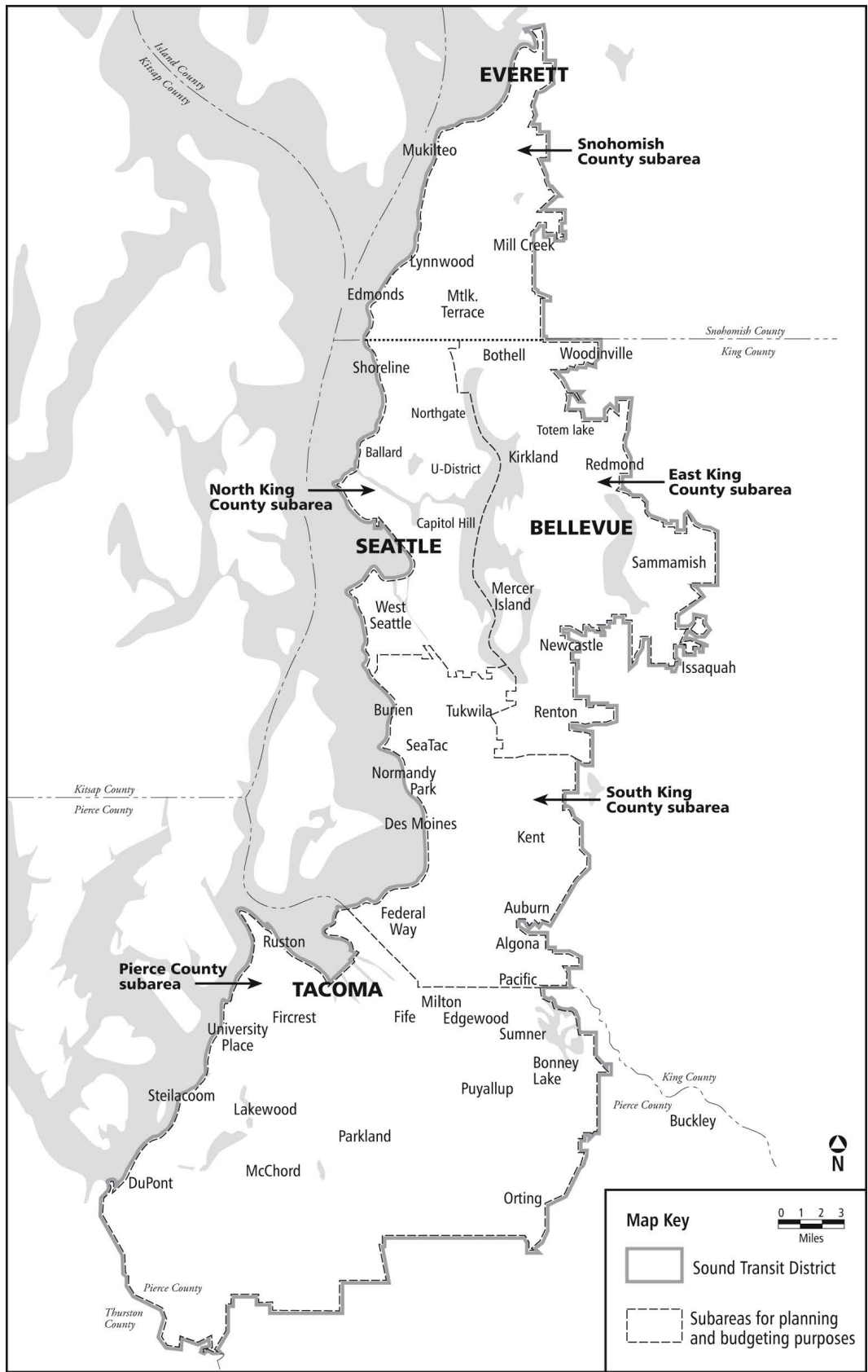
Before the opening of SeaTac/Airport Station in mid-December, connections were provided from the interim terminus at Tukwila/International Blvd Station to the arrivals area of Sea-Tac Airport’s main terminal via a service called the Link Connector. Operated by Pierce Transit as an extension of its contract to operate ST Express Route 599, the Link Connector ran every 10 minutes during the day, seven days a week, and met every Link train arrival at Tukwila/International Blvd (except when trains ran on seven to eight-minute frequencies.) Fares were not collected on-board Link Connector when boarding at Sea-Tac Airport, however proof of payment was required at Tukwila/International Blvd Station via any valid pass, Link ticket or bus transfer. Link Connector operated from Monday, July 20 (the first day of fare-paid service on Central Link) and ceased at the end of the day Saturday, Dec. 19 (the first day of Link service to SeaTac/Airport Station.)

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 99 park-and-ride lots, transit centers and rail stations 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.

In 2009, Sound Transit served the following park-and-rides, stations, and transit centers:

- Ash Way Park-and-Ride
- Auburn Station
- Beacon Hill 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
- Columbia City Station
- 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
- Mount Baker Station
- Mount Baker Transit Center
- Mukilteo Ferry Terminal
- Mukilteo Station
- Narrows Park-and-Ride
- Newport Hills Freeway Station
- Newport Hills Park-and-Ride
- Northgate Mall Garage
- North Jackson Park-and-Ride
- North Seattle Park-and-Ride
- Northgate Transit Center
- Northgate Transit Center Extension Park-and-Ride
- Othello Station
- Overlake Transit Center / Park-and-Ride
- Pioneer Square Station
- Purdy Park-and-Ride
- Puyallup Station
- Rainier Beach Station
- Redmond Transit Center / Park-and-Ride
- Renton Boeing Lot 10
- Renton City Municipal Garage
- Renton Transit Center / Park-and-Ride
- SeaTac/Airport Station
- SODO Station
- South Everett Freeway Station
- 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
- South Tacoma Station
- Spokane / Airport Way Park-and-Ride
- SR-512 Park-and-Ride
- Stadium Station
- Star Lake Park-and-Ride
- Sumner Station
- Tacoma Community College Transit Center
- Tacoma Dome Station (East)
- Tacoma Dome Station (West)
- Theater District Station / S 9th St Station
- Tibbetts Lot
- Tibbetts Valley Park
- Totem Lake Freeway Station
- Tukwila/International Blvd 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 often 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 Greyhound intercity service. In addition, Tacoma's Amtrak station is located several blocks away.

In downtown Seattle, King County Metro and Sound Transit share the Downtown Seattle Transit Tunnel facilities at Convention Place Station, Westlake Station, University Street Station, Pioneer Square Station, and International District Station. All of these stations, except for Convention Place Station, are shared by both Central Link light rail and tunnel bus service. Besides these existing tunnel stations, nine additional Central Link Stations opened in 2009 with the inauguration of Link's Initial Segment and the Airport Link extension: Stadium Station, SODO Station, Beacon Hill Station, Mount Baker Station, Columbia City Station, Othello Station, Rainier Beach Station, Tukwila/International Blvd Station, and SeaTac/Airport Station. All of these stations opened for service on July 18, with the exception of SeaTac/Airport Station, which opened for service on Dec. 19.

Bus connections are available at all Central Link stations; however three stations feature extensive bus connections and amenities. Mount Baker Station's construction also included the newly-created Mount Baker Transit Center, located east of the station across Rainier Avenue South and featuring three off-street bus bays as well as bus layover facilities. Tukwila/International Blvd Station features a 600-stall park-and-ride and three off-street bus bays located underneath the Link guideway and elevated station. Also, SeaTac/Airport Station, an elevated facility located between Sea-Tac Airport's loop roadway and International Blvd, features two pedestrian bridges connecting both to the airport's parking garage and passenger terminal to the west and to International Blvd and four on-street bus bays to the east.

Finally, one other major facility built and served by Sound Transit opened in 2009: South Tacoma Station, located in the southwest corner of the City of Tacoma, is currently served by ST Express Route 593, which

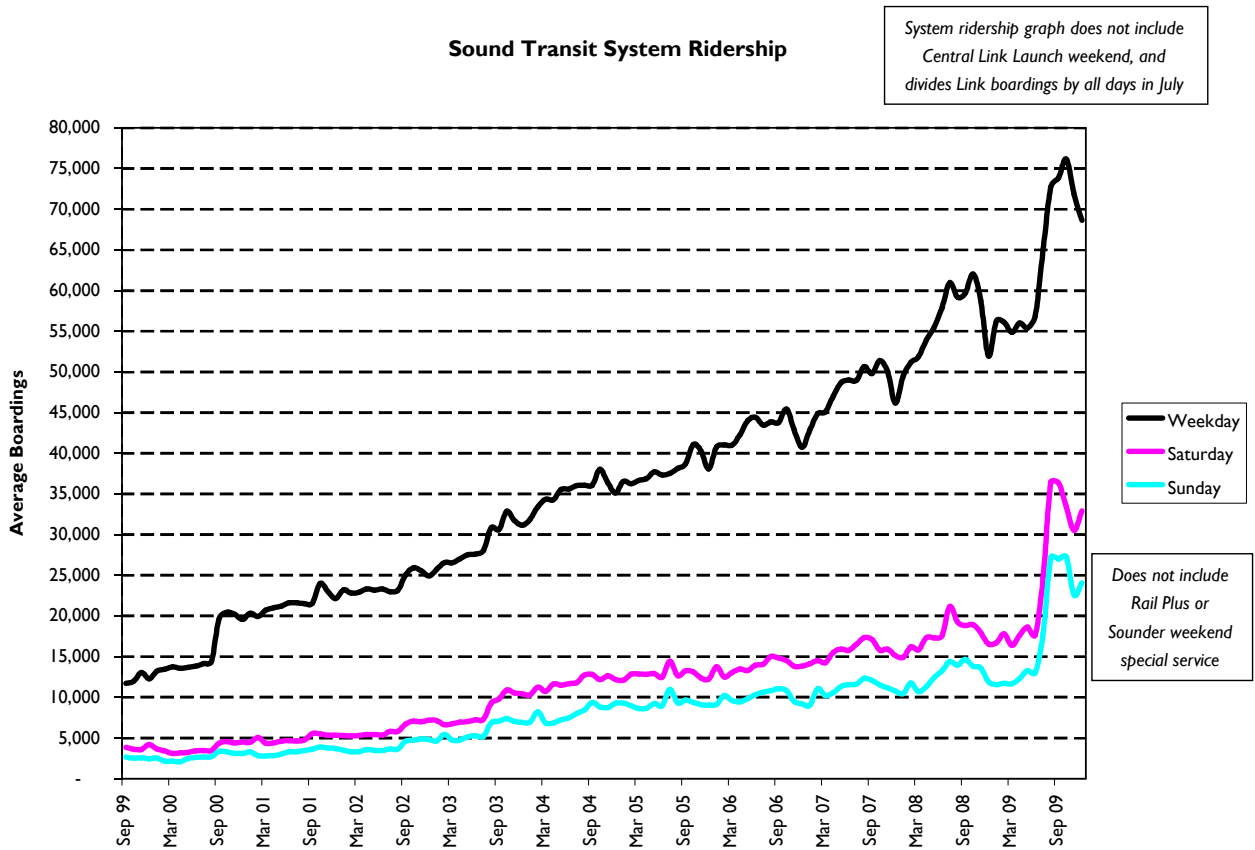
connects the station to Tacoma Dome and then to downtown Seattle using Interstate 5. This 220-stall park-and-ride facility will eventually feature Sounder service, serving as an interim station between Lakewood Station and Tacoma Dome, and trains running during the weekday peak periods into downtown Seattle via the Green River Valley.

V: ACTIVITIES IN 2009

Sound Transit achieved significant accomplishments in 2009. Each of Sound Transit’s three lines of service realized considerable success and was joined by a fourth line of service: Central Link light rail.

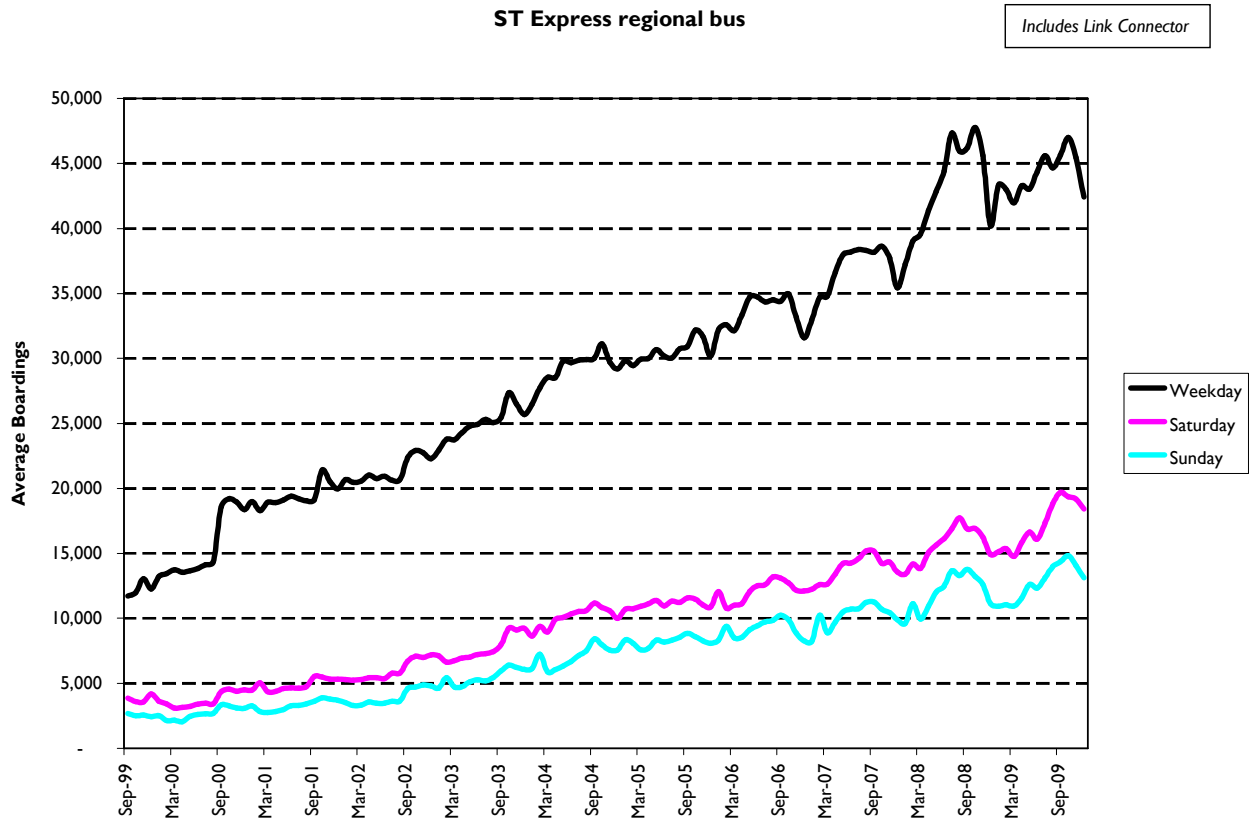
After the service expansions and record-high gasoline prices of 2008, 2009 ridership was influenced by the faltering national economy during the first half of the year and by the start-up of Central Link during the second half. All told, **Sound Transit** carried over 18.8 million passengers in 2009 on its buses and trains. In Fall 2009 when each line of service carried its highest levels of passengers, the system served over 76,000 passengers each weekday. **Figure 3** below shows the trends for system ridership since the beginning of operations in September 1999. The jumps in weekday and especially weekend ridership in mid-year shows the addition of Central Link passengers to the ST system.

Figure 3



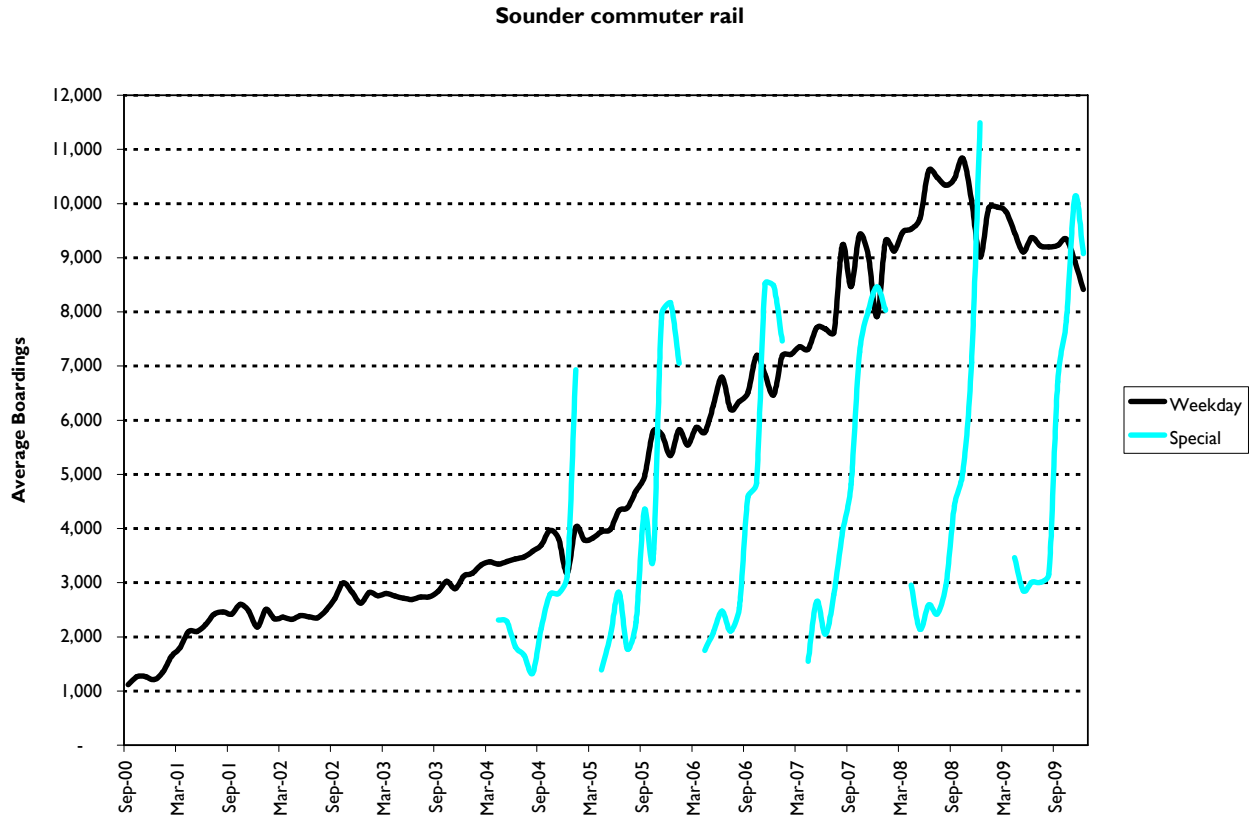
Sound Transit’s regional bus system, **ST Express**, served nearly 12.9 million passengers in 2009. The system has now carried more than 87 million passengers since service began in September 1999. The partnerships formed with Community Transit, Everett Transit, King County Metro Transit, and Pierce Transit has enabled Sound Transit to “roll out” a system that makes the most of the region’s transportation resources. As mentioned above, one new facility built and served by Sound Transit’s ST Express buses was opened. In addition, the first new service improvements funded by the Sound Transit 2 measure began in June 2009 in the weekday off-peak periods when buses are available to add new service. Further improvements came in September with extra weekend service on some routes. More additions are coming in 2010 and 2011 once new buses are available to implement additional peak service. **Figure 4** below shows the trends for ridership on ST Express since the start of regional bus service in 1999.

Figure 4



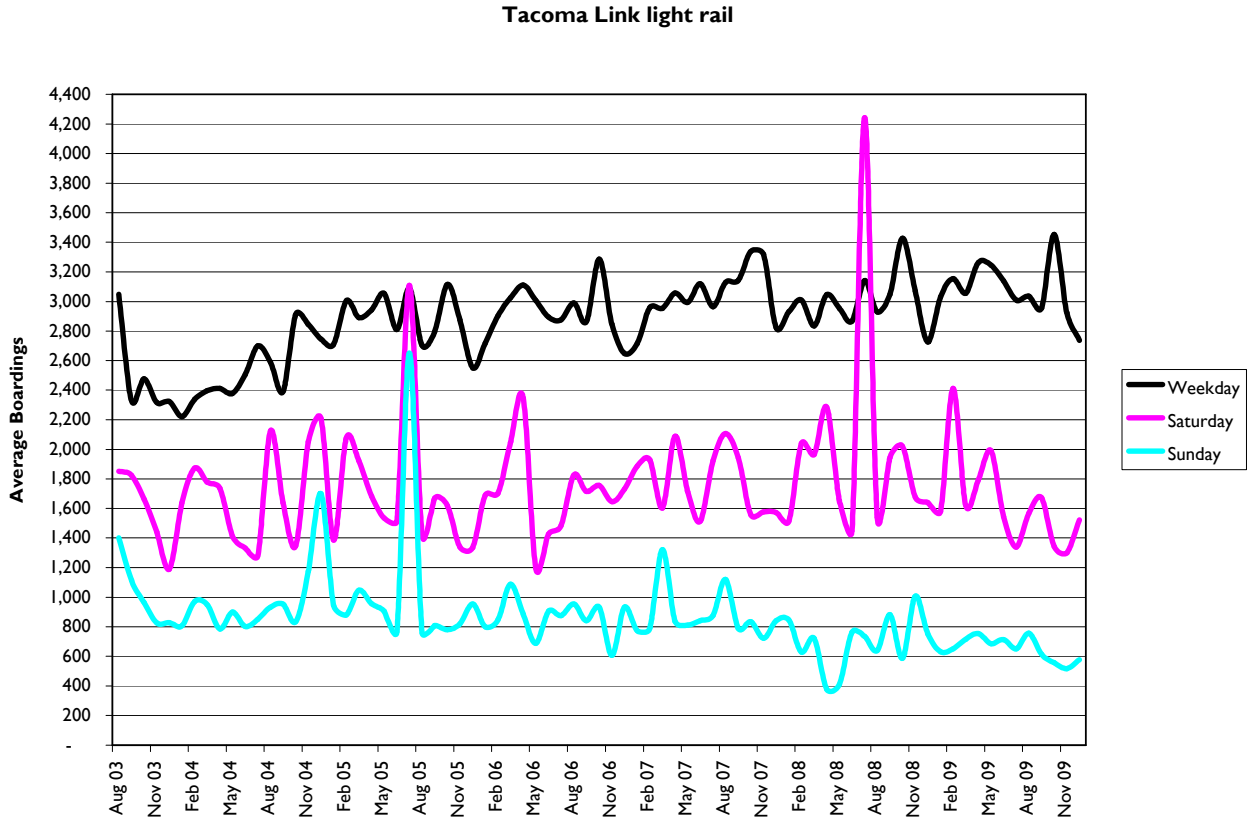
Sounder commuter trains carried just under 2.5 million passengers in 2009. Sound Transit added two peak round trips on the south line in June 2009, completing the *Sound Move* program authorized by voters in 1996. The system has carried over 13.3 million passengers since service began in September 2000. Compared to the dramatic increases in ridership seen in 2008, passenger volumes were down on Sounder in 2009 due to employment losses in downtown Seattle commensurate with the regional and national economy. For the first time in its history, Sounder carried fewer passengers in 2009 than the previous service year. **Figure 5** below shows the trends for ridership on Sounder since the start of the south line in 2000.

Figure 5



Tacoma Link maintained its operations in 2009, continuing a trend of strong ridership with daily ridership averaging over 3,000 passengers. By the end of the year, the system had about 890,000 passengers with a total of over 5.5 million passengers since service began in August 2003. In August 2009, Tacoma Link service was shut down for nine days to repair concrete work and conduct other major maintenance on the system. **Figure 6** below shows ridership trends on Tacoma Link since 2003.

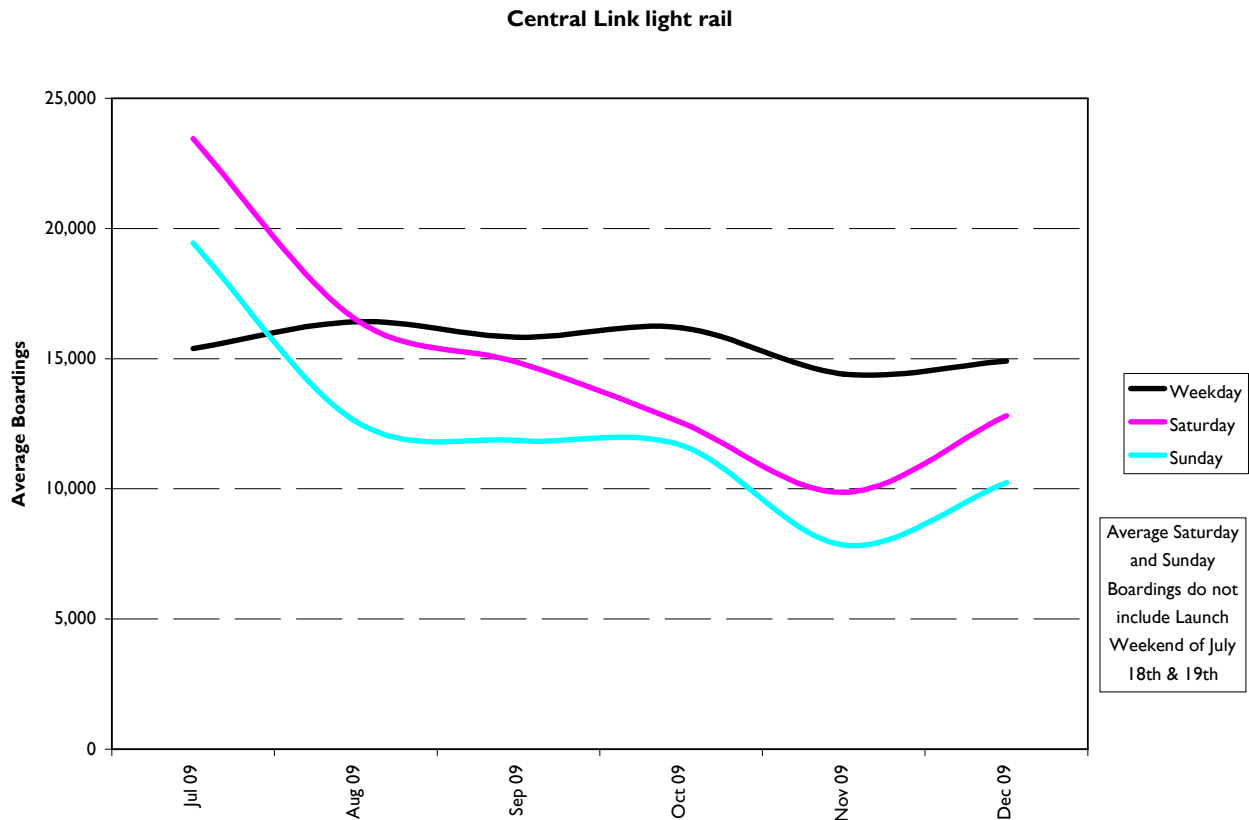
Figure 6



Central Link light rail started operation on Saturday, July 18, becoming Washington State’s first-ever high-capacity rapid transit line. Service operates between Westlake Station in the Downtown Seattle Transit Tunnel to SeaTac/Airport Station in the City of SeaTac, with 11 stations in between.

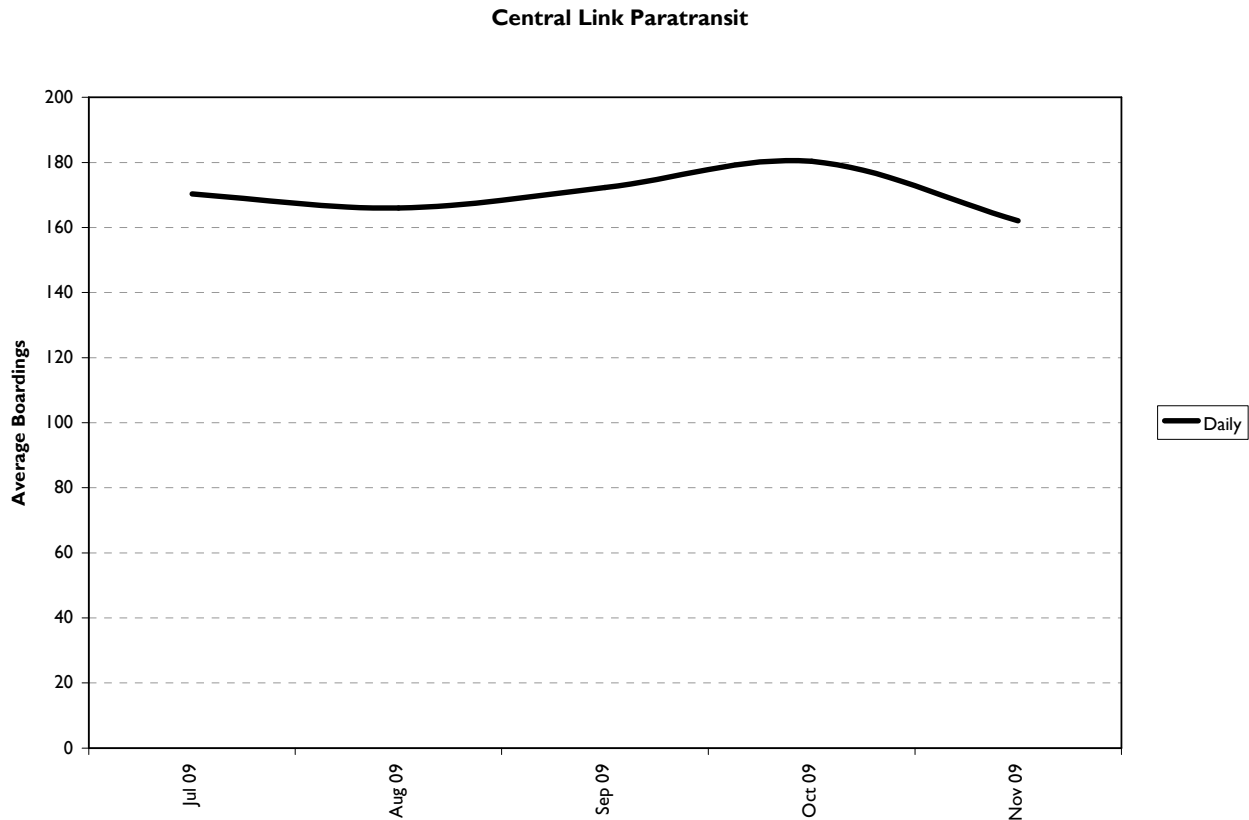
Saturday, July 18 and Sunday, July 19 were open to the public as a free Link Launch weekend between Westlake and the line’s initial terminus at Tukwila/International Blvd Station. Over 92,000 people rode Link on its inaugural weekend, and many communities along the line celebrated with local gatherings and festivals. Since fare-paid revenue service began on Monday, July 20, Link ridership has steadily built and averaged over 15,500 weekday boardings for the year. Besides strong weekday trends, Link also showed robust weekend ridership, especially during the busier summer months of July and August. Many passengers used Link to access sporting, entertainment and recreational destinations in downtown Seattle, the SODO/Stadium area, and near areas along the line. In all, more than 2.5 million passengers rode Link during 2009. **Figure 7** below shows ridership trends on Central Link for its first six months of operation.

Figure 7



With the start-up of Central Link light rail, Sound Transit also assumed a prominent role in providing **paratransit service** in the corridor served by this new rail line. Paratransit service is operated by several contractors for King County Metro and costs are shared between Metro and Sound Transit for the service area surrounding Link and for trips in that zone. More than 30,000 passengers rode Central Link’s paratransit service during 2009. **Figure 8** below shows daily paratransit ridership allocated to Sound Transit as a result of rides in Central Link’s service area in downtown Seattle, Southeast Seattle, Tukwila and SeaTac.

Figure 8



In 2009, other projects that Sound Transit completed include: HOV improvements in the City of Kenmore, 440 additional parking stalls and a weather-protected pedestrian bridge at Everett Station, art installations for Central Link light rail’s initial segment, and advanced utility relocation for University Link. Sound Transit also broke ground on 6 major projects including: University Link, Mountlake Terrace Freeway Station, Sounder track-and-signal improvements from M Street to Lakewood, Kirkland Transit Center, Newcastle Transit Center, rider testing of the Talking Signs project.

Sound Transit’s 2009 accomplishments also consisted of: a comprehensive plan for additional ST2 bus service, adoption of a plan to coordinate Metro bus and Link light rail services, average combined weekday boardings for Sound Transit trains and buses over 75,000, awarding of a federal grant for University Link construction, identifying an East Link light rail preferred alternative, signing an agreement with City of Seattle for the First Hill Link Connector, completing final design for University Link and receiving another agency clean financial audit.

In early 2010, the independent Citizen Oversight Panel (COP) completed the *Citizens’ Year-End 2009 Performance Report on Sound Transit*. Although some recommended improvements were noted in East Link planning efforts and operating cost containment, Sound Transit was noted for becoming “visibly more of an operating agency in this past year.” The Citizen Oversight Panel had high praise for Sound Transit in 2009, congratulating the agency “on one of the best years of its thirteen-year history.”

STATE TRANSPORTATION SYSTEM POLICY GOALS

In 2009, 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 Central Link light rail, Washington State's first-ever high-capacity rapid transit line, and helped introduce the ORCA Smart Card to provide a more reliable and convenient travel experience for our citizens of the Puget Sound region in 2009 and into the future.
- **Environment.** We maintained our ISO 14001 certification of our Environmental and Sustainability Management System.
- **Stewardship.** We implemented the Central Link light rail line, allowing King County Metro to redeploy its services in new corridors and to new markets to better serve people's travel needs using limited taxpayer funding.

VI: PLANNED ACTION STRATEGIES, 2010 – 2015

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 continue operating the Central Link light rail line in addition to our ST Express, Sounder, and Tacoma Link modes, 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, 2010 – 2015

The following matrices describe the planned activities to be undertaken by Sound Transit for 2010-2015. 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.

2010	Planned Activity
Planning	<ul style="list-style-type: none"> • Acquisition of portion of BNSF Eastside Corridor from Port of Seattle complete • Sound Transit Board identifies a single downtown Bellevue preferred Link alignment • Contract finalized for North Corridor High-Capacity Transit project • Board adopts System Access Program guidelines • North Link final design begins • Contract awarded for the Sounder station access and demand study • ST2 art program policy finalized • Final EIS for East Link completed • Agency clean financial audit
Services	<ul style="list-style-type: none"> • Continued service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • Combined total annual boardings for ST trains and buses reach 25 million • Agreement executed for four additional Sounder round trips between Tacoma and Seattle
Facilities	<ul style="list-style-type: none"> • Newcastle Transit Improvements complete • Layover track at Everett Sounder Station complete • Yard expansion at the Link light rail Operations and Maintenance Facility complete • Kirkland Transit Center construction improvements complete • Capitol Hill Station to Pine Street Stub Tunnel contractor mobilizes and begins major work • UW to Capitol Hill Station contractor mobilizes and begins major work • Groundbreaking for SR 522 enhancements in Bothell • Edmonds Sounder station breaks ground • I-90 Project Stage II breaks ground • Sounder D-M Street track and signal project breaks ground • University Link I-5 Undercrossing contract substantially complete • Sounder M Street to Lakewood track and signal construction improvements complete • UW Link light rail station finishes contract awarded • Contract awarded to develop new Sounder Yard and Shops Facility • Contract awarded to develop new ST Express O&M facility(ies) • Tukwila Sounder station final design completed • Bicycle parking at stations increases by 150 spaces • Environmental restoration mitigation projects completed for Sounder north corridor • Solar power pilot project pursued for new or existing facility
Equipment	<ul style="list-style-type: none"> • New Sounder maintenance agreement signed with Amtrak • Last of 40 new buses delivered for ST2 service expansion • First of 27 University Link light rail cars delivered • New Sounder train cars ordered for ST2 service expansion • Fuel consumption in agency fleet reduced by 5 percent

2011	Planned Activity
Planning	<ul style="list-style-type: none"> • First Hill Streetcar final design complete
Services	<ul style="list-style-type: none"> • Continued service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • North I-5 Snohomish ST Express routes modified to serve Mountlake Terrace Freeway Station • Potential changes to Route 513 service to avoid duplication with Community Transit's <i>Swift</i> • Potential service improvements on Routes 540, 542, 545, 555 and 556 during SR 520 bridge replacement, pending availability of state or Federal construction mitigation funds • Potential improvements to Route 550 coordinated with the start-up of King County Metro's "Rapid Ride" bus rapid transit service between Bellevue, Crossroads and Redmond

2011	Planned Activity
Facilities	<ul style="list-style-type: none"> • Mountlake Terrace Freeway Station complete • Improvements to East King County service coordinated with the start-up of King County Metro's Bellevue-Redmond "Rapid Ride" B Line • Kirkland NE 85th Street corridor improvements complete • Renton HOV access ramps complete • SR522 enhancements in Bothell complete • Edmonds Sounder station complete • Mukilteo Station south platform complete • University Link Husky Stadium station construction begins
Equipment	<ul style="list-style-type: none"> • Addition of 24 ST Express Buses

2012	Planned Activity
Services	<ul style="list-style-type: none"> • Continued service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • Potential changes to Route 560 to avoid duplication with King County Metro's "Rapid Ride" bus rapid transit service in West Seattle
Facilities	<ul style="list-style-type: none"> • Sounder D to M Street track and signal project complete • Sounder Lakewood layover facility complete • University Link Capitol Hill station excavation and tunnel work complete • Rainier Avenue / Hardie Avenue Arterial Improvements complete • Permanent Tukwila Station complete • Strander Blvd extension complete
Equipment	<ul style="list-style-type: none"> • Replacement of 95 ST Express buses (Preservation)

2013	Planned Activity
Services	<ul style="list-style-type: none"> • Continued service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • Begin Sounder service to South Tacoma and Lakewood Stations and discontinue Route 599 • Add two additional round-trips on Sounder South Line • First Hill Streetcar opens for service • Route 593 trips converted to Route 590 trips
Facilities	<ul style="list-style-type: none"> • University Link Husky Stadium station excavation and tunnel work complete • University Link Capitol Hill station construction begins
Equipment	<ul style="list-style-type: none"> • Replacement of 12 ST Express buses (Preservation)

2014	Planned Activity
Services	<ul style="list-style-type: none"> • Continued service of ST Express, Sounder, Tacoma Link and Central Link (Preservation) • Add additional round-trip on Sounder South Line
Facilities	<ul style="list-style-type: none"> • University Link Husky Stadium station construction complete • University Link systems installation and testing begins
Equipment	<ul style="list-style-type: none"> • Replacement of 40 ST Express buses (Preservation)

2015	Planned Activity
Services	<ul style="list-style-type: none"> • Continued service of ST Express, Sounder, Tacoma Link and Central Link (Preservation)
Facilities	<ul style="list-style-type: none"> • University Link Capitol Hill station construction complete

VIII: CAPITAL IMPROVEMENT PROGRAM, 2009 – 2015

(All figures in thousands of dollars)

Sound Transit	2009	2010	2011	2012	2013	2014	2015
Preservation							
ST Express Fleet Replacement Program	\$0	\$16,890	\$32,367	\$38,582	\$21,198	\$0	\$1,058
Other Projects	\$19,072	\$42,065	\$19,373	\$1,068	\$692	\$1,003	\$692
Capital Replacement	\$24,690	\$24,690	\$24,690	\$33,271	\$32,734	\$31,965	\$31,965
Improvement							
STart Program	\$1,496	\$744	\$657	\$650	\$456	\$690	\$897
Souder Commuter Rail	\$124,288	\$131,904	\$107,336	\$63,443	\$16,770	\$0	\$0
Link Light Rail	\$328,212	\$376,753	\$459,498	\$344,996	\$321,062	\$192,564	\$279,421
ST Express Bus	\$34,320	\$50,592	\$117,172	\$21,131	\$33,789	\$30,353	\$0
Fare Integration	\$0	\$4,565	\$4,651	\$4,746	\$4,857	\$4,982	\$57,371
Research & Technology	\$8,540	\$650	\$0	\$0	\$0	\$0	\$0
Agency Administration	\$910	\$1,050	\$0	\$0	\$0	\$0	\$0

IX: OPERATING DATA, 2009 – 2015

Sound Transit	2009	2010	2011	2012	2013	2014	2015
Fixed Route Bus Services							
Revenue Vehicle Hours	536,200	551,532	593,207	596,118	593,068	593,068	593,068
Total Vehicle Hours	676,485	695,828	748,407	752,079	748,232	748,232	748,232
Revenue Vehicle Miles	10,836,036	11,145,879	11,988,097	12,046,916	11,985,294	11,985,294	11,985,294
Total Vehicle Miles	13,774,600	14,168,467	15,239,082	15,313,851	15,235,518	15,235,518	15,235,518
Passenger Trips	12,896,712	13,700,000	14,600,000	15,200,000	15,400,000	15,500,000	15,600,000
Diesel Fuel Consumed (gallons)	2,763,937	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)	490,068	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	46	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	101	N/A	N/A	N/A	N/A	N/A	N/A
Commuter Rail Services							
Revenue Vehicle Hours	36,010	37,308	38,941	43,080	43,080	43,080	43,080
Total Vehicle Hours	44,219	45,813	47,818	52,901	52,901	52,901	52,901
Revenue Vehicle Miles	1,399,651	1,450,108	1,513,595	1,674,482	1,674,482	1,674,482	1,674,482
Total Vehicle Miles	1,417,961	1,469,078	1,533,396	1,696,387	1,696,387	1,696,387	1,696,387
Passenger Trips	2,492,362	2,700,000	2,800,000	2,800,000	3,000,000	3,200,000	3,300,000
Diesel Fuel Consumed (gallons)	1,119,629	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
Tacoma Link Light Rail Services							
Revenue Vehicle Hours	9,424	10,183	10,183	10,183	10,183	10,183	10,183
Total Vehicle Hours	9,555	10,325	10,325	10,325	10,325	10,325	10,325
Revenue Vehicle Miles	89,427	96,638	96,638	96,638	96,638	96,638	96,638
Total Vehicle Miles	90,171	97,442	97,442	97,442	97,442	97,442	97,442
Passenger Trips	889,320	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Electricity Consumed (Kwh)	413,030	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

	2009	2010	2011	2012	2013	2014	2015
Central Link Light Rail Services							
Revenue Vehicle Hours	58,527	134,877	134,877	134,877	134,877	134,877	134,877
Total Vehicle Hours	65,073	149,962	149,962	149,962	149,962	149,962	149,962
Revenue Vehicle Miles	1,113,176	2,565,339	2,565,339	2,565,339	2,565,339	2,565,339	2,565,339
Total Vehicle Miles	1,131,001	2,606,417	2,606,417	2,606,417	2,606,417	2,606,417	2,606,417
Passenger Trips	2,501,211	8,100,000	10,300,000	11,100,000	11,400,000	11,800,000	12,100,000
Electricity Consumed (Kwh)	4,766,227	N/A	N/A	N/A	N/A	N/A	N/A
Fatalities	1	N/A	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	TBD	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	2	N/A	N/A	N/A	N/A	N/A	N/A

X: ANNUAL REVENUES AND EXPENDITURES, 2009 – 2015

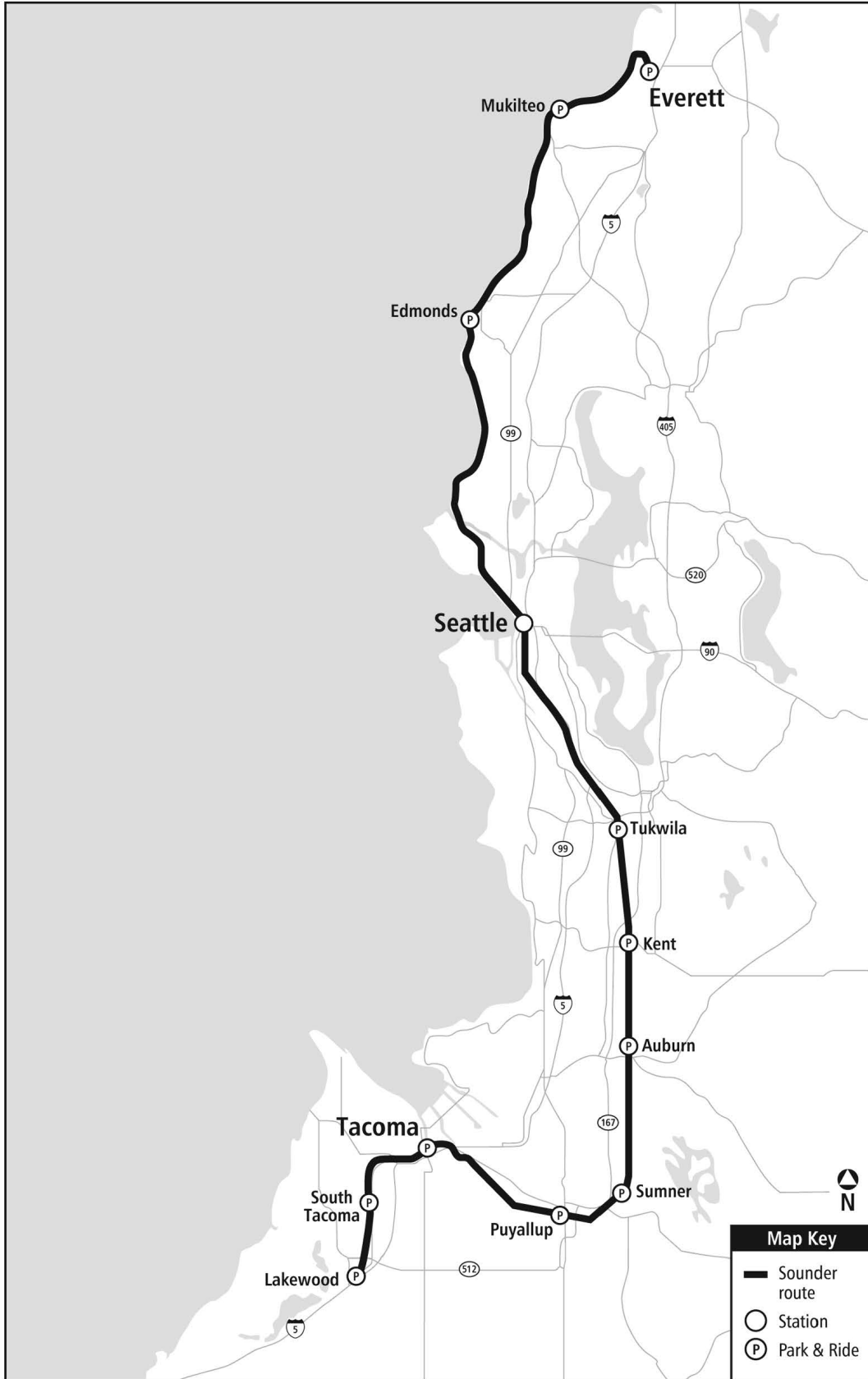
(All figures in thousands of dollars)

Sound Transit	2009	2010	2011	2012	2013	2014	2015
Annual Revenues							
Sales Tax	\$441,065	\$584,038	\$624,804	\$677,318	\$721,892	\$758,178	\$790,615
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$68,392	\$70,463	\$71,139	\$73,123	\$76,159	\$79,244	\$82,552
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$28,226	\$48,804	\$53,752	\$56,803	\$59,840	\$62,073	\$64,280
Vanpooling Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Operating/Preventive	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program, Other Federal Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants, Other State Operating Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax Equalization, County Tax Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sound Transit Operating, RTA Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Rental Car tax plus interest income)	\$15,548	\$6,144	\$7,608	\$8,978	\$10,056	\$11,095	\$12,490
Total	\$553,230	\$709,448	\$757,302	\$816,222	\$867,946	\$910,590	\$949,938
Annual Operating Expenses							
Annual Operating Expenses	\$144,128	\$200,732	\$209,042	\$217,643	\$227,658	\$237,134	\$245,437
Other	\$44,751	\$56,658	\$70,712	\$79,875	\$84,511	\$93,176	\$99,444
Total	\$188,879	\$257,390	\$279,754	\$297,519	\$312,168	\$330,310	\$344,881
Debt Service							
Interest	\$56,766	\$71,460	\$70,684	\$87,104	\$107,835	\$122,855	\$135,221
Principal	\$19,175	\$8,065	\$18,465	\$19,195	\$20,135	\$19,395	\$24,475
Total	\$75,941	\$79,525	\$89,149	\$106,299	\$127,970	\$142,250	\$159,696
Annual Capital Purchase Obligations							
Federal Section 5309 Capital Grants	\$168,702	\$113,145	\$110,000	\$130,000	\$150,000	\$160,000	\$174,000
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	\$2,000	\$0	\$0	\$0	\$0	\$0
CM/AQ and Other Federal Grants	\$29,439	\$26,566	\$7,000	\$12,000	\$0	\$9,000	\$4,000
State Special Needs Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307/5309 Fixed Guideway Capital Grants	\$21,150	\$23,813	\$29,106	\$31,143	\$31,848	\$32,593	\$34,259
Capital Leases	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$22,904	\$22,904	\$22,904	\$31,802	\$31,292	\$30,559	\$30,559
Operational Revenues	\$16,364	\$6,801	\$5,622	\$4,209	\$3,487	\$4,389	\$4,174
Bonds Proceeds	\$8,327	\$269,400	\$234,243	\$423,281	\$450,604	\$528,792	\$690,675
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Fund	\$217,877	\$360,242	\$359,078	\$378,291	\$389,498	\$386,352	\$364,925
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$484,762	\$824,870	\$767,953	\$1,010,726	\$1,056,729	\$1,151,685	\$1,302,592
Ending Balances, December 31 (shown in thousands)							
General Fund	\$20,895	\$39,597	\$59,046	\$55,295	\$48,794	\$47,046	\$47,046
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Reserve	\$56,479	\$63,280	\$68,902	\$73,111	\$76,599	\$80,988	\$85,162
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$65,951	\$88,855	\$111,760	\$143,562	\$174,854	\$205,413	\$235,972
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service Fund	\$40,205	\$61,287	\$79,617	\$112,741	\$148,003	\$189,383	\$243,432
Insurance Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$183,530	\$253,019	\$319,324	\$384,709	\$448,249	\$522,830	\$611,611

APPENDIX A: SOUND TRANSIT SYSTEM MAP



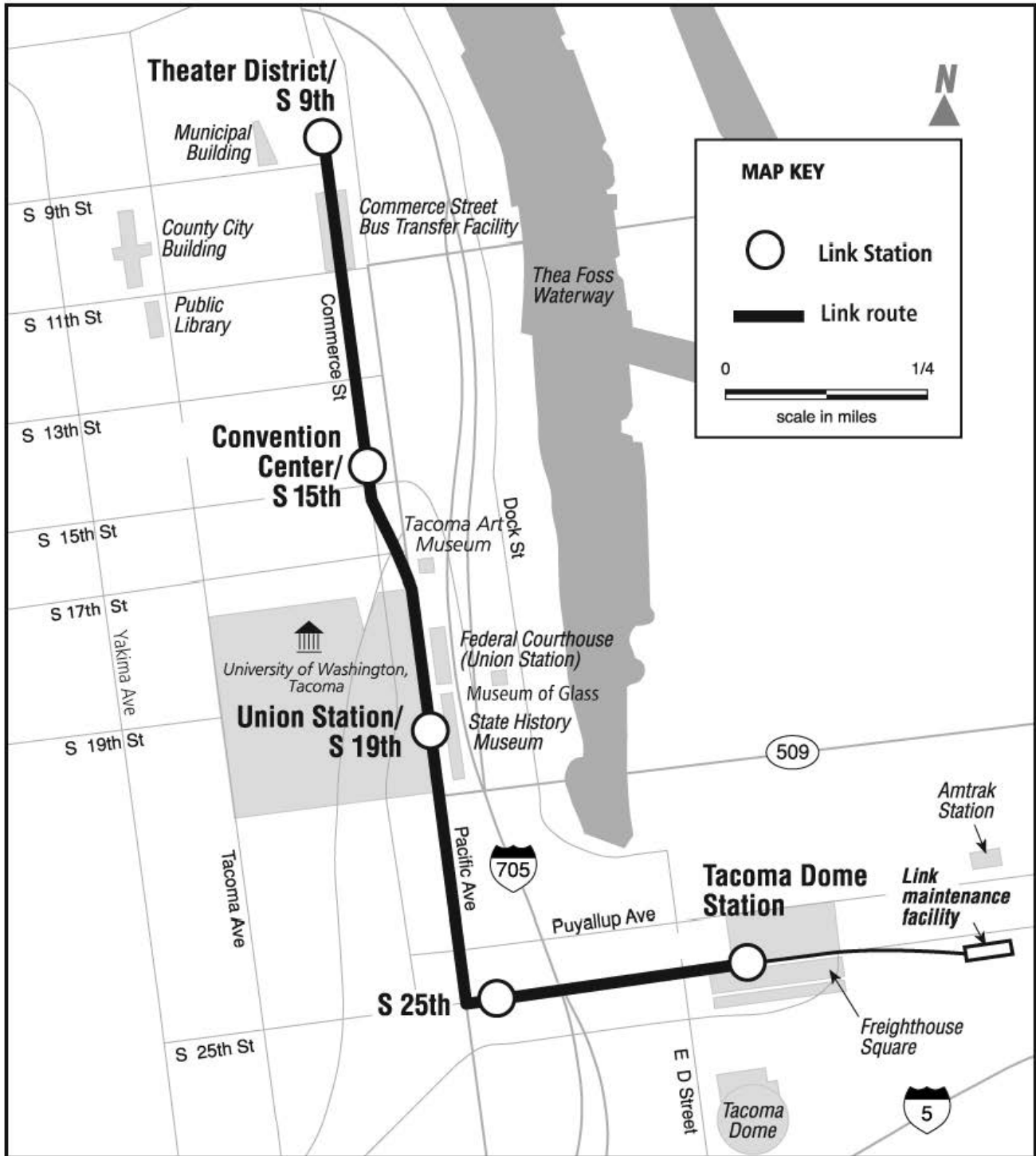
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP



APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP



APPENDIX E: 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, 2010

*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 - GILLIG 40' PHANTOM	01	15GCD2114X1089556	9000	492,179	88	10	2	\$450,000	Y	42	D	N
2	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089557	9001	693,896	88	10	2	\$450,000	Y	42	D	N
3	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089558	9002	699,768	88	10	2	\$450,000	Y	42	D	N
4	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089559	9003	683,877	88	10	2	\$450,000	Y	42	D	N
5	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089560	9004	694,890	88	10	2	\$450,000	Y	42	D	N
6	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089561	9005	647,247	88	10	2	\$450,000	Y	42	D	N
7	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089562	9006	669,083	88	10	2	\$450,000	Y	42	D	N
8	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089563	9007	671,955	88	10	2	\$450,000	Y	42	D	N
9	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089564	9008	711,750	88	10	2	\$450,000	Y	42	D	N
10	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089565	9009	711,787	88	10	2	\$450,000	Y	42	D	N
11	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089566	9010	681,350	88	10	2	\$450,000	Y	42	D	N
12	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089567	9011	682,169	88	10	2	\$450,000	Y	42	D	N
13	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089568	9012	701,612	88	10	2	\$450,000	Y	42	D	N
14	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089569	9013	665,099	88	10	2	\$450,000	Y	42	D	N
15	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089570	9014	689,439	88	10	2	\$450,000	Y	42	D	N
16	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089571	9015	628,666	88	10	2	\$450,000	Y	42	D	N
17	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089572	9016	643,448	88	10	2	\$450,000	Y	42	D	N
18	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089573	9017	662,717	88	10	2	\$450,000	Y	42	D	N
19	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089574	9018	565,737	88	10	2	\$450,000	Y	42	D	N
20	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089575	9019	689,971	88	10	2	\$450,000	Y	42	D	N
21	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089576	9020	669,153	88	10	2	\$450,000	Y	42	D	N
22	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089577	9021	701,691	88	10	2	\$450,000	Y	42	D	N
23	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089578	9022	666,156	88	10	2	\$450,000	Y	42	D	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
24	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089579	9023	567,198	88	10	2	\$450,000	Y	42	D	N
25	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089580	9024	551,251	88	10	2	\$450,000	Y	42	D	N
26	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089581	9025	574,840	88	10	2	\$450,000	Y	42	D	N
27	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089582	9026	565,613	88	10	2	\$450,000	Y	42	D	N
28	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089583	9027	611,293	88	10	2	\$450,000	Y	42	D	N
29	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089584	9028	614,384	88	10	2	\$450,000	Y	42	D	N
30	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089585	9029	618,894	88	10	2	\$450,000	Y	42	D	N
31	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089586	9030	645,328	88	10	2	\$450,000	Y	42	D	N
32	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089587	9031	610,008	88	10	2	\$450,000	Y	42	D	N
33	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089588	9032	624,094	88	10	2	\$450,000	Y	42	D	N
34	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089589	9033	625,391	88	10	2	\$450,000	Y	42	D	N
35	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089590	9034	538,022	88	10	2	\$450,000	Y	42	D	N
36	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089591	9035	557,237	88	10	2	\$450,000	Y	42	D	N
37	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089592	9036	547,708	88	10	2	\$450,000	Y	42	D	N
38	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089593	9037	694,817	88	10	2	\$450,000	Y	42	D	N
39	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089594	9038	667,012	88	10	2	\$450,000	Y	42	D	N
40	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089595	9039	695,269	88	10	2	\$450,000	Y	42	D	N
41	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089596	9040	697,701	88	10	2	\$450,000	Y	42	D	N
42	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089597	9041	713,370	88	10	2	\$450,000	Y	42	D	N
43	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089598	9042	683,841	88	10	2	\$450,000	Y	42	D	N
44	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089599	9043	686,481	88	10	2	\$450,000	Y	42	D	N
45	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089600	9044	690,627	88	10	2	\$450,000	Y	42	D	N
46	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089601	9045	659,425	88	10	2	\$450,000	Y	42	D	N
47	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089602	9046	706,656	88	10	2	\$450,000	Y	42	D	N
48	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089603	9047	693,825	88	10	2	\$450,000	Y	42	D	N
49	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089604	9048	623,353	88	10	2	\$450,000	Y	42	D	N
50	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089605	9049	693,183	88	10	2	\$450,000	Y	42	D	N
51	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089606	9050	689,267	88	10	2	\$450,000	Y	42	D	N
52	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089607	9051	701,338	88	10	2	\$450,000	Y	42	D	N
53	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089608	9052	625,942	88	10	2	\$450,000	Y	42	D	N
54	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089609	9053	695,208	88	10	2	\$450,000	Y	42	D	N
55	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089610	9054	632,204	88	10	2	\$450,000	Y	42	D	N
56	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089611	9055	587,336	88	10	2	\$450,000	Y	42	D	N
57	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089612	9056	508,016	88	10	2	\$450,000	Y	42	D	N
58	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089613	9057	553,677	88	10	2	\$450,000	Y	42	D	N
59	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089614	9058	550,320	88	10	2	\$450,000	Y	42	D	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
60	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089615	9059	540,530	88	10	2	\$450,000	Y	42	D	N
61	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089616	9060	575,857	88	10	2	\$450,000	Y	42	D	N
62	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089617	9061	542,560	88	10	2	\$450,000	Y	42	D	N
63	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089618	9062	593,429	88	10	2	\$450,000	Y	42	D	N
64	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089619	9063	557,510	88	10	2	\$450,000	Y	42	D	N
65	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089620	9064	663,309	88	10	2	\$450,000	Y	42	D	N
66	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089621	9065	672,967	88	10	2	\$450,000	Y	42	D	N
67	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089622	9066	602,399	88	10	2	\$450,000	Y	42	D	N
68	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089623	9067	573,775	88	10	2	\$450,000	Y	42	D	N
69	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089624	9068	637,937	88	10	2	\$450,000	Y	42	D	N
70	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089625	9069	619,687	88	10	2	\$450,000	Y	42	D	N
71	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089626	9070	450,061	90	8	4	\$450,000	Y	42	D	N
72	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089627	9071	462,948	90	8	4	\$450,000	Y	42	D	N
73	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089628	9072	470,171	90	8	4	\$450,000	Y	42	D	N
74	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089629	9073	477,790	90	8	4	\$450,000	Y	42	D	N
75	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089630	9074	463,060	90	8	4	\$450,000	Y	42	D	N
76	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089631	9075	481,222	90	8	4	\$450,000	Y	42	D	N
77	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089632	9076	473,580	90	8	4	\$450,000	Y	42	D	N
78	BUSES - GILLIG 40' PHANTOM	01	15GCD211811089633	9077	444,850	90	8	4	\$450,000	Y	42	D	N
79	BUSES - GILLIG 40' PHANTOM	01	15GCD211X11089634	9078	459,068	90	8	4	\$450,000	Y	42	D	N
80	BUSES - GILLIG 40' PHANTOM	01	15GCD211111089635	9079	477,958	90	8	4	\$450,000	Y	42	D	N
81	BUSES - GILLIG 40' PHANTOM	01	15GCD211311089636	9080	463,411	90	8	4	\$450,000	Y	42	D	N
82	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089637	9081	453,274	90	8	4	\$450,000	Y	42	D	N
83	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089638	9082	461,583	90	8	4	\$450,000	Y	42	D	N
84	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089639	9083	477,088	90	8	4	\$450,000	Y	42	D	N
85	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089640	9084	452,413	90	8	4	\$450,000	Y	42	D	N
86	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089641	9085	470,037	90	8	4	\$450,000	Y	42	D	N
87	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089642	9086	479,695	90	8	4	\$450,000	Y	42	D	N
88	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089643	9087	477,306	90	8	4	\$450,000	Y	42	D	N
89	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089644	9088	465,339	90	8	4	\$450,000	Y	42	D	N
90	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089645	9089	442,127	90	8	4	\$450,000	Y	42	D	N
91	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111748	9090	260,261	95	4	8	\$450,000	Y	42	D	N
92	BUSES - GILLIG 40' PHANTOM	01	15GCD291451111749	9091	249,170	95	4	8	\$450,000	Y	42	D	N
93	BUSES - GILLIG 40' PHANTOM	01	15GCD271881112880	9092	98,157	100	1	11	\$450,000	Y	42	D	N
94	BUSES - GILLIG 40' PHANTOM	01	15GCD271X81112881	9093	98,147	100	1	11	\$450,000	Y	42	D	N
95	BUSES - GILLIG 40' PHANTOM	01	15GCD271181112882	9094	98,017	100	1	11	\$450,000	Y	42	D	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
96	BUSES - GILLIG 40' PHANTOM	01	15GCD271381112883	9095	94,831	100	1	11	\$450,000	Y	42	D	N
97	BUSES - GILLIG 40' PHANTOM	01	15GCD271581112884	9096	105,070	100	1	11	\$450,000	Y	42	D	N
98	BUSES - GILLIG 40' PHANTOM	01	15GCD271781112885	9097	99,793	100	1	11	\$450,000	Y	42	D	N
99	BUSES - GILLIG 40' PHANTOM	01	15GCD271981112886	9098	95,771	100	1	11	\$450,000	Y	42	D	N
100	BUSES - GILLIG 40' PHANTOM	01	15GCD271081112887	9099	98,946	100	1	11	\$450,000	Y	42	D	N
101	BUSES - GILLIG 40' PHANTOM	01	15GCD271281112888	9100	98,964	100	1	11	\$450,000	Y	42	D	N
102	BUSES - GILLIG 40' PHANTOM	01	15GCD271481112889	9101	98,340	100	1	11	\$450,000	Y	42	D	N
103	BUSES - GILLIG 40' PHANTOM	01	15GCD271081112890	9102	97,088	100	1	11	\$450,000	Y	42	D	N
104	BUSES - GILLIG 40' PHANTOM	01	15GCD271281112891	9103	96,155	100	1	11	\$450,000	Y	42	D	N
105	BUSES - GILLIG 40' PHANTOM	01	15GCD271481112892	9104	89,873	100	1	11	\$450,000	Y	42	D	N
106	BUSES - GILLIG 40' PHANTOM	01	15GCD271681112893	9105	90,320	100	1	11	\$450,000	Y	42	D	N
107	BUSES - GILLIG 40' PHANTOM	01	15GCD271881112894	9106	100,265	100	1	11	\$450,000	Y	42	D	N
108	BUSES - GILLIG 40' PHANTOM	01	15GCD271X81112895	9107	95,426	100	1	11	\$450,000	Y	42	D	N
109	BUSES - GILLIG 40' PHANTOM	01	15GCD271181112896	9108	94,507	100	1	11	\$450,000	Y	42	D	N
110	BUSES - GILLIG 40' PHANTOM	01	15GCD271381112897	9109	93,574	100	1	11	\$450,000	Y	42	D	N
111	BUSES - GILLIG 40' PHANTOM	01	15GCD271581112898	9110	69,646	100	1	11	\$450,000	Y	42	D	N
112	BUSES - GILLIG 40' PHANTOM	01	15GCD271781112899	9111	95,376	100	1	11	\$450,000	Y	42	D	N
113	BUSES - GILLIG 40' PHANTOM	01	15GCD271X81112900	9112	89,293	100	1	11	\$450,000	Y	42	D	N
114	BUSES - GILLIG 40' PHANTOM	01	15GCD271681112901	9113	85,900	100	1	11	\$450,000	Y	42	D	N
115	BUSES - GILLIG 40' PHANTOM	01	15GCD271181112902	9114	89,478	100	1	11	\$450,000	Y	42	D	N
116	BUSES - GILLIG 40' PHANTOM	01	15GCD271381112903	9115	79,960	100	1	11	\$450,000	Y	42	D	N
117	BUSES - GILLIG 40' PHANTOM	01	15GCD271781112904	9116	83,933	100	1	11	\$450,000	Y	42	D	N
118	BUSES - GILLIG 40' PHANTOM	01	15GCD271981112905	9117	86,508	100	1	11	\$450,000	Y	42	D	N
119	BUSES - GILLIG 40' PHANTOM	01	15GCD271081112906	9118	90,799	100	1	11	\$450,000	Y	42	D	N
120	BUSES - GILLIG 40' PHANTOM	01	15GCD271281112907	9119	90,428	100	1	11	\$450,000	Y	42	D	N
121	BUSES - GILLIG 40' PHANTOM	01	15GCD271481112908	9120	89,748	100	1	11	\$450,000	Y	42	D	N
122	BUSES - GILLIG 40' PHANTOM	01	15GCD271681112909	9121	84,002	100	1	11	\$450,000	Y	42	D	N
123	BUSES - NEW FLYER HYBRID 40'	05	5FYH2LV163U024980	9200	299,794	90	6	6	\$650,000	Y	37	DE	N
124	BUSES - NEW FLYER CNG	01	5FYC2LP181U022720	9400	436,130	90	8	4	\$500,000	Y	37	CNG	N
125	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022721	9401	426,610	90	8	4	\$500,000	Y	37	CNG	N
126	BUSES - NEW FLYER CNG	01	5FYC2LP111U022722	9402	433,102	90	8	4	\$500,000	Y	37	CNG	N
127	BUSES - NEW FLYER CNG	01	5FYC2LP131U022723	9403	436,967	90	8	4	\$500,000	Y	37	CNG	N
128	BUSES - NEW FLYER CNG	01	5FYC2LP151U022724	9404	441,349	90	8	4	\$500,000	Y	37	CNG	N
129	BUSES - NEW FLYER CNG	01	5FYC2LP171U022725	9405	432,903	90	8	4	\$500,000	Y	37	CNG	N
130	BUSES - NEW FLYER CNG	01	5FYC2LP191U022726	9406	431,951	90	8	4	\$500,000	Y	37	CNG	N
131	BUSES - NEW FLYER CNG	01	5FYC2LP101U022727	9407	429,145	90	8	4	\$500,000	Y	37	CNG	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
132	BUSES - NEW FLYER CNG	01	5FYC2LP121U022728	9408	427,337	90	8	4	\$500,000	Y	37	CNG	N
133	BUSES - NEW FLYER CNG	01	5FYC2LP141U022729	9409	432,373	90	8	4	\$500,000	Y	37	CNG	N
134	BUSES - NEW FLYER CNG	01	5FYC2LP101U022730	9410	418,090	90	8	4	\$500,000	Y	37	CNG	N
135	BUSES - NEW FLYER CNG	01	5FYC2LP121U022731	9411	432,358	90	8	4	\$500,000	Y	37	CNG	N
136	BUSES - NEW FLYER CNG	01	5FYC2LP141U022732	9412	429,057	90	8	4	\$500,000	Y	37	CNG	N
137	BUSES - NEW FLYER CNG	01	5FYC2LP161U022733	9413	434,583	90	8	4	\$500,000	Y	37	CNG	N
138	BUSES - NEW FLYER CNG	01	5FYC2LP181U022734	9414	437,530	90	8	4	\$500,000	Y	37	CNG	N
139	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022735	9415	426,617	90	8	4	\$500,000	Y	37	CNG	N
140	BUSES - NEW FLYER CNG	01	5FYC2LP111U022736	9416	420,411	90	8	4	\$500,000	Y	37	CNG	N
141	BUSES - NEW FLYER CNG	01	5FYC2LP131U022737	9417	438,328	90	8	4	\$500,000	Y	37	CNG	N
142	BUSES - NEW FLYER CNG	01	5FYC2LP151U022738	9418	438,626	90	8	4	\$500,000	Y	37	CNG	N
143	BUSES - NEW FLYER CNG	01	5FYC2LP171U022739	9419	438,757	90	8	4	\$500,000	Y	37	CNG	N
144	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019629	9500	590,591	70	10	2	\$720,000	Y	58	D	N
145	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019630	9501	571,749	70	10	2	\$720,000	Y	58	D	N
146	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019631	9502	609,816	70	10	2	\$720,000	Y	58	D	N
147	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019632	9503	608,172	70	10	2	\$720,000	Y	58	D	N
148	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019633	9504	601,459	70	10	2	\$720,000	Y	58	D	N
149	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019634	9505	625,948	70	10	2	\$720,000	Y	58	D	N
150	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019635	9506	632,081	70	10	2	\$720,000	Y	58	D	N
151	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019636	9507	728,413	70	10	2	\$720,000	Y	58	D	N
152	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019637	9508	699,803	70	10	2	\$720,000	Y	58	D	N
153	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019638	9509	695,450	70	10	2	\$720,000	Y	58	D	N
154	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019639	9510	578,209	70	10	2	\$720,000	Y	58	D	N
155	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019640	9511	612,053	70	10	2	\$720,000	Y	58	D	N
156	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019641	9512	606,084	70	10	2	\$720,000	Y	58	D	N
157	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019642	9513	618,853	70	10	2	\$720,000	Y	58	D	N
158	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM12XU019643	9514	608,282	70	10	2	\$720,000	Y	58	D	N
159	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019644	9515	618,298	70	10	2	\$720,000	Y	58	D	N
160	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019645	9516	602,044	70	10	2	\$720,000	Y	58	D	N
161	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019646	9517	613,685	70	10	2	\$720,000	Y	58	D	N
162	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019647	9518	650,617	70	10	2	\$720,000	Y	58	D	N
163	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019648	9519	621,379	70	10	2	\$720,000	Y	58	D	N
164	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019649	9520	627,063	70	10	2	\$720,000	Y	58	D	N
165	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019650	9521	611,457	70	10	2	\$720,000	Y	58	D	N
166	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019651	9522	605,129	70	10	2	\$720,000	Y	58	D	N
167	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019652	9523	616,122	70	10	2	\$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)
168	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019653	9524	466,083	70	10	2	\$720,000	Y	58	D	N
169	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL16YU021470	9525	387,464	90	9	3	\$720,000	Y	58	D	N
170	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL18YU021471	9526	310,413	90	9	3	\$720,000	Y	58	D	N
171	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL1XYU021472	9527	321,442	90	9	3	\$720,000	Y	58	D	N
172	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL11YU021473	9528	290,244	90	9	3	\$720,000	Y	58	D	N
173	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL13YU021474	9529	290,527	90	9	3	\$720,000	Y	58	D	N
174	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL15YU021475	9530	284,959	90	9	3	\$720,000	Y	58	D	N
175	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL17YU021476	9531	277,424	90	9	3	\$720,000	Y	58	D	N
176	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021477	9532	282,902	90	9	3	\$720,000	Y	58	D	N
177	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021478	9533	286,952	90	9	3	\$720,000	Y	58	D	N
178	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL12YU021479	9534	261,861	90	9	3	\$720,000	Y	58	D	N
179	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021480	9535	309,882	90	9	3	\$720,000	Y	58	D	N
180	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021481	9536	264,080	90	9	3	\$720,000	Y	58	D	N
181	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW064C027462	9537	211,472	95	5	7	\$720,000	Y	58	D	N
182	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027463	9538	195,994	95	5	7	\$720,000	Y	58	D	N
183	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4Y027464	9539	194,909	95	5	7	\$720,000	Y	58	D	N
184	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027465	9540	197,423	95	5	7	\$720,000	Y	58	D	N
185	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW034C027466	9541	203,407	95	5	7	\$720,000	Y	58	D	N
186	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027467	9542	203,787	95	5	7	\$720,000	Y	58	D	N
187	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027468	9543	198,233	95	5	7	\$720,000	Y	58	D	N
188	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027469	9544	204,083	95	5	7	\$720,000	Y	58	D	N
189	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027470	9545	213,426	95	5	7	\$720,000	Y	58	D	N
190	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027471	9546	200,104	95	5	7	\$720,000	Y	58	D	N
191	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027472	9547	209,307	95	5	7	\$720,000	Y	58	D	N
192	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027527	9548	209,623	95	5	7	\$720,000	Y	58	D	N
193	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027528	9549	209,939	95	5	7	\$720,000	Y	58	D	N
194	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027529	9550	205,473	95	5	7	\$720,000	Y	58	D	N
195	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027530	9551	197,983	95	5	7	\$720,000	Y	58	D	N
196	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027531	9552	210,363	95	5	7	\$720,000	Y	58	D	N
197	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027045	9600	231,602	95	5	7	\$900,000	Y	58	DE	N
198	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027046	9601	238,624	95	5	7	\$900,000	Y	58	DE	N
199	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027047	9602	231,632	95	5	7	\$900,000	Y	58	DE	N
200	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027048	9603	201,839	95	5	7	\$900,000	Y	58	DE	N
201	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027049	9604	227,833	95	5	7	\$900,000	Y	58	DE	N
202	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027050	9605	225,039	95	5	7	\$900,000	Y	58	DE	N
203	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027051	9606	234,762	95	5	7	\$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)
204	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027052	9607	228,232	95	5	7	\$900,000	Y	58	DE	N
205	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW084U027053	9608	191,251	95	5	7	\$900,000	Y	58	DE	N
206	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW0X4U027054	9609	234,485	95	5	7	\$900,000	Y	58	DE	N
207	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW014U027055	9610	234,692	95	5	7	\$900,000	Y	58	DE	N
208	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW034U027056	9611	234,672	95	5	7	\$900,000	Y	58	DE	N
209	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027057	9612	222,267	95	5	7	\$900,000	Y	58	DE	N
210	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027058	9613	234,412	95	5	7	\$900,000	Y	58	DE	N
211	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027059	9614	227,218	95	5	7	\$900,000	Y	58	DE	N
212	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027060	9615	213,932	95	5	7	\$900,000	Y	58	DE	N
213	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027061	9616	242,955	95	5	7	\$900,000	Y	58	DE	N
214	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027062	9617	234,867	95	5	7	\$900,000	Y	58	DE	N
215	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027063	9618	232,084	95	5	7	\$900,000	Y	58	DE	N
216	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027064	9619	227,723	95	5	7	\$900,000	Y	58	DE	N
217	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027065	9620	233,068	95	5	7	\$900,000	Y	58	DE	N
218	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027066	9621	229,252	95	5	7	\$900,000	Y	58	DE	N
219	BUSES - NEW FLYER 60' HYBRID	05	5FYH4YU058C034784	9622	59,643	100	1	11	\$900,000	Y	58	DE	N
220	BUSES - NEW FLYER 60' HYBRID	05	5FYH4YU078C034785	9623	51,335	100	1	11	\$900,000	Y	58	DE	N
221	BUSES – MCI D4500	06	1M8PDMPA35P056541	9700	337,572	97	4	8	\$600,000	Y	57	D	N
222	BUSES – MCI D4500	06	1M8PDMPA55P056542	9701	423,517	97	4	8	\$600,000	Y	57	D	N
223	BUSES – MCI D4500	06	1M8PDMPA75P056543	9702	392,798	97	4	8	\$600,000	Y	57	D	N
224	BUSES – MCI D4500	06	1M8PDMPA95P056544	9703	381,985	97	4	8	\$600,000	Y	57	D	N
225	BUSES – MCI D4500	06	1M8PDMPA05P056545	9704	386,781	97	4	8	\$600,000	Y	57	D	N
226	BUSES – MCI D4500	06	1M8PDMPA25P056546	9705	393,368	97	4	8	\$600,000	Y	57	D	N
227	BUSES – MCI D4500	06	1M8PDMPA45P056547	9706	445,328	97	4	8	\$600,000	Y	57	D	N
228	BUSES – MCI D4500	06	1M8PDMPA65P056548	9707	410,276	97	4	8	\$600,000	Y	57	D	N
229	BUSES – MCI D4500	06	1M8PDMPA85P056549	9708	419,916	97	4	8	\$600,000	Y	57	D	N
230	BUSES – MCI D4500	06	1M8PDMPA45P056550	9709	394,034	97	4	8	\$600,000	Y	57	D	N
231	BUSES – MCI D4500	06	1M8PDMPA65P056551	9710	409,804	97	4	8	\$600,000	Y	57	D	N
232	BUSES – MCI D4500	06	1M8PDMPA85P056552	9711	430,621	97	4	8	\$600,000	Y	57	D	N
233	BUSES – MCI D4500	06	1M8PDMPAX5P056553	9712	415,125	97	4	8	\$600,000	Y	57	D	N
234	BUSES – MCI D4500	06	1M8PDMEA28P058322	9713	188,878	97	1	11	\$600,000	Y	57	D	N
235	BUSES – MCI D4500	06	1M8PDMEA28P058324	9714	186,530	97	1	11	\$600,000	Y	57	D	N
236	BUSES – MCI D4500	06	1M8PDMEA28P058326	9715	193,560	97	1	11	\$600,000	Y	57	D	N
237	BUSES – MCI D4500	06	1M8PDMEA28P058329	9716	199,863	97	1	11	\$600,000	Y	57	D	N
238	BUSES – MCI D4500	06	1M8PDMEA28P058331	9717	191,751	97	1	11	\$600,000	Y	57	D	N
239	BUSES – MCI D4500	06	1M8PDMEA28P058334	9718	197,743	97	1	11	\$600,000	Y	57	D	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
240	BUSES – MCI D4500	06	1M8PDMEA28P058336	9719	201,580	97	1	11	\$600,000	Y	57	D	N
241	BUSES – MCI D4500	06	1M8PDMEA79P059130	9720	20,358	100	0	12	\$600,000	Y	57	D	N
242	BUSES – MCI D4500	06	1M8PDMEA99P059131	9721	16,731	100	0	12	\$600,000	Y	57	D	N
243	BUSES – MCI D4500	06	1M8PDMEA09P059132	9722	19,394	100	0	12	\$600,000	Y	57	D	N
244	LIGHT RAIL VEHICLE- SKODA	15	9175	1001A	199,263	90	6	19	\$4,000,000	Y	30	E	N
245	LIGHT RAIL VEHICLE- SKODA	15	9176	1002A	206,186	95	5	20	\$4,000,000	Y	30	E	N
246	LIGHT RAIL VEHICLE- SKODA	15	9177	1003A	195,524	95	5	20	\$4,000,000	Y	30	E	N
247	1999/EMD/F59PHI	21	N/A	SDRX 901	48,194	95	10	19	\$3,210,000	N	2	D	N
248	1999/EMD/F59PHI	21	N/A	SDRX 902	127,780	95	10	19	\$3,210,000	N	2	D	N
249	1999/EMD/F59PHI	21	N/A	SDRX 903	47,487	95	9	20	\$3,210,000	N	2	D	N
250	1999/EMD/F59PHI	21	N/A	SDRX 904	63,428	95	9	20	\$3,210,000	N	2	D	N
251	1999/EMD/F59PHI	21	N/A	SDRX 905	133,138	95	9	20	\$3,210,000	N	2	D	N
252	1999/EMD/F59PHI	21	N/A	SDRX 906	79,253	95	9	20	\$3,210,000	N	2	D	N
253	1999/EMD/F59PHI	21	N/A	SDRX 907	120,116	95	8	21	\$3,210,000	N	2	D	N
254	1999/EMD/F59PHI	21	N/A	SDRX 908	133,625	95	8	21	\$3,210,000	N	2	D	N
255	1999/EMD/F59PHI	21	N/A	SDRX 909	114,464	95	8	21	\$3,210,000	N	2	D	N
256	1999/EMD/F59PHI	21	N/A	SDRX 910	98,589	95	8	21	\$3,210,000	N	2	D	N
257	1999/EMD/F59PHI	21	N/A	SDRX 911	110,118	95	8	21	\$3,210,000	N	2	D	N
258	2000/Bombardier/Bi-level	17	N/A	SDRX 101	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
259	2000/Bombardier/Bi-level	17	N/A	SDRX 102	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
260	2000/Bombardier/Bi-level	17	N/A	SDRX 103	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
261	2000/Bombardier/Bi-level	17	N/A	SDRX 104	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
262	2000/Bombardier/Bi-level	17	N/A	SDRX 105	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
263	2000/Bombardier/Bi-level	17	N/A	SDRX 106	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
264	2000/Bombardier/Bi-level	17	N/A	SDRX 107	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
265	2000/Bombardier/Bi-level	17	N/A	SDRX 108	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
266	2000/Bombardier/Bi-level	17	N/A	SDRX 109	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
267	2000/Bombardier/Bi-level	17	N/A	SDRX 110	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
268	2000/Bombardier/Bi-level	17	N/A	SDRX 111	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
269	2003/Bombardier/Bilevel	17	N/A	SDRX 301	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
270	2003/Bombardier/Bilevel	17	N/A	SDRX 302	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
271	2003/Bombardier/Bilevel	17	N/A	SDRX 303	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
272	2003/Bombardier/Bilevel	17	N/A	SDRX 304	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
273	2003/Bombardier/Bilevel	17	N/A	SDRX 305	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
274	2003/Bombardier/Bilevel	17	N/A	SDRX 306	N/A	95	9	20	\$2,461,000	Y	139	N/A	N
275	2003/Bombardier/Bilevel	17	N/A	SDRX 307	N/A	95	9	20	\$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	18	N/A	SDRX 201	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
277	2000/Bombardier/Bi-level	18	N/A	SDRX 202	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
278	2000/Bombardier/Bi-level	18	N/A	SDRX 203	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
279	2000/Bombardier/Bi-level	18	N/A	SDRX 204	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
280	2000/Bombardier/Bi-level	18	N/A	SDRX 205	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
281	2000/Bombardier/Bi-level	18	N/A	SDRX 206	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
282	2000/Bombardier/Bi-level	18	N/A	SDRX 207	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
283	2000/Bombardier/Bi-level	18	N/A	SDRX 208	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
284	2000/Bombardier/Bi-level	18	N/A	SDRX 209	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
285	2000/Bombardier/Bi-level	18	N/A	SDRX 210	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
286	2000/Bombardier/Bi-level	18	N/A	SDRX 211	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
287	2000/Bombardier/Bi-level	18	N/A	SDRX 212	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
288	2000/Bombardier/Bi-level	18	N/A	SDRX 213	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
289	2000/Bombardier/Bi-level	18	N/A	SDRX 214	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
290	2003/Bombardier/Bi-level	18	N/A	SDRX 215	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
291	2003/Bombardier/Bi-level	18	N/A	SDRX 216	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
292	2003/Bombardier/Bi-level	18	N/A	SDRX 217	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
293	2003/Bombardier/Bi-level	18	N/A	SDRX 218	N/A	95	9	20	\$2,354,000	Y	148	N/A	N
294	2002/Bombardier/Bi-level	18	N/A	SDRX 227	N/A	95	7	22	\$2,354,000	Y	148	N/A	N
295	2002/Bombardier/Bi-level	18	N/A	SDRX 228	N/A	95	7	22	\$2,354,000	Y	148	N/A	N
296	2003/Bombardier/Bi-level	18	N/A	SDRX 231	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
297	2003/Bombardier/Bi-level	18	N/A	SDRX 232	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
298	2003/Bombardier/Bi-level	18	N/A	SDRX 233	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
299	2003/Bombardier/Bi-level	18	N/A	SDRX 234	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
300	2003/Bombardier/Bi-level	18	N/A	SDRX 235	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
301	2003/Bombardier/Bi-level	18	N/A	SDRX 236	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
302	2003/Bombardier/Bi-level	18	N/A	SDRX 237	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
303	2003/Bombardier/Bi-level	18	N/A	SDRX 238	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
304	2003/Bombardier/Bi-level	18	N/A	SDRX 239	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
305	2003/Bombardier/Bi-level	18	N/A	SDRX 240	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
306	2003/Bombardier/Bi-level	18	N/A	SDRX 401	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
307	2003/Bombardier/Bi-level	18	N/A	SDRX 402	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
308	2003/Bombardier/Bi-level	18	N/A	SDRX 403	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
309	2003/Bombardier/Bi-level	18	N/A	SDRX 404	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
310	2003/Bombardier/Bi-level	18	N/A	SDRX 405	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
311	2003/Bombardier/Bi-level	18	N/A	SDRX 406	N/A	95	6	23	\$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	N/A	SDRX 407	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
313	2003/Bombardier/Bi-level	18	N/A	SDRX 408	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
314	2003/Bombardier/Bi-level	18	N/A	SDRX 409	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
315	2003/Bombardier/Bi-level	18	N/A	SDRX 410	N/A	95	6	23	\$2,354,000	Y	148	N/A	N
316	2009 Kinkisharyo LRV	15	N/A	101	38,850	95	0	30	\$4,500,000	Y	74	E	N
317	2009 Kinkisharyo LRV	15	N/A	102	42,782	95	0	30	\$4,500,000	Y	74	E	N
318	2009 Kinkisharyo LRV	15	N/A	103	43,557	95	0	30	\$4,500,000	Y	74	E	N
319	2009 Kinkisharyo LRV	15	N/A	104	43,372	95	0	30	\$4,500,000	Y	74	E	N
320	2009 Kinkisharyo LRV	15	N/A	105	42,421	95	0	30	\$4,500,000	Y	74	E	N
321	2009 Kinkisharyo LRV	15	N/A	106	40,134	95	0	30	\$4,500,000	Y	74	E	N
322	2009 Kinkisharyo LRV	15	N/A	107	47,877	95	0	30	\$4,500,000	Y	74	E	N
323	2009 Kinkisharyo LRV	15	N/A	108	52,043	95	0	30	\$4,500,000	Y	74	E	N
324	2009 Kinkisharyo LRV	15	N/A	109	41,402	95	0	30	\$4,500,000	Y	74	E	N
325	2009 Kinkisharyo LRV	15	N/A	110	42,654	95	0	30	\$4,500,000	Y	74	E	N
326	2009 Kinkisharyo LRV	15	N/A	111	36,282	95	0	30	\$4,500,000	Y	74	E	N
327	2009 Kinkisharyo LRV	15	N/A	112	43,134	95	0	30	\$4,500,000	Y	74	E	N
328	2009 Kinkisharyo LRV	15	N/A	113	36,683	95	0	30	\$4,500,000	Y	74	E	N
329	2009 Kinkisharyo LRV	15	N/A	114	45,028	95	0	30	\$4,500,000	Y	74	E	N
330	2009 Kinkisharyo LRV	15	N/A	115	44,563	95	0	30	\$4,500,000	Y	74	E	N
331	2009 Kinkisharyo LRV	15	N/A	116	40,073	95	0	30	\$4,500,000	Y	74	E	N
332	2009 Kinkisharyo LRV	15	N/A	117	24,936	95	0	30	\$4,500,000	Y	74	E	N
333	2009 Kinkisharyo LRV	15	N/A	118	45,976	95	0	30	\$4,500,000	Y	74	E	N
334	2009 Kinkisharyo LRV	15	N/A	119	43,685	95	0	30	\$4,500,000	Y	74	E	N
335	2009 Kinkisharyo LRV	15	N/A	120	44,885	95	0	30	\$4,500,000	Y	74	E	N
336	2009 Kinkisharyo LRV	15	N/A	121	41,861	95	0	30	\$4,500,000	Y	74	E	N
337	2009 Kinkisharyo LRV	15	N/A	122	45,770	95	0	30	\$4,500,000	Y	74	E	N
338	2009 Kinkisharyo LRV	15	N/A	123	39,698	95	0	30	\$4,500,000	Y	74	E	N
339	2009 Kinkisharyo LRV	15	N/A	124	39,783	95	0	30	\$4,500,000	Y	74	E	N
340	2009 Kinkisharyo LRV	15	N/A	125	43,470	95	0	30	\$4,500,000	Y	74	E	N
341	2009 Kinkisharyo LRV	15	N/A	126	42,074	95	0	30	\$4,500,000	Y	74	E	N
342	2009 Kinkisharyo LRV	15	N/A	127	40,728	95	0	30	\$4,500,000	Y	74	E	N
343	2009 Kinkisharyo LRV	15	N/A	128	45,312	95	0	30	\$4,500,000	Y	74	E	N
344	2009 Kinkisharyo LRV	15	N/A	129	45,136	95	0	30	\$4,500,000	Y	74	E	N
345	2009 Kinkisharyo LRV	15	N/A	130	40,316	95	0	30	\$4,500,000	Y	74	E	N
346	2009 Kinkisharyo LRV	15	N/A	131	43,866	95	0	30	\$4,500,000	Y	74	E	N
347	2009 Kinkisharyo LRV	15	N/A	132	35,217	95	0	30	\$4,500,000	Y	74	E	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
348	2009 Kinkisharyo LRV	15	N/A	133	40,222	95	0	30	\$4,500,000	Y	74	E	N
349	2009 Kinkisharyo LRV	15	N/A	134	38,676	95	0	30	\$4,500,000	Y	74	E	N
350	2009 Kinkisharyo LRV	15	N/A	135	40,334	95	0	30	\$4,500,000	Y	74	E	N
351	2002 Dodge Stratus Sedan	28	1B3EL36R42N353983	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
352	2002 Dodge Stratus Sedan	28	1B3EL36R92N353980	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
353	2002 Dodge Stratus Sedan	28	1B3EL36R02N353981	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
354	2002 Dodge Stratus Sedan	28	1B3EL36R22N353982	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
355	2002 Dodge Stratus Sedan	28	1B3EL36R62N353984	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
356	2002 Dodge Stratus Sedan	28	1B3EL36R82N353985	6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
357	2005 Jeep Liberty SUV	28	1J4GL48K55W517893	7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
358	2002 Ford Focus W Sedan	28	1FAFP36302W346659	8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
359	2002 Ford Focus W Sedan	28	1FAFP36352W346141	9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
360	2002 Ford Focus W Sedan	28	1FAFP36332W346140	10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
361	2002 Ford Taurus W Sedan	28	1FAFP58292G259837	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
362	2002 Ford Focus W Sedan	28	1FAFP58222G259839	12	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
363	2002 Ford Taurus W Sedan	28	1FAFP58272G254362	13	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
364	2002 Ford Focus W Sedan	28	1FAFP58272G253065	14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
365	2002 Ford Focus W Sedan	28	1FAFP58202G259838	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
366	2002 Dodge Ram Truck	28	3B7KC23Z3X2M245460	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
367	2001 Chevrolet Malibu Sedan	28	1G1ND52J41M559597	17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
368	2002 Chevrolet Blazer 4x4 SUV	28	1GNDDT13W42K203566	18	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
369	2004 Ford 12 Passenger Van	28	1FBNE31L14HA48619	19	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
370	2002 Chevrolet Blazer SUV	28	1GNDDT13W32K203638	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
371	2002 Chevrolet Blazer SUV	28	1GNDDT13W12K203752	21	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
372	2002 Chevrolet Malibu Sedan	28	1G1ND52J23M612137	22	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
373	2003 Chevrolet Blazer SUV	28	1GNCS13X33K162890	23	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
374	2000 Chevrolet Lumina Sedan	28	2G1WL52J9Y1329065	24	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
375	2000 Chevrolet Lumina Sedan	28	2G1WL52J1Y1330159	25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
376	2000 Chevrolet Lumina Sedan	28	2G1WL52J5Y1332593	27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
377	2000 Chevrolet Lumina Sedan	28	2G1WL52J5Y1330505	28	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
378	2000 Chevrolet Lumina Sedan	28	2G1WL52J2Y1332227	29	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
379	2000 Dodge Grand Caravan Mini Van	28	1B4GP44GXYB757977	30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
380	2000 Dodge Grand Caravan Mini Van	28	1B4GP44G1YB757978	31	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
381	1999 Ford Explorer SUV	28	1FMZU34E5XZA95028	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
382	1997 Ford E150 Van Van	28	1FTEE1463VHA94329	33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
383	2001 Chevrolet Malibu Sedan	28	1G1ND52J71M559917	34	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

#	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
384	2001 Chevrolet Malibu Sedan	28	1G1ND52J01M559550	35	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
385	2001 Chevrolet Malibu Sedan	28	1G1ND52J41M559860	36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
386	2001 Chevrolet Malibu Sedan	28	1G1ND52J716123931	37	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
387	2001 Chevrolet Malibu Sedan	28	1G1ND52J116223491	38	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
388	2001 Chevrolet Malibu Sedan	28	1G1ND52J93M712994	39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
389	2003 Chevrolet Blazer SUV	28	1GNCS13X93K160481	40	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
390	2003 Chevrolet Blazer SUV	28	1GNCS13X73K160382	41	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
391	2003 Chevrolet Blazer S-10 SUV	28	1GNCS13X43K159755	42	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
392	2005 Ford Taurus W Sedan	28	1FAHP58205A115187	43	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
393	2004 Ford Bucket Truck	28	1FDXF47P54EC52032	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
394	2005 Dodge Caravan Mini Van	28	1D4GP24R45B224269	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
395	2005 Jeep Liberty SUV	28	1J4GL48K95W517895	46	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
396	2005 Ford Taurus Sedan	28	1FAPF53265A198607	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
397	2005 Toyota Prius Sedan	28	JTDKB22UX5311885	49	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
398	2006 Ford Escape SUV	28	1FMYU95H36KC97400	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
399	2006 Ford Escape SUV	28	1FMYU95H56KC97401	51	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
400	2006 Ford Escape SUV	28	1FMYU95H76KC97402	52	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
401	2006 Ford Escape SUV	28	1FMYU95H96KC97403	53	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
402	2006 Ford Escape SUV	28	1FMYU95H06KC97404	54	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
403	2006 Ford Escape 4X4 SUV	28	1FMYU96H26KC97399	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
404	2008 Chevrolet Tahoe SUV	28	1GNFK03048R210616	56/S002	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
405	2008 Chevrolet Tahoe SUV	28	1GNFK03038R213152	57/S003	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
406	2009 Ford Escape Hybrid SUV	28	1FMCU59329KA49600	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
407	2009 Ford Escape Hybrid SUV	28	1FMCU59349KA49601	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
408	2008 Chevrolet Tahoe Truck	28	1GNFK03018R231813	60/S004	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
409	2008 Chevrolet Tahoe Truck	28	1GNFK030X8R232152	61/T002	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
410	2008 Chevrolet Trailblazer SUV	28	1GNDT13S782232534	62	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
411	2008 Chevrolet Malibu Sedan	28	1G1ZF575X8F276143	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
412	2008 Ford F550 Truck	28	1FDAW56R98ED33359	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
413	2008 Freightliner M2106V Truck	28	1FVAC3BS28HAB2680	65/L011	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
414	2008 Freightliner M2106V Truck	28	1FVAC3BS48HAB2681	66/L012	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
415	2008 Freightliner M2106V Truck	28	1FVAC3BS68HAB2682	67/L013	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
416	2008 Ford F550 Truck	28	1FDAW56R58ED33360	68/L010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
417	2007 Chevrolet Silverado 2500 Truck	28	1GCHK24608E118118	69/L003	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
418	2008 Chevrolet Silverado 2500 Truck	28	1GCHK24628E117942	70/L007	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
419	2008 Chevrolet Silverado 2500 Truck	28	1GCHK24698E117758	71/L008	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

#	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)
420	2008 Chevrolet Silverado 2500 Truck	28	1GCHK24688E117749	72/L009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
421	2008 Chevrolet Silverado 2500 Truck	28	1GCHK24608E117776	73/L006	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
422	2008 Chevrolet Silverado 2500 Truck	28	1GCHK24628E118153	74/L005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
423	2008 Chevrolet Silverado 2500 Truck	28	1GCHK24608E118233	75/L004	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
424	2008 Ford F-350	28	1FTWW31R88EE33118	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
425	2008 Chevy Trailblazer	28	1GNDS13S682254981	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
426	2002 Chevy G15 Express Van	28	1GNFG15M621185389	86	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
427	2002 Chevy G15 Express Van	28	1GNFG15M021183024	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
428	2002 Chevy G15 Express Van	28	1GNFG15M221183381	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
429	1995 GMC Sonoma SL 4X4	28	1GTCT14Z7S8537648	89	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
430	2007 Dodge Caravan Van	28	2D4GP44L57R346909	90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
431	2001 Dodge RAM1500 SLT Pickup	28	1B7HC13Y81J239339	91	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
432	1999 Ford F-350 COM CHA Van	28	1FCJE39L5XHC01134	92	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
433	2000 Ford F-250/F2PU Pickup	28	1FDNX20S9YE55994	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
434	2003 Ford Explorer SUV	28	1FMZU72K43UC06207	95	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
435	1998 GMC G/ES Pickup	28	1GDHK33F0WF051899	96	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
436	2001 GMC Sonoma SL 4X4 Pickup	28	1GTDT19W51K183522	97	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
437	2002 Chevy G1500 EXPRESS Van	28	1GNFG15M021185260	98	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
438	2007 Peterbilt Brant Tractor	28	1NPALB9X17D655819	99	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
439	2001 Dodge B2500 RAM Pickup	28	2B4JB25Y91K526889	100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
440	2002 Chevy G1500 Express Van	28	1GNFG15M121183517	101	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
441	2001 Ford E350 Step Van Step Van	28	1FCJE39L81HB28090	102	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
442	2005 Dodge RAM 2500 Pickup	28	3D7KR28D05G828379	103	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
443	2001 Dodge RAM 2500 Pickup	28	3B7KF23ZX1G794239	104	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
444	2003 Ford E150 Van	28	1FMRE11W73HB12832	105	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
445	2001 Dodge RAM Ext Cab 4X Pickup	28	3B7KF23Z61G808346	106	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
446	2001 Ford F350 6 Pass. 4X Pickup	28	1FTSW31L91ED78405	107	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
447	2001 Ford Ranger Ext Cab Pickup	28	1FTYR14V91PB77434	108	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
448	2002 Sterling M7500 Sgl Axle Boom Hi Rail	28	2FZAAKAK42AJ78016	109	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
449	2001 Freightliner FL70 Welding Trk Hi Rail	28	1FVABTAK61HJ93021	110	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
450	2002 Dodge RAM Ext Cab 4X Pickup	28	3B7KF23Z02M229632	111	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
451	2002 Ford F350 6 Pass 4X Pickup	28	1FTSW31L22EA91084	112	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
452	2002 Ford E350 Cargo w/shelf Van	28	1FTSE34L02HA30796	113	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
453	2002 Ford E350 12 Pass Van Van	28	1FBSS31L42HA67383	114	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
454	2002 Sterling M7500 Sgl Axle Boom Hi Rail	28	2FZAAKAK62AK96651	115	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
455	2003 Sterling M7500 Mech w/Crane Hi Rail	28	2FZAAKAK03AL09847	116	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

#	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)
456	2010 Toyota Prius	28	JTDKN3DU6A0088417	117	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
457	2010 Toyota Prius	28	JTDKN3DUXA0086220	118	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
458	2010 Toyota Prius	28	JTDKN3DU3A5088877	119	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

Public Transportation Management System Owned Equipment Inventory

Agency/Organization: Sound Transit

Date: March 26, 2010

#	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 (Stationary Ticket Vending Machines)	80	9	6	\$1,725,000	23 @ \$75,000 unit cost, machines installed in 2000 at: Auburn Station (3), Kent Station (3), Puyallup Station (3), Seattle/King Street Station (5), Sumner Station (2), Tacoma Dome Station (5), Tukwila Station (2)
2	02	Fare Collection Equipment (Stationary Ticket Vending Machines)	85	6	9	\$375,000	5 @ \$75,000 unit cost, machines installed in 2003 at: Edmonds Station (2), Everett Station (3)
3	02	Fare Collection Equipment (Stationary Ticket Vending Machines)	95	1	14	\$300,000	4 @ \$75,000 unit cost, machines installed in 2008 at: Lakewood Station (2), Mukilteo Station (2)
4	02	Fare Collection Equipment (Stationary Ticket Vending Machines)	100	0	15	\$4,650,000	62 @ \$75,000 unit cost, machines installed in 2009 at: Beacon Hill Station (2), Columbia City Station (8), Everett Station (1), International District/Chinatown Station (2), Mt. Baker Station (2), Othello Station (8), Pioneer Square Station (4), Rainier Beach Station (2), SeaTac/Airport Station (6), SODO Station (4), Stadium Station (2), Tukwila/International Blvd Station (4), University Street Station (9), Westlake Station (8)
5	02	ORCA Fare Collection Equipment	100	0	15	\$1,500,000	
6	04	ORCA Data Acquisition Computer	100	0	10	\$4,000,000	

**Public Transportation Management System
Owned Facility Inventory**

Agency/Organization:

Sound Transit

Date:

March 26, 2010

#	Facility Code	Year of Opening	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	10	1999	Union Station (Administrative offices, equipment, software)	80	10	20	\$31,088,000	Age and replacement value based on 1999 restoration
2	08, 06, 07, 09, 16, 17	2000, 2003	Auburn Station	85	9	21	\$22,750,000	Train platform, pedestrian bridge and garage
3	08, 06, 07, 09, 16, 17	2000, 2003	Kent Station	85	9	21	\$24,792,000	Train platform, pedestrian bridge and garage
4	07, 08, 16, 17	2000	King Street Station & Weller Street Bridge	80	9	21	\$13,915,000	Train platform, canopy, stairs and elevator
5	06, 07, 09, 16, 17	2000	Sumner Station	85	9	21	\$9,571,000	Station and park-and-ride
6	06, 07, 09, 16, 17	2000	Puyallup Station	85	9	21	\$8,978,000	Station and park-and-ride
7	07, 16, 17	2000	Tacoma Dome Station (Sounder)	85	9	21	\$7,616,000*	Train platform and Concourse
8	09, 16	2001	South Hill Park-and-Ride	85	8	22	\$4,794,000	
9	07, 09, 16	2001	Tukwila Station, Sounder	70	8	8	\$4,406,000	Temporary wood train platform
10	06, 16	2002, 2007	Bellevue Transit Center	95	7	23	\$16,837,000	Shelter, platforms and Rider Services Building
11	06, 09, 16	2002	Overlake Transit Center	85	7	23	\$11,372,000	Transit center and park-and-ride
12	06, 09, 16	2003	DuPont Station	90	6	24	\$2,159,000	Transit center and park-and-ride
13	07, 09, 16, 17	2003	Edmonds Station	70	6	10	\$481,000	Temporary platform and park-and-ride
14	06, 07, 08, 09, 16, 17	2003, 2009	Everett Station	90	6	24	\$21,900,000	Platform, track, East parking lot and bridge
15	06, 09, 16	2003	Lynnwood Transit Center	95	6	24	\$19,524,000	Transit center and park-and-ride
16	07, 16, 17	2003	Tacoma Link Stations	95	6	24	\$15,703,000	Convention Center Station, South 25th Street Station, Tacoma Dome Station, Theater District Station, Union Station
17	23 (10, 11, 12)	2003	Tacoma Link O&M Building	95	6	24	\$6,288,000	
18	15	2003	Tacoma Link Power & Signal System	90	6	24	\$8,824,000	
19	01	2003	Tacoma Link Traction Power Substation	90	6	24	\$981,000	
20	14	2003	Tacoma Link Track System	90	6	24	\$52,770,000	
21	06, 08, 09, 16	2006	Federal Way Transit Center	90	3	27	\$33,753,000	Transit center, pedestrian bridge and garage
22	08	2006	SODO Busway Bike Path (C700)	80	3	27	\$309,600	

#	Facility Code	Year of Opening	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>
23	14, 15	2007	Downtown Seattle Transit Tunnel – Link Trackway, Power & Signal System (C510)	90	2	28	\$13,500,000	Track, power, communications & equipment
24	07, 08, 16	2007	Totem Lake Freeway Station	95	2	28	\$1,156,000	Shelters and platforms
25	23 (11, 12)	2008	Central Link Operations & Maintenance Facility (C700)	100	1	29	\$95,328,000	Facility plus equipment
26	06, 09, 16	2008	Issaquah Transit Center/Park-and-Ride	95	1	29	\$20,445,000	Transit center and garage
27	06, 07, 09, 16	2008	Lakewood Station	95	1	29	\$17,092,000	Train platform, transit center and garage
28	09, 16	2008	Mercer Island Park-and-Ride	95	1	29	\$10,249,000	Shelters and garage
29	07, 16	2008	Mukilteo Station	95	1	29	\$5,940,000	Train platform and shelters
30	16	2008	South Everett Freeway Station	95	1	29	\$269,000	Shelters and platforms
31	01, 15	2009	Airport Link Power & Signal System, Power Substation (C431, C842, C843, C846 & C847)	100	0	30	\$15,261,000	
32	04, 14	2009	Airport Link Tukwila & SeaTac Trackway (C410, C420 & C430)	100	0	30	\$84,380,000	
33	02, 03, 04, 07, 14, 15, 16, 17	2009	Beacon Hill Tunnel & Station, Mount Baker Station (C710)	100	0	30	\$240,658,000	Airport Way to Walden St
34	04, 14	2009	Central Link – Forest St to Airport Way Trackway (C700)	100	0	30	\$48,951,000	
35	01, 07, 14, 15, 16	2009	Martin Luther King, Jr. Way Trackway, Power & Signal System and Stations (C735)	100	0	30	\$133,461,000	Includes Columbia City, Othello and Rainier Beach Stations (Total subject to close-out with contractor)
36	06, 16	2009	Mount Baker Transit Center	100	0	30	\$300,000	
37	02, 14	2009	Pine Street Stub Tunnel (C510)	100	0	30	\$36,500,000	Track, equipment & facility
38	06, 07, 08, 16, 17	2009	SeaTac/Airport Station (C430R)	100	0	30	\$27,000,000	March 2010 estimate of final cost
39	07, 16, 17	2009	SODO Station (C700)	100	0	30	\$2,310,000	Central Link
40	07, 09, 16	2009	South Tacoma Station	100	0	30	\$16,500,000	Train platform, shelters and park-and-ride
41	07, 16, 17	2009	Stadium Station (C700)	100	0	30	\$3,726,000	Central Link
42	01, 04, 06, 07, 09, 14, 15, 16	2009	Tukwila Elevated Trackway, Power & Signal System and Tukwila/International Blvd Station (C755)	100	0	30	\$226,397,000	
43	16	N/A	STart Installations and other art works	N/A	Various	N/A	\$7,743,000	Insured value
44	22	N/A	Auburn Warehouse	N/A	N/A	N/A	\$2,406,000	Facility leased, cost is for equipment

Replacement Cost figure based on 2010 Property Statement of Value, or () 2.7% construction cost growth over previous year..*