

**MOTION NO. M2011-24**  
**Transit Development Plan 2011-2016 and 2010 Annual Report**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>	<b>PHONE:</b>
Operations & Administration Committee	3/17/11	Recommendation to Board	Bonnie Todd, Executive Director of Operations	(206) 398-5367
Board	3/25/11	Final Action	<b>Benjamin Smith, Assistant Service Planner, Operations</b>	(206) 398-5477

**PROPOSED ACTION**

Approves the submittal of the Transit Development Plan 2011-2016 and 2010 Annual Report to the Washington State Department of Transportation.

**KEY FEATURES**

- 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 Annual Report document describes Sound Transit's progress and accomplishments in 2010.
- The Transit Development Plan contains information as to how 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 is required to submit an updated six-year Transit Development Plan and Annual Report to the Washington State Department of Transportation every year. WSDOT's Public Transportation Program will then prepare 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**

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 identifies projects of regional significance to be included in the Transportation Improvement Program (TIP) for that region. Sound Transit's TDP 2011-2016 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, regional transportation plans, the State Public Transportation Plan, the statewide Multimodal Transportation Plan, and federally-required metropolitan transportation plans.

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.

### **ENVIRONMENTAL COMPLIANCE**

SSK 3-09-11

### **TIME CONSTRAINTS**

In accordance with RCW 35.58.2795, Sound Transit is required to submit an updated Transit Development Plan by April 1, 2011. 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.

### **PUBLIC INVOLVEMENT**

RCW 35.58.2795 requires a public hearing on the Transit Development Plan 2011-2016 and 2010 Annual Report. A public hearing is scheduled to take place on March 17, 2011.

### **LEGAL REVIEW**

JW 3/9/11

**MOTION NO. M2011-24**

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of the Transit Development Plan 2011-2016 and 2010 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 identifies projects of regional significance to be included in the Transportation Improvement Program (TIP) for that region. Sound Transit's TDP 2011-2016 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.

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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.

**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the submittal of the Transit Development Plan 2011-2016 and 2010 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 24, 2011.



Aaron Reardon  
Board Chair

**ATTEST:**



Marcia Walker  
Board Administrator



# Transit Development Plan 2011 - 2016 and 2010 Annual Report

DRAFT

For Public Comment and Board Review

Public Hearing Scheduled: March 17, 2011

Operations and Administration Committee Recommendation: March 17, 2011

Board of Directors Discussion and Tentative Approval for Submittal: March 24, 2011

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# Sound Transit

## Transit Development Plan 2011-2016 and 2010 Annual Report

### INTRODUCTION

The Transit Development Plan 2011-2016 and 2010 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 2010, and proposed action strategies for 2011 to 2016 are included. While planning is an ongoing activity among the various divisions within Sound Transit, this document attempts to capture known planning milestones through to 2016.

This document is submitted per requirement of RCW 35.58.2795. As a regional transit authority, Sound Transit is required to prepare a six-year transit development plan and annual report. WSDOT may use this document to prepare an annual report for the Washington State Legislature summarizing the status of public transportation systems in the state.

To put it simply, Sound Transit’s vision is of easy connections, to more places, for more people. To accomplish this, the agency’s mission statement asserts that “Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.” Sound Transit embraces its mission and seeks to exemplify the values of accountability, excellence, inclusiveness, innovation, integrity, public trust, respect and transparency to achieve the vision of a regional transit system.

### I: ORGANIZATION

In March 1992, the Washington State Legislature (through RCW 81.104.040) authorized King, Pierce, and Snohomish counties to create a single agency—the Central Puget Sound Regional Transit Authority, now known as Sound Transit—to develop public transit alternatives to meet the region’s travel needs. The Legislature charged Sound Transit with planning, building, and operating a high-capacity transportation system for the region.

On Nov. 5, 1996, voters approved local funding for *Sound Move*, a regional high-capacity transit plan that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax, and a rental car tax to finance construction and operation of the regional transit system. *Sound Move* included the ST Express bus network along with high-occupancy-vehicle (HOV) lane access improvements, Sounder commuter rail, and Link light rail.

On Nov. 4, 2008, voters approved additional local funding as part of the Sound Transit 2 (ST2) plan. This transit plan included a new 15-year construction program of light rail, commuter rail and regional bus service by extending the *Sound Move* taxes, as well as increasing the local sales and use tax by an additional 0.5 percent to a total of 0.9 percent.

**ST Express regional bus service** includes limited-stop bus routes, 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** operates from Westlake Station in Downtown Seattle to Sea-Tac/Airport in the City of SeaTac.

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

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

At the end of 2010, the Sound Transit Board of Directors included:

Aaron Reardon	Snohomish County Executive, <b>Chair</b>
Fred Butler	Issaquah Deputy Council President, <b>Vice Chair</b>
Claudia Thomas	Lakewood Councilmember, <b>Vice Chair</b>
Claudia Balducci	Bellevue Councilmember
Richard Conlin	Seattle Council President
Dow Constantine	King County Executive
Dave Enslow	Sumner Mayor
Jake Fey	Tacoma Councilmember
Paula J. Hammond, P.E.	Washington State Secretary of Transportation
John Marchione	Redmond Mayor
Joe Marine	Mukilteo Mayor
Pat McCarthy	Pierce County Executive
Joe McDermott	King County Councilmember
Mike McGinn	Seattle Mayor
Julia Patterson	King County Councilmember
Larry Phillips	King County Councilmember
Paul Roberts	Everett Councilmember
Peter von Reichbauer	King County Councilmember

In addition, one other elected official served earlier in 2010, but was not on the Sound Transit Board at the end of the year:

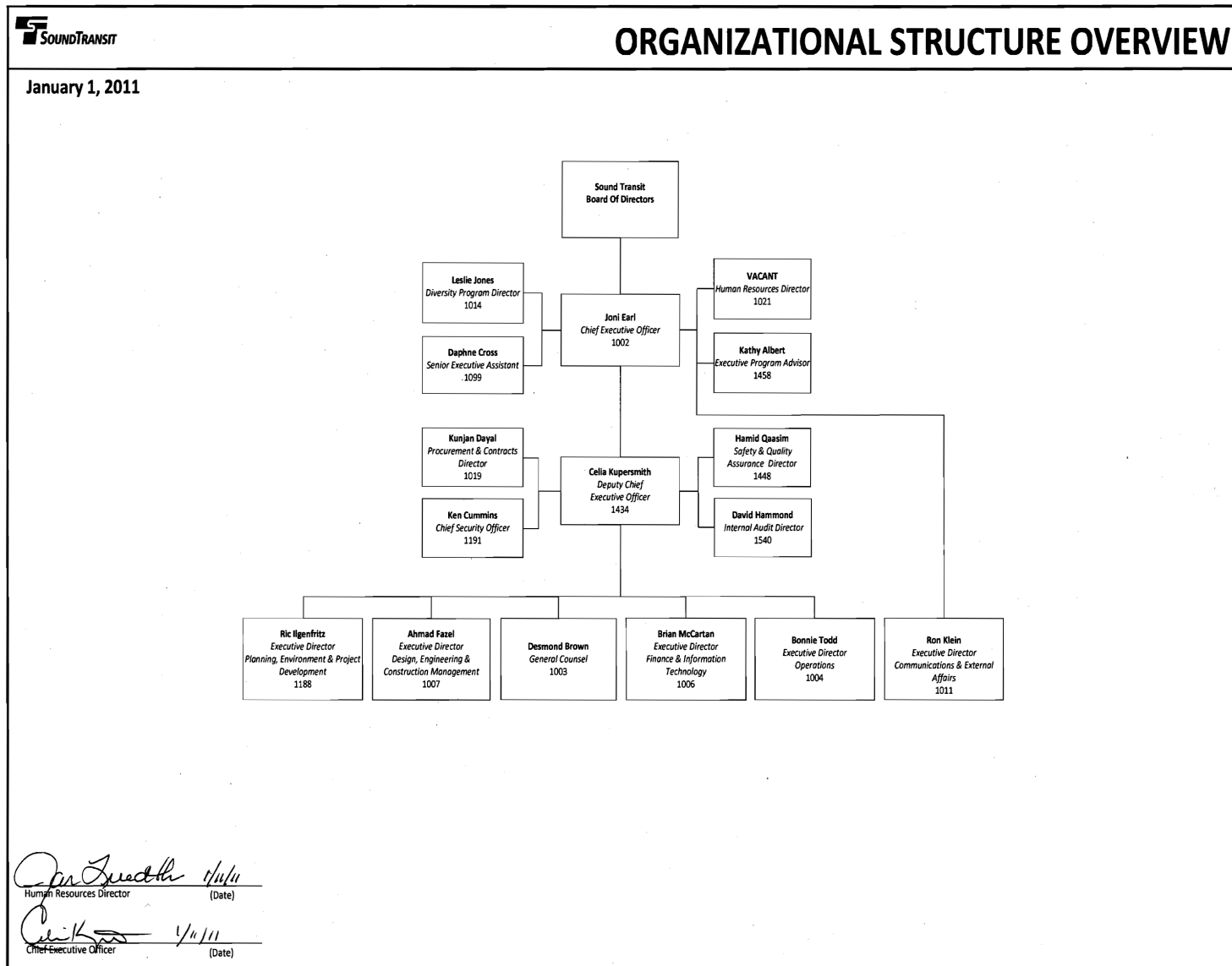
Jan Drago	King County Councilmember
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As of Dec. 31, 2010, Sound Transit employed 454 full-time equivalent employees. The total authorized positions, including unfilled positions, is 490. Sound Transit staff consisted of the following:

- 34 full-time equivalents in the Communications & External Affairs Department,
- 140 full-time equivalents in the Design, Engineering & Construction Management Department,
- 62 full-time equivalents in the Executive Department,
- 92 full-time equivalents in the Finance & Information Technology Department,
- 12 full-time equivalents in the Legal Department,
- 78 full-time equivalents in the Operations Department, and
- 36 full-time equivalents in the Policy, Environment and Project Development Department.

**Figure 1** displays the Sound Transit organizational structure as of the beginning of 2011.

**Figure 1**  
Organizational Structure





## II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

<u>Administrative Offices</u>	<u>Construction Offices</u>	<u>Operations &amp; Maintenance Facilities</u>
Union Station 401 S. Jackson St. Seattle, WA 98104	Husky Stadium 3800 Montlake Blvd. N.E. Seattle, WA 98195	Tacoma Link 802 E. 25 <sup>th</sup> St. Tacoma, WA 98421
Opus East Building 625 5 <sup>th</sup> Ave. S. Seattle, WA 98104	Capitol Hill 1827 Broadway Seattle, WA 98122	Central Link 3407 Airport Way S Seattle, WA 98134
5 <sup>th</sup> & Jackson Building 315 5 <sup>th</sup> Ave. S. Seattle, WA 98104		

As of Dec. 31, 2010, Sound Transit owned 297 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. Note that this figure includes both some of the original 1999 ST Express fleet plus some of their replacement vehicles, which went into service in 2010. After these original vehicles are surplus in 2011, the number of buses owned by Sound Transit will decrease.

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 at Amtrak’s Holgate yard in Seattle’s SODO District.

Sound Transit also owns three electric-powered light rail vehicles manufactured by Inekon and Skoda Dopravni Technica of the Czech Republic for service on Tacoma Link. 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 currently paired into one- or two-car trains depending on demand, and all Link stations have been constructed to accommodate up to four-car trains in the future. Day-to-day operations, maintenance and dispatch of Central Link is performed by King County Metro on behalf of Sound Transit. Link vehicles are stored and maintained at the Central Link Operations & Maintenance Facility in the SODO District on Airport Way South.

## III: SERVICE CHARACTERISTICS

### FARE STRUCTURE

On **ST Express**, Sound Transit employs a zone-based fare structure, consisting of five zones. Trips within Pierce or Snohomish County are one zone. A trip costs more when it crosses a county line, or when crossing a zone boundary within King County. King County is divided into three zones: Seattle/North King County, East King County, and South King County. The zone boundaries in King County are defined as follows:

- Lake Washington and Lake Forest Park (between north and east King County)
- Seattle city limits (between north and south King County)
- Renton city limits (between east and south King County)

Single-ride fares for adults are \$2.00 for one zone, \$2.50 for two zones, and \$3.00 for multi-county trips. Corresponding monthly pass prices are \$72, \$90, and \$108. Senior/disabled fares are \$0.75 for in-county trips and \$1.25 for multi-county fares as of Jan. 1, 2011, and youth fares are \$1.00, \$1.75 or \$2.50 depending on the zones described for adults above.

On **Sounder**, single-ride fares for adult riders are based on the distance traveled. The price of a Sounder ticket starts with a base fare of \$2.55. A per-mile charge of \$0.055 is added to the base fare, and the sum is rounded to the nearest quarter to determine the final cost of the trip. Adult fares range from \$2.75 to \$4.75. Corresponding monthly pass prices are from \$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. One-way or round-trip paper tickets (as well as monthly passes or E-purse value on ORCA cards, as described below) may be purchased from Ticket Vending Machines located at each of the Sounder stations, and proof of payment must be carried by passengers at all times onboard Link or at the station platforms. Roving fare enforcement officers routinely patrol the trains and station platforms to ensure proper fare payment, and to assist passengers in purchasing the correct fare. Additionally, monthly and annual pass holders along the Sounder north line can take advantage of RailPlus. Under an agreement between Sound Transit and Amtrak, passengers with valid monthly and annual passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

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

Fare levels for **Central Link** are, like Sounder, based on the distance traveled. The cost of a ride depends on the distance traveled and the type of fare (Adult, Youth or Senior/Disabled). 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 \$0.75 for all trips, and youth fares are discounted approximately 25 percent from the adult fare (\$1.25 to \$2 each way.) Ticket Vending Machines are available at each of the Link stations. Central Link does not honor the Ride Free Area in downtown Seattle and fares are required for travel between Downtown Seattle Transit Tunnel stations. As with Sounder, roving fare enforcement officers ensure that passengers have valid proof-of-payment while on-board or on station platforms.

ORCA, which stands for One Regional Card for All, now serves as most of the region's transit passes and paper transfers. ORCA is accepted by the seven ORCA partner agencies, including Sound Transit, Community Transit, Everett Transit, King County Metro Transit (Metro), Kitsap Transit, Pierce Transit and Washington State Ferries. ORCA cards are also good for rides on the South Lake Union Streetcar 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 replaced the monthly PugetPass and is valid at face value on all of the participating ORCA agencies (except Washington State Ferries where additional fare may be necessary). Also available is an E-purse, or stored value used like cash to pay one's bus or train fare. The fare for the ride is deducted from the E-purse on an ORCA card, allowing riders to "pay as you go." The E-purse may also be used in combination with a pass. On a bus, passengers can tap their ORCA card at the card reader next to the driver. On Sounder or Central Link, riders must tap their card before boarding at platform card readers, and again before exiting so that the correct amount is deducted. If a rider forgets to tap their card after exiting, they are charged the fare equivalent to traveling to the end of the line. With an ORCA card, transfers between buses and trains are automatically calculated, and balances are applied to the connecting trips, so paper transfers are no longer needed.

## **SERVICE DESCRIPTION**

**ST Express regional bus** service operates from 2:45 a.m. to 1 a.m. every day. ST Express routes range in service from weekday peak-direction only service, to frequent, all-day, bi-directional trips on both weekdays and weekends. ST Express provides service within the downtown Seattle Ride Free Area. Between 6 a.m. and 7 p.m., seven days a week, passenger trips entirely within this area are provided at no charge.

As of the end of 2010, 25 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
- 542: Redmond – U. District Express
- 545: Redmond – Seattle Express
- 550: Bellevue – Seattle Express
- 554: Issaquah – Seattle Express
- 555: Issaquah – Northgate Express
- 556: Issaquah – U. District – Northgate Express
- 560: Bellevue – Sea-Tac – West Seattle Express
- 566: Auburn – Overlake Express
- 574: Lakewood – Sea-Tac Airport Express
- 577: Federal Way – Seattle Express
- 578: Tacoma/Puyallup – Seattle 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

Sound Transit provides **Sounder commuter train** service along two corridors radiating from Seattle’s King Street Station. Both services operate on BNSF Railway Company 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, and 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 every weekday on the south line, including two round trips (reverse-peak direction trips) that provide service to Tacoma in the morning and to Seattle in the afternoon. On the north line, four round trips run every weekday between Everett and Seattle in the peak direction. Service operates Monday through Friday, except major holidays. Sounder south line operates using seven-car trains and the north line usually operates using three-car trains. Both Sounder lines operate seasonal off-peak trains to sporting events at Qwest Field and Safeco Field, and trains are also operated on the south line to select concerts at the Tacoma Dome. For event service, the south line uses seven-car trains while the north line uses four-car trains to serve Mariners and Sounders FC games, and five-car trains for Seahawks games. 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.

Central Link light rail opened from Westlake Station inside the Downtown Seattle Transit Tunnel to Tukwila/International Blvd Station in Tukwila in July 2009. In December 2009, the Airport Link project connected Tukwila/International Blvd Station to a new light rail station between the main terminal of Sea-Tac International Airport and the City of SeaTac. SeaTac/Airport Station also provides pedestrian access between the City of SeaTac and the north end of the terminal.

Holidays include New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Paratransit services for Central Link are provided under contract by King County Metro.

Most Central Link trains operate in two-car consists. However, after an evaluation of ridership and service levels, starting in October 2010 weekday trips after 8:00 p.m. and all weekend trips are operated with one-car trains. Two-car trains are still deployed late night weekdays and on weekends during major events or when additional capacity is needed.

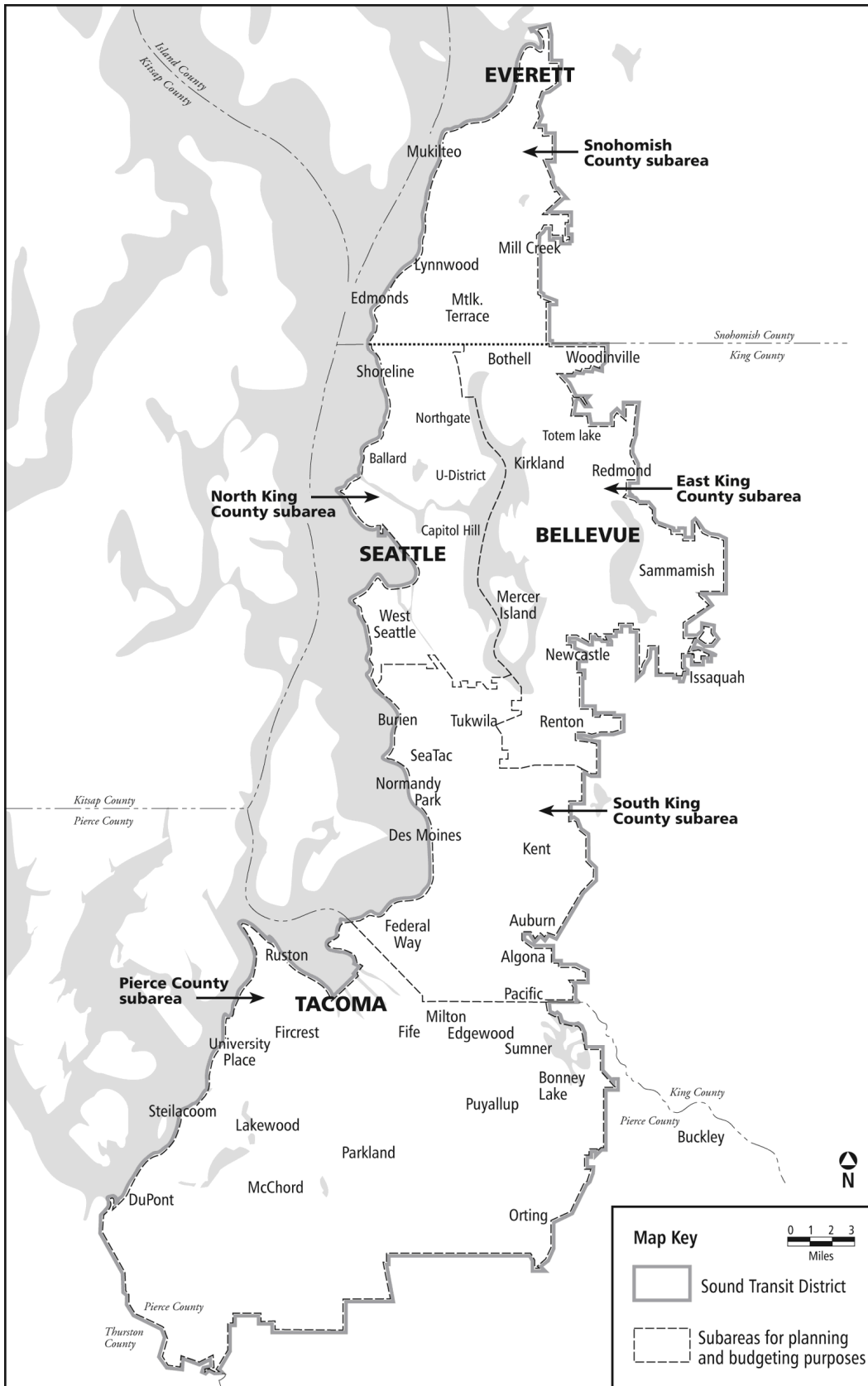
Sound Transit is also extending Link north 3.15 miles to Capitol Hill and the University of Washington as part of the University Link project. The \$1.9 billion University Link line is scheduled to open in 2016 and add more than 70,000 daily riders to the system by 2030. Based on its benefits, the University Link project received the highest possible Federal Transit Administration ranking in the New Starts federal funding process and received a Full Funding Grant Agreement totaling over \$800 million. Sound Transit 2 will further extend Link as part of a larger light rail expansion plan. The total light rail system achieved by Sound Transit 2 will reach Northgate, Mountlake Terrace, Shoreline, Lynnwood, Mercer Island, Bellevue, Redmond/Overlake, and south from SeaTac by 2023. A map of the ST2-approved Regional Rail system, including light rail, is available in Appendix E.

**SERVICE AREA**

Sound Transit's taxing and service area boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act. The Sound Transit service area boundary was adjusted in some places in consideration of voter precinct boundaries, city limit lines, and geography. For planning and budgeting purposes the district boundary was divided into five geographic subareas, each with unique system components.

**Figure 2** shows the Sound Transit service district for King, Pierce, and Snohomish counties.

**Figure 2**  
Sound Transit District



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

Sound Transit serves a great number park-and-ride lots, transit centers and rail stations across the Puget Sound region. Some transit centers served by Sound Transit buses or trains are marked as “Regional T” locations. The Regional “T” has been developed by Sound Transit and adopted by the transit partnership that includes Sound Transit, King County Metro, Pierce Transit, Everett Transit, Community Transit, Amtrak, Washington State Ferries, and the Washington State Department of Transportation. All Sound Transit-owned facilities are identified with the Regional “T”. The Regional “T” sign indicates that these facilities offer services or amenities including regional emphasis (regional connections to a variety of destinations), multiple system transfer opportunities (opportunities to transfer between different providers and modes of transportation), peak hour and mid-day service options (service to and from locations during a normal day), regional transportation information (such as timetables and maps), and act as a center for local service connections.

In 2010, Sound Transit served the following park-and-rides, stations, and transit centers:

- Ash Way Park-and-Ride
- Auburn Park-and-Ride
- Auburn Station
- Beacon Hill Station
- Bear Creek Park-and-Ride
- Bellevue Transit Center
- Bonney Lake Park-and-Ride
- Bothell Park-and-Ride
- Brickyard Park-and-Ride
- Burien Transit Center
- Canyon Park Freeway Station
- Canyon Park Park-and-Ride
- Columbia City Station
- Convention Center Station / S 15<sup>th</sup> St Station
- Convention Place Station
- DuPont Station
- Eastgate Freeway Station
- Eastgate Park-and-Ride
- Eastmont Park-and-Ride
- Edmonds Station / Ferry Terminal
- Everett Station
- Evergreen Point Freeway Station / Park-and-Ride
- Fauntleroy Ferry Terminal
- Federal Way Transit Center
- I-5 / NE 45<sup>th</sup> St Freeway Station
- International District/Chinatown Station
- Issaquah Highlands Park-and-Ride
- Issaquah Transit Center / Park-and-Ride
- Jackson Park Freeway Station / Park-and-Ride
- Kenmore Park-and-Ride
- Kennydale Freeway Station
- Kent Station
- Kent-Des Moines Park-and-Ride
- Kimball Drive Park-and-Ride
- King Street Station
- Kingsgate Park-and-Ride
- Kirkland Transit Center
- Lakewood Station
- Lakewood Transit Center
- Lynnwood Transit Center / Park-and-Ride
- Mercer Island Park-and-Ride
- Mount Baker Station / Mount Baker Transit Center
- Mukilteo Station / Ferry Terminal
- Narrows Park-and-Ride
- Newport Hills Freeway Station / Park-and-Ride
- Northgate Mall Garage
- North Jackson Park-and-Ride
- North Seattle Park-and-Ride
- Northgate Transit Center / Transit Center Extension Park-and-Ride
- Othello Station
- Overlake Transit Center / Park-and-Ride
- Pioneer Square Station
- Purdy Park-and-Ride
- Puyallup Fairgrounds Red Lot
- Puyallup Station
- Rainier Beach Station
- Redmond Transit Center / Park-and-Ride
- Renton Boeing Lot 10
- Renton City Municipal Garage

- Renton Transit Center/ Park-and-Ride
- SeaTac/Airport Station
- SODO Station
- South Everett Freeway Station
- South Sammamish Park-and-Ride
- S. 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
- Theater District Station / S 9<sup>th</sup> St Station
- Tibbetts Lot / Tibbetts Valley Park
- Totem Lake Freeway Station
- Tukwila/International Blvd Station (Link)
- Tukwila Station (Sounder)
- Union Station / S. 19th St. Station
- University Street Station
- Westlake Station
- Wilburton Park-and-Ride
- Woodinville Park-and-Ride
- Yarrow Point Freeway Station

In addition, five locations that Sound Transit serves are designated as major transfer points. They are the Alaska Junction Transfer Point at SW Alaska Street and California Avenue SW in West Seattle, Lake City Transfer Point at Lake City Way NE and NE 125<sup>th</sup> Street, University District Transfer Point at NE Campus Parkway and Brooklyn Avenue NE, UW Bothell/Cascadia Community College and the White Center Transfer Point located at SW Roxbury Street and 15<sup>th</sup> Avenue SW.

All Sounder commuter rail stations have bus transportation connections located directly at the station 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.

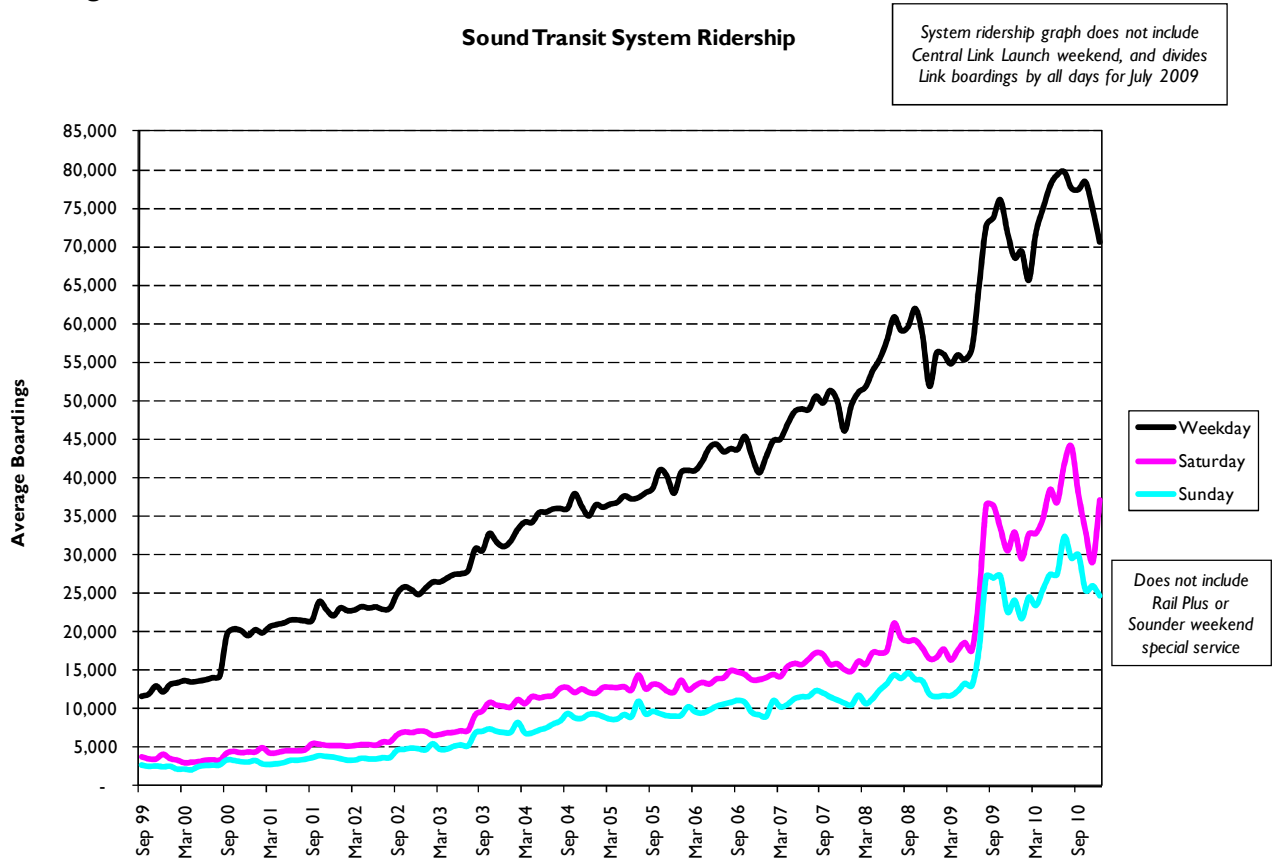
In downtown Seattle, King County Metro and Sound Transit share the Downtown Seattle Transit Tunnel facilities at Convention Place Station, Westlake Station, University Street Station, Pioneer Square Station, and International District/Chinatown Station. All of these stations except for Convention Place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

Bus connections are available at all Central Link stations; however three stations feature extensive bus connections and amenities. Mount Baker Station's construction also included the Mount Baker Transit Center, located east of the station across Rainier Avenue South and featuring three off-street bus bays as well as bus layover facilities. Tukwila/International Blvd Station features a 600-stall park-and-ride and three off-street bus bays located underneath the Link guideway and elevated station, and serves as the northern terminus of King County Metro's new RapidRide A Line. Also, SeaTac/Airport Station, an elevated facility located between Sea-Tac Airport's loop roadway and International Blvd at S. 176<sup>th</sup> Street, features two pedestrian bridges connecting both to the airport's parking garage and passenger terminal to the west and to International Blvd and four on-street bus bays to the east.

## V: ACTIVITIES IN 2010

Sound Transit achieved significant accomplishments in 2010. All told, **Sound Transit** carried over 22.8 million passengers in 2010 on its buses and trains. In June 2010 when the system carried its highest levels of passengers, the system served nearly 80,000 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-2009 shows the addition of Central Link passengers to the Sound Transit system.

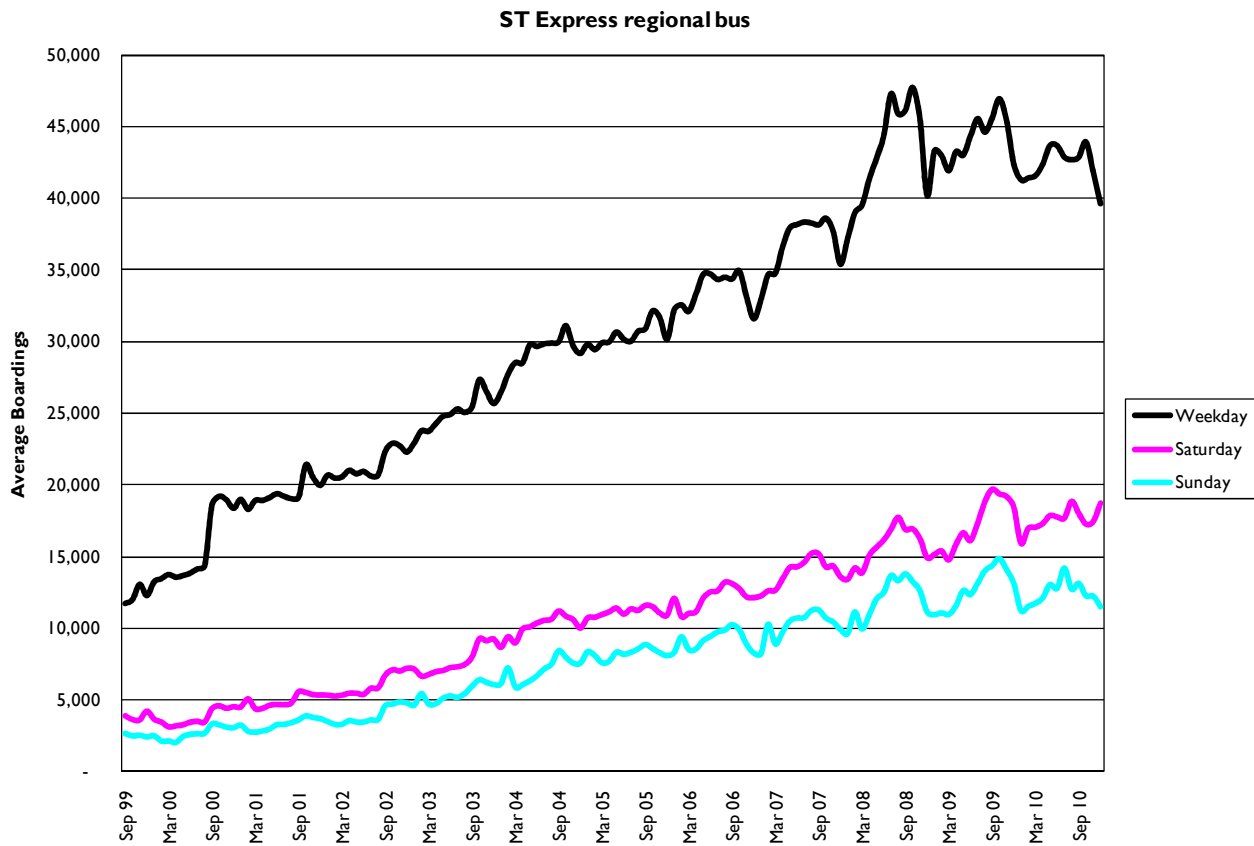
**Figure 3**





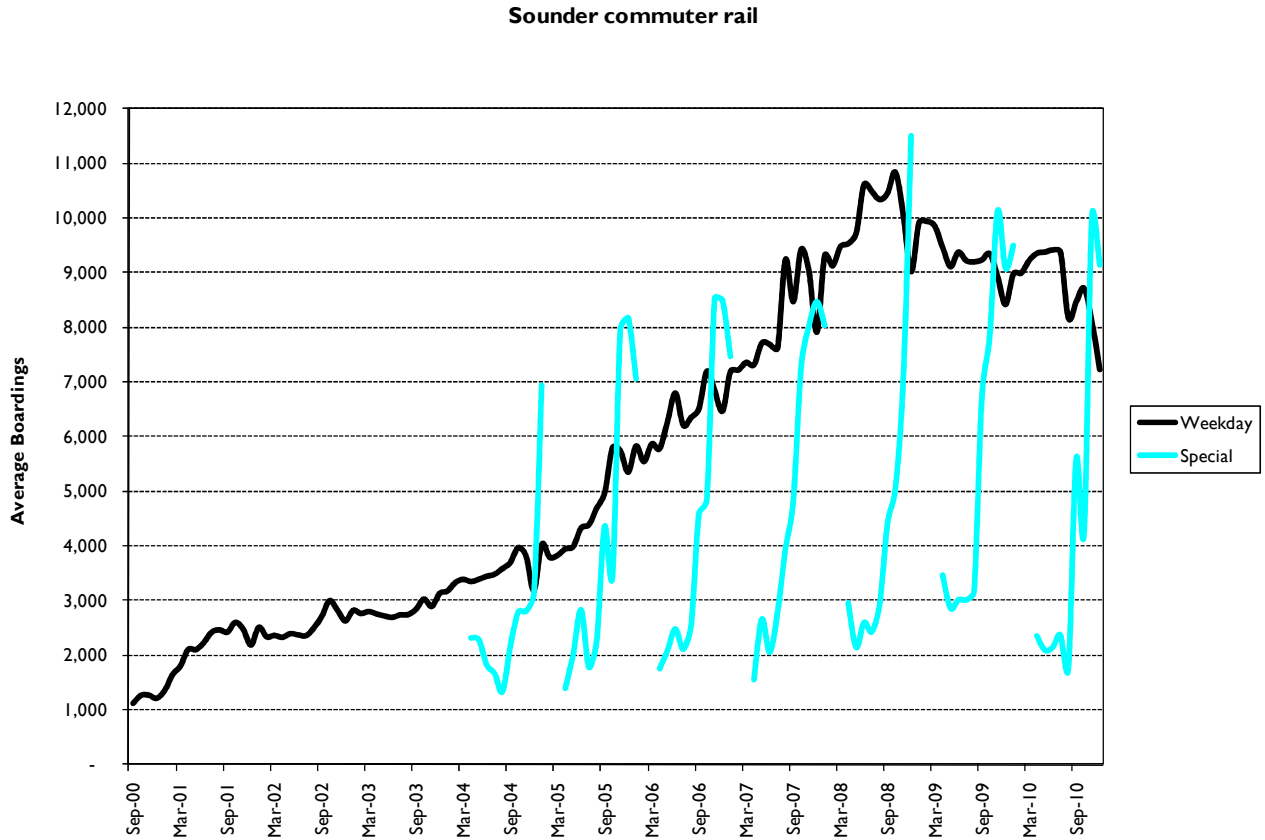
Sound Transit’s regional bus system, **ST Express**, served nearly 12.5 million passengers in 2010. By early 2011, the system had carried more than 100 million passengers since service began in September, 1999. The partnerships formed with Community Transit, King County Metro, and Pierce Transit has enabled Sound Transit to “roll out” a system that makes the most of the region’s transportation resources. In 2010, further service improvements funded by the Sound Transit 2 measure were implemented, including the new Route 542 (Redmond – U. District) and major expansion on routes 574 (Lakewood – Sea-Tac Airport), 577 (Federal Way – Seattle) and 578 (Tacoma/Puyallup – Seattle). As well, a significant service restructure in the south I-5 and SR-167 corridors in February 2010 led to major changes including the consolidation of routes 564 and 565 into the new Route 566 (Auburn – Overlake) and the discontinuation of Route 582 (Bonney Lake – Tacoma), much of which was taken over by Route 578. The last of the Sound Transit 2 service additions occur in February 2011 once new buses are available to implement new peak service. **Figure 4** below shows the trends for ridership on ST Express since the start of regional bus service in 1999.

**Figure 4**



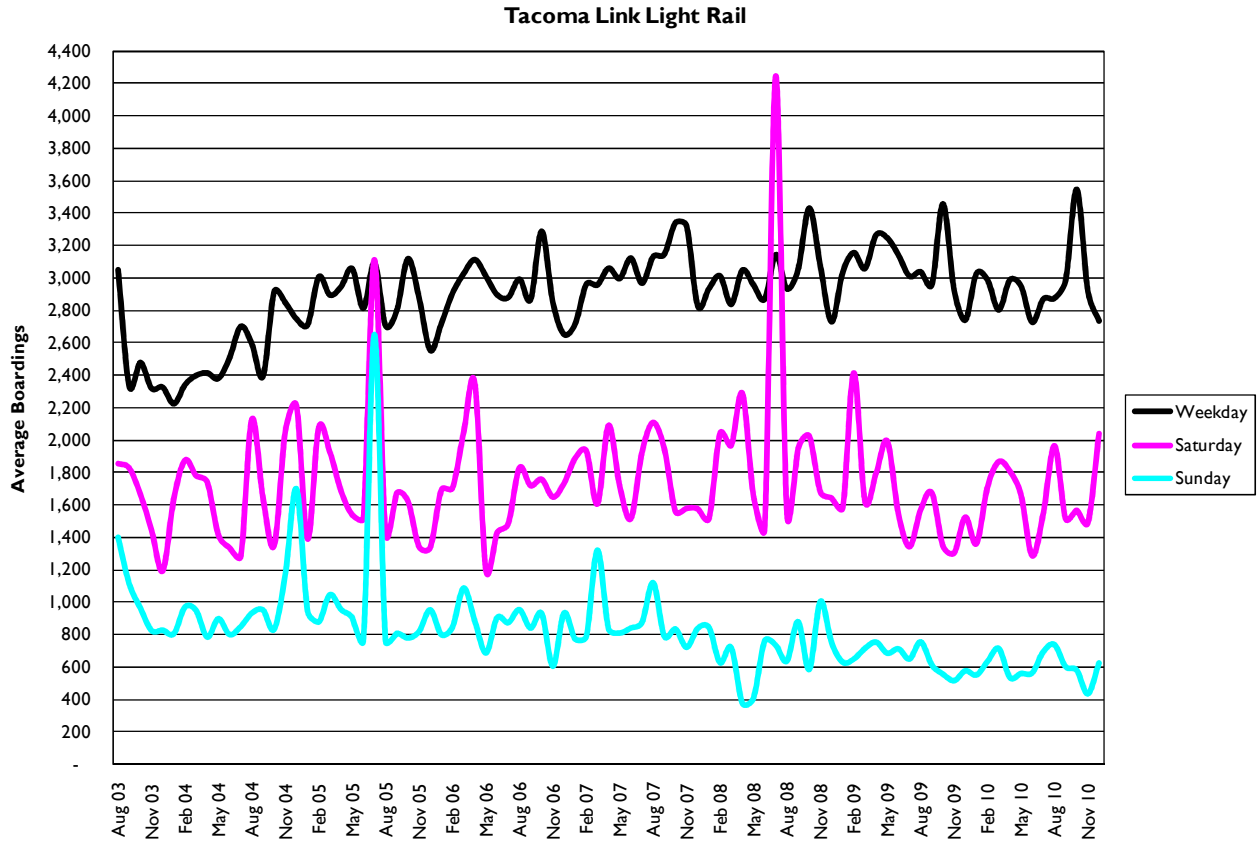
**Sounder** commuter trains carried just under 2.4 million passengers in 2010. The system has carried over 15.6 million passengers since service began in September 2000. Compared to the dramatic increases in ridership seen in 2008, passenger volumes were down again on Sounder in 2010 due to employment losses in downtown Seattle commensurate with the regional and national economy. **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 2010, continuing a trend of strong ridership with weekday ridership averaging around 3,000 passengers. By the end of the year, the system had about 870,000 passengers with a total of over 6.4 million passengers since service began in August 2003. **Figure 6** below shows ridership trends on Tacoma Link since 2003.

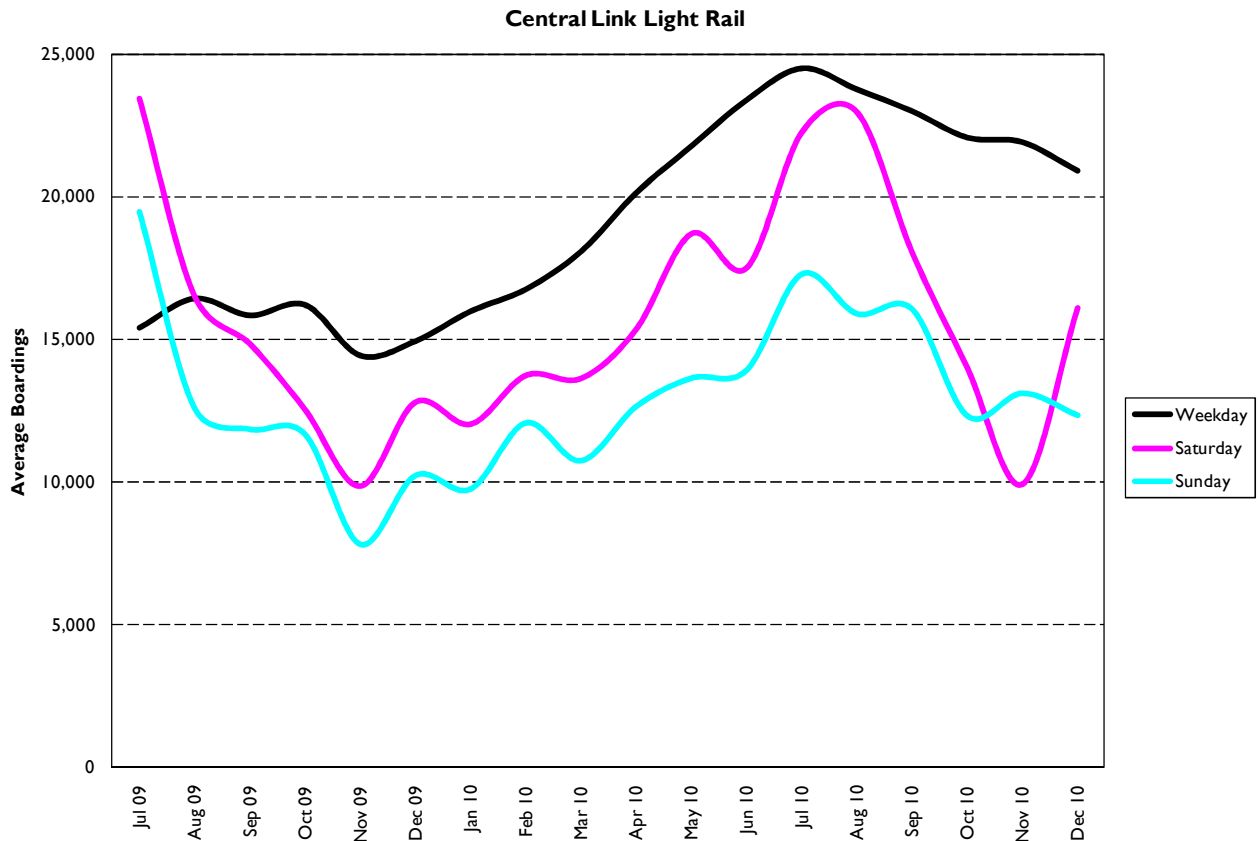
**Figure 6**



**Central Link** light rail started operation on Saturday, July 18, 2009, becoming Washington State’s first-ever high-capacity rapid transit line. Service operates between Westlake Station in the Downtown Seattle Transit Tunnel to SeaTac/Airport Station in the City of SeaTac, with 11 stations in between. Service initially ran to an interim southern terminus at Tukwila/International Blvd Station, and was extended to SeaTac/Airport Station on Dec. 19, 2009.

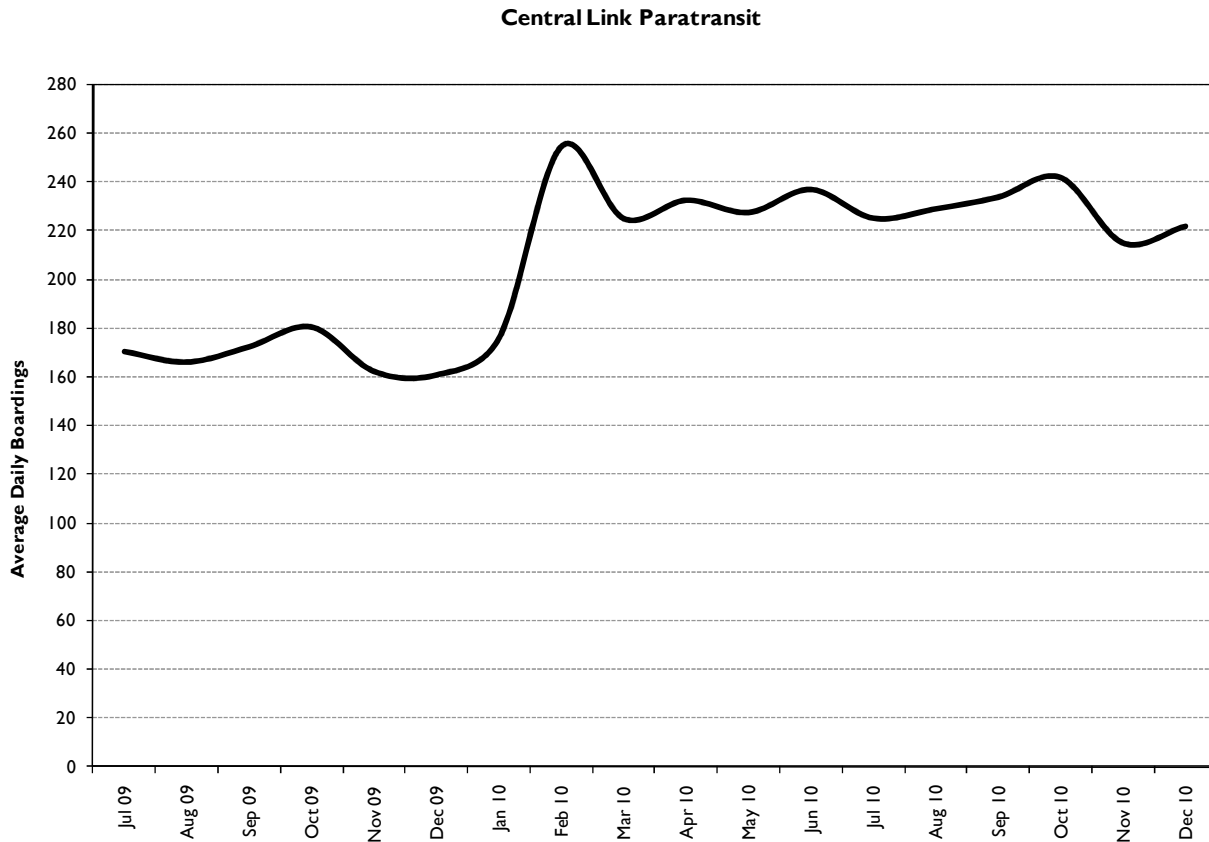
Ridership on Central Link light rail grew throughout 2010, peaking during the summer season with the addition of event-goers and airport travelers. Link continues to show robust weekend ridership, especially during the busier summer months of July and August. Many passengers used Link to access sporting, entertainment and recreational destinations in downtown Seattle, the SODO/Stadium area, and nearby areas along the line. In all, almost 7 million passengers rode Link during 2010, and almost 9.5 million have ridden since the line opened. **Figure 7** below shows ridership trends on Central Link for its first 18 months of operation, not including ridership during Link’s Launch Weekend in July 2009.

**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 80,000 passengers rode Central Link’s paratransit service during 2010, and more than 110,000 have used this service since July 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. The increase in ridership in February 2010 is due to the extra service area covered due to the extension of Central Link to SeaTac/Airport Station in December 2009, plus service changes implemented in February 2010.

**Figure 8**



Besides the operation of the services noted above, other projects that Sound Transit completed in 2010 include: transit improvements in Newcastle, new layover track at Everett Station, yard expansion at the Link light rail Operations and Maintenance Facility, the U-Link I-5 Undercrossing, M Street to Lakewood track and signal improvements, 150 new bicycle parking spaces and environmental restoration mitigation projects along the Sounder north corridor. Sound Transit also broke ground on four major projects: SR 522 enhancements along Bothell’s Wayne Curve, an expanded Edmonds Sounder station, I-90 Two Way Transit and HOV Operations Stage 2, and the Sounder D-to-M Street track and signal project. Finally, contracts were awarded for projects such as: UW Link light rail station finishes, North Corridor High-Capacity Transit study, and the Sounder station access and demand study

Sound Transit’s 2010 accomplishments also consisted of: signing a new Sounder maintenance agreement with Amtrak, delivery of 40 new buses for ST2 service expansion and the first of 27 University Link light rail vehicles, mobilization and major work by tunnel contractors on both the Capitol Hill Station to Pine Street Stub Tunnel and the UW to Capitol Hill Station tunnels, an agreement for four additional Sounder round trips between Tacoma and Seattle, the Sound Transit Board identifying a single downtown Bellevue preferred Link alignment, the beginning of North Link final design, an ST2 art program policy, a 5 percent reduction in agency fleet fuel consumption and receiving yet another agency clean financial audit.

In early 2011, the independent Citizen Oversight Panel (COP) completed the *Citizens' Year-End 2010 Performance Report on Sound Transit*. The COP noted that the overriding story for the past year was the continuing economic recession and the loss of \$3.9 billion in revenue over the life of the 15-year ST2 plan. They wrote: "Sound Transit responded to this situation with realism and foresight by suspending projects and containing operating costs. The economic situation has been unprecedented and we applaud the agency for its prudence". The COP also highlighted the agency's efforts in 2010 that included an internal reorganization, new Board structure, continued transition from a building to an operating agency, transit oriented development and the ongoing emphasis on customer service. The COP report, however, also pointed out two areas of concern: delays to East Link light rail and the need for the agency to develop improved cost reporting.

## **STATE TRANSPORTATION SYSTEM POLICY GOALS**

In 2010, 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.** By carrying nearly 23 million riders in 2010, we contributed to better air quality, decreased traffic congestion and greater ease of travel for residents of the Puget Sound region.

**Environment.** We maintained our ISO 14001 certification of our Environmental and Sustainability Management System.

**Stewardship.** With the full implementation of Central Link light rail to SeaTac/Airport Station in December 2009, in February 2010 King County Metro further redeployed its services in new corridors and to new markets to better serve people's travel needs using limited taxpayer funding.

## **VI: PLANNED ACTION STRATEGIES, 2011 – 2016**

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, 2011 – 2016

The following matrices describe the planned activities to be undertaken by Sound Transit for 2011-2016. 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.

2011	Planned Activity
Planning	<ul style="list-style-type: none"> <li>• Receive unqualified financial audit opinion <b>(Preservation)</b></li> <li>• Sustainability Plan complete <b>(Preservation)</b></li> <li>• Green procurement policy developed <b>(Preservation)</b></li> <li>• Comprehensive waste handling plan established <b>(Preservation)</b></li> <li>• East Link I-90 track bridge prototype design started</li> <li>• Final EIS for East Link published</li> <li>• Tacoma Link expansion planning started</li> <li>• ST Board selects final alignment and stations for East Link</li> <li>• East Link Final Design started</li> <li>• Final design complete for the I-90 Two-Way Transit &amp; HOV Operations Stage 3 project</li> <li>• North Corridor Transit Project study completes Alternatives Analysis &amp; EIS scoping</li> <li>• ST Board identifies North Corridor alternatives for Draft EIS</li> <li>• Sustainability design criteria implemented for all Link projects</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continued service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>• New customer-focused website launched</li> <li>• Customer Service information call center hours expanded</li> <li>• 25 million combined bus &amp; train boardings (Target)</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Kirkland Transit Center opened <b>(Preservation)</b></li> <li>• Edmonds Sounder station improvements complete <b>(Preservation)</b></li> <li>• Mountlake Terrace Freeway Station opened</li> <li>• New Tacoma Link 11<sup>th</sup> &amp; Commerce Street Station opened</li> <li>• SR 522 HOV enhancements in Bothell complete</li> <li>• U-Link tunneling begins at UW Station and at Capitol Hill Station</li> <li>• Husky Stadium Station construction begins</li> <li>• Sounder D-to-M Streets excavation &amp; utility activities complete</li> <li>• Sounder Lakewood layover yard construction started</li> <li>• S. 200th Link Light Rail Design Refinement and Project Baseline completed</li> <li>• Initial study of new ST Express and Sounder O&amp;M facilities complete</li> <li>• Roosevelt Station property acquisitions complete</li> <li>• UW agreement for Brooklyn Station properties complete</li> <li>• Energy Management Strategy for Sound Transit properties developed</li> <li>• Final design completed and construction started on First Hill Streetcar</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• 35 ST Express replacement buses delivered <b>(Preservation)</b></li> <li>• 34 additional ST Express replacement buses ordered <b>(Preservation)</b></li> <li>• All 27 U-Link light rail vehicles delivered</li> </ul>

<b>2012</b>	<b>Planned Activity</b>
Planning	<ul style="list-style-type: none"> <li>Start North Corridor Transit Project Draft EIS &amp; conceptual engineering</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continued service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>Begin Sounder service to South Tacoma and Lakewood Stations</li> <li>Route 593 trips converted to Route 590 trips</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Right-of-Way acquisition and contract procurement for S. 200<sup>th</sup> St Link station</li> <li>Sounder D to M Street track and signal project complete</li> <li>Sounder Lakewood layover facility complete</li> <li>Capitol Hill Station excavation and tunnel work complete</li> <li>North Link property acquisition &amp; relocation complete</li> <li>North Link site preparation &amp; utility relocation begins</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Replacement of 24 ST Express buses <b>(Preservation)</b></li> <li>Addition of 3 Sounder locomotives</li> </ul>

<b>2013</b>	<b>Planned Activity</b>
Planning	<ul style="list-style-type: none"> <li>ST Board selects preliminary Locally Preferred Alternative for North Corridor Transit Project; begin Preliminary Engineering &amp; Final EIS</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continued service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>Add additional round-trip on Sounder South Line</li> <li>First Hill Streetcar construction complete and open for service</li> <li>Potential restructure of Route 560 in conjunction with start-up of Metro's Rapid Ride Line F</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Husky Stadium Station excavation and tunnel work complete</li> <li>NE 85th Street corridor transit improvements in Kirkland complete</li> <li>Rainier Avenue transit improvements in Renton complete</li> <li>Strander Blvd extension in Renton complete</li> <li>Mukilteo Station South Platform open</li> <li>Permanent Tukwila Station complete</li> <li>North Link site preparation &amp; utility relocation complete</li> <li>Capitol Hill Station construction begins</li> <li>Roosevelt Station &amp; Brooklyn Station excavation begins</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Replacement of 52 ST Express buses <b>(Preservation)</b></li> </ul>

<b>2014</b>	<b>Planned Activity</b>
Planning	<ul style="list-style-type: none"> <li>Preliminary Engineering &amp; Final EIS for North Corridor Transit Project complete</li> <li>ST Board selects North Corridor Transit Project to be built</li> <li>North Link Final Design complete</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continued service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>Potential restructure of Route 540 in conjunction with opening of new SR 520/108th Avenue NE HOV direct access ramps</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>University Link systems installation and testing begins</li> <li>Husky Stadium Station construction complete</li> <li>East Link construction begins</li> <li>Roosevelt Station &amp; Brooklyn Station excavation complete</li> <li>North Link tunneling (Roosevelt to UW Station) begins</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Addition of 7 Sounder passenger cars</li> </ul>



<b>2015</b>	<b>Planned Activity</b>
Services	<ul style="list-style-type: none"> <li>Continued service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Capitol Hill Station construction complete</li> <li>Final design and construction complete for S. 200<sup>th</sup> St Link station</li> <li>Begin construction on North Corridor Transit Project (tentative)</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Replacement of 16 ST Express buses <b>(Preservation)</b></li> <li>Addition of 8 Sounder passenger cars</li> </ul>

<b>2016</b>	<b>Planned Activity</b>
Services	<ul style="list-style-type: none"> <li>Continued service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>Extend Central Link service to Husky Stadium Station to the north</li> <li>Extend Central Link service to S. 200<sup>th</sup> Street Station to the south</li> <li>Possible increase in Central Link train frequency and/or train consist length with opening of University Link</li> <li>Add two additional round-trips on Sounder South Line</li> <li>Potential deletion or restructure of Route 586 in conjunction with opening of University Link</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>University Link light rail extension, including Capitol Hill and Husky Stadium Stations, open for passenger service</li> <li>S. 200<sup>th</sup> St Link station and guideway extension open for passenger service</li> <li>North Link tunneling (Roosevelt to Husky Stadium Station) complete</li> <li>North Link tunneling (Portal to Roosevelt Station) begins</li> <li>Roosevelt &amp; Brooklyn Stations construction begins</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Replacement of 24 ST Express buses <b>(Preservation)</b></li> </ul>

## VIII: CAPITAL IMPROVEMENT PROGRAM, 2010 – 2016

(All figures in thousands of dollars)

Sound Transit	2010	2011	2012	2013	2014	2015	2016
<b>Preservation</b>							
ST Express Fleet Replacement Program	\$9,321	\$22,705	\$18,409	\$31,374	\$0	\$15,206	\$27,780
Other Projects	\$219	\$7,553	\$2,799	\$2,815	\$2,832	\$2,849	\$4,736
Capital Replacement	\$0	\$39,690	\$48,271	\$47,734	\$46,965	\$46,965	\$54,740
<b>Improvement/Expansion</b>							
Sounder Commuter Rail	\$91,269	\$111,498	\$121,438	\$81,040	\$3,880	\$1,671	\$286
Link Light Rail	\$323,904	\$543,326	\$559,280	\$410,175	\$303,796	\$171,281	\$147,025
ST Express Bus	\$27,290	\$39,658	\$98,824	\$5,399	\$3,069	\$14,264	\$0
Service Delivery	\$37,232	\$19,486	\$36,163	\$3,927	\$3,703	\$688	\$688
All Other (STart Program, Fare Integration, Research, Administration)	\$4,577	\$4,444	\$3,136	\$5,296	\$2,453	\$1,223	\$4,999

## IX: OPERATING DATA, 2010 – 2016

Sound Transit	2010	2011	2012	2013	2014	2015	2016
<b>Fixed Route Bus Services</b>							
Revenue Vehicle Hours	550,199	481,156	483,503	482,938	482,938	482,938	483,677
Total Vehicle Hours	693,682	707,285	698,642	697,912	697,912	697,912	698,894
Revenue Vehicle Miles	11,393,320	11,583,616	11,561,166	11,548,450	11,548,450	11,548,450	11,566,506
Total Vehicle Miles	14,328,095	14,703,082	14,537,166	14,522,647	14,522,647	14,522,647	14,543,971
Passenger Trips	12,494,546	13,000,000	13,300,000	13,400,000	13,500,000	13,600,000	13,600,000
Diesel Fuel Consumed (gallons)	2,869,750	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)	291,110	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	19	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	73	N/A	N/A	N/A	N/A	N/A	N/A
<b>Commuter Rail Services</b>							
Revenue Vehicle Hours	38,518	41,734	41,823	43,183	46,375	46,375	47,433
Total Vehicle Hours	47,270	47,296	47,329	48,720	52,498	52,498	53,750
Revenue Vehicle Miles	1,506,922	1,507,727	1,512,911	1,571,698	1,698,314	1,698,314	1,740,297
Total Vehicle Miles	1,527,240	1,516,972	1,522,028	1,580,888	1,708,834	1,708,834	1,751,258
Passenger Trips	2,364,290	2,500,000	2,600,000	2,600,000	2,800,000	2,900,000	3,000,000
Diesel Fuel Consumed (gallons)	1,112,851	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
<b>Tacoma Link Light Rail Services</b>							
Revenue Vehicle Hours	9,724	9,708	9,716	9,708	9,708	9,708	9,737
Total Vehicle Hours	9,859	9,843	9,851	9,843	9,843	9,843	9,872
Revenue Vehicle Miles	90,168	90,028	90,105	90,028	90,028	90,028	90,294
Total Vehicle Miles	92,192	90,310	90,388	90,310	90,310	90,310	90,577
Passenger Trips	871,793	700,000	700,000	700,000	700,000	700,000	700,000
Electricity Consumed (Kwh)	407,018	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

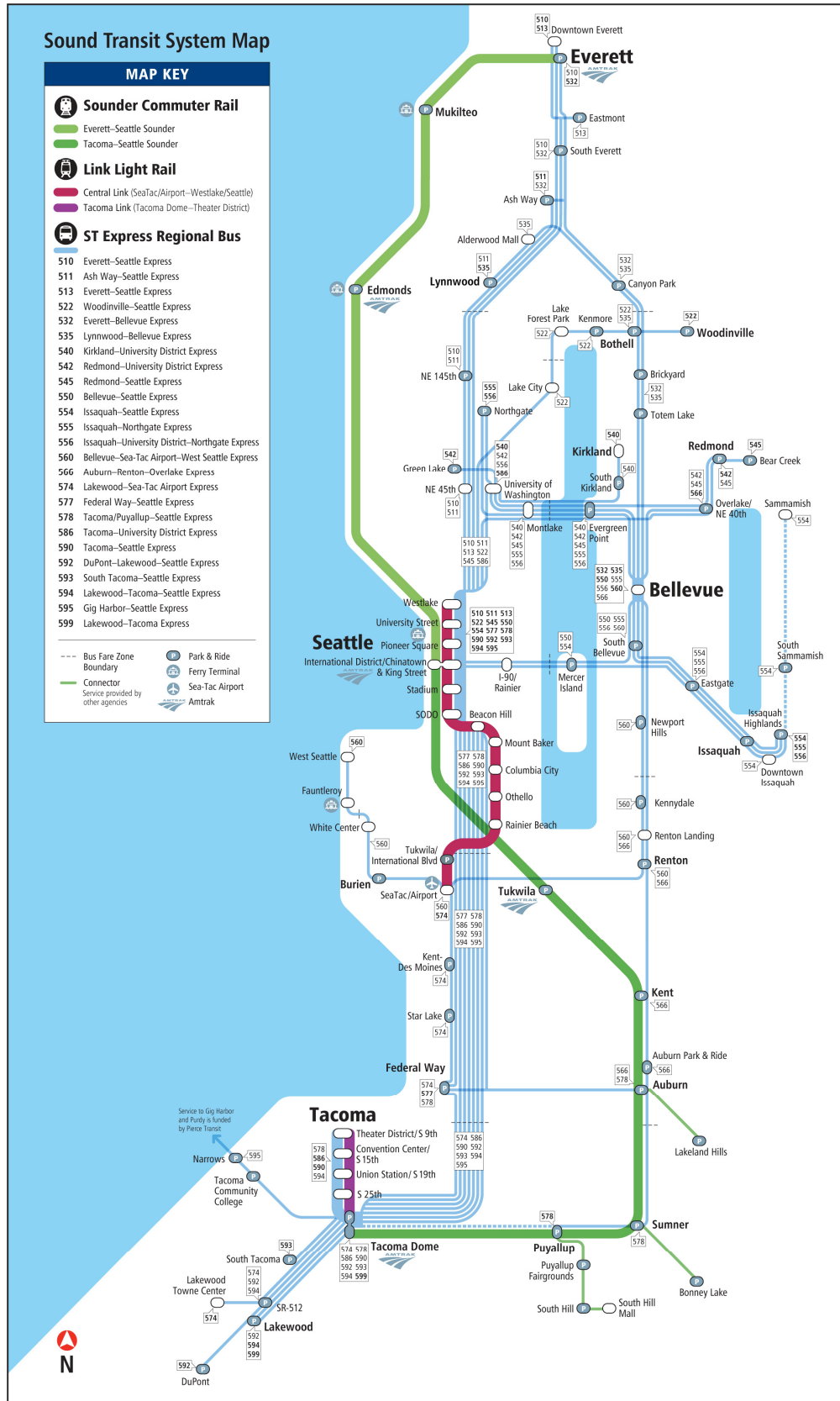
	2010	2011	2012	2013	2014	2015	2016
<b>Central Link Light Rail Services</b>							
Revenue Vehicle Hours	138,372	127,218	127,385	127,218	127,218	127,218	127,401
Total Vehicle Hours	155,638	132,324	132,496	132,324	132,324	132,324	132,512
Revenue Vehicle Miles	2,602,138	2,218,844	2,221,966	2,218,844	2,218,844	2,218,844	2,222,230
Total Vehicle Miles	2,516,268	2,242,807	2,246,004	2,242,807	2,242,807	2,242,807	2,246,274
Passenger Trips	6,989,504	10,300,000	11,100,000	11,400,000	11,800,000	12,100,000	13,400,000
Electricity Consumed (Kwh)	13,327,909	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	3	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	0	N/A	N/A	N/A	N/A	N/A	N/A

## X: ANNUAL REVENUES AND EXPENDITURES, 2010 – 2016

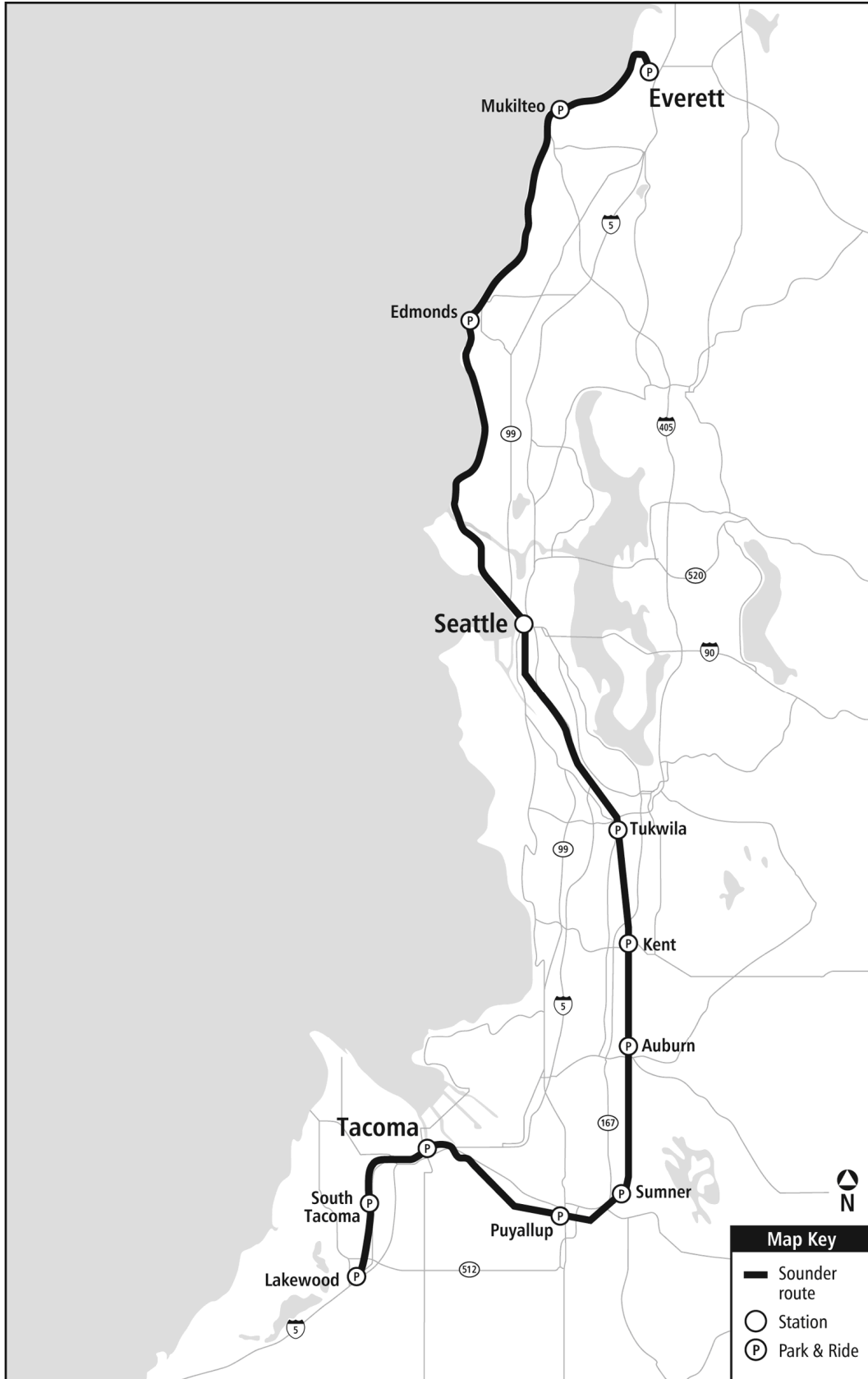
(All figures in thousands of dollars)

Sound Transit	2010	2011	2012	2013	2014	2015	2016
<b>Annual Revenues</b>							
Sales Tax	\$506,510	\$545,337	\$583,024	\$615,975	\$651,862	\$687,821	\$723,442
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$65,874	\$62,832	\$63,607	\$65,207	\$67,959	\$71,260	\$74,418
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$37,589	\$53,752	\$56,803	\$59,840	\$62,073	\$64,280	\$63,802
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	\$123	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants, Other State Operating Grants	\$81	\$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)	\$16,559	\$4,524	\$4,341	\$10,973	\$11,355	\$11,744	\$12,141
<b>Total</b>	<b>\$626,735</b>	<b>\$666,446</b>	<b>\$707,775</b>	<b>\$751,996</b>	<b>\$793,249</b>	<b>\$835,105</b>	<b>\$873,803</b>
<b>Annual Operating Expenses</b>							
Annual Operating Expenses	\$279,298	\$186,949	\$194,191	\$206,296	\$215,408	\$227,075	\$241,290
Other	\$44,493	\$39,920	\$43,369	\$45,686	\$49,276	\$70,576	\$73,401
<b>Total</b>	<b>\$323,791</b>	<b>\$226,869</b>	<b>\$237,560</b>	<b>\$251,982</b>	<b>\$264,684</b>	<b>\$297,651</b>	<b>\$314,691</b>
<b>Debt Service</b>							
Interest	\$75,948	\$70,684	\$69,840	\$77,770	\$94,860	\$108,418	\$128,638
Principal	\$0	\$18,465	\$19,195	\$20,135	\$19,395	\$24,475	\$24,480
<b>Total</b>	<b>\$75,948</b>	<b>\$89,149</b>	<b>\$89,035</b>	<b>\$97,905</b>	<b>\$114,255</b>	<b>\$132,893</b>	<b>\$153,118</b>
<b>Annual Capital Purchase Obligations</b>							
Federal Section 5309 Capital Grants	\$129,164	\$110,000	\$110,000	\$110,000	\$115,000	\$104,000	\$6,400
Federal Section 5311 Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal STP Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CM/AQ and Other Federal Grants	\$268	\$31,928	\$9,663	\$6,000	\$15,000	\$6,000	\$15,000
State Rural Mobility Grants	\$9,639	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307/5309 Fixed Guideway Capital Grants	\$22,392	\$29,106	\$31,143	\$31,848	\$32,593	\$34,259	\$34,902
Other State Capital Grants	-\$367	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$10,570	\$21,518	\$17,466	\$25,838	\$40,915
Operational Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds Proceeds	\$0	\$0	\$146,007	\$297,247	\$241,271	\$356,917	\$565,196
Other	\$9,441	\$0	\$0	\$0	\$0	\$0	\$0
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$170,536</b>	<b>\$171,034</b>	<b>\$307,383</b>	<b>\$466,613</b>	<b>\$421,330</b>	<b>\$527,013</b>	<b>\$662,413</b>
<b>Ending Balances, December 31 (shown in thousands)</b>							
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$838,043	\$231,525	\$5,002	\$5,004	\$5,004	\$5,003	\$5,001
Operating Reserve	\$37,137	\$72,161	\$75,355	\$80,064	\$84,600	\$93,872	\$99,512
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$100,525	\$195,291	\$248,951	\$304,001	\$360,264	\$418,359	\$485,385
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$231,525	\$5,002	\$5,004	\$5,004	\$5,003	\$5,001
Debt Service Fund	\$49,761	\$39,553	\$50,123	\$71,641	\$89,107	\$114,945	\$155,860
Insurance Fund	\$2,812	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$20,153	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,048,430</b>	<b>\$538,530</b>	<b>\$379,431</b>	<b>\$460,711</b>	<b>\$538,975</b>	<b>\$632,179</b>	<b>\$745,759</b>

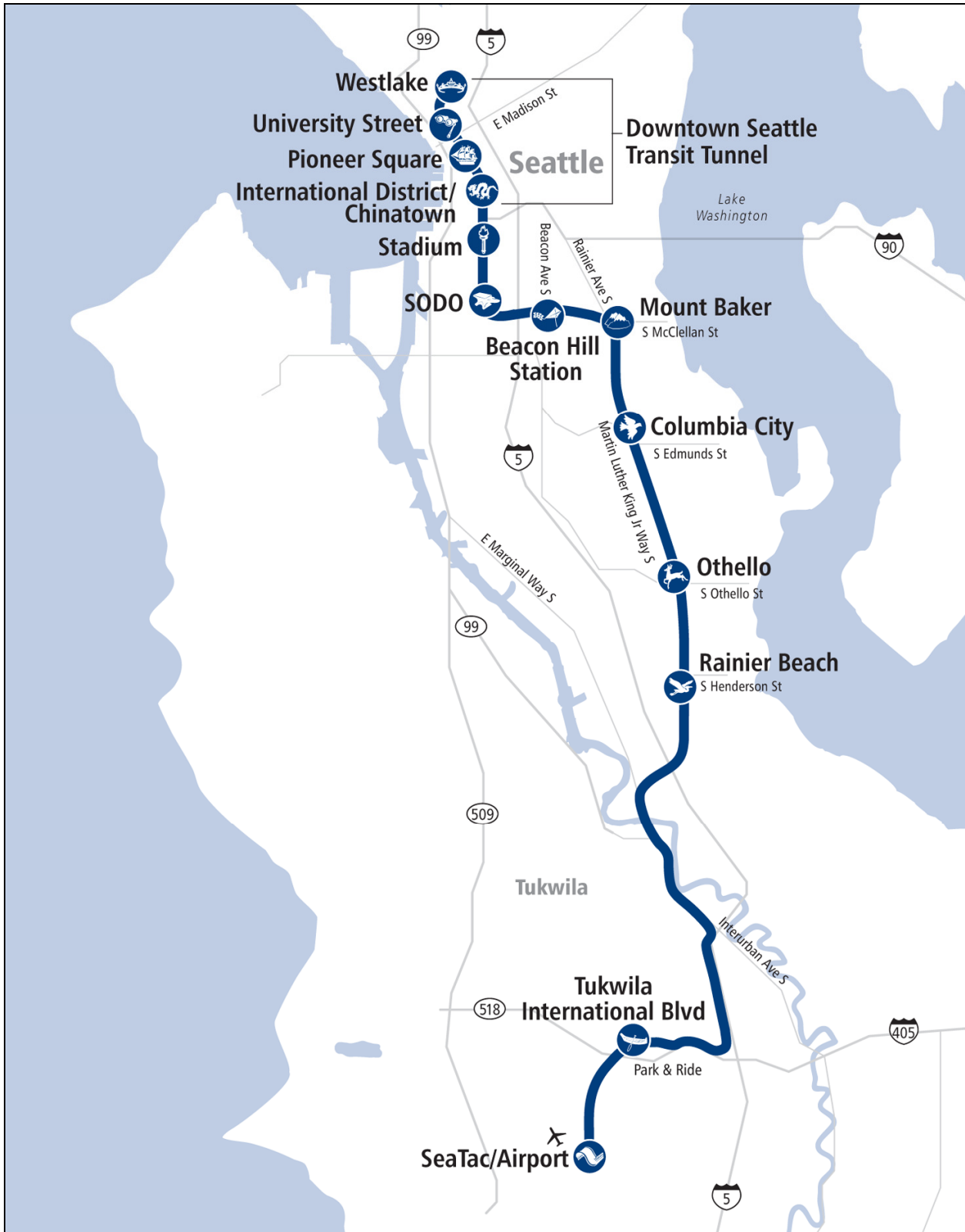
# APPENDIX A: SOUND TRANSIT SYSTEM MAP



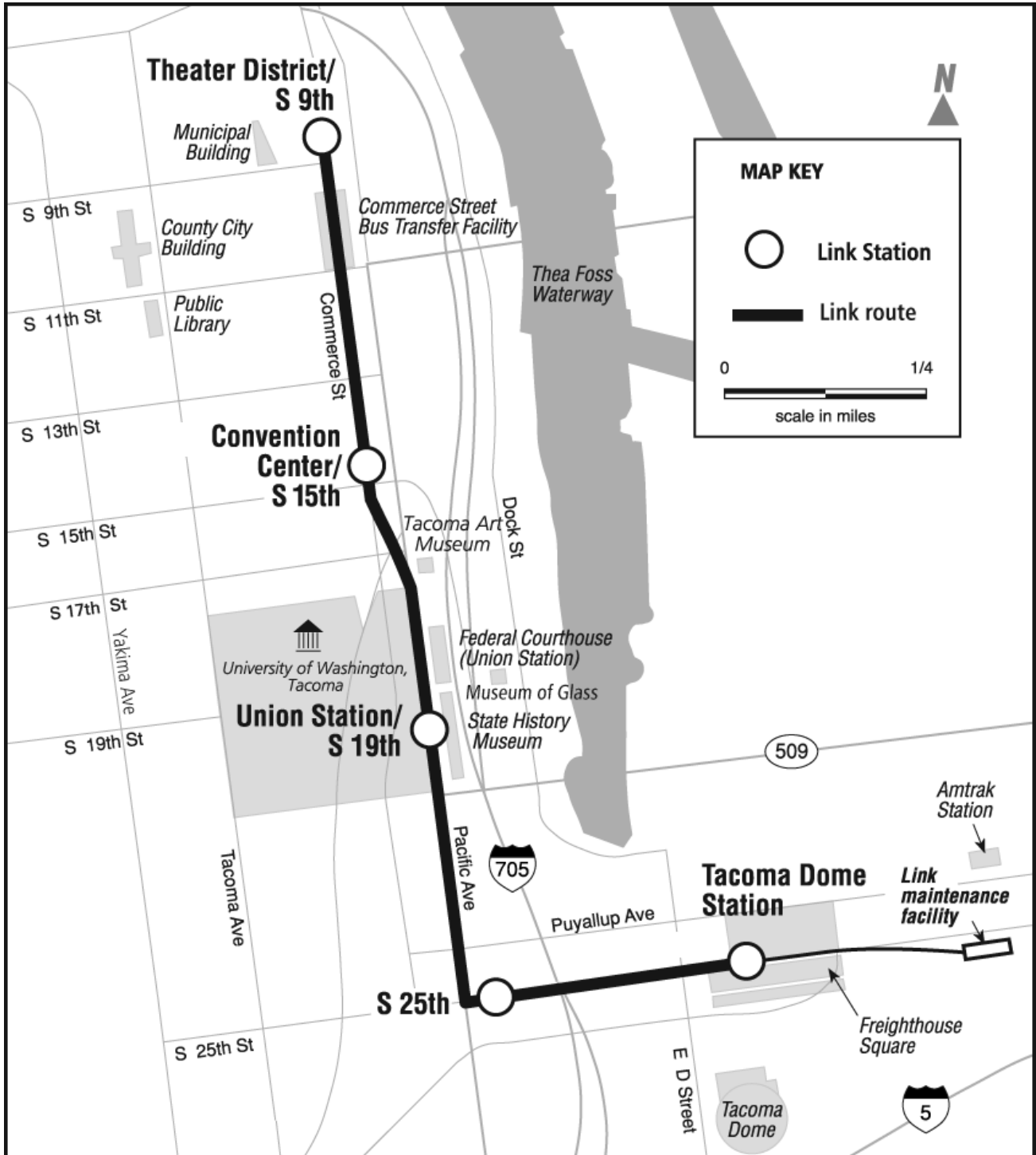
## APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



**APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP**



**APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP**





# APPENDIX E: ST2-APPROVED SOUND TRANSIT RAIL SYSTEM PLAN MAP



## APPENDIX F: ASSET INVENTORY FORMS

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

**Agency/Organization:** \_\_\_\_\_ Sound Transit \_\_\_\_\_

**Date:** \_\_\_\_\_ March 11, 2011 \_\_\_\_\_

*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	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2114X1089556	9000	525,467	TBD	11	1	\$450,000	Y	42	D	N
2	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2116X1089557	9001	754,915	TBD	11	1	\$450,000	Y	42	D	N
3	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2118X1089558	9002	760,366	TBD	11	1	\$450,000	Y	42	D	N
4	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089559	9003	745,390	TBD	11	1	\$450,000	Y	42	D	N
5	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2116X1089560	9004	752,731	TBD	11	1	\$450,000	Y	42	D	N
6	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2118X1089561	9005	708,213	TBD	11	1	\$450,000	Y	42	D	N
7	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089562	9006	729,537	TBD	11	1	\$450,000	Y	42	D	N
8	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2111X1089563	9007	734,972	TBD	11	1	\$450,000	Y	42	D	N
9	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2113X1089564	9008	767,798	TBD	11	1	\$450,000	Y	42	D	N
10	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2115X1089565	9009	765,484	TBD	11	1	\$450,000	Y	42	D	N
11	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2117X1089566	9010	740,341	TBD	11	1	\$450,000	Y	42	D	N
12	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089567	9011	742,361	TBD	11	1	\$450,000	Y	42	D	N
13	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2110X1089568	9012	755,292	TBD	11	1	\$450,000	Y	42	D	N
14	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2112X1089569	9013	726,371	TBD	11	1	\$450,000	Y	42	D	N
15	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089570	9014	748,306	TBD	11	1	\$450,000	Y	42	D	N
16	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2110X1089571	9015	689,867	TBD	11	1	\$450,000	Y	42	D	N
17	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2112X1089572	9016	687,898	TBD	11	1	\$450,000	Y	42	D	N
18	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2114X1089573	9017	735,367	TBD	11	1	\$450,000	Y	42	D	N
19	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2116X1089574	9018	632,000	TBD	11	1	\$450,000	Y	42	D	N
20	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2118X1089575	9019	741,374	TBD	11	1	\$450,000	Y	42	D	N
21	1999 Gillig 40' Phantom (Community Transit)	01	15GCD211XX1089576	9020	738,582	TBD	11	1	\$450,000	Y	42	D	N
22	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2111X1089577	9021	754,151	TBD	11	1	\$450,000	Y	42	D	N
23	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2113X1089578	9022	725,047	TBD	11	1	\$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	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2115X1089579	9023	628,772	TBD	11	1	\$450,000	Y	42	D	N
25	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2111X1089580	9024	607,645	TBD	11	1	\$450,000	Y	42	D	N
26	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2113X1089581	9025	637,489	TBD	11	1	\$450,000	Y	42	D	N
27	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2115X1089582	9026	627,733	TBD	11	1	\$450,000	Y	42	D	N
28	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2117X1089583	9027	669,022	TBD	11	1	\$450,000	Y	42	D	N
29	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2119X1089584	9028	675,726	TBD	11	1	\$450,000	Y	42	D	N
30	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2110X1089585	9029	675,606	TBD	11	1	\$450,000	Y	42	D	N
31	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2112X1089586	9030	706,605	TBD	11	1	\$450,000	Y	42	D	N
32	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2114X1089587	9031	670,857	TBD	11	1	\$450,000	Y	42	D	N
33	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2116X1089588	9032	675,981	TBD	11	1	\$450,000	Y	42	D	N
34	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2118X1089589	9033	684,948	TBD	11	1	\$450,000	Y	42	D	N
35	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2114X1089590	9034	581,138	TBD	11	1	\$450,000	Y	42	D	N
36	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2116X1089591	9035	601,152	TBD	11	1	\$450,000	Y	42	D	N
37	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2118X1089592	9036	591,260	TBD	11	1	\$450,000	Y	42	D	N
38	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD211XX1089593	9037	760,538	TBD	11	1	\$450,000	Y	42	D	N
39	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2111X1089594	9038	730,630	TBD	11	1	\$450,000	Y	42	D	N
40	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2113X1089595	9039	749,771	TBD	11	1	\$450,000	Y	42	D	N
41	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2115X1089596	9040	755,290	TBD	11	1	\$450,000	Y	42	D	N
42	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2117X1089597	9041	773,337	TBD	11	1	\$450,000	Y	42	D	N
43	1999 Gillig 40' Phantom (Pierce Transit)	01	15GCD2119X1089598	9042	741,343	TBD	11	1	\$450,000	Y	42	D	N
44	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2110X1089599	9043	746,701	TBD	11	1	\$450,000	Y	42	D	N
45	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2113X1089600	9044	750,388	TBD	11	1	\$450,000	Y	42	D	N
46	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2115X1089601	9045	721,054	TBD	11	1	\$450,000	Y	42	D	N
47	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2117X1089602	9046	768,872	TBD	11	1	\$450,000	Y	42	D	N
48	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2119X1089603	9047	747,905	TBD	11	1	\$450,000	Y	42	D	N
49	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2110X1089604	9048	687,374	TBD	11	1	\$450,000	Y	42	D	N
50	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2112X1089605	9049	764,221	TBD	11	1	\$450,000	Y	42	D	N
51	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2114X1089606	9050	758,526	TBD	11	1	\$450,000	Y	42	D	N
52	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2116X1089607	9051	762,570	TBD	11	1	\$450,000	Y	42	D	N
53	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2118X1089608	9052	692,447	TBD	11	1	\$450,000	Y	42	D	N
54	1999 Gillig 40' Phantom (Community Transit)	01	15GCD211XX1089609	9053	761,639	TBD	11	1	\$450,000	Y	42	D	N
55	1999 Gillig 40' Phantom (Community Transit)	01	15GCD2116X1089610	9054	689,245	TBD	11	1	\$450,000	Y	42	D	N
56	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2118X1089611	9055	630,133	TBD	11	1	\$450,000	Y	42	D	N
57	1999 Gillig 40' Phantom (King County Metro)	01	15GCD211XX1089612	9056	550,658	TBD	11	1	\$450,000	Y	42	D	N
58	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2111X1089613	9057	597,836	TBD	11	1	\$450,000	Y	42	D	N
59	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2113X1089614	9058	590,229	TBD	11	1	\$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	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2115X1089615	9059	581,664	TBD	11	1	\$450,000	Y	42	D	N
61	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2117X1089616	9060	618,172	TBD	11	1	\$450,000	Y	42	D	N
62	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2119X1089617	9061	583,237	TBD	11	1	\$450,000	Y	42	D	N
63	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2110X1089618	9062	638,890	TBD	11	1	\$450,000	Y	42	D	N
64	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2112X1089619	9063	600,543	TBD	11	1	\$450,000	Y	42	D	N
65	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2119X1089620	9064	726,998	TBD	11	1	\$450,000	Y	42	D	N
66	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2110X1089621	9065	738,803	TBD	11	1	\$450,000	Y	42	D	N
67	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2112X1089622	9066	664,364	TBD	11	1	\$450,000	Y	42	D	N
68	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2114X1089623	9067	637,557	TBD	11	1	\$450,000	Y	42	D	N
69	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2116X1089624	9068	702,907	TBD	11	1	\$450,000	Y	42	D	N
70	1999 Gillig 40' Phantom (King County Metro)	01	15GCD2118X1089625	9069	681,639	TBD	11	1	\$450,000	Y	42	D	N
71	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211011089626	9070	495,908	TBD	9	3	\$450,000	Y	42	D	N
72	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211211089627	9071	507,614	TBD	9	3	\$450,000	Y	42	D	N
73	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211411089628	9072	515,139	TBD	9	3	\$450,000	Y	42	D	N
74	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211611089629	9073	518,957	TBD	9	3	\$450,000	Y	42	D	N
75	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211211089630	9074	503,453	TBD	9	3	\$450,000	Y	42	D	N
76	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211411089631	9075	521,697	TBD	9	3	\$450,000	Y	42	D	N
77	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211611089632	9076	515,274	TBD	9	3	\$450,000	Y	42	D	N
78	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211811089633	9077	485,301	TBD	9	3	\$450,000	Y	42	D	N
79	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211X11089634	9078	501,946	TBD	9	3	\$450,000	Y	42	D	N
80	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211111089635	9079	518,358	TBD	9	3	\$450,000	Y	42	D	N
81	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211311089636	9080	505,303	TBD	9	3	\$450,000	Y	42	D	N
82	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211511089637	9081	498,441	TBD	9	3	\$450,000	Y	42	D	N
83	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211711089638	9082	506,337	TBD	9	3	\$450,000	Y	42	D	N
84	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211911089639	9083	517,951	TBD	9	3	\$450,000	Y	42	D	N
85	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211511089640	9084	493,962	TBD	9	3	\$450,000	Y	42	D	N
86	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211711089641	9085	510,248	TBD	9	3	\$450,000	Y	42	D	N
87	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211911089642	9086	520,400	TBD	9	3	\$450,000	Y	42	D	N
88	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211011089643	9087	519,044	TBD	9	3	\$450,000	Y	42	D	N
89	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211211089644	9088	508,931	TBD	9	3	\$450,000	Y	42	D	N
90	2001 Gillig 40' Phantom (King County Metro)	01	15GCD211411089645	9089	484,292	TBD	9	3	\$450,000	Y	42	D	N
91	2005 Gillig 40' Phantom (King County Metro)	01	15GCD291451111748	9090	317,267	TBD	5	7	\$450,000	Y	42	D	N
92	2005 Gillig 40' Phantom (King County Metro)	01	15GCD291451111749	9091	308,704	TBD	5	7	\$450,000	Y	42	D	N
93	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271881112880	9092	158,080	TBD	2	10	\$450,000	Y	42	D	N
94	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271X81112881	9093	157,416	TBD	2	10	\$450,000	Y	42	D	N
95	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271181112882	9094	158,445	TBD	2	10	\$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	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271381112883	9095	155,745	TBD	2	10	\$450,000	Y	42	D	N
97	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271581112884	9096	141,188	TBD	2	10	\$450,000	Y	42	D	N
98	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271781112885	9097	160,560	TBD	2	10	\$450,000	Y	42	D	N
99	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271981112886	9098	151,252	TBD	2	10	\$450,000	Y	42	D	N
100	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271081112887	9099	157,501	TBD	2	10	\$450,000	Y	42	D	N
101	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271281112888	9100	161,503	TBD	2	10	\$450,000	Y	42	D	N
102	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271481112889	9101	159,368	TBD	2	10	\$450,000	Y	42	D	N
103	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271081112890	9102	159,703	TBD	2	10	\$450,000	Y	42	D	N
104	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271281112891	9103	159,513	TBD	2	10	\$450,000	Y	42	D	N
105	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271481112892	9104	151,547	TBD	2	10	\$450,000	Y	42	D	N
106	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271681112893	9105	152,899	TBD	2	10	\$450,000	Y	42	D	N
107	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271881112894	9106	155,864	TBD	2	10	\$450,000	Y	42	D	N
108	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271X81112895	9107	158,237	TBD	2	10	\$450,000	Y	42	D	N
109	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271181112896	9108	153,953	TBD	2	10	\$450,000	Y	42	D	N
110	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271381112897	9109	151,515	TBD	2	10	\$450,000	Y	42	D	N
111	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271581112898	9110	130,343	TBD	2	10	\$450,000	Y	42	D	N
112	2008 Gillig 40' Phantom (Pierce Transit)	01	15GCD271781112899	9111	156,395	TBD	2	10	\$450,000	Y	42	D	N
113	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271X81112900	9112	156,932	TBD	2	10	\$450,000	Y	42	D	N
114	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271681112901	9113	150,161	TBD	2	10	\$450,000	Y	42	D	N
115	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271181112902	9114	157,815	TBD	2	10	\$450,000	Y	42	D	N
116	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271381112903	9115	151,797	TBD	2	10	\$450,000	Y	42	D	N
117	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271781112904	9116	155,367	TBD	2	10	\$450,000	Y	42	D	N
118	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271981112905	9117	154,052	TBD	2	10	\$450,000	Y	42	D	N
119	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271081112906	9118	164,447	TBD	2	10	\$450,000	Y	42	D	N
120	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271281112907	9119	162,730	TBD	2	10	\$450,000	Y	42	D	N
121	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271481112908	9120	166,643	TBD	2	10	\$450,000	Y	42	D	N
122	2008 Gillig 40' Phantom (Community Transit)	01	15GCD271681112909	9121	159,164	TBD	2	10	\$450,000	Y	42	D	N
123	2003 New Flyer DE40'LF (King Co. Metro)	05	5FYH2LV163U024980	9200	363,937	TBD	7	5	\$600,000	Y	37	DE	N
124	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP181U022720	9400	477,554	TBD	9	3	\$500,000	Y	37	CNG	N
125	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP1X1U022721	9401	479,926	TBD	9	3	\$500,000	Y	37	CNG	N
126	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP111U022722	9402	485,175	TBD	9	3	\$500,000	Y	37	CNG	N
127	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP131U022723	9403	487,009	TBD	9	3	\$500,000	Y	37	CNG	N
128	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP151U022724	9404	486,202	TBD	9	3	\$500,000	Y	37	CNG	N
129	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP171U022725	9405	471,160	TBD	9	3	\$500,000	Y	37	CNG	N
130	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP191U022726	9406	484,848	TBD	9	3	\$500,000	Y	37	CNG	N
131	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP101U022727	9407	481,583	TBD	9	3	\$500,000	Y	37	CNG	N

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132	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP121U022728	9408	480,490	TBD	9	3	\$500,000	Y	37	CNG	N
133	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP141U022729	9409	479,011	TBD	9	3	\$500,000	Y	37	CNG	N
134	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP101U022730	9410	471,063	TBD	9	3	\$500,000	Y	37	CNG	N
135	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP121U022731	9411	484,065	TBD	9	3	\$500,000	Y	37	CNG	N
136	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP141U022732	9412	478,999	TBD	9	3	\$500,000	Y	37	CNG	N
137	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP161U022733	9413	499,419	TBD	9	3	\$500,000	Y	37	CNG	N
138	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP181U022734	9414	484,966	TBD	9	3	\$500,000	Y	37	CNG	N
139	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP1X1U022735	9415	475,804	TBD	9	3	\$500,000	Y	37	CNG	N
140	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP111U022736	9416	469,670	TBD	9	3	\$500,000	Y	37	CNG	N
141	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP131U022737	9417	492,339	TBD	9	3	\$500,000	Y	37	CNG	N
142	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP151U022738	9418	483,431	TBD	9	3	\$500,000	Y	37	CNG	N
143	2001 New Flyer 40'LF CNG (Pierce Transit)	01	5FYC2LP171U022739	9419	480,488	TBD	9	3	\$500,000	Y	37	CNG	N
144	1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM18XU019629	9500	641,866	TBD	11	1	\$815,000	Y	58	D	N
145	1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM14XU019630	9501	607,466	TBD	11	1	\$815,000	Y	58	D	N
146	1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM16XU019631	9502	650,397	TBD	11	1	\$815,000	Y	58	D	N
147	1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM18XU019632	9503	656,484	TBD	11	1	\$815,000	Y	58	D	N
148	1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM1XXU019633	9504	622,665	TBD	11	1	\$815,000	Y	58	D	N
149	1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM11XU019634	9505	662,530	TBD	11	1	\$815,000	Y	58	D	N
150	1999 New Flyer 60'LF (King County Metro)	05	5FYD2UM13XU019635	9506	680,645	TBD	11	1	\$815,000	Y	58	D	N
151	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM15XU019636	9507	766,432	TBD	11	1	\$815,000	Y	58	D	N
152	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM17XU019637	9508	750,196	TBD	11	1	\$815,000	Y	58	D	N
153	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM19XU019638	9509	756,602	TBD	11	1	\$815,000	Y	58	D	N
154	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM10XU019639	9510	651,969	TBD	11	1	\$815,000	Y	58	D	N
155	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM17XU019640	9511	684,760	TBD	11	1	\$815,000	Y	58	D	N
156	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM19XU019641	9512	666,383	TBD	11	1	\$815,000	Y	58	D	N
157	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM10XU019642	9513	684,982	TBD	11	1	\$815,000	Y	58	D	N
158	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM12XU019643	9514	653,943	TBD	11	1	\$815,000	Y	58	D	N
159	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM14XU019644	9515	675,070	TBD	11	1	\$815,000	Y	58	D	N
160	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM16XU019645	9516	661,164	TBD	11	1	\$815,000	Y	58	D	N
161	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM18XU019646	9517	673,983	TBD	11	1	\$815,000	Y	58	D	N
162	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM1XXU019647	9518	725,370	TBD	11	1	\$815,000	Y	58	D	N
163	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM11XU019648	9519	699,116	TBD	11	1	\$815,000	Y	58	D	N
164	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM13XU019649	9520	675,763	TBD	11	1	\$815,000	Y	58	D	N
165	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM1XXU019650	9521	677,812	TBD	11	1	\$815,000	Y	58	D	N
166	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM11XU019651	9522	661,924	TBD	11	1	\$815,000	Y	58	D	N
167	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM13XU019652	9523	678,619	TBD	11	1	\$815,000	Y	58	D	N

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168	1999 New Flyer 60'LF (Community Transit)	05	5FYD2UM15XU019653	9524	522,696	TBD	11	1	\$815,000	Y	58	D	N
169	2000 New Flyer 60'LF (Community Transit)	05	5FYC2LL16YU021470	9525	419,098	TBD	10	2	\$815,000	Y	58	D	N
170	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL18YU021471	9526	349,255	TBD	10	2	\$815,000	Y	58	D	N
171	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL1XYU021472	9527	368,168	TBD	10	2	\$815,000	Y	58	D	N
172	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL11YU021473	9528	331,919	TBD	10	2	\$815,000	Y	58	D	N
173	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL13YU021474	9529	317,747	TBD	10	2	\$815,000	Y	58	D	N
174	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL15YU021475	9530	321,202	TBD	10	2	\$815,000	Y	58	D	N
175	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL17YU021476	9531	328,914	TBD	10	2	\$815,000	Y	58	D	N
176	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL19YU021477	9532	315,572	TBD	10	2	\$815,000	Y	58	D	N
177	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL10YU021478	9533	323,452	TBD	10	2	\$815,000	Y	58	D	N
178	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL12YU021479	9534	307,033	TBD	10	2	\$815,000	Y	58	D	N
179	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL19YU021480	9535	343,829	TBD	10	2	\$815,000	Y	58	D	N
180	2000 New Flyer 60'LF (King County Metro)	05	5FYC2LL10YU021481	9536	307,613	TBD	10	2	\$815,000	Y	58	D	N
181	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW064C027462	9537	266,054	TBD	6	6	\$815,000	Y	58	D	N
182	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW084C027463	9538	244,271	TBD	6	6	\$815,000	Y	58	D	N
183	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW0X4Y027464	9539	236,467	TBD	6	6	\$815,000	Y	58	D	N
184	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW014C027465	9540	250,905	TBD	6	6	\$815,000	Y	58	D	N
185	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW034C027466	9541	253,290	TBD	6	6	\$815,000	Y	58	D	N
186	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW054C027467	9542	255,643	TBD	6	6	\$815,000	Y	58	D	N
187	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW074C027468	9543	254,660	TBD	6	6	\$815,000	Y	58	D	N
188	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW094C027469	9544	258,359	TBD	6	6	\$815,000	Y	58	D	N
189	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW054C027470	9545	261,988	TBD	6	6	\$815,000	Y	58	D	N
190	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW074C027471	9546	255,909	TBD	6	6	\$815,000	Y	58	D	N
191	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW094C027472	9547	262,684	TBD	6	6	\$815,000	Y	58	D	N
192	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW084C027527	9548	264,534	TBD	6	6	\$815,000	Y	58	D	N
193	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW0X4C027528	9549	261,499	TBD	6	6	\$815,000	Y	58	D	N
194	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW014C027529	9550	261,064	TBD	6	6	\$815,000	Y	58	D	N
195	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW084C027530	9551	247,671	TBD	6	6	\$815,000	Y	58	D	N
196	2004 New Flyer 60'LF (King County Metro)	05	5FYD4YW0X4C027531	9552	264,321	TBD	6	6	\$815,000	Y	58	D	N
197	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU03AC038074	9553	1,500	TBD	0	12	\$815,000	Y	56	D	Y
198	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU05AC038075	9554	1,500	TBD	0	12	\$815,000	Y	56	D	Y
199	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU07AC038076	9555	1,500	TBD	0	12	\$815,000	Y	56	D	Y
200	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU09AC038077	9556	1,500	TBD	0	12	\$815,000	Y	56	D	Y
201	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU00AC038078	9557	1,500	TBD	0	12	\$815,000	Y	56	D	Y
202	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU02AC038079	9558	1,500	TBD	0	12	\$815,000	Y	56	D	Y
203	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU09AC038080	9559	1,500	TBD	0	12	\$815,000	Y	56	D	Y

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204	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU00AC038081	9560	1,500	TBD	0	12	\$815,000	Y	56	D	Y
205	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU02AC038082	9561	1,500	TBD	0	12	\$815,000	Y	56	D	Y
206	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU04AC038083	9562	1,500	TBD	0	12	\$815,000	Y	56	D	Y
207	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU06AC038084	9563	1,500	TBD	0	12	\$815,000	Y	56	D	Y
208	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU08AC038085	9564	1,500	TBD	0	12	\$815,000	Y	56	D	Y
209	2010 New Flyer 60'LF (Community Transit)	05	5FYD5YU0XAC038086	9565	1,500	TBD	0	12	\$815,000	Y	56	D	Y
210	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW094U027045	9600	290,407	TBD	6	6	\$870,000	Y	58	DE	N
211	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW004U027046	9601	297,180	TBD	6	6	\$870,000	Y	58	DE	N
212	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW004U027047	9602	291,171	TBD	6	6	\$870,000	Y	58	DE	N
213	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027048	9603	258,304	TBD	6	6	\$870,000	Y	58	DE	N
214	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW064U027049	9604	281,587	TBD	6	6	\$870,000	Y	58	DE	N
215	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW024U027050	9605	283,710	TBD	6	6	\$870,000	Y	58	DE	N
216	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027051	9606	279,353	TBD	6	6	\$870,000	Y	58	DE	N
217	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW064U027052	9607	284,352	TBD	6	6	\$870,000	Y	58	DE	N
218	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW084U027053	9608	246,682	TBD	6	6	\$870,000	Y	58	DE	N
219	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW0X4U027054	9609	291,743	TBD	6	6	\$870,000	Y	58	DE	N
220	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW014U027055	9610	286,255	TBD	6	6	\$870,000	Y	58	DE	N
221	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW034U027056	9611	280,661	TBD	6	6	\$870,000	Y	58	DE	N
222	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW054U027057	9612	276,338	TBD	6	6	\$870,000	Y	58	DE	N
223	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW074U027058	9613	294,774	TBD	6	6	\$870,000	Y	58	DE	N
224	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW094U027059	9614	276,432	TBD	6	6	\$870,000	Y	58	DE	N
225	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW054U027060	9615	268,427	TBD	6	6	\$870,000	Y	58	DE	N
226	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW074U027061	9616	298,346	TBD	6	6	\$870,000	Y	58	DE	N
227	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027062	9617	288,265	TBD	6	6	\$870,000	Y	58	DE	N
228	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW004U027063	9618	286,903	TBD	6	6	\$870,000	Y	58	DE	N
229	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW024U027064	9619	284,360	TBD	6	6	\$870,000	Y	58	DE	N
230	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW044U027065	9620	279,510	TBD	6	6	\$870,000	Y	58	DE	N
231	2004 New Flyer DE60LF (King County Metro)	05	5FYH2UW064U027066	9621	288,749	TBD	6	6	\$870,000	Y	58	DE	N
232	2008 New Flyer DE60LF (King County Metro)	05	5FYH4YU058C034784	9622	100,774	TBD	2	10	\$870,000	Y	58	DE	N
233	2008 New Flyer DE60LF (King County Metro)	05	5FYH4YU078C034785	9623	107,072	TBD	2	10	\$870,000	Y	58	DE	N
234	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU07AC036915	9624	17,530	TBD	0	12	\$870,000	Y	56	DE	N
235	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU09AC036916	9625	16,617	TBD	0	12	\$870,000	Y	56	DE	N
236	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU00AC036917	9626	15,243	TBD	0	12	\$870,000	Y	56	DE	N
237	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU02AC036918	9627	12,209	TBD	0	12	\$870,000	Y	56	DE	N
238	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU04AC036919	9628	14,909	TBD	0	12	\$870,000	Y	56	DE	N
239	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU00AC036920	9629	10,888	TBD	0	12	\$870,000	Y	56	DE	N



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240	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU02AC036921	9630	12,761	TBD	0	12	\$870,000	Y	56	DE	N
241	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU04AC036922	9631	12,057	TBD	0	12	\$870,000	Y	56	DE	N
242	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU06AC036923	9632	13,661	TBD	0	12	\$870,000	Y	56	DE	N
243	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU08AC036924	9633	13,398	TBD	0	12	\$870,000	Y	56	DE	N
244	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU0XAC036925	9634	12,472	TBD	0	12	\$870,000	Y	56	DE	N
245	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU01AC036926	9635	11,091	TBD	0	12	\$870,000	Y	56	DE	N
246	2010 New Flyer DE60LF (King County Metro)	05	5FYH4YU02AC036927	9636	4,839	TBD	0	12	\$870,000	Y	56	DE	N
247	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU09AC037688	9637	4,993	TBD	0	12	\$870,000	Y	56	DE	N
248	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU00AC037689	9638	3,560	TBD	0	12	\$870,000	Y	56	DE	N
249	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU07AC037690	9639	5,197	TBD	0	12	\$870,000	Y	56	DE	N
250	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU09AC037691	9640	5,591	TBD	0	12	\$870,000	Y	56	DE	N
251	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU00AC037692	9641	2,457	TBD	0	12	\$870,000	Y	56	DE	N
252	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU02AC037693	9642	2,723	TBD	0	12	\$870,000	Y	56	DE	N
253	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU04AC037694	9643	3,371	TBD	0	12	\$870,000	Y	56	DE	N
254	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU06AC037695	9644	3,343	TBD	0	12	\$870,000	Y	56	DE	N
255	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU08AC037696	9645	3,126	TBD	0	12	\$870,000	Y	56	DE	N
256	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU0XAC037697	9646	3,061	TBD	0	12	\$870,000	Y	56	DE	N
257	2010 New Flyer DE60LF (King County Metro)	05	5FYH5YU01AC037698	9647	3,169	TBD	0	12	\$870,000	Y	56	DE	N
258	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA35P056541	9700	430,768	TBD	5	7	\$500,000	Y	57	D	N
259	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA55P056542	9701	520,873	TBD	5	7	\$500,000	Y	57	D	N
260	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA75P056543	9702	489,279	TBD	5	7	\$500,000	Y	57	D	N
261	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA95P056544	9703	471,724	TBD	5	7	\$500,000	Y	57	D	N
262	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA05P056545	9704	493,401	TBD	5	7	\$500,000	Y	57	D	N
263	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA25P056546	9705	485,793	TBD	5	7	\$500,000	Y	57	D	N
264	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA45P056547	9706	496,442	TBD	5	7	\$500,000	Y	57	D	N
265	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA65P056548	9707	499,823	TBD	5	7	\$500,000	Y	57	D	N
266	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA85P056549	9708	520,625	TBD	5	7	\$500,000	Y	57	D	N
267	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA45P056550	9709	491,831	TBD	5	7	\$500,000	Y	57	D	N
268	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA65P056551	9710	513,318	TBD	5	7	\$500,000	Y	57	D	N
269	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPA85P056552	9711	527,080	TBD	5	7	\$500,000	Y	57	D	N
270	2005 MCI D4500 (Pierce Transit)	06	1M8PDMPAX5P056553	9712	516,168	TBD	5	7	\$500,000	Y	57	D	N
271	2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058322	9713	284,362	TBD	2	10	\$500,000	Y	57	D	N
272	2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058324	9714	289,018	TBD	2	10	\$500,000	Y	57	D	N
273	2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058326	9715	299,046	TBD	2	10	\$500,000	Y	57	D	N
274	2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058329	9716	296,165	TBD	2	10	\$500,000	Y	57	D	N
275	2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058331	9717	292,628	TBD	2	10	\$500,000	Y	57	D	N

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276	2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058334	9718	295,498	TBD	2	10	\$500,000	Y	57	D	N
277	2008 MCI D4500 (Pierce Transit)	06	1M8PDMEA28P058336	9719	299,501	TBD	2	10	\$500,000	Y	57	D	N
278	2009 MCI D4500 (Pierce Transit)	06	1M8PDMEA79P059130	9720	120,574	TBD	1	11	\$500,000	Y	57	D	N
279	2009 MCI D4500 (Pierce Transit)	06	1M8PDMEA99P059131	9721	124,449	TBD	1	11	\$500,000	Y	57	D	N
280	2009 MCI D4500 (Pierce Transit)	06	1M8PDMEA09P059132	9722	121,784	TBD	1	11	\$500,000	Y	57	D	N
281	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA9BP059636	9723	1,774	TBD	0	12	\$500,000	Y	57	D	N
282	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA0BP059637	9724	1,707	TBD	0	12	\$500,000	Y	57	D	N
283	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA2BP059638	9725	1,692	TBD	0	12	\$500,000	Y	57	D	N
284	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA4BP059639	9726	1,734	TBD	0	12	\$500,000	Y	57	D	N
285	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA0BP059640	9727	1,640	TBD	0	12	\$500,000	Y	57	D	N
286	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA2BP059641	9728	1,689	TBD	0	12	\$500,000	Y	57	D	N
287	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA4BP059642	9729	1,729	TBD	0	12	\$500,000	Y	57	D	N
288	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA6BP059643	9730	1,789	TBD	0	12	\$500,000	Y	57	D	N
289	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA8BP059644	9731	1,605	TBD	0	12	\$500,000	Y	57	D	N
290	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEAAXBP059645	9732	1,678	TBD	0	12	\$500,000	Y	57	D	N
291	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA1BP059646	9733	1,697	TBD	0	12	\$500,000	Y	57	D	N
292	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA3BP059647	9734	1,760	TBD	0	12	\$500,000	Y	57	D	N
293	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA5BP059648	9735	1,874	TBD	0	12	\$500,000	Y	57	D	N
294	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA7BP059649	9736	1,833	TBD	0	12	\$500,000	Y	57	D	N
295	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA3BP059650	9737	1,780	TBD	0	12	\$500,000	Y	57	D	N
296	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA5BP059651	9738	1,758	TBD	0	12	\$500,000	Y	57	D	N
297	2010 MCI D4500 (Pierce Transit)	06	1M8PDMEA7BP059652	9739	1,700	TBD	0	12	\$500,000	Y	57	D	N
298	2002 Skoda Light Rail Vehicle	15	9175	1001A	230,432	85	7	18	\$4,000,000	Y	30	E	N
299	2002 Skoda Light Rail Vehicle	15	9176	1002A	237,634	85	6	19	\$4,000,000	Y	30	E	N
300	2002 Skoda Light Rail Vehicle	15	9177	1003A	225,099	85	6	19	\$4,000,000	Y	30	E	N
301	1999 EMD F59PHI Locomotive	21	N/A	SDRX 901	69,025	95	11	18	\$4,500,000	N	2	D	N
302	1999 EMD F59PHI Locomotive	21	N/A	SDRX 902	150,128	95	11	18	\$4,500,000	N	2	D	N
303	1999 EMD F59PHI Locomotive	21	N/A	SDRX 903	67,615	95	10	19	\$4,500,000	N	2	D	N
304	1999 EMD F59PHI Locomotive	21	N/A	SDRX 904	87,293	95	10	19	\$4,500,000	N	2	D	N
305	1999 EMD F59PHI Locomotive	21	N/A	SDRX 905	159,482	95	10	19	\$4,500,000	N	2	D	N
306	1999 EMD F59PHI Locomotive	21	N/A	SDRX 906	99,233	95	10	19	\$4,500,000	N	2	D	N
307	1999 EMD F59PHI Locomotive	21	N/A	SDRX 907	139,245	95	9	22	\$4,500,000	N	2	D	N
308	1999 EMD F59PHI Locomotive	21	N/A	SDRX 908	156,861	95	9	22	\$4,500,000	N	2	D	N
309	1999 EMD F59PHI Locomotive	21	N/A	SDRX 909	142,399	95	9	22	\$4,500,000	N	2	D	N
310	1999 EMD F59PHI Locomotive	21	N/A	SDRX 910	119,901	95	9	22	\$4,500,000	N	2	D	N
311	1999 EMD F59PHI Locomotive	21	N/A	SDRX 911	133,132	95	9	22	\$4,500,000	N	2	D	N

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312	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 101	98,813	95	10	19	\$3,300,000	Y	139	N/A	N
313	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 102	52,514	95	10	19	\$3,300,000	Y	139	N/A	N
314	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 103	49,922	95	10	19	\$3,300,000	Y	139	N/A	N
315	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 104	53,913	95	10	19	\$3,300,000	Y	139	N/A	N
316	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 105	45,044	95	10	19	\$3,300,000	Y	139	N/A	N
317	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 106	33,981	95	10	19	\$3,300,000	Y	139	N/A	N
318	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 107	69,666	95	10	19	\$3,300,000	Y	139	N/A	N
319	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 108	60,528	95	10	19	\$3,300,000	Y	139	N/A	N
320	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 109	202,065	95	10	19	\$3,300,000	Y	139	N/A	N
321	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 110	163,657	95	10	19	\$3,300,000	Y	139	N/A	N
322	2000 Bombardier Bi-level Cab Car	18	N/A	SDRX 111	148,452	95	10	19	\$3,300,000	Y	139	N/A	N
323	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 201	23,315	95	10	19	\$3,000,000	Y	148	N/A	N
324	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 202	101,058	95	10	19	\$3,000,000	Y	148	N/A	N
325	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 203	119,481	95	10	19	\$3,000,000	Y	148	N/A	N
326	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 204	38,063	95	10	19	\$3,000,000	Y	148	N/A	N
327	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 205	105,828	95	10	19	\$3,000,000	Y	148	N/A	N
328	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 206	47,921	95	10	19	\$3,000,000	Y	148	N/A	N
329	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 207	65,017	95	10	19	\$3,000,000	Y	148	N/A	N
330	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 208	82,534	95	10	19	\$3,000,000	Y	148	N/A	N
331	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 209	122,447	95	10	19	\$3,000,000	Y	148	N/A	N
332	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 210	63,991	95	10	19	\$3,000,000	Y	148	N/A	N
333	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 211	139,128	95	10	19	\$3,000,000	Y	148	N/A	N
334	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 212	52,800	95	10	19	\$3,000,000	Y	148	N/A	N
335	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 213	55,134	95	10	19	\$3,000,000	Y	148	N/A	N
336	2000 Bombardier Bi-level Coach Car	18	N/A	SDRX 214	52,275	95	10	19	\$3,000,000	Y	148	N/A	N
337	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 215	151,057	95	10	19	\$3,000,000	Y	148	N/A	N
338	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 216	151,224	95	10	19	\$3,000,000	Y	148	N/A	N
339	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 217	130,172	95	10	19	\$3,000,000	Y	148	N/A	N
340	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 218	155,033	95	10	19	\$3,000,000	Y	148	N/A	N
341	2002 Bombardier Bi-level Coach Car	18	N/A	SDRX 227	110,704	95	8	21	\$3,000,000	Y	148	N/A	N
342	2002 Bombardier Bi-level Coach Car	18	N/A	SDRX 228	102,564	95	8	21	\$3,000,000	Y	148	N/A	N
343	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 231	29,288	95	7	22	\$3,000,000	Y	148	N/A	N
344	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 232	41,451	95	7	22	\$3,000,000	Y	148	N/A	N
345	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 233	138,555	95	7	22	\$3,000,000	Y	148	N/A	N
346	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 234	131,674	95	7	22	\$3,000,000	Y	148	N/A	N
347	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 235	141,363	95	7	22	\$3,000,000	Y	148	N/A	N

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348	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 236	198,419	95	7	22	\$3,000,000	Y	148	N/A	N
349	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 237	52,909	95	7	22	\$3,000,000	Y	148	N/A	N
350	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 238	54,405	95	7	22	\$3,000,000	Y	148	N/A	N
351	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 239	43,424	95	7	22	\$3,000,000	Y	148	N/A	N
352	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 240	34,287	95	7	22	\$3,000,000	Y	148	N/A	N
353	2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 301	116,180	95	10	19	\$3,300,000	Y	139	N/A	N
354	2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 302	125,134	95	10	19	\$3,300,000	Y	139	N/A	N
355	2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 303	106,449	95	10	19	\$3,300,000	Y	139	N/A	N
356	2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 304	120,139	95	10	19	\$3,300,000	Y	139	N/A	N
357	2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 305	137,529	95	10	19	\$3,300,000	Y	139	N/A	N
358	2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 306	102,379	95	10	19	\$3,300,000	Y	139	N/A	N
359	2003 Bombardier Bi-level Cab Car	18	N/A	SDRX 307	109,668	95	10	19	\$3,300,000	Y	139	N/A	N
360	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 401	168,927	95	7	22	\$3,000,000	Y	148	N/A	N
361	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 402	155,733	95	7	22	\$3,000,000	Y	148	N/A	N
362	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 403	117,068	95	7	22	\$3,000,000	Y	148	N/A	N
363	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 404	107,966	95	7	22	\$3,000,000	Y	148	N/A	N
364	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 405	101,158	95	7	22	\$3,000,000	Y	148	N/A	N
365	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 406	112,554	95	7	22	\$3,000,000	Y	148	N/A	N
366	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 407	98,679	95	7	22	\$3,000,000	Y	148	N/A	N
367	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 408	122,433	95	7	22	\$3,000,000	Y	148	N/A	N
368	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 409	108,077	95	7	22	\$3,000,000	Y	148	N/A	N
369	2003 Bombardier Bi-level Coach Car	18	N/A	SDRX 410	105,746	95	7	22	\$3,000,000	Y	148	N/A	N
370	2009 Kinkisharyo LRV	15	N/A	101	116,796	100	1	29	\$4,200,000	Y	74	E	N
371	2009 Kinkisharyo LRV	15	N/A	102	118,213	100	1	29	\$4,200,000	Y	74	E	N
372	2009 Kinkisharyo LRV	15	N/A	103	116,322	100	1	29	\$4,200,000	Y	74	E	N
373	2009 Kinkisharyo LRV	15	N/A	104	125,057	100	1	29	\$4,200,000	Y	74	E	N
374	2009 Kinkisharyo LRV	15	N/A	105	120,951	100	1	29	\$4,200,000	Y	74	E	N
375	2009 Kinkisharyo LRV	15	N/A	106	114,999	100	1	29	\$4,200,000	Y	74	E	N
376	2009 Kinkisharyo LRV	15	N/A	107	129,845	100	1	29	\$4,200,000	Y	74	E	N
377	2009 Kinkisharyo LRV	15	N/A	108	124,639	100	1	29	\$4,200,000	Y	74	E	N
378	2009 Kinkisharyo LRV	15	N/A	109	121,108	100	1	29	\$4,200,000	Y	74	E	N
379	2009 Kinkisharyo LRV	15	N/A	110	121,681	100	1	29	\$4,200,000	Y	74	E	N
380	2009 Kinkisharyo LRV	15	N/A	111	109,500	100	1	29	\$4,200,000	Y	74	E	N
381	2009 Kinkisharyo LRV	15	N/A	112	121,662	100	1	29	\$4,200,000	Y	74	E	N
382	2009 Kinkisharyo LRV	15	N/A	113	112,301	100	1	29	\$4,200,000	Y	74	E	N
383	2009 Kinkisharyo LRV	15	N/A	114	120,543	100	1	29	\$4,200,000	Y	74	E	N

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384	2009 Kinkisharyo LRV	15	N/A	115	129,101	100	1	29	\$4,200,000	Y	74	E	N
385	2009 Kinkisharyo LRV	15	N/A	116	115,670	100	1	29	\$4,200,000	Y	74	E	N
386	2009 Kinkisharyo LRV	15	N/A	117	101,713	100	1	29	\$4,200,000	Y	74	E	N
387	2009 Kinkisharyo LRV	15	N/A	118	126,673	100	1	29	\$4,200,000	Y	74	E	N
388	2009 Kinkisharyo LRV	15	N/A	119	122,286	100	1	29	\$4,200,000	Y	74	E	N
389	2009 Kinkisharyo LRV	15	N/A	120	117,686	100	1	29	\$4,200,000	Y	74	E	N
390	2009 Kinkisharyo LRV	15	N/A	121	121,899	100	1	29	\$4,200,000	Y	74	E	N
391	2009 Kinkisharyo LRV	15	N/A	122	123,886	100	1	29	\$4,200,000	Y	74	E	N
392	2009 Kinkisharyo LRV	15	N/A	123	103,472	100	1	29	\$4,200,000	Y	74	E	N
393	2009 Kinkisharyo LRV	15	N/A	124	114,742	100	1	29	\$4,200,000	Y	74	E	N
394	2009 Kinkisharyo LRV	15	N/A	125	120,249	100	1	29	\$4,200,000	Y	74	E	N
395	2009 Kinkisharyo LRV	15	N/A	126	117,474	100	1	29	\$4,200,000	Y	74	E	N
396	2009 Kinkisharyo LRV	15	N/A	127	120,693	100	1	29	\$4,200,000	Y	74	E	N
397	2009 Kinkisharyo LRV	15	N/A	128	120,744	100	1	29	\$4,200,000	Y	74	E	N
398	2009 Kinkisharyo LRV	15	N/A	129	123,364	100	1	29	\$4,200,000	Y	74	E	N
399	2009 Kinkisharyo LRV	15	N/A	130	117,619	100	1	29	\$4,200,000	Y	74	E	N
400	2009 Kinkisharyo LRV	15	N/A	131	120,554	100	1	29	\$4,200,000	Y	74	E	N
401	2009 Kinkisharyo LRV	15	N/A	132	110,575	100	1	29	\$4,200,000	Y	74	E	N
402	2009 Kinkisharyo LRV	15	N/A	133	115,457	100	1	29	\$4,200,000	Y	74	E	N
403	2009 Kinkisharyo LRV	15	N/A	134	110,829	100	1	29	\$4,200,000	Y	74	E	N
404	2009 Kinkisharyo LRV	15	N/A	135	120,242	100	1	29	\$4,200,000	Y	74	E	N
405	2002 Dodge Stratus Sedan	28	1B3EL36R42N353983	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
406	2002 Dodge Stratus Sedan	28	1B3EL36R92N353980	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
407	2002 Dodge Stratus Sedan	28	1B3EL36R02N353981	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
408	2002 Dodge Stratus Sedan	28	1B3EL36R22N353982	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
409	2002 Dodge Stratus Sedan	28	1B3EL36R62N353984	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
410	2002 Dodge Stratus Sedan	28	1B3EL36R82N353985	6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
411	2005 Jeep Liberty SUV	28	1J4GL48K55W517893	7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
412	2002 Ford Focus Sedan	28	1FAFP36302W346659	8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
413	2002 Ford Focus Sedan	28	1FAFP36352W346141	9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
414	2002 Ford Focus Sedan	28	1FAFP36332W346140	10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
415	2002 Ford Taurus Sedan	28	1FAFP58292G259837	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
416	2002 Ford Focus Sedan	28	1FAFP58222G259839	12	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
417	2002 Ford Taurus Sedan	28	1FAFP58272G254362	13	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
418	2002 Ford Taurus Sedan	28	1FAFP58272G253065	14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
419	2002 Ford Taurus Sedan	28	1FAFP58202G259838	15	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	2002 Dodge Ram Truck	28	3B7KC23ZX2M245460	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
421	2001 Chevrolet Malibu Sedan	28	1G1ND52J41M559597	17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
422	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
423	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
424	2002 Chevrolet Blazer SUV	28	1GNDDT13W32K203638	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
425	2002 Chevrolet Blazer SUV	28	1GNDDT13W12K203752	21	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
426	2002 Chevrolet Malibu Sedan	28	1G1ND52J23M612137	22	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
427	2003 Chevrolet Blazer SUV	28	1GNCS13X33K162890	23	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
428	2000 Chevrolet Lumina Sedan	28	2G1WL52J9Y1329065	24	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
429	2000 Chevrolet Lumina Sedan	28	2G1WL52J1Y1330159	25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
430	2000 Chevrolet Lumina Sedan	28	2G1WL52J5Y1332593	27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
431	2000 Chevrolet Lumina Sedan	28	2G1WL52J5Y1330505	28	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
432	2000 Chevrolet Lumina Sedan	28	2G1WL52J2Y1332227	29	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
433	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
434	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
435	1999 Ford Explorer SUV	28	1FMZU34E5XZA95028	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
436	1997 Ford E150 Van	28	1FTEE1463VHA94329	33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
437	2001 Chevrolet Malibu Sedan	28	1G1ND52J71M559917	34	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
438	2001 Chevrolet Malibu Sedan	28	1G1ND52J01M559550	35	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
439	2001 Chevrolet Malibu Sedan	28	1G1ND52J41M559860	36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
440	2001 Chevrolet Malibu Sedan	28	1G1ND52J716123931	37	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
441	2001 Chevrolet Malibu Sedan	28	1G1ND52J116223491	38	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
442	2001 Chevrolet Malibu Sedan	28	1G1ND52J93M712994	39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
443	2003 Chevrolet Blazer SUV	28	1GNCS13X93K160481	40	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
444	2003 Chevrolet Blazer SUV	28	1GNCS13X73K160382	41	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
445	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
446	2005 Ford Taurus Sedan	28	1FAHP58205A115187	43	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
447	2004 Ford Bucket Truck	28	1FDXF47P54EC52032	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
448	2005 Dodge Caravan Minivan	28	1D4GP24R45B224269	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
449	2005 Jeep Liberty SUV	28	1J4GL48K95W517895	46	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
450	2005 Ford Taurus Sedan	28	1FAFP53265A198607	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
451	2005 Toyota Prius Sedan	28	JTDKB22UX53111885	49	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
452	2006 Ford Escape SUV	28	1FMYU95H36KC97400	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
453	2006 Ford Escape SUV	28	1FMYU95H56KC97401	51	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
454	2006 Ford Escape SUV	28	1FMYU95H76KC97402	52	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
455	2006 Ford Escape SUV	28	1FMYU95H96KC97403	53	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N

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456	2006 Ford Escape SUV	28	1FMYU95H06KC97404	54	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
457	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
458	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
459	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
460	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
461	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
462	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
463	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
464	2008 Chevrolet Trailblazer SUV	28	1GNDT13S782232534	62	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
465	2008 Chevrolet Malibu Sedan	28	1G1ZF575X8F276143	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
466	2008 Ford F550 Truck	28	1FDAW56R98ED33359	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
467	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
468	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
469	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
470	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
471	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
472	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
473	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
474	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
475	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
476	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
477	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
478	2008 Ford F-350	28	1FTWW31R88EE33118	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
479	2008 Chevy Trailblazer	28	1GNDS13S682254981	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
480	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
481	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
482	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
483	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
484	2007 Dodge Caravan Van	28	2D4GP44L57R346909	90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
485	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
486	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
487	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
488	2003 Ford Explorer SUV	28	1FMZU72K43UC06207	95	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
489	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
490	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
491	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

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492	2007 Peterbilt Brant Tractor	28	1NPALB9X17D655819	99	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
493	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
494	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
495	2001 Ford E350 Step Van	28	1FCJE39L81HB28090	102	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
496	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
497	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
498	2003 Ford E150 Van	28	1FMRE11W73HB12832	105	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
499	2001 Dodge RAM Extended Cab 4X4 Pickup	28	3B7KF23Z61G808346	106	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
500	2001 Ford F350 6 Passenger 4X4 Pickup	28	1FTSW31L91ED78405	107	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
501	2001 Ford Ranger Extended Cab Pickup	28	1FTYR14V91PB77434	108	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
502	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
503	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
504	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
505	2002 Ford F350 6 Passenger 4X Pickup	28	1FTSW31L22EA91084	112	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
506	2002 Ford E350 Cargo Van	28	1FTSE34L02HA50796	113	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
507	2002 Ford E350 12 Passenger Van	28	1FBSS31L42HA67383	114	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
508	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
509	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
510	2010 Toyota Prius	28	JTDKN3DU6A0088417	117	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
511	2010 Toyota Prius	28	JTDKN3DUXA0086220	118	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
512	2010 Toyota Prius	28	JTDKN3DU3A5088877	119	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
513	WINCO RB55	28	Z9BV13149MO26030	123	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
514	2010 Toyota Prius	28	JTDKN3DU1A0165386	124	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
515	2010 Toyota Prius	28	JTDKN3DUXA0166908	125	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
516	2010 Toyota Prius	28	JTDKN3DU1A0165372	126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
517	2008 Baldor PL6000K	28	1B9BT131982692468	127	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
518	2010 Ford Escape 2WD SUV	28	1FMCU0DG3AKD12257	128	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
519	2006 Gem Cart EL	28	5ASAK274X7F042553	129	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
520	2006 Gem Cart EL	28	5ASAK27417F042554	130	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
521	Toyota Forklift 8FGU30	28	S/N 10595	131	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
522	Toyota Forklift 8FGU30	28	S/N 11764	132	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
523	2002 Ford Explorer	28	1FMZU72E72ZB00958	133	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
524	2002 Ford E350 Van	28	1FBSS311L32HA03450	134	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
525	2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z11G808349	135	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
526	2001 Dodge Ram Pick-Up 2500	28	3B7KF23Z41G808345	136	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
527	2005 Ford F550 Hi-Rail	28	1FDAW57P25EC94607	137	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)
528	2002 Ford F550 Hi-Rail	28	1FDAW56F12EA48930	138	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
529	2002 Ford F550 Hi-Rail	28	1FDAW56F32EA48931	139	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
530	2010 Toyota Prius	28	JTDKN3DU4A0220445	140	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
531	2010 Toyota Prius	28	JTDKN3DU0A1261942	141	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
532	2011 Ford F150 Crew Cab	28	1FTFW1EF5BFA21213	142	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
533	2011 Ford F150 Crew Cab	28	1FTFW1EF7BFA21214	143	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
534	2010 Toyota Prius	28	JTDKN3DU1A0227787	144	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
535	2010 Toyota Prius	28	JTDKN3DU4A1276945	145	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
536	2009 Wylie Tank Trailer	28	5VUTW13279P000076	153	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 11, 2011

#	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	10	5	\$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	7	8	\$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)	90	2	13	\$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)	95	1	14	\$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	95	1	9	\$1,000,000	297 sets of On-Board Equipment (Driver Display Unit/On-board Fare Transaction Processor/Wireless On-Off Loading System)
6	02	ORCA Fare Collection Equipment	95	1	9	\$800,000	75 Stand Alone Fare Transaction Processors at Sounder stations and 76 Stand Alone Fare Transaction Processors at Link stations
7	02	ORCA Fare Collection Equipment	95	1	3	\$60,000	28 Portable Fare Transaction Processors
8	04	ORCA Back Office Computer	90	1	5	\$70,000	
9	15	Cummins/GK Generator Trailers	95	2	13	\$67,500	2 @ \$33,750 unit cost; Central Link

**Public Transportation Management System  
Owned Facility Inventory**

**Agency/Organization:**

Sound Transit

**Date:**

March 11, 2011

#	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	11	19	\$30,156,000	Age and replacement value based on 1999 restoration
2	08, 06, 07, 09, 16, 17	2000, 2003	Auburn Station	85	10	20	\$22,068,000	Train platform, pedestrian bridge and garage
3	08, 06, 07, 09, 16, 17	2000, 2003	Kent Station	70	10	20	\$24,049,000	Train platform, pedestrian bridge and garage
4	07, 08, 16, 17	2000	King Street Station & Weller Street Bridge	70	10	20	\$13,498,000	Train platform, canopy, stairs and elevator
5	06, 07, 09, 16, 17	2000	Sumner Station	85	10	20	\$9,285,000	Station and park-and-ride
6	06, 07, 09, 16, 17	2000	Puyallup Station	85	10	20	\$8,709,000	Station and park-and-ride
7	07, 16, 17	2000	Tacoma Dome Station (Sounder)	85	10	20	\$7,811,000*	Train platform and Concourse
8	09, 16	2001	South Hill Park-and-Ride	85	9	21	\$4,650,000	
9	07, 09, 16	2001	Tukwila Station (Sounder)	70	9	7	\$4,274,000	Temporary wood train platform
10	06, 16	2002, 2007	Bellevue Transit Center	90	8	22	\$16,333,000	Shelter, platforms and Rider Services Building
11	06, 09, 16	2002	Overlake Transit Center	85	8	22	\$11,031,000	Transit center and park-and-ride
12	06, 09, 16	2003	DuPont Station	90	7	23	\$2,095,000	Transit center and park-and-ride
13	07, 09, 16, 17	2003	Edmonds Station	70	7	9	\$467,000	Temporary facilities (under construction 2011)
14	06, 07, 08, 09, 16, 17	2003, 2009	Everett Station	90	7	23	\$2,279,000	Platform, track, East parking lot and bridge
15	06, 09, 16	2003	Lynnwood Transit Center	70	7	23	\$18,939,000	Transit center and park-and-ride
16	07, 16, 17	2003	Tacoma Link Stations	90	7	23	\$15,233,000	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	90	7	23	\$6,416,000	
18	15	2003	Tacoma Link Power & Signal System	90	7	23	\$8,560,000	
19	01	2003	Tacoma Link Traction Power Substation	90	7	23	\$952,000	
20	14	2003	Tacoma Link Track System	90	7	23	\$51,188,000	
21	06, 08, 09, 16	2006	Federal Way Transit Center	90	4	26	\$32,741,000	Transit center, pedestrian bridge and garage
22	08	2006	SODO Busway Bike Path (C700)	80	4	26	\$300,000	

#	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	3	27	\$13,500,000	Track, power, communications & equipment
24	07, 08, 16	2007	Totem Lake Freeway Station	90	3	27	\$1,122,000	Shelters and platforms
25	23 (11, 12)	2008	Central Link – Operations & Maintenance Facility (C700)	90	2	28	\$95,329,000	Facility plus equipment
26	06, 09, 16	2008	Issaquah Transit Center	90	2	28	\$19,832,000	Transit center and garage
27	06, 07, 09, 16	2008	Lakewood Station	100	2	28	\$16,579,000	Train platform, transit center and garage
28	09, 16	2008	Mercer Island Park-and-Ride	90	2	28	\$9,942,000	Shelters and garage
29	07, 16	2008	Mukilteo Station	90	2	28	\$5,762,000	Train platform and shelters
30	16	2008	South Everett Freeway Station	90	2	28	\$261,000	Shelters and platforms only
31	01, 15	2009	Airport Link – Power & Signal System, Power Substation (C431, C842, C843, C846 & C847)	100	1	29	\$14,461,000	S. 154 <sup>th</sup> St to south terminus
32	06, 07, 08, 16, 17	2009	Airport Link – SeaTac/Airport Station (C430R)	100	1	29	\$55,275,000	Platform, mezzanine and pedestrian bridge over International Blvd
33	04, 14	2009	Airport Link – Tukwila & SeaTac Trackway (C410, C420 & C430)	100	1	29	\$84,380,000	S. 154 <sup>th</sup> St to SeaTac/Airport Station
34	02, 03, 04, 07, 14, 15, 16, 17	2009	Central Link – Beacon Hill Tunnel & Station, Mount Baker Station (C710)	100	1	29	\$240,659,000	Airport Way to Walden St: Trackway, tunnel, power, platforms
35	04, 14	2009	Central Link – Forest St to Airport Way Trackway (C700)	100	1	29	\$48,952,000	South of SODO Station to Beacon Hill Portal
36	01, 07, 14, 15, 16	2009	Central Link – Martin Luther King, Jr. Way Trackway, Power & Signal System and Stations (C735)	100	1	29	\$133,462,000	Includes Columbia City, Othello and Rainier Beach Stations
37	06, 16	2009	Central Link – Mount Baker Transit Center	100	1	29	\$291,000	Off-street transit center at Rainier & Forest St
38	02, 14	2009	Central Link – Pine Street Stub Tunnel (C510)	100	1	29	\$36,500,000	Track, equipment & facility
39	07, 16, 17	2009	Central Link – SODO Station (C700)	100	1	29	\$2,311,000	Platforms and bike lockers
40	07, 16, 17	2009	Central Link – Stadium Station (C700)	100	1	29	\$3,726,000	Platforms
41	01, 04, 06, 07, 09, 14, 15, 16	2009	Central Link – Tukwila Elevated Trackway, Power & Signal System and Tukwila/International Blvd Station (C755)	100	1	29	\$226,398,000	Includes Tukwila/International Blvd Station and park-and-ride
42	07, 09, 16	2009	South Tacoma Station	100	1	29	\$16,005,000	Train platform, shelters and park-and-ride
43	24	2009	University Link – Capitol Hill Station Temporary Construction Offices	90	1	5	\$343,000	2 Modular Buildings
44	24	2009	University Link – Husky Stadium Station Temporary Service Buildings	90	1	5	\$873,000	5 Modular Buildings
45	16	N/A	STart Installations and other art works	N/A	Various	N/A	\$7,511,000	Insured value
46	22	N/A	Auburn Warehouse	N/A	N/A	N/A	\$2,335,000	Facility leased, cost is for equipment
47	23	N/A	Opus East Building, 5 <sup>th</sup> & Jackson Building, other offices	N/A	N/A	N/A	\$6,013,000	Value of equipment at all other leased facilities

*Replacement Cost figure based on 2011 Property Statement of Value, or (\*) 2.56% construction cost growth over previous year's estimated replacement cost.*