



SOUNDTRANSIT

Central Puget Sound
Regional Transit Authority

**Sound Transit
Transit Development Plan 2006 - 2011
2005 Annual Report**

Date of Public Hearing: March 23, 2006

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Sound Transit

Transit Development Plan 2006-2011 and 2005 Annual Report

INTRODUCTION

The Transit Development Plan 2006-2011 and 2005 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 2005, and proposed action strategies from 2006 to 2011 are included.

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

I: ORGANIZATION

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

On November 5, 1996, voters approved local funding for *Sound Move*—a regional high-capacity transit plan that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax, and a rental car tax—to finance construction and operation of the regional transit system.

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

ST Express regional express bus service includes new bus routes, partnerships with WSDOT to develop HOV direct-access projects, and a variety of community connection facilities including transit centers, access improvements, and park-and-ride lots. ST Express also works to integrate its projects with other transit agencies to create a convenient and seamless system throughout the entire region.

Sounder commuter rail uses diesel-powered engines pulling multi-level passenger coach trains that run on Burlington Northern Santa Fe (BNSF) railroad freight tracks. Sounder shares the tracks with freight trains and Amtrak passenger trains, using upgraded signals, switches, and street crossings.

Link light rail is an electrically powered service that adds a new system of high-capacity transportation within the region’s highest employment and transit ridership areas. It includes a 24-mile Central Link system connecting Seattle, Tukwila, and SeaTac. Downtown Tacoma is served by a 1.6-mile Tacoma Link light rail line between the city’s Theater District and the multimodal regional transit center at the Tacoma Dome station. Within Central Link, the adopted 14 mile Initial Segment will extend from the Tukwila International Boulevard Station in Tukwila to Westlake Station in the Downtown Seattle Transit Tunnel. The Initial Segment is scheduled to start revenue service in the summer of 2009. The adopted Airport Link project will connect the Tukwila International Boulevard Station in Tukwila into the city of SeaTac to a light rail station at the main terminal of Sea-Tac International Airport. Airport Link is scheduled to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009. While construction is well underway on the initial segment for Central Link, Sound Transit is also working on plans and designs for extending Link north to the University District and beyond to Northgate.

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

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

As of March 2006, the Sound Transit Board of Directors consists of the following members:

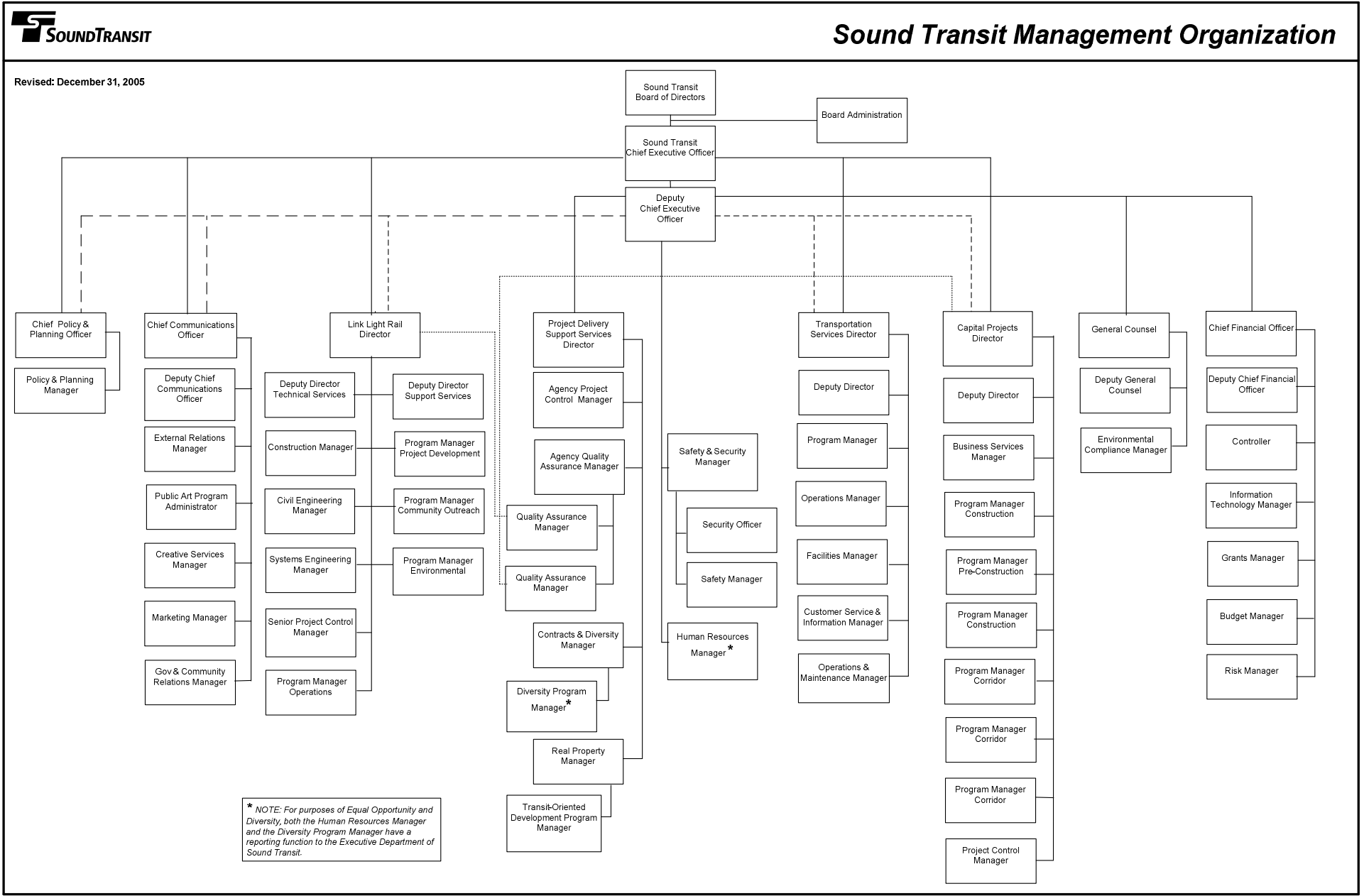
John Ladenburg	Pierce County Executive, Chair
Connie Marshall	City of Bellevue Councilmember, Vice Chair
Mark Olson	City of Everett Councilmember, Vice Chair
Julie Anderson	City of Tacoma Councilmember
Mary-Alyce Burleigh	City of Kirkland Councilmember
Fred Butler	City of Issaquah Deputy Council President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

As of December 31, 2005, Sound Transit employed 380 full-time equivalent employees (authorized positions). Sound Transit staff consisted of the following:

- 48 full-time equivalents in the Capital Projects department.
- 48 full-time equivalents in the Transportation Services department.
- 75 full-time equivalents in the Link Light Rail department.
- 209 full-time equivalents in agency support departments (61 in Project Delivery Support Services).

The Sound Transit organizational structure as of the end of 2005 is shown on the following page in Figure 1.

Figure 1



II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

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

As of December 31, 2005, Sound Transit owned 228 ST Express buses. ST Express contracts with our partner transit agencies—Community Transit, King County Metro, and Pierce Transit—to operate and maintain our ST Express buses.

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

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

III: SERVICE CHARACTERISTICS

FARE STRUCTURE

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

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

On ST Express, single-ride fares for adult riders as of June 1, 2005 are \$1.50 for one zone, \$2.50 for two zones, and \$3.00 for three zones. Corresponding monthly pass prices are \$54, \$90, and \$108. Senior/disabled fares are approximately 50 percent of the adult fare and youth fares are discounted approximately 25 percent from the adult fare.

On Sounder, single-ride fares for adult riders are \$2.00 for one zone, \$3.00 for two zones, and \$4.00 for three zones. Corresponding monthly pass prices are \$72, \$108, and \$144. Senior/disabled fares are approximately 50 percent of the adult fare, and youth fares are discounted approximately 25 percent from the adult fare.

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

As of the end of 2005, 19 ST Express bus routes were in operation. These routes are:

- Everett - Seattle
- Ash Way - Lynnwood - Seattle
- Woodinville - Seattle
- Everett - Bellevue
- Lynnwood - Bellevue
- Redmond - University District
- Redmond - Seattle
- Bellevue - Seattle
- Issaquah - Seattle
- Issaquah - Northgate
- Bellevue - Sea-Tac Airport - West Seattle
- Federal Way - Bellevue
- Auburn - Bellevue
- Lakewood - Sea-Tac Airport
- Lakewood - Seattle
- Bonney Lake - Tacoma
- Lakewood - Auburn
- Tacoma - University District
- Tacoma - Seattle

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

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

Tacoma Link service operates as indicated in the chart below:

Day	Time	Frequency
Monday through Friday	5:20 a.m. – 8:00 p.m.	10 min.
Saturdays	8:00 a.m. – 10:00 p.m.	10 min.
Sunday	10:00 a.m. – 11:40 a.m.	20 min.
	11:40 a.m. – 6:30 p.m.	10 min.
	6:30 p.m. – 8:00 p.m.	20 min.
Holiday	10:00 a.m. – 6:00 p.m.	20 min.

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

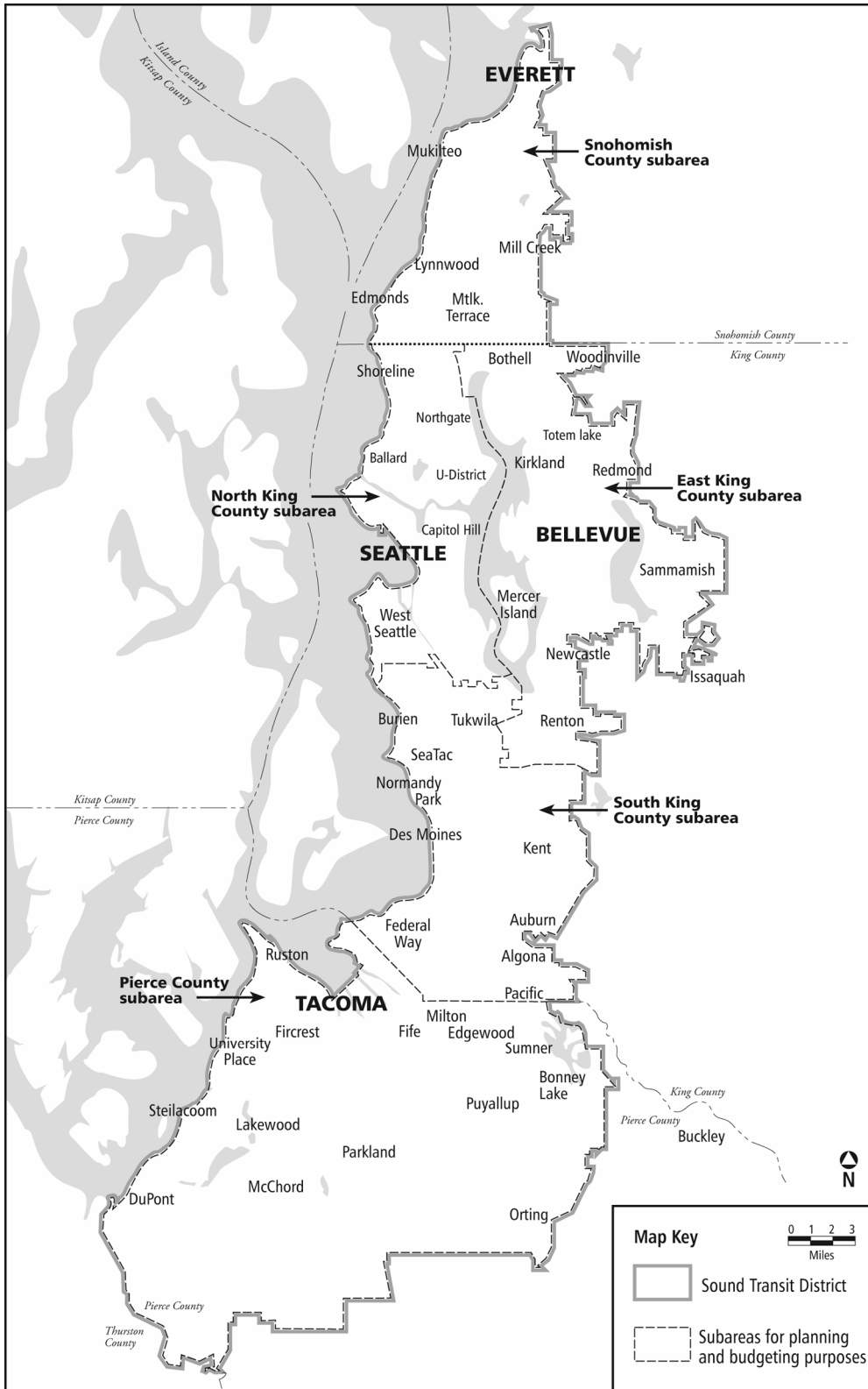
Paratransit services for Tacoma Link are provided by Pierce Transit under an agreement with Pierce Transit.

The Central Link light rail segment from Westlake Station to Sea-Tac Airport is planned for startup in July 2009.

SERVICE AREA

Sound Transit’s taxing and service area boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act. The Sound Transit service area boundary was adjusted in some places in consideration of voter precinct boundaries, city limit lines, and geography. For planning and budgeting purposes the district boundary was divided into five geographic subareas, each with unique system components. Figure 2 on the following page shows the Sound Transit service district for King, Pierce, and Snohomish Counties.

Figure 2
Sound Transit District



IV: SERVICE CONNECTIONS

Sound Transit serves a total of 65 park-and-ride lots and transit centers in the Puget Sound region. All transit centers served by Sound Transit buses or trains are marked as Regional T locations. The Regional T sign is put up at facilities that offer connections to regional destinations and connections to multiple transit centers.

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

- Ash Way Park-and-Ride
- Auburn Station
- Bear Creek Park-and-Ride
- Bellevue Transit Center
- Bethany Baptist Church
- Bonney Lake Park-and-Ride
- Bothell Park-and-Ride
- Brickyard Road Park-and-Ride
- Burien Transit Center
- Canyon Park Park-and-Ride
- Convention Center Station
- DuPont Station
- Eastgate Park-and-Ride
- Eastmont Park-and-Ride
- Edmonds Station
- Everett Station
- Evergreen Point Bridge Park-and-Ride
- Federal Way Transit Center
- Houghton Park-and-Ride
- I-5 / SR-512 Park-and-Ride
- Issaquah Highlands Interim Park & Ride
- Issaquah Park-and-Ride
- Kenmore Community Church
- Kenmore Park-and-Ride
- Kennydale United Methodist Church
- Kent-Des Moines Park-and-Ride
- Kent Station
- Kimball Drive Park-and-Ride
- King Street Station
- Kirkland Transit Center
- Lake Washington Christian Church
- Lakewood Transit Center
- Lynnwood Transit Center / Park-and-Ride
- Mercer Island Park-and-Ride
- Narrows Park-and-Ride
- Newport Hills Park-and-Ride
- North Jackson Park Park-and-Ride
- North Seattle Park-and-Ride
- Northgate Transit Center
- Northgate Transit Center Ext. / Park-and-Ride
- Overlake Transit Center / Park-and-Ride
- Purdy Park-and-Ride
- Puyallup Station
- Redmond Park-and-Ride
- Renton Boeing Lot 10
- Renton City Municipal Garage
- Renton Transit Center / Park-and-Ride
- Sea-Tac Airport
- South 25th Station
- South Bellevue Park-and-Ride
- South Hill Mall Transit Center
- South Hill Park-and-Ride
- South Kirkland Park-and-Ride
- Spokane / Airport Way Park-and-Ride
- Star Lake Park-and-Ride
- Sumner Station
- Tacoma Community College
- Tacoma Dome Station (North)
- Tacoma Dome Station (South)
- Theater District Station
- Tibbetts Lot
- Tibbetts Valley Park
- Tukwila Station
- Union Station / S. 19th St. Station
- Woodinville Park-and-Ride

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

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

Three of the five Tacoma Link light rail stations provide intermodal public transportation connections. The Theater District Station, at the downtown end of the line, provides connections to Pierce Transit local bus service. At Union Station, connections are made to local and express buses. The Tacoma Dome Station, at the south end of the line, provides connections to Sounder commuter rail, ST Express bus service, Pierce Transit local bus service, Intercity Transit bus service to Olympia/Thurston County, and Amtrak intercity service.

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

The freeway station at Kingsgate Park-and-Ride was closed in 2005 for construction of the Totem Lake direct access ramps. Access to Kingsgate Park-and-Ride will be available when the direct access ramps open in September 2006.

V: ACTIVITIES IN 2005

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

Throughout the entire agency, Sound Transit saw significant accomplishments in 2005. Each of the three lines of service achieved considerable success and the supporting divisions made significant contributions as well.

Our regional bus system, ST Express, served nearly 8.8 million passengers in 2005, with the system now carrying more than 42 million passengers since service began in September 1999. The partnerships formed with Community Transit, Everett Transit, King County Metro Transit, and Pierce Transit have enabled Sound Transit to "roll out" a system that makes the most of the region's transportation resources.

We opened the region's third transit direct access ramp in Washington State, at the Ash Way Park-and-Ride. The ramp will allow buses and other HOV's to exit I-5 directly into the transit platform at the Ash Way park-and-ride. Additional completed capital projects include the Redondo Heights Park-and-Ride, the SR 900 Park-and-Ride Arterial Improvements, and Woodinville Arterial HOV Enhancements, and Yarrow Point Stop Improvements.

Sounder commuter rail carried 1,268,291 passengers in its fifth full year of operation. A fourth daily round trip was added between Tacoma and Seattle, and a second daily round trip was added between Everett and Seattle. Final design has begun for Tacoma-Lakewood track & signals and commuter rail stations at Edmonds, Mukilteo, and South Tacoma. Final design for the Edmonds Station is scheduled to begin in April 2006; it was delayed from 2005 in order to coordinate better with future work in the vicinity.

Tacoma Link continued operations in 2005. The trend of strong ridership continued, with daily ridership totals on the line exceeding 2010 projections of 2,000 riders per weekday. By the end of the year, the system had served 884,895 passengers in 2005.

Construction of the Central Link initial segment continued in 2005, with work underway along the entire 14-mile alignment from the Downtown Seattle Transit Tunnel in Seattle to South 154th Street in Tukwila. In downtown Seattle, work continued on the Pine Street Stub Tunnel extension of the Downtown Seattle Transit Tunnel (DSTT). The DSTT was successfully closed in September for retrofit. In the SODO industrial district south of downtown, work continued on the Central Link Operations and Maintenance Base and the SODO aerial and at-grade segment of the line. In August, the first Central Link rail segment was installed. On Beacon Hill, the station shaft full depth of 180 feet was reached, and work continued at both the west and east tunnel portals. The Tunnel Boring Machine arrived and was prepared for boring. Construction, and utility work in the Rainier Valley continued. Tukwila Freeway Route construction began in May.

The Airport Link Environmental Analysis was completed, and the FTA issued a Record of Decision for the project in September 2005.

Work on the Central Link light rail vehicle contract continued in 2005.

Planning for the North Link extension continued in 2005 with the completion of preliminary engineering (PE) in early 2005. In July 2005, the Sound Transit Board modified the preferred alignment to delete the First Hill Station because of risks identified with the construction of that station. At the same time the board identified the University Link segment (downtown Seattle to Husky Stadium) as the preferred segment of North Link for purposes of the final supplemental EIS and for obtaining a New Starts rating from the Federal Transit Administration (FTA). In August, Sound Transit submitted the New Starts information required to be rated and requested PE authority from the FTA for the University Link segment. **In late 2005, Sound Transit received the highest rating for its New Starts submittal for University Link.**

Sound Transit's 2005 accomplishments also included extensive long-range planning efforts. Following a public comment period, the agency responded to comments on the Draft Long-Range Plan supplemental Environmental Impact Statement (SEIS) and published the final SEIS in June. Following adoption of the Long-Range Plan in July, the agency began planning work focused on identification of the most promising corridors and projects to put before the voters for the next implementation phase, entitled Sound Transit 2 or "ST2."

In 2005, the independent Citizen Oversight Panel (COP) completed two reports: *Sound Move Year 8* and the *Citizens' Year-End 2005 Performance Report*. Although some areas for improvement were noted, in general the COP commended Sound Transit for its "sound policy making and strong execution of programs" and for "improving regionalism and effective partnerships with local communities."

STATE TRANSPORTATION SERVICE OBJECTIVES

In 2005, Sound Transit addressed WSDOT State Transportation Goals through the following action strategies:

- **System Operation & Maintenance.** In 2005 service was restructured in Bellevue to better use the direct access ramps to and from I-405. In addition, the downtown Seattle Transit Tunnel was shut for two years to construct modifications for Link Light Rail; and initial stage Seattle-to-Tacoma track and signal improvements for Sounder commuter rail were completed. A Comprehensive Operational Analysis was completed which identified Sound Transit services that do not meet the Board adopted Service Standards.
- **System Preservation.** We continued to maintain our equipment and began installation of our passenger information and security system for Sounder commuter rail.

- **Special Needs Transportation.** We continued to develop and implement our *Regional Special Needs Transportation Coordination Plan*, improving connections and coordination among government agencies, human services, non-profit and for-profit service agencies, faith-based organizations, schools, public transit, and paratransit providers. In October 2005 Sound Transit hosted the first Executive Summit on Regional Special Needs Transportation 40 agency executives. In October 2005, version 2 was launched of FindARide.org, a searchable web portal for special needs transportation services.
- **Increased Travel Options.** A daily round trip commuter train was added both between Seattle and Tacoma and between Seattle and Everett. We continued involvement in the RailPlus program, allowing monthly passes to be accepted on Amtrak trains running between Seattle and Everett
- **Seamless Connections.** We continued to invest substantially in multi-modal rail stations in the region including Everett, Mukilteo, Edmonds, King Street, Kent, Auburn, and Tacoma stations. Sound Transit also continued implementing region-wide fare integration strategies, including management of the PugetPass Program in fulfillment of the *Sound Move* commitment to a “single ticket ride” on partner transit agencies in the region.
- **Collaborative Decision Making.** We held over 360 outreach meetings and events to increase stakeholder satisfaction. Meetings included community group briefings, stakeholder project tours, public events and hearings, and safety presentations to youth groups and schools.

VI: PLANNED ACTION STRATEGIES, 2006 – 2011

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

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

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

Special Needs Transportation. Working with a collation of human services, non-profit and for-profit service agencies, and faith-based organizations, schools, public transit, and Paratransit providers, Sound Transit will release the final five-year Regional Special Needs Coordination Plan. After a period of public comment, the plan will be implemented. Sound Transit is also working on version 3 of FindARide.org , which will include GIS-based search capabilities. FindARide.org will also be used as an integral part of the WSDOT/ODOT-sponsored regional trip planner.

Seamless Connections. We will continue our ST Express bus service. Planned facilities that will open by 2011 include the South Everett Park-and-Ride, Totem Lake direct-access ramps, Eastgate direct-access ramps, Lakewood Station, and South Tacoma Station. We will extend commuter rail service on both the Everett-Seattle segment and the Tacoma-Seattle segment, south to Lakewood. We will continue operation on Tacoma Link light rail. We will construct and begin service on the Central Link light rail segment. In collaboration with our regional partners, we will implement the Regional Fare Coordination System (Smart Card), providing a seamless regional fare system for our passengers.

Collaborative Decision Making. We will continue to work with local jurisdictions, our regional transit agency partners, our Metropolitan Planning Organization, and WSDOT to develop, construct, and operate the

various *Sound Move* investments. We will continue to develop agreements for implementation of ST Express bus and HOV access, Sounder commuter rail, and the Link light rail program.

VII: PLANNED ACTIVITIES, 2006 – 2011

The following matrixes describe the planned activities to be undertaken by Sound Transit for 2006-2011. These activities include the deployment of new transit service, facility construction, and/or equipment purchases. Activities assume that Sound Transit’s *Sound Move* (Phase I) projects and services are fully implemented by the end of 2009, including the initial segment of the Central Link light rail line (Westlake Station to Tukwila International Blvd.). **Activities do not assume a Phase II Sound Transit program at this time.** Preservation activities are so noted; all other items are considered expansion activities.

2006	Planned Activity
Services	Continue service of ST Express, Sounder, and Tacoma Link light rail line (Preservation) Implement ST Express bus service between new Federal Way Transit Center and Seattle Increase frequency of service on Tacoma-Seattle Sounder line Implement service changes as a result of the Comprehensive Operational Analysis
Facilities	Bellevue Rider Services building complete Bothell Branch Campus Access at 195 th / I-405 complete Eastgate Transit Access / 142 nd SE complete Federal Way Transit Center / S. 317 th and parking garage complete Federal Way HOV Access / S. 317 th complete Issaquah Highlands Park-and-Ride complete Sammamish Park-and-Ride / 228 th SE complete Complete design of South Tacoma and Lakewood Stations Complete design of Tacoma-Lakewood track and signals Complete design of Edmonds Station west platform Demolition/remediation of South Tacoma and Lakewood Station properties Start Everett Station east parking lot and pedestrian bridge construction Begin tunneling for light rail in Beacon Hill Complete first light rail segment Complete Link light rail Operations and Maintenance Facility First light rail train to arrive in Seattle for final assembly Wrap up Link light rail reconstruction of Martin Luther King Jr Way S in Rainier Valley Complete resurfacing of Pine Street in downtown Seattle Publish Final Environmental Impact Statement for North Link Sound Transit Board to adopt North Link project and final design to begin
Equipment	Recall additional rolling stock leased to Virginia Rail Express

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

2008	Planned Activity
Services	<p>Continued service of ST Express, Sounder, and Tacoma Link light rail line (Preservation)</p> <p>Increase bus service between Everett and Seattle in conjunction with opening of South Everett Park-and-Ride</p> <p>Increase bus service between Everett and Bellevue in conjunction with opening of South Everett Park-and-Ride</p> <p>Increase bus service between Lakewood and Seattle in conjunction with the opening of park-and-ride at Lakewood Station site</p> <p>Extend Sounder service to South Tacoma and Lakewood Stations</p>
Facilities	<p>I-90 Two-Way Transit and HOV Operations Stage I complete</p> <p>Issaquah Transit Center / SR 900 complete</p> <p>South Everett Freeway Station / 112th SE complete</p> <p>SR 522 HOV Enhancements Kenmore and Bothell complete</p> <p>85th Corridor / Related Improvements complete</p> <p>Open South Tacoma and Lakewood Stations</p> <p>Open track between Tacoma and Lakewood</p>

2008	Planned Activity
Facilities (cont.)	Construction completed on Everett-Seattle Sounder line Construction completed on Mukilteo Station Central Link initial segment civil construction complete
Equipment	Recall Sounder equipment leased to MetroLink (Los Angeles)

2009	Planned Activity
Services	Continued service of ST Express, Sounder, and Tacoma Link light rail line (Preservation) Begin service on Central Link light rail Initial Segment and Airport Link segment, including complementary paratransit service
Facilities	I-90 Two-Way Transit and HOV Operations Stage II complete Mountlake Terrace Freeway Station / 236 th SW complete Rainier Avenue / Hardie Avenue Arterial Improvements complete

2010	Planned Activity
Services	Continued service of ST Express, Sounder, and Link light rail (Preservation)

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

VIII: CAPITAL IMPROVEMENT PROGRAM, 2005 – 2010

(All figures in thousands of dollars)

Sound Transit	2005	2006	2007	2008	2009	2010
Preservation						
ST Express Fleet Replacement Program			\$13,500	\$1,515		
Improvement						
STart Program	\$1,201	\$4,085	\$4,324	\$1,813	\$1,062	\$0
Souder Commuter Rail	\$67,757	\$151,698	\$250,228	\$46,068	\$2,975	\$0
Link Light Rail	\$400,997	\$534,168	\$577,893	\$366,231	\$125,302	\$0
ST Express Bus	\$78,527	\$59,666	\$172,068	\$111,121	\$60,601	\$30,442
Fare Integration	\$1,004	\$3,670	\$6,028	\$0	\$0	\$0
Research & Technology	\$916	\$1,389	\$5,269	\$690	\$0	\$0
Transportation Services	\$7,489	\$6,206	\$6,740	\$6,028	\$25,050	\$475
Agency Administration	\$1,906	\$1,493	\$600	\$600	\$572	\$0

NOTE: Figures on this page represent programmed accruals; therefore, each year does not reconcile with each year of Annual Capital Purchase Obligations (page 15), which represents expected time of expenditures. However, the 2005-2010 sums of the two tables generally reconcile.

IX: OPERATING DATA, 2005 – 2011

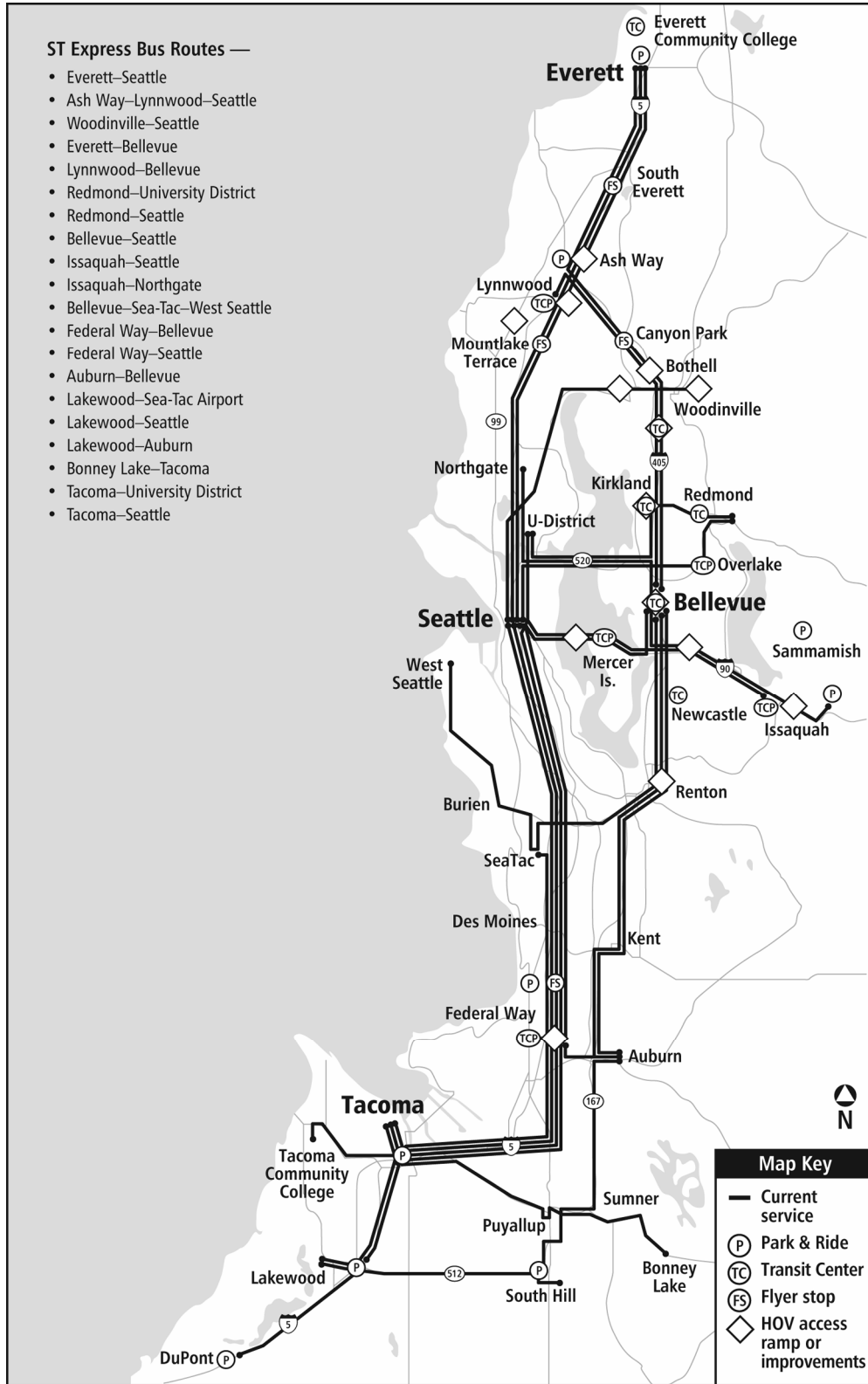
Sound Transit	2005	2006	2007	2008	2009	2010	2011
Fixed Route Services							
Revenue Vehicle Hours	418,167	423,832	436,775	461,760	467,142	469,518	471,162
Total Vehicle Hours	562,163	569,779	587,179	620,767	628,003	631,197	633,407
Revenue Vehicle Miles	10,254,710	10,393,638	10,711,040	11,323,736	11,455,732	11,513,995	11,554,309
Total Vehicle Miles	11,874,577	12,035,450	12,402,990	13,112,470	13,265,316	13,332,783	13,379,465
Passenger Trips	8,815,793	8,900,000	9,200,000	10,000,000	10,400,000	10,500,000	10,600,000
Diesel Fuel Consumed (gallons)	2,081,424	N/A	N/A	N/A	N/A	N/A	N/A
Gasoline Fuel Consumed (gallons)	0	N/A	N/A	N/A	N/A	N/A	N/A
CNG Fuel Consumed (Therms)	625,500	N/A	N/A	N/A	N/A	N/A	N/A
Electricity Consumed (Kwh)	0	N/A	N/A	N/A	N/A	N/A	N/A
Propane Fuel Consumed (gallons)	0	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	21	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	3	N/A	N/A	N/A	N/A	N/A	N/A
Commuter Rail Services							
Revenue Vehicle Hours	14,201	16,855	20,047	32,287	41,343	41,503	41,343
Total Vehicle Hours	17,766	21,086	25,080	40,392	51,722	51,922	51,722
Revenue Vehicle Miles	533,047	632,664	752,493	1,211,916	1,551,860	1,557,869	1,551,860
Total Vehicle Miles	540,028	640,950	762,348	1,227,788	1,572,184	1,578,271	1,572,184
Passenger Trips	1,267,973	1,200,000	1,400,000	1,700,000	2,300,000	2,600,000	2,600,000
Diesel Fuel Consumed (gallons)	703,844	N/A	N/A	N/A	N/A	N/A	N/A
Fatalities	0	N/A	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	0	N/A	N/A	N/A	N/A	N/A	N/A
Collisions	0	N/A	N/A	N/A	N/A	N/A	N/A
Light Rail Services							
Revenue Vehicle Hours	10,093	10,208	10,208	10,208	146,766	283,321	283,321
Total Vehicle Hours	10,093	10,208	10,208	10,208	146,766	283,321	283,321
Revenue Vehicle Miles	96,322	97,422	97,422	97,422	1,400,650	2,703,859	2,703,859
Total Vehicle Miles	96,322	97,442	97,442	97,422	1,400,650	2,703,859	2,703,859
Passenger Trips	884,895	900,000	900,000	1,000,000	3,700,000	9,800,000	10,500,000
Electricity Consumed (Kwh)	642,311	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	2	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, 2005 – 2011

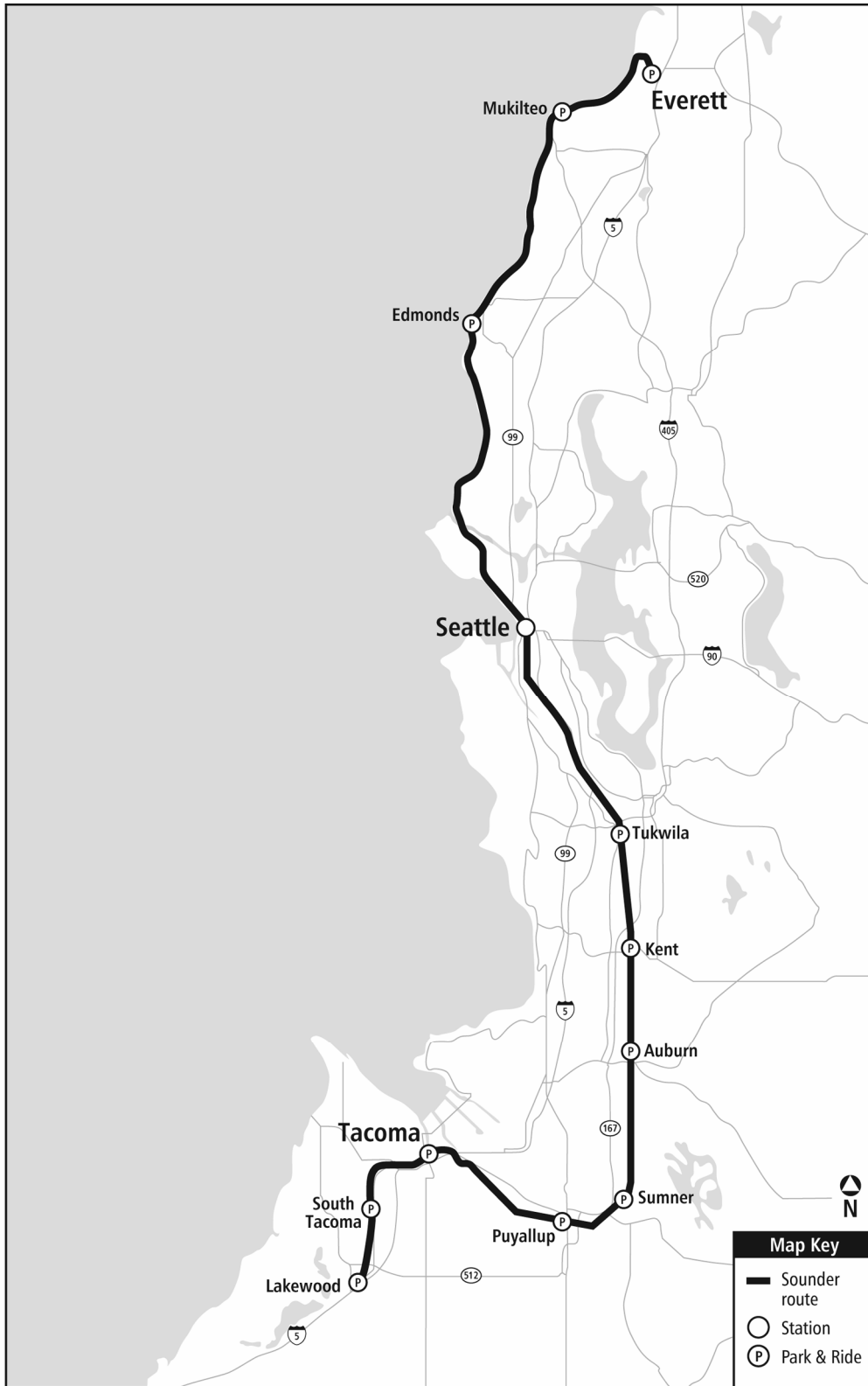
Sound Transit	2005	2006	2007	2008	2009	2010	2011
Annual Revenues (shown in thousands)							
Sales Tax	\$230,998	\$243,192	\$254,939	\$269,027	\$283,346	\$297,972	\$312,286
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$68,645	\$70,507	\$73,192	\$76,821	\$80,815	\$85,077	\$89,505
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$15,516	\$17,168	\$18,100	\$20,209	\$25,257	\$33,930	\$36,147
Vanpooling Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Preventive	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Rural Mobility Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax Equalization	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State Operating Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
County Tax Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sound Transit Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTA Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$29,941	\$35,772	\$36,519	\$6,876	\$7,921	\$15,238	\$18,076
Total	\$345,100	\$366,639	\$382,751	\$372,933	\$397,339	\$432,216	\$456,014
Annual Operating Expenses (shown in thousands)							
Annual Operating Expenses	\$106,163	\$106,163	\$106,163	\$106,163	\$106,163	\$106,163	\$106,163
Other	\$94,488	\$66,177	\$56,335	\$78,114	\$109,109	\$76,702	\$69,975
Total	\$200,651	\$172,340	\$162,498	\$184,277	\$215,272	\$182,865	\$176,138
Debt Service (shown in thousands)							
Interest	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Principal	\$17,163,888	\$17,163,888	\$23,462,014	\$42,111,946	\$65,819,598	\$83,499,990	\$94,031,317
Total	\$41,289	\$41,929	\$41,930	\$41,921	\$65,466	\$92,329	\$101,950
Annual Capital Purchase Obligations (shown in thousands)							
Federal Section 5309 Capital Grants	\$57,360	\$80,966	\$64,414	\$70,290	\$60,470	\$28,786	\$0
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	\$68,697	\$50,759	\$15,123	\$25,665	\$27,484	\$15,808	\$0
State Rural Mobility Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax Equalization	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Vanpool Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvement Board	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Leases	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operational Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$334,056	\$348,909	\$757,844	\$616,831	\$403,624	\$96,700	\$8,578
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$460,113	\$480,634	\$837,380	\$712,786	\$491,578	\$141,294	\$8,578
Ending Balances, December 31 (shown in thousands)							
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$795,800	\$615,573	\$44,367	\$22,526	\$218,647	\$298,891	\$421,676
Operating Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cross Border Lease Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Insurance Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$795,800	\$615,573	\$44,367	\$22,526	\$218,647	\$298,891	\$421,676

NOTE: Financial information is based on the Fall 2005 Financial Plan, not 2005 actuals.

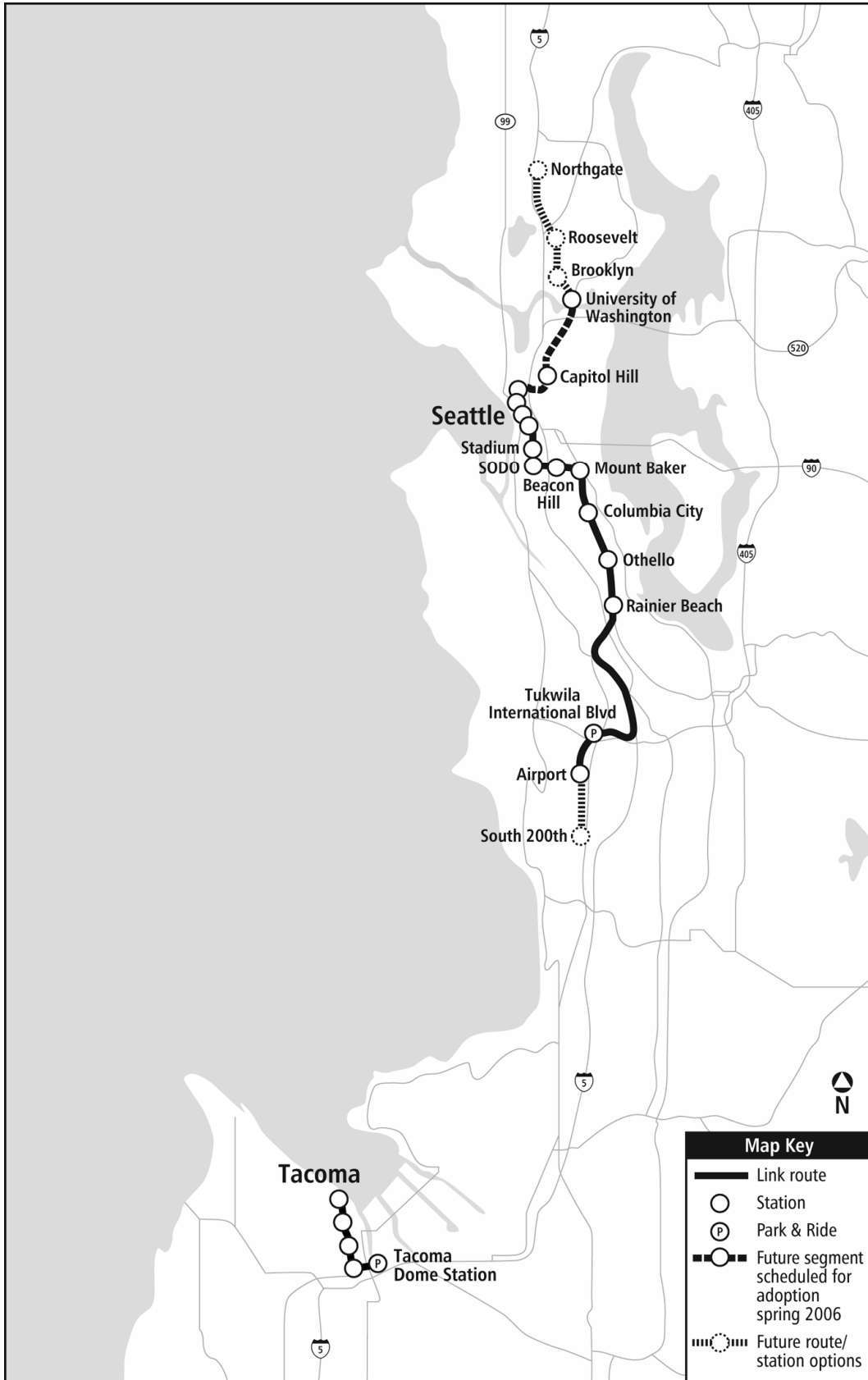
APPENDIX A: ST EXPRESS SYSTEM MAP



APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



APPENDIX C: LINK LIGHT RAIL SYSTEM MAP



APPENDIX D: ASSET INVENTORY FORMS

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

Agency/Organization: Sound Transit

Date: March 13, 2006

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

Signature and Title

Date

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	BUSES - ORION 40' CNG	01	2B1569K74R6031981	801	633,942	65	12	10	\$390,000	Y	42	CNG	N
2	BUSES - ORION 40' CNG	01	2B1569K73R6031986	802	579,787	65	12	10	\$390,000	Y	42	CNG	N
3	BUSES - ORION 40' CNG	01	2B1569K77R6031991	803	639,753	65	12	10	\$390,000	Y	42	CNG	N
4	BUSES - ORION 40' CNG	01	2B1569K76R6031996	804	584,765	65	12	10	\$390,000	Y	42	CNG	N
5	BUSES - ORION 40' CNG	01	2B1569K78R6031997	805	511,923	65	12	10	\$390,000	Y	42	CNG	N
6	BUSES - ORION 40' CNG	01	2B1569K78R6032003	806	659,393	65	12	10	\$390,000	Y	42	CNG	N
7	BUSES - ORION 40' CNG	01	2B1569K74R6032015	807	622,816	65	12	10	\$390,000	Y	42	CNG	N
8	BUSES - ORION 40' CNG	01	2B1569K7XR6032018	808	550,237	65	12	10	\$390,000	Y	42	CNG	N
9	BUSES - ORION 40' CNG	01	2B1569K71R6032022	809	576,603	65	12	10	\$390,000	Y	42	CNG	N
10	BUSES - ORION 40' CNG	01	2B1569K77R6032025	810	569,174	65	12	10	\$390,000	Y	42	CNG	N
11	BUSES - ORION 40' CNG	01	2B1569K72R6032028	811	554,702	65	12	10	\$390,000	Y	42	CNG	N
12	BUSES - ORION 40' CNG	01	2B1569K74R6032032	812	560,672	65	12	10	\$390,000	Y	42	CNG	N
13	BUSES - ORION 40' CNG	01	2B1569K7XR6032035	813	553,551	65	12	10	\$390,000	Y	42	CNG	N
14	BUSES - ORION 40' CNG	01	2B1569K77R6032039	814	541,468	65	12	10	\$390,000	Y	42	CNG	N
15	BUSES - ORION 40' CNG	01	2B1569K77R6032042	815	560,320	65	12	10	\$390,000	Y	42	CNG	N
16	BUSES - ORION 40' CNG	01	2B1569K79R6032043	816	522,998	65	12	10	\$390,000	Y	42	CNG	N
17	BUSES - ORION 40' CNG	01	2B1569K74R6032046	817	549,088	65	12	10	\$390,000	Y	42	CNG	N
18	BUSES - ORION 40' CNG	01	2B1569K7XR6032049	818	575,899	65	12	10	\$390,000	Y	42	CNG	N
19	BUSES - ORION 40' CNG	01	2B1569K77R6032056	819	559,925	65	12	10	\$390,000	Y	42	CNG	N
20	BUSES - ORION 40' CNG	01	2B1569K79R6032057	820	547,588	65	12	10	\$390,000	Y	42	CNG	N
21	BUSES - ORION 40' CNG	01	2B1569K79R6032060	821	556,696	68	12	10	\$390,000	Y	42	CNG	N
22	BUSES - ORION 40' CNG	01	2B1569K76R6032064	822	514,535	65	12	10	\$390,000	Y	42	CNG	N
23	BUSES - ORION 40' CNG	01	2B1569K71R6032067	823	531,550	68	12	10	\$390,000	Y	42	CNG	N

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
24	BUSES - ORION 40' CNG	01	2B1569K74R6032071	824	610,997	68	12	10	\$390,000	Y	42	CNG	N
25	BUSES - ORION 40' CNG	01	2B1569K76R6032074	825	506,855	68	12	10	\$390,000	Y	42	CNG	N
26	BUSES - ORION 40' CNG	01	2B1569K74R6032077	826	555,764	68	12	10	\$390,000	Y	42	CNG	N
27	BUSES - ORION 40' CNG	01	2B1569K76R6032081	827	519,585	68	12	10	\$390,000	Y	42	CNG	N
28	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089556	9000	288,544	88	7	5	\$330,000	Y	42	D	N
29	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089557	9001	425,994	88	7	5	\$330,000	Y	42	D	N
30	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089558	9002	437,035	88	7	5	\$330,000	Y	42	D	N
31	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089559	9003	423,469	88	7	5	\$330,000	Y	42	D	N
32	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089560	9004	437,394	88	7	5	\$330,000	Y	42	D	N
33	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089561	9005	392,484	88	7	5	\$330,000	Y	42	D	N
34	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089562	9006	406,766	88	7	5	\$330,000	Y	42	D	N
35	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089563	9007	426,551	88	7	5	\$330,000	Y	42	D	N
36	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089564	9008	456,406	88	7	5	\$330,000	Y	42	D	N
37	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089565	9009	451,584	88	7	5	\$330,000	Y	42	D	N
38	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089566	9010	429,042	88	7	5	\$330,000	Y	42	D	N
39	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089567	9011	425,561	88	7	5	\$330,000	Y	42	D	N
40	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089568	9012	440,586	88	7	5	\$330,000	Y	42	D	N
41	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089569	9013	423,292	88	7	5	\$330,000	Y	42	D	N
42	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089570	9014	435,551	88	7	5	\$330,000	Y	42	D	N
43	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089571	9015	386,394	88	7	5	\$330,000	Y	42	D	N
44	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089572	9016	409,449	88	7	5	\$330,000	Y	42	D	N
45	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089573	9017	418,527	88	7	5	\$330,000	Y	42	D	N
46	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089574	9018	399,835	88	7	5	\$330,000	Y	42	D	N
47	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089575	9019	405,551	88	7	5	\$330,000	Y	42	D	N
48	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089576	9020	399,986	88	7	5	\$330,000	Y	42	D	N
49	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089577	9021	422,056	88	7	5	\$330,000	Y	42	D	N
50	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089578	9022	415,980	88	7	5	\$330,000	Y	42	D	N
51	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089579	9023	301,849	88	7	5	\$330,000	Y	42	D	N
52	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089580	9024	298,654	88	7	5	\$330,000	Y	42	D	N
53	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089581	9025	305,262	88	7	5	\$330,000	Y	42	D	N
54	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089582	9026	301,669	88	7	5	\$330,000	Y	42	D	N
55	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089583	9027	354,300	88	7	5	\$330,000	Y	42	D	N
56	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089584	9028	355,546	88	7	5	\$330,000	Y	42	D	N
57	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089585	9029	358,071	88	7	5	\$330,000	Y	42	D	N
58	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089586	9030	385,446	88	7	5	\$330,000	Y	42	D	N
59	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089587	9031	347,516	88	7	5	\$330,000	Y	42	D	N

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
60	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089588	9032	356,056	88	7	5	\$330,000	Y	42	D	N
61	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089589	9033	362,886	88	7	5	\$330,000	Y	42	D	N
62	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089590	9034	342,632	88	7	5	\$330,000	Y	42	D	N
63	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089591	9035	353,524	88	7	5	\$330,000	Y	42	D	N
64	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089592	9036	352,332	88	7	5	\$330,000	Y	42	D	N
65	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089593	9037	434,495	88	7	5	\$330,000	Y	42	D	N
66	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089594	9038	437,314	88	7	5	\$330,000	Y	42	D	N
67	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089595	9039	434,360	88	7	5	\$330,000	Y	42	D	N
68	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089596	9040	429,726	88	7	5	\$330,000	Y	42	D	N
69	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089597	9041	457,270	88	7	5	\$330,000	Y	42	D	N
70	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089598	9042	440,461	88	7	5	\$330,000	Y	42	D	N
71	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089599	9043	424,172	88	7	5	\$330,000	Y	42	D	N
72	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089600	9044	433,376	88	7	5	\$330,000	Y	42	D	N
73	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089601	9045	400,448	88	7	5	\$330,000	Y	42	D	N
74	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089602	9046	425,871	88	7	5	\$330,000	Y	42	D	N
75	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089603	9047	406,780	88	7	5	\$330,000	Y	42	D	N
76	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089604	9048	398,663	88	7	5	\$330,000	Y	42	D	N
77	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089605	9049	390,729	88	7	5	\$330,000	Y	42	D	N
78	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089606	9050	415,563	88	7	5	\$330,000	Y	42	D	N
79	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089607	9051	418,106	88	7	5	\$330,000	Y	42	D	N
80	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089608	9052	418,108	88	7	5	\$330,000	Y	42	D	N
81	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089609	9053	420,530	88	7	5	\$330,000	Y	42	D	N
82	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089610	9054	408,197	88	7	5	\$330,000	Y	42	D	N
83	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089611	9055	392,850	88	7	5	\$330,000	Y	42	D	N
84	BUSES - GILLIG 40' PHANTOM	01	15GCD211XX1089612	9056	316,316	88	7	5	\$330,000	Y	42	D	N
85	BUSES - GILLIG 40' PHANTOM	01	15GCD2111X1089613	9057	347,123	88	7	5	\$330,000	Y	42	D	N
86	BUSES - GILLIG 40' PHANTOM	01	15GCD2113X1089614	9058	362,091	88	7	5	\$330,000	Y	42	D	N
87	BUSES - GILLIG 40' PHANTOM	01	15GCD2115X1089615	9059	349,990	88	7	5	\$330,000	Y	42	D	N
88	BUSES - GILLIG 40' PHANTOM	01	15GCD2117X1089616	9060	369,018	88	7	5	\$330,000	Y	42	D	N
89	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089617	9061	350,719	88	7	5	\$330,000	Y	42	D	N
90	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089618	9062	381,061	88	7	5	\$330,000	Y	42	D	N
91	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089619	9063	357,505	88	7	5	\$330,000	Y	42	D	N
92	BUSES - GILLIG 40' PHANTOM	01	15GCD2119X1089620	9064	387,822	88	7	5	\$330,000	Y	42	D	N
93	BUSES - GILLIG 40' PHANTOM	01	15GCD2110X1089621	9065	403,840	88	7	5	\$330,000	Y	42	D	N
94	BUSES - GILLIG 40' PHANTOM	01	15GCD2112X1089622	9066	327,238	88	7	5	\$330,000	Y	42	D	N
95	BUSES - GILLIG 40' PHANTOM	01	15GCD2114X1089623	9067	295,192	88	7	5	\$330,000	Y	42	D	N

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96	BUSES - GILLIG 40' PHANTOM	01	15GCD2116X1089624	9068	365,254	88	7	5	\$330,000	Y	42	D	N
97	BUSES - GILLIG 40' PHANTOM	01	15GCD2118X1089625	9069	351,556	88	7	5	\$330,000	Y	42	D	N
98	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089626	9070	251,270	90	5	7	\$330,000	Y	42	D	N
99	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089627	9071	265,799	90	5	7	\$330,000	Y	42	D	N
100	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089628	9072	268,876	90	5	7	\$330,000	Y	42	D	N
101	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089629	9073	277,669	90	5	7	\$330,000	Y	42	D	N
102	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089630	9074	269,011	90	5	7	\$330,000	Y	42	D	N
103	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089631	9075	269,976	90	5	7	\$330,000	Y	42	D	N
104	BUSES - GILLIG 40' PHANTOM	01	15GCD211611089632	9076	269,990	90	5	7	\$330,000	Y	42	D	N
105	BUSES - GILLIG 40' PHANTOM	01	15GCD211811089633	9077	255,713	90	5	7	\$330,000	Y	42	D	N
106	BUSES - GILLIG 40' PHANTOM	01	15GCD211X11089634	9078	271,850	90	5	7	\$330,000	Y	42	D	N
107	BUSES - GILLIG 40' PHANTOM	01	15GCD211111089635	9079	272,786	90	5	7	\$330,000	Y	42	D	N
108	BUSES - GILLIG 40' PHANTOM	01	15GCD211311089636	9080	270,442	90	5	7	\$330,000	Y	42	D	N
109	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089637	9081	266,924	90	5	7	\$330,000	Y	42	D	N
110	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089638	9082	259,719	90	5	7	\$330,000	Y	42	D	N
111	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089639	9083	270,404	90	5	7	\$330,000	Y	42	D	N
112	BUSES - GILLIG 40' PHANTOM	01	15GCD211511089640	9084	267,194	90	5	7	\$330,000	Y	42	D	N
113	BUSES - GILLIG 40' PHANTOM	01	15GCD211711089641	9085	270,449	90	5	7	\$330,000	Y	42	D	N
114	BUSES - GILLIG 40' PHANTOM	01	15GCD211911089642	9086	271,432	90	5	7	\$330,000	Y	42	D	N
115	BUSES - GILLIG 40' PHANTOM	01	15GCD211011089643	9087	271,221	90	5	7	\$330,000	Y	42	D	N
116	BUSES - GILLIG 40' PHANTOM	01	15GCD211211089644	9088	265,245	90	5	7	\$330,000	Y	42	D	N
117	BUSES - GILLIG 40' PHANTOM	01	15GCD211411089645	9089	239,340	90	5	7	\$330,000	Y	42	D	N
118	BUSES - NEW FLYER HYBRID 40'	05	5FYH2LV163U024980	9200	96,283	95	3	9	\$330,000	Y	37	DE	N
119	BUSES - NEW FLYER CNG	01	5FYC2LP181U022720	9400	242,487	90	5	7	\$330,000	Y	37	CNG	N
120	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022721	9401	240,500	90	5	7	\$330,000	Y	37	CNG	N
121	BUSES - NEW FLYER CNG	01	5FYC2LP111U022722	9402	238,989	90	5	7	\$330,000	Y	37	CNG	N
122	BUSES - NEW FLYER CNG	01	5FYC2LP131U022723	9403	242,134	90	5	7	\$330,000	Y	37	CNG	N
123	BUSES - NEW FLYER CNG	01	5FYC2LP151U022724	9404	246,568	90	5	7	\$330,000	Y	37	CNG	N
124	BUSES - NEW FLYER CNG	01	5FYC2LP171U022725	9405	240,476	90	5	7	\$330,000	Y	37	CNG	N
125	BUSES - NEW FLYER CNG	01	5FYC2LP191U022726	9406	245,831	90	5	7	\$330,000	Y	37	CNG	N
126	BUSES - NEW FLYER CNG	01	5FYC2LP101U022727	9407	238,077	90	5	7	\$330,000	Y	37	CNG	N
127	BUSES - NEW FLYER CNG	01	5FYC2LP121U022728	9408	247,635	90	5	7	\$330,000	Y	37	CNG	N
128	BUSES - NEW FLYER CNG	01	5FYC2LP141U022729	9409	246,367	90	5	7	\$330,000	Y	37	CNG	N
129	BUSES - NEW FLYER CNG	01	5FYC2LP101U022730	9410	242,196	90	5	7	\$330,000	Y	37	CNG	N
130	BUSES - NEW FLYER CNG	01	5FYC2LP121U022731	9411	241,026	90	5	7	\$330,000	Y	37	CNG	N
131	BUSES - NEW FLYER CNG	01	5FYC2LP141U022732	9412	247,419	90	5	7	\$330,000	Y	37	CNG	N

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132	BUSES - NEW FLYER CNG	01	5FYC2LP161U022733	9413	242,736	90	5	7	\$330,000	Y	37	CNG	N
133	BUSES - NEW FLYER CNG	01	5FYC2LP181U022734	9414	244,471	90	5	7	\$330,000	Y	37	CNG	N
134	BUSES - NEW FLYER CNG	01	5FYC2LP1X1U022735	9415	238,811	90	5	7	\$330,000	Y	37	CNG	N
135	BUSES - NEW FLYER CNG	01	5FYC2LP111U022736	9416	231,377	90	5	7	\$330,000	Y	37	CNG	N
136	BUSES - NEW FLYER CNG	01	5FYC2LP131U022737	9417	247,371	90	5	7	\$330,000	Y	37	CNG	N
137	BUSES - NEW FLYER CNG	01	5FYC2LP151U022738	9418	241,739	90	5	7	\$330,000	Y	37	CNG	N
138	BUSES - NEW FLYER CNG	01	5FYC2LP171U022739	9419	251,328	90	5	7	\$330,000	Y	37	CNG	N
139	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019629	9500	471,190	88	6	6	\$528,367	Y	58	D	N
140	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019630	9501	446,936	88	6	6	\$528,367	Y	58	D	N
141	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019631	9502	491,453	88	6	6	\$528,367	Y	58	D	N
142	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019632	9503	486,497	88	6	6	\$528,367	Y	58	D	N
143	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019633	9504	492,085	88	6	6	\$528,367	Y	58	D	N
144	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019634	9505	486,626	88	6	6	\$528,367	Y	58	D	N
145	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019635	9506	486,030	88	6	6	\$528,367	Y	58	D	N
146	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019636	9507	494,323	88	6	6	\$528,367	Y	58	D	N
147	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019637	9508	492,150	88	6	6	\$528,367	Y	58	D	N
148	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019638	9509	467,170	88	6	6	\$528,367	Y	58	D	N
149	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019639	9510	371,321	88	6	6	\$528,367	Y	58	D	N
150	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM17XU019640	9511	358,646	88	6	6	\$528,367	Y	58	D	N
151	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM19XU019641	9512	369,423	88	6	6	\$528,367	Y	58	D	N
152	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM10XU019642	9513	391,517	88	6	6	\$528,367	Y	58	D	N
153	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM12XU019643	9514	376,381	88	6	6	\$528,367	Y	58	D	N
154	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM14XU019644	9515	384,545	88	6	6	\$528,367	Y	58	D	N
155	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM16XU019645	9516	357,540	88	6	6	\$528,367	Y	58	D	N
156	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM18XU019646	9517	381,078	88	6	6	\$528,367	Y	58	D	N
157	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019647	9518	381,220	88	6	6	\$528,367	Y	58	D	N
158	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019648	9519	376,842	88	6	6	\$528,367	Y	58	D	N
159	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019649	9520	380,911	88	6	6	\$528,367	Y	58	D	N
160	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM1XXU019650	9521	376,763	88	6	6	\$528,367	Y	58	D	N
161	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM11XU019651	9522	361,340	88	6	6	\$528,367	Y	58	D	N
162	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM13XU019652	9523	360,244	88	6	6	\$528,367	Y	58	D	N
163	BUSES - NEW FLYER 60' LOW FLR	05	5FYD2UM15XU019653	9524	235,983	88	6	6	\$528,367	Y	58	D	N
164	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL16YU021470	9525	179,387	95	6	6	\$528,367	Y	58	D	N
165	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL18YU021471	9526	186,697	95	6	6	\$528,367	Y	58	D	N
166	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL1XYU021472	9527	168,568	95	6	6	\$528,367	Y	58	D	N
167	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL11YU021473	9528	171,015	95	6	6	\$528,367	Y	58	D	N

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168	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL13YU021474	9529	175,703	95	6	6	\$528,367	Y	58	D	N
169	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL15YU021475	9530	170,642	95	6	6	\$528,367	Y	58	D	N
170	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL17YU021476	9531	164,186	95	6	6	\$528,367	Y	58	D	N
171	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021477	9532	176,565	95	6	6	\$528,367	Y	58	D	N
172	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021478	9533	170,363	95	6	6	\$528,367	Y	58	D	N
173	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL12YU021479	9534	147,562	95	6	6	\$528,367	Y	58	D	N
174	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL19YU021480	9535	173,681	95	6	6	\$528,367	Y	58	D	N
175	BUSES - NEW FLYER 60' LOW FLR	05	5FYC2LL10YU021481	9536	139,294	95	6	6	\$528,367	Y	58	D	N
176	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW064C027462	9537	41,298	98	2	10	\$497,666	Y	58	D	N
177	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027463	9538	43,459	98	2	10	\$497,666	Y	58	D	N
178	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4Y027464	9539	36,219	98	2	10	\$497,666	Y	58	D	N
179	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027465	9540	38,969	98	2	10	\$497,666	Y	58	D	N
180	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW034C027466	9541	40,039	98	2	10	\$497,666	Y	58	D	N
181	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027467	9542	39,850	98	2	10	\$497,666	Y	58	D	N
182	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027468	9543	34,298	98	2	10	\$497,666	Y	58	D	N
183	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027469	9544	41,084	98	2	10	\$497,666	Y	58	D	N
184	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW054C027470	9545	46,671	98	2	10	\$497,666	Y	58	D	N
185	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW074C027471	9546	42,204	98	2	10	\$497,666	Y	58	D	N
186	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW094C027472	9547	39,283	98	2	10	\$497,666	Y	58	D	N
187	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027527	9548	35,403	98	2	10	\$497,666	Y	58	D	N
188	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027528	9549	42,258	98	2	10	\$497,666	Y	58	D	N
189	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW014C027529	9550	39,044	98	2	10	\$497,666	Y	58	D	N
190	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW084C027530	9551	39,905	98	2	10	\$497,666	Y	58	D	N
191	BUSES - NEW FLYER 60' LOW FLR	05	5FYD4YW0X4C027531	9552	38,835	98	2	10	\$497,666	Y	58	D	N
192	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027045	9600	56,863	98	2	10	\$729,928	Y	58	DE	N
193	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027046	9601	53,196	98	2	10	\$729,928	Y	58	DE	N
194	BUSES - NEW FLYER 60' HYBRID	05	5FYH2U024U027047	9602	55,548	98	2	10	\$729,928	Y	58	DE	N
195	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027048	9603	59,408	98	2	10	\$729,928	Y	58	DE	N
196	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027049	9604	55,746	98	2	10	\$729,928	Y	58	DE	N
197	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027050	9605	53,233	98	2	10	\$729,928	Y	58	DE	N
198	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027051	9606	47,889	98	2	10	\$729,928	Y	58	DE	N
199	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027052	9607	47,733	98	2	10	\$729,928	Y	58	DE	N
200	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW084U027053	9608	30,022	98	2	10	\$729,928	Y	58	DE	N
201	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW0X4U027054	9609	53,099	98	2	10	\$729,928	Y	58	DE	N
202	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW014U027055	9610	52,227	98	2	10	\$729,928	Y	58	DE	N
203	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW034U027056	9611	48,919	98	2	10	\$729,928	Y	58	DE	N

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204	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027057	9612	51,861	98	2	10	\$729,928	Y	58	DE	N
205	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027058	9613	56,639	98	2	10	\$729,928	Y	58	DE	N
206	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW094U027059	9614	50,292	98	2	10	\$729,928	Y	58	DE	N
207	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW054U027060	9615	42,343	98	2	10	\$729,928	Y	58	DE	N
208	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW074U027061	9616	51,700	98	2	10	\$729,928	Y	58	DE	N
209	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027062	9617	52,157	98	2	10	\$729,928	Y	58	DE	N
210	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW004U027063	9618	49,844	98	2	10	\$729,928	Y	58	DE	N
211	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW024U027064	9619	43,748	98	2	10	\$729,928	Y	58	DE	N
212	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW044U027065	9620	46,421	98	2	10	\$729,928	Y	58	DE	N
213	BUSES - NEW FLYER 60' HYBRID	05	5FYH2UW064U027066	9621	49,239	98	2	10	\$729,928	Y	58	DE	N
214	LIGHT RAIL VEHICLE- SKODA	15	9175	1001A	80,689	90	3	23	\$2,242,751	Y	30	E	N
215	LIGHT RAIL VEHICLE- SKODA	15	9176	1002A	82,731	95	2	23	\$2,242,751	Y	30	E	N
216	LIGHT RAIL VEHICLE- SKODA	15	9177	1003A	77,962	95	2	23	\$2,242,751	Y	30	E	N
217	2000/Bombardier/Bi-level	17		SDRX 101	N/A	95	6	23	\$2,300,000	Y	139		N
218	2000/Bombardier/Bi-level	17		SDRX 102	N/A	95	6	23	\$2,300,000	Y	139		N
219	2000/Bombardier/Bi-level	17		SDRX 103	N/A	95	6	23	\$2,300,000	Y	139		N
220	2000/Bombardier/Bi-level	17		SDRX 104	N/A	95	6	23	\$2,300,000	Y	139		N
221	2000/Bombardier/Bi-level	17		SDRX 105	N/A	95	6	23	\$2,300,000	Y	139		N
222	2000/Bombardier/Bi-level	17		SDRX 106	N/A	95	6	23	\$2,300,000	Y	139		N
223	2000/Bombardier/Bi-level	17		SDRX 107	N/A	95	6	23	\$2,300,000	Y	139		N
224	2000/Bombardier/Bi-level	17		SDRX 108	N/A	95	6	23	\$2,300,000	Y	139		N
225	2000/Bombardier/Bi-level	17		SDRX 109	N/A	95	6	23	\$2,300,000	Y	139		N
226	2000/Bombardier/Bi-level	17		SDRX 110	N/A	95	6	23	\$2,300,000	Y	139		N
227	2000/Bombardier/Bi-level	17		SDRX 111	N/A	95	6	23	\$2,300,000	Y	139		N
228	2003/Bombardier/Bilevel	17		SDRX 301	N/A	95	3	26	\$2,300,000	Y	139		N
229	2003/Bombardier/Bilevel	17		SDRX 302	N/A	95	3	26	\$2,300,000	Y	139		N
230	2003/Bombardier/Bilevel	17		SDRX 303	N/A	95	3	26	\$2,300,000	Y	139		N
231	2003/Bombardier/Bilevel	17		SDRX 304	N/A	95	3	26	\$2,300,000	Y	139		N
232	2003/Bombardier/Bilevel	17		SDRX 305	N/A	95	3	26	\$2,300,000	Y	139		N
233	2003/Bombardier/Bilevel	17		SDRX 306	N/A	95	3	26	\$2,300,000	Y	139		N
234	2003/Bombardier/Bilevel	17		SDRX 307	N/A	95	3	26	\$2,300,000	Y	139		N
235	2000/Bombardier/Bi-level	18		SDRX 201	N/A	95	6	23	\$2,200,000	Y	148		N
236	2000/Bombardier/Bi-level	18		SDRX 202	N/A	95	6	23	\$2,200,000	Y	148		N
237	2000/Bombardier/Bi-level	18		SDRX 203	N/A	95	6	23	\$2,200,000	Y	148		N
238	2000/Bombardier/Bi-level	18		SDRX 204	N/A	95	6	23	\$2,200,000	Y	148		N
239	2000/Bombardier/Bi-level	18		SDRX 205	N/A	95	6	23	\$2,200,000	Y	148		N

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
240	2000/Bombardier/Bi-level	18		SDRX 206	N/A	95	6	23	\$2,200,000	Y	148		N
241	2000/Bombardier/Bi-level	18		SDRX 207	N/A	95	6	23	\$2,200,000	Y	148		N
242	2000/Bombardier/Bi-level	18		SDRX 208	N/A	95	6	23	\$2,200,000	Y	148		N
243	2000/Bombardier/Bi-level	18		SDRX 209	N/A	95	6	23	\$2,200,000	Y	148		N
244	2000/Bombardier/Bi-level	18		SDRX 210	N/A	95	6	23	\$2,200,000	Y	148		N
245	2000/Bombardier/Bi-level	18		SDRX 211	N/A	95	6	23	\$2,200,000	Y	148		N
246	2000/Bombardier/Bi-level	18		SDRX 212	N/A	95	6	23	\$2,200,000	Y	148		N
247	2000/Bombardier/Bi-level	18		SDRX 213	N/A	95	6	23	\$2,200,000	Y	148		N
248	2000/Bombardier/Bi-level	18		SDRX 214	N/A	95	6	23	\$2,200,000	Y	148		N
249	2003/Bombardier/Bi-level	18		SDRX 215	N/A	95	3	26	\$2,200,000	Y	148		N
250	2003/Bombardier/Bi-level	18		SDRX 216	N/A	95	3	26	\$2,200,000	Y	148		N
251	2003/Bombardier/Bi-level	18		SDRX 217	N/A	95	3	26	\$2,200,000	Y	148		N
252	2003/Bombardier/Bi-level	18		SDRX 218	N/A	95	3	26	\$2,200,000	Y	148		N
253	2002/Bombardier/Bi-level	18		SDRX 227	N/A	95	4	26	\$2,200,000	Y	148		N
254	2002/Bombardier/Bi-level	18		SDRX 228	N/A	95	4	26	\$2,200,000	Y	148		N
255	2003/Bombardier/Bi-level	18		SDRX 231	N/A	95	3	26	\$2,200,000	Y	148		N
256	2003/Bombardier/Bi-level	18		SDRX 232	N/A	95	3	26	\$2,200,000	Y	148		N
257	2003/Bombardier/Bi-level	18		SDRX 233	N/A	95	3	26	\$2,200,000	Y	148		N
258	2003/Bombardier/Bi-level	18		SDRX 234	N/A	95	3	26	\$2,200,000	Y	148		N
259	2003/Bombardier/Bi-level	18		SDRX 235	N/A	95	3	26	\$2,200,000	Y	148		N
260	2003/Bombardier/Bi-level	18		SDRX 236	N/A	95	3	26	\$2,200,000	Y	148		N
261	2003/Bombardier/Bi-level	18		SDRX 237	N/A	95	3	26	\$2,200,000	Y	148		N
262	2003/Bombardier/Bi-level	18		SDRX 238	N/A	95	3	26	\$2,200,000	Y	148		N
263	2003/Bombardier/Bi-level	18		SDRX 239	N/A	95	3	26	\$2,200,000	Y	148		N
264	2003/Bombardier/Bi-level	18		SDRX 240	N/A	95	3	26	\$2,200,000	Y	148		N
265	2003/Bombardier/Bi-level	18		SDRX 401	N/A	95	3	26	\$2,200,000	Y	148		N
266	2003/Bombardier/Bi-level	18		SDRX 402	N/A	95	3	26	\$2,200,000	Y	148		N
267	2003/Bombardier/Bi-level	18		SDRX 403	N/A	95	3	26	\$2,200,000	Y	148		N
268	2003/Bombardier/Bi-level	18		SDRX 404	N/A	95	3	26	\$2,200,000	Y	148		N
269	2003/Bombardier/Bi-level	18		SDRX 405	N/A	95	3	26	\$2,200,000	Y	148		N
270	2003/Bombardier/Bi-level	18		SDRX 406	N/A	95	3	26	\$2,200,000	Y	148		N
271	2003/Bombardier/Bi-level	18		SDRX 407	N/A	95	3	26	\$2,200,000	Y	148		N
272	2003/Bombardier/Bi-level	18		SDRX 408	N/A	95	3	26	\$2,200,000	Y	148		N
273	2003/Bombardier/Bi-level	18		SDRX 409	N/A	95	3	26	\$2,200,000	Y	148		N
274	2003/Bombardier/Bi-level	18		SDRX 410	N/A	95	3	26	\$2,200,000	Y	148		N
275	1999/EMD/F59PHI	21		SDRX 901	N/A	95	7	22	\$3,000,000	N	2	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)
276	1999/EMD/F59PHI	21		SDRX 902	N/A	95	7	22	\$3,000,000	N	2	D	N
277	1999/EMD/F59PHI	21		SDRX 903	N/A	95	6	23	\$3,000,000	N	2	D	N
278	1999/EMD/F59PHI	21		SDRX 904	N/A	95	6	23	\$3,000,000	N	2	D	N
279	1999/EMD/F59PHI	21		SDRX 905	N/A	95	6	23	\$3,000,000	N	2	D	N
280	1999/EMD/F59PHI	21		SDRX 906	N/A	95	6	23	\$3,000,000	N	2	D	N
281	1999/EMD/F59PHI	21		SDRX 907	N/A	95	5	24	\$3,000,000	N	2	D	N
282	1999/EMD/F59PHI	21		SDRX 908	N/A	95	5	24	\$3,000,000	N	2	D	N
283	1999/EMD/F59PHI	21		SDRX 909	N/A	95	5	24	\$3,000,000	N	2	D	N
284	1999/EMD/F59PHI	21		SDRX 910	N/A	95	5	24	\$3,000,000	N	2	D	N
285	1999/EMD/F59PHI	21		SDRX 911	N/A	95	5	25	\$3,000,000	N	2	D	N

**Public Transportation
Management System
Owned Equipment Inventory**

Agency/Organization: Sound Transit

Date: March 13, 2006

Equipment Code and Description		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	02 Fare Collection Equipment (TVM Stationary)	80	5	10	\$10.34	
2	02 Fare Collection Equipment (TVM Stationary)	80	5	10	\$10.34	
3	02 Fare Collection Equipment (TVM Stationary)	80	5	10	\$10.34	
4	02 Fare Collection Equipment (TVM Stationary)	80	5	10	\$10.34	
5	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
6	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
7	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
8	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
9	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
10	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
11	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
12	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
13	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
14	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
15	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
16	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
17	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
18	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
19	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
20	02 Fare Collection Equipment (TVM Stationary)	80	5	8	\$8.27	
21	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
22	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
23	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
24	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
25	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
26	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	

Equipment Code and Description		Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
27	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
28	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
29	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	
30	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
31	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
32	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
33	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
34	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
35	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
36	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
37	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
38	02 Fare Collection Equipment (TVM Stationary)	80	5	7	\$7.24	
39	02 Fare Collection Equipment (TVM Stationary)	80	5	9	\$9.31	
40	02 Fare Collection Equipment (TVM Stationary)	80	5	11	\$11.37	

Public Transportation Management System Owned Facility Inventory

Agency/Organization: Sound Transit

Date: March 13, 2006

Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>	
1	17	King Street Station, Sounder	80	4	46	\$8,586,000	Platform and Shelters
2	07	Tukwila Station, Sounder	80	4	2	\$848,000	Temporary facility
3	07	Kent Station, Sounder	85	4	46	\$25,440,000	
4	07	Auburn Station, Sounder	85	4	46	\$23,002,000	
5	07	Sumner Station, Sounder	85	4	46	\$7,950,000	
6	07	Puyallup Station, Sounder	85	4	46	\$8,692,000	
7	17	Tacoma Station, Sounder	85	4	36	\$6,996,000	Platform and Concourse
8	07	Theater District Station, Tacoma Link	100	4	36	\$530,000	
9	07	Convention Center Station, Tacoma Link	100	4	36	\$636,000	
10	07	Union Station, Tacoma Link	100	4	36	\$636,000	
11	07	South 25th Street Station, Tacoma Link	100	4	46	\$424,000	
12	17	Tacoma Dome Station, Tacoma Link	100	4	36	\$318,000	
13	06	Bellevue Transit Center	100	2	38	\$13,780,000	
14	06	Lynnwood Transit Center	100	2	48	\$20,140,000	
15	06	Overlake Transit Center	85	3	47	\$11,872,000	
16	09	DuPont Park-and-Ride	100	2	48	\$2,120,000	
17	09	South Hill Park-and-Ride	85	3	47	\$4,770,000	
18	23	Tacoma Link O&M Building	100	5	35	\$6,466,000	
19	14	Tacoma Link Track System	90	2	48	\$64,130,000	1.6 miles
20	08	Weller Street Bridge	80	6	24	\$5,300,000	King Street Station access
21	14	Sounder Tacoma to Lakewood Track System	90	2	29	\$4,346,000	
22	01	Tacoma Link Power Substation	90	3	23	\$848,000	
23	10	Union Station, Administrative offices	80	6	24	\$22,260,000	Age and replacement value based on 1999 restoration