

# **Transit Development Plan: 2012-2017**

## **King County Metro**

September 2013



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# I. Introduction

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King County Metro Transit’s “Transit Development Plan” for 2012-2017 is designed to comply with the five-year planning requirements of the Washington State Department of Transportation, or WSDOT, as required by RCW 35.58.2795.

This “Transit Development Plan,” includes information extracted from or consistent with King County Metro Transit’s Strategic Plan for Public Transportation, 2011-2021. This plan was adopted by the King County Council in July 2011.

The current Strategic Plan for Public Transportation is published on the King County website and other jurisdictions may easily consult the plan for local and regional transportation and land use issues. Information about Metro’s long-range planning is available at:  
<http://metro.kingcounty.gov/planning/>

There are six sections in this plan plus an appendix, described below:

- II. **2012 System Overview.** This section describes the organization, physical plant, service characteristics, and service connections of King County Metro.
- III. **2012 Activities.** This section describes the activities that Metro undertook in 2010.
- IV. **Planned Strategies, 2013-2017.** This section describes Metro’s strategies for the next five years, and how the strategies align with WSDOT goals.
- V. **Planned Activities, 2013-2017.** This section describes Metro’s planned activities for the next five years.
- VI. **Capital Improvement Program, 2013-2017.** This section describes Metro’s Capital Improvement Program as budgeted for the next five years.
- VII. **2012 Operating Data and 2013-2017 Projections.** This section includes operating data for 2012 and projected operating data for 2013-2017.
- VIII. **Appendix – 2012 Asset Inventories.** This section includes detailed inventories of Metro’s facilities, fleet, and equipment.

## II. System Overview

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The following chapter summarizes King County Metro Transit's functional aspects, including organization, plant, service, and multimodal connectivity.

### Organization

King County Metro Transit, or Metro, is the Transit Division of the King County Department of Transportation (KCDOT). The Metropolitan King County Council adopts plans, policies, and budgets for Metro and the King County Executive oversees implementation of these legislative actions through KCDOT. The Regional Transit Committee, a group of local elected officials from cities within King County, provides recommendations to the King County Council on policy and plans for Metro.

As of February 2013, King County Government and the Department of Transportation are structured as follows:

- Dow Constantine, King County Executive
- Harold Taniguchi, Director, King County Department of Transportation
- Kevin Desmond, General Manager of the Transit Division

As of the same date, the King County Council included the following nine members representing the geographic areas shown in Figure 1:

Rod Dembowski	District 1
Larry Gossett	Chair, District 2
Kathy Lambert	District 3
Larry Phillips	District 4
Julia Patterson	Vice-Chair, District 5
Jane Hague	Vice-Chair, District 6
Pete von Reichbauer	District 7
Joe McDermott	District 8
Reagan Dunn	District 9

Metro was created through a ballot measure in 1972 and began providing bus service in January 1973. In 1993, Metro's authority and functions were transferred to King County government and since that time Metro has been governed by the executive and legislative branches of King County. Through the end of 2012, Metro has the 8th highest bus ridership of transit agencies in the United States. Metro is larger than any other division in King County government. Figure 2 shows the Transit Division organizational structure.

Figure 1. King County Council Districts

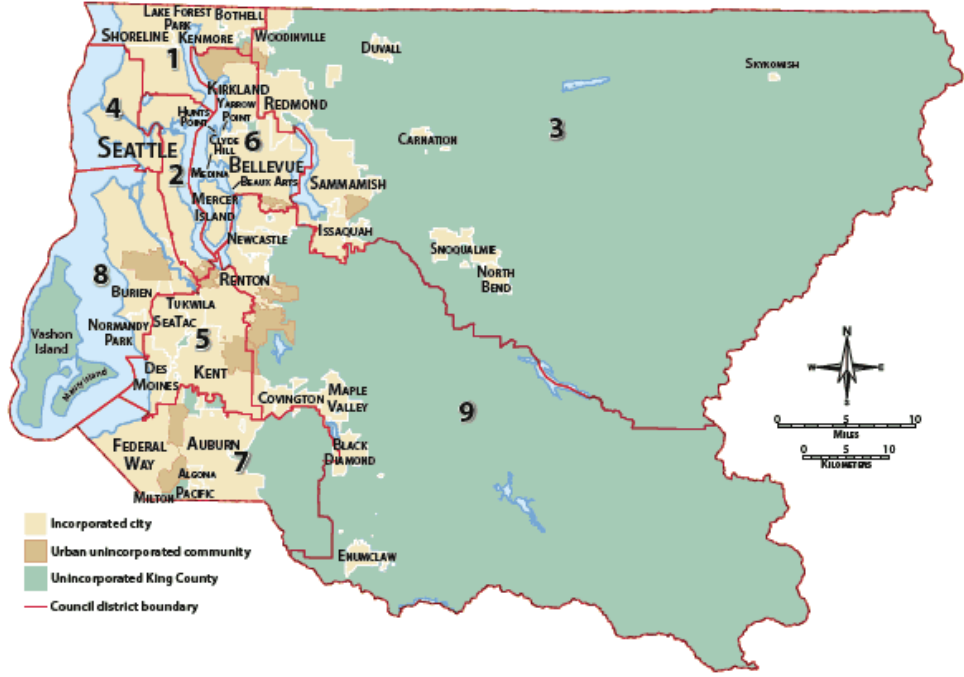
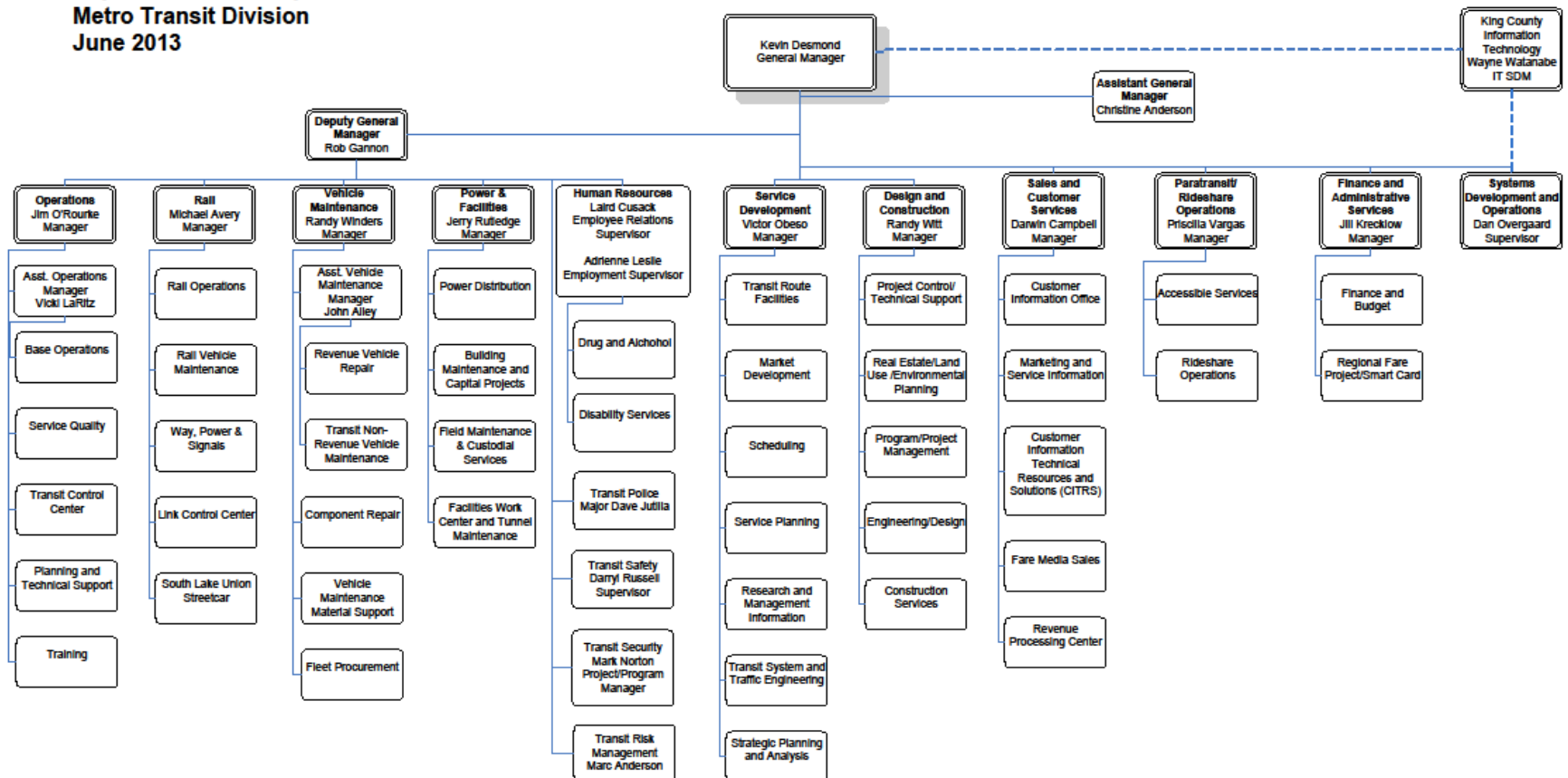


Figure 2. Metro Transit Organizational Structure



Department of Transportation  
Metro Transit Division  
June 2013



## Physical Plant

Metro's administrative offices are located at 201 South Jackson Street in downtown Seattle. Metro has seven operating bases, and a variety of other physical facilities to support the provision of transit and ridesharing service. Major facilities include:

### *Central Campus and SODO (Seattle)*

- Atlantic/Central Bases, 1270 6th Ave. S., Seattle
- Atlantic Maintenance, 1555 Airport Way South, Seattle
- Central Maintenance, 640 South Massachusetts, Seattle
- Ryerson Base, 1220 4th Ave. S., Seattle
- Transit Control Center, 1263 6th Ave. S., Seattle
- Employee Parking Garage, 1505 6th Avenue South, Seattle
- Tire and Millwright Shop, 1555 Airport Way South, Seattle
- Marketing Distribution Center, 1523 6th Ave South, Seattle
- Power Distribution, 2255 4th Avenue South, Seattle

### *Bellevue Campus & Eastside*

- Bellevue Base, 1790 124th NE, Bellevue
- East Base, 1975 124th NE, Bellevue
- Vanpool Distribution, 18655 NE Union Hill Road, Redmond

### *Tukwila*

- South Base, 12100 East Marginal Way S., Tukwila
- Training and Safety Center, 11911 East Marginal Way S., Tukwila
- South Facilities, 11911 East Marginal Way S., Tukwila
- Component Supply Center, 12200 East Marginal Way S., Tukwila

### *Shoreline*

- North Base, 2160 N. 163rd St., Shoreline

Metro operates the Downtown Seattle Transit Tunnel (DSTT), a 1.3 mile transit-only facility with five stations. Four stations are served by bus and Link light rail, while Convention Place Station is served by buses only. The DSTT is served by 16 Metro bus routes, one Sound Transit Regional Express bus route, and Sound Transit Link light rail. Joint bus-rail operations began in the DSTT in 2009 with the start of Central Link light rail service. The DSTT is one of very few facilities in the world with joint operations. DSTT operating hours are 5 a.m. to 1 a.m. from Mondays to Saturdays and 6 a.m. to midnight on Sundays. Metro also operates service on the SODO busway, a transit-only roadway between South Spokane Street and Royal Brougham Way in Seattle.

Fourteen Metro routes use electric trolley buses. To support the electric trolley bus network, Metro operates and maintains a network of overhead power infrastructure and electrical substations to power the system.

## Service Characteristics

### *Fixed Route & DART Bus*

As of December 2012, Metro operates a total of 240 fixed route services in addition to the Seattle Streetcar. These fixed route services include:

- 57 Core All-Day Routes
- 54 Local All-Day Routes
- 89 Peak Period Commuter Routes
- 18 Peak Period School Routes
- 4 Night Owl Routes
- 18 Demand-Responsive (DART) Routes
- Seattle Streetcar - South Lake Union line

Metro operates 1,505 vehicles for fixed route service including 30', 35', 40', and 60' diesel buses, 60' hybrid buses, 40' and 60' electric trolley buses, and vans. Of the 1,505 vehicles, 111 are operated for Sound Transit. All Metro bus routes are ADA-accessible (lift-equipped) and have bike racks, and many are low-floor. Table 1 displays details of Metro's fleet, and additional details are available in the fleet inventory at the end of this report.

**Table 1. Metro Fleet**

Vehicle Type	Number of Vehicles
30' Diesel	94
35' Diesel	11
40' Diesel & Hybrid	475
40' Diesel & Hybrid (ST)	26
60' Diesel & Hybrid	656
60' Diesel & Hybrid (ST)	85
40' Trolley	100
60' Trolley	58
Van	0

Metro Dial-a-Ride Transit (DART) routes operate on fixed time points but offer the flexibility to deviate from regular routes within specified service areas. All DART vehicles are lift-equipped. Metro provides DART service through private contractors.

### *ACCESS Paratransit*

Metro provides *ACCESS* paratransit services that exceed the requirements of the Americans with Disabilities Act for individuals whose disabilities prevent use of accessible non-commuter, fixed route bus service. *ACCESS* service is provided 3/4 of a mile on either side of non-commuter fixed route bus service during the times and on the days those routes are operating. *ACCESS* extends until 10 p.m. and fills gaps in service beyond 3/4 of a mile. Individuals must be evaluated and deemed eligible prior to using *ACCESS* services. Eligibility is based on whether your disability prevents a person from performing the tasks needed to ride regular bus service some or all of the time. Metro provides *ACCESS* service through private contractors.



### *Rideshare Services, Commute Trip Reduction, and Partnership Programs*

Metro offers many programs, products, and services to area employers, other organizations, and individuals. Partners then provide the products to their employees, users, or clients and benefits or incentives programs. Major Metro programs include:

- **Bicycle programs and facilities** – Metro supports travel by bicycle in conjunction with public transportation with racks on every bus to hold three bikes, racks available on request for vanpools, bike lockers at park-and-rides and transit centers, and information about getting around by bike. Bike travel is also included in other Metro programs that offer incentives for alternatives to driving alone.
- **Community Access Transportation (CAT)** – This program provides vans, maintenance, and some operating funds to community organizations. The program makes use of high-quality retired Access and vanpool vehicles for transportation services operated by these organizations. One example is the Hyde Shuttle, operated by Senior Services through a CAT agreement, which offers a community shuttle service for seniors and people with disabilities in selected Seattle neighborhoods.
- **Commuter vans (vanpool/vanshare)** – Metro provides the van and covers rider support services, maintenance, insurance, fuel, tires and training for a per-rider monthly fee for groups of at least five commuters including the trained volunteer driver. Vanpools provide a complete trip, usually travel at least 10 miles each way from home or park-and-ride to a worksite and can have as many as 15 riders. Vanshares are intended to bridge the gap between public transportation (bus, train or ferry) and a final destination.
- **Home Free Guarantee** – This program provides emergency taxi service for commuters who arrive at work without their personal vehicle (by bus, carpool, bicycle or walking) and have an emergency or unscheduled overtime. Employers contract with Metro for program materials and the taxi service. Commuters feel more at-ease using alternative travel modes when they have the assurance of a way home in case of their own or family illness or schedule change.
- **JARC programs** – Through federal “jobs access/ reverse commute” funding, Metro works with social service agencies to provide transportation to help low-income and welfare reform clients transition into employment. Agencies can lease public vans or lower-wage workers can form vanpools.
- **In Motion** – Metro uses community-based social marketing featuring direct outreach to households in a selected area offering information and incentives for walking, cycling, using transit and sharing rides. In Motion enlists local businesses and organizations as partners to entice people to register as participants and pledge to reduce car trips over a period of time. Participants earn rewards for their reduced trips.
- **ORCA Business Products** – Employers can contract with Metro to provide ORCA cards as subsidized passes for their employees for access to public transportation services, including bus, rail, streetcar, ferry, water taxi, vanpool/vanshare, and guaranteed-ride

home service. Employers can select a comprehensive program or a flexible package to suit their needs.

- **Rideshare Online** - This online tool matches travelers in shared rides (carpool, vanpool/vanshare) to employment locations, events and schools. Matches bike buddies and provides information about public transit and telework. The tool can be used by individuals or by employers/organizations to manage their transportation program or event. This WSDOT service is implemented and promoted by Metro and other transit agencies in Washington and Idaho.

### *Special & Custom Bus Services*

Metro provides special transit services for community and sporting events in partnership with event sponsors. In the past, Metro has operated special services to and from events such as Seattle Mariners baseball games, Seattle Seahawks and University of Washington Husky football games, Seafair Hydroplane races, and multiple arts, cultural, and music fairs. In 2009, the future provision of special services was uncertain due to updated FTA regulations regarding charter services. However, a court ruling in 2011 allowed Metro to continue to provide shuttle service for special events.

Metro also operates several custom bus routes through partnerships with local schools and employers.

### *Contract*

Metro serves as the scheduler and operator for other transit services in Seattle and King County. Metro operates nine Regional Express bus routes and Central Link light rail for Sound Transit. Metro operates the Seattle Streetcar South Lake Union line for the City of Seattle.

### **Service Connections**

Metro service connects to a wide range of other transportation services in King County, including hubs for bus, rail, ferry, and air travel. Metro provides intermodal connections with Sound Transit Link light rail and commuter rail service, Amtrak rail service, Washington State Ferries, and Sea-Tac International Airport. Metro also connects with other bus services including Sound Transit, Community Transit, Pierce Transit and intercity Greyhound bus service.

Metro serves 14 designated transit centers and several other transit hubs where multiple routes connect to facilitate transfers. Transit centers generally have facilities beyond those provided at regular bus stops, such as larger shelters, multiple bays, bicycle racks, public art, park-and-ride spaces, and bus layover space. Transit centers include:

- |                  |               |              |
|------------------|---------------|--------------|
| • Auburn         | • Issaquah    | • Overlake   |
| • Aurora Village | • Kent        | • Redmond    |
| • Bellevue       | • Kirkland    | • Renton     |
| • Burien         | • Mount Baker | • Totem Lake |
| • Federal Way    | • Northgate   |              |

Other major hubs that Metro serves include the University District and White Center. Metro serves all 13 Link light rail stations in Seattle, Tukwila, and SeaTac, and four Sounder commuter rail stations in Seattle, Tukwila, Kent, and Auburn. Metro connects with Amtrak at King Street Station in downtown Seattle and at Tukwila Station. Metro connects to Washington State Ferries services at Colman Dock in downtown Seattle, Fauntleroy Ferry Terminal in West Seattle, and Vashon Island ferry terminals. Metro also provides passenger only ferry service that crosses Puget Sound on the Vashon-Fauntleroy ferry route and also between West Seattle and downtown Seattle.

Metro connects to Community Transit services in Seattle, Shoreline, Bothell, and Community Transit-operated Sound Transit service. Metro connects to Pierce Transit services in Federal Way and Auburn. Metro connects to Sound Transit services at multiple transit centers and hubs throughout King County. Metro also coordinates with the other agencies to facilitate inter-county transfers between paratransit operations.

Metro provides service to Sea-Tac International Airport from multiple cities within King County (e.g., Auburn, Des Moines, Federal Way, Kent, and Tukwila). Sound Transit Link Light Rail service provides the primary connection between downtown Seattle and Sea-Tac International Airport.

Within King County there are 65 permanent and 66 leased park-and-ride lots with a total of 25,143 vehicle spaces at the end of 2012. Metro, Sound Transit, and WSDOT own permanent park-and-ride lots within King County and a wide variety of agencies and organizations own spaces that Metro leases for use. Metro maintains park-and-rides owned by Metro and WSDOT.

Metro's entire bus fleet is equipped with bicycle racks that hold three bikes. Metro has bike lockers at 28 locations and bike racks at most transit facilities.

## **Fare Structure**

Metro uses a zone fare structure based on time of travel and distance. The City of Seattle is one zone and all areas outside the city limits, but within King County, are a second zone. Peak hours are approximately 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. on weekdays. Metro offers reduced fares for youth and for Regional Reduced Fare Permit holders, including senior, Medicare card holders and persons with disabilities. Metro offers ORCA monthly passes which are generally priced at 36 times the one-ride fare (i.e. a one-month pass valid for \$2.75 costs \$99), except for RRFP and ACCESS monthly passes. Table 2 on the next page lists current Metro fares.

Beginning in 2009, Metro implemented the ORCA card in partnership with other Puget Sound area transit agencies including Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, and Washington State Ferries. Riders who use an ORCA card receive a transfer credit for two-hours between transit agencies. Metro offers paper transfers to cash-paying customers only. Metro paper transfers are only valid on Metro services and are not accepted as payment on any other agencies' transit services. Metro transfers are not valid on Sound Transit Regional Express buses or Link light rail even though those services are operated by Metro, under contract with Sound Transit.

**Table 2. Metro Fares**

<b>Fare Group</b>	<b>Fare Type</b>	<b>Cash Fare Per Trip</b>
Adult (age 19-64)	Two-zone Peak.	\$3.00
	One-zone Peak.	\$2.50
	One- and Two-zone Off-peak.	\$2.25
Youth (age 6-18)	One- and Two-zone.	\$1.25
Children (age 0-5)	One- and Two-zone.	Four children may ride <b>free</b> with a person paying an adult fare.
Reduced Fare (RRFP: Seniors, Medicare Cardholders and persons with disabilities.	One- and Two-zone.	75¢ (\$27 monthly pass)
Access	Access Transportation	\$1.25 (\$45 monthly unlimited ride pass)

Fare for the South Lake Union Streetcar is \$2.50 for adults, \$1.25 cents for youth, and 75 cents for reduced fare. The average monthly fare for vanpools is \$89 for a 50-mile round trip commute.

The Ride Free Area in downtown Seattle began in September 1973. Metro did not charge fares between 6 a.m. and 7 p.m. daily in the downtown Seattle Ride Free Area. The Ride Free Area extended from Battery Street in the north to S Jackson Street in the south, and 6th Avenue to the east and the waterfront to the west, as shown in Figure 3. Riders on routes outbound from downtown Seattle during Ride Free Area operating hours paid fares as they exited the bus, while riders on routes inbound or on routes that do not serve the Ride Free Area paid as they entered the bus.

As of September 2012, the Ride Free Area is no longer in operation. In August 2011, faced with a funding shortfall, the Metropolitan King County Council approved a two-year congestion reduction charge to preserve Metro service. The Council also directed Metro to eliminate the Ride Free Area or negotiate a new agreement with the City of Seattle to cover the cost of its operation. Due to the city's budget challenges, Metro was unable to negotiate a new agreement with the city and the Ride Free Area ended on September 29, 2012.

A report that Metro developed in response to the 2009 Performance Audit of Transit estimated that Metro lost \$2.6-2.7 million in yearly revenue from operation of the Ride Free Area.

After the elimination of the Ride Free Area, Metro experienced an annual system ridership loss of approximately 1.8 million boardings, gained an estimated by \$2.2 million in fare revenue, and a reduction in fare evasion from pay-on-exit customers outside the Ride Free Area. At the same time the Ride Free Area ended, Metro transitioned to a pay on entry system. Roadway simulations projected a 1-4 minute travel time caused by the transition to pay on entry, however Metro only experienced a median travel time increase of one minute after the elimination of the Ride Free Area. Over two-thirds of Metro riders were satisfied with the management of the transition to pay on entry and the information provided. Overall, results from the closure of the Ride Free Area were the same or better than projected.

Figure 3. Downtown Seattle Ride Free Area through September 29, 2012



### III. 2012 Activities

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Metro fixed route bus ridership was 114.5 million in 2012. Vanpool and vanship ridership increased to 3.4 million and *ACCESS* ridership decreased slightly to 1.1 million. There were 137 million riders on all services that Metro operates; the highest ridership in agency history.

Major Metro accomplishments in 2012 included:

- **Fall 2012 Service Change.** In the summer and fall 2012, Metro performed its largest service changes in the agency's history, reinvesting 100,000 annual service hours and implementing the start of two additional RapidRide lines (C and D). The September 2012 service change revised more than 50 routes and eliminated the Ride Free Area in downtown Seattle. With the closure of the Ride Free Area, all Metro routes were transitioned to pay on entry. These changes were implemented to improve the effectiveness of transit and provide better connections for riders. Preliminary data shows improved reliability and speed of service. Metro will gain an estimated \$2.2 million in new revenue in the first 12 months after the elimination of the Ride Free Area. Ridership trends on RapidRide services are on target or ahead of 5-year goals.
- **Strategic Plan for Public Transportation and Service Guidelines.** During the summer and fall of 2012, King County Metro conducted a collaborative process with local jurisdictions and King County Council staff to develop recommendations for how to better align transit service and development. This process resulted in a report to council submitted in December 2012 that suggests several updates to the service guidelines. The suggested updates were designed to make the service guidelines more responsive to development changes and better reflect the transit markets. Other suggested updates include advancing long range transit planning to help jurisdictions incorporate transit into their future developments. These updates will be incorporated into the 2013 update to the Strategic Plan and Service Guidelines.
- **Implementation of RapidRide.** Metro launched the third and fourth of six bus rapid transit lines in 2012 with the start of the RapidRide C Line (service between West Seattle and downtown Seattle) and the D Line (service between downtown Seattle, Uptown and Ballard). RapidRide ridership continues to grow at a fast pace and is seeing significant increases compared to the service previously operated in the same corridors. The increase in the average weekday ridership (YTD as of May 2013) is as follows; A Line – up 53%, B Line – up 17%, C Line – up 46%, and D Line – up 14%. The final two lines will be implemented in 2014; the E Line (service between downtown Seattle and Shoreline) will begin in February and the F Line (service between Burien, Tukwila and Renton) will begin in June.
- **Preservation of Metro Services.** In August 2011, the King County Council approved the Congestion Reduction Charge to preserve transit service, which collects an annual \$20 fee on vehicle registration renewals for two years, from June 2012 through June 2014. Once this temporary funding source expires, Metro will face an annual \$75 million revenue shortfall, which may lead Metro to reduce service by 17% beginning in fall 2014. Without

a new funding source, Metro may have to eliminate, reduce or revise about two-thirds of its bus routes to close the budget gap.

- **Alternative Services Delivery Project.** In September 2012, the five-year implementation plan for alternatives to traditional transit service delivery was adopted. Using the Service Guidelines, Metro identifies current services that are candidates for replacement with alternative services. The first project to receive replacement is the Snoqualmie Valley. Resources will be reinvested from under-performing fixed route transit service to revise current routes and allocate resources to a new local shuttle. Alternative services will also be added into the 2013 update to the Service Guidelines and Metro will regularly report on the performance of the service and identify candidates for new alternative services projects.
- **Trolley Procurement.** Metro continued work to procure new electric trolley buses to replace the existing fleet. Metro developed new specifications for the buses with various options for seating and passenger accommodations, branding, and off-wire capabilities that were included in the RFP released in 2012.
- **Continued Progress on 2009 Performance Audit Recommendations.** The King County Auditor's Office conducted a performance audit of Metro in 2009 and recommended a number of actions for Metro to pursue over the subsequent three years. In 2012, Metro made significant progress in several areas including:
  - Facilities Condition Index: Metro is participating in the American Public Transportation Association's "State of Good Repair" Project. This project includes Asset Condition Reporting, which is similar to the Auditor's recommended Facilities Condition Index. Implementation of Asset Condition Reporting has begun and will continue over the coming year.
  - Operations Staffing: With the data now available and new analytic techniques, Metro is better able to determine the adequate level of staffing needed as service levels are change, staff vacancies occur and staff take leave. Through closer monitoring of staffing needs, strategic hiring practices and more flexible use of part-time staff and System Board operators, Metro has been able to reduce the number of drivers that make up its reserve operator pool. Metro made this reduction without negatively impacting service.
  - Vehicle Maintenance Productivity Standards: Metro has made progress in expanding productivity standards beyond preventative maintenance inspections (PMIs). Non-PMI work has been evaluated based on new technologies, training, and employee performance to standardize task processes and durations. A team meets weekly to continue development of time standards for all maintenance work.
- **Communications.** Metro offers a very successful alert subscription service for riders, who can elect to receive information via email or text about changes to Metro service. Riders can subscribe to specific routes and can also request general Metro alerts, which provide information about service revisions due to weather, traffic, construction or events. At the end of December 2012, there were 45,230 subscribers to Metro Transit Alerts. In 2012,

Metro sent 2,410 service bulletins to riders, delivering 8.6 million bulletins throughout the year.

- **ORCA.** Metro continues to promote use of its ORCA fare card and establish new business accounts. As of May 2013, Metro had over 1500 business accounts that purchase ORCA products for their employees and/or students. In June 2012, Metro converted all King County employees to the ORCA system.
- **Major Projects Planning.** Metro staff continued to coordinate with WSDOT, Sound Transit, and local jurisdictions to plan for major transportation projects in King County. Some of these projects include SR520 Replacement Project, Alaskan Way Viaduct replacement project, First Hill Streetcar construction and planning for Sound Transit projects including East Link and North Link light rail.

These accomplishments and other Metro actions in 2012 met the WSDOT transportation goals set out by the Washington State legislature (RCW 47.04.280). Other Metro actions that met WSDOT goals included:

- **Preservation: Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.** Metro performed routine maintenance on its fleet, equipment, and facilities. Metro is performing ongoing work including: replacing servers, replacement of non-revenue vehicles, modifications to overhead trolley wire structure, improvements to bus zones and shelters. Major facility maintenance efforts including refurbishment of escalators in the downtown Seattle transit tunnel, replacement of trolley poles, and replacement of the HVAC system at North Base.
- **Safety: Provide for and improve the safety and security of transportation customers and the transportation system.** Metro continues to make safety a priority, working to reduce accidents and operator assaults. Metro also created a pedestrian awareness campaign for bus operators in 2012 and continues to work on this campaign.
- **Mobility: Improve the predictable movement of goods and people throughout Washington State.** In addition to implementation of the third and fourth Rapid Ride lines as mentioned above, Metro continued improvements on transit service along SR520 to support the Lake Washington Urban Partnership and provide additional transit capacity in conjunction with tolling in the corridor. Metro also continues to implement Enhanced Transit Services to mitigate impacts of Alaskan Way Viaduct construction.
- **Environment: Enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.** Metro continued operating an environmentally-friendly fleet including electric trolley buses and hybrid buses. Metro continued the "In Motion" neighborhood programs throughout King County to promote use of alternative transportation modes. In addition, Metro instituted the Environmental and Sustainability Management System at South Base and Component Supply Center.



- **Stewardship: Continuously improve the quality, effectiveness, and efficiency of the transportation system.** The King County Council adopted the Metro Strategic Plan for Public Transportation, 2011-2021 and King County Metro Guidelines, which will direct how Metro grows and reduces its services. Both documents were updated in 2012. Metro continues to implement many of the 2009 performance audit findings and continued to do so through 2012.

## **IV. Planned Strategies, 2013-2017**

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King County Metro's adopted 2011-2021 Strategic Plan reflects the priorities of King County residents, business and leaders. The mission, goals and objectives included in the plan are designed to guide budget and implementation decisions to move Metro toward its vision. Objectives and strategies included in this plan guide Metro's actions in the areas of safety, human potential, economic growth and built environment, environmental sustainability, service excellence, financial stewardship, public engagement and transparency and quality workforce.

How these strategies promote the WSDOT State Transportation Goals is summarized below. Full details of Metro's strategies for the next 10 years can be found in Metro's Strategic Plan for Public Transportation, 2011-2021 which can be accessed from the Metro website at: <http://metro.kingcounty.gov/planning/>

### **Preservation**

- Provide and maintain capital assets to support efficient and effective service delivery.
- Work with transit partners, WSDOT and others to manage park and ride capacity needs.

### **Safety**

- Promote safety and security in public transportation operations and facilities.
- Plan for and execute regional emergency response and homeland security efforts.

### **Mobility**

- Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- Expand services to accommodate the region's growing population and serve new transit markets.
- Partner with employers to make public transportation products and services more affordable and convenient for employees.
- Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.

### **Environment**

- Operate vehicles and adopt technology that has the least impact on the environment and maximizes long-term sustainability.
- Incorporate sustainable design, construction, operating and maintenance practices.

### **Stewardship**

- Maintain the transit system through service guidelines and performance measures.
- Encourage land uses, policies and development that lead to communities that transit can efficiently and effectively serve.
- Continually explore and implement cost efficiencies including operational and administrative efficiencies.
- Secure long-term sustainable funding.
- Establish fund management policies that ensure stability through a variety of economic conditions.

## V. Planned Activities, 2013-2017

<b>2013</b>	<b>Planned Activity</b>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Manage the transit system according to the Metro Service Guidelines</li> <li>• Continue Alaskan Way Viaduct mitigation service and seek additional funding for mitigation of construction impacts</li> <li>• Collection of Congestion Reduction Charge to preserve service</li> <li>• Implement Fall 2013 Service Change including additional peak service on the Interstate-90 corridor and introduce alternative services to the Snoqualmie Valley</li> <li>• Coordinate with Seattle Department of Transportation in construction and implementation of the First Hill Streetcar project</li> </ul>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Update Strategic Plan for Public Transportation 2011-2021</li> <li>• RapidRide E and F lines network integration</li> <li>• Implement and apply Metro Transit Service Guidelines</li> <li>• Begin planning for 17% service reduction as a result of funding shortfall</li> <li>• Evaluate transit fare policies</li> <li>• Develop Long Range Plan Scope of Work</li> <li>• Develop Transit Access Infrastructure Study Work Plan</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Construct enhanced passenger facilities and ITS infrastructure to support RapidRide</li> <li>• Coordinate with Seattle Department of Transportation in design, construction and implementation of the First Hill Streetcar project</li> <li>• Construct bus stop improvements (e.g. shelters, benches, lighting)</li> <li>• Monitor operating base capacity in conjunction with projected fleet size</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Continue replacement of existing bus and vanpool fleets as appropriate to support planned service levels</li> </ul>

<b>2014</b>	<b>Planned Activity</b>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Manage the transit system according to the Metro Service Guidelines</li> <li>• Implement service reductions if additional funding source is not identified</li> <li>• Continue Alaskan Way Viaduct mitigation service and seek additional funding for mitigation of construction impacts</li> <li>• Implement RapidRide E and F Lines and restructure bus service in affected area</li> <li>• Continue Alaskan Way Viaduct mitigation service</li> </ul>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Update Strategic Plan for Public Transportation 2011-2021</li> <li>• Implement and apply Metro Transit Service Guidelines</li> <li>• Continue planning for service reductions as a result of funding shortfall</li> <li>• Begin Long Range Plan efforts</li> <li>• Begin Transit Access Infrastructure Report</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Construct bus stop improvements (e.g. shelters, benches, lighting)</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Begin replacement of electric trolleybus fleet</li> </ul>

	<ul style="list-style-type: none"> <li>• Continue replacement of existing bus and vanpool fleets as appropriate to support planned service levels</li> </ul>
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<b>2015</b>	<b>Planned Activity</b>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Manage the transit system according to the Metro Service Guidelines</li> <li>• Continue to implement service reductions as a result of funding shortfall</li> </ul>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Update Strategic Plan for Public Transportation 2011-2021</li> <li>• Continue and finalize Long Range Plan</li> <li>• Finalize Transit Access Infrastructure Report</li> <li>• Plan and conduct initial outreach for bus connections to University Link light rail, which is planned to open in 2016</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Construct bus stop improvements (e.g. shelters, benches, lighting)</li> <li>• Monitor operating base capacity in conjunction with projected fleet size</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Continue replacement of existing bus and vanpool fleets as appropriate to support planned service levels</li> <li>• Continue replacement of new electronic trolleybus fleet</li> </ul>

<b>2016</b>	<b>Planned Activity</b>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Manage the transit system according to the Metro Service Guidelines</li> <li>• Implement bus service changes in conjunction with opening of University Link light rail</li> </ul>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Update Strategic Plan for Public Transportation 2011-2021</li> <li>• Implement and apply Metro Transit Service Guidelines</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Construct bus stop improvements (e.g. shelters, benches, lighting)</li> <li>• Monitor operating base capacity in conjunction with projected fleet size</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Continue replacement of existing bus and vanpool fleets as appropriate to support planned service levels</li> </ul>

<b>2017</b>	<b>Planned Activity</b>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Manage the transit system according to the Metro Service Guidelines</li> <li>• Monitor bus service changes implemented with the opening of University Link light rail</li> </ul>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Update Strategic Plan for Public Transportation 2011-2021</li> <li>• Implement and apply Metro Transit Service Guidelines</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Construct bus stop improvements (e.g. shelters, benches, lighting)</li> <li>• Monitor operating base capacity in conjunction with projected fleet size</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Continue replacement of existing bus and vanpool fleets as appropriate to support planned service levels</li> </ul>

## **VI. Capital Improvement Program, 2013 - 2017**

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King County Metro's Public Transportation Fund Capital Program provides for ongoing replacement of aging infrastructure and supports service delivery and expansion. The focus of the Capital Improvement Program (CIP) for 2013 to 2017 is on maintaining existing infrastructure and systems, partnering with other regional transportation agencies and providing the physical capacity needed to support projected service. Given the current economic climate and the need to reduce bus service, the emphasis of the capital program continues to be replacement of existing infrastructure. As a part of the Long Range Planning effort starting in 2013, Metro will review capital needs based on the future network.

The major work during the 2013/14 biennium is fleet procurement and capital work supporting RapidRide implementation. In 2013 and 2014, Metro will purchase low floor hybrid vehicles to replace 60 40-ft buses and 60 30-ft buses. Thirty three new vehicles will be procured for RapidRide service. Procurement of replacement trolley buses will occur in 2013; buses will be delivered in 2014/15. The vanpool program plans to purchase 496 vans in the biennium and the Access program plans to purchase 91 vans.

- RapidRide Corridors E and F will be implemented during the 2013/14 biennium. Four capital projects will install passenger facilities, real time information signs, signal priority equipment and arrange for roadway improvements to support this new BRT service. Terminal work on the D Line and pathway improvements through downtown Seattle for the C and D line will continue during the biennium. Two new grant funded projects will improve bike access along RapidRide lines and improve bus stops and speed and reliability along Third Avenue in downtown Seattle.
- Both the On Board Systems Project and Radio AVL Replacement Project will be completed in 2013. Transit will continue to replace its existing data model by modifying how data is structured and how it will be used for new customer information systems. Work will continue on enhancements to the ORCA system and expansion to other transit modes including work funded through a new grant to develop alternative methods of distributing ORCA cards. Work will be completed to upgrade and enhance systems used to manage operations and scheduling.
- Major facility asset maintenance efforts include replacement of the Downtown Seattle Transit Tunnel escalators, replacement of the North Base HVAC for the operations and vehicle maintenance areas, replacement of the Atlantic Base maintenance and fuel wash building roof, replacement of the East Base operations and maintenance building roof, replacement of lifts at Ryerson Base and replacement of yard lighting at South Base. Base modification efforts focus on adding lifts specifically for hybrid vehicles at five bases, adding Diesel Emission Fluid fueling systems at transit bases and base electrical modifications to assist with bus interior cleaning.
- Ongoing work for replacement of servers, replacement of non-revenue vehicles, modifications to the trolley overhead structure, replacement of trolley poles, improvements to bus zones and shelters and speed and reliability improvements continues. New, grant

funded speed and reliability work on the Route 101 corridor will be substantially completed during the biennium.

## **VII. 2012 Operating Data & 2013-2017 Projections**

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# King County Metro Transit

## ANNUAL OPERATING INFORMATION

	2012	2013	2014	2015	2016	2017
<b>Fixed Route Services</b>						
Revenue Vehicle Hours	3,082,118	3,110,513	3,063,030	2,752,205	2,606,870	2,606,015
Total Vehicle Hours	3,501,017	3,533,271	3,479,334	3,126,264	2,961,176	2,960,205
Revenue Vehicle Miles	34,999,787	35,854,926	35,290,681	31,709,511	30,035,034	30,025,184
Total Vehicle Miles	43,618,226	44,683,937	43,980,751	39,517,744	37,430,940	37,418,664
Passenger Trips	113,623,021	117,658,733	118,708,305	113,577,748	112,495,351	111,998,469
Diesel Fuel Consumed (gallons)	10,529,600	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
CNG Fuel Consumed (Therms)	0	N/A	N/A	N/A	N/A	N/A
Electricity Consumed (Kwh)	17,845,802	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
Fatalities	1	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	77	N/A	N/A	N/A	N/A	N/A
Collisions	65	N/A	N/A	N/A	N/A	N/A
Employees FTEs	3,010	N/A	N/A	N/A	N/A	N/A
Operating Expenses	\$479,616,303	\$502,706,332	\$515,141,996	\$493,582,160	\$487,653,052	\$500,804,271
Farebox Revenues	\$141,005,413	\$134,054,864	\$136,330,071	\$140,007,810	\$141,303,285	\$153,837,186

## Contracted Fixed Route Services (Sound Transit Regional Express)

Revenue Vehicle Hours	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Total Vehicle Hours	reported by ST	289,357	290,578	293,109	295,596	295,327
Revenue Vehicle Miles	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Total Vehicle Miles	reported by ST	4,829,001	4,849,380	4,891,629	4,933,122	4,928,639
Passenger Trips	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Diesel Fuel Consumed (gallons)	reported by ST	N/A	N/A	N/A	N/A	N/A
Gasoline Fuel Consumed (gallons)	reported by ST	N/A	N/A	N/A	N/A	N/A
CNG Fuel Consumed (Therms)	reported by ST	N/A	N/A	N/A	N/A	N/A
Electricity Consumed (Kwh)	reported by ST	N/A	N/A	N/A	N/A	N/A
Propane Fuel Consumed (gallons)	reported by ST	N/A	N/A	N/A	N/A	N/A
Fatalities	reported by ST	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	reported by ST	N/A	N/A	N/A	N/A	N/A
Collisions	reported by ST	N/A	N/A	N/A	N/A	N/A
Employees FTEs	reported by ST	N/A	N/A	N/A	N/A	N/A
Operating Expenses	42,004,028	\$48,919,347	\$50,390,752	\$52,030,980	\$53,776,954	\$55,517,929
Farebox Revenues	13,895,391	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST



**Light Rail Services**

Revenue Vehicle Hours	11,736	11,953	11,953	11,953	11,953	11,953
Total Vehicle Hours	11,900	12,120	12,120	12,120	12,120	12,120
Revenue Vehicle Miles	62,522	63,657	63,657	63,657	63,657	63,657
Total Vehicle Miles	62,873	64,014	64,014	64,014	64,014	64,014
Passenger Trips	750,886	611,146	614,558	583,215	566,618	574,430
Electricity Consumed (Kwh)	517,677	N/A	N/A	N/A	N/A	N/A
Fatalities	0	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	1	N/A	N/A	N/A	N/A	N/A
Collisions	1	N/A	N/A	N/A	N/A	N/A
Employees FTEs	23	N/A	N/A	N/A	N/A	N/A
Operating Expenses	\$2,794,211	\$3,340,244	\$6,549,494	\$6,764,084	\$6,983,876	\$7,155,208
Farebox Revenues	\$505,039	\$580,424	\$583,664	\$603,273	\$649,483	\$658,437

**Contracted Light Rail Services (Sound Transit LINK)**

Revenue Vehicle Hours	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Total Vehicle Hours	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Revenue Vehicle Miles	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Total Vehicle Miles	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Passenger Trips	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST
Electricity Consumed (Kwh)	reported by ST	N/A	N/A	N/A	N/A	N/A
Fatalities	reported by ST	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	reported by ST	N/A	N/A	N/A	N/A	N/A
Collisions	reported by ST	N/A	N/A	N/A	N/A	N/A
Employees FTEs	reported by ST	N/A	N/A	N/A	N/A	N/A
Operating Expenses	\$26,775,159	\$26,862,493	\$27,723,467	\$28,781,199	\$29,696,754	\$30,417,021
Farebox Revenues	13,989,008	reported by ST	reported by ST	reported by ST	reported by ST	reported by ST

**Demand Response Services**

Revenue Vehicle Hours	682,416	610,216	607,945	612,832	616,957	621,082
Total Vehicle Hours	772,582	690,842	688,271	693,803	698,473	703,143
Revenue Vehicle Miles	10,247,582	9,163,382	9,129,281	9,202,659	9,264,602	9,326,546
Total Vehicle Miles	11,901,729	10,642,519	10,602,913	10,688,136	10,760,078	10,832,021
Passenger Trips	1,196,128	1,190,063	1,186,142	1,195,937	1,204,171	1,212,410
Diesel Fuel Consumed (gallons)	1,028,964	N/A	N/A	N/A	N/A	N/A
Gasoline Fuel Consumed (gallons)	109,412	N/A	N/A	N/A	N/A	N/A
CNG Fuel Consumed (Therms)	0	N/A	N/A	N/A	N/A	N/A
Fatalities	0	N/A	N/A	N/A	N/A	N/A
Reportable Injuries	0	N/A	N/A	N/A	N/A	N/A
Collisions	0	N/A	N/A	N/A	N/A	N/A

Employees FTEs	655	N/A	N/A	N/A	N/A	N/A	*26 are Metro FTEs, 629 are contractors
Operating Expenses	\$60,869,896	\$65,182,923	\$67,192,983	\$69,429,884	\$71,852,873	\$74,485,717	
Farebox Revenues	\$1,333,890	\$848,857	\$846,060	\$1,023,656	\$1,202,488	\$1,383,675	
<b>Contracted Services (DART)</b>							
Revenue Vehicle Hours	82,976	80,720	86,875	74,942	60,106	59,753	
Total Vehicle Hours	91,634	89,143	95,941	82,762	66,378	65,988	
Revenue Vehicle Miles	1,043,942	1,015,560	1,093,002	942,865	756,210	751,769	
Total Vehicle Miles	1,252,620	1,218,564	1,311,486	1,131,339	907,371	902,043	
Passenger Trips	939,664	1,297,111	1,229,434	1,254,804	1,120,557	903,364	
Diesel Fuel Consumed (gallons)	30,127	N/A	N/A	N/A	N/A	N/A	
Gasoline Fuel Consumed (gallons)	163,759	N/A	N/A	N/A	N/A	N/A	
CNG Fuel Consumed (Therms)	0	N/A	N/A	N/A	N/A	N/A	
Fatalities	0	N/A	N/A	N/A	N/A	N/A	
Reportable Injuries	0	N/A	N/A	N/A	N/A	N/A	
Collisions	0	N/A	N/A	N/A	N/A	N/A	
Employees FTEs	8	N/A	N/A	N/A	N/A	N/A	
Operating Expenses	\$7,839,816	\$9,761,546	\$10,851,912	\$9,884,974	\$8,531,806	\$8,755,363	
Farebox Revenues	\$266,612	\$1,017,512	\$1,026,571	\$1,065,185	\$1,054,931	\$1,178,709	
<b>Vanpooling Services</b>							
Revenue Vehicle Miles	13,884,402	15,731,955	16,496,775	17,261,595	18,026,415	18,791,235	
Total Vehicle Miles	13,884,402	15,731,955	16,496,775	17,261,595	18,026,415	18,791,235	
Passenger Trips	3,442,589	3,779,781	3,970,138	4,160,496	4,350,853	4,541,210	
Vanpool Fleet Size	1,809	N/A	N/A	N/A	N/A	N/A	
Vans in Operation	1,291	N/A	N/A	N/A	N/A	N/A	
Diesel Fuel Consumed (gallons)	0	N/A	N/A	N/A	N/A	N/A	
Gasoline Fuel Consumed (gallons)	876,562	N/A	N/A	N/A	N/A	N/A	*Also consumed 379,649 kw hours for electric veh
Propane Fuel Consumed (gallons)	0	N/A	N/A	N/A	N/A	N/A	
Fatalities	0	N/A	N/A	N/A	N/A	N/A	
Reportable Injuries	4	N/A	N/A	N/A	N/A	N/A	
Collisions	2	N/A	N/A	N/A	N/A	N/A	
Employees FTEs	37	N/A	N/A	N/A	N/A	N/A	
Operating Expenses	10,639,894	\$12,328,826	\$12,967,500	\$13,569,171	\$14,182,727	\$15,122,642	
Vanpooling Revenue	10,320,050	\$13,064,681	\$14,798,769	\$15,484,563	\$17,465,527	\$18,207,095	

#### Annual Revenues

Sales Tax	\$408,168,836	\$427,284,636	\$445,955,080	\$469,715,173	\$495,149,390	\$520,901,194
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$0	\$0	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Operating	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Preventive	\$46,821,710	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
Federal Section 5311 Operating	\$0	\$4,445,595	\$4,233,464	\$4,331,680	\$4,432,609	\$4,535,888
FTA JARC Program	\$182,564	N/A	N/A	N/A	N/A	N/A
Other Federal Operating	\$6,090,695	N/A	N/A	N/A	N/A	N/A
State Rural Mobility Grants	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants	\$2,432,510	\$3,638,991	\$2,627,328	\$2,715,666	\$2,738,842	\$2,683,018
Sales Tax Equalization	\$0	\$0	\$0	\$0	\$0	\$0
Other State Operating Grants	\$0	N/A	N/A	N/A	N/A	N/A
County Tax Contributions (Property Tax)	\$23,828,614	\$23,478,333	\$24,370,510	\$24,867,668	\$25,317,773	\$25,778,557
RTA Reimbursement	\$74,540,209	\$79,882,279	\$83,474,212	\$86,169,103	\$88,837,337	\$91,302,472
Other	\$116,576,737	\$119,045,113	\$78,243,311	\$62,486,938	\$59,472,317	\$55,746,417
Total	\$678,641,875	\$707,774,948	\$688,903,905	\$700,286,229	\$725,948,266	\$750,947,546
	\$832,072,878	\$857,341,285	\$842,489,040	\$858,470,718	\$887,623,981	\$926,212,648
Total Revenue to Public Trans. Fund	832,072,878	857,341,285	842,489,040	858,470,718	887,623,981	926,212,648
<b>Annual Operating Expenses</b>						
Annual Operating Expenses	\$630,539,308	\$671,110,074	\$692,844,794	\$676,116,161	\$674,800,070	\$694,429,621
Other	\$5,332,258	-\$6,742,349	-\$6,960,185	-\$6,761,162	-\$6,748,001	-\$6,944,296
Total	\$635,871,566	\$664,367,725	\$685,884,609	\$669,354,999	\$668,052,069	\$687,485,325
<b>Debt Service</b>						
Interest	\$5,279,213	\$5,442,367	\$5,062,017	\$4,580,542	\$4,100,051	\$3,663,279
Principal	\$11,718,266	\$10,259,163	\$10,660,184	\$11,126,333	\$11,602,613	\$12,039,025
Total	\$16,997,479	\$15,701,529	\$15,722,201	\$15,706,875	\$15,702,664	\$15,702,304
<b>Annual Capital Purchase Obligations</b>						
Federal Section 5309 Capital Grants	\$26,326,747	\$59,853,978	\$79,388,608	\$50,122,793	\$27,126,289	\$18,530,034
Federal Section 5311 Capital Grants	\$0	N/A	N/A	N/A	N/A	N/A
FTA JARC Program	\$0	N/A	N/A	N/A	N/A	N/A
Federal STP Grants	\$0	N/A	N/A	N/A	N/A	N/A
CM/AQ and Other Federal Grants	\$0	N/A	N/A	N/A	N/A	N/A
State Rural Mobility Grants	\$0	N/A	N/A	N/A	N/A	N/A
State Special Needs Grants	\$0	N/A	N/A	N/A	N/A	N/A

Federal Section 5307 Capital Grants	\$28,633,434	N/A	N/A	N/A	N/A	N/A
Sales Tax Equalization	\$0	N/A	N/A	N/A	N/A	N/A
State Vanpool Grants	\$0	N/A	N/A	N/A	N/A	N/A
Other State Capital Grants	\$0	N/A	N/A	N/A	N/A	N/A
Transportation Improvement Board	\$0	N/A	N/A	N/A	N/A	N/A
Local Funds	\$0	N/A	N/A	N/A	N/A	N/A
Capital Leases	\$0	N/A	N/A	N/A	N/A	N/A
Capital Reserve Funds	\$109,197,892	\$33,356,640	\$196,906,002	\$92,869,908	\$96,232,782	\$34,420,165
Operational Revenues						
Bonds Proceeds	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$18,643,244	\$8,626,645	\$11,408,133	\$20,240,756	\$15,478,171	\$17,658,263
General Fund						
Unrestricted Cash and Investments	\$0	\$43,170,498	\$26,709,475	\$0	\$134,085,409	\$144,021,983
Total	\$182,801,317	\$145,007,761	\$314,412,218	\$163,233,456	\$272,922,651	\$214,630,445

**Ending Balances, December 31, 2012**

General Fund						
Unrestricted Cash and Investments						
Operating Reserve	\$26,076,087	\$27,579,866	\$56,950,167	\$55,571,191	\$55,463,019	\$57,076,407
Working Capital						
Capital Reserve Funds	104,201,892	104,673,450	99,998,435	130,505,768	92,287,794	85,178,530
Rate Stabilization Reserve	\$96,099,161	\$164,414,486	\$0	\$25,632,967	\$0	\$0
Fleet Replacement Funds	\$168,432,635	\$132,856,859	\$101,149,919	\$58,917,903	\$55,361,078	\$70,962,292
Debt						
Debt Service Fund	\$15,781,755	\$16,086,590	\$16,361,448	\$16,664,347	\$16,979,120	\$17,298,245
Insurance Fund						
Other						
Total	\$410,591,530	\$445,611,250	\$274,459,969	\$287,292,176	\$220,091,012	\$230,515,474

## VIII. Appendix – Asset Inventories

King County Metro Transit  
Facilities Inventory  
As of January 1, 2013

Facility Code	Facility Name	Condition (points)	Age (in years)	Remaining Useful Life (in years)	Replacement Cost (without land value)	Comments
23	Atlantic Transit Base	75	43	25	\$13,482,300	
23	Bellevue Transit Base	75	38	30	\$13,930,282	
23	Central Transit Base	75	43	25	\$23,169,398	
10	Communication and Control Center	95	7	46	\$11,063,298	
24	Atlantic/Central parking garage	95	8	60	\$20,162,307	
11	Component Supply Center	80	38	30	\$19,360,771	
23	East Transit Base	78	38	30	\$21,938,703	
23	North Transit Base	76	22	46	\$25,520,723	
23	Non-Revenue Vehicle Facility	75	43	25	\$8,604,787	
11	Power Distribution HQ	95	8	47	\$12,907,181	
23	Ryerson Transit Base	78	43	25	\$19,236,282	
23	Safety/Training Bldg.	80	38	30	\$7,375,532	
23	South Transit Base	80	38	30	\$23,360,384	
11	South Facilities	80	38	30	\$11,616,463	
11	Central Atlantic Tire Shop	98	6	37	\$3,907,950	
23	Vanpool Distribution	90	23	45	\$6,453,590	
09	Auburn P&R	90	36	32	\$4,620,771	KC Owned
06	Aurora Village TC	90	28	40	\$3,333,370	KC Owned
09	Bear Creek P&R	90	24	44	\$4,310,998	KC Owned
06	Bellevue TC	90	27	41	\$0	Sound Transit Owned
09	Bothell P&R	90	35	33	\$3,630,403	KC Owned
09	Brickyard P&R	90	32	36	\$0	State Owned - Transit Improv
09	Burien P&R	90	33	35	\$4,969,265	KC Owned
09	Duval P&R	90	12	56	\$0	City Owned - Transit Improv
24	Eastgate P&R & parking structure	95	9	59	\$0	State Owned - Transit Improv
09	Federal Way P&R	90	33	35	\$0	State Owned - Transit Improv
09	5th Av N. @ 145th P&R	90	21	47	\$0	State Owned - Transit Improv
09	5th Av N. @ 133rd P&R	90	22	46	\$0	State Owned - Transit Improv
09	Greenlake P&R	80	26	42	\$0	State Owned - Transit Improv
09	Houghton P&R	90	25	43	\$0	State Owned - Transit Improv
09	Issaquah P&R	90	34	33	\$5,085,429	KC Owned
24	Issaquah Highlands Parking Structure	95	6	37	\$20,693,764	KC Owned
09	Kenmore P&R	90	33	35	\$2,871,848	KC Owned
09	Kent P&R	90	34	34	\$9,202,820	KC Owned
09	Kent/Des Moines P&R	90	34	34	\$4,775,657	KC Owned
09	Kingsgate P&R	90	34	34	\$0	State Owned - Transit Improv
09	Lake Meridian P&R	90	20	48	\$2,838,315	KC Owned
09	Maple Valley P&R	90	28	40	\$0	State Owned - Transit Improv
09	Mercer Island P&R	90	24	44	\$0	Sound Transit Owned
09	Newport Hills P&R	90	33	35	\$0	State Owned - Transit Improv

09	N. Jackson P&R	90	32	36	\$0	State Owned - Transit Improv
09	North Seattle P&R	90	31	37	\$0	State Owned - Transit Improv
06	Northgate P&R/TC	90	43	25	\$8,544,554	KC Owned
09	Ober Park P&R	90	27	41	\$792,088	KC Owned
09	Olson Place P&R	90	34	34	\$3,349,872	KC Owned
09	Overlake P&R	90	12	56	\$2,805,311	KC Owned
09	Preston P & R	90	30	38	\$0	State Owned - Transit Improv
09	Redmond P&R	90	35	33	\$4,440,070	KC Owned
09	Renton Highlands P&R	90	25	42	\$0	Private Owned
09	Redondo Heights P&R	90	8	60	\$11,551,927	KC Owned
09	South Bellevue P&R	90	32	36	\$0	State Owned - Transit Improv
09	South Federal Way P&R	90	26	42	\$6,647,198	KC Owned
09	South Kirkland P&R	90	34	34	\$7,692,680	KC Owned
09	South Renton P&R	90	33	35	\$0	State Owned - Transit Improv
09	SR 908/Kirkland Way	90	28	40	\$0	City Owned - Transit Improv
09	Shoreline P&R	90	28	40	\$0	State Owned - Transit Improv
09	Starr Lake P&R	90	32	36	\$0	State Owned - Transit Improv
09	SW Spokane St P&R	90	32	36	\$0	City Owned - Transit Improv
09	Tibbetts Valley P&R	90	14	54	\$0	City Owned - Transit Improv
09	Tukwila P&R	90	27	41	\$4,207,967	KC Owned
09	Twin Lakes P&R	90	12	56	\$0	State Owned - Transit Improv
09	Valley Center P&R	90	28	40	\$907,601	KC Owned
09	Wilburton P&R	90	32	36	\$0	State Owned - Transit Improv
09	Woodinville P&R	90	30	38	\$0	State Owned - Transit Improv
02	Downtown Transit Tunnel	80	22	46	\$1,106,329,794	
15	Trolley overhead electrical system	75	43	32	\$96,803,857	
01	Trolley duct system	85	18	70	\$64,535,905	
01	Queen Anne #1 substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Queen Anne #2 substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Queen Anne #3 substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Madrona substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Bellevue substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Capital substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Marion substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Sharp substation	75	26	4	\$103,500	Station Transformer & Breakers
01	First Hill substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Mt. Baker substation	75	26	4	\$103,500	Station Transformer & Breakers
01	MLK substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Collins substation	75	26	4	\$103,500	Station Transformer & Breakers
01	North Broadway substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Market substation	75	26	4	\$103,500	Station Transformer & Breakers
01	West Woodland substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Meridian substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Montlake substation	75	26	4	\$103,500	Station Transformer & Breakers
01	WFSC substation	75	26	4	\$82,800	Not in service
01	Central substation	75	10	20	\$103,500	Station Transformer & Breakers
01	Broad Street substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Beacon Hill substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Maple substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Rainier Beach substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Roxbury substation	75	26	4	\$103,500	Station Transformer & Breakers

01	Brighton substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Columbia substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Letitia substation	75	26	4	\$103,500	Station Transformer & Breakers
01	Jones substation	75	16	14	\$103,500	Station Transformer & Breakers
01	Allison substation	75	16	14	\$103,500	Station Transformer & Breakers
01	Galer substation	75	16	14	\$103,500	Station Transformer & Breakers
01	James substation	75	26	4	\$103,500	Station Transformer & Breakers
01	South Jackson substation	75	23	7	\$103,500	Station Transformer & Breakers
01	Olive substation	75	23	7	\$103,500	Station Transformer & Breakers
01	USS substation	75	23	7	\$103,500	Station Transformer & Breakers
24	Redmond Garage	98	4	46	\$14,800,500	
24	Burien Garage	99	2	48	\$22,045,500	
06	Burien Transit Center	98	4	46	\$11,488,500	
23	Atlantic/Central Operations Bldg	99	2	48	\$17,802,000	
16	RapidRide Line A Passenger Facilities	99	2	8	\$4,450,500	
16	RapidRide Line B Passenger Facilities	99	1	9	\$5,100,000	
16	RapidRide Line C Passenger Facilities	99	0	10	\$3,315,000	
16	RapidRide Line D Passenger Facilities	99	0	10	\$4,915,000	
11	North Maintenance Facility	97	3	47	\$10,867,500	

King County Metro Transit  
Equipment With Value Greater Than \$100,000  
As of January 1, 2013

Eq. Code	Equipment Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
04	GIS Transportation Network	90	8	2	\$500,000	
04	Power & Facilities WO System	95	3	7	\$457,216	
04	Stop Information System	100	1	9	\$493,702	
02	Farebox System	75	19	6	\$7,134,889	
04	HASTUS - Scheduling And Operations	75	8	2	\$4,000,000	
03	On-Bus Camera Security Systems	80	4	6	\$6,500,000	
04	VM WO System/Dispatch	75	13	6	\$1,872,219	M5 - all components
04	Trip Planner	65	13	1	\$1,000,000	
04	Customer Schedule Racking System	75	16	6	\$663,971	
04	Network Wiring Upgrades	75	9	1	\$868,437	
04	IVR	100	0	10	\$1,200,000	New system in 2013-info at end of 2012
04	Paratransit Dispatch System - TRAPEEZE	85	9	6	\$1,300,000	
04	Mobile Data Terminals On Access Vans	100	0	10	\$1,400,000	New system in 2012 and 2013
04	Point Of Sale Computerize	75	11	6	\$172,452	
04	D&C Work Process Control Software	75	8	2	\$460,000	
04	Service Quality Information System	95	3	7	\$135,180	
02	Orca Fare Collection	95	2	8	\$17,000,000	
04	IBM Server Storage #1	95	1	4	\$0	IT services consolidated-no plan to replace
04	IBM Server Storage #2	95	1	4	\$0	IT services consolidated-no plan to replace
08	Transit Radio System	100	1	14	\$37,756,089	
04	On Board System	100	1	14	\$35,000,000	
04	Mobile Routers	100	1	6	\$8,500,000	
04	WAPS	100	1	4	\$2,000,000	
04	TSP	100	1	4	\$1,750,000	
04	RTIS	100	1	6	\$4,000,000	
04	Vanpool Information Systems	45	10	2	\$450,000	
04	Tracker	45	10	2	\$800,000	
04	Customer Relations/Lost And Found	45	10	2	\$600,000	
04	HR Document Management	75	8	2	\$100,000	
04	Tabs	45	15	2	\$600,000	
04	Trolley Bus SCADA System	95	7	9	\$2,363,898	
16	Portable Radios	100	10	10	\$2,243,911	
01	Engine & Transmission Dynamometer	25	11	1	\$517,500	
01	Cranes At Operating Bases	75	varies	varies	\$5,709,897	
09	Boring And Resurfacing Machine	75	27	4	\$187,870	
09	Pacific Hydraulic Press B	75	27	4	\$201,849	
09	Lathe	75	32	4	\$209,136	
09	Dry Brake Equip	70	32	2	\$253,774	
05	1977 Internatl Digger	50	36	1	\$173,796	
05	1977 Internatl Digger	50	36	1	\$173,796	



05	1990 Internatl Garbage Trk	50	22	1	\$101,000	
05	1991 Chevrolet Cab Chassis Platform	50	22	1	\$189,280	
05	1991 Chevrolet Cab Chassis Platform	50	22	1	\$189,280	
05	1992 GMC Cab Chassis Bucket	70	21	6	\$208,170	
05	1992 GMC Topkick Auger	60	19	2	\$188,543	
05	1992 Internatl Garbage Trk	50	21	1	\$156,000	
05	1992 Kenworth Wrecker Tow Truck	50	19	1	\$486,720	
05	1992 Kenworth Wrecker Tow Truck	70	19	6	\$250,460	
05	1989 GMC Kodiak	50	17	1	\$119,552	
05	1997 Volvo Vacon Vactor	50	14	1	\$301,758	
05	1997 Volvo Vacon Vactor	60	14	2	\$289,148	
05	1997 Ford Truck Platform	50	16	1	\$227,939	
05	1997 Ford Truck Platform	50	16	1	\$227,939	
05	1998 Freightliner F170 Platform	60	15	2	\$243,423	
05	1998 Freightliner F170 Platform	60	15	2	\$243,423	
05	1999 Freightliner F170 Bucket Truck	50	14	1	\$243,423	
05	2001 Crane Carr Let26	50	11	1	\$209,343	
05	2008 Freightliner Flatbed Truck	90	4	21	\$230,196	
05	2005 Kenworth Wrecker Tow Truck	85	7	18	\$359,167	
05	2005 Kenworth Wrecker Tow Truck	85	7	18	\$357,592	
05	2005 Ford Mobile Command Center Utility	90	6	9	\$217,904	
05	2009 Kenworth Wrecker Tow Truck	95	3	22	\$465,494	
05	2009 Kenworth Wrecker Tow Truck	95	3	22	\$465,494	
05	2009 Freightliner Swaploader	95	3	17	\$170,750	
05	2012 Freightliner Swaploader	95	2	18	\$123,328	
05	2012 Freightliner Swaploader	95	2	18	\$123,328	
05	2012 Freightliner Swaploader	95	2	18	\$123,328	
05	2012 Freightliner Swaploader	95	2	18	\$123,328	
05	2002 Isuzu Sweeper	80	10	19	\$125,000	
05	2011 Isuzu Sweeper	95	2	19	\$133,456	

King County Metro Transit  
Bus Fleet  
As of January 1, 2013

Fleet Manufacturer	Vehicle Code	Number of Vehicles	Condition (points)	Age (years)	Remaining Useful Life	Replacement Cost (\$)	Fuel Type	Seating Capacity
Gillig	03	60	69	13	1	\$502,249	D	30/24+2
New Flyer	05	207	45	13	2	\$820,451	D	64/58+2
Gillig	01	157	66	16	2	\$552,142	D	42/36+2
Gillig	02	9	69	15	1	\$552,142	D	34/28+2
Gillig	07	100	21	10	2	\$1,010,160	E	42/36+2
Breda**	08	58	9	22	1	\$1,435,712	E	56/48+2
New Flyer	01	100	52	9	3	\$552,142	D	35/29+2
New Flyer	05	212	43	8	5	\$1,061,043	D/E	58/50+2
New Flyer	05	30	30	8	4	\$762,000	D/E	58/50+2
New Flyer	05	70	59	1	11	\$1,105,182	D/E	58/50+2
New Flyer	05	180	62	2	10	\$1,059,262	D/E	56/50+2
Orion	3	199	78	1	11	\$650,106	D/E	35/29+2
	Total:	1382						

KCM Rolling Stock Comments

\*\* The Breda coaches were rebuilt to become Trolleys.

Contractor: King County Department of Transportation / Metro Transit  
As of January 1, 2013

Fleet Manufacturer	Vehicle Code	Number of Vehicles	Condition (points)	Age (years)	Seating Capacity	Fuel Type
Gillig	01	24	70	11	42/36+2	D
New Flyer	01	1	71	9	58/52+2	D/E
New Flyer	05	30	44	8	58/52+2	D
New Flyer	05	52	55	5	58/52+2	D/E
	Total:	107				

Comments: Fleets are owned by Sound Transit and operated by King County DOT.

King County Metro Transit  
Metro Van Pool  
As of January 1, 2013

Model Year	Fleet Manufacturer	Vehicle Code	Number of Vehicles	Condition (points)	Age (years)	Remaining Useful Life	Replacement Cost (\$)	Fuel Type	Seating Capacity
1998	Dodge	13	3	50	14	0	\$26,617	Gas	15
1998	Plymouth	13	1	50	14	0	\$32,450	Gas	9
1999	Chevrolet	13	5	50	13	0	\$21,825	Gas	8
2000	Chevrolet	13	8	50	12	0	\$21,825	Gas	8
2001	Chevrolet	13	20	50	11	0	\$21,825	Gas	8
2003	Chevrolet	13	20	70	9	*0	\$22,307	Gas	12
2003	Chevrolet	13	118	70	9	*0	\$21,825	Gas	8
2004	Chevrolet	13	126	80	8	*0	\$21,825	Gas	8
2004	Ford	13	30	80	8	*0	\$29,330	Gas	11
2005	Chevrolet	13	7	80	7	*0	\$22,307	Gas	12
2005	Chevrolet	13	112	80	7	*0	\$21,825	Gas	8
2005	Ford	13	28	80	7	*0	\$26,617	Gas	15
2006	Chevrolet	13	84	90	6	1	\$22,307	Gas	12
2006	Chevrolet	13	113	70	6	1	\$21,825	Gas	7
2006	Ford	13	29	90	6	1	\$26,617	Gas	15
2007	Chevrolet	13	20	90	5	2	\$22,307	Gas	12
2007	Chevrolet	13	10	90	5	2	\$26,617	Gas	15
2007	Chevrolet	13	119	70	5	2	\$21,825	Gas	7
2008	Chevrolet	13	17	90	4	3	\$22,307	Gas	12
2008	Chevrolet	13	12	90	4	3	\$26,617	Gas	15
2008	Chevrolet	13	202	70	4	3	\$21,825	Gas	7
2009	Chevrolet	13	6	90	3	4	\$22,307	Gas	12
2009	Chevrolet	13	10	90	3	4	\$26,617	Gas	15
2010	Chevrolet	13	19	100	2	5	\$22,307	Gas	12
2010	Dodge	13	58	100	2	5	\$21,825	Gas	7
2011	Chevrolet	13	55	100	1	6	\$22,307	Gas	12
2011	Chevrolet	13	3	100	1	6	\$26,617	Gas	15
2011	Dodge	13	228	100	1	6	\$21,825	Gas	7
2011	Nissan	13	20	100	1	6	\$32,771	Electric	5
2012	Chevrolet	13	17	100	0	7	\$22,307	Gas	12
2012	Chevrolet	13	38	100	0	7	\$26,617	Gas	15
2012	Dodge	13	222	100	0	7	\$21,825	Gas	7
Total Number of Vehicles			1760						

\*0 - These vans are retired from active commuter service and in transition to For Sale.

They may be used in Vanshare, a short Round Trip Mileage (RTM) commute connecting participants to alternate modes of transportation or returned to active status when demand exceeds available inventory.

0 - These vans are For Sale

King County Metro Transit  
Accessible Services Vehicles  
As of January 1, 2013

Qty	Year Made	Make	Model	Vehicle Code	Condition Pts.	Age (Mos.)	Useful Remaining Life/Mo	Replacement Price	ADA Access	Seating Capacity	Fuel Type	WSDOT Title Y/N
1	1994	Dodge	Ram 250	14	10	228	24	\$22,000	N	5P	G	N
1	1997	Chevrolet	Astro	14	10	192	0	\$25,000	N	7P	G	N
1	1997	Chevrolet	Astro	14	10	192	24	\$25,000	N	7P	G	N
1	1997	Dodge	Ram Van	14	10	192	0	\$26,635	N	15P	G	N
2	1997	Dodge	Ram Van	14	10	192	12	\$26,635	N	15P	G	N
7	1998	Braun	Entervan III	14	10	180	24	\$ 37,100	Y	2A+1WC	G	N
7	1998	Chevrolet	Astro	14	10	180	24	\$25,000	N	7P	G	N
3	1998	Dodge	Ram Van	14	10	180	24	\$26,635	N	15P	G	N
10	1999	Supreme	Senator	11	10	168	0	\$83,822	Y	9A+2WC	D	N
8	1999	Supreme	Senator	11	10	168	12	\$83,822	Y	9A+2WC	D	N
6	2000	Braun	Entervan III	14	10	156	24	\$39,500	Y	2A+1WC	G	N
4	2001	Champion	Challenger	11	10	144	0	\$83,822	Y	8A+2WC,10A+1WC,14A+0	D	N
16	2001	Champion	Challenger	11	10	144	12	\$83,822	Y	8A+2WC,10A+1WC,14A+0	D	N
9	2002	Champion	Challenger	11	10	132	0	\$83,822	Y	8A+2WC,10A+1WC,14A+0	D	N
32	2002	Champion	Challenger	11	10	132	12	\$83,822	Y	8A+2WC,10A+1WC,14A+0	D	N
3	2003	Eldorado	Aero	11	20	120	24	\$70,499	Y	8A+2WC,12A+0WC	G	N
2	2003	Supreme	Senator	11	20	120	0	\$83,822	Y	8A+2WC,12A+0WC	D	N
34	2003	Supreme	Senator	11	20	120	24	\$83,822	Y	8A+2WC,12A+0WC	D	N
7	2004	Supreme	Senator	11	30	108	0	\$83,822	Y	3WC+0P,14P+0WC	D	N
6	2004	Supreme	Senator	11	30	108	12	\$70,499	Y	8A+2WC,12A+0WC	G	N
10	2004	Supreme	Senator	11	30	108	12	\$83,822	Y	3WC+0P,14P+0WC	D	N
4	2005	Supreme	Senator	11	40	96	24	\$70,499	Y	8A+2WC,12A+0WC	G	N
13	2005	Supreme	Senator	11	40	96	24	\$83,822	Y	3WC+0P,14P+0WC	D	N
14	2006	Supreme	Senator	11	50	84	24	\$83,822	Y	3WC+0P,14P+0WC	D	N
21	2006	Supreme	Candidate	11	50	84	36	\$58,959	Y	2WC+0P,11P+0WC	G	N
10	2008	Supreme	Candidate	11	60	60	60	\$75,000	Y	8A+1WC,10A+0WC	D	N
4	2008	Braun	Entervan III	11	60	60	60	\$39,500	Y	2A1	G	N
49	2008	Supreme	Senator	11	60	60	60	\$58,959	Y	3WC+0P,13P+0WC	D	N
2	2009	Braun	Entervan III	11	70	48	72	\$39,500	Y	2A1	G	N
33	2009	Supreme	Senator	11	70	48	72	\$83,822	Y	3WC+0P,13P+0WC	D	N

2	2009	Chevrolet	Express	14	70	48	72	\$26,635	N	15P	G	N
34	2009	Supreme	Candidate	11	70	48	72	\$58,959	Y	8A+2WC,11A+0WC	G	N
92	2010	Supreme	Senator	11	80	36	84	\$83,822	Y	3WC+0P,13P+0WC	D	N
5	2010	Chevrolet	Express	14	80	36	84	\$26,635	N	15P	G	Y
7	2010	Supreme	Candidate	11	80	36	84	\$58,959	Y	2WC+0P,11P+0WC	G	Y
1	2010	Arboc	Spirit Of Mobility	11	80	36	84	\$96,000	Y	2WC+17P,23P+0WC	G	N
24	2011	Supreme	Senator	11	80	24	96	\$125,000	Y	3WC+0P,13P+0WC	G	Y
1	2011	Arboc	Spirit Of Freedom	11	90	24	96	\$93,000	Y	2WC+13P,19P+0WC	G	N
1	2012	Braun	Entervan III	11	90	12	108	\$39,500	Y	2A1	G	N
53	2012	Goshen	GCII	11	90	12	108	\$73,000	Y	3WC+0P,13P+0WC	G	N
3	2012	Chevrolet	Express	14	90	12	108	\$26,635	N	15P	G	Y
1	2012	Chevrolet	Express	14	90	12	108	\$23,635	N	8P	G	N
2	2012	Goshen	GCII	11	90	12	108	\$69,000	Y	3WC+0P,13P+0WC	G	N
7	2012	Goshen	PacerII	11	90	12	108	\$61,000	Y	2WC+0P,11P+0WC	G	Y