



WASHINGTON STATE

# TRANSIT CAPITAL NEEDS ASSESSMENT EXECUTIVE SUMMARY

JUNE 2019



## ACKNOWLEDGMENTS



The Staff Workgroup played an essential role in the completion of this document, providing guidance throughout the life of the project and reviewing documents and deliverables. Recognizing the importance of this group, the project leadership team spent a considerable amount of time and effort working with the Staff Workgroup. The Staff Workgroup was comprised of JTC staff, WSDOT, WSTA, State Legislative staff, and representatives from multiple transit agencies experienced in transit maintenance, operations, finance, and management.

For details about the information in this report, please contact:

**Paul Neal**, [paul.neal@leg.wa.gov](mailto:paul.neal@leg.wa.gov)

Prepared by:



# INTRODUCTION

Transit agencies in Washington range from large urban systems like King County Metro and Spokane Transit Authority to small urban systems like Link Transit and rural systems like TranGO in Okanogan County. These agencies provide different levels of transit service and require different levels of capital funding to meet ongoing needs.

The State of Washington Joint Transportation Committee (JTC) hired a team, led by Nelson\Nygaard Consulting Associates, to conduct a statewide assessment of transit capital needs for 31 public transportation agencies in the State of Washington, excluding Sound Transit. This study seeks to identify trends in capital needs so that capital funding may become more predictive, rather than reactive, at the state and local level.

This Executive Summary document discusses the key findings and highlights of this transit capital needs assessment. Hyperlinks present throughout this document link to specific sections of the full report containing additional details, methodology, and in depth analysis.

Data, analysis, and findings were developed through a series of study tasks:



**Inventory** of transit agency fleet and facilities using existing documents and data.



**Assessment** of replacement and expansion needs over the next 10 years.



**Identification and analysis** of potential revenue sources to meet capital needs.



**Case studies** of six agencies that represent a variety of broader agency characteristics within the state.

For more information on this topic, click [here](#).

**This assessment followed the language of the proviso established in the 2018 Supplemental Transportation Budget that called for the following items to be included or analyzed:**

1. An inventory of each agency's vehicle fleet.
2. An inventory of each agency's facilities, including the state of repair.
3. The replacement and expansion needs of each agency's vehicle fleet, as well as the associated costs, over the next 10 years.
4. The replacement and expansion needs for each agency's facilities including, but not limited to, such facilities as park and rides, transit centers, and maintenance buildings.
5. The source of funding, if known, planned to cover the cost of the bus and facilities replacement and expansion needs including, but not limited to, local revenue, state grants, and federal grants.
6. The amount of service that could be provided with the local funds currently required for each agency's total capital needs.

# WASHINGTON'S TRANSIT NETWORK

Washington's communities range from major cities to small towns. Transit agencies serving these different communities provide a variety of services to meet the specific needs of their service areas. WSDOT classifies the different sized agencies as follows.

- **Urban** – Transit agencies serving populations of more than 200,000. Often serving a central city and a loosely-settled urban fringe.
- **Small Urban** – Transit agencies serving populations of more than 50,000 but fewer than 200,000. Often serving small cities and broader urbanized areas.
- **Rural** – Transit agencies serving populations of fewer than 50,000. Typically outside of a designated urbanized area.

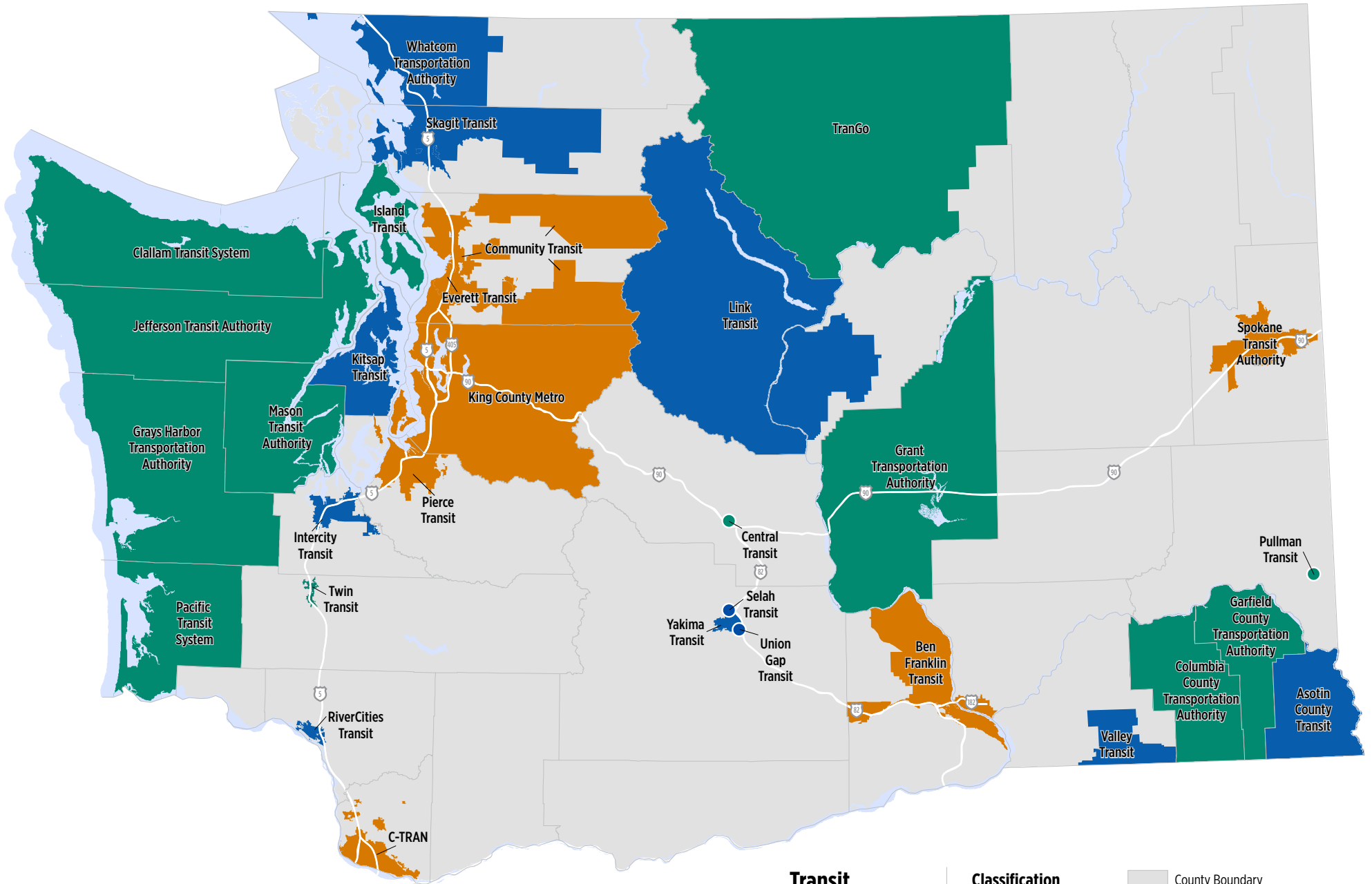
This study modifies WSDOT's methodology by placing King County Metro (KCM) into a separate category. Including KCM with the other urban systems can skew the data as KCM's finances and asset inventories are larger than the remainder of the Urban systems' combined.

Public transportation services in the state also include tribal transit, Amtrak passenger rail, WSDOT bus and ferry service, non-profit providers, and Sound Transit. These services play an important role in Washington's transportation network but were specifically excluded from this study by the budget proviso approved by the state legislature.

For more information on this topic, click [here](#).

*WSDOT categorizes agencies based on their general size and service characteristics in Urban, Small Urban, and Rural classifications.*





### Transit Agencies

Transit Taxing Districts and Transit Agency WSDOT Classifications

### Classification

- Urban
- Small Urban
- Rural

- County Boundary
- City Agency

0 25 50 miles



# IMPORTANT DEFINITIONS

## Useful Life Benchmark (ULB):

“Useful life” generally defines the age and level of usage at which a vehicle is expected to be replaced. Although the Federal Transit Administration (FTA) sets minimum guidelines, transit agencies can establish an agency-specific ULB for both rolling stock and facilities. This ULB may exceed the FTA standard because of factors unique to an agency’s operating environment or service characteristics.

## Percent Remaining Useful Life:

This measure is used to better understand vehicle condition and predict impending capital needs. Brand new vehicles have 100% of their useful life remaining; as the vehicle ages, this percentage decreases over time until the vehicle reaches its ULB. A range of approximately 45-55% remaining useful life is an industry-standard asset management goal used by large transportation organizations.

## State of Good Repair (SGR):

Transit agencies in Washington report the condition of their major facilities on a 1 to 5 scale, with 1 meaning poor and 5 meaning excellent. Anything rated above 2 is considered to be in a SGR.

ULB is generally set when a vehicle or facility reaches a point where the costs to maintain the asset in a SGR exceeds the cost of replacing it. Because maintenance costs are incremental, agencies often choose to retain an asset beyond its ULB, paying this incremental cost instead of the full cost of replacement. This reflects the balancing act between operating costs required to maintain SGR and capital costs required to replace an asset.

# FLEET VEHICLE TYPES

<p><b>HEAVY-DUTY</b></p>	<p>Heavy-duty vehicles include 30, 35, and 40-foot buses, as well as larger articulated, intercity, trolley, double decker, and dual propulsion buses. Heavy-duty vehicles are commonly diesel powered, hybrid electric, fully battery electric, or electric trolley buses. The Minimum ULB for FTA Grants is 12 years or 500,000 miles.</p>	
<p><b>MEDIUM-DUTY</b></p>	<p>Medium-duty vehicles often appear similar to light-duty vehicles, but are generally over 30 feet in length and typically have a greater weight carrying capacity, while light-duty vehicles are under 30 feet. Medium-duty vehicles are relatively uncommon in Washington. The Minimum ULB for FTA Grants is 7 years or 200,000 miles.</p>	
<p><b>LIGHT-DUTY</b></p>	<p>Light-duty vehicles consist of buses and cutaways under 30 feet in length. They are used primarily for demand response service, such as those found in many rural areas and used for ADA complementary paratransit service. Some smaller systems also use light-duty vehicles in regular fixed-route and deviated fixed-route service. The Minimum ULB for FTA Grants is 5 years or 150,000 miles.</p>	
<p><b>VANPOOL</b></p>	<p>Vanpools are the most common transit vehicle found in Washington. Vanpool vehicles in the state come in three distinct sizes: 8-passenger, 12-passenger, and 15-passenger vans. Vanpools are frequently used to connect to park-and-ride lots or major employment centers from areas with little access to frequent, fixed-route transit. The Minimum ULB for FTA Grants is 4 years or 100,000 miles.</p>	

For more information on this topic, click [here](#).

# FACILITY TYPES

<p><b>MOAB FACILITY</b></p>	<p>MOAB Facilities include Maintenance, Operations, and Administration Buildings, including bus storage, fuel and wash islands, warehousing and storage, and multifunctional buildings. These facilities present a key constraint for agencies with expansion or electrification plans. MOAB facilities can be combined into one multi-purpose facility or multiple, standalone facilities.</p>	
<p><b>PARK- AND-RIDE</b></p>	<p>Park-and-ride lots are common facilities provided by all agency types. Park-and-ride lots allow passengers to park their vehicle in a surface lot or garage and access the transit system. This facility is common in lower density locations of an agency’s service area. Park-and-ride lots may or may not provide passenger amenities like shelters and public restrooms.</p>	
<p><b>TRANSIT CENTER</b></p>	<p>Transit centers are generally focal points of an agency’s service, where multiple routes converge and provide transfer opportunities for passengers. Transit centers may or may not also include park-and-ride lots and additional passenger amenities.</p>	
<p><b>PASSENGER FACILITY</b></p>	<p>Passenger facilities include boarding platforms and stations, pedestrian access facilities, passenger amenities, and intermodal terminals. Bus stops and shelters are generally considered Passenger Facilities, but due to the large number and relatively low value of these assets, they are often not reported as line items in an agency’s Transit Asset Inventory.</p>	
<p><b>INFRASTRUCTURE</b></p>	<p>Infrastructure includes power distribution substations, tunnels, bridges, elevated right-of-way, and track systems. Infrastructure facilities are more common among larger, urban transit systems and are generally more expensive facilities.</p>	
<p><b>OTHER</b></p>	<p>Other facilities generally include employee-specific facilities, including operator restrooms and employee parking garages.</p>	

For more information on this topic, click [here](#).



**WHY IT MATTERS**



# THE STATE'S ROLE IN PUBLIC TRANSPORTATION

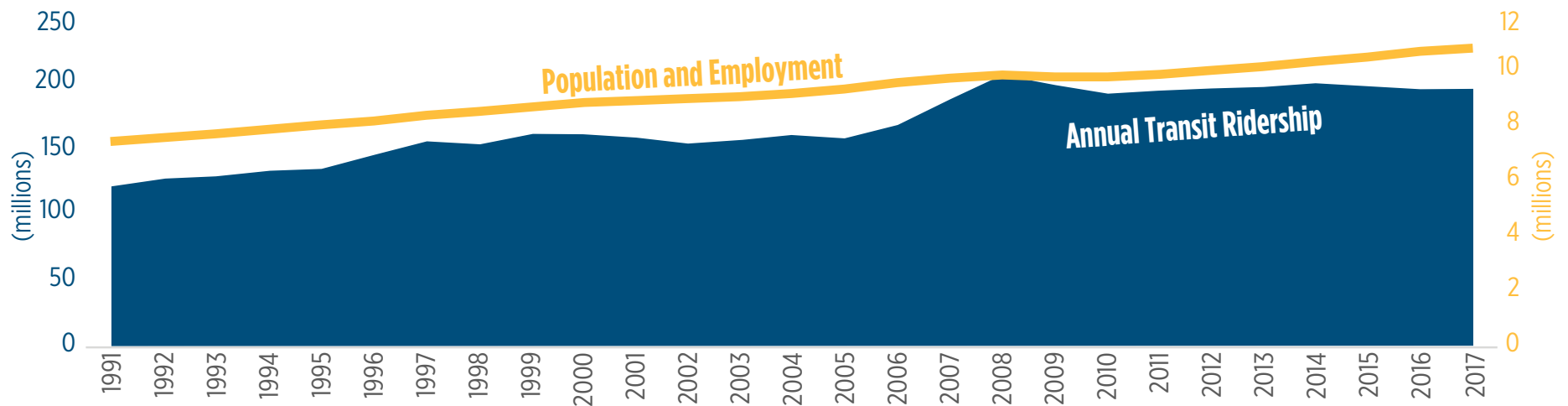
WSDOT's Washington State Public Transportation Plan explains why public transit is a necessary component of Washington's transportation system. The plan articulates Washington's interest and responsibility to invest in the success of public transit as part of Washington's broader legislatively-defined transportation system policy goals. In the plan, WSDOT identifies four key challenges for public transit:

- “The demand for access to jobs, schools, services, and community is growing, but public transportation providers’ ability to meet this demand has never been more constrained”
- “Congestion is hurting our economy and quality of life, and we must find ways to move more people with even greater efficiency”
- “Traditional methods for funding transportation are increasingly unsustainable”
- “Emerging technologies and business models are redefining how people communicate, work, and conduct trade”

*The demand for access to jobs, schools, services, and community is growing, but public transportation providers’ ability to meet this demand is severely constrained.*

(Washington State Public Transportation Plan, 2016, pp. 14)

## POPULATION, EMPLOYMENT, AND TRANSIT RIDERSHIP



For more information on this topic, click [here](#).

Source: WSDOT. 2016 Washington State Public Transportation Plan. pp. 42-43.

# THE BENEFITS OF TRANSIT

Public transit balances capacity and equity in our state’s transportation system. Transit vehicles reduce congestion by using less road space to move more people. Trips made on transit produce less air, water, and noise pollution, as well as fewer greenhouse gas emissions, at a lower user cost than automobiles. Public transit provides a low-cost transportation option to people who cannot afford or use auto-based mobility, improving social equity and workforce availability.

## WHO USES TRANSIT?

Transit use varies in different communities. In highly-urbanized areas, concentrations of residents and jobs, along with existing congestion issues, can make transit more cost and time effective than automobile use. In suburban and rural areas where transit is not time-competitive with driving, concentrations of people with disabilities, older residents, and people without access to vehicles typically contribute to transit ridership.

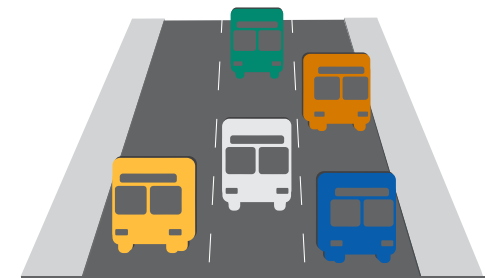
*In suburban and rural areas, transit service is often a lifeline for people with disabilities, older residents, and people without access to vehicles.*

### ROAD CAPACITY BY MODE



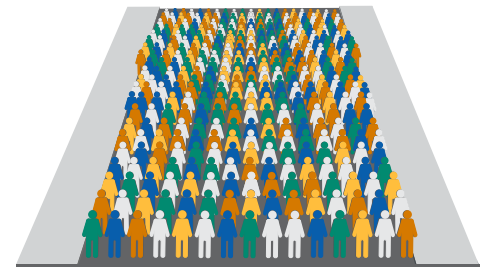
**28.4 People**  
PER BLOCK

### MOVING TRANSIT



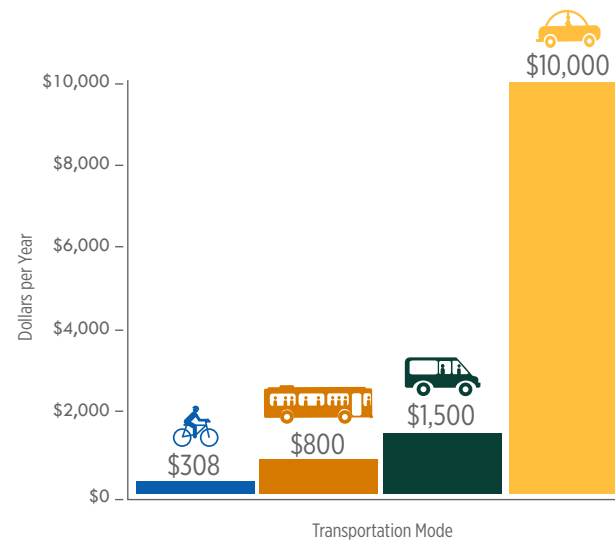
**225 PEOPLE**  
PER BLOCK

### MOVING PEOPLE



**1,000 PEOPLE**  
PER BLOCK

### ANNUAL PERSONAL COST COMPARISON BY MODE





# SUMMARY OF FINDINGS

# RIDERSHIP AND SERVICE

Agencies included in this study provided over 193 million trips and over 9.5 million hours of service in 2017, with a total statewide operating cost of \$1.4 billion.

Agencies could provide 11% more service statewide if they could reallocate existing local funds dedicated to capital needs. This equates to 14.6 million additional riders, 37 high-frequency weekday bus routes, and more service than any single agency in the state provides (with the exception of King County Metro).

*In 2017, transit agencies provided*

*approximately 26 rides for every*

*person in the state.*

*Agencies could provide nearly 15 million more passenger trips if they could reallocate existing local funding spent on capital to providing service.*

## REVENUE HOUR COMPARISON

**1** ADDITIONAL REVENUE HOUR



**20** ADDITIONAL RIDES



BASED ON 2017 STATEWIDE TRIPS PER REVENUE HOUR

**19,000** REVENUE HOURS



**1** WEEKDAY BUS ROUTE



OPERATING EVERY 10 MINUTES FROM 7:00 A.M. TO 7:00 P.M. FOR ONE YEAR

For more information on this topic, click [here](#).

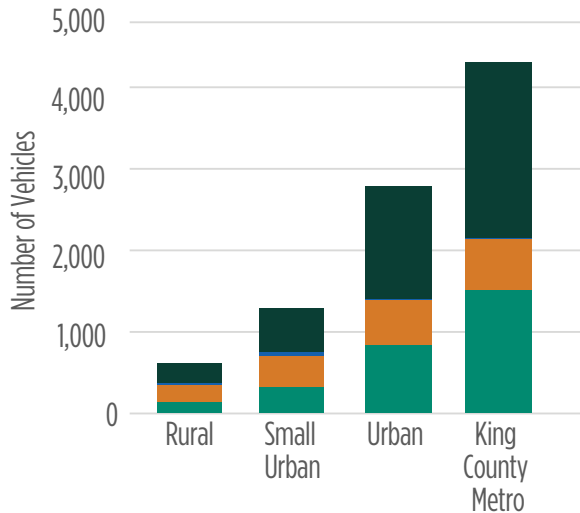
# MANAGEMENT IN THE FACE OF ADVERSITY

Washington’s transit agencies have been able to continue operations, despite volatile and unpredictable funding. During the Great Recession, transit agencies scaled back capital expenditures and extended the life of assets to maintain service levels. This trade-off preserved as much transit service in communities as feasible, while maintaining most capital assets in a SGR. Today, only 4% of Washington State transit vehicles and 9% of facilities are not in a SGR. Maintaining fleets and facilities to this level, despite reduced capital spending, is laudable and represents good stewardship of limited resources. However, preserving service by postponing capital expenditures left Washington agencies with an aged transit fleet, facilities in need of modernization, and a raft of delayed expansions needed to meet the demands of growing population and employment.

**There are nearly 9,000 vehicles and 300 facilities statewide. On average, facilities for each agency classification are in SGR.**

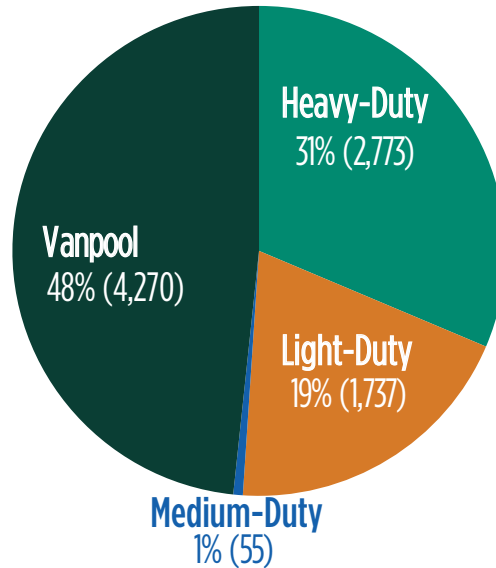
**STATEWIDE FLEET INVENTORY BY TYPE**

■ Heavy-Duty ■ Light-Duty ■ Medium-Duty ■ Vanpool

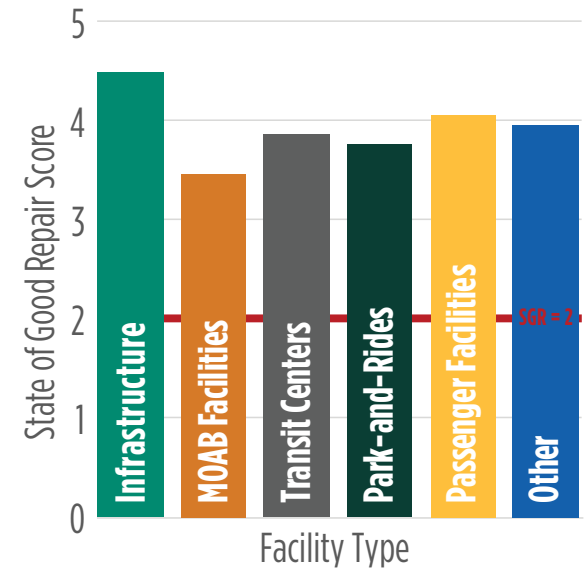


**STATEWIDE FLEET INVENTORY BY TYPE**

Percent of fleet and number of vehicles



**FACILITY STATE OF GOOD REPAIR**



**Public transportation revenues declined during the Great Recession. Nearly all of Washington’s transit system depends heavily on local option sales taxes for revenue, meaning they were particularly vulnerable to the post-2008 decline in consumer and commercial spending; as overall statewide sales tax receipts fell, so did public transit revenues.**

For more information on this topic, click [here](#).

# AGING FLEET AND REPLACEMENT BACKLOG

All agency classifications have a vehicle average of less than 50% remaining useful life. This indicates that the statewide fleet is generally aged, and vehicle replacement needs have developed a backlog.

For more information on this topic, click [here](#).

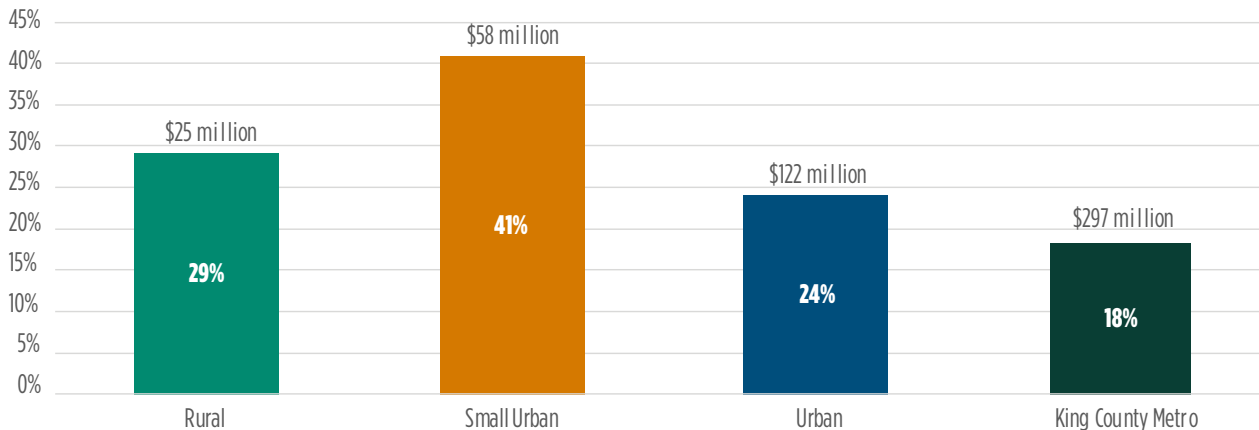
**Deferred capital investments from the Great Recession have produced a backlog of 2,090 vehicles currently beyond their ULB (\$503 million to replace).**

## VEHICLES BEYOND USEFUL LIFE BENCHMARK (ULB)

AGENCY CLASSIFICATION	HEAVY-DUTY	MEDIUM-DUTY	LIGHT-DUTY	VANPOOL	TOTAL
<b>KING COUNTY METRO</b>	333	0	87	351	771
<b>URBAN</b>	148	5	87	421	661
<b>SMALL URBAN</b>	60	9	143	273	485
<b>RURAL</b>	47	4	33	89	173
<b>STATEWIDE</b>	588	18	350	1,134	2,090

Note: Rural service contracted to non-profit providers may have aging fleets not represented in the data

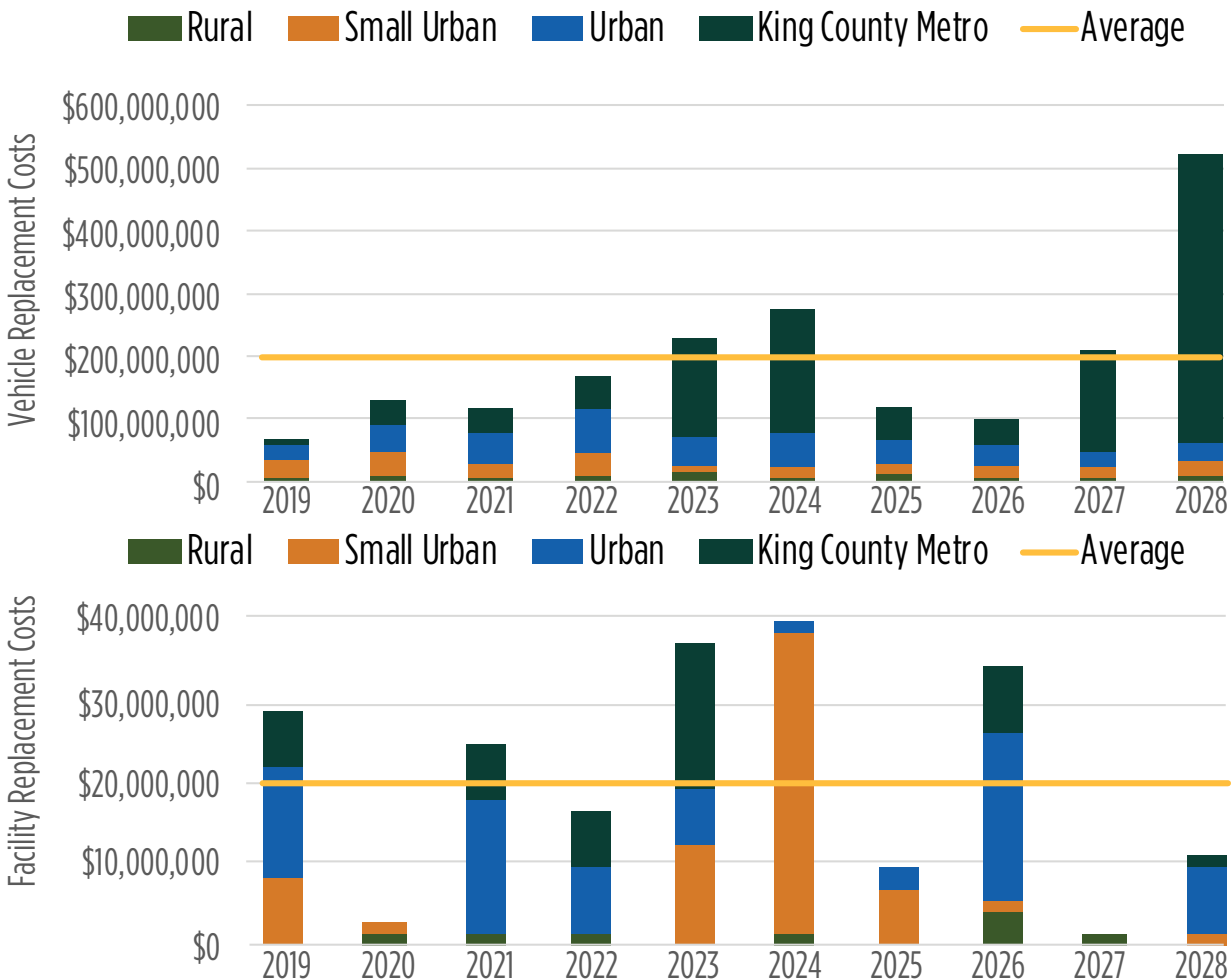
## REPLACEMENT VALUE FOR VEHICLES CURRENTLY BEYOND ULB



# FLEET AND FACILITIES REPLACEMENT NEEDS

Operating transit service requires capital investments, including new vehicles, vehicle maintenance and storage facilities, and passenger facilities, such as stations, bus shelters, and park-and-ride lots. Estimated fleet and facilities replacements scheduled over the next 10 years are projected to cost \$2.1 billion between 2019 and 2028, or an average annual cost of about \$210 million, according to ULB replacement years and replacement values reported in Transit Asset Management Plans. Existing funding sources appear to meet the estimated status quo replacement costs, but Status Quo means no service growth, either to restore service cut during the Great Recession or to meet growth that has occurred over the last 10 years. It also assumes no economic downturn and stable Federal Funding.

## FLEET AND FACILITY REPLACEMENT COSTS - STATUS QUO



For more information on this topic, click [here](#).



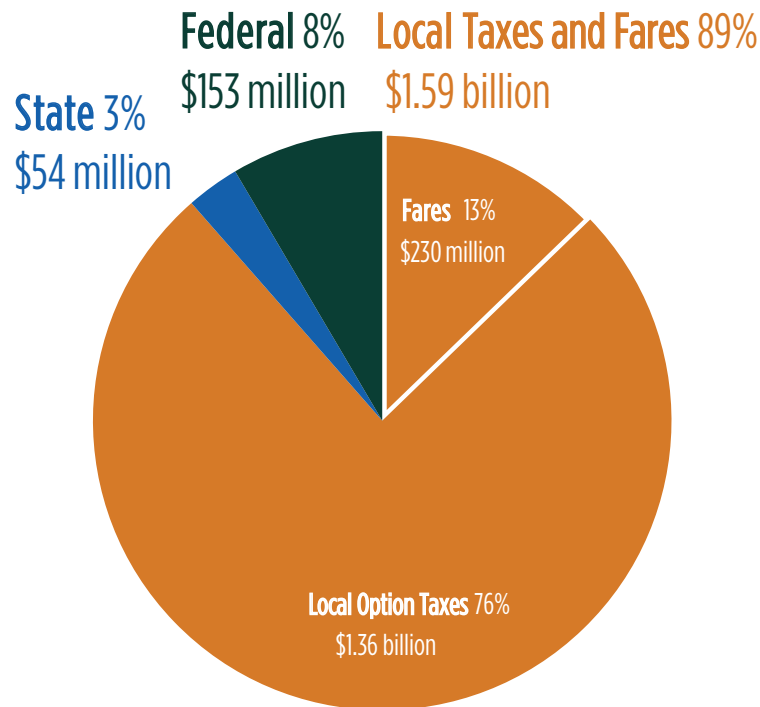
**Although Washington's transit agencies weathered troubled times, they are facing a need to catch up and grow to support the state's burgeoning economy. Significant unfunded capital needs are a roadblock to that growth.**

# STATE FUNDING FOR TRANSIT

State funding for capital needs has been relatively consistent and low, between 4% and 7% of the total annual capital funding between 2014 and 2017. In terms of total transit funding (including operations), Washington State funding currently accounts for 3%.

Looking across the U.S., Washington ranks 17th in state transit funding per capita. Washington provides \$14.07 in transit funding per capita; the national average is \$42.11 per capita.

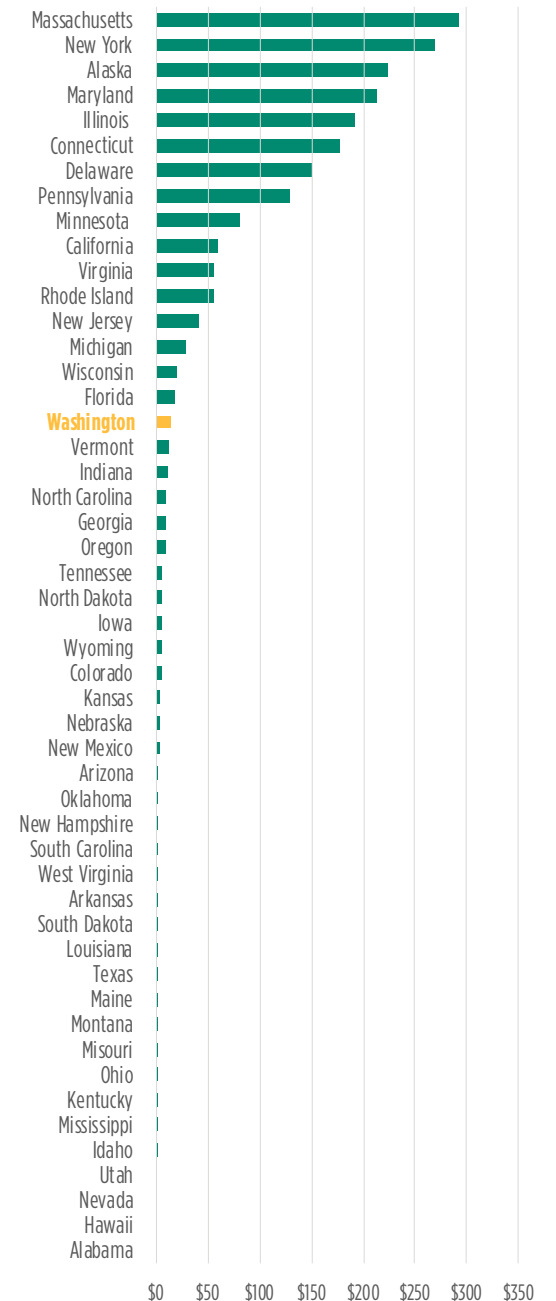
WASHINGTON TOTAL TRANSIT FUNDING BY SOURCE



**While there are states that provide no state-level funding to transit, Washington lags among states where transit plays an important role in the overall transportation system.**

For more information on this topic, click [here](#).

STATE FUNDING FOR TRANSIT PER CAPITA





## LOCAL TAXING AUTHORITY

Transit capital funding in Washington comes primarily from local and federal sources. Current legislation only allows one type of local taxing authority to be used at any given time. Since most agencies levy local sales taxes, they are not currently able to use other local taxing options, such as a household excise tax or employer excise tax. Limited capacity remains for currently-authorized local sales taxes; approximately half of the state's untapped capacity is in Urban agency jurisdictions (\$137 million annually).

For more information on this topic, click [here](#).

*The volatility of sales tax revenue reduces agencies' ability to plan for long-term capital costs and service expansion.*

LOCAL TRANSIT REVENUE AND REMAINING AUTHORIZED CAPACITY (IN MILLIONS OF DOLLARS)

AGENCY CLASSIFICATION	2017 REVENUES	REMAINING ANNUAL CAPACITY	PERCENT OF CAPACITY USED
KING COUNTY METRO	\$579	\$0	100%
URBAN	\$377	\$137	80%
SMALL URBAN	\$141	\$102	58%
RURAL	\$45	\$39	53%
STATEWIDE	\$1,142	\$278	80%





# FUNDING & CAPITAL NEEDS

# FUNDING CHALLENGES

Transit's two primary sources of funding, local and federal, are unpredictable.

Local sales taxes are volatile and transit's increased reliance on them causes significant ebbs and flows in capital funding availability. There is significant competition for sales tax revenue for other types of activities and spending. Additionally, changes in federal discretionary programs and elimination of earmarks have created challenges for agencies in recent years.

The total projected statewide capital costs between 2019 and 2028, including both replacement and potential expansion, range between approximately \$4 billion and \$6 billion. The 10-year funding gap for replacement and expansion ranges between \$1.05 billion and \$3.06 billion.<sup>1</sup>

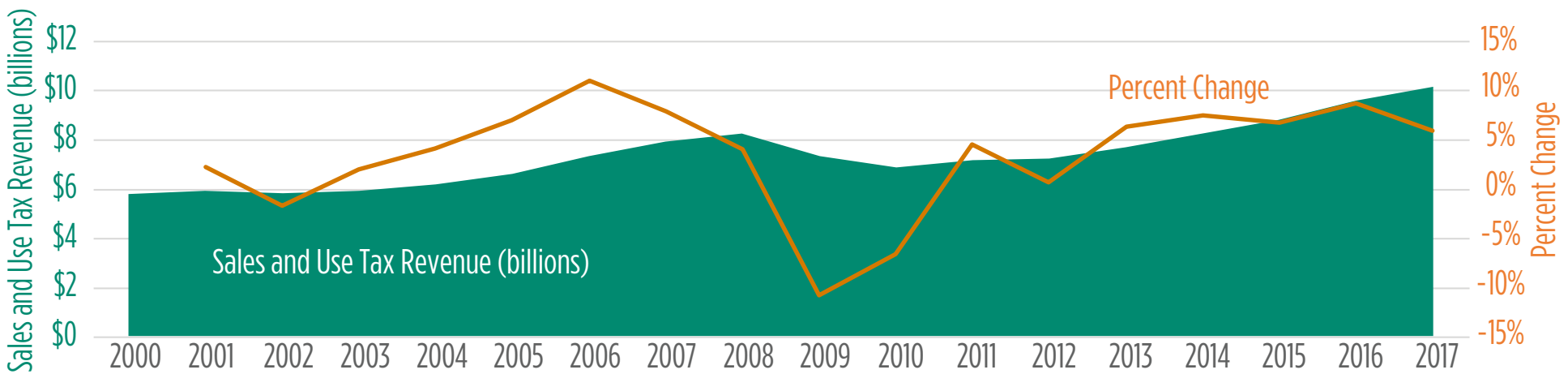
The distribution of funding is not uniform. Systems with smaller tax bases, like Small Urban and Rural systems, will continue to wrestle with inadequate capital funding to continue to replace only the existing fleet and facilities. This uneven distribution has resulted in funding gaps of \$13 million for Small Urban and \$5 million for Rural transit agencies.

**Sustainable, reliable funding is key for long-term investments; agencies across the state are wary of expanding service without reliable funding.**

**The largest agencies in the state are facing significant capacity constraints in their existing facilities and fleet. After delaying service expansion, agencies are only now catching up to pre-recession levels.**



## STATEWIDE SALES TAX REVENUE



<sup>1</sup> Expansion costs are discussed in greater detail in Policy Considerations 2 and 3 as part of Ten-Year Capital Funding Needs.

For more information on this topic, click [here](#).

# STATUS QUO FUNDING

The calculation for projected “Status Quo” funding includes all available revenues, including some not available for maintenance:

- **Voter-approved expansion:** Funding initiatives specifically approved by voters for capital expansion, service expansion, or specific projects must be used for that purpose. Some examples include recent voter-approved sales tax revenue increases for King County Metro, Community Transit, Spokane Transit Authority, Intercity Transit, and Kitsap Transit.
- **State Regional Mobility Grants:** These grants are to fund new or expanded capital facilities and/or operations. Grant monies are not available to fund on-going replacement needs.

This study does not segregate out funding dedicated to capital expansion and/or service expansion. While possible, that work is outside the scope of the legislative budget proviso and the scope of work and budget as defined for this study. Because all revenue is counted, “Status Quo” capital funding overestimates available revenues for capital replacement purposes. There are sufficient resources to fund the estimated current status quo, but there are no “extra” dollars.

Additionally, funding is not distributed evenly across the state. While the Status Quo funding appears to meet the Estimated Replacement Needs of Urban agencies and King County Metro, there are funding gaps for the estimated replacement costs of Small Urban and Rural agencies.

For more information on this topic, click [here](#).

*“Status Quo” funding is a calculation of anticipated local, state, and federal revenues over the next 10 years. This calculation assumes stable federal funding, no economic downturn, and no service improvements to meet additional growth that has occurred over the last 10 years. Status Quo funding is anticipated to be over \$3 billion through 2028.*



# TEN-YEAR CAPITAL FUNDING NEEDS

Operating transit service requires capital investments, including new vehicles, vehicle maintenance and storage facilities, and passenger facilities, such as stations, bus shelters, and park-and-ride lots. One purpose of this transit capital needs analysis is to estimate capital needs and associated financial implications with a goal of identifying strategies to help meet this need.

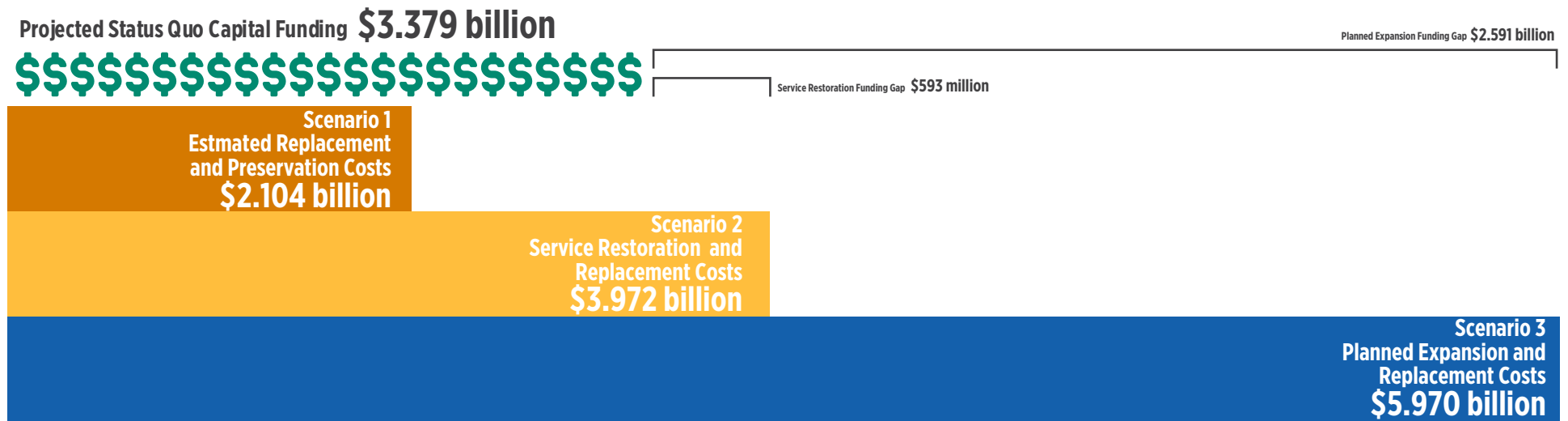
Identified capital investment needs within the state were evaluated at three different levels, or scenarios, for this study:

1. **Estimated Replacement Needs** - Vehicles and facilities required to maintain the existing transit network
2. **Service Restoration Needs** - Vehicles and facilities necessary to expand transit service to pre-recession levels based on current combined population and employment
3. **Planned Expansion Needs** - Vehicles and facilities necessary to grow the transit network in line with identified service needs and expansion plans

These three scenarios are described in more detail later in this section.

For more information on this topic, click [here](#).

## PLANNED CAPITAL COSTS, ESTIMATED REVENUE, AND PROJECTED FUNDING GAPS, 2019-2028



*The Status Quo Funding appears*

*to meet the Estimated*

*Replacement Needs of Urban*

*agencies and King County Metro.*

*There are funding gaps for the*

*estimated replacement costs of*

*Small Urban and Rural agencies of*

*\$13 million and \$5 million,*

*respectively.*

## SCENARIO 1: REPLACEMENT NEEDS

The Replacement Needs scenario estimates capital costs to replace transit vehicles and facilities based on each agency's stated ULBs and replacement values. That estimated cost is approximately \$2.1 billion over the next 10 years. This figure is calculated based on the identified ULB, replacement year, and replacement value for each agency's fleet and facilities recorded in their Transit Asset Inventory and may not be reflected in agencies' capital plans.

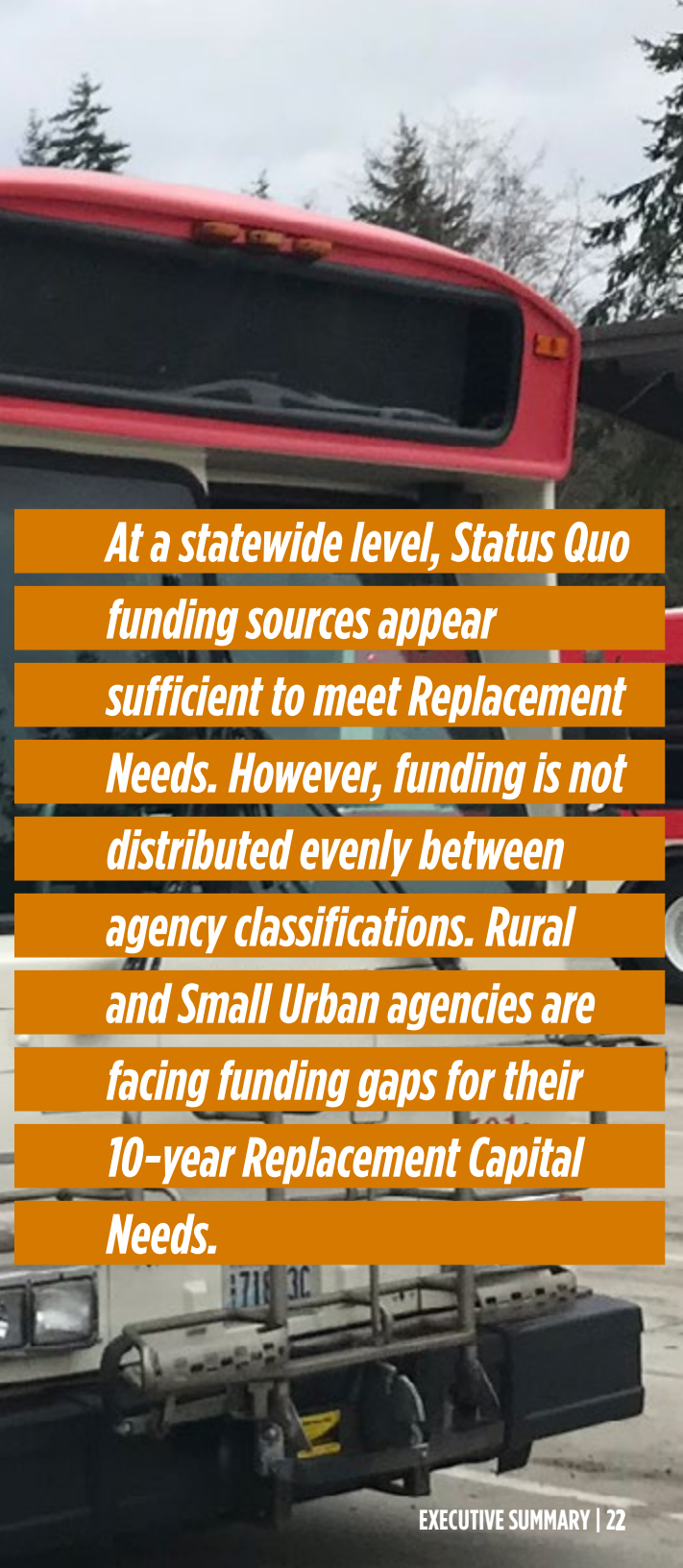
Total projected Status Quo Funding appears to meet the statewide transit capital needs for Replacement. Systems with smaller tax bases, particularly Rural and Small Urban systems, will continue to wrestle with inadequate capital funding to maintain and replace their existing fleet and facilities.

Over the 10-year period, the difference between Status Quo Funding and Estimated Replacement Needs, the funding gap, for Small Urban and Rural agencies to meet their estimated Replacement needs is equal to approximately \$13 million and \$5 million, respectively.

For more information on this topic, click [here](#).

### REPLACEMENT CAPITAL FUNDING REQUIRED (2019-2028)

AGENCY	STATUS QUO FUNDING	ESTIMATED REPLACEMENT COSTS	FUNDING GAP
King County Metro	\$2,011 million	\$1,250 million	--
Urban	\$1,011 million	\$480 million	--
Small Urban	\$259 million	\$272 million	\$13 million
Rural	\$97 million	\$102 million	\$5 million
Statewide	\$3,379 million	\$2,104 million	--



***At a statewide level, Status Quo funding sources appear sufficient to meet Replacement Needs. However, funding is not distributed evenly between agency classifications. Rural and Small Urban agencies are facing funding gaps for their 10-year Replacement Capital Needs.***

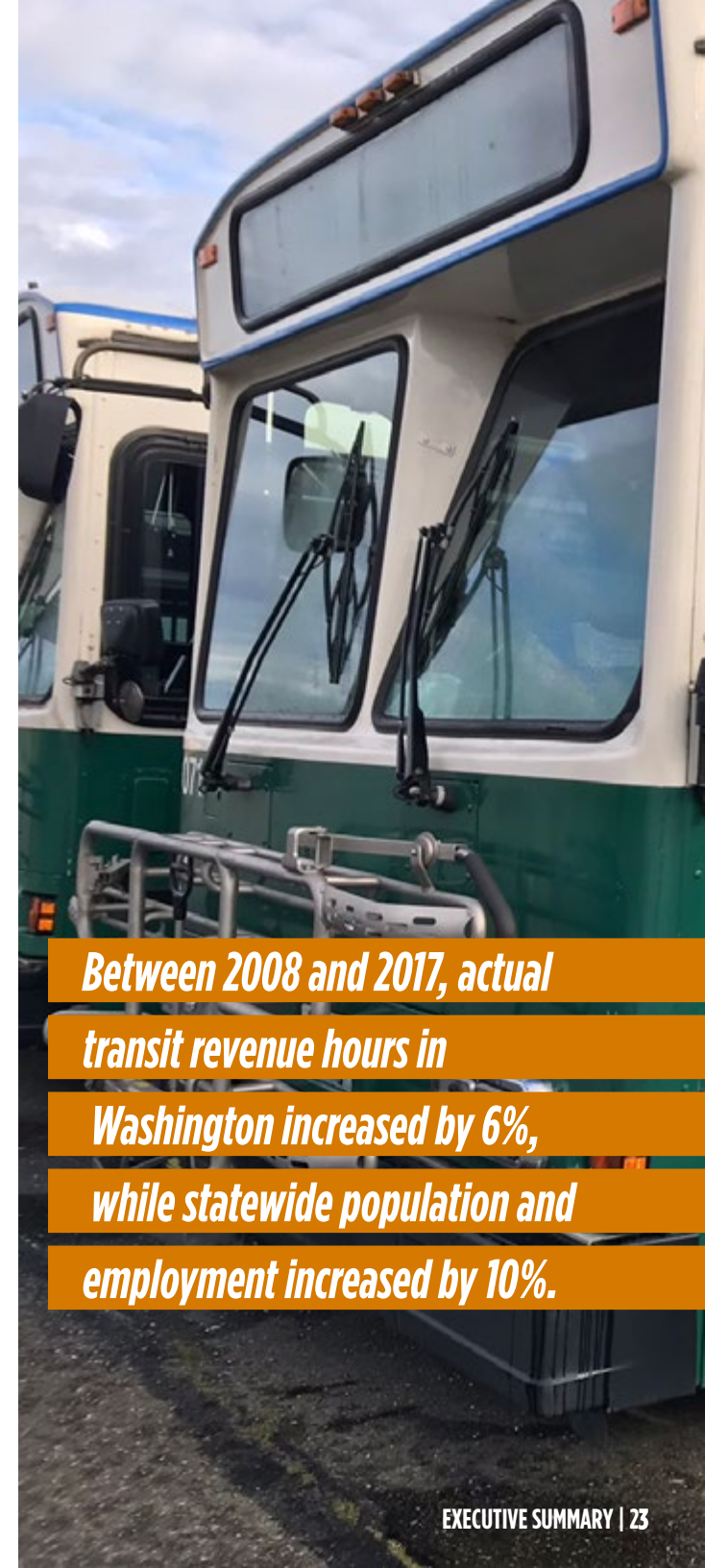
## SCENARIO 2: SERVICE RESTORATION NEEDS

The Service Restoration Needs scenario assesses the capital funding required to restore transit service to pre-recession levels using actual population and employment growth as the basis, as well as the capital costs required to increase transit service through 2028 to meet projected growth. The funding gap—Service Restoration Needs minus anticipated Status Quo revenues—to meet actual and projected population/employment growth is about \$593 billion over the 10-year time period. Total costs in this scenario are nearly \$4 billion. Note that operating costs associated with expanded service are not included in this calculation.

For more information on this topic, click [here](#).

### SERVICE RESTORATION AND REPLACEMENT CAPITAL FUNDING REQUIRED (2019–2028)

AGENCY	STATUS QUO FUNDING	SERVICE RESTORATION AND REPLACEMENT COSTS	FUNDING GAP
King County Metro	\$2,011 million	\$2,431 million	\$420 million
Urban	\$1,011 million	\$1,092 million	\$81 million
Small Urban	\$259 million	\$323 million	\$64 million
Rural	\$97 million	\$126 million	\$29 million
Statewide	\$3,379 million	\$3,972 million	\$593 million



*Between 2008 and 2017, actual transit revenue hours in Washington increased by 6%, while statewide population and employment increased by 10%.*

## SCENARIO 3: PLANNED EXPANSION NEEDS

Planned Expansion Needs are those identified through Transit Development Plans and information collected during site visits and agency interviews that update the agencies' Transit Development Plans. The criteria assessed in determining expansion needs include existing capacity constraints, Maintenance, Operations, and Administrative Buildings (MOAB) expansion plans, fleet expansion plans, and average annual planned capital expenditures. The funding gap—Planned Expansion Needs minus anticipated Status Quo revenues—is about \$259 million per year, or \$2.59 billion in additional costs over the 2019-2028 time period. Capital costs in this scenario are nearly \$6 billion, including costs associated with Replacement. Note that operating costs associated with expanded service are not included in this calculation.

For more information on this topic, click [here](#).

### PLANNED EXPANSION CAPITAL FUNDING REQUIRED (2019-2028)

AGENCY	STATUS QUO FUNDING	PLANNED EXPANSION AND REPLACEMENT COSTS	FUNDING GAP
King County Metro	\$2,011 million	\$3,700 million	\$1,689 million
Urban	\$1,011 million	\$1,750 million	\$739 million
Small Urban	\$259 million	\$378 million	\$119 million
Rural	\$97 million	\$151 million	\$54 million
Statewide	\$3,379 million	\$5,979 million	\$2,591 million

*Across the state, 65% of agencies are planning service expansions, nearly all of which are dependent upon capital asset acquisition—either new vehicles for the service expansion, additional maintenance and operations facilities to support the service expansion, or both.*





## ECONOMIC DISTRESS

Most of Washington's transit agencies delayed capital expenditures during the Great Recession in order to maintain as much transit service as possible. This created a strain on agencies' budgets from which many are still trying to recover. On average, agencies spent 34% less on capital from 2010-2014 than in the years preceding and following (2004-2009 and 2015-2017).

In an economic distress scenario, it is assumed that agencies would similarly prioritize keeping service on the street while delaying capital expenditures. While agencies have been able to extend the service life of transit vehicles, in particular, this has come at the cost of increased maintenance costs to maintain vehicles in a SGR.

Generally, ULB is set based on when a vehicle reaches a point in its life where the accumulated cost to repair and maintain the vehicle in safe and reliable operating condition exceeds the cost of replacing the vehicle. This becomes a balancing act between maintenance and repair costs, an operating cost, and replacement costs, a capital cost.

Because the maintenance and repair costs are incremental, agencies will often choose to retain a bus even though it has reached its ULB. In any given year, the incremental cost to do so will not equal the full replacement cost. Agencies who choose this pathway do so knowing that they must maintain the bus in a SGR to assure safe and reliable service. They also know it costs more to operate the bus. This reflects the constant balancing act between maintaining operations and funding a capital program.

For more information on this topic, click [here](#).



*In economic distress, there is a high likelihood that the replacement deficit will deepen and service will fall further behind the state's population and employment growth.*



# FUNDING OPPORTUNITIES

A basic assumption is that the state will want to maximize the amount of funding it can obtain from federal sources to reduce the burden on state and local funding for transit capital.

A carbon fee, a payroll tax, or a transportation package approach have the highest feasibility to raise significant levels of revenue for transit in the state. All three approaches tap large tax bases, employ low tax rates, and are relatively feasible in terms of financial capacity, administrative ease, and geographic equity.



## ASSESSMENT OF POTENTIAL FUNDING APPROACHES

	REVENUE TOOL	LEGISLATIVE CONTEXT	CAPACITY				EFFICIENCY			FAIRNESS		
			STATUS QUO	REPLACE VEHICLES BEYOND ULB	SERVICE RESTORATION	PLANNED EXPANSION	TIMING	ADMIN. EASE	STABILITY	VERTICAL AND HORIZONTAL EQUITY	GEOGRAPHIC EQUITY	ECONOMIC COMP.
EXPAND LOCAL SOURCES THROUGH FUNDING TOOLS	Sales and Use Tax	No Action Needed	Dark Blue	Dark Blue	Light Blue	Light Blue	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue
	Household Excise Tax	Legislative Action Needed	Light Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
	Employee Excise Tax	Legislative Action Needed	Light Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
INCREASE STATE SOURCES THROUGH DEDICATED TAXES	Carbon Fee or Tax	Legislative Action Needed	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Light Blue
	For-Hire Trans. Tax	Legislative Action Needed	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Dark Blue	Light Blue
	Payroll Tax	Legislative Action Needed	Dark Blue	Dark Blue	Light Blue	Light Blue	Dark Blue	Dark Blue	Light Blue	Light Blue	Dark Blue	Light Blue
INCREASE STATE SOURCES THROUGH ALLOCATED FUNDING	Fund Transit in Transportation Package	Legislative Action Needed	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Dark Blue	Light Blue	Light Blue

For more information on this topic, click [here](#).





# CASE STUDIES

## COMMON TRENDS



Regardless of agency size, there are unmet capital needs



The largest and smallest agencies all have vehicles beyond their ULB and additional upcoming needs



Capacity constraints in facilities are key factors limiting expansion

### CASE STUDY AGENCY SUMMARIES

AGENCY	WSDOT CLASSIFICATION	FLEET SIZE	NUMBER OF FACILITIES AND ESTIMATED REPLACEMENT VALUE	LOCAL SALES TAX RATE
<b><u>King County Metro</u></b> (Seattle)	Urban	4,227	84 facilities - \$2.25 billion	0.9%
<b><u>Spokane Transit Authority</u></b> (Spokane)	Urban	384	15 facilities - \$93 million	0.8%
<b><u>Whatcom Transportation Authority</u></b> (Bellingham)	Small Urban	133	5 facilities - \$34 million	0.6%
<b><u>Link Transit</u></b> (Wenatchee)	Small Urban	57	8 facilities - \$27 million	0.4%
<b><u>Clallam Transit</u></b> (Port Angeles)	Rural	86	5 facilities - \$12 million	0.6%
<b><u>TranGO</u></b> (Okanogan)	Rural	17	No facilities	0.4%

For more information on this topic, click [here](#).

*Agencies across the state are wary of relying too heavily on volatile funding mechanisms. Impacts of the Great Recession and deferred capital investments are still being felt.*







# State of Washington Joint Transportation Committee Transit Capital Needs Assessment Final Report

June 2019



## Table of Contents

<b>1</b>	<b>Introduction</b> .....	<b>1-1</b>
	Study Approach.....	1-1
	Report Organization.....	1-3
	List of Terms and Abbreviations.....	1-4
	Fleet, Facilities, and State of Good Repair Examples.....	1-6
<b>2</b>	<b>Existing Conditions</b> .....	<b>2-1</b>
	Introduction.....	2-1
	Key Findings.....	2-2
	Washington’s Transit Network.....	2-3
	Current Trends in Washington Transit.....	2-8
	Existing Fleet and Facilities.....	2-18
	Transit Funding .....	2-33
	Management in the Face of Adversity .....	2-39
<b>3</b>	<b>Replacement and Expansion Needs</b> .....	<b>3-1</b>
	Introduction.....	3-1
	Status Quo Funding .....	3-2
	Ten-Year Capital Funding Needs.....	3-3
	Funding Scenarios.....	3-18
	Policy Considerations .....	3-20
<b>4</b>	<b>Case Studies</b> .....	<b>4-1</b>
	Introduction.....	4-1
<b>5</b>	<b>Assessment and Evaluation of Potential Revenue Sources</b> .....	<b>5-1</b>
	Introduction.....	5-1
	Expand Local Sources with Existing Funding Tools.....	5-6
	Increase State Sources Through Dedicated Taxes.....	5-9
	Increase State Sources Through Allocated Funding .....	5-13
	Summary of Comparison Approaches.....	5-15
	Policy Considerations .....	5-17
<b>6</b>	<b>Electric Vehicle Funding</b> .....	<b>6-1</b>
	Key Findings.....	6-1
	The Need to Electrify .....	6-1
	Washington State: Leading the Charge.....	6-4
	Electric Buses: Balancing A New Cost Structure .....	6-10
	Electric Buses: Existing Transportation Funds .....	6-16
	Energy Funds: A Potentially Untapped Source of Electric Bus Funding.....	6-19
	Understanding the Future of Electric Buses.....	6-21

**Appendix A: Interview Guide**

**Appendix B: Asset Inventories**

**Appendix C: Transit Funding Assessment**

**Appendix D: Transit Agency Funding Summary**

**Appendix E: Agency Profiles**

**Table of Figures**

Figure 2-1 Variety in Washington State Transit Services..... 2-3

Figure 2-2 Washington State Transit Agencies by WSDOT Classification..... 2-4

Figure 2-3 Map of Washington State Transit Agencies by WSDOT Classification..... 2-5

Figure 2-4 Road Capacity by Mode..... 2-7

Figure 2-5 Annual Personal Cost Comparison by Mode..... 2-7

Figure 2-6 Transit Ridership by Agency Classification and Statewide Population and Employment, 1991-2017..... 2-8

Figure 2-7 Total Transit Revenue by Agency Classification in 2017 Dollars, 1991-2017 ..... 2-9

Figure 2-8 Transit Revenue Hours by Agency Classification, 1991-2017.....2-10

Figure 2-9 Capital Expenditures by Small Urban Agencies in 2017 Dollars, 1991-2017.....2-11

Figure 2-10 Capital Expenditures by Urban Agencies in 2017 Dollars, 1991-2017.....2-12

Figure 2-11 Capital Expenditures by King County Metro in 2017 Dollars, 1991-2017 .....2-12

Figure 2-12 Capital Expenditures by Agencies Excluding KCM in 2017 Dollars, 1991-2017.....2-13

Figure 2-13 Operating Funding for All Agencies in 2017 Dollars, 1991-2017 .....2-13

Figure 2-14 Local Sources as a Percent of Total Operating Funds, 1991-2017 .....2-14

Figure 2-15 Washington State Places within 1/4-Mile Walking Distance of Fixed-Route Transit Stop .....2-16

Figure 2-16 Map of Washington State Transit Agencies by Population and Employment Density.....2-17

Figure 2-17 Vehicle Types, Descriptions, and Examples.....2-19

Figure 2-18 Statewide Fleet by Vehicle Classification, 2018 .....2-20

Figure 2-19 Statewide Fleet by Vehicle Type and Agency Classification, 2018.....2-20

Figure 2-20 Statewide Fleet Replacement Value by Vehicle Type.....2-21

Figure 2-21 Average ULB and Replacement Cost by Vehicle Type.....2-22

Figure 2-22 ULB Range by Vehicle Type.....2-23

Figure 2-23 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - Urban.....2-24

Figure 2-24 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - KCM.....2-24

Figure 2-25 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - Small Urban.....2-25

Figure 2-26 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - Rural.....2-25

Figure 2-27 Percent of Fleet Currently Beyond ULB and Associated Replacement Costs.....2-26

Figure 2-28 Total Vehicles Beyond ULB by Agency Classification.....2-27

Figure 2-29 Statewide Facility Value by Type.....2-28

Figure 2-30 Facility Types, Descriptions, and Examples .....2-28

Figure 2-31 Average Transit Facility Condition by Facility Type and Agency Classification, 2018.....2-30

Figure 2-32 WSDOT Transit Asset Condition Rating Scale.....2-31

Figure 2-33 Facility Condition Descriptions and Examples.....2-32

Figure 2-34 Total Transit Funding in 2017 Dollars, 1991-2017.....2-34

Figure 2-35 2017 Transit Agency Revenue by Source.....2-34

Figure 2-36 Total Transit Funding by Source as a Percentage of Total (2009-2017).....2-35



Figure 2-37 2017 Capital Improvement Funding Sources.....2-36

Figure 2-38 Transit Capital Funding by Source as a Percentage of Total (2009-2017).....2-36

Figure 2-39 Percent of Capital Funding by Source by Agency Classification, 2009-2017 .....2-37

Figure 2-40 Total Capital Funding by Source by Agency Classification, 2009-2017.....2-38

Figure 2-41 Capital Expenditures and Revenue Hours for All Agencies except KCM, 2004-2017.....2-39

Figure 2-42 Average Percent Remaining ULB by Vehicle Type by Agency Classification.....2-40

Figure 3-1 Statewide Transit Capital Needs Summary, 2019-2028 (millions of dollars)..... 3-4

Figure 3-2 Statewide Replacement Capital Needs and Funding Gaps, 2019-2028 (millions of dollars)..... 3-4

Figure 3-3 Statewide Service Restoration and Planned Expansion Capital Needs and Funding Gaps, 2019-2028 (millions of dollars)..... 3-5

Figure 3-4 Statewide Estimated Replacement and Service Restoration Capital Costs by Agency Classification, 2019-2028..... 3-6

Figure 3-5 Statewide Estimated Replacement and Planned Expansion Capital Costs by Agency Classification, 2019-2028..... 3-6

Figure 3-6 Projected Status Quo Capital Funding and Funding Gaps, 2019-2028 (millions of dollars)..... 3-7

Figure 3-7 Scheduled Annual Vehicle Replacement Costs by Agency Type..... 3-9

Figure 3-8 Planned Replacement Vehicle Costs by Agency Classification, 2019-2028 .....3-10

Figure 3-9 Scheduled Annual Facility Replacement Costs by Agency Type.....3-11

Figure 3-10 Estimated Replacement Facilities Costs by Agency Classification, 2019-2028....3-12

Figure 3-11 Estimated MOAB Facilities Replacement Costs by Agency Classification, 2019-2028.....3-13

Figure 3-12 Observed Demographics, Transit Service, and Capital Funding, 2008-2017 .....3-14

Figure 3-13 Projected Revenue Hours and Capital Funding using Service Restoration Methodology, 2008-2017 .....3-14

Figure 3-14 Existing and Projected Revenue Hours and Capital Costs for Service Restoration (2028).....3-15

Figure 3-15 Service Restoration Scenario Ten-Year Projected Capital Costs (millions of dollars).....3-15

Figure 3-16 Capacity Constraints and Expansion Plans.....3-17

Figure 3-17 Planned Expansion Costs by Agency Classification, 2019-2028.....3-17

Figure 3-18 Capital Expenditures and VRH for all Agencies except King County Metro, 2004-2017.....3-19

Figure 3-19 Forecasted 2019-2028 Capital Expenditures in Status Quo, Expansion, and Economic Distress Scenarios (millions of dollars).....3-19

Figure 3-20 Potential Additional Annual Service and Ridership Produced with State Coverage of Agency Locally-Funded Capital Needs.....3-21

Figure 3-21 2017 State Transit Funding per Capita.....3-23

Figure 3-22 Peer State Capital Funding Practices.....3-24

Figure 3-23 Variation in Washington State Transit Agency Capital Needs.....3-26

Figure 3-24 Potential Measures of Service Provision for Use in Defining Agency Capital Needs.....3-27

Figure 4-1 Case Study Agencies ..... 4-1

Figure 4-2 Map of Case Study Agencies..... 4-2

## WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 5-1	Statewide Replacement and Preservation Capital Needs and Funding Gaps, 2019-2028 (millions of dollars).....	5-2
Figure 5-2	Statewide Service Restoration and Planned Expansion Capital Needs and Funding Gaps, 2019-2028 (millions of dollars).....	5-2
Figure 5-3	Summary of Capital Funding Scenarios (in millions of dollars).....	5-2
Figure 5-4	Existing Funding Sources by Type.....	5-4
Figure 5-5	Remaining Sales Tax Authority for Transit Agencies (millions of dollars).....	5-6
Figure 5-6	Comparison of Capital Costs Relative to Sales Tax Capacity (millions of dollars).	5-7
Figure 5-7	Comparison of Capital Costs Relative to Household Excise Tax Capacity (millions of dollars).....	5-8
Figure 5-8	Comparison of Capital Costs Relative to Employee Excise Tax Capacity (millions of dollars).....	5-9
Figure 5-9	Comparison of Capital Costs Relative to Carbon Fee Capacity (millions of dollars).....	5-10
Figure 5-10	Receipts and Taxes for Local/Suburban Transit Public Utility Tax, 2017 (millions of dollars).....	5-11
Figure 5-11	Comparison of Capital Costs Relative to Public Utility Tax Capacity (millions of dollars).....	5-11
Figure 5-12	Comparison of Capital Costs Relative to Payroll Tax Capacity (millions of dollars).....	5-12
Figure 5-13	Comparison of Capital Costs Relative to Payroll Tax Capacity (millions of dollars).....	5-14
Figure 5-14	Summary of Funding Approaches.....	5-16
Figure 5-15	Policy Considerations, Projected Costs (2019-2028), Potential Financing Sources, and Outcomes.....	5-17

# 1 Introduction

In response to the 2018 Supplemental Transportation Budget, the State of Washington Joint Transportation Committee (JTC) hired a team of consultants, led by Nelson\Nygaard Consulting Associates and ECONorthwest, to conduct a statewide assessment of transit capital needs for the 31 public transportation agencies within the State of Washington. The budget proviso specifically excludes Sound Transit, tribal transportation providers, and all non-rubber-wheeled public transit systems from the scope of the study. The study includes developing an inventory of fleet, facilities, and capital assets for each agency in the state, conducting site visits and interviews with each agency to verify data and provide additional local context, determining existing and future capital needs for agencies, and identifying potential alternative sources of funding for unmet capital needs.

Transit agencies in Washington range from large urban systems like King County Metro and Spokane Transit Authority to small urban systems like Link Transit and rural systems like TranGO in Okanogan County. These agencies provide different levels of transit service in their respective service areas and, as such, require different levels of capital funding to meet their ongoing needs. This study seeks to identify trends in capital needs so that capital funding may become more predictive, rather than reactive, at the state and local level.

## STUDY APPROACH

The Washington State Transit Capital Needs Assessment reflects a large effort with extensive involvement provided by the JTC and the project Workgroup comprised of JTC staff; transit agency leadership, finance, and maintenance staff; and the Washington State Transit Association (WSTA).

The project involved significant data collection and analysis using a combination of qualitative input collected through interviews, meetings, and site visits, and quantitative analysis to understand and evaluate existing conditions, historical financial characteristics, fleet and facilities state of good repair, and population and demographic characteristics. The data, analysis, and findings were collected through a series of study tasks:

- **Inventory of Transit Agency Fleets and Facilities** – The Fleet and Facilities Inventory focuses on gathering and analyzing existing documents and data available through the Washington State Department of Transportation (WSDOT) State Summary of Public Transportation Reports, the National Transit Database (NTD), and individual agency's Transit Asset Management Plans (TAM), Transit Asset Inventories (TAI), and Transit Development Plans (TDP).
- **Assess Replacement and Expansion Needs by Agency** – After establishing the existing conditions for each agency's fleet and facilities, this task assesses the documentation pertaining to agencies' planned expansion and replacement needs over the next 10 years. This task was supplemented with site visits and agency interviews to

confirm existing conditions, assist in development of replacement and expansion needs, discuss development of agency-specific Useful Life Benchmarks (ULB), and assessment of the overall State of Good Repair (SGR). The fleet and facility expansion plans are also tied to four distinct funding scenarios: Status Quo, Moderate Expansion, Planned Expansion, and Economic Distress. This approach provides a series of reasonable alternatives for capital needs and available funding sources in an uncertain economic future.

- **Case Studies** – Six agencies were chosen to represent several groups and characteristics of agencies within the state as case studies. These case study agencies include:
  - King County Metro – Large Urban System
  - Spokane Transit Authority – Midsize Urban System
  - Whatcom Transit Authority – Small Urban System
  - Link Transit – Small Urban System
  - TranGO – Rural System
  - Clallam Transit System – Rural System

Case studies include a brief agency profile, a description of the theme being illustrated by the case study, a description of the agency's most pressing issue or challenge related to funding capital assets, and summary statistics to provide additional insight into the agency.

- **Identify and Analyze Potential Revenue Sources to Meet Capital Needs** – This task compiles the existing and potential local, state, and federal revenue sources that public transportation agencies could currently access or implement to meet their capital needs. Additionally, this task examines potential funding options used by other states and countries to portray a robust inventory of possible funding tools. These funding options were subjected to a funding adequacy and resiliency assessment to determine how well each option may be expected to perform in terms of revenue adequacy and how stable or volatile each funding option is during economic fluctuations.

## Project Proviso

In addition to the above study tasks, the statewide transit capital needs assessment followed the language of the project proviso established in the 2018 Supplemental Transportation Budget. The proviso calls for seven specific items to be included or analyzed in the assessment:

1. An inventory of each agency's vehicle fleet.
2. An inventory of each agency's facilities, including the state of repair.
3. The replacement and expansion needs of each agency's vehicle fleet, as well as the associated costs, over the next 10 years.
4. The replacement and expansion needs for each agency's facilities including, but not limited to, such facilities as park and rides, transit centers, and maintenance buildings.
5. The source of funding, if known, planned to cover the cost of the bus and facilities replacement and expansion needs including, but not limited to, local revenue, state grants, and federal grants.
6. The amount of service that could be provided with the local funds currently required for each agency's total capital needs.

7. A list of potential state, federal, or local revenue sources that public transportation agencies could access or implement to meet agencies' capital needs. These revenue sources may be either currently available sources or sources that would need legislative authorization.

## REPORT ORGANIZATION

This report summarized the research, analysis, findings, and recommendations generated as part of the Washington State Transit Capital Needs Assessment. The report is organized into five chapters in addition to this introductory chapter, as well as three appendices:

- **Chapter 2: Existing Conditions** – Summarizes background information collected and analyzed as part of this study, including an overview of the existing transit fleet and facilities inventory, input collected from agency interviews and site visits, and trends affecting transit capital funding.
- **Chapter 3: Replacement and Expansion Needs** – Defines the potential definitions of transit capital needs for the state, including a peer review of transit capital funding levels and mechanisms in other states and multiple methods for measuring service provision at a statewide level. Identifies replacement and preservation costs for each agency classification and projects the planned expansion costs to determine the potential statewide financial needs for transit agencies under multiple scenarios.
- **Chapter 4: Case Studies** – Summarizes key transit service, financial, and capital needs information for six specific case study agencies: King County Metro, Spokane Transit Authority, Clallam Transit System, Link Transit, Whatcom Transit Authority, and TranGO.
- **Chapter 5: Potential Revenue Sources** – Identifies and discusses existing funding mechanisms and potential alternative sources of revenue, which could be utilized to meet the transit capital needs of agencies in the state. Evaluates the feasibility of potential revenue mechanisms based on legislative context, capacity, efficiency, timing, administrative ease, stability/predictability, flexibility, equity, and economic competitiveness.
- **Chapter 6: Electric Vehicle Funding** – Identifying the capital costs associated with vehicle electrification is not specifically called out in the project proviso. However, during site visits and agency interviews, electrification emerged as an important upcoming capital need for many agencies in the state. This chapter summarizes the current state of vehicle electrification in Washington, including examples and experiences from individual agencies. Identifies lifecycle cost implications, existing funding mechanisms, and potential funding mechanisms focused on improving transit fleet vehicle electrification.
- **Appendix A: Interview Guide**
- **Appendix B: Asset Inventories**
- **Appendix C: Transit Funding Assessment**
- **Appendix D: Transit Agency Funding Summary**
- **Appendix E: Agency Profiles**

## LIST OF TERMS AND ABBREVIATIONS

- AASHTO – American Association of State and Highway Transportation Officials
- BUILD – Better Utilizing Investments to Leverage Development
- CMAQ – Congestion Mitigation and Air Quality
- CTS – Clallam Transit System
- CWA – Connecting Washington Act
- DERA – Diesel Emission Reduction Act
- FHWA – Federal Highway Administration
- FTA – Federal Transit Administration
- ICE – Internal Combustion Engine
- JTC – Joint Transportation Committee
- KCM – King County Metro
- MOAB Facilities – Maintenance, Operations, and Administration Building Facilities
- MPO – Metropolitan Planning Organization
- NAAQS – National Ambient Air Quality Standard
- NTD – National Transit Database
- OCNT – Okanogan County Nutrition and Transportation
- PAYS – Pay as You Save
- PTBA – Public Transportation Benefit Area
- RGGI – Regional Greenhouse Gas Initiative
- SGR – State of Good Repair
- STA – Spokane Transit Authority
- TAI – Transit Asset Inventory
- TAM – Transit Asset Management Plan
- TDP – Transit Development Plan
- TNC – Transportation Network Company
- TranGO – Okanogan County Transit Authority
- ULB – Useful Life Benchmark
- WTA – Whatcom Transit Authority
- WSDOT – Washington State Department of Transportation
- WSTA – Washington State Transit Association

### **Useful Life Benchmark**

Transit agencies typically conduct vehicle replacement planning on the basis of a vehicle's useful life. "Useful life" is a term that generally defines the age and level of usage<sup>1</sup> at which a vehicle is expected to be replaced. Although the Federal Transit Administration (FTA) sets minimum guidelines and required standards for vehicles purchased with federal assistance, transit agencies in Washington State can establish an agency-specific ULB for both rolling stock and facilities. This ULB is rarely below the FTA standard (and cannot be for vehicles purchased with federal assistance), but may exceed the FTA standard because of factors unique to an agency's operating environment or service characteristics.

### **Percent Remaining Useful Life**

To better understand vehicle condition and predict impending capital needs, the percent of remaining useful life (measured in years) for the state's transit vehicles is used as a measure in this report. Although each agency establishes their own ULBs, calculating the average percent of useful life remaining provides a metric for identifying the relative age of a fleet for all agencies within a classification. Brand new vehicles have 100% of their useful life remaining; as the vehicle ages, this percentage decreases over time until the vehicle reaches its ULB.

### **State of Good Repair**

Transit agencies in Washington report the condition of their major facilities on a 1 to 5 scale, with 1 meaning poor and 5 meaning excellent. Anything rated above 2 is considered to be in a SGR.





There is little official reporting of the SGR for transit vehicles in Washington, other than agencies' annual self-reported yes/no response to whether a given vehicle is in a SGR. This binary yes/no assessment, although helpful, does not assess how much longer the vehicle is expected to remain in a SGR. Statewide, 96% of vehicles were reported as being in a SGR in 2018.

---

<sup>1</sup> For revenue vehicles, this is typically measured in miles. For some non-revenue equipment, this is measured in hours.

## FLEET, FACILITIES, AND STATE OF GOOD REPAIR EXAMPLES

### Description and Examples of Fleet Vehicle Types


Vehicle Type	Description	Example
<p><b>Heavy-Duty</b></p>	<p>Heavy-duty vehicles include 30, 35, and 40-foot buses, as well as larger articulated, intercity, trolley, double decker, and dual propulsion buses. Heavy-duty vehicles are commonly diesel powered, hybrid electric, fully battery electric, or electric trolley buses.</p>	 <p>Yakima Transit</p>
<p><b>Medium-Duty</b></p>	<p>Medium-duty vehicles often appear similar to light-duty vehicles, but are generally over 30 feet in length and typically have a greater weight carrying capacity, while light-duty vehicles are under 30 feet. Medium-duty vehicles are relatively uncommon in Washington.</p>	 <p>TranGO</p>
<p><b>Light-Duty</b></p>	<p>Light-duty vehicles consist of buses and cutaways under 30 feet in length. They are used primarily for demand response service, such as those found in many rural areas and used for ADA complementary paratransit service. Some smaller systems also use light-duty vehicles in regular fixed-route and deviated fixed-route service.</p>	 <p>Jefferson Transit</p>
<p><b>Vanpool</b></p>	<p>Vanpools are the most common transit vehicle found in Washington. Vanpool vehicles in the state come in three distinct sizes: 8-passenger, 12-passenger, and 15-passenger vans. Vanpools are frequently used to connect to park-and-ride lots or major employment centers from areas with little access to frequent, fixed-route transit.</p>	 <p>Valley Transit</p>



Description and Examples of Facility Types






Facility	Description	Example
<p><b>MOAB Facility</b></p>	<p>MOAB Facilities include Maintenance, Operations, and Administration Buildings, including bus storage, fuel and wash islands, warehousing and storage, and multifunctional buildings. These facilities present a key constraint for agencies with expansion or electrification plans. MOAB facilities can be combined into one multi-purpose facility or multiple, standalone facilities.</p>	 <p>South Base, King County Metro</p>
<p><b>Park-and-Ride Lot</b></p>	<p>Park-and-ride lots are common facilities provided by all agency types. Park-and-ride lots allow passengers to park their vehicle in a surface lot or garage and access the transit system. This facility is common in lower density locations of an agency's service area. Park-and-ride lots may or may not provide passenger amenities like shelters and public restrooms.</p>	 <p>Chuckanut Park-and-Ride, Skagit Transit</p>
<p><b>Transit Center</b></p>	<p>Transit centers are generally focal points of an agency's service, where multiple routes converge and provide transfer opportunities for passengers. Transit centers may or may not also include park-and-ride lots and additional passenger amenities.</p>	 <p>Intermodal Transit Center, Grant Transit Authority</p>
<p><b>Passenger Facility</b></p>	<p>Passenger facilities include boarding platforms and stations, pedestrian access facilities, passenger amenities, and intermodal terminals.</p>	 <p>Centennial Station, Intercity Transit</p>
<p><b>Infrastructure</b></p>	<p>Infrastructure includes power distribution substations, tunnels, bridges, elevated right-of-way, and track systems. Infrastructure facilities are more common among larger, urban transit systems and are generally more expensive facilities.</p>	 <p>Downtown Seattle Transit Tunnel, King County Metro</p>

**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

Facility	Description	Example
<p><b>Other</b></p>	<p>Other facilities generally include employee-specific facilities, including operator restrooms and employee parking garages.</p>	 <p>Operator Restroom, Pullman Transit</p>

**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Description and Examples of State of Good Repair Ratings**

Rating	Description	Example
<p><b>5.0 – Excellent</b></p>	<p>Asset is new or like new, meets or exceeds performance and reliability needs.</p> <p><i>20% of facilities statewide</i></p>	 <p>Bremerton Transportation Center, Kitsap Transit</p>
<p><b>4.0 – Good</b></p>	<p>Asset shows minimal signs of wear, generally meets performance and reliability needs.</p> <p><i>37% of facilities statewide</i></p>	 <p>Gateway Transit Center, Clallam Transit System</p>
<p><b>3.0 – Adequate</b></p>	<p>Asset shows moderate signs of deterioration, performance and reliability may decrease and potential impact operations.</p> <p><i>34% of facilities statewide</i></p>	 <p>Hoquiam Station, Grays Harbor Transportation Authority</p>
<p><b>2.0 – Marginal</b></p>	<p>Major components needs to be replaced or rebuilt, performance and reliability issues are becoming significant but does not pose a safety risk.</p> <p><i>9% of facilities statewide</i></p>	 <p>Knight Street Transit Center, Ben Franklin Transit</p>
<p><b>1.0 – Poor</b></p>	<p>Asset is no longer serviceable, does not meet performance and reliability needs and may pose a safety risk.</p> <p><i>1% of facilities statewide</i></p>	 <p>Radich Building, Mason Transit</p>

## 2 Existing Conditions

### INTRODUCTION

The 31 Washington transit agencies studied in this report provide a range of public transportation services, including fixed-route local bus, commuter bus, deviated fixed-route bus, and demand response services, including Americans with Disabilities Act (ADA) paratransit. The markets in which these services operate vary across the state and have changed significantly in the past decade.

Transit service is shaped by the demographics, land use patterns, and funding environment of the community in which it is provided. The federal, state, and local funding environments in Washington have been in flux over the past 20 years, in part due to elimination of Motor Vehicle Excise Tax (MVET) funding for transit, the Great Recession, elimination of federal earmarks, and changes to federal Bus and Bus Facilities grants. Transit agencies have responded to the funding challenges of this changing environment in various ways. Some agencies have reduced service frequency, cut low-ridership routes, and/or eliminated weekend service, while other agencies delayed capital expenditures to maintain existing service to the extent possible. Other agencies combined these measures in response to reduced funding availability.

In addition to weathering the Great Recession and reductions in state contributions to public transit, Washington's transit agencies also remain largely dependent on sales tax revenue, which is highly volatile. Combined, these challenges leave many agencies hesitant to expand service because they fear the reduction in revenue that could occur during the next recession. A recession-induced drop in sales tax revenues would likely again put agencies in the difficult position of having to cut service in their community.

This section of the Washington Statewide Transit Capital Needs Assessment inventories the existing fleet and facilities for the 31 studied transit agencies (as of the end of 2018), assesses SGR for these capital assets, and identifies trends in existing funding mechanisms used by transit agencies.<sup>1</sup>

### Transit Agency Site Visits

In addition to reviewing data sources, in-person interviews and site visits were conducted at each transit agency to verify data, discuss updates to fleet and facilities, identify planned expenditures or service changes, and understand each agency's local context. These site visits were conducted within a roughly two-month time period in early 2019 and generally consisted of an interview

---

<sup>1</sup> To understand Washington's existing transit fleet, facilities, and financing mechanisms, this analysis focused on gathering and analyzing existing documents and data available through the Washington State Department of Transportation (WSDOT) State Summary of Public Transportation Reports, the National Transit Database (NTD), and individual agency's Transit Asset Management (TAM), Transit Asset Inventory (TAI), and Transit Development Plans (TDP).

with key maintenance, operations, and planning staff, as well as tours of maintenance, operations, administration, and key passenger facilities. The interview guide is in Appendix A.

## KEY FINDINGS

- **Replacing vehicles is a critical short-term problem.** Nearly all vehicle types in every agency classification have less than 50% of their useful life remaining, on average.
- **The replacement cost for vehicles currently beyond their useful life is \$503 million statewide.**
- **Small Urban systems have the smallest percentage of remaining useful life for their vehicles.** These systems receive a relatively small amount of state and federal funding, suggesting additional capital is required to maintain SGR.
- **Transit capital funding comes primarily from local and federal sources. Local sales tax revenues are highly volatile.** State funding for capital needs has been relatively consistent and low, between 4% and 7% of the total annual capital funding between 2014 and 2017. Sales tax revenues are the backbone of local transit funding but are highly volatile and can shrink rapidly in a recession.
- **Statewide, facilities are generally in a state of good repair.** However, King County Metro and other Urban agencies have significant upcoming needs for maintenance, operations, and administration facilities.
- **Transit ridership is stable at the state level.** However, ridership has been increasing for King County Metro and decreasing slightly for all other agency classifications.
- **Setting useful life benchmarks at the local level provides agencies with flexibility.** This allows agencies to plan within their unique operating context and financial capacity, and to operate more efficiently.
- **A significant part of the state's transit fleet is beyond its useful life, yet only a very small portion of the fleet is not in a SGR.** Generally, ULB is set based on when a vehicle reaches a point in its life where the accumulated cost to repair and maintain the vehicle in safe and reliable operating condition exceeds the cost of replacing the vehicle. This becomes a balancing act between maintenance and repair costs (an operating cost) and replacement costs (a capital cost).
- **Washington's transit agencies managed the Great Recession by generally reducing spending in favor of sustaining service for their communities.** Although most agencies reduced capital expenditures and maintained as much service as feasible, many developed a capital asset replacement and acquisition backlog that is now hindering needed service expansions.
- **Agencies are just now catching up to service levels provided before the Great Recession,** not accounting for changes and growth in population and employment that have occurred since then.

## WASHINGTON'S TRANSIT NETWORK

Washington's communities range from major cities to small towns. As a result of this diversity, the state's network of transit systems provide a wide variety of services that are designed to meet the specific needs of their service areas. These services range from high-frequency transit such as Community Transit's *Swift* bus and Whatcom Transportation Authority's GO Lines, to rural transportation, such as that provided by Mason Transit and TranGO, which provides lifeline service to some of the state's neediest residents (Figure 2-1).

Figure 2-1 Variety in Washington State Transit Services



Left: Community Transit *Swift* buses; Right: A TranGo cutaway bus

Although every transit agency is unique, WSDOT categorizes agencies based on their general size and service characteristics in Urban, Small Urban, and Rural classifications (Figure 2-2 and Figure 2-3). For the purposes of this study, King County Metro (KCM) is separated out of the Urban classification and into its own category. This keeps KCM from obscuring data in the Urban category, as KCM's finances and asset inventories are larger than the remainder of the Urban systems' combined. WSDOT's classifications are defined as:

- **Urban** – Transit agencies serving populations of more than 200,000. Often serving a central city and a loosely-settled urban fringe.
- **Small Urban** – Transit agencies serving populations of more than 50,000 but fewer than 200,000. Often serving small cities and broader urbanized areas.
- **Rural** – Transit agencies serving populations of fewer than 50,000. Typically outside of a designated urbanized area.

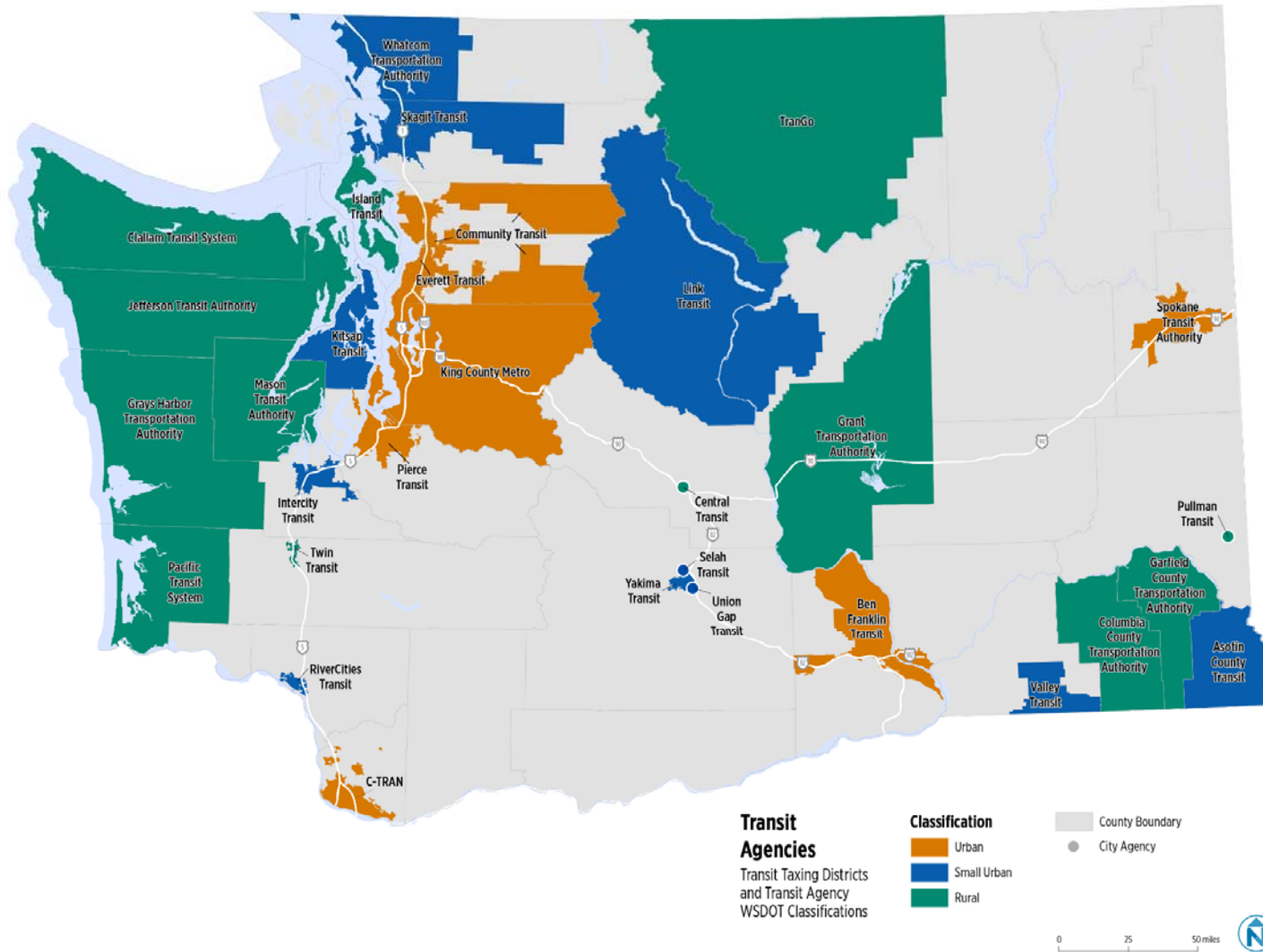
Public transportation services in the state also include tribal transit, Amtrak passenger rail, WSDOT bus and ferry service, and Sound Transit. These services play an important role in Washington's transportation network but were excluded from this study by the budget proviso approved by the state legislature.

**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 2-2 Washington State Transit Agencies by WSDOT Classification**

Urban	Small Urban	Rural
King County Metro	Yakima Transit	Grant Transportation Authority
Pierce Transit	Intercity Transit (Thurston County)	TranGO (Okanogan County)
Community Transit	Kitsap Transit	Pullman Transit
Everett Transit	Skagit Transit	Island Transit
Ben Franklin Transit	Whatcom Transportation Authority	Mason Transit Authority
C-Tran (Clark County)	Valley Transit (Walla Walla County)	Pacific Transit System
Spokane Transit Authority	Asotin County Transit	Grays Harbor Transportation Authority
	Link Transit (Chelan and Douglas Counties)	Clallam Transit System
	RiverCities Transit (Cowlitz County)	Central Transit (Ellensburg)
	Selah Transit	Jefferson Transit Authority
	Union Gap Transit	Columbia County Transportation Authority
		Twin Transit (Lewis County)
		Garfield County Transportation Authority

Figure 2-3 Map of Washington State Transit Agencies by WSDOT Classification





## The State's Role in Public Transportation

WSDOT's Washington State Public Transportation Plan<sup>2</sup> establishes the state's role in public transportation as having three primary goals:

- Facilitate the creation of a more complete transportation system that delivers the performance communities need
- Invest strategically to integrate transportation modes and enhance transportation system performance
- Monitor system performance to inform decision-making and investment

These goals, which build off Washington's broader and legislatively-defined transportation system policy goals<sup>3</sup>, articulate Washington's interest and responsibility to invest financially in the success of public transit. The State Public Transportation Plan also outlines reasons why public transit is a necessary component of Washington's transportation system.

With these goals in mind, WSDOT identified four key challenges for public transit:

- The demand for access to jobs, schools, services, and community is growing, but public transportation providers' ability to meet this demand has never been more constrained
- Congestion is hurting our economy and quality of life, and we must find ways to move more people with even greater efficiency
- Traditional methods for funding transportation are increasingly unsustainable
- Emerging technologies and business models are redefining how people communicate, work, and conduct trade

This capital needs study includes findings that identify similar challenges to public transit. Problems related to the volatility of transit funding and growing demand for transit service are recurring themes in this report and clarify the need for action at a statewide level.

## The Benefits of Transit

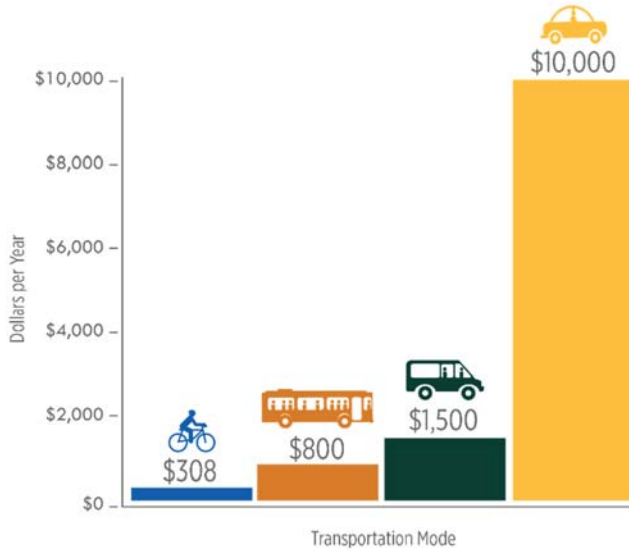
Public transit balances capacity and equity in our state's transportation system. Transit vehicles reduce congestion by using less road space to move more people. Trips made on transit produce less air, water, and noise pollution, as well as fewer greenhouse gas emissions, at a lower user cost than automobiles. Public transit provides a low-cost transportation option to people who cannot afford or use auto-based mobility, improving social equity and workforce availability. Figure 2-5 and Figure 2-5 highlight some of these benefits.

---

<sup>2</sup> WSDOT. 2016. *2016 Washington State Public Transportation Plan*. pp. 42-43.  
<<https://www.wsdot.wa.gov/sites/default/files/2015/09/30/PT-Report-WashingtonStatePublicTransportationPlan-2016.pdf>>

<sup>3</sup> 2015. Washington State Legislature. *Section 47.04.280*.  
<<https://app.leg.wa.gov/RCW/default.aspx?cite=47.04.280>>

Figure 2-5 Annual Personal Cost Comparison by Mode



Sources: (1) Biking: The League of American Bicyclists and the Sierra Club. "The New Majority: Pedaling Towards Equity." (2) Transit: Based on an average of annual transit pass costs in the five metropolitan areas (Salem-Keizer, Bend, Portland, Eugene-Springfield, and Rogue Valley). Corvallis was excluded because transit is fare-free. (3) Driving: American Automobile Association. "Your Driving Costs." 2015.

### Who Uses Transit?

Transit use varies in different communities. In highly-urbanized areas, concentrations of residents and jobs, along with existing congestion issues, can make transit more cost and time effective than automobile use. In suburban and rural areas where transit is not time-competitive with driving, concentrations of people with disabilities, older residents, and people without access to vehicles typically contribute to transit ridership. Transit service is often a lifeline for these groups.

Figure 2-4 Road Capacity by Mode



Source: City Block assumed 40' curb to curb and 300' long. The space needs for pedestrians and vehicles based on "Evaluating Transportation Land Use Impacts", Victoria Transport Policy Institute (2014). Average number of passengers per automobile calculated based on National Household Travel Survey Summary of Travel Trends (2009).

## CURRENT TRENDS IN WASHINGTON TRANSIT

### Ridership

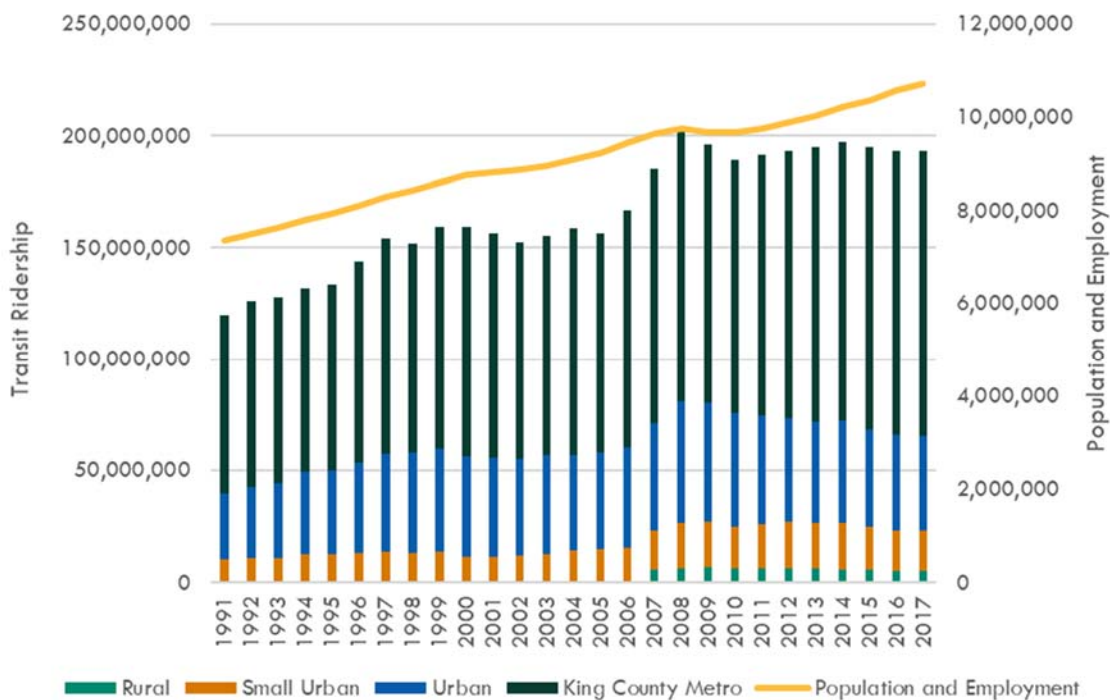
Transit ridership in Washington, along with population and employment, has been generally increasing since the early 1990s (Figure 2-6). Statewide transit ridership reached a peak in 2008, at more than 204 million trips statewide.

At the onset of the Great Recession, ridership declined through 2010 before stabilizing in 2011. During this period, combined population and employment also declined slightly before rebounding and continuing to grow at pre-recession rates. Since 2011, transit agencies in Washington have consistently provided more than 190 million annual trips.

Nationally, transit ridership is generally decreasing, and most agencies in Washington are following this trend. While transit ridership statewide has remained consistent, ridership on Urban systems (excluding KCM) has declined, accounting for six million fewer trips in 2017 than in 2011. Ridership on Small Urban and Rural systems also decreased over the same period. Ridership appears stable on a statewide level due primarily to growing ridership on KCM, which compensates for ridership declines among other agencies.

In 2017—the most recent year for which ridership data are available—KCM provided 66% of all transit trips statewide. The remaining Urban agencies provided 22%, Small Urban agencies 9%, and Rural agencies 3% of passenger trips in the state. Ridership data for Rural agencies were not reported to NTD prior to 2007.

Figure 2-6 Transit Ridership by Agency Classification and Statewide Population and Employment, 1991-2017

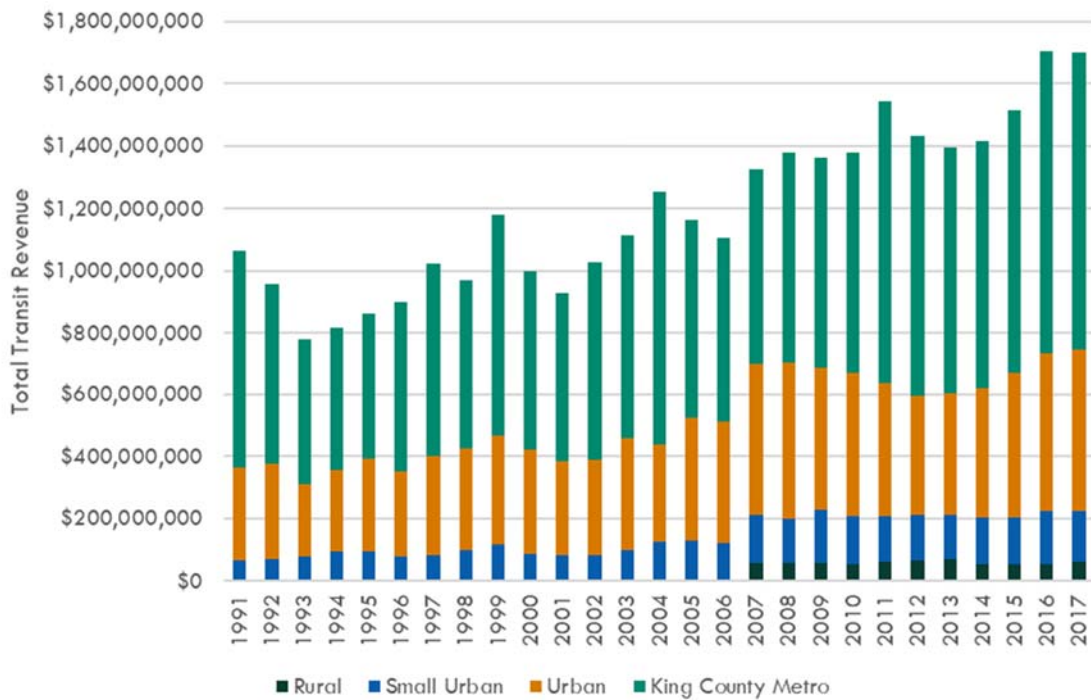


Source: NTD and Washington State OFM, 2017 Revenue and Service

Public transportation revenues suffered during the Great Recession. Nearly all Washington’s transit systems depend heavily on local option sales taxes for revenue, meaning they were particularly vulnerable to the post-2008 decline in consumer and commercial spending; as overall statewide sales tax receipts fell, so did public transit revenues.

Figure 2-7 shows total transit revenue between 1991 and 2017 for all agency classifications in 2017 dollars. With the exception of KCM, where revenues recovered from the recession faster than the rest of the state<sup>4</sup>, there was a notable decline in transit revenues from 2008 until 2011, particularly for Urban agencies. Revenue and service data for Rural agencies were not reported to NTD prior to 2007.

Figure 2-7 Total Transit Revenue by Agency Classification in 2017 Dollars, 1991-2017



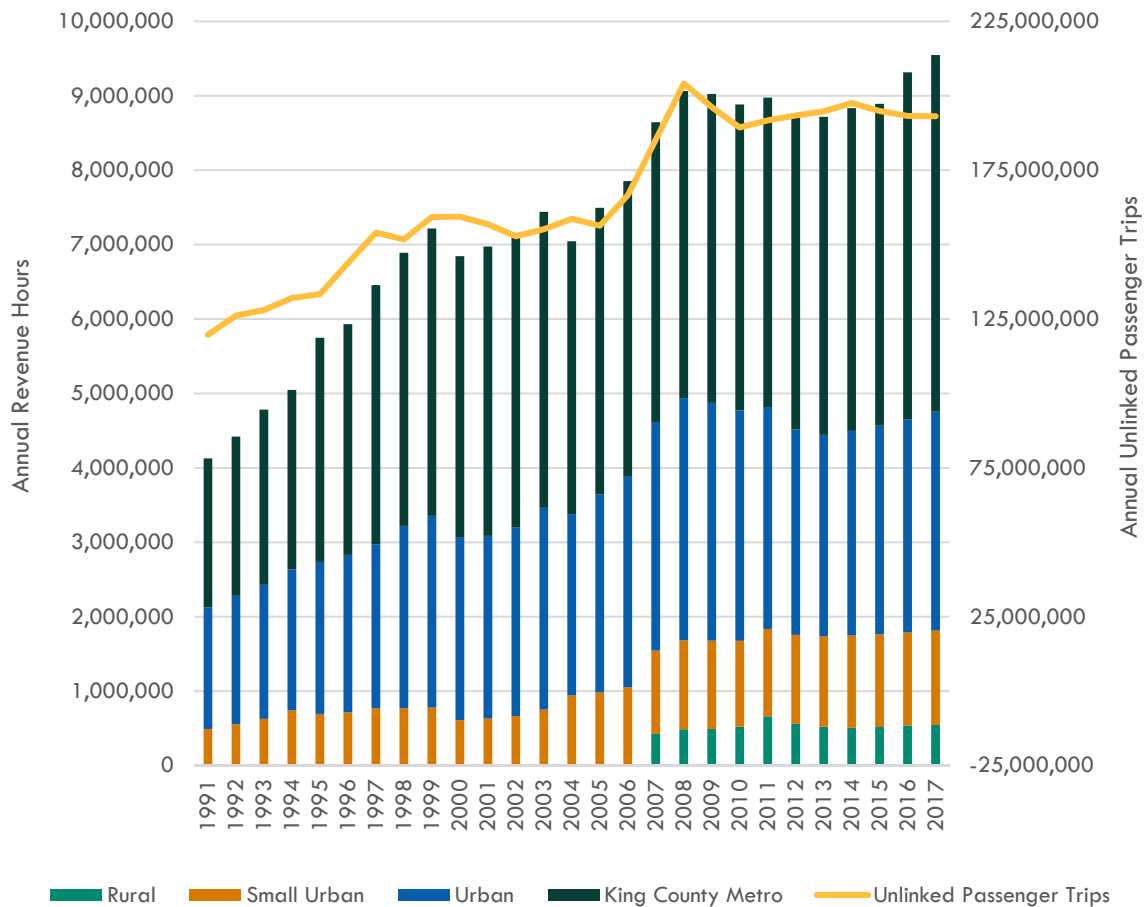
Source: NTD, 2017

<sup>4</sup> Sales tax receipts in King County grew 61% from 2009 to 2017, while growth in Washington State was only 54%.

In many cases, the loss of sales tax revenue during the Great Recession forced agencies to reduce service and delay capital expenditures, leading to ridership decreases and a capital needs backlog. On the whole, Washington’s transit agencies were able to maintain relatively consistent levels of service (total revenue hours dropped only 4% from 2008 to 2013, as shown in Figure 2-8), but at significant cost to capital asset replacement and planned service expansions.

Stunted service expansion plans are especially clear in Figure 2-6; prior to 2008, revenue hours had been steadily increasing with population and employment growth—since the recession, transit service provided has not kept pace with statewide growth. Figure 2-8 shows that total transit ridership declined and has remained stagnant as revenue hours were cut post-Great Recession. Even following recent increases in KCM revenue hours, statewide ridership has yet to exceed pre-recession levels.

Figure 2-8 Transit Revenue Hours by Agency Classification, 1991-2017

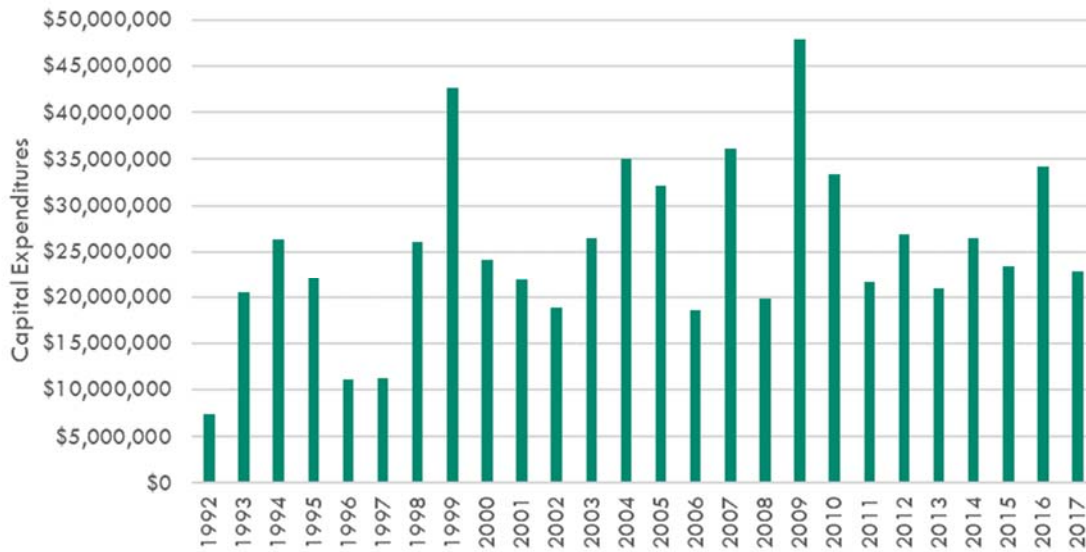


Source: NTD, 2017

## Capital Expenditures

In response to the falling revenues described in the previous section, some agencies responded by delaying capital expenditures, which allowed them to minimize service reductions. With the exception of several large KCM capital outlays in 2011 and 2012, statewide transit capital expenditures declined precipitously from 2009 until 2012 and did not recover to pre-recession levels until 2016. Historic capital expenditures by agency classification, in 2017 dollars, are shown in Figure 2-9 through Figure 2-11.<sup>5</sup> This decline in capital spending is most apparent in Figure 2-12, which shows non-KCM capital expenditures during the Great Recession.

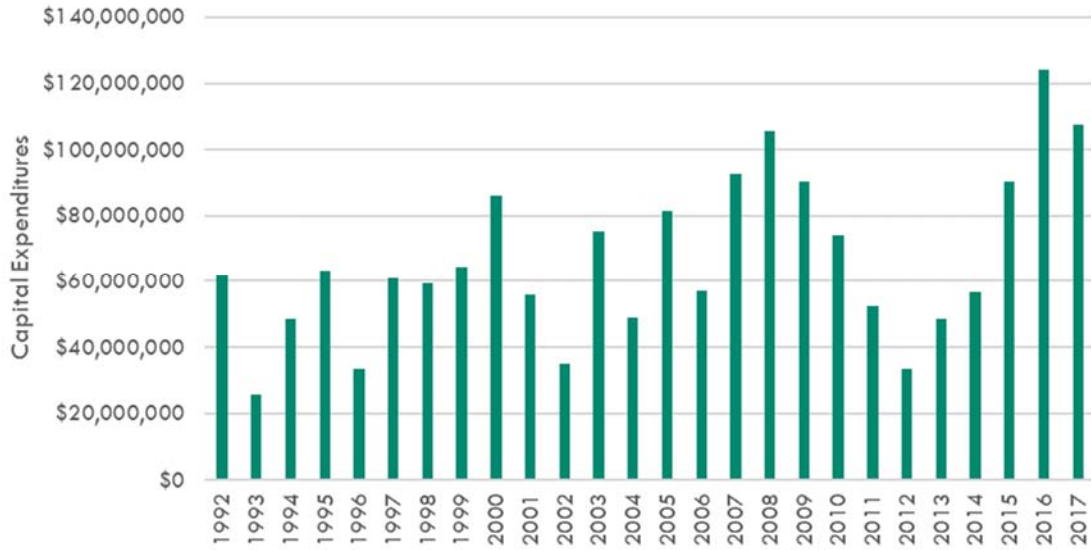
Figure 2-9 Capital Expenditures by Small Urban Agencies in 2017 Dollars, 1991-2017



Source: NTD, 2017

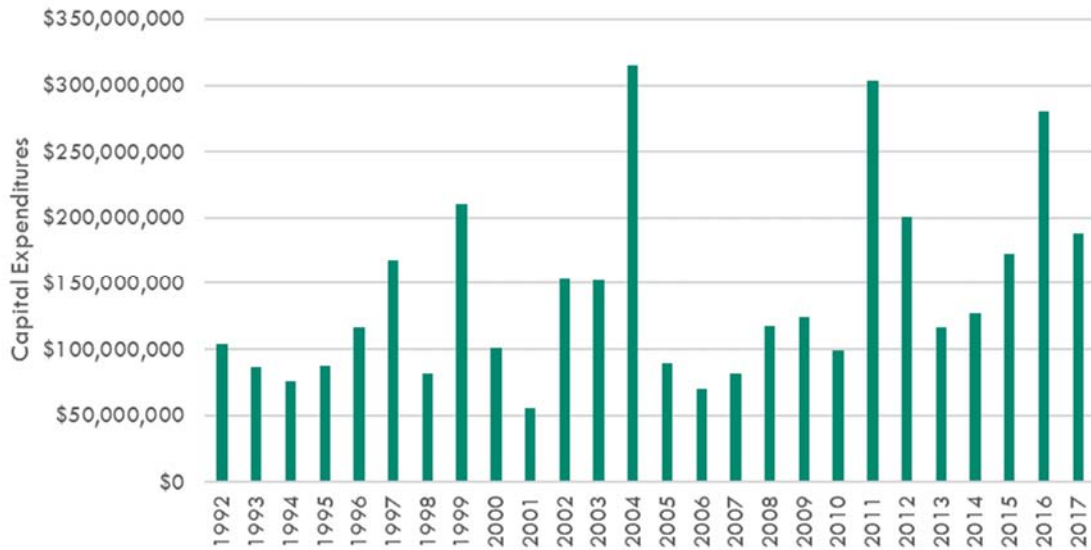
<sup>5</sup> Rural agencies did not report capital expenditures to NTD until 2015 and so are not included in charts in this section.

Figure 2-10 Capital Expenditures by Urban Agencies in 2017 Dollars, 1991-2017



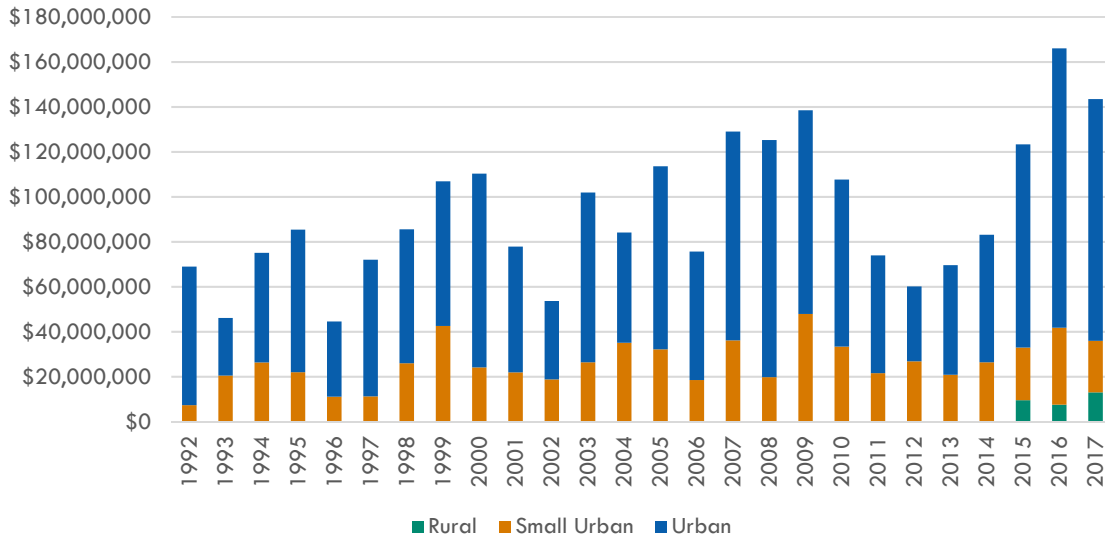
Source: NTD, 2017

Figure 2-11 Capital Expenditures by King County Metro in 2017 Dollars, 1991-2017



Source: NTD, 2017

Figure 2-12 Capital Expenditures by Agencies Excluding KCM in 2017 Dollars, 1991-2017

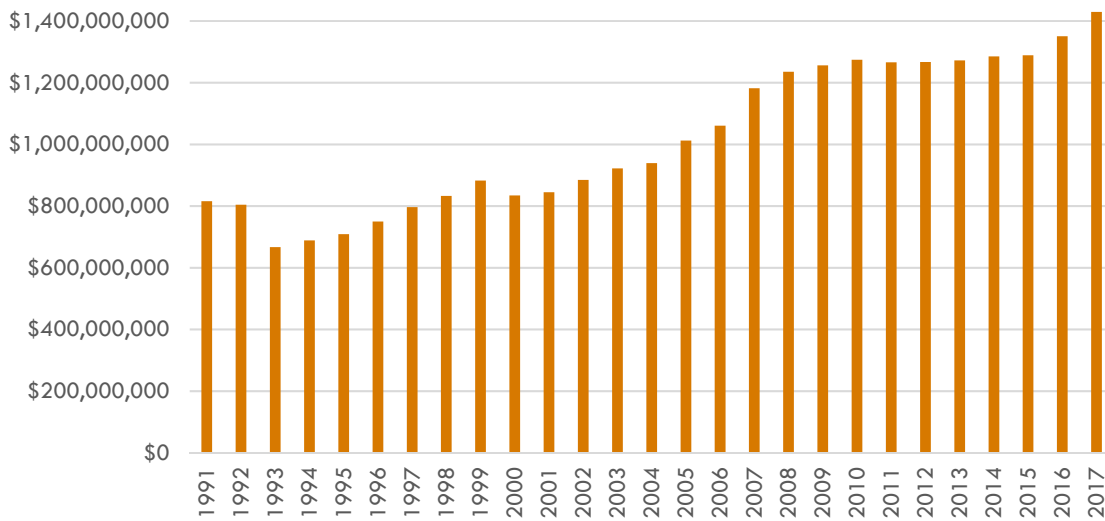


Source: NTD, 2017

## Operating Funding

Because so much of Washington’s transit funding comes from volatile sales tax revenue, agencies also faced reduced operating funding during the Great Recession. After years of steady annual increases in operating funding, the Great Recession stagnated this revenue source (Figure 2-13), with significant post-2008 increases not seen until 2016.

Figure 2-13 Operating Funding for All Agencies in 2017 Dollars, 1991-2017

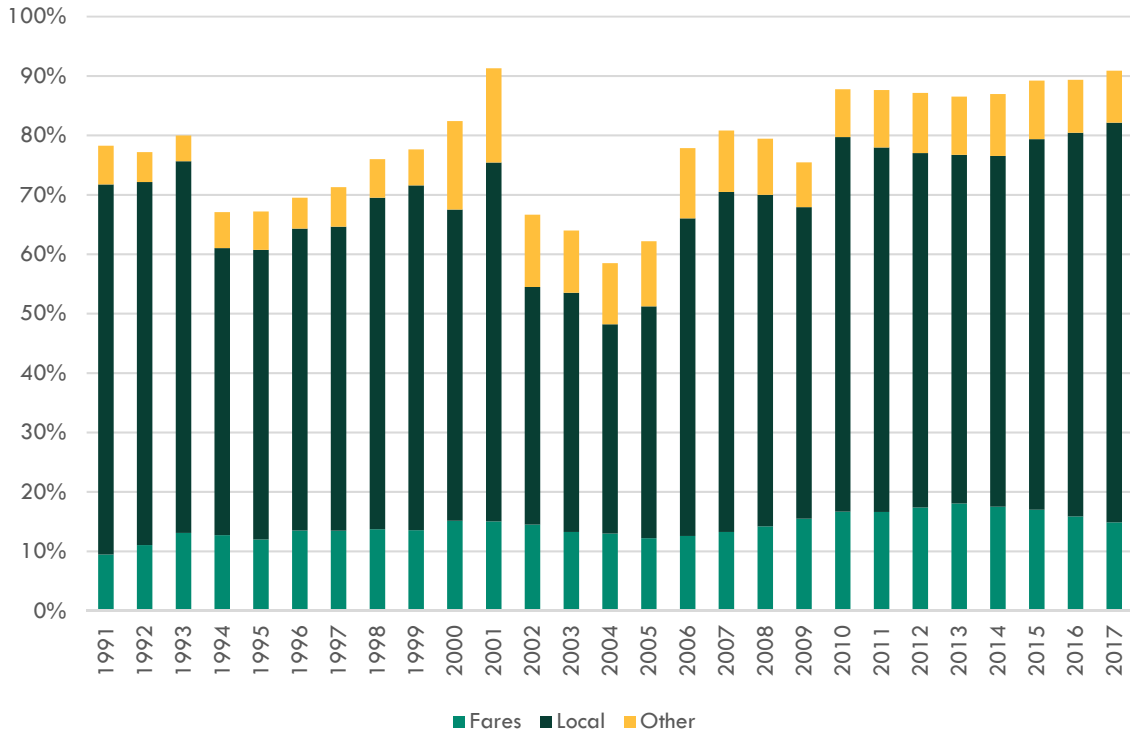


Source: NTD, 2017



Since the early 2000s, transit agencies in Washington have become steadily more reliant on local funding sources, shown in Figure 2-14 as fares, local funding (primarily sales tax revenue), and 'other' funding, which encompasses advertising, concession, and other revenues. This change has been especially pronounced since 2001, when the passage of I-695 cause a loss of MVET revenue (agencies were likely reporting MVET revenue as a 'local' source to NTD).

Figure 2-14 Local Sources as a Percent of Total Operating Funds, 1991-2017



Source: NTD, 2017

## Access to Transit

The total number or proportion of people in a community with easy access to transit is a commonly-used measure of transit service provision. In most contexts, “easy access” is considered ¼-mile walking distance to a transit stop. This measure is conservative in that many people will walk more than ¼-mile to access transit and many others will drive to a park-and-ride, bicycle, or find other means of accessing transit further than ¼-mile away.

When this method of measuring transit access is applied to the agencies included in this report, approximately 40% of all Washington State residents live within ¼-mile walking distance of a fixed-route transit stop, as shown in Figure 2-15.<sup>6</sup> As mentioned previously, the number of residents who might consider themselves having access is likely higher, as many people will travel further than ¼-mile to access transit, and some of the analyzed agencies offer “flag stop” or demand-response services that allow riders to be picked up outside of designated fixed stops. Other agencies offer services from park-and-ride lots which provide access for people not within walking distance.

Across Washington, places with greater densities of jobs and residents typically also have higher levels and geographic distributions of transit service (Figure 2-15 and Figure 2-16).

---

<sup>6</sup> Population source is 2010 U.S. Census. Road network for walkshed calculation is from U.S. Census Bureau’s TIGER/Line database. Fixed-route stops are from agency GTFS feeds and/or route maps.

Figure 2-15 Washington State Places within 1/4-Mile Walking Distance of Fixed-Route Transit Stop

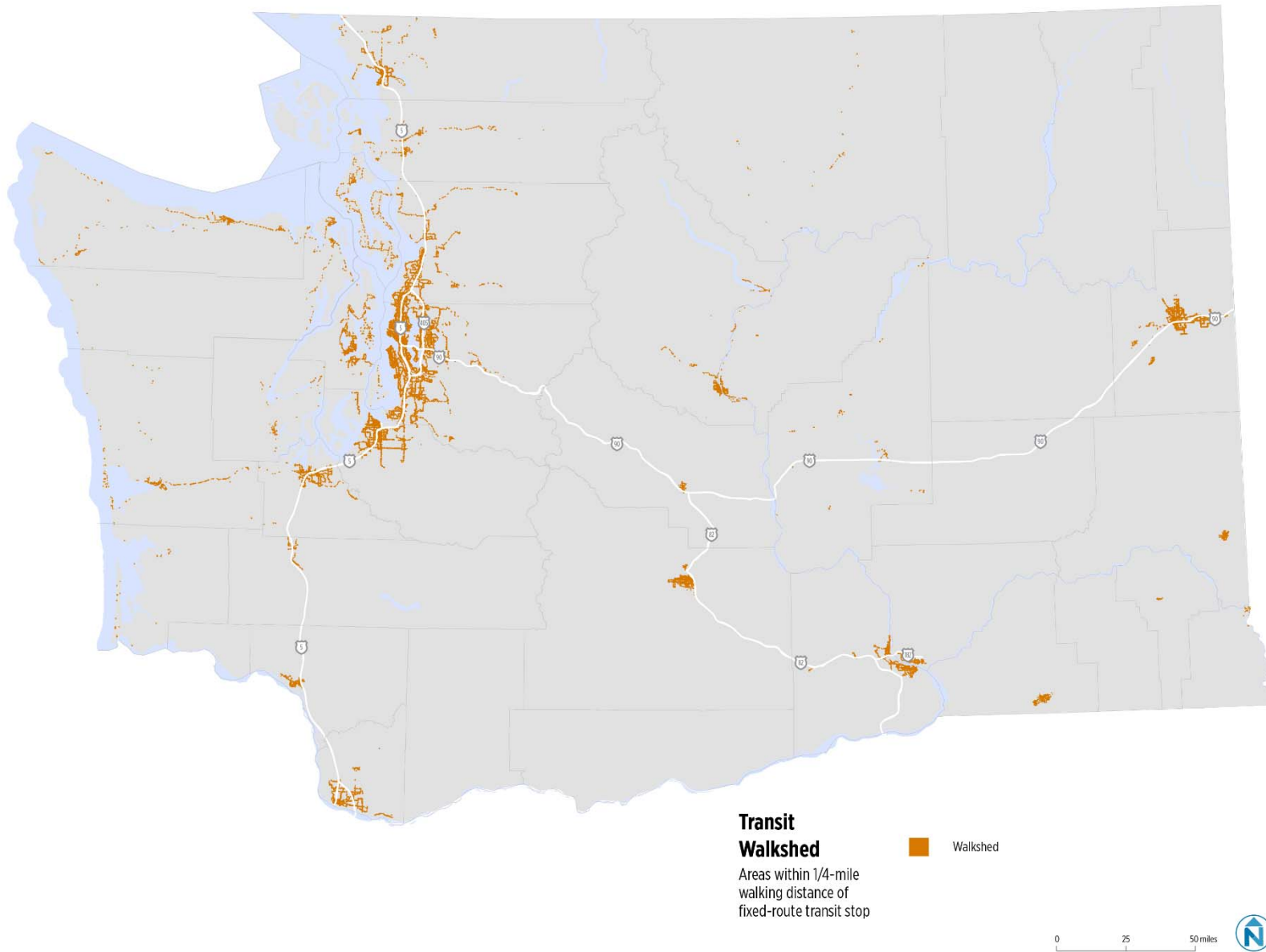
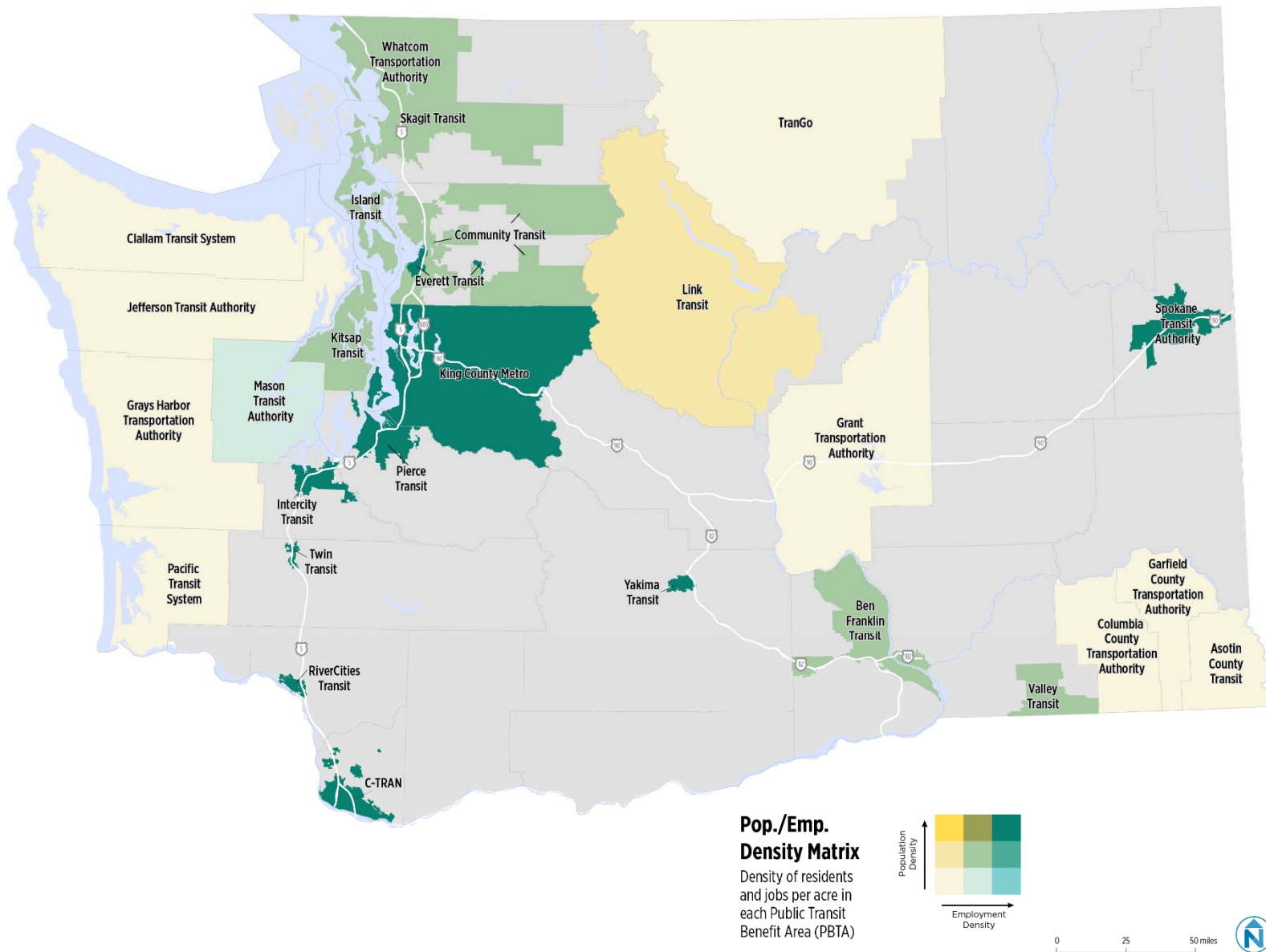


Figure 2-16 Map of Washington State Transit Agencies by Population and Employment Density



## EXISTING FLEET AND FACILITIES

This section of the report reviews the current capital assets of the 31 transit agencies assessed in this report. For the purposes of this study, fleet (also called rolling stock) is defined as all revenue vehicles used in providing public transportation, including those used in fare-free service. Vehicles include small and large buses, vans, and automobiles and were sourced from each agency's TAI and verified during on-site interviews.

Similarly, facilities are defined as all buildings or structures used in the provision of public transportation. Facilities with a replacement value of \$25,000 or more are required to be reported in the TAI, while those with a lesser value are reported optionally. All reported facilities data were verified during on-site interviews. A detailed inventory of statewide rolling stock and facilities is in Appendix B.

### Rolling Stock Inventory

In 2018, there were 8,936 active vehicles reported as study agency assets, 4,227 (47%) of which are operated by King County Metro. A total of 2,752 (31%) vehicles are operated by Urban transit agencies, while Small Urban and Rural agencies account for the remaining 15% and 7% of vehicles in the state, respectively. The majority of the rolling stock in Washington consists of vanpool vans (48%) and large, heavy-duty transit buses (31%). Light-duty transit vehicles comprise the third largest category, at 19% of the statewide fleet. Medium-duty buses and other vehicle types are a small proportion of vehicles in state—about 1% of the fleet each.

Detailed descriptions of each vehicle type are in Figure 2-17. Following Figure 2-17 are charts showing the number of vehicles by type and agency classification, as well as the number of vehicles in the statewide fleet (Figure 2-18) and the value of all vehicles in the statewide fleet (Figure 2-20).

Figure 2-17 Vehicle Types, Descriptions, and Examples





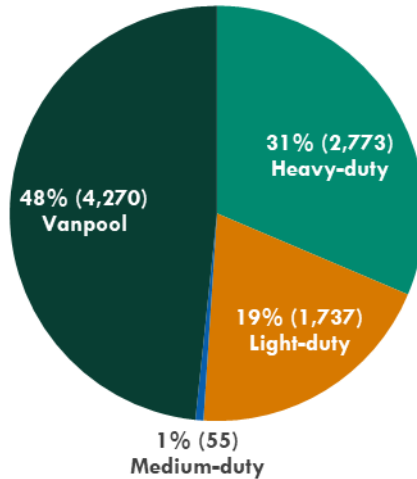
Vehicle Type	Description	Example
<p><b>Heavy-Duty</b></p>	<p>Heavy-duty vehicles include 30-, 35-, and 40-foot buses, as well as larger articulated, intercity, trolley, double-decker, and dual-propulsion buses. Heavy-duty vehicles are commonly diesel powered, hybrid-electric, battery-electric, or electric trolley buses.</p>	 <p>Yakima Transit</p>
<p><b>Medium-Duty</b></p>	<p>Medium-duty vehicles appear similar to light-duty vehicles but are over 30 feet in length and typically have a greater weight carrying capacity. Medium-duty vehicles are relatively uncommon in Washington State.</p>	 <p>TranGO</p>
<p><b>Light-Duty</b></p>	<p>Light-duty vehicles consist of 'cutaway' buses under 30 feet in length. They are used primarily for demand response service, such as is found in many rural areas and used for ADA complementary paratransit service. Many smaller systems use light-duty vehicles in fixed-route and deviated fixed-route service.</p>	 <p>Jefferson Transit</p>
<p><b>Vanpool</b></p>	<p>Vanpools are the most common transit vehicle found in Washington. Vanpool vehicles in the state come in three distinct sizes: eight-, 12-, and 15-passenger vans. Vanpools are frequently used to connect to park-and-ride lots or major employment centers from areas with little access to frequent, fixed-route transit.</p>	 <p>Valley Transit</p>

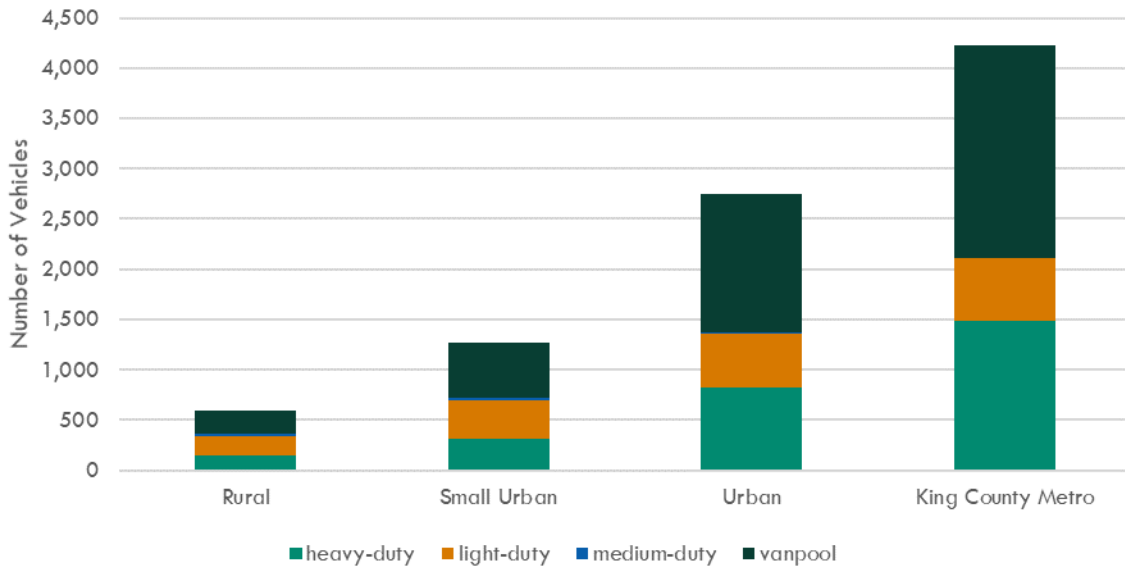
Figure 2-18 Statewide Fleet by Vehicle Classification, 2018



Source: WSDOT Transit Asset Inventory, 2018

Vanpool vehicles make up the majority of each agency classification’s statewide fleet (Figure 2-19). Agencies that serve fully urbanized areas operate larger proportions of heavy-duty vehicles than rural and small urban agencies.

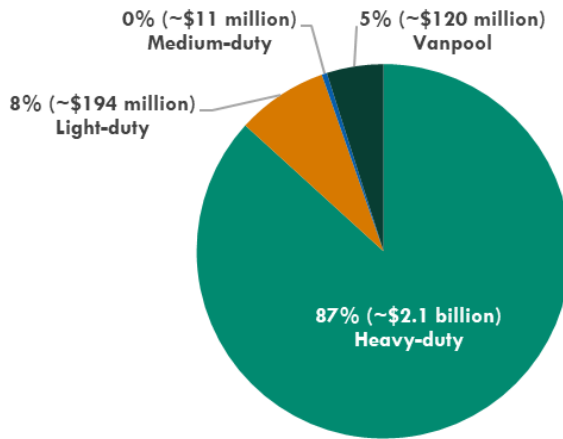
Figure 2-19 Statewide Fleet by Vehicle Type and Agency Classification, 2018



Source: WSDOT Transit Asset Inventory, 2018

Despite representing only 31% of vehicles in the state, heavy-duty vehicles account for 88% of the statewide fleet's replacement value, or approximately \$2 billion (Figure 2-20). Vanpools, which account for 48% of vehicles in the state, only comprise 5% of the replacement value. This is because large, heavy-duty vehicles are significantly more expensive than light-duty vehicles or vanpool vehicles.

Figure 2-20 Statewide Fleet Replacement Value by Vehicle Type



Source: WSDOT Transit Asset Inventory, 2018



### Useful Life Benchmark

Transit agencies typically conduct vehicle replacement planning on the basis of a vehicle’s useful life. “Useful life” is a term that generally defines the age and level of usage<sup>7</sup> at which a vehicle is expected to be replaced. Although FTA sets minimum guidelines and required standards for vehicles purchased with federal assistance, transit agencies in Washington State can establish an agency-specific ULB for both rolling stock and facilities. This ULB is rarely below the FTA standard (and cannot be for vehicles purchased with federal assistance), but may exceed the FTA standard because of factors unique to an agency’s operating environment or service characteristics.

Allowing agencies to set their own ULBs ensures they are responsive to their local context. Although ULBs vary from agency to agency, larger and more expensive vehicles typically have longer useful lives than smaller, less expensive vehicles (Figure 2-21). Figure 2-22 shows that the vast majority of ULBs remain within a relatively small range. Heavy-duty vehicle ULBs, for examples, are typically between 11.1 and 15.6 years.

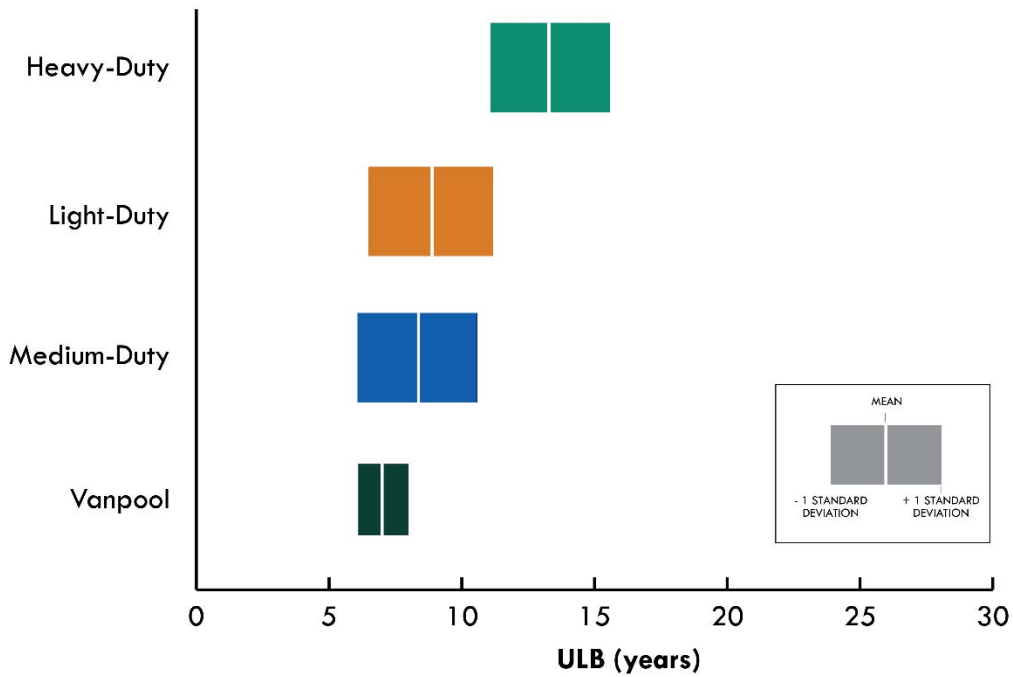
Figure 2-21 Average ULB and Replacement Cost by Vehicle Type

	Heavy-Duty	Medium-Duty	Light-Duty	Vanpool
Avg. ULB (years)	13	9	9	7
FTA Minimum ULB (years)	12	7	5	4
Avg. ULB (miles)	628,868	267,273	245,985	129,786
FTA Minimum ULB (miles)	500,000	200,000	150,000	100,000
Avg. Replacement Cost	\$769,016	\$200,781	\$111,692	\$28,362

Sources: WSDOT Transit Asset Inventory, 2018; FTA Circular 5010.1D, 2008

<sup>7</sup> For revenue vehicles, this is typically measured in miles. For some non-revenue equipment, this is measured in hours.

Figure 2-22 ULB Range by Vehicle Type



Source: WSDOT Transit Asset Inventory, 2018

### Percent Remaining Useful Life

There is little official reporting of SGR for transit vehicles in Washington, other than agencies’ annual self-reported yes/no response to whether a given vehicle is in a SGR. This binary yes/no assessment, although helpful, does not assess how much longer the vehicle is expected to remain in a SGR. Statewide, 96% of vehicles were reported as being in a SGR in 2018.

To better understand vehicle condition and predict impending capital needs, the percent of remaining useful life (measured in years) for the state’s transit vehicles is used as a measure in this report. Although each agency establishes their own ULBs, calculating the average percent of useful life remaining provides a metric for identifying the relative age of a fleet for all agencies within a classification. Brand new vehicles have 100% of their useful life remaining; as the vehicle ages, this percentage decreases over time until the vehicle reaches its ULB. The percent of remaining useful life for each agency classification is shown in Figure 2-23.

All agency classifications have a vehicle average of less than 50% remaining useful life, which is a typical asset management goal used by large transportation organizations.<sup>8</sup> This indicates that the statewide fleet is generally aged, and vehicle replacement needs have developed a backlog. The data also indicate that Small Urban agencies are operating the oldest fleets relative to other agency classifications, with all vehicle types below 25% remaining useful life.

<sup>8</sup> The San Francisco Bay Area’s Metropolitan Transportation Commission has used a fleet 50% average age of assets as a percentage of their useful life (AAPUL) as a fleet management performance measure, which represents an equal distribution of assets being replaced at the end of their useful life. Source: Federal Transit Administration. 2010. *Transit Asset Management Practices*. p. 3-11  
 <[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/TAM\\_A\\_National\\_and\\_International\\_Review\\_-\\_6.10\\_FINAL\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/TAM_A_National_and_International_Review_-_6.10_FINAL_0.pdf)>

Figure 2-23 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - Urban



Figure 2-24 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - KCM



Figure 2-25 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - Small Urban

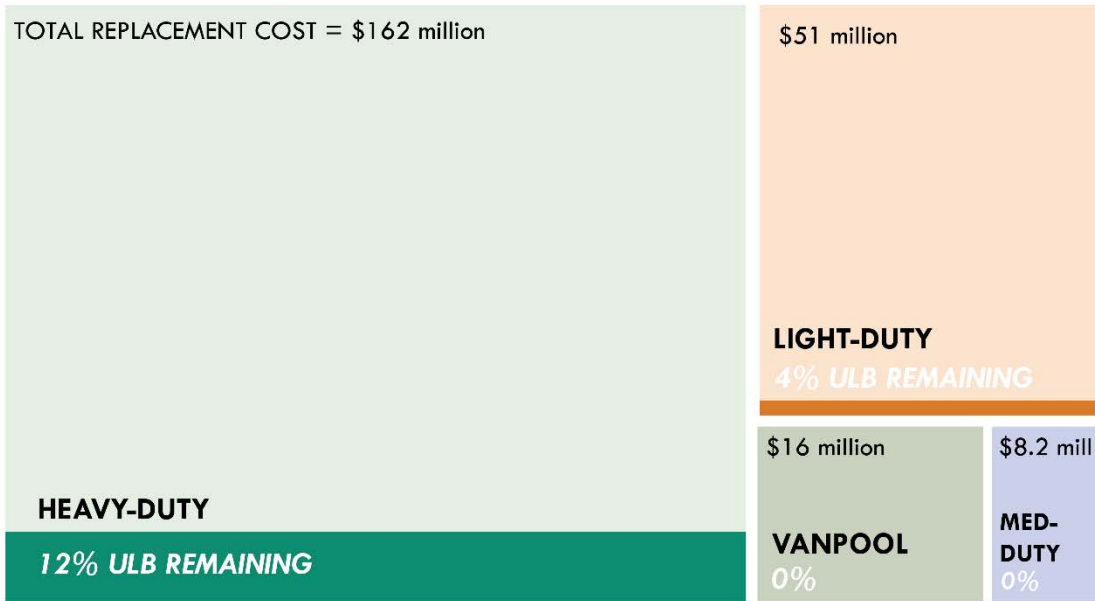
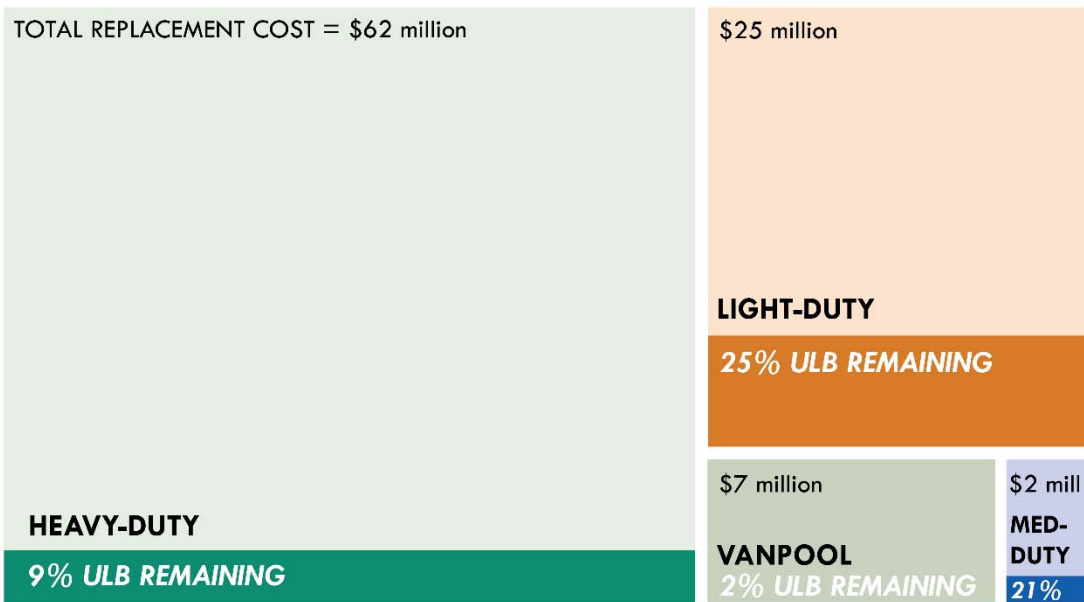


Figure 2-26 Average Vehicle Percent Remaining Useful Life by Vehicle Type and Replacement Cost - Rural

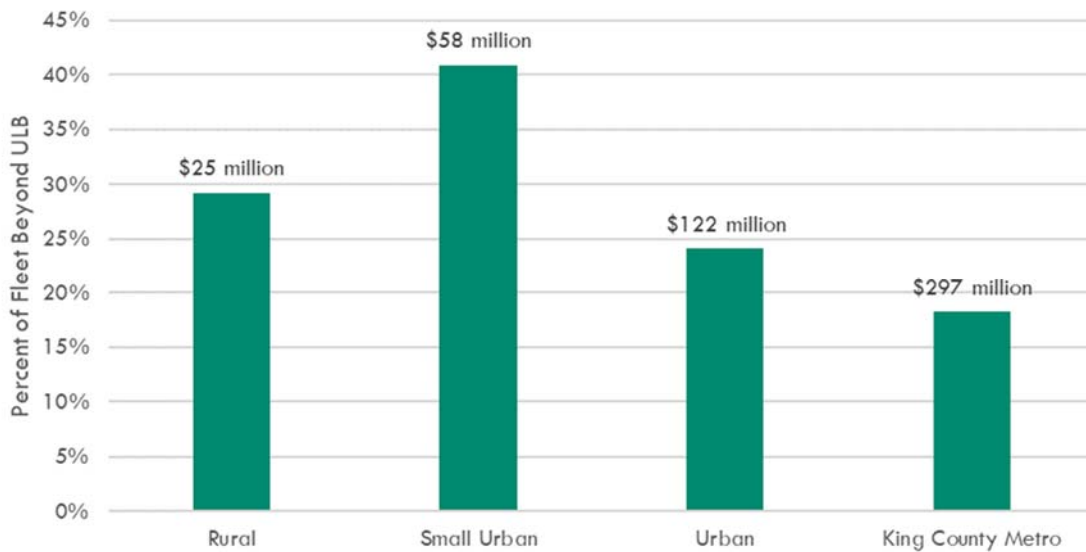


Source: WSDOT Transit Asset Inventory. 'Urban' represents all Urban agencies, less KCM.

### Vehicles Currently Beyond ULB

Statewide, 24% of all vehicles are currently beyond their agency-specific ULB. This includes 29% of the Rural fleet, 41% of the Small Urban fleet, 24% of the Urban fleet, and 18% of KCM fleet. Replacing all vehicles currently beyond their ULB would require \$503 million at current replacement cost. This includes \$25 million to replace Rural vehicles, \$58 million for Small Urban vehicles, \$122 million for Urban vehicles, and \$297 for KCM vehicles. The percent of each fleet currently beyond its ULB and the associated replacement costs are shown in Figure 2-27. The data show Small Urban agencies as having the greatest percentage of fleet vehicles beyond ULB.

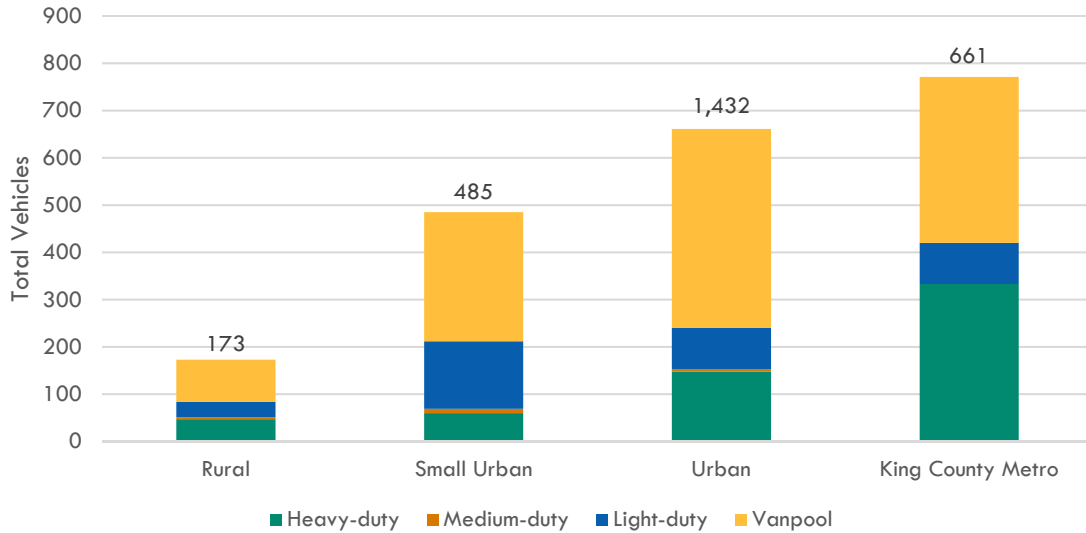
Figure 2-27 Percent of Fleet Currently Beyond ULB and Associated Replacement Costs



Source: WSDOT TAI, 2018

When examined on a vehicle count (as opposed to percentage of fleet) basis, the number of vehicles that are currently beyond ULB is correlated to agency size, meaning larger agencies have greater vehicle replacement needs than smaller agencies (Figure 2-28). KCM is currently operating 771 vehicles beyond their ULB, 333 of which are heavy-duty vehicles. Small Urban agencies have the highest count of light-duty transit vehicles operating beyond ULB, and Urban agencies have the highest count of vanpool vehicles operating beyond their ULB.

Figure 2-28 Total Vehicles Beyond ULB by Agency Classification



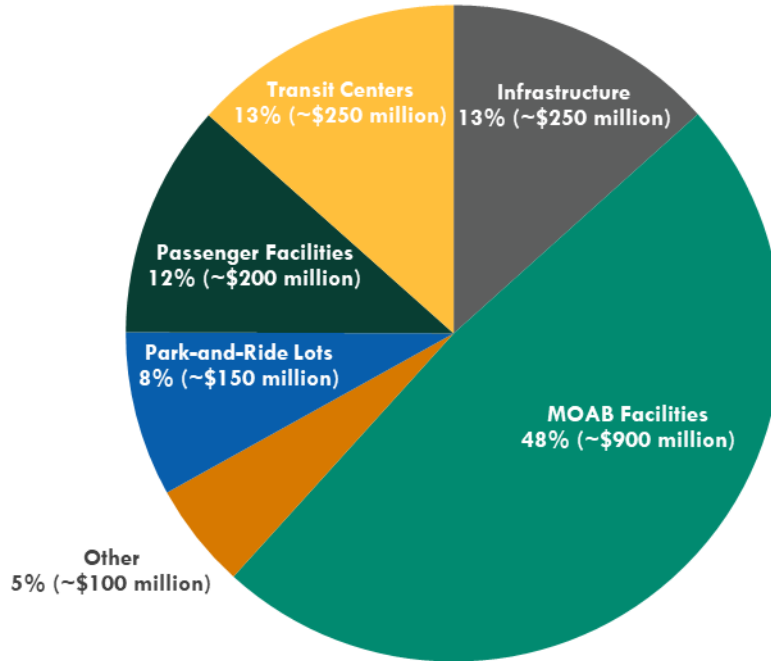
Source: WSDOT TAI, 2018

### Facilities Inventory

Facilities are larger fixed assets owned and managed by transit agencies. These include maintenance, operations, and administration buildings (MOAB facilities), a general ‘infrastructure’ category (explained in Figure 2-30), park-and-ride lots, passenger facilities, transit centers, and other facilities. There are a total of 327 facilities in the state, although some of these facilities represent multiple buildings or structures (e.g., KCM RapidRide shelters) and some low-value facilities (such as small bus shelters) are not reported consistently.



Many agencies combine MOAB facilities into one large, multi-purpose building, while others may house the same facilities in four or more buildings, each of which is reported separately. For this reason, counting facilities—especially MOABs—by type is not a good method for analysis or reporting. These facilities are instead charted by total value in Figure 2-29 and described in greater detail in Figure 2-30.





Figure 2-29 Statewide Facility Value by Type



Source: WSDOT Transit Asset Inventory, 2018. Note: "less transit tunnel" indicates that the value of the Downtown Seattle Transit Tunnel (more than \$1B) is not shown in this chart.

Figure 2-30 Facility Types, Descriptions, and Examples

Facility	Description	Example
MOAB Facility	MOAB facilities are maintenance, operations, and administration buildings. These include bus storage, fuel and wash islands, warehousing and parts storage, and multifunctional buildings. These facilities present a key constraint for agencies with expansion or electrification plans. MOAB facilities can be combined into one multi-purpose facility or multiple, standalone facilities.	 <p>South Base, King County Metro</p>
Park-and-Ride	Park-and-rides are common assets provided by all agency types. These facilities allow passengers to park their vehicle in a surface lot or garage and then board a transit vehicle. They are common in lower-density areas where fixed-route transit cannot efficiently reach every neighborhood. Park-and-rides may or may not provide passenger amenities, such as shelters and restrooms.	 <p>Chuckanut Park-and-Ride, Skagit Transit</p>

Facility	Description	Example
<p><b>Transit Center</b></p>	<p>Transit centers are generally focal points of an agency's service where multiple routes converge to provide transfer opportunities for passengers. Transit centers may or may not include park-and-ride lots and passenger amenities.</p>	 <p>Intermodal Transit Center, Grant Transit Authority</p>
<p><b>Passenger Facility</b></p>	<p>Passenger facilities include boarding platforms and stations, pedestrian access facilities, passenger amenities, and intermodal terminals.</p>	 <p>Centennial Station, Intercity Transit</p>
<p><b>Infrastructure</b></p>	<p>Infrastructure includes power distribution substations, tunnels, bridges, elevated right-of-way, and track systems. Infrastructure facilities are more common among larger, urban transit systems and are generally high value.</p>	 <p>Downtown Seattle Transit Tunnel, King County Metro</p>
<p><b>Other</b></p>	<p>Other facilities generally include employee-specific structures, such as operator restrooms and employee parking garages.</p>	 <p>Operator Restroom, Pullman Transit</p>

**Useful Life Benchmark**

ULBs for facilities are set by each agency, just as they are for rolling stock. However, unlike rolling stock, facilities are not always replaced in a single year. Instead, agencies may repair or replace individual components of a facility over the course of its useful life. For instance, a MOAB facility with a 50-year ULB may receive a new HVAC system after 10 years, upgraded maintenance equipment after 20 years, and a new roof after 30 years, all while the projected replacement year and replacement cost remains the same. This inherently piecemeal approach to facilities maintenance and rehabilitation makes it difficult to project long-term facilities expenditures beyond the planned expenditures reported in each agency's TDP.

As agencies perform lifecycle planning analyses for their major facilities, they typically begin allocating replacement funding years ahead of time, even though the funding may not officially be



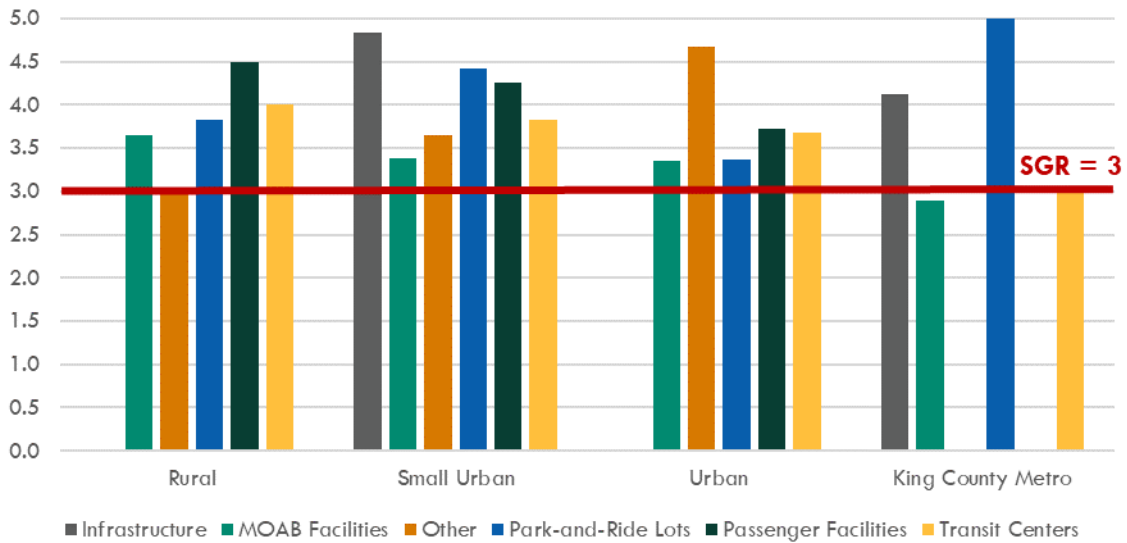
programmed until a year of purchase. This process allows agencies to more sustainably budget major capital improvement projects and ensure a healthy reserve of funding. However, because funding is not programmed until an expenditure is imminent, this process skews the reported data for facilities expenditures.

**State of Good Repair**

The evaluation rubric used by agencies to assess asset condition is shown in Figure 2-32. Transit agencies in Washington report the condition of their major facilities on a 1 to 5 scale, with 1 meaning poor and 5 meaning excellent. Anything rated 3 or above is considered to be in a SGR.

On average, all facility types are in a SGR across all agency classifications, as shown in Figure 2-31 and Figure 2-33. The average condition for KCM MOAB facilities is below 3.0, indicating an upcoming capital need to replace and/or rehabilitate these facilities.

Figure 2-31 Average Transit Facility Condition by Facility Type and Agency Classification, 2018



Source: WSDOT Transit Asset Inventory, 2018

Figure 2-32 WSDOT Transit Asset Condition Rating Scale

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality, Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventive and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles.	5	Excellent	4.8 to 5.0
Asset is nearing or at its mid-point of ULB 50%-75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 to 4.7
Asset has passed its mid-point of ULB 25%-50%	Asset is showing moderately signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for none schedule maintenance	Asset needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 to 3.9
Asset nearing or at end of its ULB 0%-25%	Asset's major subcomponents needs to be rebuilt or replace	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant increased in repairs between preventative maintenance cycles	2	Marginal	2.0 to 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and <b>would pose safety hazard</b> if put in service	Major component failures	1	Poor	1.0 to 1.9

3 points or greater rating scale, the asset is in SGR

Less than 3 points rating scale, the asset is NOT in SGR

Source: WSDOT Transit Asset Inventory, 2019

Figure 2-33 Facility Condition Descriptions and Examples

Rating	Description	Percent of Statewide Facilities with Rating
5.0 – Excellent	Asset is new or like new, meets or exceeds performance and reliability needs.	16%
4.0 – Good	Asset shows minimal signs of wear, generally meets performance and reliability needs.	28%
3.0 – Adequate	Asset shows moderate signs of deterioration, performance and reliability may decrease and potential impact operations.	28%
2.0 – Marginal	Major components needs to be replaced or rebuilt, performance and reliability issues are becoming significant but does not pose a safety risk.	6%
1.0 – Poor	Asset is no longer serviceable, does not meet performance and reliability needs and may pose a safety risk.	1%

Note: Percentages do not total to 100% because some assets were not rated.

**Useful Life Benchmark vs. State of Good Repair**

The study finds a significant part of the state’s transit fleet is beyond it useful life, yet only a very small portion of the fleet is not in a SGR. Generally, ULB is set based on when a vehicle reaches a point in its life where the accumulated cost to repair and maintain the vehicle in safe and reliable operating condition exceeds the cost of replacing the vehicle. This becomes a balancing act between maintenance and repair costs (an operating cost) and replacement costs (a capital cost).

## TRANSIT FUNDING

Transit service requires two types of investments. The first is for operations, which includes driver wages, fuel, and vehicle maintenance (among other inputs). The second is for capital projects, which are vehicle acquisitions and facilities development. While operating costs are relatively consistent from year to year, capital expenditures can fluctuate based on an agency's needs, fleet age, useful life benchmarks, funding availability, and the condition or capacity of facilities.

Funding for transit agencies is derived from four distinct sources: federal funding, state funding, rider fares, and non-fare related local revenue (local sales tax, utility tax, advertising revenue, etc.). In Washington, non-fare related local revenue is primarily generated through local sales taxes, with the exception of Pullman Transit, which is funded by a 2% utilities tax.

Federal and state funding for transit is generally made available through formula-based or competitive grant processes, like WSDOT's Regional Mobility Grant, or through formula funds, like the Section 5339 Bus and Bus Facilities Program, which are allocated based on formulized characteristics of each transit agency (ridership, service area population, service provided, etc.). Formula funding typically does not require a large local match, while competitive grant programs generally require a 20% to 50% local match.

Operating and capital funding are somewhat fungible. As additional federal or state funds are made available for capital expenditures, agencies have the flexibility to reallocate local dollars toward providing additional service or increasing the balance of their reserve accounts. Given this flexibility, it is necessary to assess the total funding for transit and capital-specific funding separately.

### Volatile Funding Sources

The interviews conducted for this study produced a common funding theme: revenue sources for transit in Washington are highly volatile, which affects all aspects of transit service and capital planning. Agency managers' primary concerns were over the unpredictable nature of their major local funding source—sales tax. Many agencies are still recovering from the sudden loss of sales tax revenue that occurred during the Great Recession, while others are unable to confidently plan for capital replacements because many grant funding sources distribute dollars on a discretionary basis. Some agencies with clearly-defined capital needs have delayed replacement or acquisition of assets after losing out on discretionary grants such as the WSDOT Regional Mobility Grant.

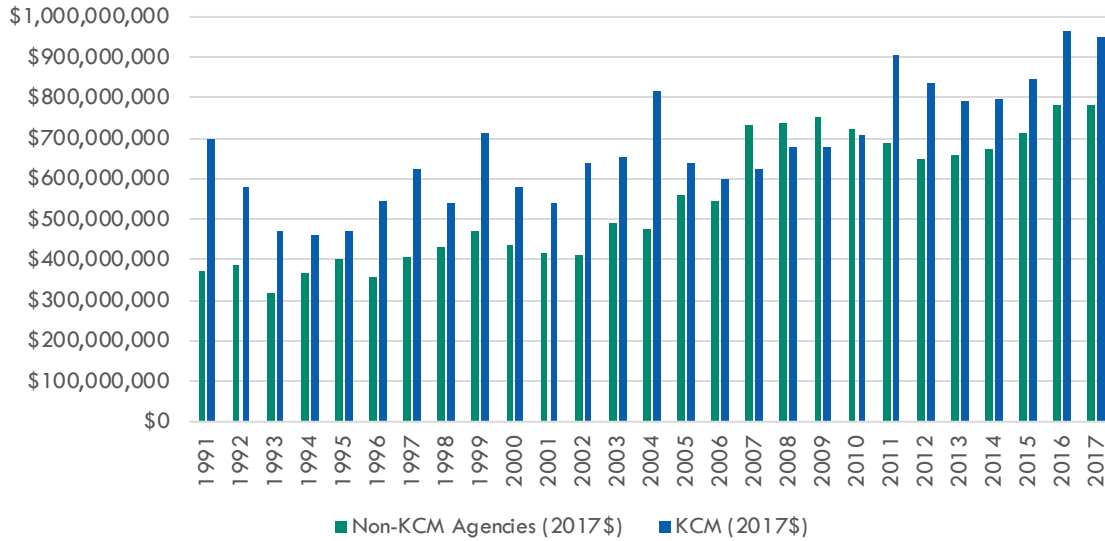
This volatility is particularly evident when Washington's transit funding is analyzed with KCM removed. Figure 2-34 shows that although KCM was able to increase funding post-Great Recession, all other agencies in the state saw their total funding decline and not recover to pre-recession levels until 2016.

#### “OTHER” FUNDING SOURCES

Unlike WSDOT funding data, which includes federal, state, fares, and local as funding sources, NTD data categorizes funding as federal, state, local, and “other.” In this case, “other” funding sources may include:

- Fares
- Auxiliary Revenue
- Park-and-Ride Revenue
- Non-Transportation Revenues
- Contract Revenue
- Other Directly-Generated Funds

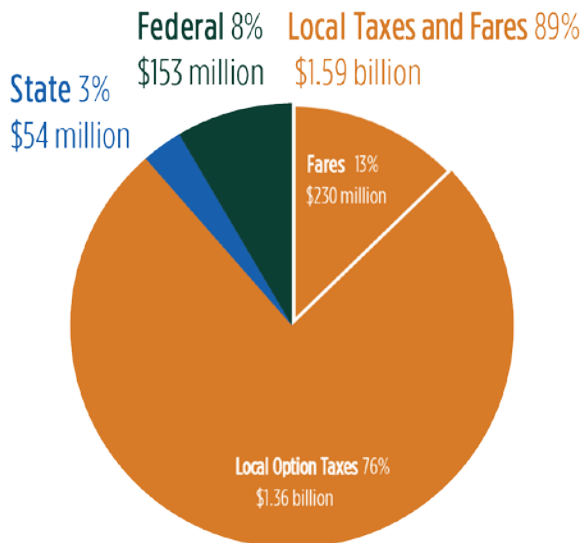
Figure 2-34 Total Transit Funding in 2017 Dollars, 1991-2017



### Total Transit Funding

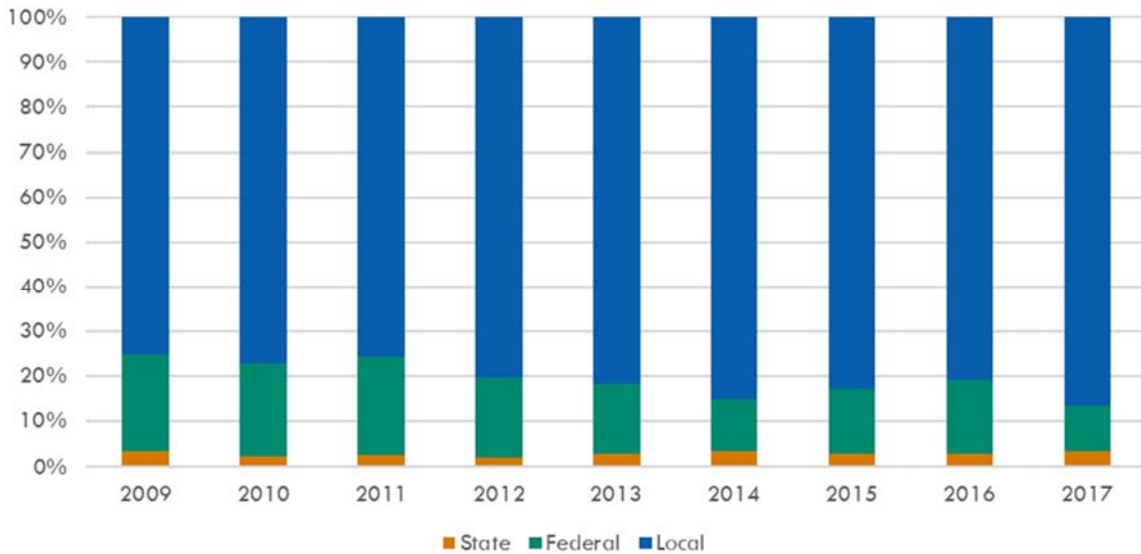
In 2017, total transit funding was approximately \$1.8 billion for the transit agencies assessed in this report. The vast majority of this funding came from local sources. Approximately 13% of the total was derived from fares and 74% from local tax sources. Only 10% of total revenue came from federal sources and 3% from state sources (Figure 2-35). The historic percentage of funding by source shows that funding has been primarily local over the last 10 years (Figure 2-36).

Figure 2-35 2017 Transit Agency Revenue by Source



Source: WSDOT Summary of Public Transportation Report, 2017

Figure 2-36 Total Transit Funding by Source as a Percentage of Total (2009-2017)



Source: WSDOT, 2018

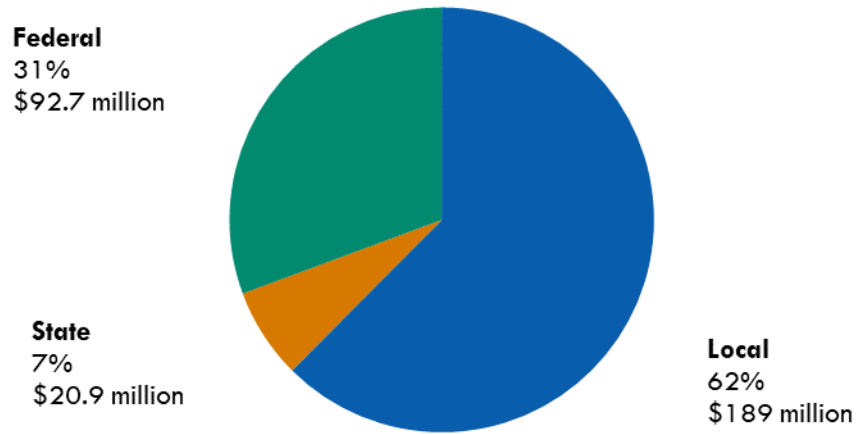
## Transit Capital Funding

Local funding sources continue to account for the majority of the \$303.6 million in statewide funding specifically allocated for capital expenditures in 2017. Fare revenues are not typically directly-allocated for capital expenditures and are not reported separately from local funding in NTD; however, 62% of capital funding comes from local sources, compared to 31% from federal sources and 7% from state sources (Figure 2-37).

Capital expenditures tend to vary year-to-year, depending on grant availability, fleet age, and capital project schedules. Analyzing an individual year provides a snapshot of funding sources, but broadening the analysis over a longer period can reveal trends. Figure 2-38 shows the capital funding breakdown for all agencies in the state by year from 2009 through 2017. Following the Great Recession, the level of state funding appears relatively consistent and low, ranging from 3% to 6% of all capital funding since 2010.

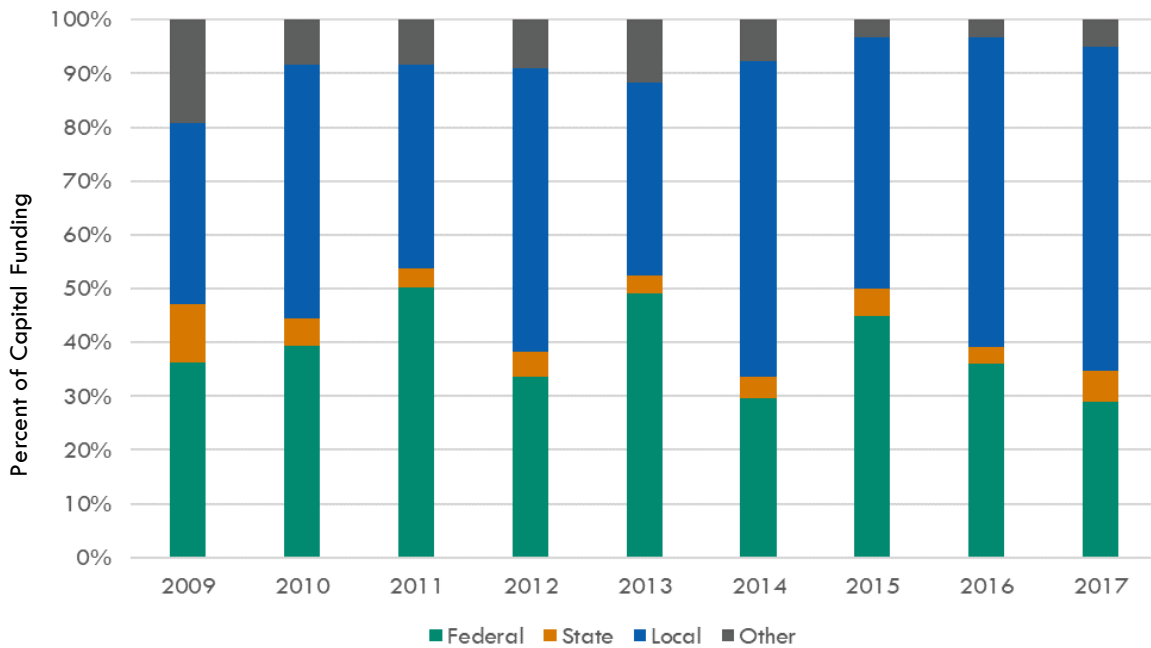
These data points suggest that the state generally provides a low level of baseline funding that is supplemented by variable federal funding—which is dependent on grant availability, competitiveness, and the political climate. Local funding makes up the lion’s share of grant match dollars and general capital support.

Figure 2-37 2017 Capital Improvement Funding Sources



Source: WSDOT Summary Public Transportation Report, 2017

Figure 2-38 Transit Capital Funding by Source as a Percentage of Total (2009-2017)



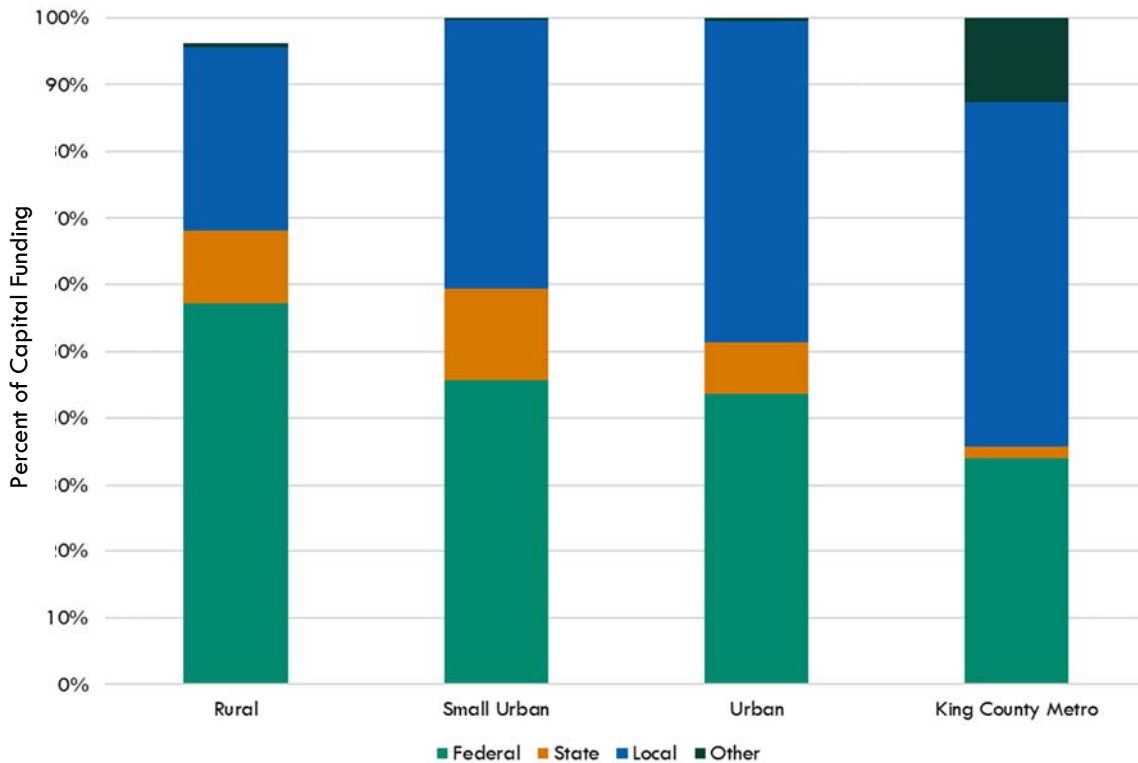
Source: NTD, 2017

### Capital Funding by Agency Classification

Average overall capital funding by agency classification (Figure 2-39) shows that larger agencies use a higher percentage of local funding than agencies serving more rural areas. These larger, Urban agencies generally have more vehicles in their fleet, require more maintenance and storage space, and eventually invest in larger transit centers and passenger facilities. It is also clear that KCM does not rely heavily on state funding for capital projects, as the state contributes only 1% of the agency’s capital funds.

Small Urban agencies, on the other hand, rely more heavily on state funding than any other agency classification, with 14% of their capital funding derived from state sources. In terms of total funding, Small Urban agencies receive only slightly more state and federal funding than Rural agencies—\$1.47 million more in state funding and \$470,000 more in federal funding, despite having nearly three times as many vehicles in their rolling stock as Rural agencies (Figure 2-40). This suggests that local tax revenues for Small Urban systems are not sufficient to meet their ongoing capital needs and that additional state and federal funding would be a welcome resource. This lack of capital funding for Small Urban agencies may delay needed capital expenditures, resulting in a low percent of remaining vehicle and facility useful life relative to other agency classifications.

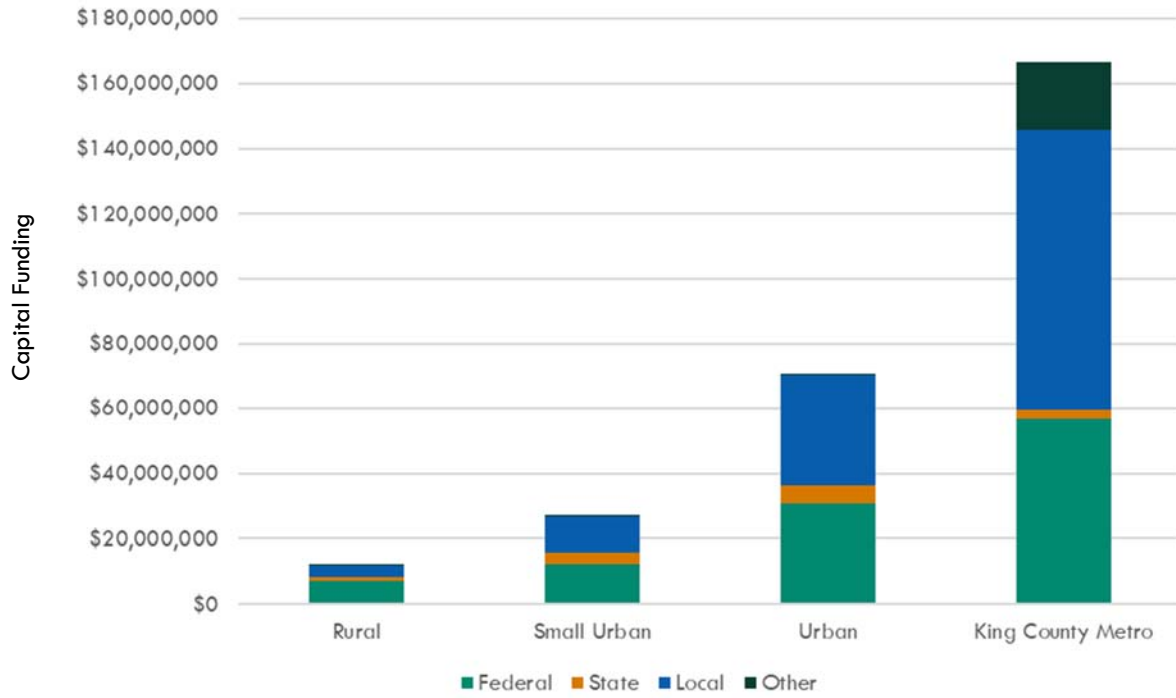
Figure 2-39 Percent of Capital Funding by Source by Agency Classification, 2009-2017



Source: NTD, 2017



Figure 2-40 Total Capital Funding by Source by Agency Classification, 2009-2017



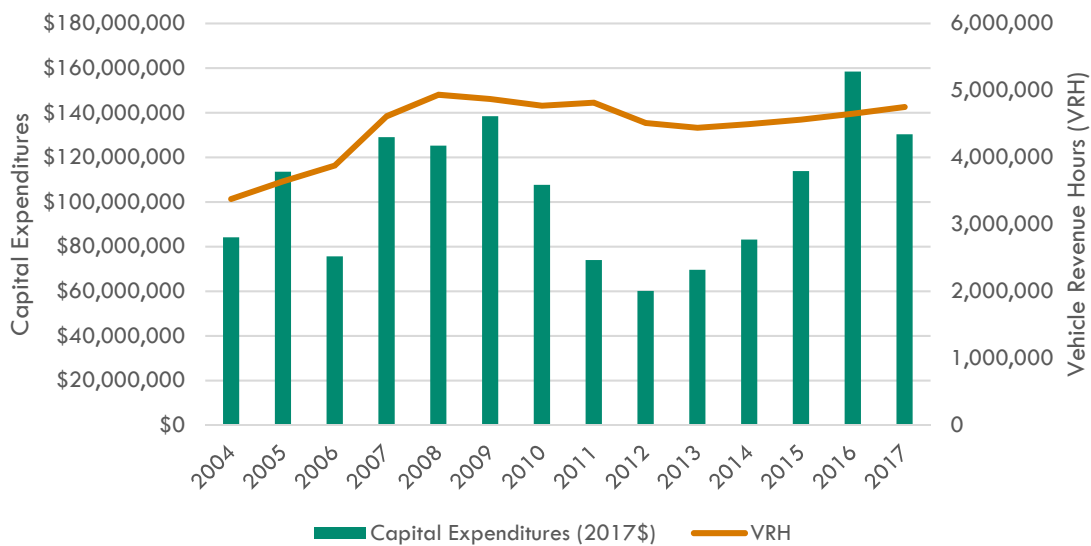
Source: NTD, 2017

## MANAGEMENT IN THE FACE OF ADVERSITY

Washington’s transit agencies have been able to continue operations, despite challenges posed by volatile and unpredictable funding. The state’s transit agencies have done a particularly good job maintaining service in the face of revenue loss and uncertainty caused by the Great Recession and elimination of MVET revenues.

During the Great Recession, transit agencies scaled back capital expenditures and extended the life of assets to maintain service levels. This strategy for continued service provision was primarily pursued by the agencies outside of King County and is well-illustrated by Figure 2-41, which shows a large Great Recession dip in capital expenditures but only a small reduction in revenue hours.

Figure 2-41 Capital Expenditures and Revenue Hours for All Agencies except KCM, 2004-2017

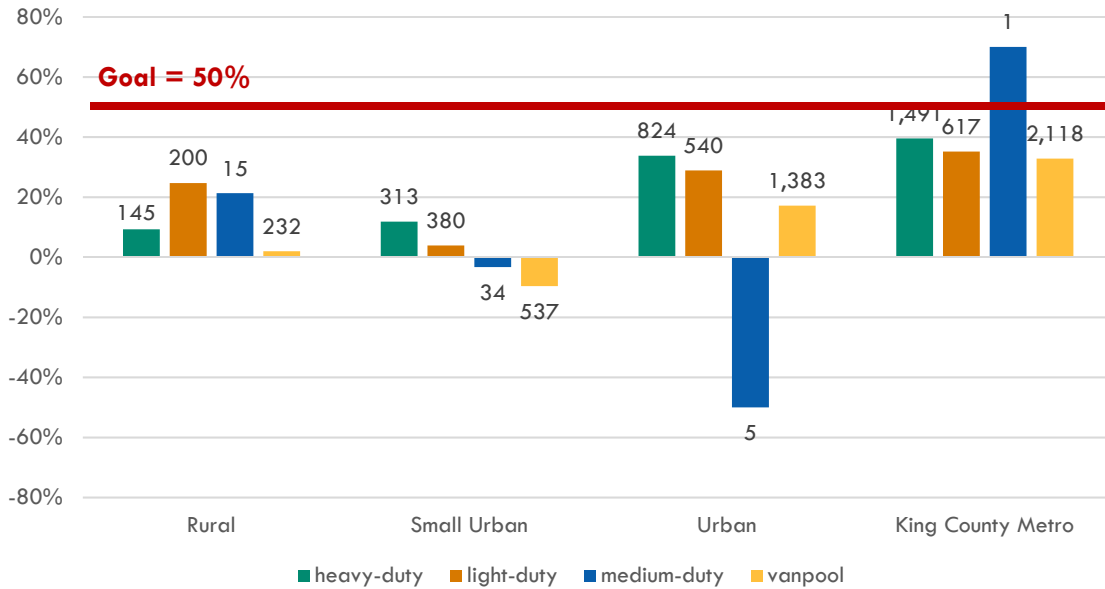


Source: NTD, 2017

This trade-off preserved as much transit service in communities as feasible, while maintaining most capital assets in a SGR. Today, only 4% of Washington State transit vehicles and 9% of facilities are not in a SGR. Maintaining fleets and facilities to this level of SGR, despite reduced capital spending, is laudable and represents good stewardship of limited resources.

However, preserving service by postponing capital expenditures left Washington agencies with an aged transit fleet, facilities in need of modernization, and a raft of delayed expansions needed to meet the demands of growing population and employment. With the exception of the single KCM medium-duty vehicle, the average percent remaining ULB for each vehicle class in each agency classification is below the standard of 50% (Figure 2-42).

Figure 2-42 Average Percent Remaining ULB by Vehicle Type by Agency Classification



Note: Negative percent remaining ULB represents vehicles that are operating past their ULB.

Because agencies postponed infrastructure expansions, there are now facility-based constraints to expansion of service. Agencies that would like to add buses to their fleet and service hours to their schedule cannot because they lack necessary maintenance bays, secure yard space, and/or administrative facilities. Among Urban and Small Urban agencies, 11 of 18 reported moderate-to-severe capacity constraints are caused by undersized facilities.

Across the state, 65% of agencies are planning service expansions in the future, nearly all of which are dependent upon capital asset acquisition—either new vehicles for the service expansion, additional maintenance and operations facilities to support the service expansion, or both. Some of these expansions are meant to support growing populations and job centers, others are intended to restore service cut during the Great Recession, and others are described by agencies as service improvements. Six of the seven urban agencies in the state—which collectively carry 85% of the state’s annual bus passengers—are planning service expansions. This topic is explored further in Chapter 3.

Although Washington’s transit agencies weathered trouble times well, they are now entering a period in which they must grow to support the state’s burgeoning economy. Significant unfunded capital needs are a roadblock to that growth.

## 3 Replacement and Expansion Needs

### INTRODUCTION

The previous chapter provided a “state of the system” report on Washington’s public transit agencies, detailing recent trends in service, ridership, and funding, and providing a snapshot of SGR for the state’s transit capital assets. This chapter projects that snapshot into the future, providing a forecast of the next 10 years of transit capital needs. This chapter discusses the following:

- **Ten-Year Capital Funding Needs** – This section uses data provided through transit agency on-site visits, interviews, and planning documents to summarize capital replacement and expansion needs through 2028 for all agencies included in this study.
- **Funding Scenarios** – This section presents potential 10-year capital needs in four funding scenarios for Washington’s transit agencies: Status Quo, Service Restoration, Planned Expansion, and Economic Distress, along with associated costs and anticipated funding sources in each scenario.
- **Policy Considerations** – This section provides additional context for policy discussions about Washington State participation in transit capital funding, including:
  - Transit service impacts associated with various theoretical levels of state participation in capital funding;
  - A review of select U.S. states’ approaches to transit funding; and
  - Measures of service provision that could be used at a statewide policy level to establish overall goals for the provision of transit service (and thus, transit capital needs) statewide.

## Key Findings

- **Statewide, existing funding sources appear to meet the estimated replacement needs for Urban agencies and King County Metro.** Small Urban agencies and Rural agencies have replacement funding gaps of \$13 million and \$5 million, respectively.
- **The total projected rolling stock replacement needs over the next 10 years is approximately \$1.9 billion (in 2017 dollars).** There are peaks and valleys in the annual projected expenditures over the next 10 years, with a maximum annual need of \$515 million and a minimum annual need of \$64 million.
- **The total projected statewide capital needs between 2019 and 2028, in terms of both replacement and expansion, range between approximately \$3.97 billion and \$5.97 billion.** This includes approximately \$2.1 billion in replacement costs and between \$1.86 billion and \$3.87 billion in expansion costs between 2019 and 2028.
- **The statewide funding gap for service restoration and expansion costs is between \$593 million and \$2.591 billion.**
- **Urban Systems and King County Metro are expanding.** Nearly every Urban system and King County Metro are planning to expand their fleet size and MOAB facilities or have identified a need to expand their facilities due to capacity constraints. This represents a significant, long-term capital need for the largest agencies in the state.
- **If Washington State were to fund 100% of existing local capital expenditures, transit service could be increased by 11% statewide.**
- **Across the U.S., Washington ranks 17<sup>th</sup> in terms of state funding for transit per capita.** Washington provides \$14.07 in state transit funding per person compared to an average of \$42.11 and a high of \$290.55 in Massachusetts.

## STATUS QUO FUNDING

Projected “Status Quo” funding is a calculation of anticipated local, state, and federal revenues over the next 10 years. This calculation assumes stable federal funding and no economic downturn. Status Quo funding is anticipated to be approximately \$3.379 billion between 2019 and 2028, but it is not distributed evenly between agency classifications.

The calculation for projected Status Quo funding includes all available revenues, including some not available for replacement and maintenance:

- **Voter-approved expansion:** Funding initiatives specifically approved by voters for capital expansion, service expansion, or specific projects must be used for that purpose. Some examples include recent voter-approved sales tax revenue increases for King County Metro, Community Transit, Spokane Transit Authority, Intercity Transit, and Kitsap Transit.
- **State Regional Mobility Grants:** These grants are to fund new or expanded capital facilities and/or operations. Grant monies are not available to fund on-going replacement needs.

This study does not segregate out funding dedicated to capital expansion and/or service expansion. While possible, that work is outside the scope of the legislative budget proviso and the

scope of work as defined for this study. Because all revenue is counted, Status Quo capital funding overestimates available revenues for capital replacement purposes. There are sufficient resources to fund the estimated current status quo, but there are no “extra” dollars.

## TEN-YEAR CAPITAL FUNDING NEEDS

Operating transit service requires capital investments, including new vehicles, vehicle maintenance and storage facilities, and passenger facilities, such as stations, bus shelters, and park-and-ride lots. One purpose of this transit capital needs analysis is to estimate capital needs and associated financial implications with a goal of identifying strategies to help meet this need. In general, needs are identified both system-wide and individually for each agency classification, including Rural, Small Urban, Urban, and King County Metro.

For the purposes of this study, capital needs are broadly categorized to include both rolling stock and facilities. Rolling stock includes vanpools, heavy-duty, medium-duty, and light-duty vehicles. Facilities include maintenance, operations, and administration (MOAB) facilities; infrastructure (power substations, overhead trolley wires, etc.); park-and-ride lots; passenger facilities; transit centers; and other facilities. Capital investment needs within the state are three-fold:

1. Vehicles and facilities required to maintain the existing transit network (Replacement Needs).
2. Vehicles and facilities necessary to expand transit service to pre-recession levels per current combined population and employment (Service Restoration Needs)<sup>1</sup>
3. Vehicles and facilities necessary to grow the transit network in line with identified service needs and expansion plans (Planned Expansion Needs).<sup>2</sup>

Identifying and defining expansion needs for each agency over a 10-year timeframe is less standardized than projected replacement schedules according to agency-assigned ULBs. These capital needs are projected based on several assumptions regarding different levels of expansion. Additionally, any expansion scenario would also result in increased operating costs, which are not within the scope of this project to evaluate for each agency.

The identified needs are focused on planned and projected expenditures based on the stated ULB of existing capital assets and the identified expansion plans for 2019 through 2028 as discussed during agency interviews or related correspondence. A summary of the replacement and expansion capital costs for each agency classification and the state as a whole is shown in Figure 3-1.

---

<sup>1</sup> Service Restoration Needs were calculated by assessing the pre-recession revenue hours per combined statewide population and employment in 2008. Revenue hours were then increased in order to keep pace with observed population and employment growth between 2008 and 2017, and projected population and employment growth between 2017 and 2028. The Estimated Replacement Costs were then subtracted from the total projected capital costs in order to isolate the capital costs attributed to the expansion. This Service Restoration scenario is intended to identify the level of transit service that could be provided if agencies did not have a backlog of capital needs stemming from recessionary funding cuts. The Service Restoration costs are attributed to each agency classification proportionally to their Planned Expansion Costs.

<sup>2</sup> Where possible, planned expansion costs are taken directly from the average annual capital expansion cost listed in the agencies' most recent TDP. For agencies that do not specify expansion costs in their TDP, the percent of the capital budget allocated to expansion costs is averaged for each agency classification (Rural, Small Urban, and Urban) and applied to the average annual capital expenditures stated in the TDP to extrapolate an estimated planned expansion cost, aggregated to the agency classification level.

The projected status quo funding levels, replacement costs, combined replacement and expansion costs, and projected funding gaps for the Service Restoration scenario and Planned Expansion scenario are shown in Figure 3-2 and Figure 3-3. While the projected Status Quo funding appears to meet the Estimated Replacement costs at a statewide level, the funding is not distributed evenly between agency classifications, and there are identified funding gaps for Small Urban and Rural agencies.

Figure 3-1 Statewide Transit Capital Needs Summary, 2019-2028 (millions of dollars)

Agency Classification	Estimated Replacement Costs	Service Restoration Additional Costs	Planned Expansion Additional Costs
King County Metro	\$1,250	\$1,181	\$2,450
Urban	\$480	\$612	\$1,270
Small Urban	\$272	\$51	\$106
Rural	\$102	\$24	\$50
<b>Statewide</b>	<b>\$2,104</b>	<b>\$1,868</b>	<b>\$3,876</b>

Figure 3-2 Statewide Replacement Capital Needs and Funding Gaps, 2019-2028 (millions of dollars)

Agency Classification	Projected Status Quo Capital Funding	Estimated Replacement Costs	Estimated Replacement Funding Gap
King County Metro	\$2,011	\$1,250	--
Urban	\$1,011	\$480	--
Small Urban	\$259	\$272	\$13
Rural	\$97	\$102	\$5
<b>Statewide</b>	<b>\$3,379</b>	<b>\$2,104</b>	<b>--</b>

Figure 3-3 Statewide Service Restoration and Planned Expansion Capital Needs and Funding Gaps, 2019-2028 (millions of dollars)

Agency Classification	Projected Status Quo Capital Funding	Service Restoration and Replacement Costs	Service Restoration Funding Gap	Planned Expansion and Replacement Costs	Planned Expansion Funding Gap
King County Metro	\$2,011	\$2,431	\$420	\$3,700	\$1,689
Urban	\$1,011	\$1,092	\$81	\$1,750	\$739
Small Urban	\$259	\$323	\$64	\$378	\$119
Rural	\$97	\$126	\$29	\$151	\$54
Statewide	\$3,379	\$3,972	\$593	\$5,979	\$2,591

The distribution of the combined replacement and expansion capital costs by agency classification for the Service Restoration and Planned Expansion scenarios are shown in Figure 3-4 and Figure 3-5, respectively. The majority of planned capital costs in both scenarios (61-62%) are attributed to King County Metro, with an additional 28-29% attributed to the Urban systems. Nearly all Urban agencies and King County Metro identified moderate to significant capacity constraints and service expansion plans. These urbanized agencies are generally planning both fleet expansions (to provide additional service) and facilities expansions (to store and maintain the additional vehicles). These expansionary costs are indicative of the current capacity constraints and planned expansions that are characteristic of the urbanized agencies in the state.

Figure 3-6 shows projected Status Quo funding in comparison to estimated Replacement, Service Restoration, and Planned Expansion costs and anticipated funding gaps associated with each of these scenarios. Statewide, the Service Restoration funding gap is estimated at \$593 million, and the Planned Expansion funding gap is estimated at \$2.591 billion.



Figure 3-4 Statewide Estimated Replacement and Service Restoration Capital Costs by Agency Classification, 2019-2028

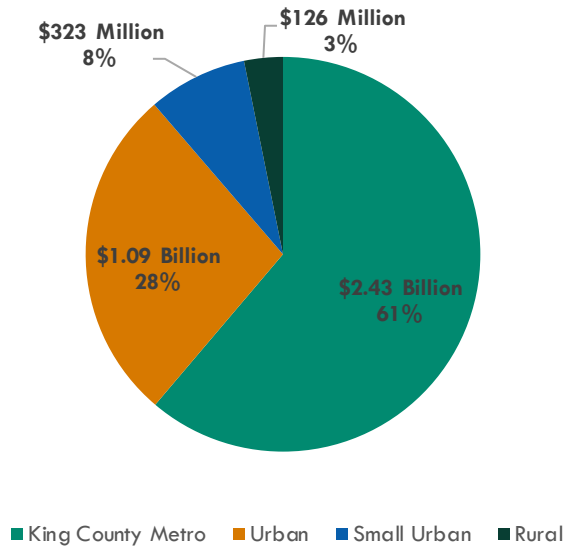
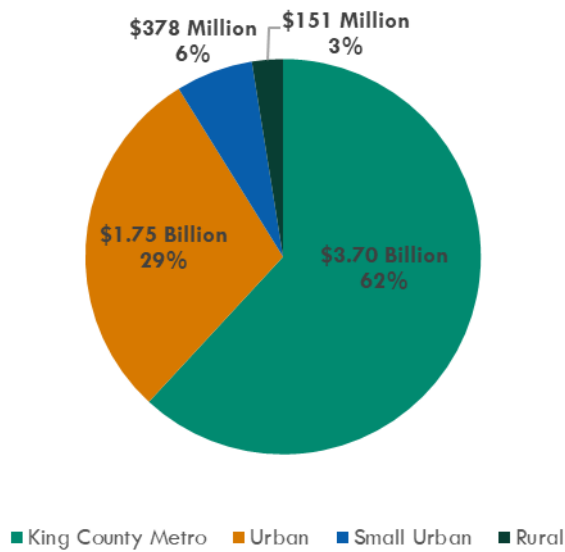
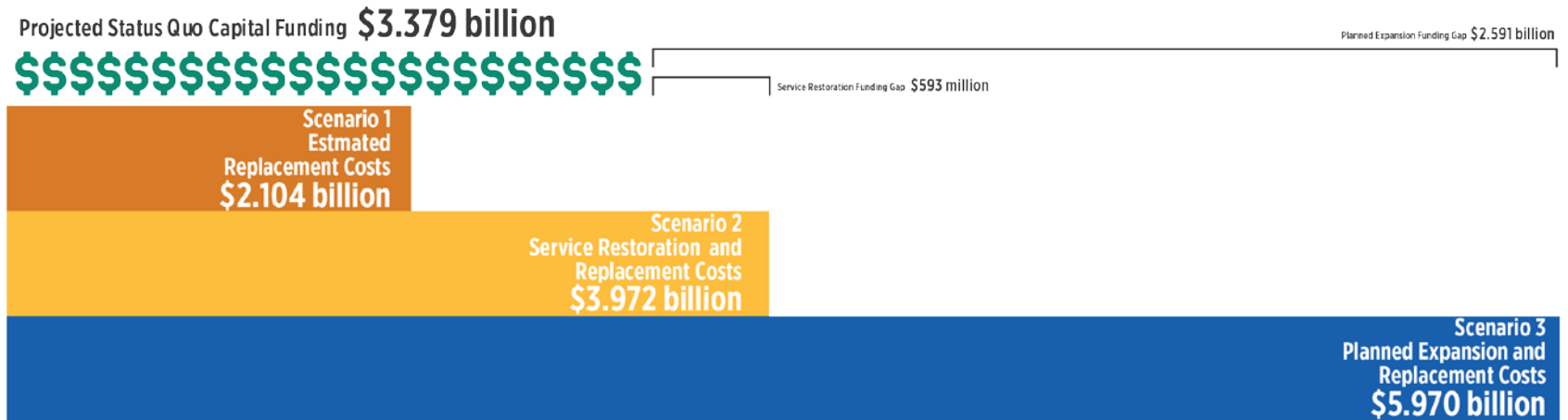


Figure 3-5 Statewide Estimated Replacement and Planned Expansion Capital Costs by Agency Classification, 2019-2028



Source: WSDOT 2018

Figure 3-6 Projected Status Quo Capital Funding and Funding Gaps, 2019-2028 (millions of dollars)



## Replacement Needs

To maintain the status quo of transit operations, agencies perform routine maintenance on vehicles and facilities; however, these maintenance costs are categorized as operating, not capital, expenses. Thus, the capital replacement needs for transit agencies can be projected by determining the timeline for vehicle and facility replacements according to each agency's stated ULBs.

### Rolling Stock

Rolling stock replacement is a relatively consistent and predictable recurring capital cost for transit agencies. In Washington, agencies establish their own ULBs based on the type of vehicles they operate, the unique operating context of their service area, and how long they can reasonably expect their vehicles to meet their ongoing needs. ULBs for rolling stock in Washington range from as few as 4 years for vanpools to as many as 30 years for some heavy-duty vehicles and trolley buses.

Projected replacement schedules were produced for each agency in the state by extrapolating their existing fleet, ULB, and estimated replacement costs. These scheduled vehicle replacement costs, summarized by agency classification, are shown in Figure 3-7. The total projected cost for statewide rolling stock replacement needs over the next 10 years is approximately \$1.9 billion, 63% of which is attributable to King County Metro, as shown in Figure 3-8.

This projected schedule indicates that there are significant expenditures—over \$200 million per year—projected for 2023, 2024, 2027, and 2028. Historically, funding availability and earmarks incentivized some agencies to purchase large fleets of vehicles in a single year. Large influxes of new vehicles can drastically improve an agency's percent of ULB remaining and state of good repair; however, all of these vehicles reach their scheduled ULB at the same time, resulting in a rapidly aging fleet and large spikes in capital need for the agency. In 2027 and 2028, King County Metro is scheduled to replace a significant portion of their trolleybus fleet. These vehicles have proven to reliably and safely exceed their ULBs and therefore will likely not be replaced in a single fiscal year.

During the site visit and agency interview process, a trend emerged indicating that agencies have begun programming their rolling stock replacement expenditures in smaller annual purchases to prevent this bulk fleet replacement issue. More consistent funding would allow agencies to smooth out these expenditures and make smaller, more frequent capital investments. Sophisticated asset management and capital planning has led a number of agencies to begin allocating funding for vehicle replacement on an annualized basis, thus the average annual capital cost over the next 10 years may be a more accurate representation of how agencies allocate funding for fleet replacement expenditures, as shown in Figure 3-7.

Figure 3-7 Scheduled Annual Vehicle Replacement Costs by Agency Type

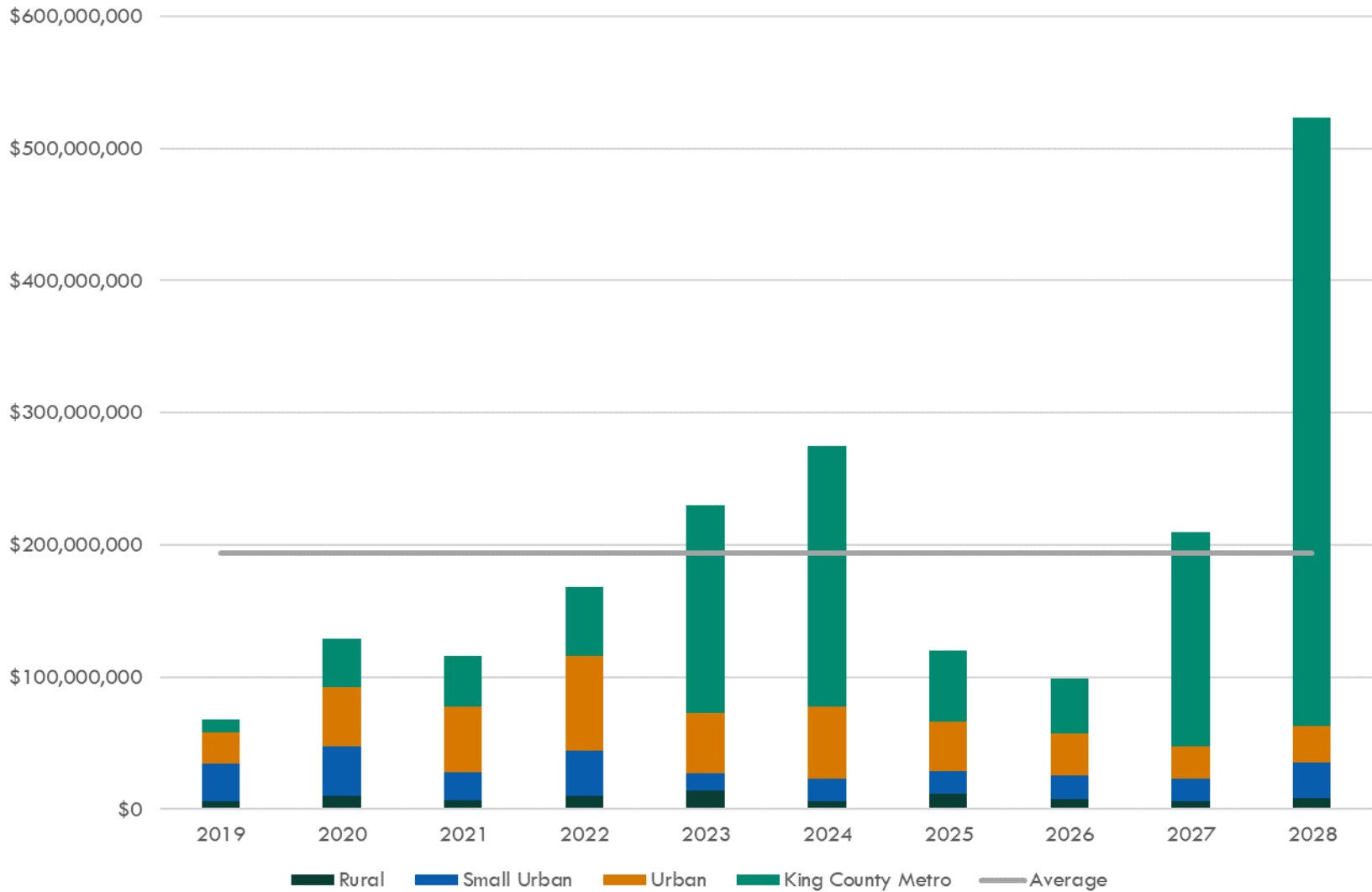
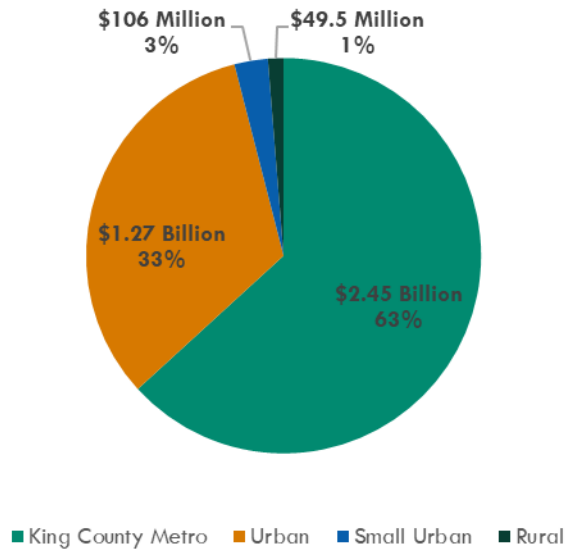


Figure 3-8 Planned Replacement Vehicle Costs by Agency Classification, 2019-2028



**Facilities**

Unlike rolling stock, projected facility replacements are much more variable from agency to agency and year to year. In general, facilities have a longer useful life than individual vehicles: some MOAB facilities and park-and-ride lots, for example, have ULBs in the range of 50-60 years. The projected replacement schedule for facilities, shown in Figure 3-9, indicates that the average annual expenditure for facilities over the next 10 years is less than for rolling stock—about \$20 million for facilities compared to about \$190 million for rolling stock.

There is a large increase in facility replacement costs for Small Urban systems shown in 2024. This is due in part to MOAB facilities for Intercity Transit reaching their ULB in that year, accounting for \$37 million of the projected \$55 million statewide.

The estimated expenditures for facility replacement in the state between 2019 and 2028, according to facility ULBs, is approximately \$197 million, the majority of which is attributed to the largest agencies in the state, with Urban agencies accounting for 41% and King County Metro accounting for 22%. Small Urban facility replacements also constitute 33% of these estimated costs.

Agencies generally program their facilities replacement expenditures over a long period of time to ease budgeting constraints and ensure there is sufficient funding for new facilities before the existing facility reaches the end of its useful life. Thus, the average annual replacement cost may be a more accurate representation of capital needs to account for the annual variation, as shown in Figure 3-9.

Figure 3-9 Scheduled Annual Facility Replacement Costs by Agency Type

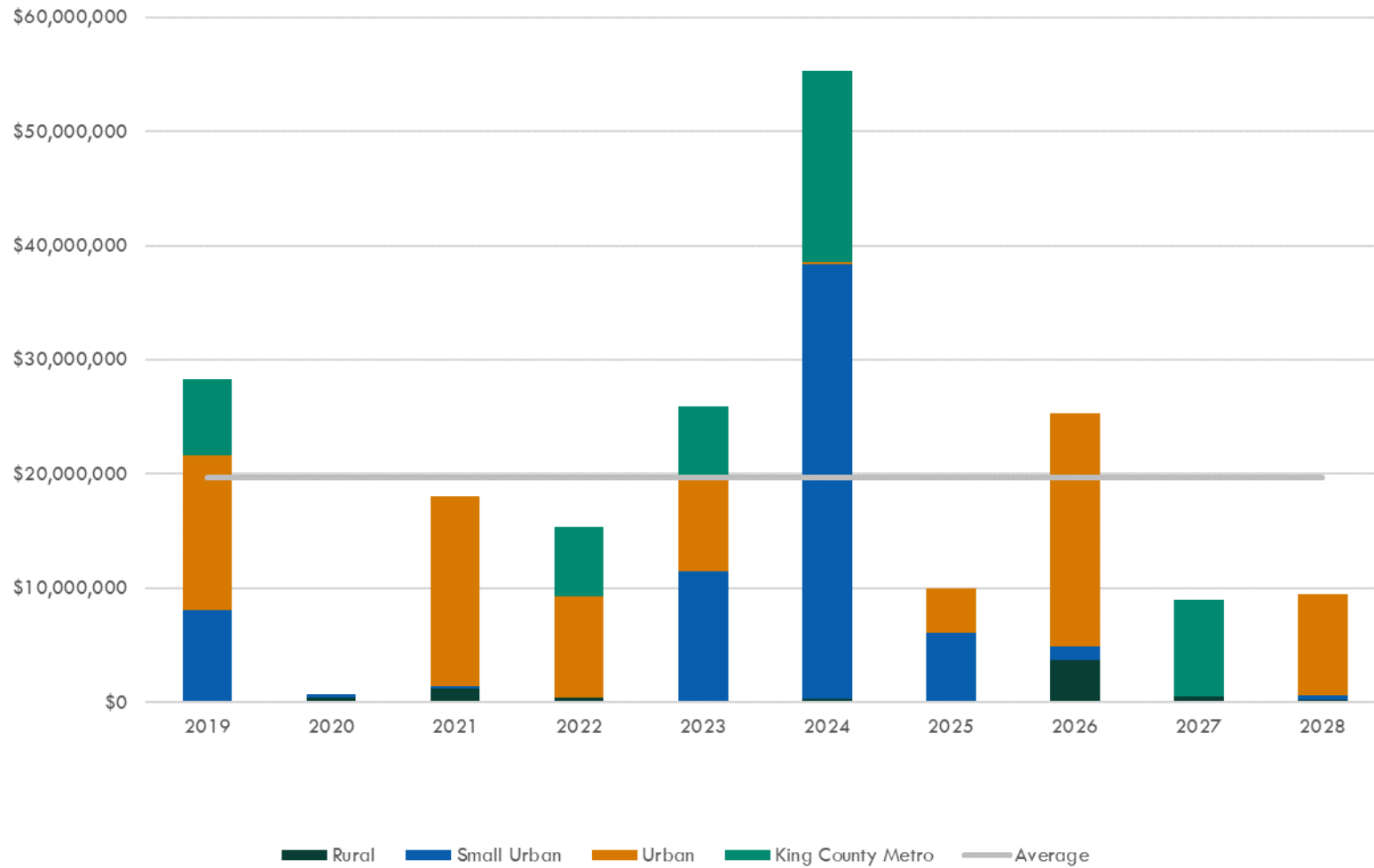
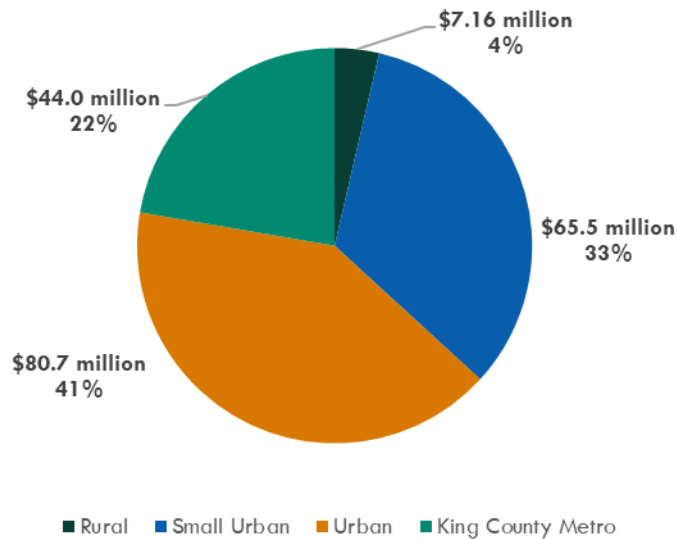


Figure 3-10 Estimated Replacement Facilities Costs by Agency Classification, 2019-2028



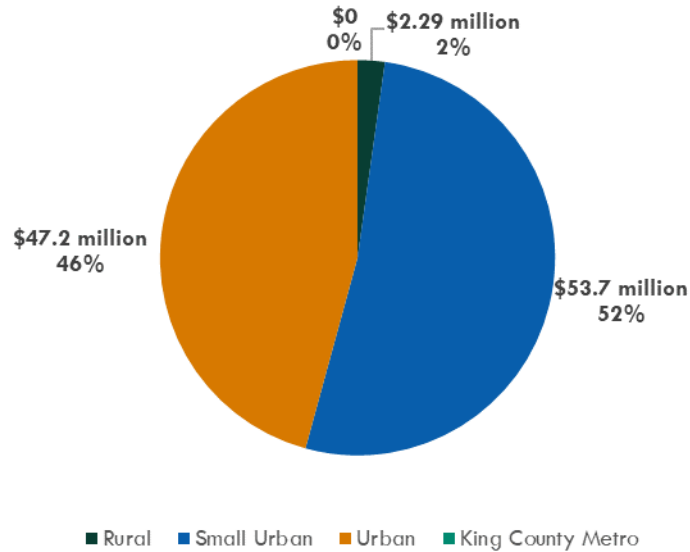
**MOAB Facilities**

MOAB facilities, which can be combined into one multi-purpose facility or multiple, standalone facilities, represent critical capital facilities in the state. Nearly every agency has some form of maintenance, operations, administration, or multi-purpose facility, with the exception of a few small agencies, which lease space and contract out their vehicle maintenance.

The condition and capacity of MOAB facilities have emerged as potential constraints for agencies exploring fleet and service expansions. Keeping MOAB facilities in a state of good repair is critical for agencies to perform preventative vehicle maintenance and continue providing service for their customers.

Estimated replacement costs for MOAB facilities are shown in Figure 3-11. Over the next 10 years, Urban and Small Urban agencies account for 98% of MOAB facilities replacement costs. King County Metro has no existing MOAB facilities scheduled for replacement during this time period; however, the agency has indicated significant capacity constraints in their existing facilities and are in the process of actively expanding and constructing new facilities.

Figure 3-11 Estimated MOAB Facilities Replacement Costs by Agency Classification, 2019-2028



### Service Restoration Needs

The Service Restoration scenario assesses the capital funding required to restore transit service to pre-recession levels using actual population and employment growth as the basis.

Since 2008, transit service (as measured in annual revenue hours) has increased at a slower rate than population and employment in the State of Washington. This scenario addresses the capital costs required to increase transit service through 2028 according to observed and projected population and employment growth. This scenario has three main components:

1. **Increase Current Service to Pre-Recession Levels:** Determine estimated revenue hours and capital costs in 2017 using observed population and employment growth between 2008 and 2017<sup>3</sup>.
2. **Project Service According to Population and Employment Growth Through 2028:** Use projected population and employment growth between 2017 and 2028 to estimate future revenue hours and associated capital costs.
3. **Isolate Service Restoration Capital Costs from:** Use established replacement and expansion funding needs described previously to determine future-year capital costs specifically related to expansion.

<sup>3</sup> the most recent year for which service data was available



**Increase Current Service Levels to Pre-Recession Levels**

Between 2008 and 2017, actual transit revenue hours in Washington increased by 6%, while statewide population and employment increased by 10%, as shown in Figure 3-12. In 2017, total capital funding per revenue hour was calculated at \$34.77 per revenue hour<sup>4</sup>, with total capital funding of \$332 million.

Methodology developed as part of the Service Restoration scenario assumes a level of expansion in which revenue hours from 2008 to 2017 increase at the same 10% rate as population and employment, rather than the observed 6% increase (Figure 3-13). This methodology results in an additional 368,834 annual revenue hours of service in the state in 2017 compared to observed revenue hours.

Applying the observed 2017 capital funding per revenue hour (\$34.77) to the Service Restoration revenue hours results in annual capital costs of \$345 million in 2017. This represents a \$13 million annual increase in capital funding requirements over the 2017 observed annual capital funding of \$332 million.

Figure 3-12 Observed Demographics, Transit Service, and Capital Funding, 2008-2017

	2008 Observed	2017 Observed	Percent Change
Revenue Hours	9,023,635	9,546,898	6%
Population and Employment	9,746,642	10,710,217	10%
Capital Funding	\$260 million	\$332 million	
Capital Funding per Revenue Hour	\$28.77	\$34.77	

Source: NTD (2008-2017), US Census Bureau (2008-2017)

Figure 3-13 Projected Revenue Hours and Capital Funding using Service Restoration Methodology, 2008-2017

	2017 Service Restoration Methodology	Difference from 2017 Observed
Revenue Hours	9,915,732	368,834
Capital Funding	\$345 million	\$13 million

Source: NTD (2008-2017), US Census Bureau (2008-2017)

<sup>4</sup> \$34.77 represents all capital costs (replacement and expansion).

**Project Service According to Population and Employment Growth Through 2028**

This \$13 million annual increase in capital costs represents the additional costs required to expand service to pre-recession levels for the year 2017, using actual population and employment growth as the foundation.

To evaluate the capital costs required to continue expanding service consistently with population and employment growth through 2028, statewide projections for population and employment growth were collected from the Washington State Office of Financial Management and Washington State Employment Security Department. These projections yield a 2028 combined population and employment of 12,330,869, representing a 15% increase over 2017 levels.

Increasing the 2017 Service Restoration revenue hours by 15% results in a projected total of 11,416,164 revenue hours in 2028—an increase of 1,500,432 revenue hours. Again, applying the \$34.77 capital cost per revenue hour yields an annual capital cost of approximately \$397 million in 2028—an increase of approximately \$52 million from 2017—as shown in Figure 3-14. These figures include the capital costs associated with estimated replacement of fleet and facilities, as well as expansion related costs.

Figure 3-14 Existing and Projected Revenue Hours and Capital Costs for Service Restoration (2028)

	2017 with Service Restoration	Percent Increase	2028 with Service Restoration	2028 Additional with Service Restoration
Revenue Hours	9,915,732	15%	11,416,164	1,500,432
Capital Funding	\$345 million	15%	\$397 million	\$52 million

Source: NTD (2017), US Census Bureau (2017), WA OFM (2018), WA ESD (2018)

**Isolate Service Restoration Capital Costs from Replacement**

Combining this \$397 million annual capital funding requirement for 2028 over the 10-year period results in a total capital funding requirement of \$3.97 billion. The \$3.97 billion figure represents all capital costs for the agency, including costs associated with replacement. Removing the replacement costs, previously identified as \$2.104 billion in the Replacement Needs section, to isolate the capital funding requirements attributable to the service expansion, results in a 10-year expansion capital cost projection of \$1.868 billion, shown in Figure 3-15.<sup>5</sup>

Figure 3-15 Service Restoration Scenario Ten-Year Projected Capital Costs (millions of dollars)

	2028 with Service Restoration	2019-2028 with Service Restoration	2019-2028 Replacement Costs	2019-2028 Service Restoration Expansion Costs
Capital Funding	\$397	\$3,972	\$2,104	\$1,868

<sup>5</sup> This assessment takes a conservative approach by calculating the percent increase from 2017 to 2028 to determine the total annual funding in the 2028 horizon year. This amount is then assumed as the annual capital funding requirement for each year during the 10-year time frame.

## Planned Expansion Needs

Planned Expansion needs are primarily identified through agency documentation, TDPs, and information collected during site visits and agency interviews. The criteria assessed in determining expansion needs include:

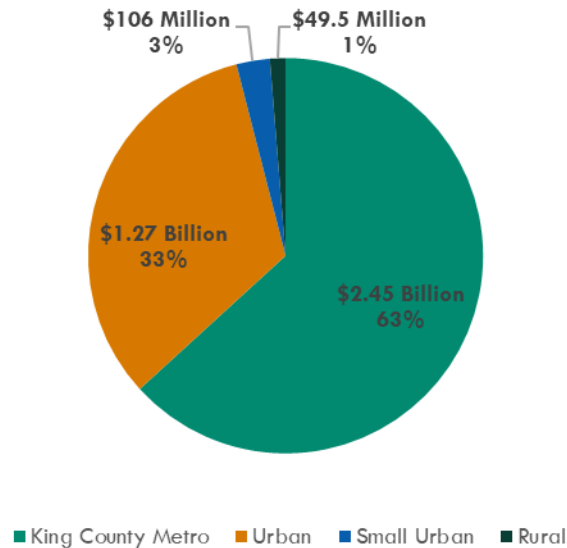
- **Capacity Constraints** – the level to which agency growth or expansion is limited by available capacity in their maintenance, operations, and/or administrative facilities:
  - *None* – No significant issues with capacity constraints.
  - *Low* – May have capacity constraints in the future if growth occurs.
  - *Moderate* – Need to expand facilities before expanding fleet size.
  - *High* – Currently operating over capacity in existing facilities.
- **MOAB Expansion** – related to capacity constraints, whether the agency plans to expand their maintenance, operations, and administrative facilities:
  - *None Planned* – No plans to expand existing facilities.
  - *Identified Need* – Identified a need to expand in the future but has not initiated the planning process.
  - *Planned Expansion* – In the process of planning a new or expanded facility.
  - *Actively Expanding* – Facility expansion has been planned and is in the process of being implemented or developed.
- **Fleet Expansion** – the level to which each agency is planning to increase their fleet size, relative to their existing size:
  - *None Planned* – No plans to expand existing fleet.
  - *Minor Expansion* – Planning small, incremental fleet expansions of only a few vehicles.
  - *Service Restoration* – Planning a fleet expansion capable of providing some additional service improvements.
  - *Significant Expansion* – Planning a large fleet expansion to significantly improve service.
- **Average Annual Planned Expansion** – Planned and projected capital expenditures are included in each agency’s TDP. In some cases, these costs are identified for replacement needs and for expansion needs independently, but in others, they are reported as a single lump sum. Where possible, the average annual percent of the capital budget designated for expansion needs was calculated for each agency classification. This average percentage was then used to extrapolate projected expansion costs for the remaining agencies.

Capacity constraints and expansion plans for each agency classification are summarized in Figure 3-16 and Figure 3-17.

Figure 3-16 Capacity Constraints and Expansion Plans

Agency	Capacity Constraints	MOAB Expansion	Fleet Expansion	Planned Expansion Costs (millions of dollars)
King County Metro	High	Actively Expanding	Significant Expansion	\$2,450
Urban	Moderate - High	Planned or Actively Expanding	Moderate - Significant Expansion	\$1,270
Small Urban	Low - Moderate	Some Planned Expansion	None - Moderate	\$106
Rural	None - Low	None Planned	None - Minor	\$49.5

Figure 3-17 Planned Expansion Costs by Agency Classification, 2019-2028



**Rolling Stock**

Urban transit agencies and King County Metro are almost universally planning moderate or significant fleet expansions over the next 10 years. The lone exception is Ben Franklin Transit, which is planning a small expansion of revenue hours and frequency with their existing fleet size. Significant service expansions generally require expanding both vehicle fleet size and MOAB facilities to meet growing maintenance and storage needs associated with the larger fleet. This is reflected in the identified capacity constraints, MOAB expansion plans, and large planned expansion costs for these agencies.

Most Rural and Small Urban agencies either have no plans to expand their fleet or are planning for minor expansions of only a few additional vehicles as demand for transit increases in their service area. The exceptions to this case are Kitsap Transit and Intercity Transit, which are planning for more moderate and significant fleet expansions. Intercity Transit in particular is planning for a significant fleet expansion following the voter-approved Proposition 1 to increase local sales tax for transit by an additional 0.4%. Kitsap Transit is also at capacity at their bases and has significant new capital needs related to their passenger facilities.

## Facilities

Facilities expansions vary significantly between agency classifications depending on their size, service area characteristics, and planned service expansions. King County Metro and Urban systems in the state have identified maintenance and operating base capacity constraints as a key issue preventing expanding their vehicle fleet size and providing additional service; thus, these agencies have ambitious expansion plans for MOAB facilities. Rural and Small Urban agencies with less ambitious expansion plans or minimal capacity constraints are more likely to expand their network of park-and-ride lots, transit centers, and passenger facilities to incrementally improve access to transit and amenities to encourage additional ridership.

Agencies generally program their facilities replacement expenditures over a long period of time to ease budgeting constraints and ensure there is sufficient funding for new developments before the existing facility reaches the end of its useful life.

## FUNDING SCENARIOS

This chapter describes four funding scenarios for Washington State's transit agencies: Status Quo, Service Restoration, Planned Expansion, and Economic Distress. The Status Quo, Service Restoration, and Planned Expansion scenarios are described in detail in the previous section, and this section primarily focuses on assessing the possible impacts of an economic downturn on transit capital expenditures and comparing this to the other funding scenarios.

Transit agencies' actual response to the Great Recession provides the starting point for this analysis. As discussed in Chapter 2, most of Washington's transit agencies delayed capital expenditures during the recession in order to maintain as much transit service as possible. This created a strain on agencies' budgets from which many are still trying to recover.

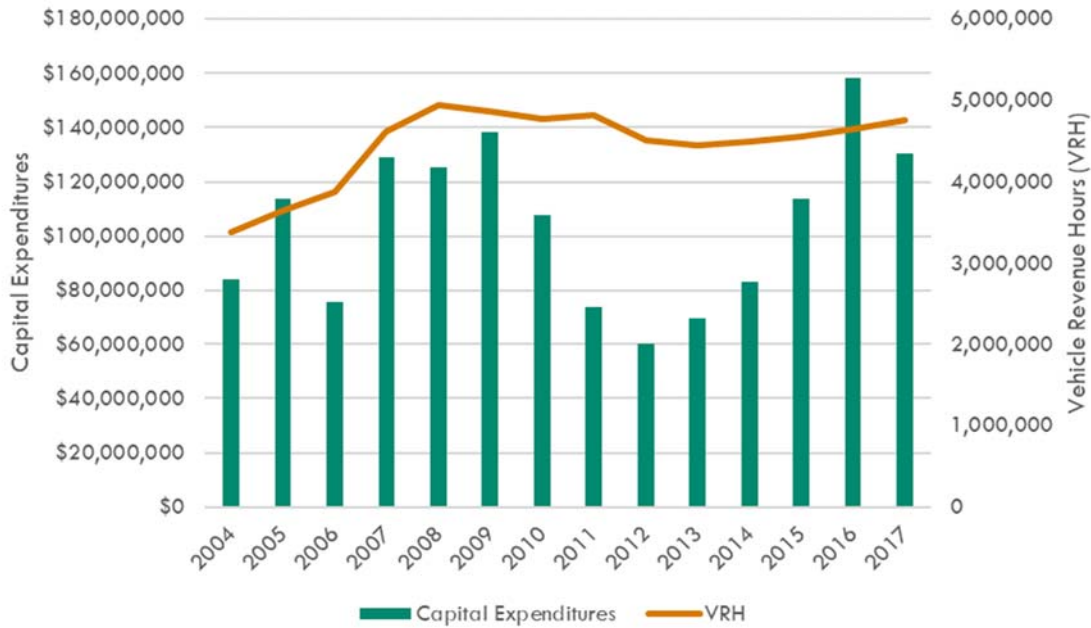
Figure 3-18 compares annual capital expenditures and vehicle revenue hours (VRH) for all agencies except King County Metro from 2004 through 2017. Prior to 2016, capital expenditures peaked in 2009, declined each year through 2012, and then steadily increased above pre-recession values by 2016. During this time, VRH dipped slightly, but not in proportion to capital spending.<sup>6</sup>

On average, agencies spent 34% less on capital from 2010-2014 than it did in the years preceding and following (2004-2009 and 2015-2017), while annual VRH were actually 6% higher on average when comparing the same periods. Therefore, **in an economic distress scenario, it is assumed that agencies would similarly prioritize keeping service on the street while delaying capital expenditures.**

---

<sup>6</sup> With an operation that is orders of magnitude greater than other agencies in the state, King County Metro's capital expenditures did not follow a similar pattern through the recession and therefore were not included in this analysis.

Figure 3-18 Capital Expenditures and VRH for all Agencies except King County Metro, 2004-2017



Source: NTD, 2017

The resulting forecasted 10-year capital needs in this scenario are shown in Figure 3-19, side by side with projected 10-year capital needs in the Status Quo and Expansion scenarios. It was assumed that all agencies would experience a five-year period of reduced capital spending that averaged 34% less than the “Status Quo” year. This resulted in an overall reduction of 10-year capital expenditures by approximately \$358 million compared to the Status Quo scenario. King County Metro accounts for more than half of this figure; if removed from the total, the forecasted capital expenditures for all other agencies in the economic distress scenario would be about \$145 million lower than the Status Quo scenario.

Based on agency interviews, it is likely that facility upgrades and replacements would be postponed and rolling stock would be kept in the fleet longer than recommended given current ULBs. This could lead to increased maintenance costs and larger capital needs in out years.

Figure 3-19 Forecasted 2019-2028 Capital Expenditures in Status Quo, Expansion, and Economic Distress Scenarios (millions of dollars)

Agency Classification	Status Quo	Service Restoration and Replacement	Planned Expansion and Replacement	Economic Distress
King County Metro	\$1,250	\$2,431	\$3,700	\$1,040
Urban	\$480	\$1,092	\$1,750	\$398
Small Urban	\$272	\$323	\$378	\$226
Rural	\$102	\$126	\$151	\$85
<b>Statewide</b>	<b>\$2,104</b>	<b>\$3,972</b>	<b>\$5,979</b>	<b>\$1,750</b>

Status Quo assumes no changes to meet growth that has actually occurred and no expansion of service, fleet, or facilities. Expenditures reflect capital expenditures only.

## POLICY CONSIDERATIONS

This section provides additional information and research that may help to inform policy discussions about the level of state assistance for transit capital. First, it covers three hypothetical scenarios for additional state funding of transit agency capital programs and translates this into additional transit service. Next, it presents a review of other state transit capital funding programs to provide comparison and context for the State of Washington's current funding program. Finally, it looks at two potential measures of transit service that could be used at a statewide policy level to establish overall statewide goals for the provision of transit service and as an indicator of capital funding needs statewide.

### Modeling Added Service Possible with State Assistance

In Washington State, transit agencies typically receive over half of their annual capital funding from local sources, while the state contributes approximately one-tenth of that amount.<sup>7</sup> In other states, such as Massachusetts and Illinois, the state share of transit agency funds is significantly higher. To model the benefits of increased state capital funding<sup>8</sup>, this report estimates increases in service, and the associated impacts to ridership, that could be made available under three scenarios:

- The state replaces 100% of an agency's locally-funded capital dollars
- The state replaces 50% of an agency's locally-funded capital dollars
- The state replaces 10% of an agency's locally-funded capital dollars

These three scenarios of locally-sourced capital fund replacement are modeled for each transit agency classification (Figure 3-20). The estimates are based on an assessment of agency capital replacement needs for the 2019-2028 period and assume each agency will shift its replaced locally-funded capital dollars to fund service provision at 2017-level cost per revenue hour. The sum total of the 10-year period's capital needs is distributed evenly across each year to produce a consistent annual figure. Ridership increases are estimated based on the existing statewide average passenger trips per revenue hour.

Modeling these scenarios shows that tremendous amounts of service could be added under a 100% state funding replacement (Figure 3-20). In this scenario, Washington transit agencies could provide more than five times Kitsap Transit's entire annual service to communities throughout the state—an 11% total increase in revenue hours (707,416 annual revenue hours) and a 7% increase in ridership (14,148,320 additional annual passenger trips). Put another way, the total amount of annual transit service that could be implemented is greater than any existing Washington transit system's annual service, except for King County Metro.

In a more modest scenario of 10% state replacement for local capital expenditures, Washington State could increase transit service by approximately 46,000 revenue hours and increase ridership by approximately 926,000 annual trips, which is the equivalent of the entire annual operations of Clallam Transit (Figure 3-20).

<sup>7</sup> Source: National Transit Database, 1991-2017. State funds: 6%; Local funds: 57%; 'Other' funds: 11%. 'Other' funds include fare, advertising, parking, concessions, and other revenues.

<sup>8</sup> These estimates are specifically requested in section vi of the project budget proviso.



BASED ON 2017 STATEWIDE TRIPS PER REVENUE HOUR

Figure 3-20 Potential Additional Annual Service and Ridership Produced with State Coverage of Agency Locally-Funded Capital Needs

Agency Type	With 100% State Funding		With 50% State Funding (Service Hours)		With 10% State Funding (Service Hours)	
	Service Hours	Passenger Trips	Service Hours	Passenger Trips	Service Hours	Passenger Trips
Rural	27,534	550,680	13,767	275,340	2,753	55,060
Small Urban	95,242	1,904,840	36,056	721,120	7,211	144,220
Urban	162,814	3,256,280	55,042	1,100,840	11,008	220,160
King County Metro	421,826	8,436,520	126,726	2,534,520	25,345	506,900
<b>Total</b>	<b>707,416</b>	<b>14,148,320</b>	<b>231,591</b>	<b>4,631,820</b>	<b>46,318</b>	<b>926,360</b>

Note: All figures are annual totals of fixed-route revenue hours, based on 2017 National Transit Database figures for commuter, motor, and trolley bus operations. Non-reporting agency figures are based on most recent TDP filings. Capital costs are based on projected 2019-2028 replacement and local share of capital funding is based on 2012-2017 NTD-reported local shares of capital funding. Any expansion of service will require additional operating expenditures which are not assessed as a part of this study.

Under a 100% local capital expenditure replacement scenario, the agencies that would stand to benefit most are Valley Transit, Pacific Transit, and Intercity Transit. These operators could see respectively 34%, 21%, and 16% increases in service provided to their communities, due to relatively low operating costs for existing service and high levels of capital need. The agencies that benefit the least have low annual capital expenditures: Selah Transit and Union Gap transit, which could increase service by 2% and 1%, respectively. King County Metro could increase annual revenue hours by 12%.



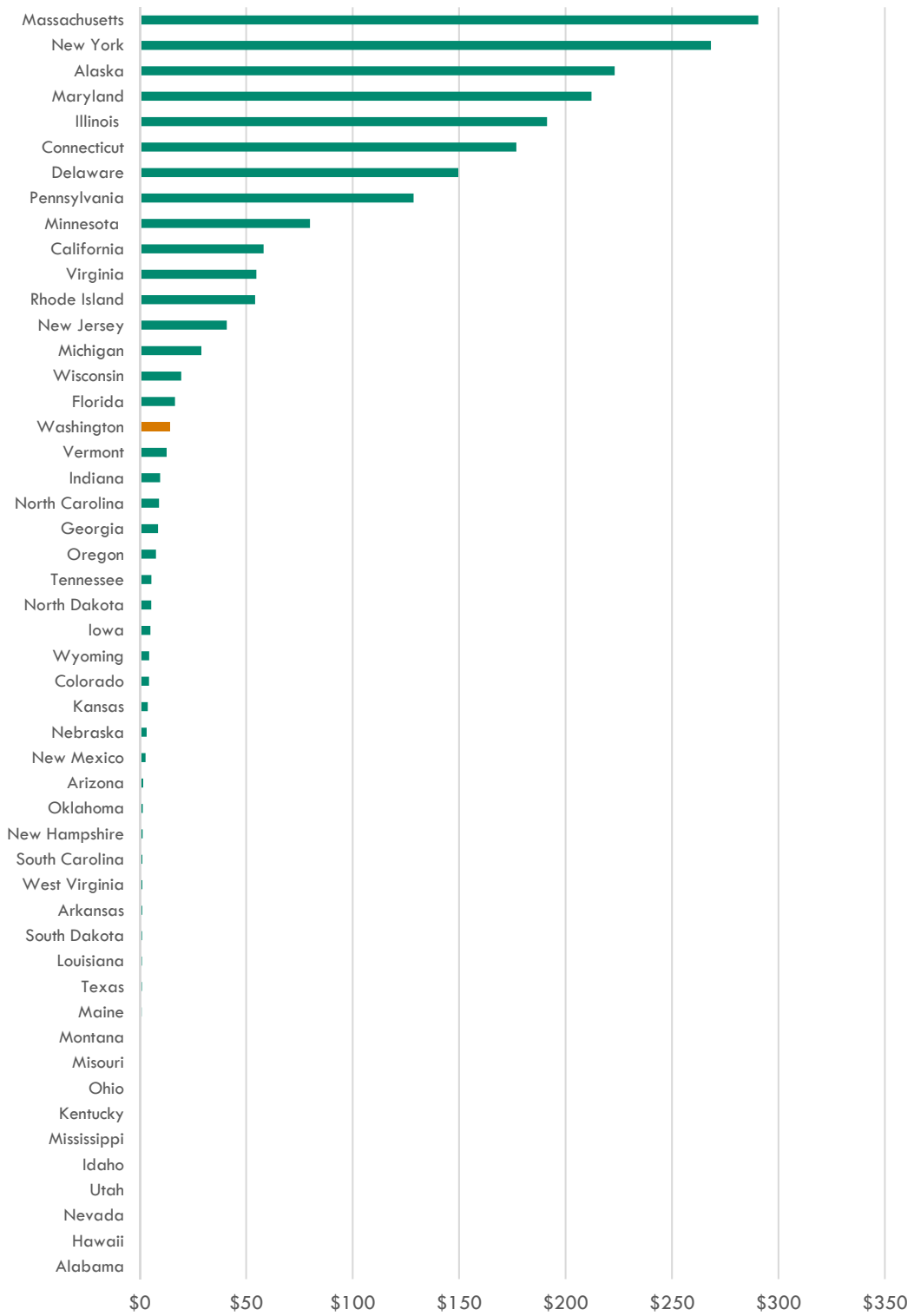
## State Transit Capital Funding Review

This report uses several different data sources, including NTD, WSDOT, and the American Association of State Highway and Transportation Officials (AASHTO), each of which are derived through different reporting mechanisms. While NTD and WSDOT data are useful for identifying operating characteristics and granular financial information, respectively, AASHTO data is useful for identifying data trends at the state level across the U.S. This state funding review uses AASHTO data to compare differences in state approaches to transit funding which may differ from NTD or WSDOT reported data, but is useful for identifying larger trends in levels of funding and policy priorities.

The overall transit funding context in Washington State is different from other states—particularly those with more mature, well-developed transit networks. In terms of state funding for transit per capita, Washington ranks 17<sup>th</sup> out of 50, with \$14.07 per capita (Figure 3-21). Washington is also significantly below the average of \$42.11 per capita but is above the median funding per capita of \$4.73.

WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 3-21 2017 State Transit Funding per Capita



Source: AASHTO, 2018

Transit agencies in most of the U.S. receive capital assistance funds from state sources. As is the case with many transit grant funding programs, two of the primary methods for distribution of these funds are formula- and discretionary-based disbursements. Although not inclusive of every state’s public transit funding policies and programs (approximately 45 states provide some sort of assistance for public transit<sup>9</sup>), the following profiles illustrate the means by which other states assist transit agencies with capital expenses. These states were selected based on the size of their transit fleets and their state-level commitments to improving public transportation. Figure 3-22 highlights transit funding programs of notes from these states.

Figure 3-22 Peer State Capital Funding Practices

State	Capital Funding Program of Note	Fund Distribution Method
California	SB 1 Public Transit State of Good Repair Program	Formula
Illinois	Downstate Transit Improvement Fund	Discretionary
Maryland	Maryland Metro/Transit Funding Act	Formula
Massachusetts	Discretionary Funding Program for Regional Transit Authorities	Discretionary
Pennsylvania	Section 1514 Capital Asset Improvement Program	Discretionary

**California**

After New York, California leads the nation in state funding for public transit. Caltrans, the California Department of Transportation (DOT), operates a SGR funding program that is supported by a vehicle registration fee. Funds for this program are distributed according to a formula that takes into account population and transit agency local revenues. Before receiving these formula funds, potential recipients must describe their proposed capital projects, develop a project schedule, and identify the useful life of the improvement. Agencies are then required to submit annual expenditure reports and are subject to spot audits. Agencies must also incorporate this SGR funding into their annually-required state Transportation Development Act audit.<sup>10</sup>

**Illinois**

Illinois’ capital planning for transportation is conducted largely on a discretionary basis. Transit agencies and other applicants for capital funding assemble capital projects for the Illinois DOT (IDOT), which then prioritizes projects based on need, project inclusion in long- and short-range regional plans, and other factors. Illinois, like New York State, separates its major metropolitan area (Chicago) from ‘downstate’ transit agencies for the purpose of capital budgeting and funds distribution. In essence, this involves separating out major metro areas from the rest of the state when distributing capital and operating assistance, thus producing ‘metro area assistance’ and ‘non-metro area assistance’ subprograms. This type of separation may be an approach for Washington to consider, as King County Metro’s capital needs are so great as to potentially obscure those of other agencies in the state.

<sup>9</sup> 2018. Illinois Department of Transportation. *Illinois Statewide Public Transportation Plan*. p. 59. <[http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Statewide%20Public%20Transportation%20Plan%20\\_%20Final%20Report\\_2-15-18.pdf](http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Statewide%20Public%20Transportation%20Plan%20_%20Final%20Report_2-15-18.pdf)>  
<sup>10</sup> 2018. Caltrans. *State of Good Repair Program Guidelines Draft Update*. <<http://www.dot.ca.gov/drmtdocs/spsgr/2019proposedgl.pdf>>

## Maryland

Maryland's state capital planning is executed through the Maryland DOT (MDOT) Consolidated Transportation Program. MDOT prioritizes projects that meet federal and other legal mandates (such as positive train control), support MDOT's program priorities, meet federal match requirements to maximize federal grant revenue, and are consistent with existing plans. Although some quantitative inputs are used to prioritize projects, criteria such as 'supporting program priorities' are flexible and discretionary in nature. Some of Maryland's transit funding under the Maryland Metro/Transit Funding Act will be distributed to the Washington Metropolitan Area Transit Authority (WMATA) as a fixed amount of \$167 million per year. This large annual appropriation was made with the understanding that WMATA infrastructure is essential to the economic, social, and environmental health of the Washington D.C. metro region, of which Maryland is an integral part.

## Massachusetts

The Commonwealth of Massachusetts distributes capital funding to smaller transit agencies (called Regional Transit Authorities, or RTAs) on a discretionary basis. To do this, the Massachusetts DOT (MassDOT) develops strategic priorities for statewide capital planning and works with its divisions (the MBTA is one division; RTAs are located within the Rail and Transit Division) to identify specific projects for inclusion in their Capital Improvement Plan. These funds are targeted towards accomplishing statewide transportation strategic priorities but don't have specific service provision or SGR goals. MassDOT is currently developing an economic impact tool that will assist with scoring projects<sup>11</sup> and has begun introducing transit performance measures to its RTA operating assistance program.<sup>12</sup>

## Pennsylvania

Pennsylvania's approach to state capital funding is similar to that in other states. Pennsylvania's Section 1514 Capital Asset Improvement program distributes funds to applicants for capital projects based on a number of quasi-objective criteria, including the project's place in the regional Transportation Improvement Program, evidence that maintenance and operational costs associated with the capital improvement are available and sustainable, and local match availability. Funds are awarded according to priority, which is determined primarily by a capital project's amount of state or federal matching funds available.<sup>13</sup>

## Lessons Learned for Washington State

Although the execution of a potential Washington State transit capital assistance program is not limited to the practices of other states, the states and methods highlighted here can serve as examples against which Washington's values and goals for transit capital assistance can be measured.

---

<sup>11</sup> 2019. Massachusetts Department of Transportation. *2019-2023 Capital Investment Plan Updated*. <<https://massdot.maps.arcgis.com/apps/MapSeries/index.html?appid=e209a2776d964e5f9d20e44399cc901a>>

<sup>12</sup> 2019. Massachusetts Department of Transportation. *Request for Application: MassDOT Discretionary Funding Program for Regional Transit Authorities under Section 74 of the Fiscal Year 2019 Massachusetts Budget*. <<https://malegislature.gov/Bills/190/SD2816.pdf>>

<sup>13</sup> Pennsylvania General Assembly. *Pennsylvania Consolidated Statutes Title 74 Chapter 15*. <<https://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=74&div=0&chpt=15>>

The two general principles behind state capital distributions—formula and discretionary—each have advantages and disadvantages for Washington State to consider. Formula-based capital fund distributions may distribute funds more equally, as agencies providing greater amounts of service or serving populations of concern could receive larger formulaic awards. Discretionary programs may serve transit agencies more equitably, as agencies can make the case for capital need based on social and environmental justice principles, or based on goal- and vision-oriented service plans.

## Measuring Service Provision

For any transit agency, capital needs represent the foundation of service—operations are impossible without buses and the facilities that maintain them. For many Washington agencies, the cost of capital assets is a barrier to the service provision their community expects. Some agencies are forced to divert funds that could be spent on capital projects to operating accounts, while others delay adding service because of a lack of funds for operating bases or passenger facilities.

Because of this relationship between operating and capital funds, measuring an agency’s service provision is a potential yardstick against which capital needs can be compared. If an agency is providing half as many revenue hours as its peers, for example, an objective case can be made that state capital assistance could help increase service provision. This capital assistance could free up agency resources to be invested in service provision, or it could enable the construction or rehabilitation of facilities necessary to enable the needed service provision.

Measuring service provision with fair and consistent measures, however, is a challenge—Washington is home to many different types of transit agencies, not all of which operate in the same environment and under the same mandate. King County Metro’s service characteristics—and associated capital needs—are very different from Twin Transit’s, for example (Figure 3-23).

Figure 3-23 Variation in Washington State Transit Agency Capital Needs



Left to right: King County Metro’s overcrowded Central/Atlantic Base; Twin Transit’s property for a potential small transfer center.

Other states have attempted to quantify this need using simple tools: Caltrans uses measures of agency revenue and area population, while MassDOT is beginning to experiment with measures of service expansion to ‘priority populations’. Washington State could use tools such as these to measure the extent to which an agency’s proposed capital project assists in meeting need, or it could develop its own methods.

This report identifies two relatively simple-to-calculate measures that address the problem of measuring a set of extremely diverse transit agencies for consideration. The measures below are inherently normalized for each transit agency’s tax district population and can be split across WSDOT’s existing agency classifications, which further improves comparisons among agencies:

- **Revenue hours per capita:** Measuring revenue hours per capita in an agency’s taxing district assesses the extent to which service is being provided to those that pay for it. This measure is weighted by tax district population when averaged across WSDOT agency classifications. The measure does not, however, assess the amount or distribution of residents that have access to the service.
- **Percent of tax district residents served:** Measuring the percent of tax district residents that live within a ¼-mile walk of fixed-route transit identifies the extent to which transit agencies’ service is distributed throughout their community. This measure is weighted by tax district population when averaged across WSDOT agency classifications. The measure does not, however, assess the quality or frequency of service.

The benchmark values shown in Figure 3-24 indicate that increases in tax district population density are correlated with decreases in revenue hours provided per resident, and—with one exception—increases in percentage of tax district residents served. The slight dip in percent of tax district residents served is likely due to the reach of urban systems (such as Community Transit) into suburban areas, where there are significant levels of density in areas distant from fixed-route stops; these communities have good park-and-ride access but lower levels of walking access, which this measurement assesses. The correlation of denser areas with fewer revenue hours per tax district resident is likely due to more efficient service—residents live in denser areas, where shorter bus routes serve more people in less time.

Figure 3-24 Potential Measures of Service Provision for Use in Defining Agency Capital Needs

Agency Classification	Revenue Hours per Tax District Resident	Percent of Tax District Residents Served
Rural	1.8	29%
Small Urban	1.5	45%
Urban	1.2	42%
King County Metro	0.6	53%

# 4 Case Studies

## INTRODUCTION

Through the site visits, consistent themes and challenges were identified, particularly among agencies that fell within the same WSDOT agency classification (Urban, Small Urban, and Rural). To discuss some of these themes and challenges, six case studies were selected from the state’s transit agencies—two of each classification and King County Metro. The case studies represent agencies of various sizes and locations across the state. Agencies were also chosen if they are dealing with issues that are relevant for agencies across the state, such as Link Transit and their work with electric vehicles. Each case study provides a summary of the agency’s capital needs, including information about the agencies’ rolling stock, facilities, financial information, and planned expenditures.

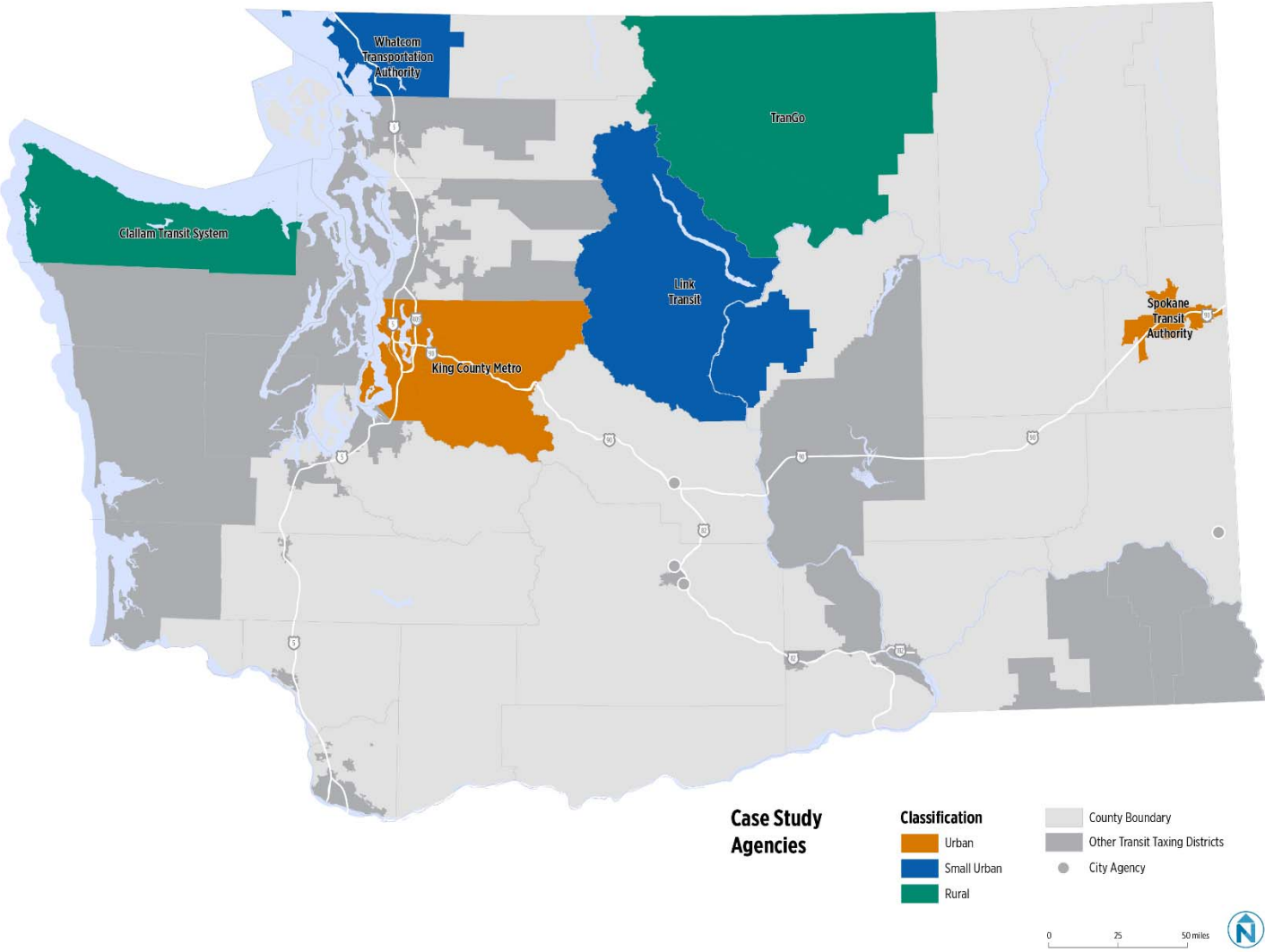
A summary table of the selected case studies can be found in Figure 4-1. A map of the agencies can be found in Figure 4-2.

Figure 4-1 Case Study Agencies

Agency	WSDOT Classification	Fleet Size	Number of Facilities and Estimated Replacement Value	Local Sales Tax Rate
King County Metro (Seattle)	Urban	4,227	84 facilities \$2.25 billion	0.9%
Spokane Transit Authority (Spokane)	Urban	384	15 facilities \$93 million	0.8%
Whatcom Transit Authority (Bellingham)	Small Urban	133	5 facilities \$34 million	0.6%
Link Transit (Wenatchee)	Small Urban	57	8 facilities \$27 million	0.4%
Clallam Transit (Port Angeles)	Rural	86	5 facilities \$12 million	0.6%
TranGO (Okanogan)	Rural	17	No facilities	0.4%

Source: WSDOT

Figure 4-2 Map of Case Study Agencies



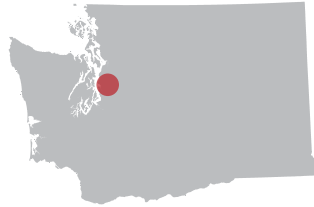


This page intentionally left blank.

# AN EXAMPLE OF EQUITABLE RAPID GROWTH

# KING COUNTY METRO

SEATTLE, WA



As the state's largest transit agency, King County Metro (KCM) sets an example for how to manage expansion while maintaining a commitment to equity and social justice. The agency's adopted expansion plan, METRO CONNECTS, calls for a 70% increase in service hours by 2040 to provide frequent transit service within 1/2 mile of 73% of the residents in King County. With KCM's first commitment being to keep existing assets in good working order, the METRO CONNECTS vision calls for significant additional capital investment in fleet and facilities, which will require additional federal and state grants, local funding, and partnerships.



fleet growth and electrification is estimated to be \$1.2 billion between now and 2030. Extensive trolley bus infrastructure includes substations and overhead catenary wire, requiring specialized equipment and personnel to support the large zero emissions service. KCM has historically shared costs for maintenance of the Downtown Seattle Transit Tunnel facility, responsibility for which is shifting fully to Sound Transit except for some minor equipment located in the tunnel that continues to support KCM trolley bus operations.

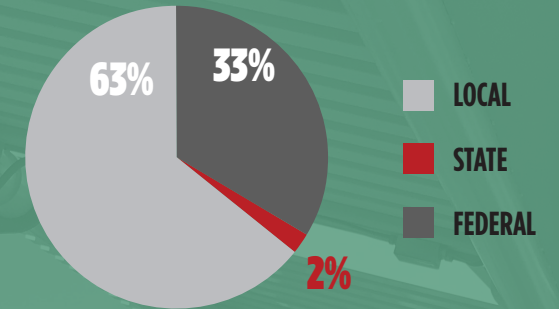
## FINANCIAL INFORMATION

KCM's approximately \$1.5 billion annual budget is currently supported through a 0.9% sales tax in King County, property taxes, payments from Sound Transit and the City of Seattle for service provision, fares, and other sources. From 2012-2017, only 1.5% of KCM's capital funding came from the State. Although KCM has grown rapidly in recent years, the agency has planned to support its added service with appropriate levels of maintenance and operations funding, an approach to ensure financial sustainability in a future recession.

## ADOPTED EXPANSION PLAN

The METRO CONNECTS vision calls for \$11 billion in capital investment between 2018 and 2040, 11% of which would be for vehicles, 9% for passenger facilities, and 6% each for transit centers, bus bases, and park-and-rides. The remaining funding is allocated to Corridor Improvements, Major Regional Projects, Non-Motorized Access, Technology, and Other Facilities. Existing revenue sources are forecast to be available to fund approximately 30% of the capital investments and 50% of the operational costs of this service expansion.

## CAPITAL FUNDING SOURCES



## ROLLING STOCK

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	1491	40%	333
LIGHT DUTY	617	35%	87
VANPOOL	2118	33%	351

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	SGR RATING	# BEYOND ULB
MOAB FACILITIES	17	49%	2.9	0
PARK-AND-RIDES	18	52%	5.0	0
TRANSIT CENTERS	3	50%	3.0	0
PASSENGER FACILITIES	6	38%	--	0
INFRASTRUCTURE	36	18%	4.1	0
OTHER	4	80%	--	0

## ESTIMATED AVERAGE ANNUAL REPLACEMENT COSTS

**\$125M**

### TAXING DISTRICT

**2,300 MI<sup>2</sup>**

**2,100,000 PEOPLE**

### FIXED-ROUTE SERVICE (2017)

**4,200,000 REVENUE HOURS**

**121,000,000 PASSENGER TRIPS**

## ROLLING STOCK

The agency's fleet of heavy-duty vehicles is 78% hybrid diesel-electric and includes 174 electric trolley buses—the only such fleet in the state. On average, KCM's heavy-duty buses have 40% of their useful life remaining, the third-highest average in the state and a testament to a robust capital planning process. KCM's replacement schedule for existing vehicles totals approximately \$1.2 billion through 2028, including \$180 million in electric trolley bus replacement in 2027 and 2028. KCM also has eleven 40' battery electric buses in revenue service and is currently leasing and

testing 40' and 60' articulated battery-electric extended-range buses, with a purchasing target for 120 such buses in 2020. KCM anticipates retiring its remaining diesel buses this year and is planning for a fully zero-emission fleet by 2040.

## FACILITIES

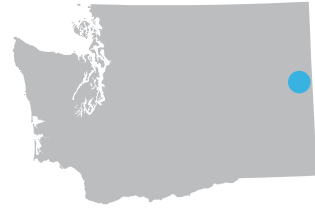
Base capacity remains one of the chief factors that limits additional fixed-route service expansion. KCM operates out of seven bases and maintains multiple transit centers, supply centers, park-and-rides, and passenger facilities throughout King County. The costs to maintain these facilities in a State of Good Repair averages \$40 million per year. Planned spending to expand base capacity to support



# MOVING FORWARD IN THE INLAND EMPIRE

# SPOKANE TRANSIT AUTHORITY

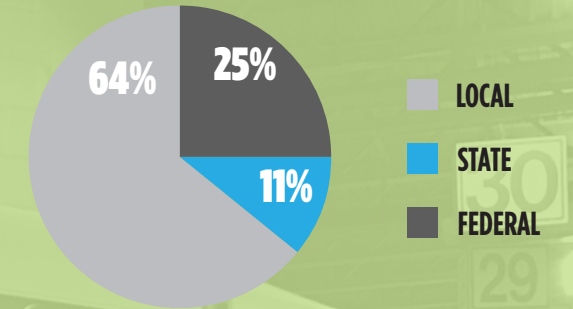
SPOKANE, WA



Spokane Transit Authority (STA) is the only transit agency in eastern Washington with ambitious plans for service expansion that are nearly fully funded. The STA Moving Forward plan aims to improve transit network performance by improving frequency, reliability, and passenger amenities. The plan includes significant vehicle fleet expansion and four new or expanded transit centers. Improvements are funded through a voter-approved sales tax increase of 0.2% passed in November 2016.



## CAPITAL FUNDING SOURCES



## FINANCIAL INFORMATION

STA collects a local sales tax of 0.8% (as of April 1, 2019) to fund transit operations and capital programs. The majority of STA's capital funding (64%) over the past five years was derived from local sources. In 2015, STA initiated a fleet replacement program account, which allocates the proportional cost of a vehicle replacement annually over the course of its useful life. This process smooths out the funding lumps that are typical in many capital programs. STA has generally been successful in pursuing WSDOT Regional Mobility Grants; however, reductions in funding from the federal capital programs have been noticeable.

## ROLLING STOCK

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	141	36%	6
LIGHT DUTY	133	34%	6
VANPOOL	110	37%	10

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	3	58%	0
PARK-AND-RIDES	11	53%	0
PASSENGER FACILITIES	1	52%	0

## ESTIMATED AVERAGE ANNUAL REPLACEMENT COSTS

# \$9.5M

### TAXING DISTRICT



### FIXED-ROUTE SERVICE (2017)



## ROLLING STOCK

STA is planning for a significant fleet expansion within the next 10 years, including purchase of electric vehicles to operate the Central City Line, an urban Bus Rapid Transit service in the heart of the city. STA is also facing immediate vehicle replacement needs with 22 vehicles beyond scheduled replacement. At the same time, new local funding available for replacement and expansion have helped STA secure state and federal grants to further leverage local revenues.

## FACILITIES

STA currently owns and maintains three MOAB facilities, eight park-and-ride lots, and four transit centers including STA Plaza in downtown Spokane. STA has significant maintenance and operations facility capacity constraints; they are currently constructing a new maintenance facility and storage garage adjacent to an existing base and considering another property to meet additional capacity needs.

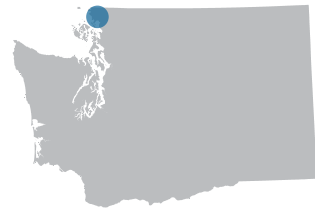


## SUSTAINABLE SERVICE EXPANSION

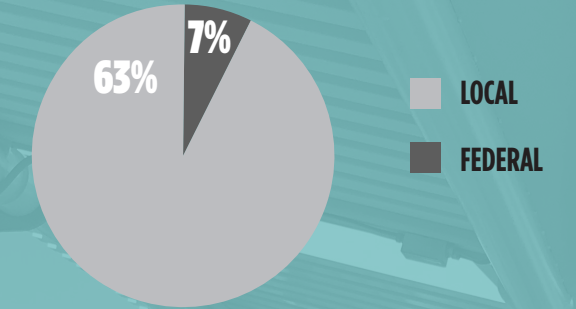
# WHATCOM TRANSPORTATION AUTHORITY

BELLINGHAM, WA

Whatcom Transportation Authority (WTA) is planning small, incremental service improvements to maintain long-term, sustainable service. The agency strives to identify reliable funding for new vehicles and service to avoid implementing improvements that cannot be sustained due to insufficient funding. WTA plans to phase implementation of upcoming service improvements.



## CAPITAL FUNDING SOURCES



## FINANCIAL INFORMATION

WTA relies heavily on local funding to meet capital needs. Between 2013-2017, no capital expenditures were made with state funding. The agency currently relies on federal formula funding and local funds to purchase five to six new vehicles per year—not sufficient for meeting full vehicle replacement needs. While WTA has reported an increase in federal formula funds, elimination of earmarks has left the agency with an aging fleet and no identified long-term funding source for full vehicle replacement and expansion.

## ROLLING STOCK

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	61	27%	3
LIGHT DUTY	42	33%	7
VANPOOL	30	0%	25

## FACILITIES

WTA's MOAB is located in Bellingham. The agency also owns and maintains four transit stations and park-and-ride lots: Bellingham Station, Cordata Station, Ferndale Station, and Lynden Station. The service capacity of passenger facilities, particularly Bellingham Station, are a key constraint on the agency's ability to expand peak period service, in addition to capacity at WTA's MOAB facility.

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	1	43%	0
TRANSIT CENTERS	4	43%	0

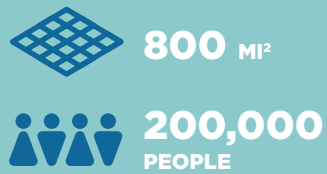
## PLANNED EXPENDITURES

WTA is currently analyzing needs for expansion and has identified capital funding for both expansion vehicles and facilities as a key constraint. Expanding service for WTA would require additional storage and maintenance facilities, as well as an expansion of Bellingham Station, which is currently at capacity during peak hours. The highest funding priorities for the agency are to meet fleet replacement needs, identify funding for potential fleet expansion, invest in fleet electrification, and continue developing already-acquired land for an expanded maintenance facility.

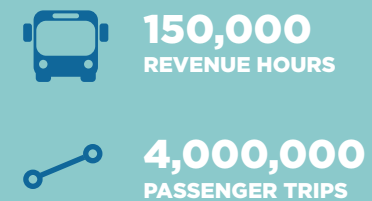
## ESTIMATED AVERAGE ANNUAL REPLACEMENT COSTS

# \$4.5M

### TAXING DISTRICT



### FIXED-ROUTE SERVICE (2017)



## ROLLING STOCK

While several vehicles that are beyond their ULB, all vehicles are in a state of good repair. WTA continually performs life-cycle and running cost analyses to determine the costs and benefits of performing long-term vehicle maintenance versus replacing vehicles. These processes are used to regularly assess the efficacy of their ULB and make adjustments as necessary.

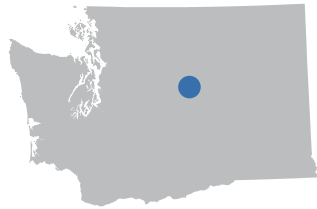
The agency has invested in eight hybrid diesel-electric vehicles. Diesel coaches comprise the remainder of the heavy-duty vehicle fleet.



# LEADING THE CHARGE IN ELECTRIC VEHICLES

# LINK TRANSIT

WENATCHEE, WA



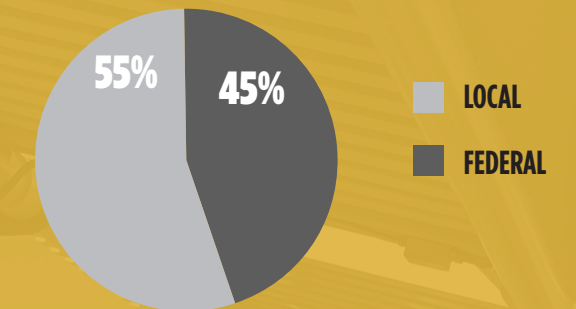
Link Transit is a leader among Washington State transit agencies in the development and testing of heavy-duty electric vehicles and chargers. The agency has invested in electric vehicles for over eight years, facing challenges ranging from regional temperatures, manufacturer extinction mechanical failure, and a limited power grid. During this time, Link has focused their capital budget on keeping vehicles and facilities in good repair instead of expanding service. With the second largest service area in the state, the agency could benefit more residents with additional funding for service expansion.



## FINANCIAL INFORMATION

Link collects a 0.4% local sales tax to fund transit operations and capital programs. More than half (55%) of the agency's capital expenditures over the last five years came from local sources. Remaining expenditures were derived from federal funds, including electric vehicle grants. The agency did not receive any state funding for capital expenditures over this time period.

## CAPITAL FUNDING SOURCES



## ROLLING STOCK

The agency has aggressively pursued use of electric vehicles to meet state goals, and due to the availability of inexpensive, renewable electric hydropower. Link has experienced a series of mechanical and technical issues in moving to a zero-emissions fleet, including replacing vehicles twice due to charging issues and replacement parts availability as the manufacturer of the first generation electric buses ceased to exist. Extreme temperatures in the region have proved challenging for charging batteries and created somewhat unpredictable conditions for vehicle range, resulting in buses that are unable to serve the entire length of some of the system's long routes.

## FACILITIES

The agency owns passenger and administrative facilities at their main transit center, three park-and-rides, and a central MOAB facility. The transit center and MOAB facility have undergone recent remodels to keep in a state of good repair. The agency also owns various electric vehicle facilities, including transformers and switch gear, and may need to invest in additional facilities to keep up with the power needed for additional electric vehicles. A notable achievement in 2018, the agency became the first location in North America to successfully install and operate a wireless on-line charging station.

## ROLLING STOCK

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	31	8%	15
LIGHT DUTY	26	36%	4

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	4	69%	0
PARK-AND-RIDES	3	61%	0
TRANSIT CENTERS	1	63%	0

## PLANNED EXPENDITURES

Link has more than \$28 million in planned expenditures in their 2017-2022 Transportation Development Plan, of which 60% is funded. A significant portion (83%) of these expenditures are planned to preserve existing facilities and vehicles. The agency also plans to invest in facility expansion within that time period. In recent years, the agency has focused much of their capital budget on maintaining a state of good repair for vehicles and facilities instead of adding additional service.

To pursue additional funding for service expansion, the agency plans to seek an additional 0.2% sales tax in August 2019. With this additional funding, the agency could fund a 50% expansion of service, which also requires a significant expansion of operations and maintenance facilities and bus fleet.

## ESTIMATED AVERAGE ANNUAL REPLACEMENT COSTS

# \$2M

### TAXING DISTRICT

3,700 MI<sup>2</sup>

110,000 PEOPLE

### FIXED-ROUTE SERVICE (2017)

80,000 REVENUE HOURS

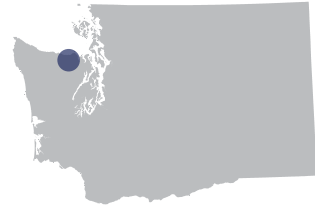
1,000,000 PASSENGER TRIPS



## A STRAIT SHOT FOR SUCCESS

# CLALLAM TRANSIT

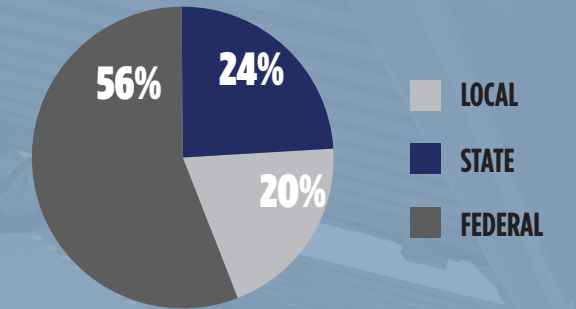
PORT ANGELES, WA



Clallam Transit System (CTS) is a rural transit agency covering a medium-sized service area with a relatively small tax base to provide local funding, resulting in a heavier reliance on state and federal grant programs. As a result, the agency has a less consistent revenue stream for capital and operations. While ridership continues to increase on some routes, expansion is limited by the ability to generate sustainable local operating revenue. Similar agencies may also be in a position of being unable to meet potential demand for transit service without securing consistent, additional funding.



## CAPITAL FUNDING SOURCES



## FINANCIAL INFORMATION

CTS collects a 0.6% local sales tax to fund transit operations and capital programs, which is limited by the small size of the taxing district population. Generally, CTS does not directly apply for any federal grant funding, but relies on the Consolidated Grant Program administered by the state and is planning to pursue grant funding for expanded weekend service.

However, as the state's grant requirements have started incentivizing electric vehicle investment, the grant programs have become less suited to the agency's needs. CTS is a rural service provider, which operates several long-distance routes that cannot reliably be served by the existing electric vehicle technology.

## PLANNED EXPENDITURES

The agency has determined that small, incremental service efficiencies will be more beneficial than a substantial expansion since local sales tax revenue is not sufficient to sustainably expand service at this time.

Ridership is increasing in a few locations of the service area, including in Sequim and on the Strait Shot service connecting Port Angeles and the Bainbridge Island Ferry Terminal. Improving service frequency on these routes would require additional capital funding to add more vehicles during peak service, in addition to reliable operating funding.

## ROLLING STOCK

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	23	22%	7
MEDIUM-DUTY	2	0%	0
LIGHT DUTY	27	42%	2
VANPOOL	34	25%	4

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	2	56%	0
TRANSIT CENTERS	3	73%	0

### TAXING DISTRICT

2,700 MI<sup>2</sup>

70,000 PEOPLE

### FIXED-ROUTE SERVICE (2017)

60,000 REVENUE HOURS

900,000 PASSENGER TRIPS

## ROLLING STOCK

CTS owns a number of vehicles beyond their useful life, and the fleet has a remaining ULB of 29%. In response to the industry's move toward alternative fuel sources, CTS has invested heavily in propane for light-duty vehicles; however, limited storage capacity requires daily propane deliveries.

## FACILITIES

CTS owns a MOAB in Port Angeles, WA and multi-use transit centers and passenger facilities in Forks, Sequim, and Port Angeles. The agency leases a light maintenance facility in Forks, which is used for general and preventative maintenance needs. The existing facility in Port Angeles was constructed for 50 vehicles and now holds nearly 80, constraining the agency's ability to store and operate additional vehicles.



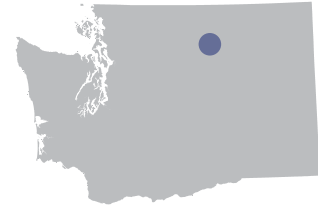
## ESTIMATED AVERAGE ANNUAL REPLACEMENT COSTS

**\$2M**

# TRANSIT PIONEERING IN THE BIG WOODS

# TRANGO

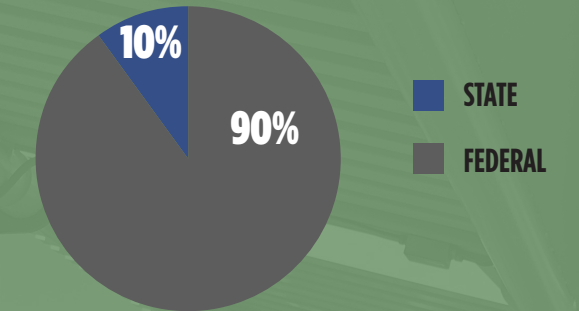
OKANOGAN, WA



Okanogan County Transit Authority (TranGO) is one of WA's newest transit agencies and has the largest service area in the state. In the four years since operations began, the agency has dedicated nearly all capital investments to the transit fleet, while forgoing major expenditures on maintenance and operations facilities. The agency plans to expand and improve service but will need additional funding for vehicles and facilities. Rural transit agencies, such as TranGO, are often impacted by the capital needs of their service providers. This need is not accounted for in this study's inventory of capital assets.



## CAPITAL FUNDING SOURCES



## FINANCIAL INFORMATION

TranGO collects a 0.4% local sales tax to fund transit operations and capital programs. Between 2014-2017, no local funds were spent on capital expenditures. A large majority of expenditures (90%) were derived from state funding, including Rural Mobility funds. The remaining 10% came from federal sources. The agency has not competed for WSDOT's Regional Mobility Grant Program because of the way the program evaluates competitiveness based on a reduction of vehicle miles traveled. Considering an alternate way of defining need, such as access to healthcare, would help the agency's grant program success.

## ROLLING STOCK

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
MEDIUM-DUTY	10	28%	3
VANPOOL	7	34%	0

## FACILITIES

TranGO leases all of its facilities, including its operations and administration building and vehicle storage areas. Currently, all vehicles are stored in uncovered lots throughout the service area. For minor maintenance, TranGO sends vehicles to local auto repair shops. For larger work, the agency sends the buses and two drivers to Wenatchee. This process often renders vehicles out of service for significant periods of time and can cost the agency significant labor hours due to vehicle transport. The agency is in the process of installing bus stop shelters throughout the county.

## FACILITIES

TRANGO OWNS NO FACILITIES

## PLANNED EXPENDITURES

Aside from short-term vehicle replacements, the agency has no significant planned expenditures. Longer-term, there is interest in expanding routes and adding park-and-ride lots. Potential service expansion includes a route from Okanogan to Wenatchee, which may be eligible for state or federal intercity transit grants because it fills a gap in the existing inter-county transit network. At this time, the agency is determining the feasibility of a maintenance and operations facility. Constructing or purchasing this facility is a top priority for the agency. The agency currently has some reserved funding for replacement vehicles and facility expansion, but will need additional funding to bring their projects to fruition.

## ESTIMATED AVERAGE ANNUAL REPLACEMENT COSTS

**\$0.2M**

### TAXING DISTRICT

**5,000** MI<sup>2</sup>

**40,000** PEOPLE

### FIXED-ROUTE SERVICE (2017)

**15,000** REVENUE HOURS

**60,000** PASSENGER TRIPS

## ROLLING STOCK

TranGO has a fleet of 17 vehicles, made up of medium-duty and vanpool vehicles. The agency is planning to replace three vehicles in the next year that are close to the end of their useful life.

The agency contracts two routes to a local non-profit service provider, which owns an additional 10 vehicles, many paid for with state funds prior to the establishment of TranGO. Many of these vehicles will soon need replacement. This is a common situation among rural transit providers and is a capital need that impacts transit operators ability to provide service.



# 5 Assessment and Evaluation of Potential Revenue Sources

## INTRODUCTION

The purpose of this chapter is to:

- Identify capital replacement, preservation, and expansion costs under several potential funding scenarios.
- Identify and evaluate potential funding sources that could be used to create more capital funding capacity so that existing local sources can be dedicated to service delivery.
- Identify potential policy options, funding requirements, and expected outcomes for consideration.

It is typical for projected costs of transit capital projects to exceed the available federal funding. The difference between available federal funding and projected costs is an identified funding gap that has to be filled by state and local sources. The existing state and local funding mechanisms may be insufficient to fully bridge this funding gap. Thus, this chapter evaluates the effectiveness of potential alternative revenue sources.

Figure 5-1 summarizes the estimated capital replacement and preservation costs and expansion costs in the State of Washington between 2019 and 2028. As part of this study, planned and estimated capital costs for each of the 31 study agencies were aggregated to the agency classification level.

On a statewide basis, the study identifies multiple scenarios and costs, including replacement and preservation costs of \$2.104 billion, service restoration (combined with replacement and preservation) costs of \$3.972 billion, and planned expansion (combined with replacement and preservation) costs of \$5.979 billion in transit capital needs.



Figure 5-1 Statewide Replacement and Preservation Capital Needs and Funding Gaps, 2019-2028 (millions of dollars)

Agency Classification	Projected Status Quo Capital Funding	Estimated Replacement and Preservation Costs	Estimated Replacement and Preservation Funding Gap
King County Metro	\$2,011	\$1,250	--
Urban	\$1,011	\$480	--
Small Urban	\$259	\$272	\$13
Rural	\$97	\$102	\$5
<b>Statewide</b>	<b>\$3,379</b>	<b>\$2,104</b>	<b>--</b>

Figure 5-2 Statewide Service Restoration and Planned Expansion Capital Needs and Funding Gaps, 2019-2028 (millions of dollars)

Agency Classification	Projected Status Quo Capital Funding	Service Restoration and Replacement Costs	Service Restoration Funding Gap	Planned Expansion and Replacement Costs	Planned Expansion Funding Gap
King County Metro	\$2,011	\$2,431	\$420	\$3,700	\$1,689
Urban	\$1,011	\$1,092	\$81	\$1,750	\$739
Small Urban	\$259	\$323	\$64	\$378	\$119
Rural	\$97	\$126	\$29	\$151	\$54
<b>Statewide</b>	<b>\$3,379</b>	<b>\$3,972</b>	<b>\$593</b>	<b>\$5,979</b>	<b>\$2,591</b>

Figure 5-3 Summary of Capital Funding Scenarios (in millions of dollars)

Scenario	10-Year Cost	Average Annual Cost
Estimated Status Quo Replacement Costs	\$2,104	\$210
Replace Vehicles Beyond ULB	\$503	\$50
Service Restoration Capital Costs	\$3,972	\$397
Planned Expansion Capital Costs	\$5,979	\$598

## Key Findings

- **Local sales taxes for transit are generating 80% of their statutorily-enabled limit statewide.** There is approximately \$278 million in remaining annual local sales tax revenue capacity if every agency in the state receives voter approval for a 0.9% sales tax. Almost half of this untapped capacity (\$137 million) is in Urban agency jurisdictions.
- **Increased reliance on sales tax has made bus service delivery more dependent on economic conditions.** Local sales taxes are volatile, and an increased reliance on them results in significant ebbs and flows in capital funding availability.
- **Current legislation only allows one type of local taxing authority to be used at any given time.** Since most agencies levy local sales taxes, they are not currently able to use other local taxing options, such as a household excise tax or employer excise tax.
- **A carbon fee, a payroll tax, or a transportation package approach have the highest feasibility to raise significant levels of revenue.** All three approaches tap large tax bases, employ low tax rates, and are relatively feasible in terms of financial capacity, administrative ease, and geographic equity.

## Existing Funding Sources

In addition to identifying potential revenue sources for transit funding, it is also imperative to review the existing sources currently available to agencies. These funding sources are broken down by local, state, and federal according to oversight and administration of the funding. Figure 5-4 provides a list of available funding sources, whether they are being used or not; for example, there are a number of local funding sources that are available but not used due to legislative restrictions limiting agencies to a single local funding source.

A detailed description of each funding source and the extent to which it is used by each agency classification can be found in Appendix C.

Figure 5-4 Existing Funding Sources by Type

Type	Funding Source
Local	<ul style="list-style-type: none"> <li>▪ Farebox Revenue</li> <li>▪ Sales and Use Tax</li> <li>▪ Business and Occupation Tax</li> <li>▪ Household Excise Tax</li> <li>▪ Property Tax</li> <li>▪ Employer Excise Tax</li> </ul>
State	<ul style="list-style-type: none"> <li>▪ New Revenue Grant Programs</li> <li>▪ Consolidated Grant Program</li> <li>▪ Formula Grant Program</li> <li>▪ Regional Mobility Grant Program</li> <li>▪ Vanpool Investment Program</li> <li>▪ Sales Tax Equalization</li> </ul>
Federal	<ul style="list-style-type: none"> <li>▪ Section 5307 Urbanized Area Formula Funding</li> <li>▪ Section 5309 Capital Investment Grants</li> <li>▪ Section 5310 Enhanced Mobility of Seniors &amp; Individuals with Disabilities</li> <li>▪ Section 5311 Formula Grants for Rural Areas</li> <li>▪ Section 5316 FTA JARC Program</li> <li>▪ Section 5337 State of Good Repair Grants</li> <li>▪ Section 5339 Bus &amp; Bus Facilities Infrastructure Investment Program</li> </ul>

## Evaluation Criteria

A basic assumption is that the state will want to maximize the amount of funding it can obtain from federal sources to reduce the burden on state and local funding for transit capital. For local and state funding mechanisms, however, there are tradeoffs and decisions to be made. Some evaluation of the relative performance of funding mechanisms should be done to inform policy discussions. Expanding existing funding mechanisms and developing new funding mechanisms dedicated to transit capital will have different abilities to generate revenue sustainably.

This section identifies and defines key funding evaluation criteria and illustrates how each funding source could be evaluated in quantitative or qualitative terms. For any funding mechanism, there are tradeoffs and local decisions that must be made.

The suggested evaluation utilizes five criteria based on experience with similar projects in other jurisdictions and the specific needs of the legislature:

- **Legislative Context** – Evaluates the extent to which the funding mechanism is legal, or the ease in which the mechanism may be implemented due to legal requirements.
- **Capacity** – Evaluates how much revenue the mechanism is capable of generating. In this section, Capacity Coverage represents the ability of a given funding mechanism to cover the projected costs in a given funding scenario. This metric is expressed as a percentage of the average annual capital costs associated with the funding scenario.
- **Efficiency** – Evaluates the extent to which net revenues are impacted by collection costs, accounting for timing, administrative ease, stability, and predictability of funding and collection.
- **Equity** – Evaluates the extent to which the charges that fund the improvement are tied to the users who receive benefits from the improvement.
- **Economic Competitiveness** – Evaluates where the funding burden is distributed at a jurisdictional and commercial level.

## Potential Funding Approaches

Potential funding sources can take a variety of forms, with varying levels of revenue-generating capability, usefulness, and effects on different populations. This section groups funding approaches into three categories that consider either specific tax tools or programmatic approaches to funding transit capital, including:

- **Expand Local Sources with Existing Funding Tools.** This approach covers the remaining capacity in the existing sales tax mechanism, as well as options for expanding the use of tax mechanisms enabled by current state legislation.
- **Increase State Sources through Dedicated Taxes.** This approach covers new tax revenues resulting from the creation of new taxing authority at the state level.
- **Increase State Sources through Allocated Funding.** This approach discusses enhancements to the state's programmatic approach to funding transportation through transportation revenue packages.

State and local mechanisms for funding transit capital needs are those that can be applied at the city, county, regional, or state level. These mechanisms can typically be put into action without federal approval, though many require the approval of local voters or direct legislative action to enable them.

## EXPAND LOCAL SOURCES WITH EXISTING FUNDING TOOLS

This approach assesses the remaining capacity in the existing sales tax as well as options for expanding the use of tax mechanisms enabled by current state legislation.

### Remaining Sales Tax Authority

RCW 82.14.045 allows for a city, county, or PTBA transit agency to impose a voter-approved sales tax up to a 0.9% to fund transit service. Thirty of the 31 transit agencies have exercised this option with local voters. Instead of a sales tax, Pullman Transit uses its city tax authority to level a 2% utility tax. Three agencies (Community Transit, Intercity Transit, and Kitsap Transit) have been granted additional sales tax authority by the state legislature as part of the Connecting Washington Transportation Package for specific purposes. Of the 31 agencies, six have exhausted their taxing authority of the 0.9%. The remaining sales tax revenue is shown in Figure 5-5 based on 2017 annual taxable retail sales data.

Figure 5-5 Remaining Sales Tax Authority for Transit Agencies (millions of dollars)

Agency Classification	2017 Revenues	Remaining Capacity	Percent of Capacity Used
King County Metro	\$579	\$0	100%
Urban	\$377	\$137	73%
Small Urban	\$141	\$102	58%
Rural	\$45	\$39	53%
Statewide Total	\$1,142	\$278	80%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

In 2017, transit agencies raised approximately \$1.14 billion through the sales tax. All of the remaining capacity resides in Urban, Small Urban, and Rural agencies. King County Metro is the largest single generator of this tax and has exhausted its current sales tax capacity. There is only \$278 million of remaining capacity statewide, approximately 20% of the theoretical legislative limit.

Potential tax revenues are not always additive. In some cases, if one source is chosen, it precludes the use of other sources. For example, Pullman Transit levies a utility tax and is ineligible to enact an additional local sales tax—in effect, the agency is forced to choose between potential funding mechanisms. Additionally, there is significant competition for local sales tax revenue for other types of activities and spending. Multiple programs attempting to access the same tax base creates additional challenges associated with accessing this additional capacity.

**Legislative Context.** This tax is currently enabled for all of the study agencies. The legislature has historically adjusted the sales tax rate to accommodate specific agency transit needs. Agencies planning on using existing sales tax capacity would still be required to ask voters to authorize additional sales tax funding.

**Capacity.** Figure 5-6 summarizes the remaining sales tax coverage relative to the average annual capital costs associated with each funding scenario.

Figure 5-6 Comparison of Capital Costs Relative to Sales Tax Capacity (millions of dollars)

Scenario	Average Annual Capital Costs	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$210	\$278	132%
Replace Vehicles beyond ULB	\$50	\$278	556%
Service Restoration	\$397	\$278	70%
Planned Expansion	\$598	\$278	46%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** Increased reliance on sales tax has made bus service delivery more dependent on economic conditions. Sales tax is volatile; receipts can vary substantially with the ups and downs of the state and regional economy. Very little administrative costs would be added since there is an existing administrative apparatus that levies, collects, and remits the tax revenues. Due to the quarterly distributions of sales tax revenues from the state treasurer, there is very little time lag for agencies in getting their funds.

**Equity.** Washington relies more heavily on high sales taxes than most other states. Washington's tax structure is generally regressive, with the lowest income households paying a higher percent of income for total excise and property taxes and the highest income households paying a smaller percent of income for the same taxes. Sales tax is the main cause of this regressive impact. The impact of the regressive tax also falls harder on low-income and minority populations. Relying on a sales tax for additional funding further pushes the balance of state and local funding toward local sources.

**Economic Competitiveness.** Washington has one of the highest sales tax rates and one of the broadest sales tax bases in the nation. The high sales tax creates a significant incentive to shop out of state and causes competitiveness problems for Washington retailers. The combination of Washington's high sales tax, the absence of a sales tax in Oregon, and the relatively low sales tax in Idaho causes retail trade and, consequently, sales tax revenues in the counties bordering Oregon and Idaho to be very sensitive to changes in sales tax rates.

## Household Excise Tax

Agencies that currently use the sales tax are not allowed to levy this tax. Currently, only the City of Pullman is allowed to levy this tax pending approval from a vote of the jurisdiction's residents. The household excise tax is levied and collected from all persons within the area. The excise tax cannot exceed one dollar per month for each housing unit ("housing unit" means a building or portion thereof designed for or used as the residence or living quarters of one or more persons living together, or of one family).

**Legislative Context.** This tax is currently not available to most transit agencies. The legislature would have to act to allow this tool. Subsequently, agencies planning on using this tool would be required to ask voters to authorize additional funding.

**Capacity.** Figure 5-7 summarizes the household excise tax coverage relative to the funding scenarios. The majority of the capacity would be generated by King County Metro and Urban agencies. However, those agencies have less capacity coverage than the Small Urban and Rural agencies.

Figure 5-7 Comparison of Capital Costs Relative to Household Excise Tax Capacity (millions of dollars)

Scenario	Average Annual Capital Costs	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$210	\$28	13%
Replace Vehicles beyond ULB	\$50	\$28	56%
Service Restoration	\$397	\$28	7%
Planned Expansion	\$598	\$28	5%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** A household excise tax would provide some stability to revenues as household changes vary less during changes in economic conditions. A significant administrative cost would be added since there is no administrative apparatus that levies, collects, and remits a tax of this type in Washington. A monthly fee would also address any revenue timeliness issues and would be more immediately available for transit spending.

**Equity.** Like the sales tax, a household excise tax has some regressive elements to it since high- and low-income households would pay the same amount. It would be less regressive than a sales tax since the amount of the tax is smaller. Relying on a household excise tax for additional funding further pushes the balance of state and local funding sources toward local sources.

**Economic Competitiveness.** A household excise tax would likely not impact economic competitiveness in dramatic a way since the cost of the tax is low and spread widely amongst all households.

## Employer Excise Tax

All transit authorities may submit an authorizing proposition to the voters to impose an excise tax of up to two dollars per month per employee on all employers located within the applicable jurisdiction. The rate of tax must be approved by the voters. Again, agencies that currently use the sales tax are not allowed to levy this tax.

**Legislative Context.** This tax is currently not available to most transit agencies. The legislature would have to act to allow this tool. Subsequently, agencies planning on using this tool would be required to ask voters to authorize additional funding.

**Capacity.** Figure 5-8 summarizes the household excise tax coverage relative to the funding scenarios. The majority of the capacity is generated by King County Metro and Urban agencies. However, those agencies have less capacity coverage than the Small Urban and Rural agencies.

Figure 5-8 Comparison of Capital Costs Relative to Employee Excise Tax Capacity (millions of dollars)

Scenario	Average Annual Capital Costs	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$210	\$73	35%
Replace Vehicles beyond ULB	\$50	\$73	146%
Service Restoration	\$397	\$73	18%
Planned Expansion	\$598	\$73	12%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** An employee excise tax would produce more variable revenues as employment changes in relationship to economic conditions. A significant administrative cost would be added since it is likely it would require some additional administrative activity to levy, collect, and remit a tax of this type in Washington.

**Equity.** The employee excise tax will make low-wage jobs relatively more expensive. This is because the flat tax approach will account for a larger share of labor costs on the low end of the wage scale, compared to high-wage jobs. Employees at the higher end of the wage spectrum face a comparatively lower tax increase. Relying on a sales tax for additional funding further pushes the balance of state and local funding sources toward local sources.

**Economic Competitiveness.** Local tax policies change the operating costs for firms and can influence the economic competitiveness of a jurisdiction. Although competition does occur regionally, public policy decisions such as changes in local taxes can have a strong influence on business location decisions between jurisdictions where a firm is able to retain access to the same workforce while avoiding the tax incidence. This affect is more likely to be apparent in industries where the operations or employees do not face high moving costs.

## INCREASE STATE SOURCES THROUGH DEDICATED TAXES

### Carbon Tax or Fee

A carbon tax is a fee that a government imposes on any company that burns coal, oil, or gas (some form of fossil fuel). The purpose of a carbon tax is to reflect the true cost of burning carbon. When carbon-rich fuels are burned, they produce greenhouse gases, which contribute to global warming by heating the atmosphere. The tax is intended to correct an undesirable or inefficient market outcome and does so by being set equal to the social cost of the negative externalities—in this case, the social costs of carbon.

This analysis does not propose any specific arrangement of a tax or fee. However, the 2019 SB 5971 contemplates a carbon pollution fee that would be imposed on the sale or use of all fossil fuels within the state. This analysis uses the specification of the bill and corresponding fiscal note to provide an example of capacity and issues surrounding a carbon fee or tax.

**Legislative Context.** This tax is not currently enabled by the state of Washington. The legislature would have to act to allow this tool. SB 5971 anticipates that the fee would start on July 1, 2020, at a rate of \$15 per metric ton of CO2.



**Capacity.** The fiscal note for the current bill anticipates that it would raise approximately \$818 million in FY 2021. This is a significant amount of revenue and in excess of the capital cost requirements for the state’s transit agencies in all of the funding scenarios.

Figure 5-9 Comparison of Capital Costs Relative to Carbon Fee Capacity (millions of dollars)

Scenario	Average Annual Capital Costs	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$210	\$817	389%
Replace Vehicles beyond ULB	\$50	\$817	1624%
Service Restoration	\$397	\$817	206%
Planned Expansion	\$598	\$817	137%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** A carbon tax would produce some variability in revenues as changes in the consumption of fossil fuels vary with employment changes and economic conditions. A significant administrative cost would be added since it would likely require additional administrative activity to levy, collect, and remit a tax of this type in Washington.

**Equity.** A carbon tax would fall to all consumer classes. There could be equity issues around this tax, especially if lower income households bear a larger burden of the tax based on their consumption patterns. However, recent work in this space have suggested that the potential for regressivity of a carbon tax may be overstated. Regardless, it will be an issue for policy makers to address.

**Economic Competitiveness.** A robust carbon fee could slow economic activity and thus reduce other government revenues. The size of that effect depends on the broader macroeconomic impacts of a carbon tax and the state level effects of how the revenue is used. Regional or sub-national carbon pricing poses challenges that stem from the manipulation of comparative advantage in the broader economy. Carbon pricing will introduce a new production cost for only the firms located in one part of the country or economic union. Relative to firms in non-taxed jurisdictions, taxed firms can be placed at a competitive disadvantage. Market forces will incentivize both the local firms to shift production out of the region and outside firms to increase their market share by capitalizing on a new relative cost advantage.

## Transportation Network Company (TNC) Fees

Many states have begun to regulate TNCs and their drivers. As part of that process, fee and taxation issues have arisen. One way the State of Washington could tax TNC use is through a public utility tax. Most TNC-affiliated drivers are considered self-employed and not employed under a business as a covered employee. Thus, their business entity is subject to Washington State business taxes.

The public utility tax is a tax on a business’s gross receipts or total income, which in the case of a TNC is a driver’s gross ride revenue. Some deductions can be made so the taxable income can be less than the total income. A driver either files under the Urban Transportation or Motor Transportation category, which have different rates and definitions.

- **Motor Transportation Business.** A business that operates a motor vehicle that conveys people or property for hire (excludes Urban Transportation Business and conveyance of logs). The 2018 rate for the tax is 1.926% of gross receipts.
- **Urban Transportation Business.** A business that operates any vehicle to convey people or property for hire either: within one city’s limits, within five miles of one city’s limits, or within and between cities, whose city limits are less than five miles apart, or within five miles of those cities. The 2018 rate for the tax is 0.642% of gross receipts.

Figure 5-10 Receipts and Taxes for Local/Suburban Transit Public Utility Tax, 2017 (millions of dollars)

Local/Suburban Transit	Tax Rate	Gross Receipts	Taxable	State Tax
Motor Transportation	1.93%	\$738	\$279	\$5.3
Urban Transportation	0.64%	\$333	\$227	\$1.4

Source: Washington State Department of Revenue, 2019

**Legislative Context.** Currently, there is no statewide fee on transportation network companies or on riders of the services. In Massachusetts, a \$0.20 per ride fee raised approximately \$26 million in 2018. Seattle currently charges fees of \$0.14 per trip to cover the cost of TNC licensing and \$0.10 per trip to support taxi wheelchair accessibility. In 2018, Uber and Lyft made 32.6 million trips in King County alone. A \$0.24 fee on that trip base would have generated \$7.8 million in 2018. Whether through a fee or a gross receipts tax increase (through the public utility tax) some form of state legislative action would be required.

**Capacity.** A doubling of the rate of taxes in both categories of the public utility tax from the 2017 data would produce an additional \$6 million in revenue capacity. Based on King County’s ride share data, a \$0.24 fee generates \$7.8 million.

Figure 5-11 Comparison of Capital Costs Relative to Public Utility Tax Capacity (millions of dollars)

Scenario	Average Annual Capital Costs	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$210	\$6	3%
Replace Vehicles beyond ULB	\$50	\$6	12%
Service Restoration	\$397	\$6	2%
Planned Expansion	\$598	\$6	1%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** Given the newness of ride sharing services, it is not clear how taxes on these services will vary under different economic conditions. Additionally, some new administrative costs at the statewide level will be necessary to collect and remit these fees. As a statewide tax, this source of funding would move the transit capital burden away from local sources.

**Equity.** Fees and taxes on ridesharing services do not raise taxes significantly. These fees are applied as part of the delivery of services. These services are also typically consumed by higher-income households. From a geographic perspective, most ridesharing services are purchased in urban settings more broadly than within a specific area or jurisdiction. As a statewide tax, this source of funding would move the transit capital burden away from local sources.

**Economic Competitiveness.** Small fees and taxes on ride sharing proceeds are not likely to raise economic competitive issues for the state. However, TNCs may see increased taxation as a competitive challenge.

### Transit Payroll Tax

The State of Oregon enacted a statewide payroll tax dedicated to transit funding, which functions as a tax at some rate on payroll wages. Employees are responsible for paying the tax, and employers withhold the tax from employees’ wages. If adapted in Washington, this would include state residents and nonresidents who perform services in Washington.

**Legislative Context.** Washington State does not currently have a general payroll tax. However, it does levy a very similar program. The Paid Family and Medical Leave Program is an insurance program funded through premiums paid by employers and workers. The initial premium is a 0.4% payroll tax and can be adjusted annually after 2020 by the Employment Security Department, according to rules set by the statute. Employers who choose to withhold premiums from their employees may withhold up to 63.33% of the total premium. The employer is responsible for paying the other 36.67% and remitting total premiums to the Employment Security Department on a quarterly basis starting in April 2019. The portion paid by the employee is 0.25% of their wage.

**Capacity.** Statewide wages for covered employment in 2017 was approximately \$204 billion. A payroll tax rate of 0.143% would be needed to cover the annual \$293 million in the Status Quo scenario for the state’s transit agencies.

Figure 5-12 Comparison of Capital Costs Relative to Payroll Tax Capacity (millions of dollars)

Scenario	Average Annual Capital Costs	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$210	\$293	140%
Replace Vehicles beyond ULB	\$50	\$293	583%
Service Restoration	\$397	\$293	74%
Planned Expansion	\$598	\$293	49%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** Payroll taxes are generally an effective way to raise revenue. It is a broad base and can apply to all wages and salaries. It is also a simple tax to administer since payroll taxes typically do not include dozens of deductions, exemptions, and credits that narrow the tax base. This means that payroll taxes can raise a large amount of revenue at a relatively low rate. Payroll taxes also do not impact employment issues, meaning they generally don’t cause large marginal changes during labor market declines. Since the state already has some apparatus available to collect and remit the Paid Family and Medical Leave Program, efforts to institute this tax would be more marginal. As a statewide tax, this source of funding would move the transit capital burden away from local sources.

**Equity.** Generally, payroll taxes are typically more regressive since they are generally instituted with some type of cap. That is, above a certain amount, the more income one earns, the smaller the share of one’s income goes to payroll taxes, as is the case with the Paid Family and Medical

Leave Program premium. This leads to a similar regressivity issue as sales taxes, with higher proportional impacts on lower wage earners than higher wage earners.

**Economic Competitiveness.** Overall, payroll taxes don't significantly impact economic competitiveness. Because of their broad base and low rates, they tend not to greatly distort the economic decisions of firms and employers.

## INCREASE STATE SOURCES THROUGH ALLOCATED FUNDING

### Fund Transit Capital at Higher Levels in the Next Transportation Package

The most recent example of a statewide transportation package is the Connecting Washington Act (CWA) Transportation Funding Package. The CWA transportation package, enacted in 2015, was estimated to provide \$16 billion in new resources for transportation purposes over 16 years. The CWA transportation package included a number of state tax and fee increases, state tax incentive programs, and several local revenue options.

The principal sources of new revenue were an 11.9 cent per gallon fuel tax increase, an increase in passenger vehicle weight fees, and weight fees on trucks. Together, these changes are estimated to raise over \$9 billion over the 16-year period (ending in 2031). Other significant sources of funding included the reallocation of existing funding as well as transfers from the State General Fund.

The CWA package included several multimodal components. Transit-related programs received funding, including the Special Needs, Regional Mobility, Rural Mobility, and Vanpool grant programs. In addition, a number of transit projects received direct funding assistance. The 16-Year Allocation plan dedicated the following amounts to transit, including uses for both operations and capital, for a total of approximately \$656 million (or \$41 million a year):

- Special Needs Transit Grants – \$200 million
- Rural Mobility Grant Program – \$110 million
- Regional Mobility Grant Program – \$200 million
- Vanpool Grant Program – \$31 million
- Transit Coordination Grants – \$5 million
- Dedicated Transit Projects – \$111 million

**Legislative Context.** The Washington State legislature will periodically use new tax revenues and debt capacity to fund a wide variety of transportation improvements. As part of this process, it has historically allocated funding to various transportation and transit programs to support investments.

**Capacity.** Current annual spending from the state allocated to capital funding is approximately \$21 million a year. That amount would need to increase by a factor of 10 to about \$293 million a year to reach the Status Quo scenario for the state's transit agencies.

Figure 5-13 Comparison of Capital Costs Relative to Payroll Tax Capacity (millions of dollars)

Scenario	Average Annual Capital Costs	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$210	\$21	10%
Replace Vehicles beyond ULB	\$50	\$21	42%
Service Restoration	\$397	\$21	5%
Planned Expansion	\$598	\$21	4%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** The efficiency of this approach tends to be less distorted than other types of funding tools because most of the funding for transportation packages is allocated for roadway improvements via the gas tax. The money that is directed towards transit comes from other sources of funding, generally a mix of fees and general fund transfers. Any specific efficiency issues will depend on the nature of the tax tools that are used.

**Equity.** It is difficult to know the relative equity issues that might be raised without knowing what taxes will be used to support the revenue. Outside of the gas tax for road projects, funding for transit is a mix of different tax and fee sources. However, geographic tax burden and equity issues tend to be less of an issue consideration given the statewide nature of the funding approach as part of a transportation package.

**Economic Competitiveness.** Again, it is difficult to identify economic competitiveness issues that maybe raised without knowing the specific tools and revenues that would be used.

## SUMMARY OF COMPARISON APPROACHES

The ability of funding sources to generate additional revenue for transit beyond existing sources will depend on the scale, revenue capacity, timing of when revenues are available, stability/predictability, flexibility, legality, equity, and political acceptability of the source. Overall, there are a number of funding sources, mechanisms, and programmatic approaches that are more likely to fund transit capital improvements. A few sources have significant challenges (shown in Figure 5-14) that make them unsuitable options for transit capital funding.

### Promising Funding Approaches

Typically, one of the main criteria for evaluating funding approaches is evaluating its ability to raise revenue without creating downstream counterproductive macroeconomic distortions that would ultimately lead to fewer revenues being collected. Since this study is not examining a specific level of need, it is difficult to clearly articulate which approaches raise adequate levels of revenue<sup>1</sup>. With that caveat in place, only three approaches have the ability to raise significant levels of revenue: a carbon fee, a payroll tax, or a transportation package approach.

All three approaches tap large tax bases and generally employ low tax rates. The potential for negative economic impacts is lower, and issues that arise can typically be addressed through matters of policy. Because of their statewide nature, these mechanisms shift the funding burden for transit capital off of local taxpayers. Generally, these tools tend to be less regressive, but there are issues that policy makers will need to consider.

---

<sup>1</sup> In addition, this analysis uses simple static calculations or illustrative examples to give decision-makers a reasonable assessment of the capacity

Figure 5-14 Summary of Funding Approaches

	Revenue Tool	Legislative Context	Capacity				Efficiency			Fairness		Economic Comp.
			Status Quo	Replace Vehicles beyond ULB	Service Restoration	Planned Expansion	Timing	Administrative Ease	Stability	Vertical and Horizontal Equity	Geographic Equity	
Expand Local Sources through Funding Tools	Sales and Use Tax	No Action Needed	Dark Blue	Dark Blue	Light Blue	Light Blue	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue
	Household Excise Tax	Legislative Action Needed	Light Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Light Blue	Dark Blue
	Employee Excise Tax	Legislative Action Needed	Light Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Dark Blue	Light Blue	Light Blue	Dark Blue
Increase State Sources through Dedicated Taxes	Carbon Fee or Tax	Legislative Action Needed	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Light Blue	Dark Blue	Light Blue	Dark Blue	Dark Blue
	For-Hire Transportation Tax	Legislative Action Needed	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Dark Blue	Dark Blue
	Payroll Tax	Legislative Action Needed	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Light Blue	Dark Blue	Dark Blue
Increase State Sources through Allocated Funding	Fund Transit in Transportation Package	Legislative Action Needed	Light Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue

## POLICY CONSIDERATIONS

This report does not make recommendations for potential funding approaches or priorities for funding transit needs. Instead, this document presents several hypothetical policy considerations based on the findings presented in previous sections. As previously mentioned, the status quo level of funding appears to meet the replacement and preservation needs for Urban agencies and King County Metro, but results in funding gaps for Small Urban and Rural agencies. Should the legislature determine that additional action by the state is necessitated, these policy considerations are intended to serve as a starting point for discussion. Each of the three policy considerations shown in Figure 5-15 are designed to address specific identified needs at various levels of funding. These policy options include:

- **Policy Consideration 1** – Cover Deferred Replacement
- **Policy Consideration 2** – Capital Funding Component of Service Restoration Scenario Funding Gap
- **Policy Consideration 3** – Capital Funding Component of Planned Expansion Scenario Funding Gap

Figure 5-15 Policy Considerations, Projected Costs (2019-2028), Potential Financing Sources, and Outcomes

Policy Option	Cost (2017 dollars)	Finance Source	Outcome
Policy Consideration 1 – Deferred Vehicle Replacement	\$503 million	<ul style="list-style-type: none"> <li>▪ New dedicated transit tax</li> <li>▪ Legislative revenue package</li> </ul>	<ul style="list-style-type: none"> <li>▪ One-time “catch-up” funding</li> <li>▪ All vehicles within ULB in the short-term</li> </ul>
Policy Consideration 2 – Capital Component of Service Restoration	\$593 million	<ul style="list-style-type: none"> <li>▪ New dedicated transit tax</li> <li>▪ Legislative revenue package</li> <li>▪ Provides the additional capital funding required to expand service to pre-recession levels</li> </ul>	<ul style="list-style-type: none"> <li>▪ Restores transit to pre-recession levels and matches population and employment growth</li> <li>▪ Capital funding only, no operating</li> <li>▪ Vehicles may still be beyond ULB</li> </ul>
Policy Consideration 3 – Capital Component of Planned Expansion	\$2.591 billion	<ul style="list-style-type: none"> <li>▪ New dedicated transit tax</li> <li>▪ Legislative revenue package</li> </ul>	<ul style="list-style-type: none"> <li>▪ Directly address agency stated expansion needs</li> <li>▪ Capital funding only, no operating</li> <li>▪ Vehicles may still be beyond ULB</li> </ul>

### Policy Consideration 1 – Cover Deferred Replacement

As noted previously, a common agency response to the Great Recession was to defer capital costs and to prioritize maintaining existing services over replacing rolling stock and facilities. This has resulted in a significant backlog of vehicles that are currently beyond their ULB. As the economy has improved since the recession, agencies have begun to reprioritize their capital programs—but deferred vehicle replacement continues to be an issue. As of the end of 2018, there were 2,090 individual vehicles beyond their ULB with a combined replacement value of \$503 million.



Policy Consideration 1 would provide the \$503 million required to replace all of the vehicles in the state currently beyond their ULB over a period of several years. Spreading these replacements over several years is imperative for the long-term financial sustainability of the agencies' capital plans. Replacing over 2,000 vehicles in a single year would drastically improve the percent remaining ULB for the agencies in the short-term; however, all of these vehicles would be scheduled for replacement during the same timeframe, resulting in a large future capital need, which agencies may not have adequate funding to address. Spreading out the replacement of these vehicles over multiple years gives agencies more flexibility to sustainably replace vehicles over time.

Based on the assessment of potential revenue sources, this policy option would be best financed through new dedicated transit taxes or by funding dedicated to transit through a new legislative revenue package.

## **Policy Consideration 2 – Capital Component of Service Restoration**

Policy Consideration 2 would provide the additional funding required to bridge the capital funding gap identified in the Service Restoration Scenario. This policy consideration would provide the additional capital funding required to increase transit service in the state to pre-recession levels based on projected population and employment growth through 2028, as discussed in Chapter 3. The 10-year funding gap for Policy Option 2 is projected to be approximately \$593 million, or about \$59 million in additional funding per year.

The Service Restoration scenario is oriented around expanding service and identifying the associated capital needs. As such, the additional revenue hours and projected ridership increases were calculated during the development of the scenario. There would be additional operating costs associated with this expansion that are not within the scope of this project to identify.

This service restoration represents an increase of revenue hours by approximately 1.5 million in 2028, which is equivalent to roughly 80 high-frequency weekday bus routes and 30 million additional transit trips annually. These outcomes are directly related to WSDOT's established state role in public transportation through facilitating a more complete transportation system that meets the needs of local communities. Based on the assessment of potential revenue sources, this policy option would be best financed through new dedicated transit taxes or by funding dedicated to transit through a new legislative revenue package.

## **Policy Consideration 3 – Capital Component of Planned Expansion**

Policy Consideration 3 would provide the additional capital funding required to bridge the funding gap identified in the Planned Expansion Scenario. The 10-year funding gap for Policy Option 3 is projected to be approximately \$2.591 billion, or about \$259 million in additional funding per year.

Unlike Policy Consideration 2, this option is oriented around the Planned Expansion scenario, which relies on the stated capital expansion plans for each agency, rather than a metric related to service expansion. In terms of policy outcomes, it is unclear to what extent these capital expansion costs are directly related to service expansion; therefore, additional revenue hours and transit trips are not identified for this policy option. There would likely be an expansion of transit

service and additional operating costs associated with this expansion, which are not calculated in this study.

This policy option would address several key challenges for public transit identified by WSDOT, including:

- The demand for access to jobs, schools, services and community is growing, but public transportation providers' ability to meet this demand has never been more constrained
- Traditional methods for funding transportation are increasingly unsustainable

Based on the assessment of potential revenue sources, this policy option would be best financed through new dedicated transit taxes or by funding dedicated to transit through a new legislative revenue package.

# 6 Electric Vehicle Funding

## KEY FINDINGS

- Electrification of transit buses is an important opportunity to **reduce transit agency operating costs, diesel exhaust pollution, and greenhouse gas emissions.**
- **Washington is well-situated to transition from diesel to electric buses.** Agencies in the state have been testing electric buses for over five years and **most of the region's electricity is generated from renewable** sources. Much of Washington's electricity is distributed through publicly-owned power districts and the state has already adopted a policy position that public fleets transition away from fossil fuels.
- The **higher upfront costs** of electric buses and their charging equipment are a major barrier to their adoption. Chargers, transformers, and associated equipment are new capital assets for most transit agencies in Washington.
- **Over their lifetime, electric buses are cost-competitive with diesel buses.** Within a few years of 2019, electric buses' lifetime costs are projected to fall below those of diesel buses. The **falling price of batteries** is the primary contributor to decreasing battery-electric bus costs.
- **Reliability of battery-electric buses is not yet equal to that of diesel buses.** As battery-electric bus technology matures and agencies expand their fleets, it is likely that reliability will improve.
- Funding available for electric buses is limited; **new capital financing models are needed.** Partnerships with utilities are a promising avenue for electric transportation capital asset reform.

## THE NEED TO ELECTRIFY

Identifying the capital costs associated with vehicle electrification is not specifically called out in the budget proviso that established the need for this study. However, during site visits and agency interviews, electrification emerged as an important upcoming capital need for many transit agencies in the state. At the same time, the 2019 session of the legislature has conducted significant discussion about advancing the policy of transitioning transit fleets to electric propulsion. As agencies consider moving toward electrification, assessing the costs associated with battery electric vehicles, charging infrastructure, and electric utility rates represents a significant unknown cost for Washington's transit agencies.

The transition of Washington State’s public transit fleet from fossil fuels to electric power—as mandated by the Department of Commerce<sup>1</sup>—will reduce greenhouse gas emissions, toxic air pollution, and transit agency operating and maintenance expenses. Because electrical power rates in Washington are typically relatively stable, moving to electric power can financially insulate transit agencies from the historically drastic swings in the cost of fossil fuels. Washington’s fleet replacement effort—although still in the early stages of execution—is projected to accelerate in coming years, as electric transit bus prices fall and the technology’s service planning implications are better understood. The environmental justice and equity benefits of converting publicly-owned diesel engines to electric power will likely speed the replacement process.

## The Dangers of Diesel

A total of 36% of Washington State’s transit revenue fleet has a diesel-powered internal combustion engine (ICE), 88% of statewide heavy-duty transit vehicles have a diesel-powered ICE, and 97% of the state’s transit vehicles burn some type of fossil fuel for power. Diesel vehicles are environmentally unsound for the people who ride and operate them, as well as those living in close proximity to places they are frequently used. In addition to producing greenhouse gas emissions, diesel’s exhaust is poisonous for humans and toxic to Washington’s ecosystems.

The dangers of diesel exhaust to human health are well-known and documented. Inhalation of diesel exhaust increases the risk of respiratory diseases, worsens symptoms of asthma, heart disease, and lung disease, and causes lung, bladder, and soft tissue cancers.<sup>2</sup> Due to the concentrated nature of much of Washington State’s built environment, our population is susceptible to emissions from diesel exhaust (this concentration of population also means that many residents live in areas where public transportation is an effective travel option). The 2006 Washington Department of Ecology’s Diesel Particulate Emission Reduction Strategy estimated that over half of all Washington residents live or work near transportation corridors with high levels of airborne diesel exhaust.<sup>3</sup>

Reducing air pollution from diesel ICEs will have an especially profound impact on environmental justice communities, which are concentrations of disadvantaged people that are disproportionately exposed to air and water pollution. In Washington State, these communities are often the most affected by diesel exhaust pollution. Environmental justice communities that would benefit from transit fleet transition to electric power are located in urban areas throughout Washington, such as the Duwamish Waterway area, Yakima metropolitan area, and Spokane metropolitan area.

---

<sup>1</sup> The Department of Commerce currently uses its legislatively-delegated authority to require local governments to adopt electric or biofuel vehicles across their fleets. 2019. Washington State Legislature. WACS Chapter 194-29. <<https://app.leg.wa.gov/wac/default.aspx?cite=194-29&full=true>>

<sup>2</sup> 2006. Washington State Department of Ecology. *Diesel Particulate Emission Reduction Strategy for Washington State*. p. 5. <<https://fortress.wa.gov/ecy/publications/documents/O602022.pdf>>

<sup>3</sup> Ibid.

Figure 6-1 Transit Agency Fossil Fueling Equipment



Left to right: Fuel tanks at Island Transit's Coupeville base; fuel pump at King County Metro's Atlantic/Central base.

## An Opportunity for Replacement

Replacing ICEs used for transit service with electric motors is a prime opportunity for Washington State to achieve air pollution, greenhouse gas emission reduction, and environmental justice goals.

In Washington State, transportation represents the largest share of both air pollution and greenhouse gas emissions,<sup>4</sup> and the state has legislated reduction of these greenhouse gas emissions to below 1990 levels by 2020 and to 50% below 1990 levels by 2050.<sup>5</sup> Achieving these goals will be challenging, especially because most ICEs are owned and operated by the private sector.

That being said, 10% of all diesel ICEs in the state of Washington are owned by public agencies.<sup>6</sup> Of these vehicles, more than 1,399 diesel, 1,350 diesel-electric, and 437 biodiesel ICEs are in Washington's public transit fleet. Replacing this fleet with fully electric vehicles is well within the regulatory and fiscal purview of Washington's state government and would constitute a significant down payment on reductions in air pollution and greenhouse gas emissions in the state's urban communities.

---

<sup>4</sup> 2018. Washington State Department of Ecology. *State of Washington Volkswagen Beneficiary Mitigation Plan*. p. 3. <<https://fortress.wa.gov/ecy/publications/documents/1802023.pdf>>

<sup>5</sup> 2019. Washington State Legislature. *Section 70.235.020*. <<https://apps.leg.wa.gov/rcw/default.aspx?cite=70.235.020>>

<sup>6</sup> 2006. Washington State Department of Ecology. *Diesel Particulate Emission Reduction Strategy for Washington State*. p. 30. <<https://fortress.wa.gov/ecy/publications/documents/0602022.pdf>>

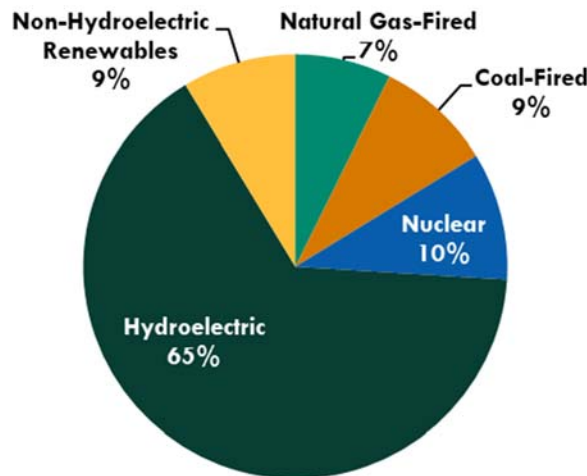
## WASHINGTON STATE: LEADING THE CHARGE

Although North American transit agencies are just beginning their transition to electric vehicles, Washington has already emerged as a leader in the U.S. Five<sup>7</sup> Washington State transit agencies have received battery-electric transit buses and at least 20<sup>8</sup> are planning to introduce electric transit vehicles in the near future. At least 13 transit agencies in the state have electric vehicle technology incorporated into their fleets (including hybrid vehicles), which is a first step towards familiarizing planning, maintenance, and operations staff with electric technology.

The Pacific Northwest is well situated to adopt electricity as its propulsion system of choice for coming generations of its transit fleet. Washington already produces a majority of its electricity from zero-emissions sources (Figure 6-2), has local transit operating experience with trolley, hybrid, and battery-electric buses, and has already begun the legislative process of supporting a diesel-to-electric transition.

Electricity in Washington is sourced primarily from hydro generation (Figure 6-2), which produces nearly zero direct emissions. In addition to hydroelectricity, there is significant nuclear, solar, and wind power generating capacity in the state. Only 16% of the state’s electricity is produced using fossil fuels. This mixture of electricity sources means that electric buses will be powered primarily by emissions-free electricity—a reality that is not the case in every U.S. state.

Figure 6-2 Washington Electricity Production by Source



Source: U.S. Energy Information Administration, December 2018

<sup>7</sup> Ben Franklin Transit, Everett Transit, Kitsap Transit, King County Metro, and Link Transit.

<sup>8</sup> Ben Franklin Transit, C-Tran, Clallam Transit, Community Transit, Everett Transit, Intercity Transit, Island Transit, Jefferson Transit, King County Metro, Kitsap Transit, Link Transit, Mason Transit, Pierce Transit, Pullman Transit, Skagit Transit, Spokane Transit, Twin Transit, Valley Transit, Whatcom Transit, and Yakima Transit. Intercity and Jefferson Transit planning for electric non-revenue vehicles only.

The state legislature and some agencies have already begun supporting the transition to electric buses in Washington. In 2018, the Washington State Department of Ecology awarded \$9.4 million for electric buses to seven transit agencies across the state.<sup>9</sup> This funding was a part of the Volkswagen diesel emission settlement and represents a commitment by the state to funnel new revenue sources towards electric transportation infrastructure.

The Washington State legislature and Department of Commerce have also demonstrated a commitment to the state's transition to electric buses. The Department of Commerce currently uses its legislatively-delegated authority to require local governments adopt electric or biofuel vehicles across their fleets.<sup>10</sup> This rule mandates that transit agencies and other local-type governments consuming more than 200,000 gallons of gasoline and/or diesel annually satisfy 100% of their fuel usage from electricity or biofuel to the extent determined practicable. Eligible agencies are required to file annual reports describing their progress towards this goal and/or reasons for non-compliance. This rule, although relatively toothless, is a positive step towards a more aggressive electric transit vehicle mandate.

In addition to the 'stick'-type method for transitioning Washington's buses from diesel to electric, the state offers 'carrots' in the form of a sales/use tax exemption for electric vehicle batteries, zero-emissions buses, and charging infrastructure.<sup>11,12</sup> Although small relative to the total purchase price of electric bus infrastructure, Link Transit and Everett Transit have already taken advantage of this legislation to jump-start the development of their electric bus fleets.

### Agency Experience

The most challenging transit vehicle type to transition to electric power is the heavy-duty bus. Their weight and size, passenger loads, HVAC requirements, and operating characteristics combine to create an engineering challenge that is more difficult to solve than, say, electrifying vanpool vehicles. This portion of the report therefore focuses primarily on the transition of heavy-duty vehicles (which make up 87% of the dollar value of Washington's existing transit fleet) to electric power.

Today, only 7% of Washington's heavy-duty fleet is electric (Figure 6-3), and 174 of these 193 vehicles are King County Metro's electric trolley buses, which—although fully electric—must be routed under expensive overhead catenary wire.<sup>13</sup> Hybrid diesel-electric technology, on the other hand, has made tremendous inroads among transit operators in Washington: nearly half of all heavy-duty buses in the state are hybrids. These longstanding trolley bus operations and growing hybrid fleets represent important introductions to battery-electric technology for Washington's transit agencies.

---

<sup>9</sup> 2018. Washington State Department of Ecology. *News Release – December 20, 2018*. <[https://ecology.wa.gov/About-us/Get-to-know-us/News/2018/\\$22-million-from-VW-settlement-goes-toward-electri](https://ecology.wa.gov/About-us/Get-to-know-us/News/2018/$22-million-from-VW-settlement-goes-toward-electri)>

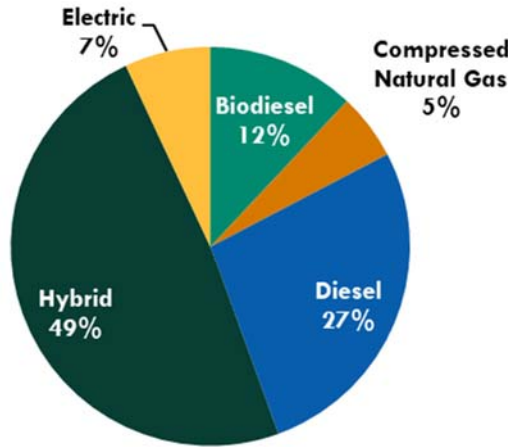
<sup>10</sup> 2019. Washington State Legislature. *WACS Chapter 194-29*. <<https://app.leg.wa.gov/wac/default.aspx?cite=194-29&full=true>>

<sup>11</sup> 2019. Washington State Legislature. *RCW Section 82.08.816*. <<https://app.leg.wa.gov/rcw/default.aspx?cite=82.08.816>>

<sup>12</sup> 2019. Washington State Legislature. *Engrossed Second Substitute House Bill 2042*. <<http://lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/House/2042-S2.SL.pdf#page=1>>

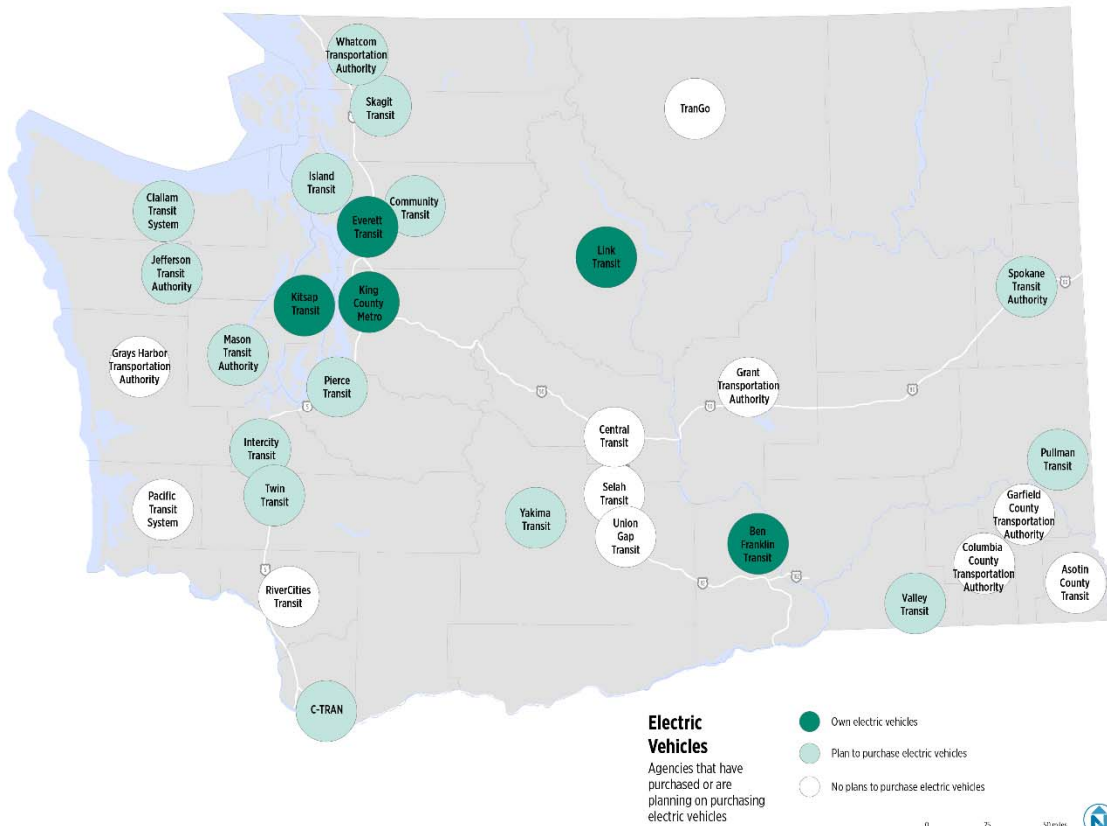
<sup>13</sup> KCM's electric trolley buses also have auxiliary power units that allow for limited off-wire travel. This capability is generally only used during re-routes for construction, special events, or maintenance.

Figure 6-3 Existing WA State Heavy-Duty Transit Fleet by Fuel Type



Three Washington State agencies—Everett Transit, King County Metro, and Link Transit—are developing in-depth operational experience with battery-electric buses. Ben Franklin Transit and Kitsap Transit have also experimented with a battery-electric bus but have not developed as extensive a fleet or testing regimen and so are not included in the profiles below.

Figure 6-4 Washington Transit Agencies and Electric Transit Vehicles





### Everett Transit

Everett Transit has four heavy-duty battery-electric buses in service and is expecting delivery of additional vehicles in 2019. Their Proterra Catalyst E2 buses are currently operated using plug-in depot charging at Everett Transit’s main base (Figure 6-5) and represent the agency’s commitment to operating a 50% electric fleet by 2022. Of the three transit agencies operating significant levels of battery-electric bus service in Washington, Everett Transit is the only agency not operating a fast, on-route charger. This is possible because of the agency’s geographically limited service area and relatively short routes.

The installation of charging infrastructure was a major hurdle for Everett Transit; their base required a new switching system, transformer, and installation of Proterra chargers, as well as payment of one-time utility fees for new electrical connections. Funding for the infrastructure and electric bus vehicles came from the federal Low or No Emission Vehicle Program, federal Buses and Bus Facilities Infrastructure Investment program, a regional Congestion Mitigation and Air Quality grant, and a WSDOT Regional Mobility Grant.

Everett Transit also needed to adapt existing maintenance facilities to their electric buses. Because electric buses require routine maintenance on the roof of the vehicle, Everett Transit looked into installing a fall protection system in their heavy-duty bus maintenance bays. The proximity of the rooftop workspace to ceiling heating elements, however, precluded the installation of traditional fall protection equipment and required Everett Transit to custom fabricate a costly rolling gantry scaffold. This is one small example of the changes that transit agencies will likely have to make to maintenance facilities as they transition to electric buses.

Figure 6-5 Everett Transit Electric Vehicle Equipment



Left to right: Plug-in depot charger; Electric bus in maintenance bay with limited working space

### King County Metro

KCM is currently experimenting with Proterra and New Flyer battery-electric buses by testing their range and performance under various conditions and simulated passenger loads (Figure 6-6). In addition to their testing activities, KCM is operating Proterra battery-electric buses on two active routes (226 and 241) using a combination of depot plug-in and on-route fast overhead charging. This extensive testing regimen is crucial for KCM, as they must develop a complete picture of battery-electric buses' capabilities in all conditions before they can operate them under the same service standards to which they hold their non-battery-electric fleet.

The experience gained from KCM's testing will provide invaluable information for KCM and other Washington transit agencies. Lessons learned will be particularly useful for those agencies with fewer financial resources for battery-electric vehicle testing. KCM has a history of conducting extensive testing on new bus technologies and reporting their findings in a manner that is useful for other transit agencies. Their work testing hybrid-electric articulated buses, for example, produced a detailed 60-page public report authored by the National Renewable Energy Laboratory.<sup>14</sup>

KCM, which operates the nation's largest vanpool fleet, has also invested in 44 Nissan Leaf electric vehicles for their Metropool zero-emissions vanpool service. The agency plans to continue purchasing electric vanpool vehicles, as the technology for electric passenger vehicles is reliable and consistent enough for immediate implementation.

Figure 6-6 King County Metro Battery-Electric Bus Testing



Left to right: A Proterra battery-electric bus with onboard water to simulate passenger loads; A New Flyer battery-electric articulated bus.

<sup>14</sup> 2006. National Renewable Energy Laboratory. *King County Metro Transit Hybrid Articulated Buses: Final Evaluation Results*. <<https://www.nrel.gov/docs/fy07osti/40585.pdf>>

## Link Transit

Link Transit has been the state’s leader in experimentation with electric bus technologies. This is particularly notable given the agency’s large service area; limited range of electric buses means that testing them over longer distances is more challenging. In 2010, the agency was the first in the state to put a battery-electric heavy-duty bus into service and has since experimented with various bus makes and models, battery types, and charging technologies.

In 2018, Link Transit installed the United States’ first wireless bus charger at its Columbia Station (Figure 6-7). The climate in Wenatchee (Link’s primary service area) can be extremely hot in the summer and cold in the winter, making it a challenging place for electric bus operations but an excellent proving ground for the technology.

Although Link Transit has wrestled with battery, charger, and vehicle issues, their commitment to concept of electric buses has helped electric bus manufacturers, equipment vendors, and peer transit agencies evaluate technology trends and performance for years. As electric bus technology matures, Link Transit will likely serve as one of the state’s most successful small urban transit systems to switch to an electric bus fleet.

Figure 6-7 Link Transit’s Wireless Charging Zone at Columbia Station

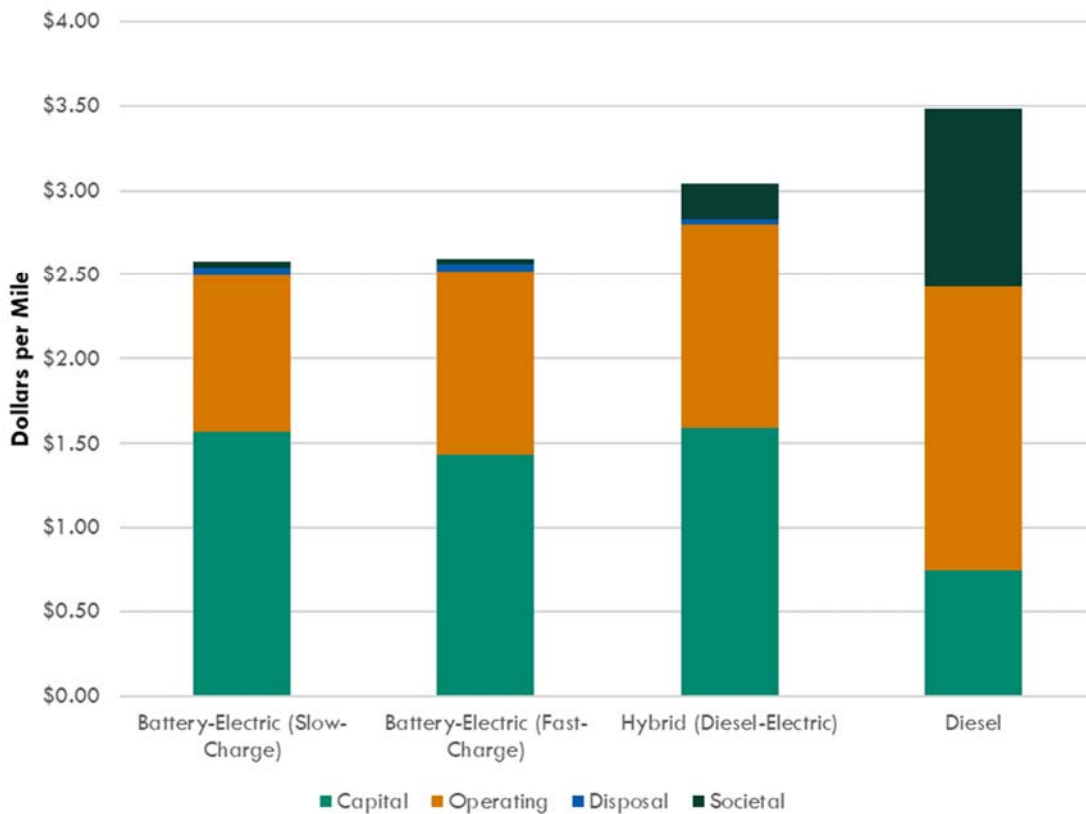


## ELECTRIC BUSES: BALANCING A NEW COST STRUCTURE

Electric buses carry a higher up-front price tag than diesel buses and require installation of costly charging infrastructure that is a new technology for most agencies. The operating and maintenance costs of electric buses, on the other hand, are considerably lower than diesel buses. In the coming years, battery prices—one of the main cost drivers for electric buses—are projected to continue falling, eventually bringing the lifetime cost of electric buses well below that of their diesel counterparts.

Although electric buses currently carry a high capital cost, the total cost of ownership over a vehicle’s lifetime (total lifetime cost, Figure 6-8) is already competitive with diesel buses. When the human health and environmental impacts of buses are priced<sup>15</sup>, electric buses represent a considerable lifetime cost savings over their diesel counterparts. As battery costs continue to decline, the cost-savings from electric buses will grow.

Figure 6-8 Approximate Total Lifetime Cost of Buses by Fuel Type



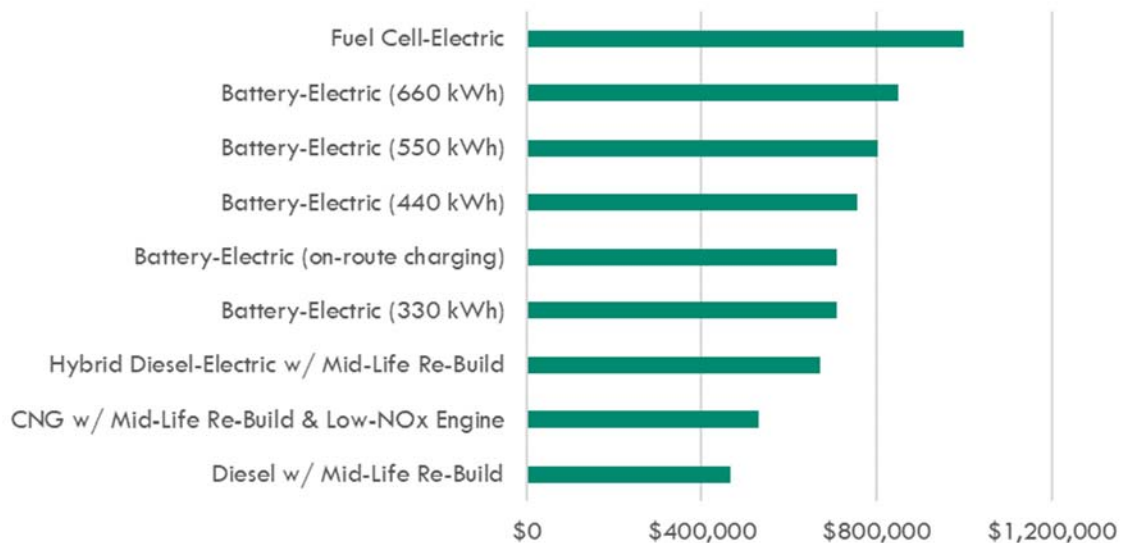
Sources: 2017. King County Metro. *Feasibility of Achieving a Carbon-Neutral or Zero-Emission Fleet*. p. 43 <[https://kingcounty.gov/-/media/elected/executive/constantine/news/documents/Zero\\_Emission\\_Fleet.ashx?](https://kingcounty.gov/-/media/elected/executive/constantine/news/documents/Zero_Emission_Fleet.ashx?;)>; 2017. California Air Resources Board Innovative Clean Transit. *Cost Data and Sources*. <<https://arb.ca.gov/msprog/ict/meeting/mt170626/170626costdatasources.xlsx>>; 2015. Massachusetts Bay Transportation Authority. *IFB No.: 90-15 (and result)*. <[https://bc.mbta.com/business\\_center/bidding\\_solicitations/materials\\_management/awarded\\_contracts/?arc=1](https://bc.mbta.com/business_center/bidding_solicitations/materials_management/awarded_contracts/?arc=1)>

<sup>15</sup> Pricing the societal impacts (also called externalities) of transit bus lifetime operations involves pricing the negative impacts that fuel extraction/production, transportation, and consumption imposes on society. This dollar value is based on U.S. EPA, U.S. DOT, and Victoria Transport Policy Institute research and documentation, and includes things like health costs, noise costs, climate change impacts, and other payments made by people impacted by use of a specific fuel.

## Increased Capital Costs

The price of an electric transit bus, although falling, remains significantly higher than a diesel bus (Figure 6-9). When combined with the price of necessary charging infrastructure, this high cost deters many transit agencies from transitioning to an electric bus fleet.

Figure 6-9 Approximate Transit Bus Capital Cost



Source: California Air Resources Board, Innovative Clean Transit program<sup>16</sup>

Electric bus chargers, transformers, and related infrastructure represent additional significant capital costs for agencies transitioning to electric buses. Plug-in depot chargers cost approximately \$75,000 each<sup>17</sup>, and overhead fast-chargers can approach \$600,000 in component and installation costs per unit.<sup>18</sup> Installation costs for electrical infrastructure can vary widely, depending on the location, capacity, and regional electrical market of the charging location. If yard space is at a premium in a bus base, for example, chargers may need to be elevated or recessed, thereby adding installation cost. If there is no existing electrical infrastructure near a proposed charger location, bringing electrical power to that location will also increase the cost of charger installation.

The three primary types of charging for electric buses are plug-in charging, inductive (wireless) charging, and pantograph (overhead) charging (Figure 6-10). Transitioning to an electric bus fleet means agencies must purchase and install one or more of these charger technologies in a quantity and capacity that supports the needs of their particular service. For many agencies, this infrastructure is a new technology that requires development of new vendor and contractor relationships, changes to operational patterns, and a closer involvement with electricity providers.

<sup>16</sup> 2017. California Air Resources Board. *Innovative Clean Transit – Cost Data and Sources*. Table 2. <<https://arb.ca.gov/msprog/ict/meeting/mt170626/170626costdatasources.xlsx>>

<sup>17</sup> This figure includes installation (less construction management and power delivery capital costs) and is based on Everett Transit’s recent experience installing five Proterra 60kw bi-directional V2G chargers.

<sup>18</sup> 2017. California Air Resources Board *Innovative Clean Transit. Cost Data and Sources*. <<https://arb.ca.gov/msprog/ict/meeting/mt170626/170626costdatasources.xlsx>>

Figure 6-10 Primary Electric Bus Charger Types



Left to right: Plug-in charger at Everett Transit, wireless charger at Link Transit, and KCM inverted pantograph charger at Eastgate Park-and-Ride

To offset the higher purchase costs of electric buses, some manufacturers offer operating or capital leases, which can reduce the amount of capital needed to acquire battery-electric buses. Some leases are available for longer periods of time and include vehicle maintenance provided by the manufacturer, while other leases are for short periods of time and allow an agency to test certain electric vehicles and assess whether or not the vehicle’s operating characteristics are a good fit for their community’s service needs.

Another strategy for reducing the high upfront cost of electric buses is joint purchasing. KCM has been able to leverage purchasing economies of scale through a 2013 contract for electric buses with the San Francisco Municipal Transportation Agency (SFMTA), allowing both agencies to receive more competitive pricing through a larger order.<sup>19</sup> The Washington State Department of Enterprise Services (DES) also holds heavy- and light-/medium-duty transit vehicle cooperative purchase contracts with manufacturers of diesel, hybrid, and electric buses. These contracts, which are currently being re-solicited by DES, could be an effective avenue for reducing the capital cost of electric buses as the industry becomes larger and more competitive.

In addition to higher initial purchase prices, battery-electric buses may also require a battery replacement at some point during their useful life. Although some manufacturers promise batteries that last the life of the vehicle (and warranty them as such<sup>20</sup>), their products are not old enough to have yet proven out this assertion. Both Link Transit and Ben Franklin Transit have experienced significant issues with bus batteries.

Current battery-electric transit bus reliability, although rapidly improving, is less than that of diesel and hybrid diesel-electric buses. As a part of the National Renewable Energy Laboratory’s 2018 analysis of KCM’s battery-electric bus performance, it was found that battery-electric transit buses’ miles between road calls (MBRC, a standard measure of vehicle reliability) was

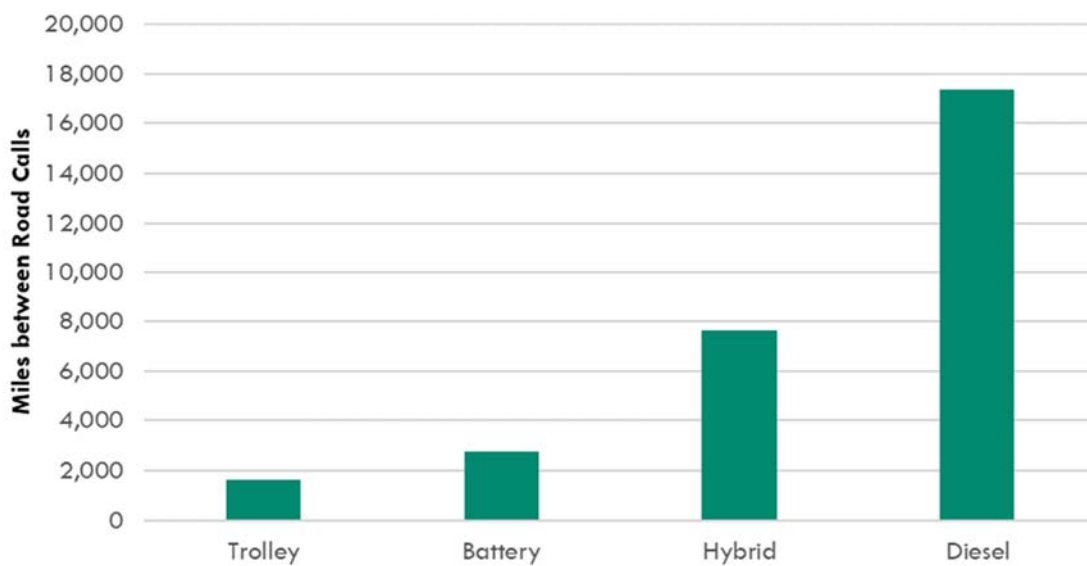
<sup>19</sup> 2013. King County Metro. *Zero emissions, using 30 percent less energy, they’ll replace worn-out buses.* <<https://kingcounty.gov/depts/transportation/news-archive/archive/2013/20130617-trolley-contract.aspx>>

<sup>20</sup> Proterra, BYD, and New Flyer Industries warranty electric bus batteries for 12 years, which is the FTA standard useful life for heavy-duty transit vehicles.

approximately one-sixth of diesel buses' (Figure 6-11).<sup>21</sup> Although battery-electric buses' MBRC is significantly lower than diesel and hybrid diesel-electric buses' performance, it is higher than KCM's trolley bus fleet performance. In addition to relatively low MBRC performance, the same study found battery electric buses fell 4% short of their availability measure—indicating that maintenance issues were more likely to keep them out of service than diesel or hybrid diesel-electric buses.<sup>22</sup>

Because of these reliability issues, it is likely—at least until the technology matures—that to operate a given amount of transit service, agencies will need to maintain a higher spare ratio for electric buses than they would diesel or hybrid buses (this is typically held to 20%, or one spare bus for every five in service).

Figure 6-11 King County Metro Miles between Road Calls by Bus Type



Source: National Renewable Energy Laboratory & KCM, 2018

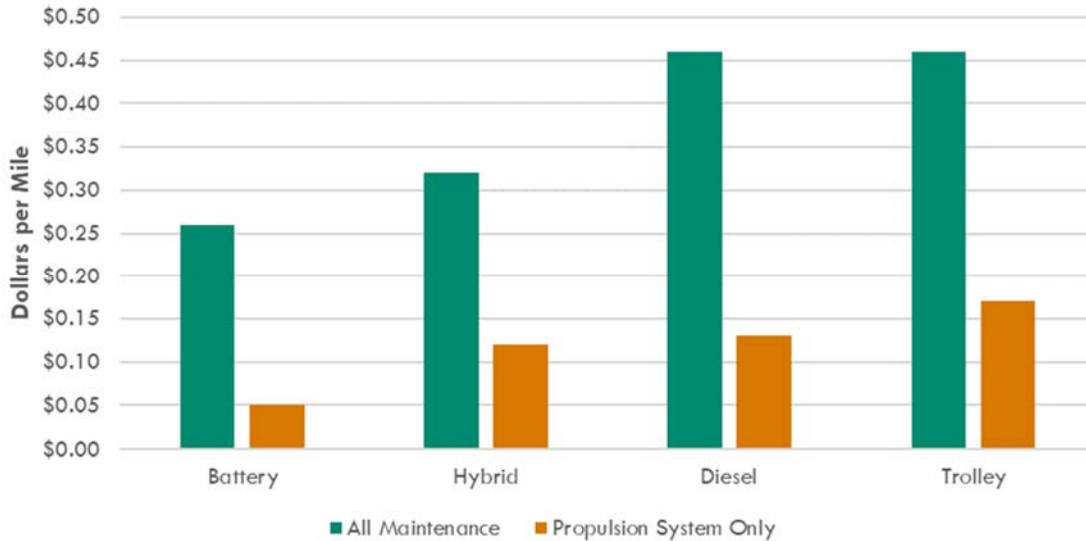
## Reduced Maintenance Costs

The operating and maintenance costs of electric buses are typically lower than their diesel counterparts (Figure 6-12). The lower operating costs are primarily due to the relatively low, predictable cost of electricity compared to diesel fuel. Lower maintenance costs are largely because battery-electric buses are constructed using considerably fewer physical parts than diesel buses, which means fewer parts undergoing regular wear-and-tear and potentially needing replacement.

<sup>21</sup> 2018. Federal Transit Administration, Zero-Emission Bus Evaluation Results: King County Metro Battery-electric Buses. p. 2.

<sup>22</sup> Ibid.

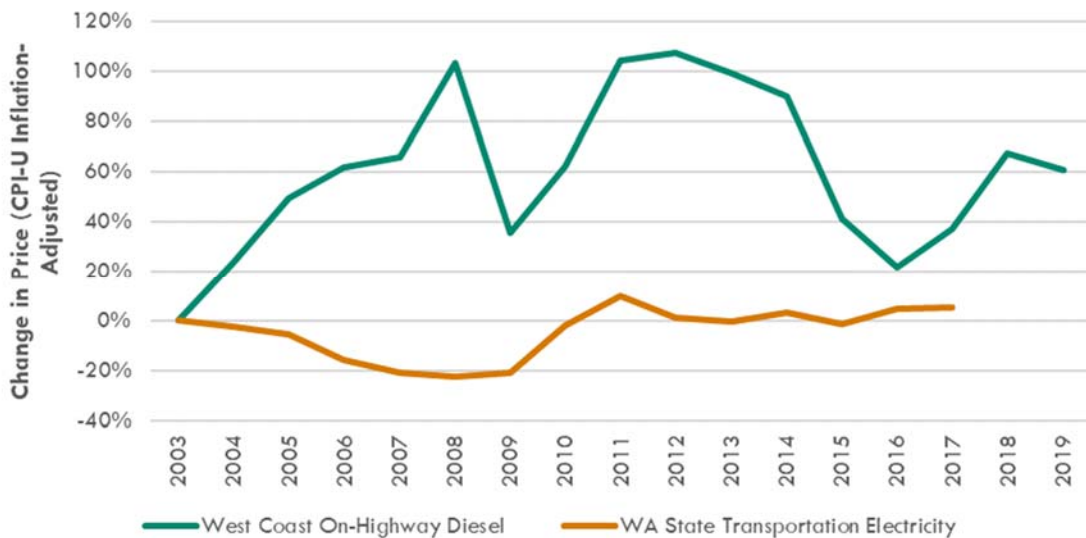
Figure 6-12 Operating and Maintenance Costs of Electric vs. Diesel Buses



Source: 2018. Federal Transit Administration, *Zero-Emission Bus Evaluation Results: King County Metro Battery-electric Buses*. p. 2.

The stability of electricity prices is a major advantage of electricity as a fuel for transit buses. Figure 6-13 shows the significant fluctuations in diesel fuel prices from 2003 to 2019, compared to the relatively stable prices of electricity for transportation purposes. Diesel prices, which are indexed to 2003 prices and adjusted for inflation in Figure 6-13, have increased over time without ever dropping below their 2003 cost, while transportation electricity prices have remained much more consistent—even dropping in price from 2003 to 2009.

Figure 6-13 Change in Diesel and Electricity Prices, 2003-2019



Sources: U.S. Energy Information Administration and U.S. Bureau of Labor Statistics



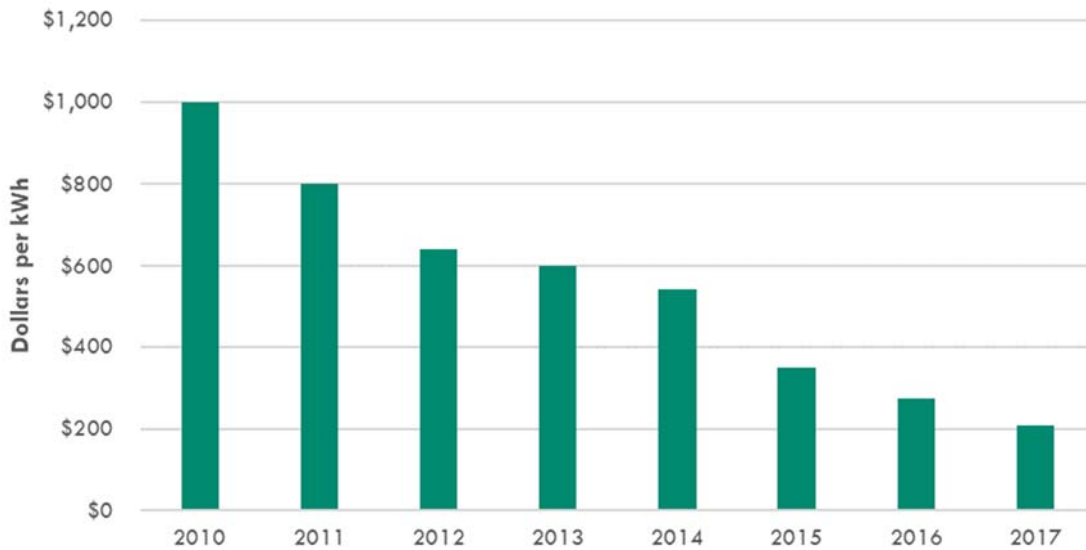
These rapid fluctuations in diesel prices can stress transit agency operating budgets; powering vehicles with electricity would restore fuel budget confidence for Washington’s transit agencies, allowing for more accurate projections and reducing the chance that funds would need to be siphoned from other accounts for pay for unexpected increases in diesel prices.

**Batteries and Battery Leasing**

To reduce the upfront costs of electric buses, manufacturers also offer battery leasing programs, which leave the manufacturer responsible for the performance of bus batteries over the life of the lease. Battery leasing was used effectively by Utah’s Park City Transit, which purchased six battery-electric Proterra buses, bringing the per-bus capital cost down to \$650,000 from between approximately \$780,000 to \$1,000,000.<sup>23</sup>

The cost of lithium-ion battery packs—the primary line-item driving electric bus costs above diesel bus costs—has been steadily dropping. From 2010 to 2017, the price per kilowatt hour dropped by 79%, according to a survey conducted by Bloomberg New Energy Finance (Figure 6-14). This price is expected to continue falling, quickly bringing electric bus capital costs down to diesel bus prices.

Figure 6-14 Lithium-Ion Battery Pack Price, 2010-2017



Source: Bloomberg New Energy Finance

<sup>23</sup> The price of transit buses are naturally variable depending on the options selected.

## ELECTRIC BUSES: EXISTING TRANSPORTATION FUNDS

Transit agencies have already begun purchasing electric buses using existing, conventional sources of funding. Although some of these sources can be combined to leverage one another, they were primarily established for the purchase of diesel buses and haven't been modernized to reflect the significantly higher capital costs of battery-electric buses, much less the sense of urgency that many communities feel to introduce these vehicles.

### USDOT BUILD Grants

Previously known as the TIGER program, USDOT's BUILD (Better Utilizing Investments to Leverage Development) grants can be awarded to any public entity up to 80% of capital costs, and higher for capital projects in rural areas. In 2013, Indianapolis transit operator IndyGo received a \$10 million TIGER grant to purchase 21 electric buses. They paired this investment with a one-megawatt solar array on their garage roof, which was partially funded with a \$3 million 5337 State of Good Repair grant.

### Regional CMAQ Funds

Congestion Mitigation and Air Quality (CMAQ) funds are distributed from the FHWA to MPOs representing National Ambient Air Quality Standard (NAAQS) maintenance areas and can be applied towards electric bus procurement. These funds can be used to fund up to 86.5% of an electric bus acquisition project and have already been accessed by Everett Transit to purchase battery-electric buses. CMAQ grants are competitive at a regional level and so can be difficult to obtain, as some regions have large numbers of eligible projects. Washington's NAAQS maintenance areas are in Figure 6-15.

Figure 6-15 Washington State NAAQS Maintenance Areas

Area Name	Pollutant
Kent, WA	PM-10 (1987)
King Co, WA	PM-10 (1987)
Olympia, Tumwater, Lacey, WA	PM-10 (1987)
Pierce Co, WA	PM-10 (1987)
Portland-Vancouver AQMA, OR-WA	1-Hour Ozone (1979)
Seattle-Tacoma, WA	1-Hour Ozone (1979)
Seattle-Tacoma, WA	Carbon Monoxide (1971)
Spokane Co, WA	PM-10 (1987)
Spokane, WA	Carbon Monoxide (1971)
Tacoma, WA	PM-2.5 (2006)
Vancouver, WA	Carbon Monoxide (1971)
Walla Walla, WA	PM-10 (1987)
Yakima Co, WA	PM-10 (1987)
Yakima, WA	Carbon Monoxide (1971)

Source: 2018. U.S. EPA. *Green Book Data Download*. <<https://www3.epa.gov/airquality/greenbook/download/areadata.xls>>

### **FTA 5311 Tribal Transit Program**

The FTA's Tribal Transit Program includes \$30 million of formula funding and \$5 million of competitive grants available only to tribal governments. Although the formula portion of the program does not require a match, the competitive funds do require a 10% local match. These funds have been used in Massachusetts to electrify public transit: The Wampanoag Tribe of Gay Head was awarded \$250,000 to electrify transit buses on Martha's Vineyard. The tribe, with its partner the Martha's Vineyard Public Transit Authority, will use the award to upgrade electrical infrastructure at an operations and maintenance center. This program could be leveraged to great success in Washington, which is home to a number of tribal transit systems and existing partnerships with public transit providers.<sup>24</sup>

### **FTA 5337 State of Good Repair Program**

This formula grant program makes funds available for capital replacement projects related to high intensity motorbus operations, which includes bus service operating in high-occupancy vehicle lanes and includes transit buses, power equipment, and maintenance facilities. The FTA funds 80% of a capital project cost, unless the recipient requests a lower allocation.

### **FTA 5339(c) Low or No Emission Vehicle Program**

Colloquially known as a 'low-no' award, this program is a competitive FTA grant that can assist transit agencies with up to 85% of the purchase of electric buses and/or associated charging infrastructure. For the FY 2018 grant cycle, 100% of the approximately \$84 million of awards were made for electric transit bus projects.

### **EPA Diesel Emission Reduction Act**

The Diesel Emission Reduction Act (DERA) was established in the Energy Policy Act of 2005 and includes the Clean Diesel Funding Assistance Program, which is administered by the EPA. Grant awards from this program can be applied towards replacement of diesel transit buses (up to 45% of replacement cost) with electric buses, as well as towards supportive electrical infrastructure.<sup>25</sup> This program can only be used for replacement of vehicles and not for expansion, and the vehicles being replaced must be taken out of service in 90 days.

### **EPA Clean Diesel Tribal Grants**

Also awarded under DERA, the Tribal Clean Diesel Funding Assistance Program provides grant funding for tribal governments looking to replace diesel buses with zero-emissions alternatives. Requests for grants under this program can total up to \$800,000 per application, through which the EPA will fund up to 60% of an electric bus replacement of a diesel bus with engine year of earlier than 2010. As with FTA's Tribal Transit Program, this program could be leveraged to great success in Washington, which is home to a number of tribal transit systems.

### **Volkswagen Emissions Scandal Settlements**

In 2015, Volkswagen admitted to installing emissions test-cheating software in its diesel vehicles, which constituted a violation of federal and state clean air acts. As a part of their legal settlement,

---

<sup>24</sup> E.g., Lummi Nation Transit has an interlocal agreement with Whatcom Transit to operate service in the WTA PTBA.

<sup>25</sup> 2019. Environmental Protection Agency. *Clean Diesel Funding Assistance Program FY 2019*. p. 12.

<<https://www.epa.gov/sites/production/files/2019-02/documents/clean-diesel-funding-assistance-program-fy2019-amend1.pdf>>

Volkswagen paid billions of dollars into an environmental mitigation trust, which states can access to fund projects that offset the damage caused by Volkswagen’s vehicles.

The mitigation plan developed by the Washington State Department of Ecology identifies electrification of public transit fleets as a primary goal towards which VW settlement funds will be applied.<sup>26</sup> The plan proposes allocating up to 45% of federal VW settlement funds towards electrification of on-road heavy duty vehicles, which includes school buses, shuttle buses, and transit buses.<sup>27</sup>

The Department of Ecology expects to makes the first awards from this settlement in 2019, when they will award applicants up to \$300,000 for electric buses that replace diesel vehicles with engine year 2006 or older (there are 451 active heavy-duty vehicles in Washington’s statewide transit fleet that are year 2006 or earlier).<sup>28</sup> These grant funds can also be used to pay up to 70% of the cost of purchasing and installing charging infrastructure, not to exceed \$100,000, provided one electric bus replaces a diesel bus in the applicant’s fleet. Agencies must show that they have charging infrastructure prepared for the vehicles.

Figure 6-16 Existing Available Sources of Electric Transit Bus Funding

Funding Source	Eligible Recipients	Annual Funding Available	Match Required?
USDOT BUILD	Public entities	\$900M	Yes
Regional CMAQ	Entities w/ TIP projects	\$2.5B	Dependent
FTA 5311 Tribal Transit	Tribal governments	\$35M	Dependent
FTA 5337 State of Good Repair High Intensity Motorbus	Public entities in UZAs with high intensity motorbus*	\$75.19M	Yes
FTA 5339(c) Low or No Emission Vehicle	Direct recipients of FTA grants	\$85M	Yes
EPA Diesel Emission Reduction Act	Public entities and some non-profit organizations	\$40M	Dependent
EPA Clean Diesel Tribal Grants	Tribal governments	\$4M	Dependent
WA VW Emissions Scandal Settlements	Transit authorities	\$13.5M	Yes

Note: \*Must have been in operation for seven years.

<sup>26</sup> 2018. Washington State Department of Ecology. *State of Washington Volkswagen Beneficiary Mitigation Plan*. p. 14. <<https://fortress.wa.gov/ecy/publications/documents/1802023.pdf>>

<sup>27</sup> *Id.*, p. 16.

<sup>28</sup> 2019. Washington State Department of Ecology. *Washington State Volkswagen Settlement Grants Announcement of Funds Available and Grant Guidelines to Replace/Repower Fossil Fuel Powered Transit Buses with All-Electric Transit Buses*. <<https://fortress.wa.gov/ecy/publications/documents/1802040.pdf>>

## ENERGY FUNDS: A POTENTIALLY UNTAPPED SOURCE OF ELECTRIC BUS FUNDING

Financing for electric transit buses need not be limited to existing practices. There may be new methods for reducing capital costs that have been implemented successfully elsewhere or are worthy experiments for Washington to undertake.

### Utility Partnerships

Partnerships with utilities could introduce a new source of funds for electric buses, as electricity-providing utilities will have a vested, market-driven interest in furthering electric vehicle adoption: more electric vehicles means more sales of electricity. In addition to the private utilities that operate in Washington, 24 public utility districts<sup>29</sup> are authorized by the State Legislature (Figure 6-17), making development or encouragement of financing partnerships possible through legislative action.

The 'pay-as-you-save' (PAYS®<sup>30</sup>) financing method is currently used by utilities to finance energy efficiency upgrades in at least five U.S. states and India. In the PAYS financing model for electric buses, a utility would purchase the electric bus battery and charging infrastructure for a transit agency, in return for the agency paying the utility a monthly fee that, over time, covers the cost of these assets. The transit agency pays for the vehicles (sans battery and charger), thereby receiving expensive capital assets at a manageable, amortized cost. The utility receives a guaranteed increase in electricity purchasing from the transit agency. Monthly payments made by the transit agency would be less than the cost savings of operating an electric bus, ensuring funds for monthly payments are available.

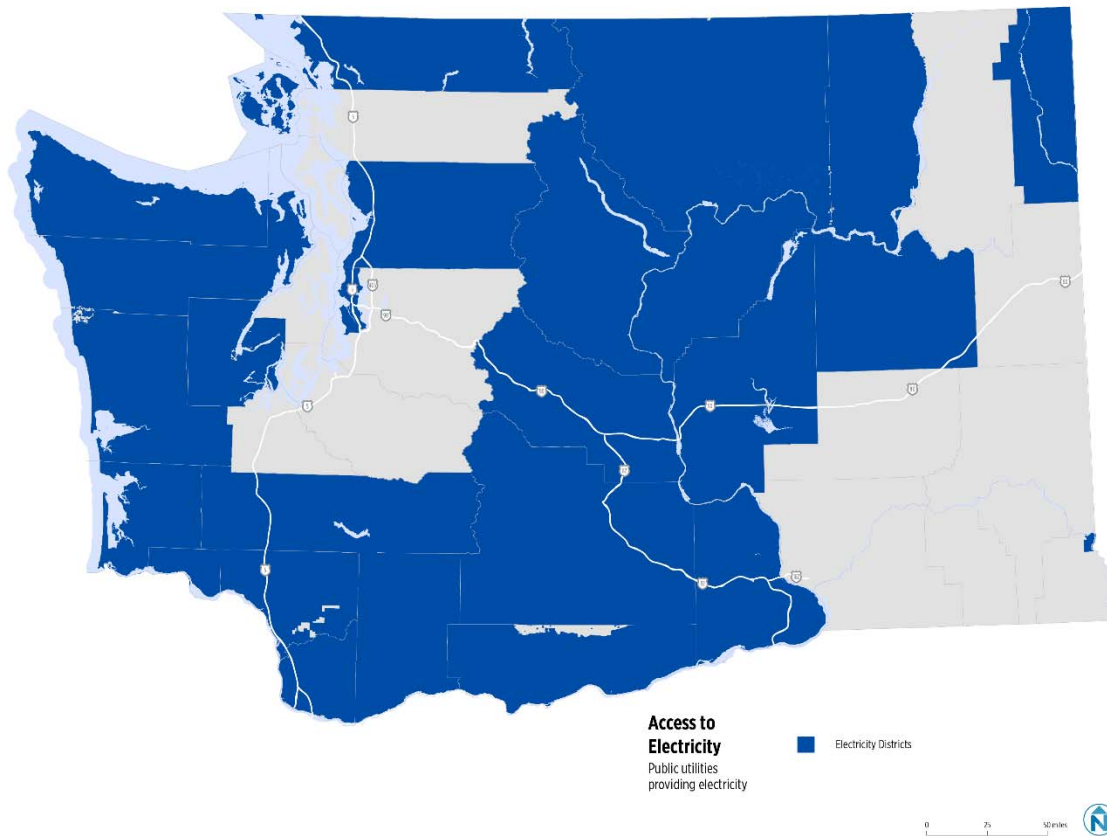
Although this method of financing capital acquisition has not yet been implemented for electric bus purchases, it could be encouraged or legislated. There may also be advantages to combining a utility partnership such as PAYS with traditional federal and/or state grant funding, thereby unlocking previously inaccessible capital for transit agencies and better leveraging their limited resources.

---

<sup>29</sup> Seattle City Light is not a public utility district, per se, but is a publicly-owned utility.

<sup>30</sup> The Energy Efficiency Institute holds a trademark for the phrase PAYS.

Figure 6-17 Washington State Public Utilities Providing Electricity



Sources: Washington State Department of Revenue and Seattle City Light

**Cap-and-Trade Programs**

Market-based greenhouse gas emission cap-and-trade programs are a potential source of revenue for electric transit bus purchase. These programs have been successfully implemented in both California and the northeastern United States.

Nine northeastern and mid-Atlantic states currently operate a mandatory cooperative cap-and-trade program called the Regional Greenhouse Gas Initiative (RGGI, also known as ‘Reggie’). In this program, a regional cap on fossil fuel power plant carbon emissions is set and producers are allowed to trade ‘allowances’ of these emissions at auctions and through secondary markets. Proceeds from RGGI allowances can be invested by government agencies into energy-efficiency programs and renewable technologies, such as electric buses. The Massachusetts Department of Energy Resources has invested RGGI funds in electric school buses.<sup>31</sup>

In California, the state’s multi-sector cap-and-trade program (which operates in a similar fashion to the east coast’s RGGI) channels auction proceeds to electric vehicles through a variety of programs, including the competitive Clean Truck and Bus Vouchers program, which awarded \$71.1 million of funding in 2017 alone. This program provides electric bus purchasers with a

<sup>31</sup> 2018. Vermont Energy Investment Corporation. *Electric School Bus Pilot Project Evaluation*. <[https://www.mass.gov/files/documents/2018/04/30/Mass%20DOER%20EV%20school%20bus%20pilot%20final%20report\\_.pdf](https://www.mass.gov/files/documents/2018/04/30/Mass%20DOER%20EV%20school%20bus%20pilot%20final%20report_.pdf)>

capital voucher ranging from \$80,000 to \$181,000 in value. For a Proterra 40’ electric bus, the \$150,000 voucher could represent up to a 13% discount on the upfront cost of the vehicle.

## UNDERSTANDING THE FUTURE OF ELECTRIC BUSES

Transit agencies across the country have begun the transition from fossil fuel to electric buses. KCM has joined New York City, Los Angeles and San Francisco transit operators—among many others—in making plans to phase out fossil fuel-powered buses in the coming years. This transition is only beginning, however, and many important questions remain unanswered. Some questions, such as those relating to electric bus hardware and software questions, will naturally be resolved as the industry matures. Others, such as cybersecurity and emergency response issues, will require intentional policy discussions from regulators at a state and federal level.

Figure 6-18 Ongoing Electric Transit Bus Developments

Issue	Likely Involved Parties
Hardware and software standards	Manufacturers, government regulators
Emergency response	Transit agencies, state, local, and federal regulators, utilities
Cybersecurity	Manufacturers, state and federal regulators
Battery disposal	Transit agencies, state, local, and federal regulators, utilities

### Electric Transit Vehicle Standards

Electric bus technology is still maturing. Although plug-in depot chargers have coalesced to an industry standard (SAE J1772), overhead charging has been somewhat slower to standardize. Manufacturers seem to be shifting towards a standard inverted pantograph (SAE J3105) but the technology may still evolve. The eventual electrical standards determined by the industry are important, as agencies are beginning to invest significant capital in charging infrastructure. If changes in standard occur, transit operators may need to foot the bill for equipment conversion. Software and communications protocol standards are also issues of concern that will likely coalesce over time through market-driven processes.

### Emergency Response

Because large-scale fuel storage is more difficult with batteries than diesel fuel tanks, the emergency response capacities of electric bus fleets in disaster scenarios are likely to be less robust than those of diesel vehicles. The question of preparing electric transit fleets for mass evacuation events is an open and important one in Washington. Areas such as the Pacific coast, the Puyallup River Valley, and wildfire-prone regions of Eastern Washington are at risk of natural disaster and will have to be evacuated quickly if the need arises. Urban areas near military installations such as Naval Base Kitsap may require wartime evacuation.

### Cybersecurity

As transit bus technology migrates to electric power, vehicles are also becoming more computerized. The security of these vehicles with respect to hacking and computerized malfunction is an open question, especially for smaller agencies with fewer resources for cybersecurity and information technology.

## Responsible Disposal

The recycling and re-use of electric bus batteries will be an important issue for the transit industry. Some automakers have found that batteries removed from electric vehicles at the end of their useful life still have capacity and can be re-used in stationary storage applications, although the extent to which this is possible—and the costs associated—are still unclear.<sup>32</sup> Regardless of the final application, the responsible recycling of large electric bus batteries will be a major issue that Washington’s transit agencies will need to address.

---

<sup>32</sup> 2018. Bloomberg New Energy Finance. *Electric Buses in Cities*. p.26.  
<<https://data.bloomberglp.com/professional/sites/24/2018/05/Electric-Buses-in-Cities-Report-BNEF-C40-Citi.pdf>>



# **Appendix A      Interview Guide**

## JTC TRANSIT CAPITAL NEEDS AGENCY INTERVIEW GUIDE

Agency:

Date:

### 1. Rolling Stock Data Verification

- a. Do your fleets operate separately by service type (fixed-route vs. paratransit) or are some vehicles used for both services?
- b. Please verify or update the existing data for fixed-route, paratransit, mixed-service, and vanpool fleets as provided in your most recent Transit Asset Inventory (see agency summary sheet).
- c. If applicable, are your service contractors and/or non-profits eligible for state capital and operating funding?

### 2. Facilities Data Verification

- a. Please verify or update the existing data for facilities as provided in your most recent Transit Asset Inventory (see agency summary sheet).
- b. What is your process for assessing the state of good repair (SGR) and setting useful life benchmarks for facilities?
- c. How does your agency define “replacement cost” for facilities?

### 3. Useful Life Benchmark (ULB)

- a. Please verify or update the ULB for your agency’s rolling stock and facilities as provided in your most recent Transit Asset Inventory (see agency summary sheet).
- b. What is your process for setting your agency’s ULBs?
- c. What specific inputs do you use and how frequently do you adjust the ULB age and mileage? If the agency ULBs exceed the FTA minimums, is this primarily a financial choice? Would the agency adopt a lower ULB if adequate capital finding were available?
- d. Regarding facilities, how has the agency determined the useful life of a facility asset? Is the agency programming capital funds to replace or rehabilitate facilities when they reach the end of their useful life?

### 4. Financial Information

- a. Over the past five years, on average, what percentage of your capital budget is dedicated to rolling stock?
- b. What is your impression of changes in Federal funding levels over the past 10 years or so?
- c. What has been your experience with WSDOT’s Regional Mobility Grant Program?

### 5. Planned Expenditures

- a. Please provide, verify, or update your planned capital expenditures for rolling stock and facilities (differentiated by maintenance/preservation and

- improvements/expansion) as provided in your most recent Transit Development Plan (see agency summary sheet).
- b. Have you considered expanding services within the next 10 years? If so, to what extent? Is the ability of the agency to expand constrained by lack of capital funding?
  - c. Are all of your planned capital expenditures funded or are some projects currently unfunded?
  - d. Do you have planned or projected capital expenditures through 2028/'29 (or later) or only through your current Transit Development Plan (2022-2023)?
    - i. Have you assessed your current unfunded needs over the next 10 years? What is your process for identifying your future needs?
    - ii. Are you planning major fleet expansion over the next ten years?
    - iii. Are you planning any major passenger facilities, such as transit centers or stations, in the next 10 years?
    - iv. Is the agency planning any new maintenance facilities or significant maintenance facility expansion in the next ten years?
  - e. Are you able to meet your ongoing maintenance needs? Does your agency plan financially for the maintenance needs of current and future capital acquisitions, especially facilities?
  - f. What steps has your agency taken toward implementing or investing in electric vehicles? What have been the major considerations, constraints and/or barriers to those considerations? Is the present fleet inventory we discussed earlier updated with any electric buses currently in the fleet? If required (annual fuel usage more than 200,000 gal. per year), how has your agency responded to the Department of Commerce regulations for reporting progress on electrification (see [WAC 194-29](#))?
  - g. If the agency had more resources, would priorities fall more toward decreasing average fleet age and improving facility SGR or adding more service?
    - i. For example, if the agency ULB for a transit bus is 15 years and new funding became available, would the agency reduce the ULB or leave it as is and invest in added service?

# **Appendix B      Asset Inventories**

## WASHINGTON STATE FACILITIES AND VEHICLES LISTS

These tables represent abridged versions of the complete datasets, which include more descriptive variables for each asset. Please contact JTC staff for complete electronic database of transit fleet.

agency_name_short	facility_name	condition	year_NN	ULB_NN	replacement_cost	facility_class
Asotin County PTBA	Asotin County PTBA Office and Bus Facility	100	2012	30	\$788,900	MOAB Facilities
Ben Franklin Transit	MOA - Maintenance Building	2	1988	31	\$6,145,751	MOAB Facilities
Ben Franklin Transit	Transit Center - 22nd Street/Pasco	2	1988	31	\$1,146,602	Transit Centers
Ben Franklin Transit	Transit Center - Ed Frost/Huntington	2	1988	31	\$1,146,581	Transit Centers
Ben Franklin Transit	Dry Storage (Old - Fuel Island & Bus Wash)	2	1988	31	\$406,800	MOAB Facilities
Ben Franklin Transit	Transit Center - Knight Street	2	2000	30	\$1,146,602	Transit Centers
Ben Franklin Transit	Transit Center - 3 Rivers	4	2006	30	\$2,495,324	Transit Centers
Ben Franklin Transit	Bus Wash Facility	3	2007	30	\$1,125,066	MOAB Facilities
Ben Franklin Transit	Fuel Island	4	2007	30	\$1,371,603	MOAB Facilities
Ben Franklin Transit	MOA - Administration Building	4	2012	30	\$5,303,939	MOAB Facilities
Ben Franklin Transit	MOA - Operations Building	3	2013	30	\$2,788,453	MOAB Facilities
Clallam Transit	Port Angeles Main Facility - Admin.	4	1997	50	\$3,716,611	MOAB Facilities
Clallam Transit	Port Angeles Main Facility - Maint.	4	1997	50	\$2,747,689	MOAB Facilities
Clallam Transit	Forks Multi-use Transportation Center	4	2000	50	\$335,188	Transit Centers
Clallam Transit	Sequim Transit Center	4	2006	50	\$936,743	Transit Centers
Clallam Transit	Port Angeles Gateway Transit Center	4	2011	50	\$4,010,148	Transit Centers
Columbia County Public Transportation	Steel Building	5	2012	33	\$1,500,000	MOAB Facilities
Community Transit	Casino Road Building	3	1981	40	\$16,391,429	MOAB Facilities
Community Transit	Marysville I P&R	3	1983	40	\$269,358	Park-and-Ride Lots
Community Transit	Sultan P&R	5	1983	40	\$129,806	Park-and-Ride Lots
Community Transit	Swamp Creek P&R	5	1983	40	\$1,003,511	Park-and-Ride Lots
Community Transit	Snohomish P&R	4	1984	40	\$216,185	Park-and-Ride Lots
Community Transit	Monroe P&R	2	1986	40	\$346,867	Park-and-Ride Lots
Community Transit	KPOB D Building	3	1986	40	\$675,655	MOAB Facilities
Community Transit	Arlington P&R	3	1986	40	\$35,384	Park-and-Ride Lots
Community Transit	KPOB B Building	3	1988	40	\$965,965	MOAB Facilities
Community Transit	KPOB Fuel Island	3	1988	40	\$1,207,172	MOAB Facilities
Community Transit	KPOB Pump / Vault Building	3	1988	40	\$259,148	MOAB Facilities
Community Transit	KPOB Bus Wash / Steam Wash	3	1988	40	\$1,142,337	MOAB Facilities
Community Transit	Edmonds P&R	3	1988	40	\$514,861	Park-and-Ride Lots
Community Transit	KPOB Operating Base Site and Bus Yard	5	1988	40	\$4,849,904	MOAB Facilities
Community Transit	Marysville II P&R	2	1991	40	\$153,903	Park-and-Ride Lots
Community Transit	Canyon Park P&R	3	1993	40	\$1,899,161	Park-and-Ride Lots
Community Transit	McColum Park P&R	3	1995	40	\$2,287,921	Transit Centers
Community Transit	KPOB C Building	3	1996	40	\$7,695,842	MOAB Facilities

Community Transit	Edmonds CC transit loop	4	1996	40	\$454,437	Passenger Facilities
Community Transit	Stanwood P&R	2	1997	40	\$164,918	Park-and-Ride Lots
Community Transit	MCOB Operations Building	3	1998	40	\$16,116,570	MOAB Facilities
Community Transit	MCOB Bus Wash	3	1998	40	\$843,454	MOAB Facilities
Community Transit	MCOB Fuel Island	4	1998	40	\$1,185,898	MOAB Facilities
Community Transit	MCOB Oil Water Separator	5	1998	40	\$71,412	Other
Community Transit	MCOB Operating Base Site and Bus Yard	2	1999	40	\$8,591,280	MOAB Facilities
Community Transit	Ash Way P&R	4	1999	40	\$3,582,285	Transit Centers
Community Transit	Goldbar P&R	3	2000	40	\$92,530	Park-and-Ride Lots
Community Transit	MCOB Administration Building	4	2000	40	\$5,135,965	MOAB Facilities
Community Transit	KPOB A Building	3	2001	40	\$5,750,762	MOAB Facilities
Community Transit	KPOB E Building	3	2001	40	\$236,230	MOAB Facilities
Community Transit	MCOB Maintenance Storage Building	3	2004	40	\$309,543	MOAB Facilities
Community Transit	Lynnwood Ridestore	4	2004	40	\$341,200	Passenger Facilities
Community Transit	Lake Stevens Transit Center	3	2005	40	\$2,128,595	Transit Centers
Community Transit	Stanwood @ I-5 P&R	4	2006	40	\$413,964	Park-and-Ride Lots
Community Transit	Marysville Ash Ave P&R	2	2007	40	\$636,966	Park-and-Ride Lots
Community Transit	MCOB Modulars (4)	4	2007	40	\$722,514	MOAB Facilities
Community Transit	South Everett Freeway Station	3	2009	40	\$2,380,885	Park-and-Ride Lots
Community Transit	SWIFT Blue Line Stations and Termini (31)	3	2010	40	\$16,587,955	Passenger Facilities
Community Transit	Mariner P&R	4	2010	40	\$1,840,277	Park-and-Ride Lots
Community Transit	Mountlake Terrace Transit Center	4	2010	40	\$20,207,889	Transit Centers
Community Transit	Cedar and Grove P&R	4	2011	40	\$835,330	Transit Centers
Community Transit	MCOB EMC and Yard Shack	3	2014	40	\$129,812	MOAB Facilities
Community Transit	Smokey Point Transit Center	5	2015	40	\$3,851,162	Transit Centers
C-TRAN	North Maintenance Building	3	1982	40	\$4,785,341	MOAB Facilities
C-TRAN	Administration	3	1982	40	\$3,809,843	MOAB Facilities
C-TRAN	Fuel Island, AOM	3	1983	40	\$396,613	MOAB Facilities
C-TRAN	Bus Wash	4	1983	40	\$1,233,676	MOAB Facilities
C-TRAN	Evergreen Park & Ride	3	1990	29	\$4,716,694	Park-and-Ride Lots
C-TRAN	Administrative Building 51st Circle	4	1996	48	\$6,800,000	MOAB Facilities
C-TRAN	Fisher's Landing Transit Center	4	1998	28	\$19,331,601	Transit Centers
C-TRAN	Operations	3	2006	40	\$2,581,387	MOAB Facilities
C-TRAN	99th Street Transit Center	4	2006	27	\$24,325,856	Transit Centers
C-TRAN	Salmon Creek Park & Ride	4	2011	10	\$232,571	Transit Centers
C-TRAN	South Maintenance Building	5	2016	30	\$13,646,576	MOAB Facilities

C-TRAN	Vancouver Mall Transit Center	5	2017	31	\$9,209,777	Transit Centers
Everett Transit	BUS LOT @ OPERATIONS CENTER	4	1993	30	\$1,095,050	MOAB Facilities
Everett Transit	ADMINISTRATION PARKING LOT	4	1993	30	\$469,238	Other
Everett Transit	MAINTENANCE CENTER	5	1995	30	\$1,557,812	MOAB Facilities
Everett Transit	OPERATIONS CENTER	5	1995	30	\$2,317,169	MOAB Facilities
Everett Transit	EVERETT STATION (2002)	5	2004	50	\$36,142,645	Passenger Facilities
Everett Transit	MALL STATION (2005)	5	2007	15	\$292,442	Transit Centers
Everett Transit	COLLEGE STATION (2006)	5	2008	15	\$3,590,400	Transit Centers
Everett Transit	BRT NORTH TERMINAL (2009)	5	2011	20	\$2,521,684	Transit Centers
Everett Transit	CASINO COMFORT STATION	5	2011	25	\$66,574	Other
Grant Transit	Intermodal Transit Center	5	2011	57	\$3,200,000	Passenger Facilities
Grant Transit	Multi-Functional Building (Ops & Admin.)	5	2011	51	\$900,000	MOAB Facilities
Grant Transit	Maintenance Building	5	2011	51	\$3,300,000	MOAB Facilities
Grant Transit	Covered Bus Storage	5	2011	51	\$310,000	MOAB Facilities
Grays Harbor Transit	Administration/Maintenance Building	4	1976	53	\$8,000,000	MOAB Facilities
Grays Harbor Transit	Covered Bus Storage	1	1979	42	\$750,000	MOAB Facilities
Grays Harbor Transit	Westport Park and Ride	4	1998	40	\$300,000	Park-and-Ride Lots
Grays Harbor Transit	Fuel Island	2	1999	23	\$400,000	MOAB Facilities
Grays Harbor Transit	Hoquiam Transfer Station	3	1999	39	\$3,000,000	Transit Centers
Grays Harbor Transit	Bus Washer	3	1999	25	\$250,000	MOAB Facilities
Grays Harbor Transit	Montesano Transfer Station	3	2001	40	\$1,000,000	Transit Centers
Grays Harbor Transit	Elma Transfer Station	3	2005	40	\$500,000	Transit Centers
Grays Harbor Transit	Ocean Shores Transfer Station	4	2005	41	\$300,000	Transit Centers
Grays Harbor Transit	McCleary Transfer Station	4	2006	40	\$500,000	Transit Centers
Grays Harbor Transit	Aberdeen Transfer Center	5	2013	40	\$5,000,000	Transit Centers
Intercity Transit	Administration Building	2	1985	39	\$15,000,000	MOAB Facilities
Intercity Transit	Maintenance Building	2	1985	39	\$22,000,000	MOAB Facilities
Intercity Transit	Amtrak Depot	3	1993	39	\$4,500,000	Other
Intercity Transit	Olympia Transit Center	3	1994	39	\$18,000,000	Transit Centers
Intercity Transit	Lacey Transit Center	3	1995	39	\$5,000,000	Transit Centers
Intercity Transit	Martin Way Park and Ride	5	2009	39	\$3,500,000	Park-and-Ride Lots
Intercity Transit	Hawks Prairie Park and Ride	5	2013	39	\$4,500,000	Park-and-Ride Lots
Intercity Transit	Tumwater Square	5	2018	10	\$400,000	Park-and-Ride Lots
Intercity Transit	Pattison North Lot Improvement	5	2018	40	\$10,000,000	Park-and-Ride Lots
Island Transit	Harbor Station	4	1998	35	\$2,000,000	Transit Centers
Island Transit	Camano Station	4	2008	35	\$3,000,000	MOAB Facilities



Island Transit	Noble Creek Park & Ride, Langley	4	2011	40	\$2,000,000	Park-and-Ride Lots
Island Transit	Prairie Station, Coupeville	4	2012	40	\$2,000,000	Park-and-Ride Lots
Island Transit	Wash Building Coupeville	4	2014	35	\$4,000,000	MOAB Facilities
Island Transit	Ops/Admin Building Coupeville	4	2014	35	\$6,000,000	MOAB Facilities
Island Transit	Maintenance Building Coupeville	4	2014	35	\$8,000,000	MOAB Facilities
Island Transit	Fuel Building Coupeville	4	2014	35	\$4,000,000	MOAB Facilities
Jefferson Transit	Haines place Park & Ride	3	1996	30	\$3,718,000	Park-and-Ride Lots
Jefferson Transit	Haines place transit center office building	3	2000	20	\$353,250	Park-and-Ride Lots
Jefferson Transit	Bus Wash Sys. (semi-auto)	5	2015	20	\$252,000	MOAB Facilities
Jefferson Transit	Fuel Depot (10K/15K Gal. Gas/DieselTanks, above Ground)	5	2015	20	\$784,000	MOAB Facilities
Jefferson Transit	MOAC, Maintenance, Operations and Administration Center: 63 4 Corners Road	5	2015	30	\$7,056,000	Transit Centers
Jefferson Transit	63 4 Corners Park & Ride	5	2017	20	\$886,536	Park-and-Ride Lots
King County Metro	Central Transit Base	2	1970	68	\$81,856,524	MOAB Facilities
King County Metro	Atlantic Transit Base	3	1970	68	\$86,168,217	MOAB Facilities
King County Metro	Ryerson Transit Base	3	1970	68	\$42,514,586	MOAB Facilities
King County Metro	Northgate P&R/TC	3	1970	68	\$10,189,531	Transit Centers
King County Metro	Non-Revenue Vehicle Maint Bldg		1970	69	\$3,900,759	MOAB Facilities
King County Metro	*Trolley Overhead Fixed Guideway		1971	75	\$115,430,839	Infrastructure
King County Metro	Bellevue Transit Base	3	1975	68	\$22,899,343	MOAB Facilities
King County Metro	East Transit Base	3	1975	68	\$30,923,760	MOAB Facilities
King County Metro	South Transit Base	3	1975	68	\$46,415,345	MOAB Facilities
King County Metro	South Facilities Maintenance	3	1975	68	\$14,599,983	MOAB Facilities
King County Metro	Component Supply Center		1975	68	\$23,088,061	MOAB Facilities
King County Metro	Safety&Training Center		1975	68	\$8,795,452	MOAB Facilities
King County Metro	Auburn P&R		1977	68	\$3,761,486	Park-and-Ride Lots
King County Metro	Bothell P&R		1978	68	\$4,329,320	Park-and-Ride Lots
King County Metro	Redmond P&R		1978	68	\$5,294,862	Park-and-Ride Lots
King County Metro	Burien P&R		1979	69	\$5,925,938	Park-and-Ride Lots
King County Metro	Kent P&R		1979	68	\$10,974,525	Park-and-Ride Lots
King County Metro	Kent/Des Moines P&R		1979	68	\$5,695,055	Park-and-Ride Lots
King County Metro	Olson Place/Myers Way P&R		1979	67	\$3,994,781	Park-and-Ride Lots
King County Metro	South Kirkland P&R		1979	68	\$9,797,080	Transit Centers
King County Metro	Kenmore P&R		1980	68	\$3,424,730	Park-and-Ride Lots
King County Metro	Aurora Village TC		1985	68	\$3,975,102	Park-and-Ride Lots
King County Metro	Valley Center P&R		1985	68	\$1,082,330	Park-and-Ride Lots

King County Metro	Ober Park P&R		1986	68	\$944,579	Park-and-Ride Lots
King County Metro	Tukwila P&R		1986	68	\$5,018,075	Park-and-Ride Lots
King County Metro	Jones substation	4	1987	32	\$390,077	Infrastructure
King County Metro	South Federal Way P&R		1987	68	\$7,926,901	Park-and-Ride Lots
King County Metro	Collins substation	4	1988	31	\$277,066	Infrastructure
King County Metro	Central substation	4	1988	31	\$429,083	Infrastructure
King County Metro	Queen Anne #1substation		1988	31	\$277,066	Infrastructure
King County Metro	Queen Anne #2 substation		1988	31	\$277,066	Infrastructure
King County Metro	Queen Anne #3 substation		1988	31	\$277,066	Infrastructure
King County Metro	Madrona substation		1988	31	\$277,066	Infrastructure
King County Metro	Bellevue substation		1988	31	\$277,066	Infrastructure
King County Metro	Capital substation		1988	31	\$277,066	Infrastructure
King County Metro	Marion substation		1988	31	\$277,066	Infrastructure
King County Metro	Sharp substation		1988	31	\$277,066	Infrastructure
King County Metro	First Hill substation		1988	31	\$277,066	Infrastructure
King County Metro	Mt. Baker substation		1988	31	\$277,066	Infrastructure
King County Metro	MLK substation		1988	31	\$277,066	Infrastructure
King County Metro	North Broadway substation		1988	31	\$277,066	Infrastructure
King County Metro	Market substation		1988	31	\$277,066	Infrastructure
King County Metro	West Woodland substation		1988	31	\$277,066	Infrastructure
King County Metro	Montlake substation		1988	31	\$277,066	Infrastructure
King County Metro	Broad Street substation		1988	31	\$429,083	Infrastructure
King County Metro	Beacon Hill substation		1988	31	\$277,066	Infrastructure
King County Metro	Maple substation		1988	31	\$277,066	Infrastructure
King County Metro	Rainier Beach substation		1988	31	\$277,066	Infrastructure
King County Metro	Roxbury substation		1988	31	\$277,066	Infrastructure
King County Metro	Bear Creek P&R		1989	68	\$5,140,942	Park-and-Ride Lots
King County Metro	Van Distribution Center		1990	68	\$7,696,021	MOAB Facilities
King County Metro	North Transit Base	3	1991	69	\$77,857,840	MOAB Facilities
King County Metro	Allison substation	4	1991	30	\$390,077	Infrastructure
King County Metro	Galer substation	4	1991	30	\$390,077	Infrastructure
King County Metro	James substation		1991	69	\$390,077	Infrastructure
King County Metro	*Downtown Seattle Transit Tunnel (DSTT)		1992	68	\$1,276,455,560	Infrastructure
King County Metro	Lake Meridian P&R		1993	68	\$3,384,740	Park-and-Ride Lots
King County Metro	Trolley duct system	5	1996	88	\$76,789,948	Infrastructure
King County Metro	Brighton substation		1998	30	\$277,066	Infrastructure

King County Metro	Columbia substation		1998	30	\$277,066	Infrastructure
King County Metro	Letitia substation		1998	30	\$277,066	Infrastructure
King County Metro	Overlake P&R	5	2001	68	\$3,345,384	Park-and-Ride Lots
King County Metro	Meridian substation		2004	30	\$277,066	Infrastructure
King County Metro	Power Distribution HQ	3	2005	55	\$15,392,042	MOAB Facilities
King County Metro	Central Employee parking garage		2005	68	\$24,043,907	Other
King County Metro	Redondo Heights P&R		2005	68	\$13,775,877	Park-and-Ride Lots
King County Metro	Transit Control Center		2006	53	\$13,193,178	MOAB Facilities
King County Metro	Central Tire Shop		2007	43	\$4,812,739	MOAB Facilities
King County Metro	Issaquah Highlands Parking Structure		2007	44	\$24,677,678	Other
King County Metro	S. Sammamish P&R		2007	68	\$5,902,905	Park-and-Ride Lots
King County Metro	North Facilities Maintenance	3	2010	50	\$12,931,015	MOAB Facilities
King County Metro	South Jackson substation	4	2010	50	\$429,083	Infrastructure
King County Metro	*University Station substation (DSTT)	4	2010	50	\$429,083	Infrastructure
King County Metro	Redmond Garage		2010	50	\$17,610,811	Other
King County Metro	Burien Transit Center		2010	50	\$13,669,930	Transit Centers
King County Metro	*RapidRide Line A Passenger Zones		2011	10	\$5,356,536	Passenger Facilities
King County Metro	Olive substation		2012	50	\$429,083	Infrastructure
King County Metro	Burien Garage		2012	50	\$26,231,488	Other
King County Metro	Atlantic/Central Operations Bldg		2012	50	\$19,392,343	MOAB Facilities
King County Metro	*RapidRide Line B Passenger Zones		2012	10	\$6,334,746	Passenger Facilities
King County Metro	*RapidRide Line C Passenger Zones		2013	10	\$4,243,519	Passenger Facilities
King County Metro	*RapidRide Line D Passenger Zones		2013	10	\$7,546,851	Passenger Facilities
King County Metro	*RapidRide Line F Passenger Zones		2013	10	\$5,238,162	Passenger Facilities
King County Metro	*RapidRide Line E Passenger Zones		2014	12	\$8,581,670	Passenger Facilities
Kitsap Transit	Charleston Base	4	1996	42	\$14,200,000	MOAB Facilities
Kitsap Transit	Werner Facility (formerly ACCESS)	3	2000	42	\$350,000	MOAB Facilities
Kitsap Transit	South Base	3	2004	42	\$220,000	MOAB Facilities
Kitsap Transit	Bremerton Transfer Center	5	2004	42	\$100,000	Infrastructure
Kitsap Transit	BI Terminal	3	2005	42	\$1,125,000	Passenger Facilities
Kitsap Transit	Bremerton POF Terminal	4	2005	42	\$19,000,000	Passenger Facilities
Kitsap Transit	Bremerton Transportation Center	5	2005	40	\$24,000,000	Infrastructure
Kitsap Transit	Port Orchard POF Terminal	5	2005	42	\$3,200,000	Passenger Facilities
Kitsap Transit	Annapolis POF Terminal	5	2005	42	\$325,000	Passenger Facilities
Kitsap Transit	A Float	5	2005	42	\$2,500,000	Infrastructure
Kitsap Transit	North Base	4	2008	42	\$400,000	MOAB Facilities

Kitsap Transit	Harborside Building and Parking	5	2008	42	\$14,200,000	Infrastructure
Kitsap Transit	Poulsbo Transfer Center	5	2017	42	\$310,000	Infrastructure
Kitsap Transit	Park and Ride Facilities	4	2019	-	\$7,000,000	Infrastructure
Kitsap Transit	Silverdale Transfer Center				\$250,000	Infrastructure
Link Transit	Columbia Station	3	2000	51	\$12,500,000	Transit Centers
Link Transit	Amtrak Park & Ride	4	2000	31	\$250,000	Park-and-Ride Lots
Link Transit	Fuel Island	3	2003	51	\$1,000,000	MOAB Facilities
Link Transit	Maintenance & Administration Building	4	2003	51	\$10,500,000	MOAB Facilities
Link Transit	Covered Bus Storage	4	2003	51	\$1,000,000	MOAB Facilities
Link Transit	Bus Wash Building	4	2003	51	\$1,000,000	MOAB Facilities
Link Transit	Olds Station Park & Ride	3	2010	31	\$850,000	Park-and-Ride Lots
Link Transit	Big Y Park & Ride	4	2011	31	\$125,000	Park-and-Ride Lots
Mason Transit	Radich Building and property	2	1961	50	\$170,000	Other
Mason Transit	Johns Prairie Land and Buildings	3	1986	50	\$2,231,770	MOAB Facilities
Mason Transit	Maintenance Building	4	1998	50	\$869,948	MOAB Facilities
Mason Transit	Base Fuel Facility	4	2010	25	\$525,000	MOAB Facilities
Mason Transit	Transit Community Center	5	2015	50	\$10,000,000	Transit Centers
Pacific Transit	Raymond Office-1954	3	1956	71	\$334,000	MOAB Facilities
Pacific Transit	Raymond Parking Garage-1982	3	1984	43	\$205,000	MOAB Facilities
Pacific Transit	Seaview Wash & Fuel Bay-1988	2	1990	31	\$351,000	MOAB Facilities
Pacific Transit	Seaview Maintenance Facility-1988	3	1990	44	\$837,000	MOAB Facilities
Pacific Transit	Seaview Parking Area-1990	3	1992	42	\$280,000	MOAB Facilities
Pacific Transit	Seaview Office Area-1990	3	1992	42	\$410,000	MOAB Facilities
Pierce Transit	Radio & Service Supervisors - Building 7	3	1977	-	\$1,250,000	MOAB Facilities
Pierce Transit	Screaming Eagle Warehouse - Building 8	3	1977	-	\$900,300	MOAB Facilities
Pierce Transit	New Property Acquisition - Building 6	4	1978	-	\$1,500,000	MOAB Facilities
Pierce Transit	Parkland Transit Center	3	1984	-	\$2,068,476	Transit Centers
Pierce Transit	Tacoma Community College Transit Center	3	1984	-	\$2,148,589	Transit Centers
Pierce Transit	Tacoma Mall Transit Center	3	1985	-	\$1,737,749	Transit Centers
Pierce Transit	Narrows/Skyline Park-and-Ride	3	1986	-	\$742,000	Park-and-Ride Lots
Pierce Transit	Administration - Building 4	3	1987	-	\$7,239,642	MOAB Facilities
Pierce Transit	Facilities - Building 2 (includes Bus Wash)	3	1987	-	\$1,287,801	MOAB Facilities
Pierce Transit	Maintenance - Building 1	3	1987	-	\$13,338,747	MOAB Facilities
Pierce Transit	Fuel House - Building 3	4	1987	-	\$1,003,001	MOAB Facilities
Pierce Transit	Headquarters Infrastructure (combined)	Not Rated	1987	-	\$15,191,879	MOAB Facilities
Pierce Transit	WA State Route 512 Park-and-Ride	2	1988	-	\$2,639,405	Park-and-Ride Lots

Pierce Transit	North Purdy Park-and-Ride	3	1991	-	\$1,266,780	Park-and-Ride Lots
Pierce Transit	Point Defiance Bus Layover Facility	4	1992	-	\$339,741	Passenger Facilities
Pierce Transit	Lakewood Towne Center Transit Center	4	1992	-	\$1,351,850	Transit Centers
Pierce Transit	Commerce Street Transit Center	3	1993	-	\$12,407,645	Transit Centers
Pierce Transit	72nd Street & Portland Avenue Transit Center	3	1995	-	\$2,576,037	Transit Centers
Pierce Transit	Kimball Drive Park-and-Ride	3	1997	-	\$2,578,049	Park-and-Ride Lots
Pierce Transit	Tacoma Dome Station (East & West Garages)	3	1997	-	\$55,552,795	Passenger Facilities
Pierce Transit	South Hill Mall Transit Center	3	1998	-	\$1,434,807	Transit Centers
Pierce Transit	Training Center - Building 5	4	2005	-	\$5,834,931	MOAB Facilities
Pierce Transit	Compressed Natural Gas (CNG) Station	Not Rated	2005	-	\$3,835,478	MOAB Facilities
Pullman Transit	Transfer Station	4	1988	60	\$150,000	Transit Centers
Pullman Transit	Office and Bus Storage Facility	4	1994	54	\$1,683,423	MOAB Facilities
Pullman Transit	Northwood Turnaround and Restroom	4	2009	30	\$120,000	Other
Pullman Transit	Equipment Maintenance Facility	4	2017	51	\$1,600,000	MOAB Facilities
Pullman Transit	Bus Shelters (27)	4	2019	-	\$150,000	Passenger Facilities
Rivercities Transit	Downtown Transit Center	3	1994	40	\$2,000,000	Transit Centers
Skagit Transit	Maintenance/Operations/Administration Base	80	2002	30	\$2,400,000	MOAB Facilities
Skagit Transit	Skagit Station Multi-Modal Transfer Center	80	2007	40	\$2,095,000	Transit Centers
Skagit Transit	March Point Park and Ride	90	2009	30	\$643,000	Park-and-Ride Lots
Skagit Transit	South Mount Vernon	90	2013	40	\$3,810,000	Park-and-Ride Lots
Skagit Transit	Chuckanut Park and Ride	90	2013	40	\$1,878,000	Park-and-Ride Lots
Skagit Transit	Alger Park and Ride	90	2016	40	\$1,115,084	Park-and-Ride Lots
Skagit Transit	Sedro Woolley Park & Ride	90	2016	30	\$115,000	Park-and-Ride Lots
Skagit Transit	Maintenance/Operations/Administration Base	90	2017	50	\$5,100,000	MOAB Facilities
Spokane Transit	Valley Transfer Center Park and Ride	4	1989	55		Park-and-Ride Lots
Spokane Transit	1229 W Boone Ave	4	1989	60	\$42,795,845	MOAB Facilities
Spokane Transit	Charles Fleck Center (VSC)	3	1991	50	\$7,026,674	MOAB Facilities
Spokane Transit	Hastings Park and Ride	4	1995	35		Park-and-Ride Lots
Spokane Transit	STA Plaza	4	1995	50	\$42,463,208	Passenger Facilities
Spokane Transit	Jefferson Lot Park and Ride	4	1996	35		Park-and-Ride Lots
Spokane Transit	Medical Lake Transfer Center	4	1998	35		Park-and-Ride Lots
Spokane Transit	Liberty Lake Park and Ride	4	1998	35		Park-and-Ride Lots
Spokane Transit	K-Street Park and Ride	4	1999	35		Park-and-Ride Lots
Spokane Transit	5 Mile Park and Ride	4	2001	35		Park-and-Ride Lots
Spokane Transit	Mirabeau Park and Ride	4	2002	35		Park-and-Ride Lots
Spokane Transit	South Hill Park and Ride	4	2005	35		Park-and-Ride Lots

Spokane Transit	1212 Sharp/Para Operations	4	2014	25	\$1,152,155	MOAB Facilities
Spokane Transit	Indian Trail EOL	4	2015	53		Park-and-Ride Lots
Spokane Transit	West Plains Transit Center	4	2018	50		Park-and-Ride Lots
Twin Transit	Ops. & Admin.	3	1955	79	\$125,000	MOAB Facilities
Twin Transit	Ops. & Maint. & Admin.	3	1975	64	\$1,100,000	MOAB Facilities
Twin Transit	Wash Bays/Fueling	3	1989	40	\$80,000	MOAB Facilities
Twin Transit	Covered Bus Storage	4	1993	66	\$210,500	MOAB Facilities
Twin Transit	Covered Bus Storage	4	1999	60	\$315,000	MOAB Facilities
Twin Transit	Fuel Islands	3	2008	26	\$35,000	MOAB Facilities
Valley Transit	Main Facility Parking Lot	1	1987	34	\$45,000	MOAB Facilities
Valley Transit	Main Facility Garage Radiant Heat	2	1987	34	\$40,000	MOAB Facilities
Valley Transit	Main Facility Administration and Shop Roof	2	1987	36	\$100,000	MOAB Facilities
Valley Transit	Valley Transit Main Facility	3	1987	36	\$9,000,000	MOAB Facilities
Valley Transit	Main Facility Shop Electrical	3	1987	36	\$80,000	MOAB Facilities
Valley Transit	Main Facility Shop Overhead Doors	3	1987	33	\$100,000	MOAB Facilities
Valley Transit	Main Facility Garage Overhead Doors	3	1987	42	\$30,000	MOAB Facilities
Valley Transit	Wash Bay Boilers	3	1987	34	\$50,000	MOAB Facilities
Valley Transit	Main Facility 20,000 Gallon Diesel Storage	4	1987	36	\$187,000	MOAB Facilities
Valley Transit	Main Facility Diesel dispensing lines	4	1987	36	\$96,000	MOAB Facilities
Valley Transit	Waste Oil Storage Tank, 1,000 gallons	4	1987	36	\$50,000	Other
Valley Transit	Market Station Transfer Center Island	3	1989	36	\$175,000	Transit Centers
Valley Transit	CNG dispensing Island	2	1993	27	\$150,000	MOAB Facilities
Valley Transit	Main Facility Shop Radiant Heat	3	2003	23	\$30,000	MOAB Facilities
Valley Transit	CNG Compressor Station	3	2005	21	\$900,000	MOAB Facilities
Valley Transit	CNG Station Back Up Generator	5	2006	-	\$130,000	MOAB Facilities
Valley Transit	Main Facility Back up Generator	5	2008	-	\$130,416	MOAB Facilities
Valley Transit	Main Facility Vehicle Drive On Hoist	5	2014	17	\$120,000	MOAB Facilities
Valley Transit	Market Station Transfer Center	5	2016	37	\$890,000	Transit Centers
Whatcom Transit	Ferndale Transit Center	4	1995	30	\$2,409,170	Transit Centers
Whatcom Transit	Lynden Station	5	2000	30	\$3,607,060	Transit Centers
Whatcom Transit	Maintenance Base Site	5	2002	30	\$14,457,080	MOAB Facilities
Whatcom Transit	Bellingham Transit Center	4	2007	24	\$8,031,940	Transit Centers
Whatcom Transit	Cordata Station	5	2009	30	\$5,353,940	Transit Centers
Yakima Transit	P.W. Land		1970	49	\$827,413	MOAB Facilities
Yakima Transit	TRANS. FAC LAND		1992	27	\$355,576	Transit Centers
Yakima Transit	Old Public Works Bldg	50	1993	30	\$1,878,626	MOAB Facilities

Yakima Transit	TRANS FACILITY BUILDING	80	1994	30	\$1,089,893	Transit Centers
Yakima Transit	P.W. Buildings	80	1995	30	\$3,477,002	MOAB Facilities
Yakima Transit	HVAC/roof-Bldg	80	1999	20	\$351,958	MOAB Facilities
Yakima Transit	Transit Ctr Addition-Bldg	80	2005	25	\$106,461	Transit Centers
Yakima Transit	Bus Wash -Bldg	40	2006	20	\$251,280	MOAB Facilities

agency_name_short	vehicle_year	make_model	ULB_year	ULB_miles	replacement_cost	vehicle_class
Asotin County PTBA	2008	Chevy Uplander	7	100,000	\$18,659	other
Asotin County PTBA	2008	Ford StarTran Supreme	7	300,000	\$61,000	light-duty
Asotin County PTBA	2008	Ford StarTran Supreme	7	300,000	\$61,000	light-duty
Asotin County PTBA	2009	Chevy Express Van	7	140,000	\$26,383	vanpool
Asotin County PTBA	2009	Chevy Express Van	7	140,000	\$25,198	vanpool
Asotin County PTBA	2009	Chevy Express Van	7	140,000	\$26,383	vanpool
Asotin County PTBA	2009	Ford Supreme Senator	7	300,000	\$77,340	light-duty
Asotin County PTBA	2009	Ford Supreme Senator	7	300,000	\$77,340	light-duty
Asotin County PTBA	2010	Chevy Express Van	7	140,000	\$26,383	vanpool
Asotin County PTBA	2010	Chevy Express Van	7	140,000	\$26,383	vanpool
Asotin County PTBA	2010	Chevy Express Van	7	140,000	\$27,226	vanpool
Asotin County PTBA	2011	Chevy Arboc	7	300,000	\$118,743	light-duty
Asotin County PTBA	2013	Chevy Express Van	7	140,000	\$26,043	vanpool
Asotin County PTBA	2013	Chevy Express Van	7	140,000	\$26,043	vanpool
Asotin County PTBA	2013	Chevy Express Van	7	140,000	\$26,043	vanpool
Asotin County PTBA	2014	IC/AC	7	500,000	\$134,423	light-duty
Asotin County PTBA	2014	IC/AC	7	500,000	\$134,423	light-duty
Asotin County PTBA	2017	Chevy Arboc	7	300,000	\$150,641	light-duty
Asotin County PTBA	2017	Chevy Colorado	7	100,000	\$35,203	other
Asotin County PTBA	2017	Chevy Express Van	7	140,000	\$31,875	vanpool
Asotin County PTBA	2017	Chevy Express Van	7	140,000	\$31,875	vanpool
Asotin County PTBA	2017	Chevy Express Van	7	140,000	\$31,875	vanpool
Asotin County PTBA	2017	Ford Starcraft Cutaway	7	300,000	\$86,236	light-duty
Asotin County PTBA	2018	Ford Starcraft Cutaway	7	300,000	\$84,853	light-duty
Ben Franklin Transit	1997	DODGE RAM	7	150,000	\$33,424	vanpool
Ben Franklin Transit	1999	GILLIG PHANTOM 40'	14	550,000	\$427,900	heavy-duty
Ben Franklin Transit	1999	GILLIG PHANTOM 40'	14	550,000	\$427,900	heavy-duty
Ben Franklin Transit	1999	GILLIG PHANTOM 40'	14	550,000	\$427,900	heavy-duty
Ben Franklin Transit	1999	GILLIG PHANTOM 40'	14	550,000	\$427,900	heavy-duty
Ben Franklin Transit	1999	GILLIG PHANTOM 40'	14	550,000	\$427,900	heavy-duty
Ben Franklin Transit	1999	GILLIG PHANTOM 40'	14	550,000	\$427,900	heavy-duty
Ben Franklin Transit	1999	FORD ELDORADO HAWK	7	150,000	\$90,503	light-duty
Ben Franklin Transit	1999	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	1999	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool



Ben Franklin Transit	1999	DODGE RAM	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2000	DODGE RAM	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2000	DODGE RAM	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2002	DODGE RAM	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2002	DODGE RAM	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2003	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2003	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2004	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2005	GILLIG LOW FLOOR 40'	14	550,000	\$450,691	heavy-duty
Ben Franklin Transit	2005	GILLIG LOW FLOOR 40'	14	550,000	\$450,691	heavy-duty
Ben Franklin Transit	2005	GILLIG LOW FLOOR 40'	14	550,000	\$450,691	heavy-duty
Ben Franklin Transit	2005	GILLIG LOW FLOOR 40'	14	550,000	\$450,691	heavy-duty
Ben Franklin Transit	2005	GILLIG LOW FLOOR 40'	14	550,000	\$450,691	heavy-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2005	FORD ELDORADO AMERIVAN PT	7	150,000	\$45,000	light-duty

Ben Franklin Transit	2005	FORD ELDORADO AMERIVAN PT	7	150,000	\$45,000	light-duty
Ben Franklin Transit	2005	FORD VARTANIAN RR - 5/2	7	150,000	\$45,000	light-duty
Ben Franklin Transit	2005	FORD VARTANIAN RR - 5/2	7	150,000	\$45,000	light-duty
Ben Franklin Transit	2005	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2005	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2005	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2005	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2006	GILLIG LOW FLOOR 40'	14	550,000	\$450,691	heavy-duty
Ben Franklin Transit	2006	GILLIG LOW FLOOR 40'	14	550,000	\$450,691	heavy-duty
Ben Franklin Transit	2006	FORD ELDORADO AEROTECH 220	9	250,000	\$81,280	light-duty
Ben Franklin Transit	2006	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2006	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2006	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2006	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2006	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2006	FORD ECONOLINE 350	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2007	GILLIG LOW FLOOR 29'	12	550,000	\$462,268	light-duty
Ben Franklin Transit	2007	GILLIG LOW FLOOR 29'	12	550,000	\$462,268	light-duty
Ben Franklin Transit	2007	GILLIG LOW FLOOR 29'	12	550,000	\$462,268	light-duty
Ben Franklin Transit	2007	GILLIG LOW FLOOR 29'	12	550,000	\$462,268	light-duty
Ben Franklin Transit	2007	GILLIG LOW FLOOR 29'	12	550,000	\$462,268	light-duty
Ben Franklin Transit	2007	FORD ELDORADO AEROTECH 240	9	250,000	\$90,503	light-duty
Ben Franklin Transit	2007	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2007	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2007	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool
Ben Franklin Transit	2007	CHEVY EXPRESS 3500	7	150,000	\$33,424	vanpool





























Ben Franklin Transit	2018	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2018	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2018	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2018	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2018	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Ben Franklin Transit	2018	DODGE GRAND CARAVAN	7	150,000	\$25,615	vanpool
Central Transit	2008	FORD E 450	10	300,000	\$83,235	light-duty
Central Transit	2015	FORD E 450	10	300,000	\$83,235	light-duty
Central Transit	2015	FORD E 450	10	300,000	\$83,235	light-duty
Central Transit	2017	FORD E 450	10	300,000	\$83,235	light-duty
Central Transit	2017	FORD E 450	10	300,000	\$83,235	light-duty
Central Transit	2017	FORD E 450	10	300,000	\$83,235	light-duty
Clallam Transit	1997	Gillig 30' Phantom	2009	500,000	\$455,000	heavy-duty
Clallam Transit	2003	Gillig 40' Phantom	2015	500,000	\$648,000	heavy-duty
Clallam Transit	2003	Gillig 40' Phantom	2015	500,000	\$648,000	heavy-duty
Clallam Transit	2004	Gillig 40' Low Floor Suburban	2016	500,000	\$465,000	heavy-duty
Clallam Transit	2006	Gillig 35' Low Floor	2014	500,000	\$460,000	heavy-duty
Clallam Transit	2006	Gillig 35' Low Floor	2018	500,000	\$460,000	heavy-duty
Clallam Transit	2006	Gillig 35' Low Floor	2018	500,000	\$460,000	heavy-duty
Clallam Transit	2007	Gillig 40' Low Floor	2019	500,000	\$465,000	heavy-duty
Clallam Transit	2008	Gillig 40' Low Floor	2020	500,000	\$465,000	heavy-duty
Clallam Transit	2008	Gillig 40' Low Floor	2020	500,000	\$465,000	heavy-duty
Clallam Transit	2008	Gillig 40' Low Floor	2020	500,000	\$465,000	heavy-duty
Clallam Transit	2008	Gillig 40' Low Floor	2020	500,000	\$465,000	heavy-duty
Clallam Transit	2009	Gillig 35' Low Floor	2021	500,000	\$460,000	heavy-duty
Clallam Transit	2009	GMC Sierra 3500	2015	150,000	\$32,000	vanpool
Clallam Transit	2010	Chevy/Arboc Hybrid	2018	225,000	\$210,000	light-duty
Clallam Transit	2010	Champion IC LC	2019	250,000	\$250,000	medium-duty
Clallam Transit	2010	Champion IC LC	2019	250,000	\$250,000	medium-duty
Clallam Transit	2010	Chevy Express 3500	2016	150,000	\$32,000	vanpool
Clallam Transit	2010	Chevy Express 3500	2016	150,000	\$32,000	vanpool
Clallam Transit	2010	Dodge Braun Entervan	2016	225,000	\$50,000	light-duty
Clallam Transit	2011	Gillig 35' Low Floor	2023	500,000	\$460,000	heavy-duty
Clallam Transit	2011	Gillig 35' Low Floor	2023	500,000	\$460,000	heavy-duty
Clallam Transit	2011	Gillig 35' Low Floor	2023	500,000	\$460,000	heavy-duty
Clallam Transit	2011	Gillig 35' Low Floor	2023	500,000	\$460,000	heavy-duty



Clallam Transit	2011	Gillig 35' Low Floor	2023	500,000	\$460,000	heavy-duty
Clallam Transit	2012	Chevy Arboc	2020	225,000	\$160,000	light-duty
Clallam Transit	2012	Chevy Arboc	2020	225,000	\$160,000	light-duty
Clallam Transit	2012	Chevy Arboc	2020	225,000	\$160,000	light-duty
Clallam Transit	2012	Chevy/Arboc	2020	225,000	\$168,000	light-duty
Clallam Transit	2012	Chevy/Arboc	2020	225,000	\$168,000	light-duty
Clallam Transit	2012	Chevy/Arboc	2020	225,000	\$95,000	light-duty
Clallam Transit	2012	Chevy/Arboc	2020	225,000	\$168,000	light-duty
Clallam Transit	2012	Ford Club wagon E-350	2018	150,000	\$33,000	vanpool
Clallam Transit	2012	Chevy Arboc	2020	225,000	\$160,000	light-duty
Clallam Transit	2012	Chevy Arboc	2020	225,000	\$160,000	light-duty
Clallam Transit	2012	Chevy Arboc	2020	225,000	\$160,000	light-duty
Clallam Transit	2013	Gillig 40' Low Floor	2025	500,000	\$465,000	heavy-duty
Clallam Transit	2013	Gillig 40' Low Floor	2025	500,000	\$465,000	heavy-duty
Clallam Transit	2013	Gillig 40' Low Floor Suburban	2025	500,000	\$465,000	heavy-duty
Clallam Transit	2013	Gillig 40' Low Floor Suburban	2025	500,000	\$465,000	heavy-duty
Clallam Transit	2013	Gillig 40' Low Floor Suburban	2025	500,000	\$465,000	heavy-duty
Clallam Transit	2013	Gillig 40' Low Floor Suburban	2025	500,000	\$465,000	heavy-duty
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2013	Ford Club wagon E-350	2019	150,000	\$46,000	vanpool
Clallam Transit	2014	Ford Club wagon E-350	2020	150,000	\$46,000	vanpool
Clallam Transit	2014	Ford Club wagon E-350	2020	150,000	\$46,000	vanpool
Clallam Transit	2014	Ford Club wagon E-350	2020	150,000	\$46,000	vanpool
Clallam Transit	2015	Chevy Express 3500	2021	150,000	\$32,000	vanpool
Clallam Transit	2015	Chevy Express 3500	2021	150,000	\$32,000	vanpool
Clallam Transit	2015	Chevy Express 3500	2021	150,000	\$32,000	vanpool

Clallam Transit	2015	Chevy Express 3500	2021	150,000	\$32,000	vanpool
Clallam Transit	2015	Chevy Express 3500	2021	150,000	\$32,000	vanpool
Clallam Transit	2016	Ford Transit	2022	150,000	\$33,000	vanpool
Clallam Transit	2016	Ford Transit	2022	150,000	\$33,000	vanpool
Clallam Transit	2016	Ford Transit	2022	150,000	\$33,000	vanpool
Clallam Transit	2017	Chevy Express 3500	2021	100,000	\$33,865	vanpool
Clallam Transit	2017	Chevy Express 3500	2021	100,000	\$33,865	vanpool
Clallam Transit	2017	Chevy Express 3500	2021	100,000	\$33,865	vanpool
Clallam Transit	2017	Chevy Express 3500	2021	100,000	\$33,865	vanpool
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2017	Star Trans E-450	2022	150,000	\$99,617	light-duty
Clallam Transit	2018	Chev 3500 Express	2022	100,000	\$33,865	vanpool
Clallam Transit	2018	Chev 3500 Express	2022	100,000	\$33,865	vanpool
Clallam Transit	2018	Chev 3500 Express	2022	100,000	\$33,865	vanpool
Clallam Transit	2018	Chev 3500 Express	2022	100,000	\$33,865	vanpool
Clallam Transit	2018	Star Trans E-450	2023	150,000	\$99,617	light-duty
Clallam Transit	2018	Star Trans E-450	2023	150,000	\$99,617	light-duty
Clallam Transit	2018	Star Trans E-450	2023	150,000	\$99,617	light-duty
Clallam Transit	2018	Star Trans E-450	2023	150,000	\$99,617	light-duty
Clallam Transit	2018	Star Trans E-450	2023	150,000	\$99,617	light-duty
Columbia County Public Transportation	2006	Ford Club Wagon VP Van	7	200,000	\$30,000	vanpool
Columbia County Public Transportation	2006	Ford Club Wagon VP Van	7	200,000	\$30,000	vanpool
Columbia County Public Transportation	2006	Ford Club Wagon VP Van	7	200,000	\$30,000	vanpool
Columbia County Public Transportation	2008	2008 Ford Allstar Starcraft	10	350,000	\$95,000	light-duty
Columbia County Public Transportation	2009	Ford Diamond Cut-Away	10	350,000	\$100,000	light-duty
Columbia County Public Transportation	2009	Ford Diamond Cut-Away	10	350,000	\$100,000	light-duty
Columbia County Public Transportation	2010	Ford Edge Cross Over	7	200,000	\$30,000	other





















































Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
Community Transit	2018	TOYOTA SIENNA L	8	N/A	\$33,282	vanpool
C-TRAN	2003	2003 GILLIG PHANTOM HIGH FLOOR	14	500,000	\$727,035	heavy-duty
C-TRAN	2003	2003 GILLIG PHANTOM HIGH FLOOR	14	500,000	\$727,035	heavy-duty
C-TRAN	2003	2003 GILLIG PHANTOM HIGH FLOOR	14	500,000	\$727,035	heavy-duty
C-TRAN	2003	2003 GILLIG PHANTOM HIGH FLOOR	14	500,000	\$706,566	heavy-duty





C-TRAN	2009	2009 GILLIG LOW FLOOR	14	500,000	\$653,687	heavy-duty
C-TRAN	2009	2009 GILLIG LOW FLOOR	14	500,000	\$653,687	heavy-duty
C-TRAN	2009	2009 GILLIG LOW FLOOR	14	500,000	\$653,687	heavy-duty
C-TRAN	2009	2009 GILLIG LOW FLOOR	14	500,000	\$653,687	heavy-duty
C-TRAN	2009	2009 GILLIG LOW FLOOR	14	500,000	\$653,687	heavy-duty
C-TRAN	2009	2009 GILLIG LOW FLOOR	14	500,000	\$653,687	heavy-duty
C-TRAN	2009	2009 GILLIG LOW FLOOR	14	500,000	\$653,687	heavy-duty
C-TRAN	2009	CHEVY EXPRESS VAN	7	75,000	\$43,020	vanpool
C-TRAN	2009	CHEVY EXPRESS VAN	7	75,000	\$41,825	vanpool
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR	14	500,000	\$688,329	heavy-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR	14	500,000	\$688,329	heavy-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR	14	500,000	\$688,329	heavy-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR	14	500,000	\$688,329	heavy-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,058,424	heavy-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,058,424	heavy-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,058,424	heavy-duty
C-TRAN	2010	2010 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,058,424	heavy-duty
C-TRAN	2010	2010 TOYOTA SIENNA VAN	7	100,000	\$43,020	light-duty
C-TRAN	2010	2010 TOYOTA SIENNA VAN	7	100,000	\$43,020	light-duty
C-TRAN	2010	2010 TOYOTA SIENNA VAN	7	100,000	\$43,020	light-duty
C-TRAN	2010	2010 TOYOTA SIENNA VAN	7	100,000	\$43,020	light-duty
C-TRAN	2010	2010 TOYOTA SIENNA VAN	7	100,000	\$43,020	light-duty
C-TRAN	2010	2010 TOYOTA SIENNA VAN	7	100,000	\$35,330	light-duty
C-TRAN	2010	TOYOTA SIENNA	7	75,000	\$36,319	vanpool
C-TRAN	2010	TOYOTA SIENNA	7	75,000	\$33,199	vanpool
C-TRAN	2010	TOYOTA SIENNA	7	75,000	\$36,319	vanpool



C-TRAN	2015	2015 ELDORADO AEROTECH	10	300,000	\$136,196	light-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR	14	500,000	\$529,498	light-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR	14	500,000	\$529,498	light-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2015	2015 GILLIG LOW FLOOR HYBRID	14	500,000	\$760,707	heavy-duty
C-TRAN	2016	2016 GILLIG LOW FLOOR HYBRID	14	500,000	\$762,561	heavy-duty
C-TRAN	2016	2016 GILLIG LOW FLOOR HYBRID	14	500,000	\$762,561	heavy-duty
C-TRAN	2016	2016 GILLIG LOW FLOOR HYBRID	14	500,000	\$762,561	heavy-duty
C-TRAN	2016	2016 GILLIG LOW FLOOR HYBRID	14	500,000	\$762,561	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 NEW FLYER 60FOOT HYBRID	14	500,000	\$1,160,500	heavy-duty
C-TRAN	2016	2016 TOYOTA SIENNA VAN	7	100,000	\$30,955	light-duty
C-TRAN	2016	DODGE CARAVAN	7	75,000	\$31,829	vanpool

C-TRAN	2016	DODGE CARAVAN	7	75,000	\$31,829	vanpool
C-TRAN	2016	DODGE CARAVAN	7	75,000	\$31,829	vanpool
C-TRAN	2016	DODGE CARAVAN	7	75,000	\$31,829	vanpool
C-TRAN	2016	DODGE CARAVAN	7	75,000	\$31,829	vanpool
C-TRAN	2017	2017 ELDORADO AEROTCH	10	300,000	\$43,020	light-duty
C-TRAN	2017	FORD TRANSIT	12	200,000	\$139,730	light-duty
C-TRAN	2017	FORD TRANSIT	12	200,000	\$139,730	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	FORD TRANSIT	12	200,000	\$142,408	light-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	2018 GILLIG LOW FLOOR HYBRID	14	500,000	\$1,196,116	heavy-duty
C-TRAN	2018	Ford Transit	7	75,000		vanpool
C-TRAN	2018	Ford Transit	7	75,000		vanpool
C-TRAN	2018	Ford Transit	7	75,000		vanpool
C-TRAN	2018	Ford Transit	7	75,000		vanpool





Everett Transit	2006	GILLIG G21B102N4	15	600,000	\$520,558	heavy-duty
Everett Transit	2006	GILLIG G21B102N4	15	600,000	\$520,558	heavy-duty
Everett Transit	2006	GILLIG G21B102N4	15	600,000	\$520,558	heavy-duty
Everett Transit	2007	GILLIG G21D102N4	15	600,000	\$608,670	heavy-duty
Everett Transit	2007	GILLIG G21D102N4	15	600,000	\$608,670	heavy-duty
Everett Transit	2007	GILLIG G21D102N4	15	600,000	\$608,670	heavy-duty
Everett Transit	2007	GILLIG G21D102N4	15	600,000	\$608,670	heavy-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2007	CHEV C4500	10	160,000	\$141,853	light-duty
Everett Transit	2009	GILLIG G30D102N4	15	600,000	\$963,204	heavy-duty
Everett Transit	2009	GILLIG G30D102N4	15	600,000	\$963,204	heavy-duty
Everett Transit	2009	GILLIG G30D102N4	15	600,000	\$963,204	heavy-duty
Everett Transit	2011	CHRYSLER Van	8	125,000	\$55,000	light-duty
Everett Transit	2011	CHRYSLER Van	8	125,000	\$55,000	light-duty
Everett Transit	2012	GILLIG G21D102N4	15	600,000	\$750,316	heavy-duty
Everett Transit	2012	GILLIG G21D102N4	15	600,000	\$750,316	heavy-duty
Everett Transit	2013	International- Aero Elite	10	160,000	\$233,614	light-duty
Everett Transit	2013	International- Aero Elite	10	160,000	\$233,614	light-duty
Everett Transit	2013	International- Aero Elite	10	160,000	\$233,614	light-duty
Everett Transit	2013	International- Aero Elite	10	160,000	\$233,614	light-duty
Everett Transit	2013	International- Aero Elite	10	160,000	\$233,614	light-duty
Everett Transit	2013	GILLIG G30D102N4	15	600,000	\$1,118,225	heavy-duty
Everett Transit	2013	GILLIG G30D102N4	15	600,000	\$1,118,225	heavy-duty
Everett Transit	2013	GILLIG G30D102N4	15	600,000	\$1,118,225	heavy-duty
Everett Transit	2013	GILLIG G30D102N4	15	600,000	\$1,118,225	heavy-duty

Everett Transit	2013	GILLIG G30D102N4	15	600,000	\$1,118,225	heavy-duty
Everett Transit	2013	GILLIG G30D102N4	15	600,000	\$1,118,225	heavy-duty
Everett Transit	2013	GILLIG G30D102N4	15	600,000	\$1,118,225	heavy-duty
Everett Transit	2016	Ford E450 - ElDorado AeroTech	8	160,000	\$95,000	light-duty
Everett Transit	2016	Ford E450 - ElDorado AeroTech	8	160,000	\$95,000	light-duty
Everett Transit	2016	Ford E450 - ElDorado AeroTech	8	160,000	\$95,000	light-duty
Everett Transit	2018	PROTERA CATALYST E2	12	600,000	\$1,118,225	heavy-duty
Everett Transit	2018	PROTERA CATALYST E2	12	600,000	\$1,118,225	heavy-duty
Everett Transit	2018	PROTERA CATALYST E2	12	600,000	\$1,118,225	heavy-duty
Everett Transit	2018	PROTERA CATALYST E2	12	600,000	\$1,118,225	heavy-duty
Everett Transit	2018	Ford E450 - StarTrans Senator II	8	160,000	\$95,000	light-duty
Everett Transit	2018	Ford E450 - StarTrans Senator II	8	160,000	\$95,000	light-duty
Everett Transit	2018	Ford E450 - StarTrans Senator II	8	160,000	\$95,000	light-duty
Everett Transit	2018	Ford E450 - StarTrans Senator II	8	160,000	\$95,000	light-duty
Garfield County Public Transportation	2001	Ford Goshen	14	225,000	\$75,000	light-duty
Garfield County Public Transportation	2007	Ford Goshen	14	225,000	\$75,000	light-duty
Garfield County Public Transportation	2012	Ford Flex	8	160,000	\$40,000	light-duty
Garfield County Public Transportation	2015	Ford Transit Van	8	160,000	\$35,000	vanpool
Garfield County Public Transportation	2015	Ford Goshen GC II	14	225,000	\$75,000	light-duty
Grant Transit	1995	Gillig/ Phantom	16	750,000	\$70,000	heavy-duty
Grant Transit	2001	Gillig/ Phantom	16	750,000	\$145,000	heavy-duty
Grant Transit	2002	Gillig/ Phantom	16	750,000	\$70,000	heavy-duty
Grant Transit	2003	Gillig/Low Floor	16	750,000	\$70,000	heavy-duty
Grant Transit	2003	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2003	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2003	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2003	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2004	Gillig/ Phantom	16	750,000	\$70,000	heavy-duty
Grant Transit	2004	Gillig/ Phantom	16	750,000	\$145,000	heavy-duty
Grant Transit	2006	Dodge/Caravan	8	150,000	\$25,000	vanpool
Grant Transit	2007	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2007	Gillig/Low Floor	16	750,000	\$70,000	heavy-duty
Grant Transit	2007	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2007	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2007	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty

Grant Transit	2007	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2008	Gillig/Low Floor	16	750,000	\$145,000	heavy-duty
Grant Transit	2008	Chevrolet/Braun Entervan	11	200,000	\$48,000	light-duty
Grant Transit	2009	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2010	Ford E Series / Aerotech	10	200,000	\$75,000	light-duty
Grant Transit	2010	Ford E Series / Aerotech	10	200,000	\$75,000	light-duty
Grant Transit	2010	Ford E Series / Aerotech	10	200,000	\$75,000	light-duty
Grant Transit	2010	Ford E Series / Aerotech	10	200,000	\$75,000	light-duty
Grant Transit	2010	Ford E Series / Aerotech	10	200,000	\$75,000	light-duty
Grant Transit	2012	Chevrolet/ARBOC	8	175,000	\$145,000	light-duty
Grant Transit	2012	Chevrolet/Goshen	8	175,000	\$145,000	light-duty
Grant Transit	2012	Chevrolet/Goshen	8	175,000	\$145,000	light-duty
Grant Transit	2012	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2012	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2013	Chevrolet/ARBOC	8	175,000	\$145,000	light-duty
Grant Transit	2014	Chevrolet/ARBOC	8	175,000	\$145,000	light-duty
Grant Transit	2014	Chevrolet/Goshen	8	175,000	\$145,000	light-duty
Grant Transit	2014	Chevrolet/Goshen	8	175,000	\$145,000	light-duty
Grant Transit	2014	Chevrolet/Goshen	8	175,000	\$145,000	light-duty
Grant Transit	2015	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2015	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2015	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2015	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2015	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2015	Dodge/Caravan	8	150,000	\$25,000	vanpool
Grant Transit	2015	Dodge/Caravan	8	150,000	\$25,000	vanpool
Grant Transit	2015	Dodge/Caravan	8	150,000	\$25,000	vanpool
Grant Transit	2016	Chevey/Express	8	150,000	\$35,000	vanpool
Grant Transit	2016	Dodge/Grand Caravan	8	150,000	\$25,000	vanpool
Grant Transit	2016	Dodge/Grand Caravan	8	150,000	\$25,000	vanpool
Grant Transit	2016	Dodge/Grand Caravan	8	150,000	\$25,000	vanpool
Grant Transit	2017	Ford E-Series/Starcraft	8	175,000	\$145,000	light-duty
Grant Transit	2017	Ford E-Series/Starcraft	8	175,000	\$145,000	light-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty

Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	1998	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2000	Gillig Phantom	20	1,000,000	\$500,000	heavy-duty
Grays Harbor Transit	2002	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2002	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2002	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2002	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2002	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2002	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2003	New Flyer Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2003	New Flyer Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2003	New Flyer Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2003	New Flyer Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2004	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2004	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2004	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2005	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2005	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2006	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2006	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2006	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2006	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2006	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2006	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2006	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2006	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2007	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2007	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2007	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2008	Ford Econovan	10	200,000	\$30,000	vanpool

Grays Harbor Transit	2008	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2008	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2008	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2008	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2009	Chevy Express	10	200,000	\$26,000	vanpool
Grays Harbor Transit	2009	Chevy Express	10	200,000	\$26,000	vanpool
Grays Harbor Transit	2009	Ford Econovan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2010	Chevy Express	10	200,000	\$29,000	vanpool
Grays Harbor Transit	2010	Chevy Express	10	200,000	\$29,000	vanpool
Grays Harbor Transit	2010	Dodge Caravan	10	200,000	\$26,000	vanpool
Grays Harbor Transit	2011	Dodge Caravan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2011	Dodge Caravan	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2011	Dodge Caravan	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2011	Ford Convan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2011	Ford Convan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2011	Ford Convan	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2012	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2012	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2012	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2012	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2012	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2012	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2012	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2013	Chevy Express	10	200,000	\$30,000	vanpool
Grays Harbor Transit	2013	Dodge Caravan	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2013	Dodge Caravan	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2013	Dodge Caravan	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2014	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2014	Ford-El Dorado-Van	15	400,000	\$85,000	light-duty
Grays Harbor Transit	2015	Ford Connwgn	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2015	Ford Connwgn	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2015	Ford Connwgn	10	200,000	\$28,000	vanpool
Grays Harbor Transit	2016	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2016	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty
Grays Harbor Transit	2016	Gillig Low Floor	20	1,000,000	\$550,000	heavy-duty



Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	heavy-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	light-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	light-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	light-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	light-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	light-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	light-duty
Intercity Transit	2007	Gillig Lowfloor	15	650,000	\$500,000	light-duty
Intercity Transit	2008	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2008	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2008	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2008	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2008	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2008	Chevy Uplander	6	100,000	\$22,000	vanpool
Intercity Transit	2009	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2009	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2009	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2009	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2009	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2009	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2009	Chevy Express	6	100,000	\$32,000	vanpool
Intercity Transit	2009	Toyota Sienna	6	100,000	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool



Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2009	Toyota Sienna	7	unlimited	\$30,000	vanpool
Intercity Transit	2010	Gillig Hybrid	15	650,000	\$630,700	heavy-duty
Intercity Transit	2010	Gillig Hybrid	15	650,000	\$630,700	heavy-duty
Intercity Transit	2010	Gillig Hybrid	15	650,000	\$630,700	heavy-duty
Intercity Transit	2010	Gillig Hybrid	15	650,000	\$630,700	heavy-duty
Intercity Transit	2010	Gillig Hybrid	15	650,000	\$630,700	heavy-duty
Intercity Transit	2010	Gillig Hybrid	15	650,000	\$630,700	heavy-duty
Intercity Transit	2010	Dodge Caravan	6	100,000	\$30,000	vanpool
Intercity Transit	2010	Dodge Caravan	6	100,000	\$30,000	vanpool
Intercity Transit	2010	Dodge Caravan	6	100,000	\$30,000	vanpool
Intercity Transit	2010	Dodge Caravan	6	100,000	\$30,000	vanpool
Intercity Transit	2010	Dodge Caravan	6	100,000	\$30,000	vanpool
Intercity Transit	2011	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2011	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2011	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2011	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2011	Eldorado/Aerotech	7	250,000	\$150,000	light-duty



















Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Toyota Sienna	6	100,000	\$32,000	vanpool
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Intercity Transit	2018	Eldorado/Aerotech	7	250,000	\$150,000	light-duty
Island Transit	2001	GILLIG PHANTOM	14	585,000	\$450,000	heavy-duty
Island Transit	2001	GILLIG PHANTOM	14	585,000	\$450,000	heavy-duty
Island Transit	2001	GILLIG PHANTOM	14	585,000	\$450,000	heavy-duty
Island Transit	2003	GILLIG PHANTOM	14	585,000	\$450,000	heavy-duty
Island Transit	2004	DODGE CARAVAN	8	150,000	\$24,018	vanpool

Island Transit	2004	DODGE CARAVAN	8	150,000	\$24,018	vanpool
Island Transit	2004	DODGE CARAVAN	8	150,000	\$24,018	vanpool
Island Transit	2004	DODGE CARAVAN	8	150,000	\$24,018	vanpool
Island Transit	2004	DODGE CARAVAN	8	150,000	\$24,018	vanpool
Island Transit	2004	DODGE CARAVAN	8	150,000	\$24,018	vanpool
Island Transit	2004	DODGE CARAVAN	8	150,000	\$24,018	vanpool
Island Transit	2006	INTERNATIONAL AERO ELITE	10	300,000	\$157,920	light-duty
Island Transit	2006	INTERNATIONAL AERO ELITE	10	300,000	\$157,920	light-duty
Island Transit	2006	INTERNATIONAL AERO ELITE	10	300,000	\$157,920	light-duty
Island Transit	2006	INTERNATIONAL AERO ELITE	10	300,000	\$157,920	light-duty
Island Transit	2006	INTERNATIONAL AERO ELITE	10	300,000	\$157,920	light-duty
Island Transit	2006	INTERNATIONAL AERO ELITE	10	300,000	\$157,920	light-duty
Island Transit	2006	DODGE CARAVAN	8	150,000	\$24,018	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WAGON	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WGN	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WGN	8	150,000	\$26,206	vanpool
Island Transit	2006	FORD CLUB WGN	8	150,000	\$26,206	vanpool
Island Transit	2007	GILLIG PHANTOM	14	585,000	\$460,000	heavy-duty
Island Transit	2007	GILLIG PHANTOM	14	585,000	\$460,000	heavy-duty
Island Transit	2007	GILLIG PHANTOM	14	585,000	\$460,000	heavy-duty
Island Transit	2007	GILLIG PHANTOM	14	585,000	\$460,000	heavy-duty
Island Transit	2007	GILLIG PHANTOM	14	585,000	\$460,000	heavy-duty
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool

Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. UPLANDER	8	150,000	\$24,018	vanpool
Island Transit	2008	CHEV. EXPRESS VAN	8	150,000	\$30,968	vanpool
Island Transit	2008	CHEV. EXPRESS VAN	8	150,000	\$30,968	vanpool
Island Transit	2008	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Island Transit	2008	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Island Transit	2008	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GOSHEN CHEVY GCII	10	300,000	\$157,920	light-duty
Island Transit	2009	GILLIG LOWFLOOR	14	585,000	\$460,000	heavy-duty
Island Transit	2009	GILLIG LOWFLOOR	14	585,000	\$460,000	heavy-duty
Island Transit	2010	CHEVY ARBOC	10	300,000	\$105,000	light-duty
Island Transit	2010	CHEVY ARBOC	10	300,000	\$105,000	light-duty
Island Transit	2010	CHEVY ARBOC	10	300,000	\$105,000	light-duty
Island Transit	2010	CHEVY ARBOC	10	300,000	\$105,000	light-duty





Island Transit	2018	Freighliner SC2 Glaval Legacy	10	300,000	\$157,920	light-duty
Island Transit	2018	Freighliner SC2 Glaval Legacy	10	300,000	\$157,920	light-duty
Island Transit	2018	Freighliner SC2 Glaval Legacy	10	300,000	\$157,920	light-duty
Island Transit	2018	Freighliner SC2 Glaval Legacy	10	300,000	\$157,920	light-duty
Island Transit	2018	Freighliner SC2 Glaval Legacy	10	300,000	\$157,920	light-duty
Island Transit	2018	Freighliner SC2 Glaval Legacy	10	300,000	\$157,920	light-duty
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	CHRYSLER PACIFICA	8	150,000	\$25,690	vanpool
Island Transit	2018	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Island Transit	2018	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Island Transit	2018	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Island Transit	2018	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Island Transit	2018	Go s h e n Che vy Pa ce r II	10	200,000	\$80,000	light-duty
Jefferson Transit	1967	GMC/BABY OLD LOOK (30') (02)	1977	350,000	\$500,000	heavy-duty
Jefferson Transit	1992	ORION V/BIA (35') (8/95)	2002	350,000	\$500,000	heavy-duty
Jefferson Transit	2001	GILLIG/PHANTOM (35') (12/01)	2013	500,000	\$500,000	heavy-duty
Jefferson Transit	2002	GILLIG/PHANTOM (35') (2/02)	2014	500,000	\$500,000	heavy-duty
Jefferson Transit	2004	GILLIG/PHANTOM (30') (10/04)	2014	350,000	\$500,000	heavy-duty
Jefferson Transit	2006	FORD/E450/VAN (21') (10/05)	2011	150,000	\$88,000	light-duty
Jefferson Transit	2006	FORD/E450/VAN (21') (10/05)	2011	150,000	\$88,000	light-duty

Jefferson Transit	2006	GILLIG/PHANTOM (30') (3/06)	2016	350,000	\$500,000	heavy-duty
Jefferson Transit	2006	FORD/E350 XLT VAN (20') (7/06)	2010	100,000	\$42,000	vanpool
Jefferson Transit	2006	FORD/E350 XLT VAN (20') (8/06)	2010	100,000	\$42,000	vanpool
Jefferson Transit	2006	FORD/E350 XLT VAN (20') (8/06)	2010	100,000	\$42,000	vanpool
Jefferson Transit	2007	CHEV/AMERIVAN (18') (10/06)	2011	100,000	\$42,000	vanpool
Jefferson Transit	2009	DODGE/GR. CARAVAN (18') (3/09)	2013	100,000	\$42,000	vanpool
Jefferson Transit	2009	DODGE/GR. CARAVAN (18') (3/09)	2013	100,000	\$42,000	vanpool
Jefferson Transit	2010	CHEV/CHALLENGER (25') (5/10)	2015	150,000	\$88,000	light-duty
Jefferson Transit	2010	CHEV/CHALLENGER (25') (5/10)	2015	150,000	\$88,000	light-duty
Jefferson Transit	2011	GILLIG/LOW FLOOR (29') (7/11)	2021	350,000	\$500,000	light-duty
Jefferson Transit	2011	GILLIG/LOW FLOOR (29') (7/11)	2021	350,000	\$500,000	light-duty
Jefferson Transit	2011	GILLIG/LOW FLOOR (35') (7/11)	2023	500,000	\$500,000	heavy-duty
Jefferson Transit	2011	GILLIG/LOW FLOOR (35') (7/11)	2023	500,000	\$500,000	heavy-duty
Jefferson Transit	2013	FORD/F550 (31') (8/13)	2020	200,000	\$165,000	light-duty
Jefferson Transit	2013	DODGE CARAVAN (18') (8/13)	2017	100,000	\$42,000	vanpool
Jefferson Transit	2013	DODGE CARAVAN (18') (8/13)	2017	100,000	\$42,000	vanpool
Jefferson Transit	2013	DODGE CARAVAN (18') (8/13)	2017	100,000	\$42,000	vanpool
Jefferson Transit	2013	DODGE CARAVAN (18') (8/13)	2017	100,000	\$42,000	vanpool
Jefferson Transit	2013	DODGE/GR. CARAVAN (18') (2/13)	2017	100,000	\$42,000	vanpool
Jefferson Transit	2013	DODGE/GR. CARAVAN (18') (2/13)	2017	100,000	\$42,000	vanpool
Jefferson Transit	2013	DODGE/GR. CARAVAN (18') (2/13)	2017	100,000	\$42,000	vanpool
Jefferson Transit	2017	FORD/F550 (29') (?/17)	2023	200,000	\$165,000	light-duty
Jefferson Transit	2017	FORD/F550 (29') (?/17)	2023	200,000	\$165,000	light-duty
Jefferson Transit	2017	FORD/F550 (29') (?/17)	2023	200,000	\$165,000	light-duty
Jefferson Transit	2018	GILLIG/LOW FLOOR (29') (11/18)	2028	350,000	\$500,000	light-duty
Jefferson Transit	2018	GILLIG/LOW FLOOR (29') (11/18)	2028	350,000	\$500,000	light-duty
Jefferson Transit	2018	GILLIG/LOW FLOOR (35') (7/18)	2030	500,000	\$500,000	heavy-duty
Jefferson Transit	2018	GILLIG/LOW FLOOR (35') (7/18)	2030	500,000	\$500,000	heavy-duty
Jefferson Transit	2018	CHEVY EXPRESS G3500	2022	100,000	\$42,000	vanpool
Jefferson Transit	2018	CHEVY EXPRESS G3500	2022	100,000	\$42,000	vanpool
King County Metro	1998	Chevrolet/Astro	7	200,000	\$23,500	light-duty
King County Metro	1998	Chevrolet/Astro	7	200,000	\$23,500	light-duty
King County Metro	1998	Chevrolet/Astro	7	200,000	\$23,500	light-duty
King County Metro	1998	Chevrolet/Astro	7	200,000	\$23,500	light-duty
King County Metro	1998	Chevrolet/Astro	7	200,000	\$23,500	light-duty









































King County Metro	2011	SUPREME/SENATOR	10	250,000	\$125,000	light-duty
King County Metro	2011	SUPREME/SENATOR	10	250,000	\$125,000	light-duty
King County Metro	2011	SUPREME/SENATOR	10	250,000	\$125,000	light-duty
King County Metro	2011	SUPREME/SENATOR	10	250,000	\$125,000	light-duty
King County Metro	2011	SUPREME/SENATOR	10	250,000	\$125,000	light-duty
King County Metro	2012	GOSHEN/GC II	10	350,000	\$85,822	light-duty
King County Metro	2012	BRAUN/ENTERVAN	7	200,000	\$38,200	light-duty
King County Metro	2012	Chevrolet/Express	7	200,000	\$26,635	light-duty
King County Metro	2012	Chevrolet/Express	7	200,000	\$26,635	light-duty
King County Metro	2012	Chevrolet/Express	7	200,000	\$26,635	light-duty
King County Metro	2012	Chevrolet/Express	7	200,000	\$26,635	light-duty
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2012	CHEVY EXPRESS	7	N/A	\$29,600	vanpool



















King County Metro	2012	GOSHEN/PACER II	10	250,000	\$59,300	light-duty
King County Metro	2012	GOSHEN/PACER II	10	250,000	\$59,300	light-duty
King County Metro	2012	GOSHEN/PACER II	10	250,000	\$59,300	light-duty
King County Metro	2012	GOSHEN/PACER II	10	250,000	\$73,822	light-duty
King County Metro	2012	GOSHEN/PACER II	10	250,000	\$59,300	light-duty
King County Metro	2012	GOSHEN/PACER II	10	250,000	\$59,300	light-duty
King County Metro	2012	GOSHEN/PACER II	10	250,000	\$59,300	light-duty
King County Metro	2013	NISSAN LEAF	7	N/A	\$30,105	vanpool
King County Metro	2013	NISSAN LEAF	7	N/A	\$30,105	vanpool
King County Metro	2013	NISSAN LEAF	7	N/A	\$30,105	vanpool
King County Metro	2013	NISSAN LEAF	7	N/A	\$30,105	vanpool
King County Metro	2013	NISSAN LEAF	7	N/A	\$30,105	vanpool
King County Metro	2013	BRAUN/ENTERVAN	7	200,000	\$38,200	light-duty
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2013	CHEVY EXPRESS	7	N/A	\$25,900	vanpool



















King County Metro	2013	GOSHEN/GC II	10	250,000	\$73,822	light-duty
King County Metro	2013	GOSHEN/GC II	10	250,000	\$73,822	light-duty
King County Metro	2013	GOSHEN/GC II	10	250,000	\$73,822	light-duty
King County Metro	2013	GOSHEN/GC II	10	250,000	\$73,822	light-duty
King County Metro	2013	GOSHEN/GC II	10	250,000	\$73,822	light-duty
King County Metro	2013	GOSHEN/GC II	10	250,000	\$73,822	light-duty
King County Metro	2013	GOSHEN/GC II	10	250,000	\$73,822	light-duty
King County Metro	2014	BRAUN/ENTERVAN	7	200,000	\$38,200	light-duty
King County Metro	2014	BRAUN/ENTERVAN	7	200,000	\$36,137	light-duty
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2014	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2014	DODGE G CARAVAN	7	N/A	\$36,830	vanpool
King County Metro	2014	DODGE G CARAVAN	7	N/A	\$24,625	vanpool
King County Metro	2014	DODGE G CARAVAN	7	N/A	\$24,625	vanpool

















King County Metro	2014	GOSHEN/GC II	10	300,000	\$88,499	light-duty
King County Metro	2014	GOSHEN/GC II	10	300,000	\$88,499	light-duty
King County Metro	2014	GOSHEN/GC II	10	300,000	\$88,499	light-duty
King County Metro	2014	GOSHEN/GC II	10	300,000	\$88,499	light-duty
King County Metro	2015	BRAUN/ENTERVAN	7	200,000	\$36,912	light-duty
King County Metro	2015	BRAUN/ENTERVAN	7	200,000	\$36,912	light-duty
King County Metro	2015	BRAUN/ENTERVAN	7	200,000	\$36,912	light-duty
King County Metro	2015	BRAUN/ENTERVAN	7	200,000	\$36,137	light-duty
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$29,600	vanpool
King County Metro	2015	CHEVY EXPRESS	7	N/A	\$25,900	vanpool









































































King County Metro	2018	STARTRANS/SENATOR II	10	250,000	\$78,694	light-duty
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	CHRYSLER PACIFICA HYBRID	7	N/A	\$41,005	vanpool
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$97,332	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$97,332	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$97,332	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$97,332	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$97,332	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2018	STARTRANS/SENATOR II	10	300,000	\$94,632	light-duty
King County Metro	2019	CANDIDATE II TRANSIT	10	250,000	\$67,073	light-duty
King County Metro	2019	CANDIDATE II TRANSIT	10	250,000	\$67,073	light-duty
King County Metro	2019	CANDIDATE II TRANSIT	10	250,000	\$67,073	light-duty
King County Metro	2019	CANDIDATE II TRANSIT	10	250,000	\$67,073	light-duty



King County Metro	2019	CANDIDATE II TRANSIT	10	250,000	\$67,073	light-duty
King County Metro	10/22/1996	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	12/3/1996	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	12/18/1996	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	1/11/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	2/17/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	2/26/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	3/4/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	3/31/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	4/2/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	4/8/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	5/21/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	5/29/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	6/10/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	6/17/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	7/3/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	8/4/1997	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	11/11/1998	GILLIG/M11-T40-102	12	N/A	\$560,424	heavy-duty
King County Metro	1/5/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/6/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/14/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/14/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/21/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/25/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/25/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/27/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/27/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/27/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/27/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	1/31/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	2/2/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	2/3/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	2/4/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	2/4/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty
King County Metro	2/7/2000	GILLIG/C18A096N4	12	N/A	\$509,783	heavy-duty





























King County Metro	7/11/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/12/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/13/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/13/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/15/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/18/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/18/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/24/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/24/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/26/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/26/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/27/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/28/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/29/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	8/1/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	8/4/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/4/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/8/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	8/11/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/11/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/16/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/19/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/23/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	8/26/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/29/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	8/29/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	8/29/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	8/29/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	8/29/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	8/29/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	8/29/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/30/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	8/31/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	8/31/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/1/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty

King County Metro	9/2/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	9/2/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/2/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/6/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	9/6/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/6/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/8/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/8/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/9/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/9/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/12/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/12/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/12/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/12/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/12/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/12/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/12/2011	NEW FLYER/DE60LFA	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/12/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/12/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/14/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	9/14/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	9/14/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/14/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/15/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	9/16/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/16/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/21/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	9/23/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	9/28/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	9/28/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/3/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/3/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/3/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/4/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/4/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty

King County Metro	10/4/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/5/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/5/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/6/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/6/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/7/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/10/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/10/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/10/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/13/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/13/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/14/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/14/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/14/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/17/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/17/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/17/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/18/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/18/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/18/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/18/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/22/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/22/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/23/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/23/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/23/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/26/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	10/31/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	10/31/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	11/2/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	11/7/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	11/7/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	11/14/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	11/14/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	11/17/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty

King County Metro	11/17/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	11/18/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	11/21/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	11/22/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	11/28/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/5/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/5/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/7/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/9/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/12/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/12/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/12/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	12/16/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/21/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/27/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/27/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	12/28/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	12/28/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	12/28/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	12/29/2011	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	12/30/2011	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	1/3/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/3/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/4/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/4/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/9/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/9/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/10/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/11/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	1/11/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/13/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/17/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/18/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/18/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/23/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty

King County Metro	1/24/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/24/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/24/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/25/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/26/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/27/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/27/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	1/30/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/1/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/1/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/1/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/2/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/3/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/6/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/6/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/7/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/8/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/13/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	2/13/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/13/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/15/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/15/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/17/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/17/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/17/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/17/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/20/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/23/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/24/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/27/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	2/28/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	3/1/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	3/1/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	3/6/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	3/7/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty





King County Metro	4/26/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	4/26/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	4/27/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	4/30/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	5/1/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	5/1/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	5/3/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	5/8/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	5/8/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	5/16/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	5/22/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/4/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/5/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	6/12/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/12/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/13/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/15/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	6/15/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	6/15/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/15/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/19/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/19/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/20/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/20/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/21/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/25/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	6/26/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	6/28/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	6/28/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	6/28/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty
King County Metro	7/3/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/5/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/5/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/11/2012	NEW FLYER/DE60LF	12	N/A	\$1,075,151	heavy-duty
King County Metro	7/11/2012	ORION/ORION VII	12	N/A	\$659,858	heavy-duty





















King County Metro	11/10/2015	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/10/2015	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	12/29/2015	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	12/29/2015	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	12/30/2015	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	1/6/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	1/11/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	1/12/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/12/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	1/14/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/15/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/16/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/17/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/17/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/18/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/20/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/22/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/25/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/26/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	1/28/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	1/29/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	2/1/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	2/1/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	2/2/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/4/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	2/5/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/5/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/8/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	2/9/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	2/11/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	2/11/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/11/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/11/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/12/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/14/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty

King County Metro	2/15/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/16/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	2/16/2016	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	2/16/2016	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	2/16/2016	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	2/18/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/19/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/19/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	2/22/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	2/23/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/24/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	2/25/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	3/3/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	3/4/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	3/8/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	3/8/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	3/14/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	3/14/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	3/17/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	3/18/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	3/24/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	3/29/2016	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	3/31/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/1/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/1/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/4/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/5/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	4/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	4/8/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/14/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	4/18/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/19/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	4/19/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/20/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty

King County Metro	4/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	4/22/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	4/22/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/22/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/24/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/26/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	4/26/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	4/28/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	4/29/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/2/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/4/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/11/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/11/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/12/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/12/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/17/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/19/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/19/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/20/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/22/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	5/25/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/25/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	5/26/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	5/29/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	5/29/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	6/1/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/2/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/2/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	6/3/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	6/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/8/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/8/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty

King County Metro	6/9/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/9/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/10/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/10/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	6/13/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/14/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/15/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	6/17/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	6/20/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	7/5/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	7/7/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	7/8/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/11/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	7/15/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/18/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/18/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/23/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/24/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/25/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/26/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	7/27/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/28/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	7/29/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/31/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	7/31/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/3/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/4/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/4/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/6/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/8/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/8/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/9/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/9/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/10/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty

King County Metro	8/12/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/15/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/15/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/16/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/16/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/20/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/22/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/23/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/25/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/25/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/25/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/26/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	8/27/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/27/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/29/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	8/29/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	9/5/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/6/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	9/7/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/7/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/8/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/9/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/16/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/19/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/20/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/22/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/27/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	9/27/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	9/27/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	9/27/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	9/28/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	9/29/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	9/30/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty



King County Metro	9/30/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	10/3/2016	NEW FLYER/XT60EB	12	N/A	\$1,294,524	heavy-duty
King County Metro	10/4/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	10/5/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	10/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	10/6/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	10/12/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	10/13/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	10/14/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	10/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	10/26/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	10/27/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/2/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/3/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/3/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/4/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/4/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/5/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/5/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/7/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/7/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/7/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/8/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/9/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/14/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/15/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/16/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/17/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/17/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/21/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/21/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/22/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty

King County Metro	11/22/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/22/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/23/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	11/25/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/26/2016	XCELSIOR/XDE60	12	N/A	\$927,279	heavy-duty
King County Metro	11/28/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	12/6/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	12/6/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	12/8/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	12/12/2016	NEW FLYER/XT40EB	12	N/A	\$906,354	heavy-duty
King County Metro	8/14/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	8/22/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	8/23/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	8/23/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	8/24/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	8/28/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	8/29/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/1/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/5/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/6/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/8/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/13/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/18/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/20/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/21/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/21/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/25/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/26/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/27/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	9/29/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	10/2/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	10/3/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	10/4/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	10/5/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	10/10/2017	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty





King County Metro	1/23/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	1/24/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	1/25/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	1/25/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	1/27/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	1/29/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	1/30/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/1/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/2/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/5/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/5/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/6/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/6/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/8/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/9/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/13/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/14/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/15/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/15/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/19/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/20/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/21/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/23/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/23/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	2/27/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/27/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	2/27/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	3/4/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/5/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/6/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/7/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/7/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/8/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/10/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/16/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty

King County Metro	3/17/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/20/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	3/20/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	3/21/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/23/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/23/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/26/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/27/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/27/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	3/27/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	3/28/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/28/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	3/29/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	3/30/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/2/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/2/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/2/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	4/2/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	4/2/2018	BATTERYBUS/BE40	12	N/A	\$906,354	heavy-duty
King County Metro	4/4/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/5/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/6/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/9/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/10/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/13/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/13/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/16/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/17/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/17/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/19/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/20/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/20/2018	XCELSIOR/XDE60	12	N/A	\$968,894	heavy-duty
King County Metro	4/24/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/24/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/26/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty

King County Metro	4/27/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/28/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	4/30/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/2/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/4/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/6/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/9/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/10/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/12/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/16/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/18/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/18/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/20/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/24/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/25/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/26/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/29/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	5/31/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/1/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/3/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/5/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/6/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/7/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/8/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/14/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/15/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/19/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/21/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/26/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/28/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	6/29/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/2/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/3/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/5/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/8/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty

King County Metro	7/10/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/12/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/16/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/20/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	7/23/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	8/1/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	8/17/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	8/22/2018	NEW FLYER/XDE60	12	N/A	\$994,577	heavy-duty
King County Metro	9/18/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/18/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/19/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/21/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/24/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	9/24/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	9/24/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	9/24/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/24/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/25/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	9/26/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	9/27/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/3/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/4/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/4/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/4/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/5/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/5/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/5/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/8/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/8/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/8/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/10/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/10/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/11/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	10/18/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/25/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty



King County Metro	10/25/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/26/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/29/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/30/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	10/31/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	11/1/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	11/8/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	11/9/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	11/13/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	11/15/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	11/20/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	11/21/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	11/23/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	11/29/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	12/3/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	12/3/2018	XCELSIOR/XDE60	12	N/A	\$1,121,760	heavy-duty
King County Metro	12/5/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	12/6/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	12/11/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	12/20/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	12/24/2018	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
King County Metro	1/13/2019	GILLIG/LOWFLOORBUS	12	N/A	\$731,423	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1994	MCI	25	900,000	\$481,525	heavy-duty
Kitsap Transit	1995	CMD / CHEVY TRUCK K2PU	10	175,000	\$25,000	other
Kitsap Transit	1995	CMD / DUMP TRUCK	10	175,000	\$30,000	other
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty

Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1995	MCI	25	900,000	\$501,267	heavy-duty
Kitsap Transit	1996	MCI	25	900,000	\$521,819	heavy-duty
Kitsap Transit	1996	MCI	25	900,000	\$521,819	heavy-duty
Kitsap Transit	1996	MCI	25	900,000	\$521,819	heavy-duty
Kitsap Transit	1996	MCI	25	900,000	\$521,819	heavy-duty
Kitsap Transit	1996	MCI	25	900,000	\$521,819	heavy-duty
Kitsap Transit	1996	MCI	25	900,000	\$521,819	heavy-duty
Kitsap Transit	1996	MCI	25	900,000	\$521,819	heavy-duty
Kitsap Transit	1997	MCI	25	900,000	\$543,214	heavy-duty
Kitsap Transit	1997	MCI	25	900,000	\$543,214	heavy-duty
Kitsap Transit	1997	MCI	25	900,000	\$543,214	heavy-duty
Kitsap Transit	1997	MCI	25	900,000	\$543,214	heavy-duty
Kitsap Transit	1997	MCI	25	900,000	\$543,214	heavy-duty
Kitsap Transit	1997	MCI	25	900,000	\$543,214	heavy-duty
Kitsap Transit	1998	GMC / FUEL TANK TRUCK	10	175,000	\$70,000	other
Kitsap Transit	1998	MCI	25	900,000	\$565,485	heavy-duty
Kitsap Transit	1998	MCI	25	900,000	\$565,485	heavy-duty
Kitsap Transit	1999	MCI	25	900,000	\$588,670	heavy-duty
Kitsap Transit	1999	MCI	25	900,000	\$588,670	heavy-duty
Kitsap Transit	1999	MCI	25	900,000	\$588,670	heavy-duty
Kitsap Transit	2001	MCI	25	900,000	\$637,931	heavy-duty
Kitsap Transit	2001	MCI	25	900,000	\$637,931	heavy-duty
Kitsap Transit	2001	MCI	25	900,000	\$637,931	heavy-duty
Kitsap Transit	2001	MCI	25	900,000	\$637,931	heavy-duty
Kitsap Transit	2002	INTERNATIONAL / 4200 VT 365	10	175,000	\$45,000	other
Kitsap Transit	2002	INTERNATIONAL / 4200 VT 365	10	175,000	\$45,000	other
Kitsap Transit	2002	TOYOTA / PRIUS	10	175,000	\$28,000	other
Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$25,866	other
Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$25,866	other

Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$66,424	light-duty
Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$75,000	other
Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$66,424	light-duty
Kitsap Transit	2002	MCI	25	900,000	\$664,086	heavy-duty
Kitsap Transit	2002	MCI	25	900,000	\$664,086	heavy-duty
Kitsap Transit	2003	INTERNATIONAL / FUEL TRUCK	10	175,000	\$70,000	other
Kitsap Transit	2003	FORD / F350 TRUCK	10	175,000	\$30,000	other
Kitsap Transit	2003	FORD / ECONOLINE 350 20'	8	200,000	\$66,424	light-duty
Kitsap Transit	2003	FORD / ECONOLINE 350 20'	8	200,000	\$66,424	light-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 40'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 35'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	GILLIG / GILLIG 35'	15	750,000	\$462,560	heavy-duty
Kitsap Transit	2003	FORD / ELDORADO AEROTECH 22'	9	300,000	\$102,574	light-duty
Kitsap Transit	2003	FORD / ELDORADO AEROTECH 22'	9	300,000	\$102,574	light-duty
Kitsap Transit	2003	FORD / ELDORADO AEROTECH 22'	9	300,000	\$102,574	light-duty
Kitsap Transit	2003	FORD / ELDORADO AEROTECH 22'	9	300,000	\$102,574	light-duty
Kitsap Transit	2004	FORD / F350 TRUCK	10	175,000	\$30,000	other
Kitsap Transit	2004	FORD / ECONOLINE 350 20'	8	200,000	\$66,424	other
Kitsap Transit	2004	FORD / ECONOLINE 350 20'	8	200,000	\$66,424	other















Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2010	CHEVY / ARBOC BUS 26'	9	300,000	\$115,714	medium-duty
Kitsap Transit	2011	FORD / F450	10	175,000	\$49,000	other
Kitsap Transit	2011	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	FORD / ESCAPE	10	175,000	\$25,000	other
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2012	CHEVY / ARBOC LOW FLOOR	9	300,000	\$125,398	medium-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	CHEVY / GOSHEN	9	300,000	\$130,539	light-duty
Kitsap Transit	2013	FORD / 350 VAN	8	200,000	\$69,459	light-duty
Kitsap Transit	2013	FORD / 350 VAN	8	200,000	\$69,459	light-duty
Kitsap Transit	2013	FORD / 350 VAN	8	200,000	\$69,459	light-duty
Kitsap Transit	2013	FORD / 350 VAN	8	200,000	\$69,459	light-duty



Kitsap Transit	2016	FORD / 350 TRANSIT VAN	8	200,000	\$72,631	light-duty
Kitsap Transit	2016	FORD CONNECT	8	200,000	\$28,283	vanpool
Kitsap Transit	2016	FORD CONNECT	8	200,000	\$28,283	vanpool
Kitsap Transit	2016	FORD CONNECT	8	200,000	\$28,283	vanpool
Kitsap Transit	2016	FORD CONNECT	8	200,000	\$28,283	vanpool
Kitsap Transit	2016	FORD CONNECT	8	200,000	\$28,283	vanpool
Kitsap Transit	2017	FORD / DUMP TRUCK	10	175,000	\$48,098	other
Kitsap Transit	2017	GILLIG / LOWFLOOR 29'	12	500,000	\$494,089	light-duty
Kitsap Transit	2017	GILLIG / LOWFLOOR 29'	12	500,000	\$494,089	light-duty
Kitsap Transit	2017	FORD / SENATOR BUS 26'	7	200,000	\$133,503	light-duty
Kitsap Transit	2017	FORD / SENATOR BUS 26'	7	200,000	\$133,503	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS SENATOR 22'	7	200,000	\$112,516	light-duty
Kitsap Transit	2017	FORD / STARTRANS CANDIDATE 20'	7	200,000	\$70,318	light-duty
Kitsap Transit	2017	FORD / STARTRANS CANDIDATE 20'	7	200,000	\$70,318	light-duty
Kitsap Transit	2017	FORD / STARTRANS CANDIDATE 20'	7	200,000	\$70,318	light-duty
Kitsap Transit	2017	FORD / STARTRANS CANDIDATE 20'	7	200,000	\$70,318	light-duty
Kitsap Transit	2017	FORD / STARTRANS CANDIDATE 20'	7	200,000	\$70,318	light-duty
Kitsap Transit	2017	TOYOTA / SIENNA VAN	8	200,000	\$29,884	vanpool
Kitsap Transit	2017	TOYOTA / SIENNA VAN	8	200,000	\$29,884	vanpool
Kitsap Transit	2017	TOYOTA / SIENNA VAN	8	200,000	\$29,884	vanpool
Kitsap Transit	2018	FORD / F350 TRUCK	10	175,000	\$35,000	other
Kitsap Transit	2002	TOYOTA / PRIUS	10	175,000	\$28,000	other
Kitsap Transit	2002	TOYOTA / PRIUS	10	175,000	\$28,000	other
Kitsap Transit	2002	TOYOTA / PRIUS	10	175,000	\$28,000	other
Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$25,866	other
Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$25,866	other

Kitsap Transit	2002	FORD / ECONOLINE RAISED ROOF	8	200,000	\$25,866	other
Kitsap Transit	2003	FORD / ECONOLINE 350 20'	8	200,000	\$70,000	other
Kitsap Transit	2003	FORD / ECONOLINE 350 20'	8	200,000	\$70,000	other
Kitsap Transit	2003	FORD / ECONOLINE 350 20'	8	200,000	\$70,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	HONDA / CIVIC HYBRID ELEC	10	175,000	\$26,000	other
Kitsap Transit	2005	FORD / ECONOLINE 350 20'	8	200,000	\$25,866	other
Kitsap Transit	2007	FORD / ECONOLINE 350 20'	8	200,000	\$25,866	other
Kitsap Transit	2008	FORD / FOCUS	10	175,000	\$18,000	other
Kitsap Transit	2008	FORD / FOCUS	10	175,000	\$18,000	other
Kitsap Transit	2008	FORD / FOCUS	10	175,000	\$18,000	other
Kitsap Transit	2008	FORD / FOCUS	10	175,000	\$18,000	other
Kitsap Transit	2008	FORD / ESCAPE	10	175,000	\$31,000	other
Kitsap Transit	2008	FORD / ESCAPE	10	175,000	\$31,000	other
Kitsap Transit	2012	FORD / ESCAPE NON HYBRID	10	175,000	\$31,000	other
Kitsap Transit	2012	FORD / ESCAPE NON HYBRID	8	200,000	\$23,000	other
Kitsap Transit	2013	FORD / F150 PU TRUCK	10	175,000	\$25,000	other
Kitsap Transit	2013	FORD / F150 PU TRUCK	10	175,000	\$25,000	other
Kitsap Transit		GILLIG / LOWFLOOR 29'	12	50,000	\$691,314	light-duty
Kitsap Transit		GILLIG / LOWFLOOR 29'	12	50,000	\$691,314	light-duty
Kitsap Transit		GILLIG / LOWFLOOR 29'	12	50,000	\$691,314	light-duty
Kitsap Transit		GILLIG / LOWFLOOR 29'	12	50,000	\$691,314	light-duty
Kitsap Transit		PROTERRA / CATALYST 42'	12	50,000	\$900,000	heavy-duty
Kitsap Transit		DODGE / GRAND CARAVAN	8	200,000	\$34,495	vanpool
Kitsap Transit		TOYOTA / SIENNA VAN	8	200,000	\$30,386	vanpool
Kitsap Transit		TOYOTA / SIENNA VAN	8	200,000	\$30,386	vanpool
Kitsap Transit		TOYOTA / SIENNA VAN	8	200,000	\$30,386	vanpool
Kitsap Transit		TOYOTA / SIENNA VAN	8	200,000	\$30,386	vanpool
Kitsap Transit		TOYOTA / SIENNA VAN	8	200,000	\$30,386	vanpool



Link Transit	2011	Startrans Senator	7	150,000	\$130,000	light-duty
Link Transit	2011	Startrans Senator	7	150,000	\$130,000	light-duty
Link Transit	2011	Startrans Senator	7	150,000	\$130,000	light-duty
Link Transit	2011	Startrans Senator	7	150,000	\$130,000	light-duty
Link Transit	2012	Startrans Candidate	7	150,000	\$80,000	light-duty
Link Transit	2012	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2012	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2012	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2012	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2012	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2012	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2014	Arboc Spirit	7	150,000	\$130,000	light-duty
Link Transit	2014	Arboc Spirit	7	150,000	\$130,000	light-duty
Link Transit	2014	Arboc Spirit	7	150,000	\$130,000	light-duty
Link Transit	2014	Arboc Spirit	7	150,000	\$130,000	light-duty
Link Transit	2014	Arboc Spirit	7	150,000	\$130,000	light-duty
Link Transit	2014	Arboc Spirit	7	150,000	\$130,000	light-duty
Link Transit	2014	Arboc Spirit	7	150,000	\$130,000	light-duty
Link Transit	2016	BYD Low Floor 35'	12	500,000	\$865,000	heavy-duty
Link Transit	2016	BYD Low Floor 35'	12	500,000	\$865,000	heavy-duty
Link Transit	2017	Startrans Candidate II	7	150,000	\$80,000	light-duty
Link Transit	2017	Startrans Candidate II	7	150,000	\$80,000	light-duty
Link Transit	2018	Startrans Candidate II	7	150,000	\$80,000	light-duty
Link Transit	2018	Startrans Candidate II	7	150,000	\$80,000	light-duty
Link Transit	2018	Startrans Candidate II	7	150,000	\$80,000	light-duty
Link Transit	2018	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2018	Braun Entervan	8	100,000	\$55,000	light-duty
Link Transit	2018	Braun Entervan	8	100,000	\$55,000	light-duty
Mason Transit	1999	Gillig Coach	15	500,000	\$415,000	heavy-duty
Mason Transit	1999	Gillig Coach	15	500,000	\$415,000	heavy-duty
Mason Transit	2001	Gillig Coach	15	500,000	\$2,500	heavy-duty
Mason Transit	2001	Gillig Coach	15	500,000	\$2,500	heavy-duty
Mason Transit	2002	35' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2003	30' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2005	35' Gillig Bus	15	500,000	\$415,000	heavy-duty

Mason Transit	2005	40' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2005	40' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2005	35' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2006	Ford Econoline	5	100,000	\$26,000	light-duty
Mason Transit	2006	Ford Econoline	5	100,000	\$26,000	light-duty
Mason Transit	2006	Ford Econoline	5	100,000	\$26,000	light-duty
Mason Transit	2007	35' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2007	35' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2007	35' Gillig Bus	15	500,000	\$415,000	heavy-duty
Mason Transit	2008	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2008	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2008	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2010	30' Gillig Bus	7	500,000	\$391,441	heavy-duty
Mason Transit	2010	30' Gillig Bus	7	500,000	\$391,441	heavy-duty
Mason Transit	2010	30' Gillig Bus	15	500,000	\$391,441	heavy-duty
Mason Transit	2011	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2011	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2011	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2011	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2011	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2011	Ford Econoline	5	100,000	\$26,000	vanpool
Mason Transit	2012	Chev Champion	7	250,000	\$85,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$85,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$85,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$85,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$85,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$96,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$96,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$96,000	light-duty
Mason Transit	2012	Chev Champion	7	250,000	\$96,000	light-duty
Mason Transit	2013	Chev Champion	7	250,000	\$97,769	light-duty
Mason Transit	2013	Chev Champion	7	250,000	\$97,769	light-duty
Mason Transit	2013	Chev Champion	7	250,000	\$97,769	light-duty
Mason Transit	2013	Chev Champion	7	250,000	\$97,769	light-duty
Mason Transit	2013	Chev Champion	7	250,000	\$97,769	light-duty



Mason Transit	2013	Chev Champion	7	250,000	\$97,769	light-duty
Mason Transit	2013	35' Gillig Bus	15	500,000	\$402,484	heavy-duty
Mason Transit	2013	Dodge Caravan	5	100,000	\$21,985	vanpool
Mason Transit	2013	Dodge Caravan	5	100,000	\$21,985	vanpool
Mason Transit	2013	Dodge Caravan	5	100,000	\$21,985	vanpool
Mason Transit	2013	Dodge Caravan	5	100,000	\$21,985	vanpool
Mason Transit	2013	Braun Paratransit	7	150,000	\$39,355	vanpool
Mason Transit	2015	2015 Ford Glaval M/D	9	250,000	\$175,000	medium-duty
Mason Transit	2015	2015 Ford Glaval M/D	9	250,000	\$175,000	medium-duty
Mason Transit	2017	35' Gillig Coach	15	500,000	\$489,000	heavy-duty
Mason Transit	2017	35' Gillig Coach	15	500,000	\$489,000	heavy-duty
Mason Transit	2017	35' Gillig Coach	15	500,000	\$489,000	heavy-duty
Mason Transit	2017	2017 Dodge Caravan	5	100,000	\$24,000	vanpool
Mason Transit	2017	2017 Dodge Caravan	5	100,000	\$24,000	vanpool
Mason Transit	2017	2017 Dodge Caravan	5	100,000	\$24,000	vanpool
Mason Transit	2017	2017 Dodge Caravan	5	100,000	\$24,000	vanpool
Mason Transit	2018	Chev Champion	7	250,000	\$97,721	light-duty
Mason Transit	2018	Chev Champion	7	250,000	\$106,000	light-duty
Mason Transit	2018	Chev Champion	7	250,000	\$97,721	light-duty
Mason Transit	2018	Chev Champion	7	250,000	\$97,721	light-duty
Mason Transit	2018	Chev Champion	7	250,000	\$97,721	light-duty
Pacific Transit	1998	Gillig/Phantom	12	500,000	\$450,000	heavy-duty
Pacific Transit	2000	Gillig/Phantom	12	500,000	\$450,000	heavy-duty
Pacific Transit	2000	Gillig/Phantom	12	500,000	\$450,000	heavy-duty
Pacific Transit	2004	Eldorado/Aerotech 240	9	200,000	\$79,000	light-duty
Pacific Transit	2006	Eldorado/Aerotech 240	9	200,000	\$79,000	light-duty
Pacific Transit	2009	Eldorado/Aero Elite	9	300,000	\$205,000	medium-duty
Pacific Transit	2009	Eldorado/Aerotech 240	9	200,000	\$79,000	light-duty
Pacific Transit	2011	Gillig Low Floor	12	500,000	\$450,000	light-duty
Pacific Transit	2011	Gillig Low Floor	12	500,000	\$450,000	light-duty
Pacific Transit	2011	Gillig Low Floor	12	500,000	\$450,000	light-duty
Pacific Transit	2011	Gillig Low Floor	12	500,000	\$450,000	light-duty
Pacific Transit	2011	Gillig Low Floor	12	500,000	\$450,000	light-duty
Pacific Transit	2011	Gillig Low Floor	12	500,000	\$450,000	light-duty
Pacific Transit	2012	Eldorado/Aerotech 240	9	200,000	\$79,000	light-duty

























Pierce Transit	2014	Ford EIDorado Aerotech A240	7	150,000	\$98,274	light-duty
Pierce Transit	2014	Ford EIDorado Aerotech A240	7	150,000	\$98,274	light-duty
Pierce Transit	2014	Gillig G30D102N4	16	640,000	\$719,310	heavy-duty
Pierce Transit	2014	Gillig G30D102N4	16	640,000	\$719,310	heavy-duty
Pierce Transit	2014	Gillig G30D102N4	16	640,000	\$719,310	heavy-duty
Pierce Transit	2014	Gillig G30D102N4	16	640,000	\$719,310	heavy-duty
Pierce Transit	2014	Gillig G30D102N4	16	640,000	\$719,310	heavy-duty
Pierce Transit	2014	Gillig G30D102N4	16	640,000	\$719,310	heavy-duty
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Chevrolet Express	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Ford E350XL	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Ford E350XL	7	120,000	\$28,648	vanpool
Pierce Transit	2014	Ford E350XL	7	120,000	\$28,648	vanpool











Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$29,993	vanpool
Pierce Transit	2016	Chevrolet Express 3500	7	120,000	\$31,971	vanpool
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$80,615	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$80,615	light-duty
Pierce Transit	2016	Ford ElDorado Aerotech A240	7	150,000	\$93,694	light-duty







Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pierce Transit	2017	Dodge Grand Caravan	7	120,000	\$23,513	vanpool
Pullman Transit	1993	Gilig Phantom	15	400,000	\$387,010	heavy-duty
Pullman Transit	1994	Gilig Phantom	15	400,000	\$387,010	heavy-duty
Pullman Transit	1996	Gilig Phantom	15	400,000	\$3,500	heavy-duty
Pullman Transit	1996	Gilig Phantom	15	400,000	\$3,500	heavy-duty
Pullman Transit	1997	Gilig Phantom	15	400,000	\$387,010	heavy-duty
Pullman Transit	1997	Gilig Phantom	15	400,000	\$3,500	heavy-duty
Pullman Transit	1997	Gilig Phantom	15	400,000	\$387,010	heavy-duty
Pullman Transit	1998	Ford F150 Pick up	19	200,000	\$20,169	other
Pullman Transit	2002	Ford F350 Maxi-Van	10	250,000	\$65,000	light-duty
Pullman Transit	2004	Dodge Intreped	15	200,000	\$14,500	other
Pullman Transit	2005	Gilig - Low Floor	15	400,000	\$387,010	heavy-duty
Pullman Transit	2005	Gilig - Low Floor	15	400,000	\$387,010	heavy-duty
Pullman Transit	2005	Gilig - Low Floor	15	400,000	\$387,010	heavy-duty
Pullman Transit	2005	Gilig - Low Floor	15	400,000	\$387,010	heavy-duty
Pullman Transit	2005	Ford F350 Maxi-Van	10	250,000	\$65,000	light-duty
Pullman Transit	2005	Ford F450 Maxi-Van	10	250,000	\$75,093	light-duty
Pullman Transit	2006	Ford Taurus X	15	200,000	\$27,061	other
Pullman Transit	2007	Ford Taurus X	15	200,000	\$27,500	other
Pullman Transit	2010	Gilig - Low Floor	15	400,000	\$392,025	heavy-duty
Pullman Transit	2010	Gilig - Low Floor	15	400,000	\$392,025	heavy-duty
Pullman Transit	2010	Gilig - Low Floor	15	400,000	\$392,025	heavy-duty
Pullman Transit	2010	Gilig - Low Floor	15	400,000	\$392,025	heavy-duty
Pullman Transit	2010	Ford F350 Maxi-Van	10	250,000	\$65,000	light-duty
Pullman Transit	2012	Gilig - Low Floor	15	400,000	\$387,010	heavy-duty
Pullman Transit	2012	Ford F350 Maxi-Van	10	250,000	\$66,022	light-duty
Pullman Transit	2012	Ford Escape 12	15	200,000	\$25,000	other

Pullman Transit	2013	Gilig - Low Floor hybrid	12	400,000	\$624,380	heavy-duty
Pullman Transit	2013	Gilig - Low Floor hybrid	12	400,000	\$624,380	heavy-duty
Pullman Transit	2013	Gilig - Low Floor hybrid	12	400,000	\$624,380	heavy-duty
Pullman Transit	2013	Ford F350 Maxi-Van	10	250,000	\$68,923	light-duty
Pullman Transit	2014	Gilig - Low Floor hybrid	12	400,000	\$637,799	heavy-duty
Pullman Transit	2014	MV1	10	250,000	\$64,545	light-duty
Pullman Transit	2017	Gilig - Low Floor hybrid	12	400,000	\$659,564	heavy-duty
Pullman Transit	2017	Gilig - Low Floor hybrid	12	400,000	\$659,564	heavy-duty
Pullman Transit	2018	Ford Transit 150	10	250,000	\$68,000	light-duty
Rivercities Transit	1998	Gillig Phantom	14	500,000	\$400,000	heavy-duty
Rivercities Transit	2002	Gillig Phantom	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2002	Gillig Phantom	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2002	Gillig Phantom	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2002	Gillig Phantom	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2003	Gillig Phantom	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2003	Gillig Phantom	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2004	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2004	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2004	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2005	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2005	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2007	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2007	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2008	Ford Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2009	Gillig Low-Floor	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2009	Dodge Caravan	8	100,000	\$41,000	light-duty
Rivercities Transit	2010	Ford E-450 Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2010	Ford E-450 Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2011	Gillig Low-Floor Hybrid	14	500,000	\$600,000	heavy-duty
Rivercities Transit	2011	Ford E-450 Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2012	Ford E-450 Eldorado	10	200,000	\$85,000	light-duty
Rivercities Transit	2013	Gillig Low-Floor BRT	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2013	Gillig Low-Floor BRT	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2013	Gillig Low-Floor BRT	14	500,000	\$450,000	heavy-duty
Rivercities Transit	2013	Gillig Low-Floor BRT	14	500,000	\$450,000	heavy-duty











Spokane Transit	2005	GILLIG 35'	15	750,000	\$528,878	heavy-duty
Spokane Transit	2005	GILLIG 35'	15	750,000	\$528,878	heavy-duty
Spokane Transit	2005	GILLIG 35'	15	750,000	\$528,878	heavy-duty
Spokane Transit	2005	GILLIG 35'	15	750,000	\$528,878	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	GILLIG 40'	15	750,000	\$559,408	heavy-duty
Spokane Transit	2006	FORD EXT CLUB	10	100,000	\$41,578	vanpool
Spokane Transit	2006	FORD EXT CLUB	10	100,000	\$41,578	vanpool
Spokane Transit	2006	FORD EXT CLUB	10	100,000	\$41,578	vanpool
Spokane Transit	2006	FORD EXT CLUB	15	165,000	\$41,578	light-duty
Spokane Transit	2006	FORD EXT CLUB	15	165,000	\$41,578	light-duty
Spokane Transit	2006	FORD EXT CLUB	15	165,000	\$41,578	light-duty
Spokane Transit	2006	FORD EXT CLUB	15	165,000	\$41,578	light-duty
Spokane Transit	2006	FORD EXT CLUB	15	165,000	\$41,578	light-duty
Spokane Transit	2007	ELDORADO VAN	10	221,000	\$110,543	light-duty
Spokane Transit	2007	ELDORADO VAN	10	221,000	\$110,543	light-duty
Spokane Transit	2007	GILLIG 35'	15	750,000	\$580,102	heavy-duty
Spokane Transit	2007	GILLIG 35'	15	750,000	\$580,102	heavy-duty

Spokane Transit	2007	GILLIG 35'	15	750,000	\$580,102	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	GILLIG 40'	15	750,000	\$593,676	heavy-duty
Spokane Transit	2007	NEW FLYER 60'	15	750,000	\$862,475	heavy-duty
Spokane Transit	2007	NEW FLYER 60'	15	750,000	\$862,475	heavy-duty
Spokane Transit	2007	NEW FLYER 60'	15	750,000	\$862,475	heavy-duty
Spokane Transit	2007	NEW FLYER 60'	15	750,000	\$862,475	heavy-duty
Spokane Transit	2007	NEW FLYER 60'	15	750,000	\$862,475	heavy-duty
Spokane Transit	2007	NEW FLYER 60'	15	750,000	\$862,475	heavy-duty
Spokane Transit	2007	GILLIG HEV 40'	15	750,000	\$962,558	heavy-duty
Spokane Transit	2007	GILLIG HEV 40'	15	750,000	\$962,558	heavy-duty
Spokane Transit	2007	GILLIG HEV 40'	15	750,000	\$962,558	heavy-duty
Spokane Transit	2007	CHEVROLET 3500 VAN	10	100,000	\$34,941	vanpool
Spokane Transit	2007	CHEVROLET 3500 VAN	10	100,000	\$34,941	vanpool
Spokane Transit	2007	CHEVROLET 3500 VAN	10	100,000	\$34,941	vanpool
Spokane Transit	2007	CHEVROLET 3500 VAN	10	100,000	\$34,941	vanpool
Spokane Transit	2007	CHEVROLET UPLANDER	10	100,000	\$38,996	vanpool
Spokane Transit	2007	CHEVROLET UPLANDER	10	100,000	\$38,996	vanpool
Spokane Transit	2007	CHEVROLET UPLANDER	10	100,000	\$38,996	vanpool
Spokane Transit	2008	GILLIG 40'	15	750,000	\$592,024	heavy-duty
Spokane Transit	2008	GILLIG 40'	15	750,000	\$377,592	heavy-duty
Spokane Transit	2008	GILLIG 40'	15	750,000	\$377,592	heavy-duty
Spokane Transit	2008	GILLIG 40'	15	750,000	\$592,024	heavy-duty



Spokane Transit	2009	GILLIG 40'	15	750,000	\$548,869	heavy-duty
Spokane Transit	2009	GILLIG 40'	15	750,000	\$548,869	heavy-duty
Spokane Transit	2009	NEW FLYER 60'	15	750,000	\$975,586	heavy-duty
Spokane Transit	2009	NEW FLYER 60'	15	750,000	\$975,586	heavy-duty
Spokane Transit	2009	NEW FLYER 60'	15	750,000	\$963,647	heavy-duty
Spokane Transit	2009	NEW FLYER 60'	15	750,000	\$975,586	heavy-duty
Spokane Transit	2009	GILLIG HEV 29'	20	350,000	\$848,908	light-duty
Spokane Transit	2009	GILLIG HEV 29'	20	350,000	\$848,908	light-duty
Spokane Transit	2009	GILLIG HEV 29'	20	350,000	\$848,908	light-duty
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$38,631	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$38,631	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$38,631	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$38,631	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$39,801	vanpool
Spokane Transit	2009	CHEVROLET VAN	10	100,000	\$38,631	vanpool
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	GILLIG HEV 40'	15	750,000	\$847,927	heavy-duty
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool

Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2010	CHEVROLET VAN	10	100,000	\$37,975	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$32,041	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$31,899	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$32,041	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$32,041	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$32,041	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$31,899	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$31,899	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$32,041	vanpool
Spokane Transit	2011	DODGE GRAND CARAVAN	10	100,000	\$32,041	vanpool
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$119,341	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,050	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$119,341	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,050	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$119,341	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$119,341	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,458	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$121,050	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$119,341	light-duty
Spokane Transit	2012	Eldorado Cutaway	9	200,000	\$119,341	light-duty









Spokane Transit	2014	CHEVROLET EXPRESS PASS	10	100,000	\$35,415	vanpool
Spokane Transit	2014	CHEVROLET EXPRESS PASS	10	100,000	\$35,415	vanpool
Spokane Transit	2014	CHEVROLET EXPRESS PASS	10	100,000	\$35,415	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	DODGE GRAND CARAVAN	10	100,000	\$28,389	vanpool
Spokane Transit	2014	FORD ECONOLINE XL VAN	10	100,000	\$31,603	vanpool
Spokane Transit	2014	FORD ECONOLINE XL VAN	10	100,000	\$31,603	vanpool
Spokane Transit	2014	FORD ECONOLINE XL VAN	10	100,000	\$31,603	vanpool
Spokane Transit	2014	FORD ECONOLINE XL VAN	10	100,000	\$31,603	vanpool
Spokane Transit	2014	FORD ECONOLINE XL VAN	10	100,000	\$31,603	vanpool
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$110,025	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$110,025	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$110,025	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$110,025	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$110,025	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$110,025	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$112,682	light-duty
Spokane Transit	2015	Chevrolet Eldorado Aerotech Van	9	200,000	\$106,861	light-duty
Spokane Transit	2016	GILLIG 40'	15	750,000	\$475,997	heavy-duty

Spokane Transit	2016	GILLIG 40'	15	750,000	\$475,997	heavy-duty
Spokane Transit	2016	GILLIG 40'	15	750,000	\$475,997	heavy-duty
Spokane Transit	2016	GILLIG 40'	15	750,000	\$475,997	heavy-duty
Spokane Transit	2016	GILLIG 40'	15	750,000	\$475,997	heavy-duty
Spokane Transit	2016	GILLIG 40'	15	750,000	\$475,997	heavy-duty
Spokane Transit	2016	GILLIG 40'	15	750,000	\$475,997	heavy-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,606	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,606	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,606	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	Chevrolet Eldorado Aerotech Van	9	200,000	\$102,605	light-duty
Spokane Transit	2017	GILLIG 40'	15	750,000	\$488,879	heavy-duty
Spokane Transit	2017	GILLIG 40'	15	750,000	\$488,879	heavy-duty
Spokane Transit	2017	GILLIG 40'	15	750,000	\$488,879	heavy-duty
Spokane Transit	2017	GILLIG 40'	15	750,000	\$488,879	heavy-duty
Spokane Transit	2017	GILLIG 40'	15	750,000	\$488,879	heavy-duty
Spokane Transit	2017	GILLIG 40'	15	750,000	\$488,879	heavy-duty
Spokane Transit	2017	NEW FLYER 60'	15	750,000	\$795,651	heavy-duty
Spokane Transit	2017	NEW FLYER 60'	15	750,000	\$795,652	heavy-duty
Spokane Transit	2017	NEW FLYER 60'	15	750,000	\$795,651	heavy-duty
Spokane Transit	2017	FORD ECONOLINE XL VAN	10	100,000	\$39,782	vanpool
Spokane Transit	2017	FORD ECONOLINE XL VAN	10	100,000	\$39,782	vanpool
Spokane Transit	2017	FORD ECONOLINE XL VAN	10	100,000	\$39,782	vanpool
Spokane Transit	2017	FORD ECONOLINE XL VAN	10	100,000	\$39,782	vanpool
Spokane Transit	2017	TOYOTA SIENNA	10	100,000	\$33,739	vanpool
Spokane Transit	2017	TOYOTA SIENNA	10	100,000	\$33,739	vanpool
Spokane Transit	2017	TOYOTA SIENNA	10	100,000	\$33,739	vanpool
Spokane Transit	2017	TOYOTA SIENNA	10	100,000	\$33,739	vanpool



TranGo	2016	Ford E-450 StarTrans	5	150,000	\$88,460	medium-duty
Twin Transit	1989	1989 Ford F150 Pickup	25	200,000	\$24,000	other
Twin Transit	1989	1989 HM Utility Trailer	15	N/A	\$2,000	other
Twin Transit	1994	1994 Dodge Voyager Van	25	200,000	\$23,000	other
Twin Transit	2001	Gillig Coach/Low Floor	18	800,000	\$550,000	heavy-duty
Twin Transit	2004	Gillig Coach/Low Floor	18	800,000	\$550,000	heavy-duty
Twin Transit	2006	Gillig Coach/Low Floor	18	800,000	\$550,000	heavy-duty
Twin Transit	2006	Gillig Coach/Low Floor	18	800,000	\$550,000	heavy-duty
Twin Transit	2007	Ford Econoline/Eldorado	8	400,000	\$115,000	light-duty
Twin Transit	2008	2008 Chevrolet Trailblazer	25	200,000	\$30,000	other
Twin Transit	2008	2008 Eagle Utility Trailer	15	N/A	\$1,500	other
Twin Transit	2010	Chevy Express/Gaval	8	400,000	\$115,000	light-duty
Twin Transit	2010	Chevy Express/Gaval	8	400,000	\$115,000	light-duty
Twin Transit	2010	Chevy Express/Gaval	8	400,000	\$115,000	light-duty
Twin Transit	2011	Gillig Coach/Low Floor	18	800,000	\$550,000	heavy-duty
Twin Transit	2011	Chevy Express/Startrans	8	400,000	\$115,000	light-duty
Twin Transit	2012	Ford Econoline/Eldorado	11	400,000	\$140,000	light-duty
Twin Transit	2012	Ford Econoline/Eldorado	11	400,000	\$140,000	light-duty
Twin Transit	2012	2012 MV1 VPG	15	200,000	\$75,000	other
Twin Transit	2014	2014 Chevrolet Traverse	25	200,000	\$30,000	other
Twin Transit	2014	2014 Dodge 3500 Flatbed 4x4	25	200,000	\$40,000	other
Twin Transit	2015	Chevy Express/Arboc	8	400,000	\$190,000	light-duty
Twin Transit	2015	Chevy Express/Arboc	8	400,000	\$190,000	light-duty
Twin Transit	2015	Chevy Express/Arboc	8	400,000	\$190,000	light-duty
Twin Transit	2016	Chevy Express/Gaval	8	400,000	\$115,000	light-duty
Twin Transit	2019	Gillig Coach/Low Floor	18	800,000	\$550,000	heavy-duty
Union Gap Transit	2001	Ford E-450	2022	120,000	\$18,000	light-duty
Union Gap Transit	2006	Ford E-450	2021	65,000	\$18,000	light-duty
Union Gap Transit	2006	Ford E-450	2022	120,000	\$55,000	light-duty
Union Gap Transit	2008	Ford E-450	2021	45,000	\$18,000	light-duty
Union Gap Transit	2009	Ford E-450	2021	100,000	\$18,000	light-duty
Union Gap Transit	2010	Ford E-450	2021	80,000	\$18,000	light-duty
Union Gap Transit	2012	Dodge Caravan	2022	90,000	\$30,000	light-duty
Union Gap Transit	2016	Dodge Caravan	2023	205,000	\$30,000	light-duty
Valley Transit	1999	Blue Bird Q Bus	12	500,000	\$418,000	heavy-duty

Valley Transit	1999	Blue Bird Q Bus	12	500,000	\$418,000	heavy-duty
Valley Transit	2001	New Flyer C40LF	4	30,000	\$418,000	heavy-duty
Valley Transit	2001	New Flyer C40LF	4	30,000	\$418,000	heavy-duty
Valley Transit	2001	New Flyer C40LF	4	30,000	\$418,000	heavy-duty
Valley Transit	2001	New Flyer C40LF	4	30,000	\$418,000	heavy-duty
Valley Transit	2002	Dennis SLF 232G	12	500,000	\$418,000	heavy-duty
Valley Transit	2002	Dennis SLF 232G	12	500,000	\$418,000	heavy-duty
Valley Transit	2002	Dennis SLF 232G	12	500,000	\$418,000	heavy-duty
Valley Transit	2002	Dennis SLF 232G	12	500,000	\$418,000	heavy-duty
Valley Transit	2002	Dennis SLF 232G	12	500,000	\$418,000	heavy-duty
Valley Transit	2002	Dennis SLF 232G	12	500,000	\$418,000	heavy-duty
Valley Transit	2005	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2005	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2005	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2005	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2005	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2006	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2006	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2006	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2006	Gillig 29' Low Floor Bus	10	350,000	\$494,000	medium-duty
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2008	Vanpool Van, Chevrolet Express	4	100,000	\$28,000	vanpool
Valley Transit	2010	Champion Challenger G4500 Chevrolet	5	100,000	\$127,000	light-duty
Valley Transit	2010	Champion Challenger G4500 Chevrolet	5	100,000	\$127,000	light-duty
Valley Transit	2010	Champion Challenger G4500 Chevrolet	5	100,000	\$127,000	light-duty
Valley Transit	2010	Champion Challenger G4500 Chevrolet	5	100,000	\$127,000	light-duty
Valley Transit	2010	Gillig 29' Low Floor Bus	10	350,000	\$494,000	light-duty







Whatcom Transit	2012	Gillig Hybrid Low Floor	12	500,000	\$900,000	heavy-duty
Whatcom Transit	2012	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2012	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2012	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2012	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2012	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2012	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2012	Dodge Grand Caravan	5	100,000	\$30,000	vanpool
Whatcom Transit	2012	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2012	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2012	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2012	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2012	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Ford E350 Club Wagon	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Ford E350 Club Wagon	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Ford E350 Club Wagon	5	100,000	\$37,000	vanpool
Whatcom Transit	2013	Ford E350 Club Wagon	5	100,000	\$37,000	vanpool
Whatcom Transit	2014	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2014	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2014	Chev Express Van	5	100,000	\$37,000	vanpool
Whatcom Transit	2014	Dodge Grand Caravan	5	100,000	\$30,000	vanpool
Whatcom Transit	2014	Dodge Grand Caravan	5	100,000	\$30,000	vanpool
Whatcom Transit	2014	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2014	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2014	Chev Arboc	6	175,000	\$145,000	light-duty
Whatcom Transit	2014	Chev Arboc	6	175,000	\$145,000	light-duty



Whatcom Transit	2017	Ford Eldorado Aerotech 240	6	175,000	\$104,000	light-duty
Whatcom Transit	2017	Ford Eldorado Aerotech 240	6	175,000	\$104,000	light-duty
Whatcom Transit	2017	Ford Eldorado Aerotech 240	6	175,000	\$104,000	light-duty
Yakima Transit	2001	DODGE RAM 2500	12	100,000	\$26,331	other
Yakima Transit	2003	FORD ELDORADO NATIONAL BUS	5	150,000	\$75,000	light-duty
Yakima Transit	2004	GILLIG LOW FLOOR BUS 33 PASSENGER W/C LIFT	12	500,000	\$450,000	heavy-duty
Yakima Transit	2005	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2005	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2005	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2005	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2005	CHEVROLET SILVERADO 1 TON	12	100,000	\$38,000	other
Yakima Transit	2006	GILLIG 'LOW FLOOR' 35 FT 32 PASSENGER	12	500,000	\$430,000	heavy-duty
Yakima Transit	2006	GILLIG 'LOW FLOOR' 40 FT 40 PASSENGER	12	500,000	\$430,000	heavy-duty
Yakima Transit	2006	GILLIG 'LOW FLOOR' 40 FT 40 PASSENGER	12	500,000	\$430,000	heavy-duty
Yakima Transit	2007	GILLIG 'LOW FLOOR' 35 FT 32 PASSENGER	12	500,000	\$430,000	heavy-duty
Yakima Transit	2008	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$430,000	heavy-duty
Yakima Transit	2008	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$430,000	heavy-duty
Yakima Transit	2008	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2008	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2008	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2008	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2008	CHEVROLET UPLANDER 4DR VAN	4	100,000	\$28,000	vanpool
Yakima Transit	2008	CHEVROLET UPLANDER 4DR VAN	4	100,000	\$28,000	vanpool
Yakima Transit	2008	CHEVROLET UPLANDER 4DR VAN	4	100,000	\$28,000	vanpool
Yakima Transit	2008	CHEVROLET UPLANDER 4DR VAN	12	100,000	\$26,000	other
Yakima Transit	2008	CHEVROLET UPLANDER 4DR VAN	12	100,000	\$28,000	other
Yakima Transit	2009	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$430,000	heavy-duty
Yakima Transit	2009	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$430,000	heavy-duty
Yakima Transit	2009	CHEVROLET EXPRESS PASSENGER VAN	4	100,000	\$38,000	vanpool
Yakima Transit	2009	CHEVROLET EXPRESS PASSENGER VAN	12	100,000	\$38,000	other
Yakima Transit	2010	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$450,000	heavy-duty
Yakima Transit	2010	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$450,000	heavy-duty
Yakima Transit	2010	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$450,000	heavy-duty
Yakima Transit	2010	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$450,000	heavy-duty
Yakima Transit	2010	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$450,000	heavy-duty



Yakima Transit	2016	CHEVROLET Arboc Spirit of Mobility	5	150,000	\$135,000	light-duty
Yakima Transit	2016	CHEVROLET Arboc Spirit of Mobility	5	150,000	\$135,000	light-duty
Yakima Transit	2016	CHEVROLET Arboc Spirit of Mobility	5	150,000	\$135,000	light-duty
Yakima Transit	2016	FORD EXPLORER 4WD	12	100,000	\$29,000	other
Yakima Transit	2017	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$479,000	heavy-duty
Yakima Transit	2017	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$479,000	heavy-duty
Yakima Transit	2017	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$479,000	heavy-duty
Yakima Transit	2017	GILLIG 'LOW FLOOR' 35 FT	12	500,000	\$479,000	heavy-duty
Yakima Transit	2017	FORD TRANSIT	4	100,000	\$45,000	vanpool
Yakima Transit	2017	2017 FORD ESCAPE 4WD	12	100,000	\$26,000	other
Yakima Transit	2017	2017 FORD ESCAPE 4WD	12	100,000	\$26,000	other
Yakima Transit	2017	2017 FORD ESCAPE 4WD	12	100,000	\$26,000	other

# **Appendix C      Transit Funding Assessment**



## Summary of Findings

- The 18<sup>th</sup> Amendment of the State Constitution restricts the expenditure of gas tax and vehicle license fees deposited into the motor vehicle fund to “highway purposes.” The use of 18<sup>th</sup> Amendment protected funds for the financing of a public transportation system violates the amendment since it is not for a highway purpose.
- The loss of MVET funding in 2000 via I-695 reduced the state-level transit funding. In 2017, the level of state support for transit is 25% of what it was in 1999 when I-695 was passed by voters. Local funding sources account for a larger share of funding year-over-year.
- The lion’s share of funding for transit operations and capital is supported by local tax sources. Of the 31 transit agencies studied in this report, only one small rural agency does not use the local sales tax option.
- There are significant differences in the amount of local, state, and federal sources used to support transit funding. These differences fall along two distinct lines. First, agency types (e.g., King County Metro, Urban, Small Urban, and Rural) are differentially supported by different levels of transit funding. Generally, larger agencies rely more heavily on local funding to support their capital needs. Second, agency types are supported by a mix of federal and state programs.
- There are three basic funding approaches the state can take to address transit capital funding:
  - **Expand Local Sources Through Funding Tools.** This approach covers the remaining capacity in the existing sales tax as well options for expanding the use of tax mechanisms enabled by current state legislation.
  - **Increase State Sources Through Dedicated Taxes.** This approach covers new tax revenues resulting from the creation of new taxing authority.
  - **Increase State Sources Through Allocated Funding.** This approach discusses enhancements to the state's programmatic approach to funding transportation through the transportation revenue packages.
- Three approaches have the ability to raise significant levels of revenue: carbon fee, payroll tax, or transportation package approach. All three approaches tap large tax bases and generally employ low rates. The potential for negative economic impacts is lower, and issues that arise can typically be addressed through matters of policy. Because of their statewide nature, they shift the funding burden for transit capital off of local taxpayer. Generally, these tools tend to be less regressive, but there are issues that policy makers will need to consider.

## INTRODUCTION AND OVERVIEW OF FUNDING ASSESSMENT

Identifying appropriate new funding authority has proven challenging for transit agencies in the state. Federal and state sources of formula or discretionary funds for capital funding have existing revenue options that are on the books that remain untapped either due to the impractical nature of levying these sources or as a result of political opposition to the specific source of revenue. The product of this work is a summary of information about potential new transit capital revenue sources and includes a formal application of evaluation criteria to the various potential revenue sources. This section of the report includes the following elements.

### **Inventory of Existing and Potential Funding Options**

This section provides historical trends of existing local, state, or federal revenue sources that public transportation agencies have used to order to meet agencies' capital needs. It also provides a complete catalog of funding by transit agency eligibility and the degree they have implemented available funding options. It also includes a limited review of other potential funding options in use by other states and countries.

### **Funding Adequacy and Policy Assessment**

A good funding system is expected to generate adequate revenue to pay for investments without the need for continuous or drastic changes in public policy, tax rates, or in the tax base. Each of the options that are available for supporting transit capital purposes will have their upside and limitations. This section will provide forecast estimates of revenue by source.

### **Policy Considerations Evaluation**

The list of potential funding sources has been surveyed over the years, as has the criteria used to evaluate their potential. This task will principally evaluate impacts to tax burdens and economic efficiency (or competitiveness) of any given approach. A good funding system should distribute the tax burden across taxpayers in a manner that is consistent with the accepted norms of fairness and equity. The state is also sensitive to the total amount of tax burden in an absolute sense.

# 1 Public Transit Agencies in Washington

## TYPES OF TRANSIT AGENCIES IN WASHINGTON

There are 32 transit districts in the State of Washington with six different governance structures with access to local, state and federal streams of funding. These entities serve as locally controlled, special-purpose districts/systems that coordinate, plan and provide public transportation services. The six governance types of transit districts are:

- **Public Transit Districts:** Public Transportation Benefit Areas (PTBA) include 21 systems in Washington which are authorized by RCW 36.75A.
- **City Transit Agencies:** There are five city-level transit agencies authorized by RCW 35.95
- **County Public Transit Authority:** There are three county-level public transit authority (PTA) authorized by RCW 36.57.010 to perform any county-wide public transportation services include all cities and towns within the county.
- **Metropolitan County Authority:** King County Metro (METRO) is the only metropolitan county authority in Washington. This serves the entire county including all cities and towns authorized by RCW 35.58.245.
- **Unincorporated Transit Benefit Area:** There is one unincorporated transportation benefit areas (UTBAs) in Whitman County through RCW 36.57.100 allows counties to perform transit functions in some or all of their unincorporated areas, except areas already included in a PTBA.
- **Regional Transit Authority:** Washington has one regional transit authority (RTA), Sound Transit which is authorized under RWC 81.112, formed by two or more contiguous counties each with a population of 400,000 or more, for the purpose of developing and operating a high capacity transit system.

In general, local taxes are the single largest revenue source for these agencies followed by fares revenue. Most federal funds for transit projects are distributed directly to transit agencies with a small portion implemented by WSDOT. The WSDOT Public Transportation Program also administers state grant programs, distributing funds both competitively and on a formula-basis including the rural mobility, special needs, van pool, Puget Sound transit coordination and regional mobility grants. These agencies are identified in Figure 1-1. For summary purposes, these agencies are sorted into four category types: Rural (13), Small Urban (11), Urban (6), and METRO.

Figure 1-1. List of Transit Agencies in Washington

PTBAs	Agency Type
Asotin County PTBA	Small Urban
Ben Franklin Transit	Urban
Clallam Transit System	Rural
Community Transit (Snohomish County PTBA)	Urban
C-TRAN (Clark County PTBA)	Urban
Grant Transit Authority	Rural
Intercity Transit (Thurston County)	Small Urban
Island Transit	Rural
Jefferson Transit Authority	Rural
Kitsap Transit	Small Urban
Link Transit	Small Urban
Mason Transit	Rural
Pacific Transit System	Rural
Pierce Transit	Urban
RiverCities Transit (Cowlitz Transit Authority)	Small Urban
Skagit Transit	Small Urban
Spokane Transit	Urban
TranGO (Okanogan County Transit Authority)	Rural
Twin Transit (Lewis County PTBA)	Rural
Valley Transit	Small Urban
Whatcom Transportation Authority	Small Urban

City Agency	Agency Type
Central Transit	Rural
Everett Transit	Urban
Pullman Transit	Rural
Selah Transit	Small Urban
Yakima Transit	Small Urban
Union Gap Transit	Small Urban

County Agency	Agency Type
Columbia County Public Transportation	Rural
Garfield County Transportation	Rural
Grays Harbor Transit	Rural

Metropolitan	Agency Type
King County Metro Transit	METRO

Metropolitan	Count
Rural	13
Small Urban	11
Urban	6
METRO	1

Source: WSDOT, 2019.

## HISTOTICAL CONTEXT FOR STATE SUPPORT OF TRANSIT

Funding from transit capital has been a fluid matter for the state of Washington. Two legislative issues have framed the state challenge for funding transit capital needs: the 18<sup>th</sup> Amendment in the State Constitution and Initiative 695.

### 18<sup>th</sup> Amendment to the State Constitution Prohibits the Use of the Gas Tax for Public Transit

The state of Washington principally supports investment in the transportation system through the state gas tax and license fees. The 18th Amendment to the Washington State Constitution restricts the expenditure of gas tax and vehicle license fees deposited into the motor vehicle fund to “highway purposes.”

The key text of the amendment reads as follows:

*All fees collected by the State of Washington as license fees for motor vehicles and all excise taxes collected by the State of Washington on the sale, distribution or use of motor vehicle fuel and all other state revenue intended to be used for highway purposes, shall be paid into the state treasury and placed in a special fund to be used exclusively for highway purposes.*

Through case law, using 18<sup>th</sup> Amendment protected funds for the financing of a public transportation system violates the 18th amendment since it is not for a highway purpose contemplated by the 18th amendment. However, expenditure of 18th amendment protected funds on the construction of park and ride facilities does not violate the 18th Amendment because such facilities are directly related to a more efficient and safer operation of the highway system.

## Initiative 695 Significantly Reduced State Level Support for Local Transit Providers

In 1998, a Motor Vehicle Excise Tax (MVET) of 2.2% was applied to the value of all motor vehicles. In November 1998, Washington voters passed Referendum 49, which reduced the MVET by \$30 per vehicle and changed the depreciation schedule for newer vehicles. Referendum 49 reduced taxes by \$258 million in the 1999-01 Biennium and redirected \$143 million in MVET revenues from the State General Fund during that period to bolster transportation funding.

Initiative 695 was a voter-approved measure that eliminated the state's car tax and reduced 7% of the state's tax revenues. I-695 eliminated the motor vehicle excise tax, which extracted from motorists 2.2% of a vehicle's value, and replaced it with a flat \$30 flat fee. Under current law in 1999 before I-695, the state MVET was expected to generate approximately \$1.5 billion in revenues during the 1999-01 Biennium. Approximately 47% of that amount was designated for state transportation programs, 29% for local transit districts, and the remaining 24% to local governments for transportation, criminal justice and other purposes.

Figure 1-2: Historical MVET Revenues to Public Transit Agencies

Agency Type	1998	1999	2000
Rural	\$8,717,901	\$10,134,360	\$6,871,472
Small Urban	\$27,196,210	\$30,491,927	\$18,366,349
Urban	\$72,032,782	\$76,320,279	\$40,261,891
METRO	\$89,968,129	\$98,155,447	\$46,731,266
<b>Total</b>	<b>\$197,915,023</b>	<b>\$215,102,013</b>	<b>\$112,230,979</b>

Source: Washington State Treasurer, 2019.

Figure 1-2 above shows the historical distributions to transit agencies from the MVET. The last full year of distributions was in 1999. In that year, MVET funding supported public transit agencies to the tune of \$215 million. METRO received nearly half of that funding.

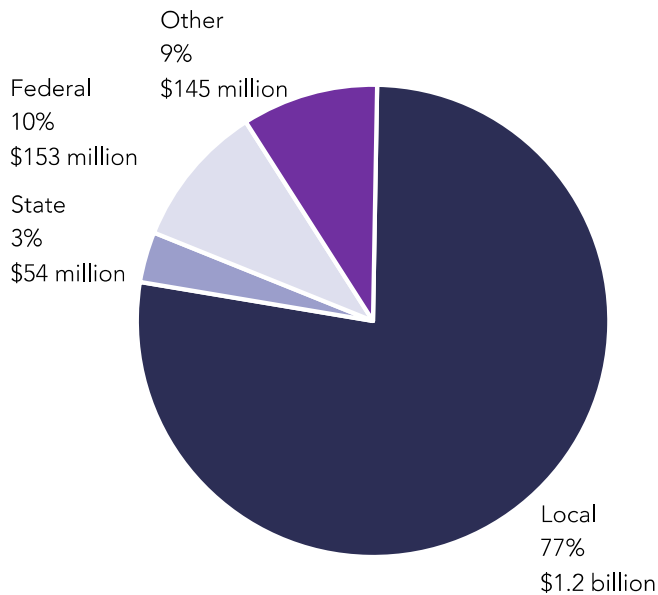
## 2 Summary of Transit Funding

### FUNDING OVERVIEW

#### Local Sources Account for the Largest Share of Transit Funding

Transit operations and capital funding comes from a range of federal, state, and local tax supported sources. They are all complemented by fare revenues paid by users of the transit system. Figure 2-1 summarizes data for 2017 by transit agency type. In 2017, total transit funding amounted to \$1.55 billion in revenue. Overall agency revenues are primarily from local sources; in Washington, this is from sales tax revenues primarily. Approximately, 77% of all revenue is from local sources. State level support is about 3.5% of all revenues. Overall state funding for transit is less than 25% of the level it was in 1999 when agencies were supported with MVET revenues.

Figure 2-1: Summary of Revenue by Source for All Transit Services (2017)



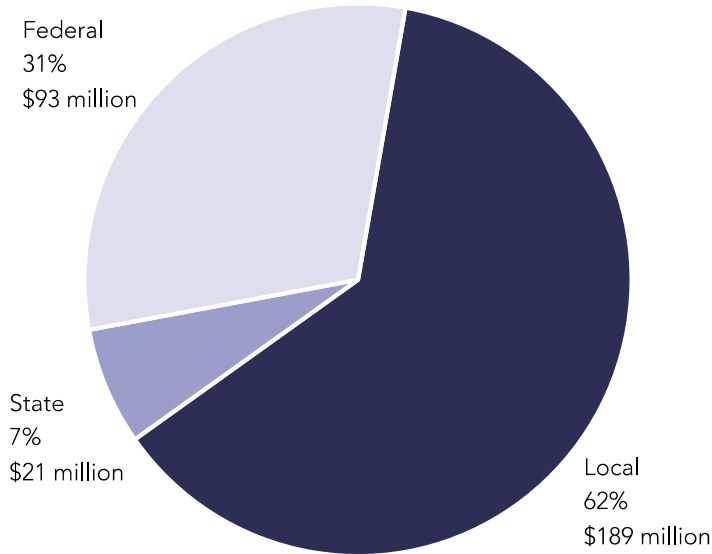
Source: WSDOT Transit Funding Database, 2019.

#### Local Sources Account for the Largest Share of Capital Funding

When examining the data segmented for sources used for capital funding, again, local sources and federal sources account for the lion's share of capital funding; however, both the state and federal governments have dedicated more to capital purposes. Capital funding accounts for approximately 20% of all transit spending in 2017. Federal funding is more significant in terms of

capital expenditures, accounting for 31% of all funding (compared to 8% overall). State funding is relatively small but more, as a percent of total, compared to overall funding.

Figure 2-2: Summary of Capital Revenue by Source – All Transit Agencies (2017)

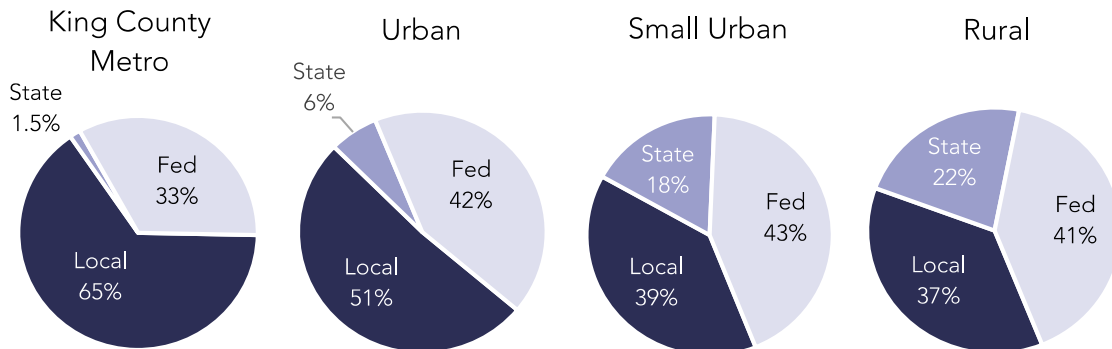


Source: WSDOT Transit Funding Database, 2019.

### Federal and State Capital Funding Varies by Agency Type

Figure 2-3 summarizes capital funding by government source over the years 2014-2017 (years are aggregate to show average sources since spending levels can vary greatly from year-to-year). METRO and Urban agencies have a smaller share that comes from the state (<10%). METRO and Urban agencies are also more reliant on local funding (>50%). The majority of Small Urban and Rural funding comes from federal sources and local funding (>75%).

Figure 2-3: Summary of Capital Revenue by Source for All Transit Services (2014-2017)

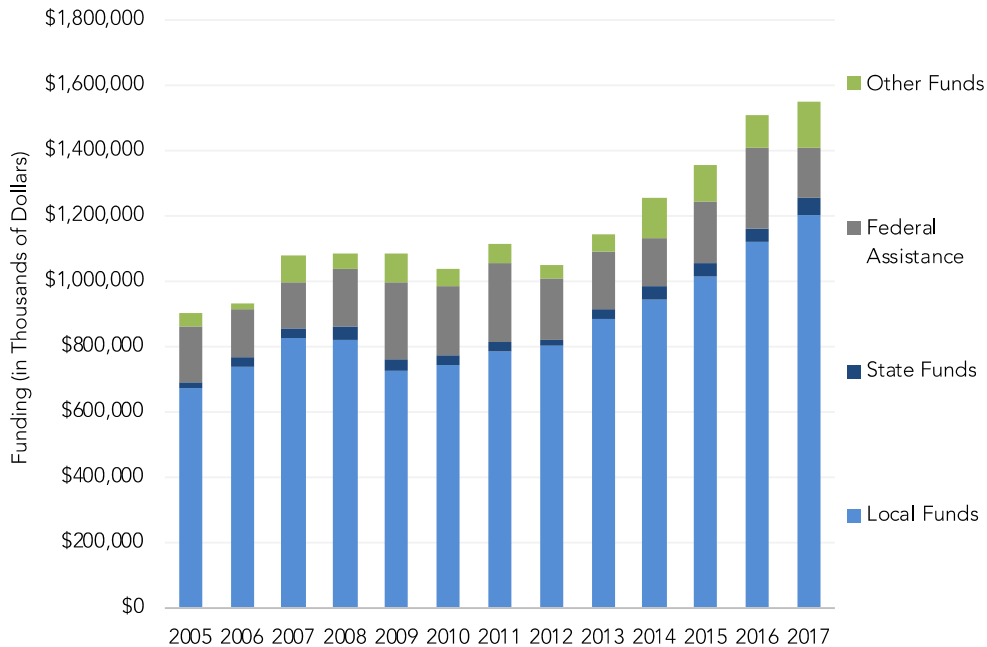


Source: WSDOT Transit Funding Database, 2019.

## Local Taxes Account for Largest Shares of Funding

Transportation funding in Washington includes federal assistance, state funds, local funds, and other miscellaneous revenue sources. As more service has been delivered, the overall amount of funds has been increasing gradually, primarily due to increases in local sources. State funds shrank significantly in 2010 but have increased from spending in the Connecting Washington transportation package (See Figure 2-4).

Figure 2-4 Summary of Sources of Total Funds in WA, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.

## DETAILED FUNDING SOURCES VARY BY AGENCY TYPE

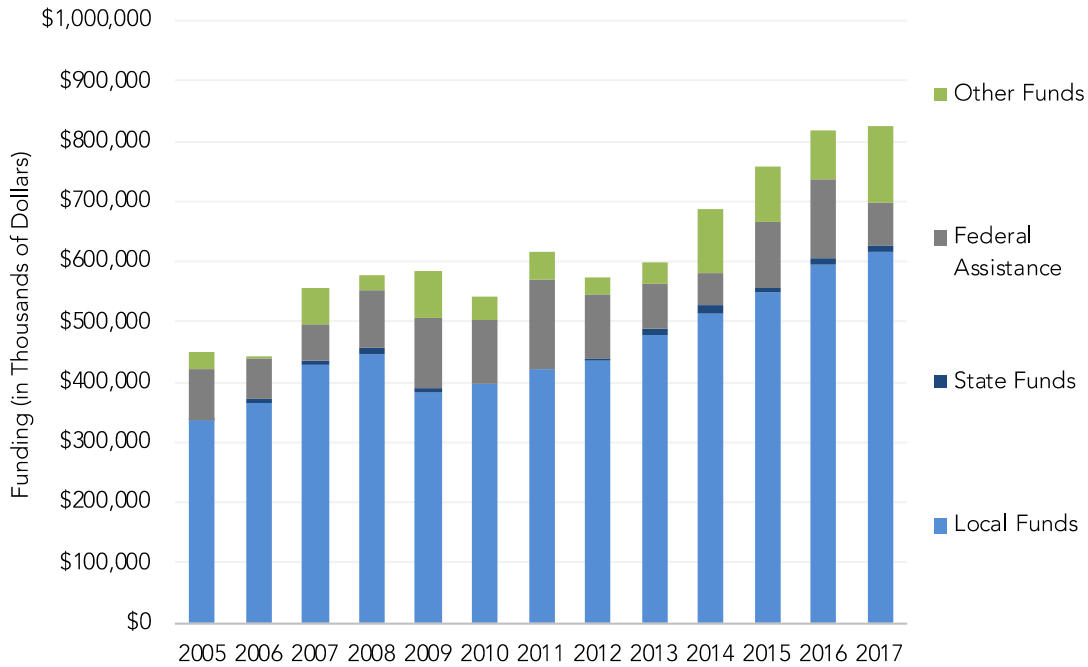
Washington transit agencies can be divided into four different categories: METRO, Urban, Small Urban, and Rural. The overall funding has increased despite a drop in 2010 and 2012, which mainly reflects changes in the urban and small urban areas. At the state level and in each agency type, the funding resources mainly come from the local funds. Overall, the state funds contribution is a small share. In 2010, there is a noticeable cut in state funds and this primarily affected the urban and small urban areas.

### King County Metro – Strong Growth in Local Funding Sources

King County funds have generally grown over time with a drop during and after the recession. Local funds make up the majority of the funds and increased from 2005 to 2017; however, it was impacted greatly by the Great Recession. It took 5 years for sales tax revenue to recover to the previous high.



Figure 2-5 Summary of Sources of Total Funds in King County METRO, 2005 to 2017

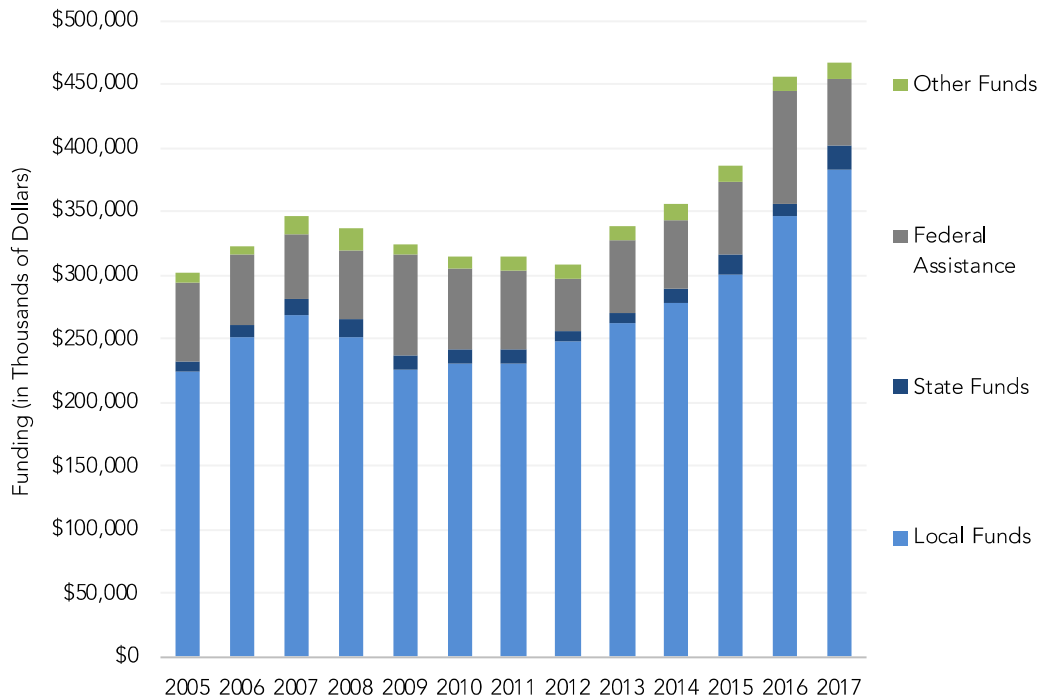


Source: WSDOT Transit Funding Database, 2019.

**Urban Agencies – Lower Shares of State and Federal Funding**

Compared to METRO, Urban agencies have increasingly relied on local funding to pay for transit service. Since 2005, local funds have grown by 50% while state and federal sources account for a smaller proportion of overall funding over time.

Figure 2-6 Summary of Sources of Total Funds in Urban, 2005 to 2017

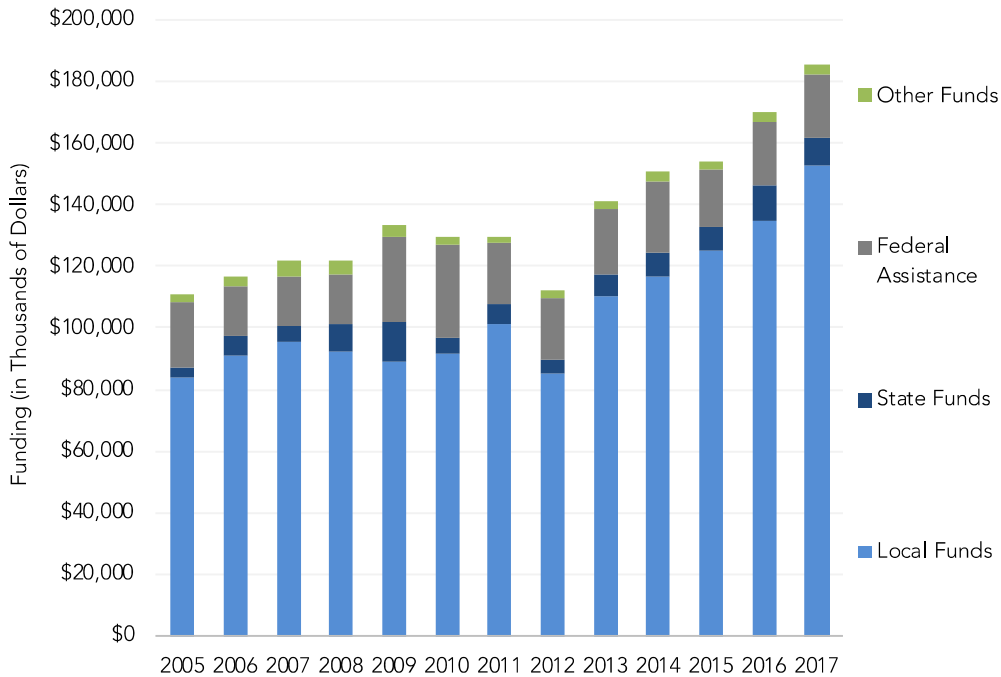


Source: WSDOT Transit Funding Database, 2019.

**Small Urban Agencies – Lower Shares of State and Federal Funding**

In the long run, the federal funds have been growing slowly yet local funding accounts for the largest share of funding and is the single fastest growing source. In 2009, the amount of federal funds received peaked due to increases in federal assistance. Like their Urban agency counterparts, Small Urban agency funding growth has been driven by strong growth in sales tax revenues.

Figure 2-7 Summary of Sources of Total Funds in Small Urban, 2005 to 2017

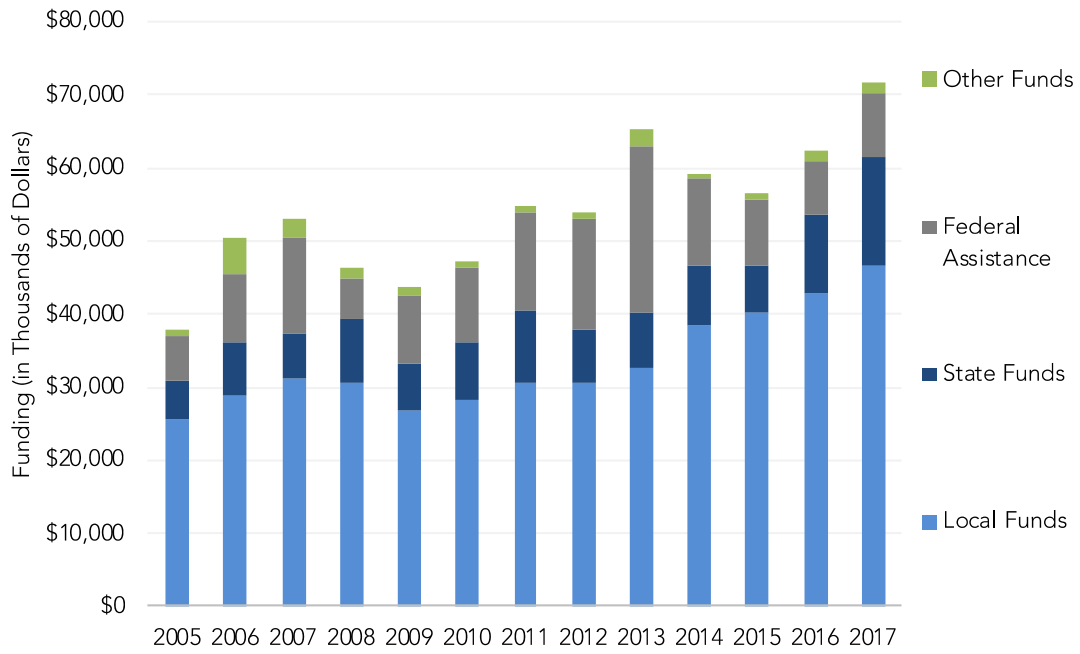


Source: WSDOT Transit Funding Database, 2019.

**Rural Agencies – Agency Type with the Largest Share of Non-Local Funding**

Rural agencies derive more of their funds from non-local sources compared to their other agency counterparts. However, local funding is still single largest source of funding. State funds have increased dramatically during the last two years while local funds have shown modest growth over the years. Rural agencies tend to receive federal and state assistance at higher levels for both operations and capital purposes.

Figure 2-8 Summary of Sources of Total Funds in Rural, 2005 to 2017



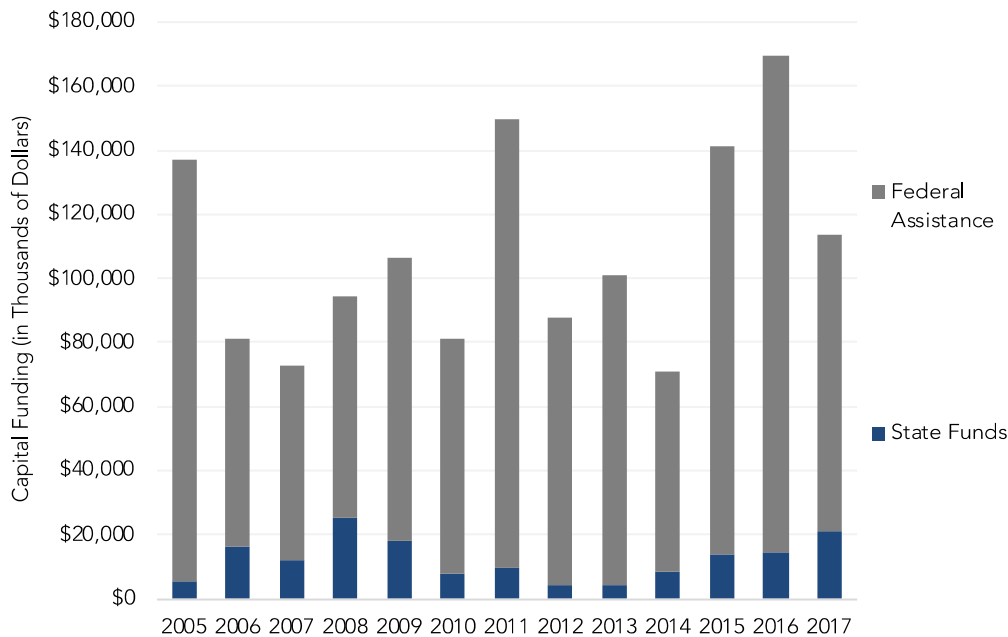
Source: WSDOT Transit Funding Database, 2019.

## Summary of Transit Capital Funding

### State Capital Funding Assistance Declines Over Time

Capital funding includes sources from federal assistance, state funds, local funds, fare revenues, and other funds. In this summary, we provide detail for federal assistance and state funds. At the state level, capital funds peaked in 2011 and 2016 due to increases in both local and federal assistance driven by expenditures from METRO. State level funding is variable over the years given the budget allocation nature of the funding. More consistent funding begins in 2015 as a result of funding via the Regional Mobility Grants funded through Connecting Washington (See Figure 2-9).

Figure 2-9 Summary of Sources of Total Capital Funds in WA, 2005 to 2017



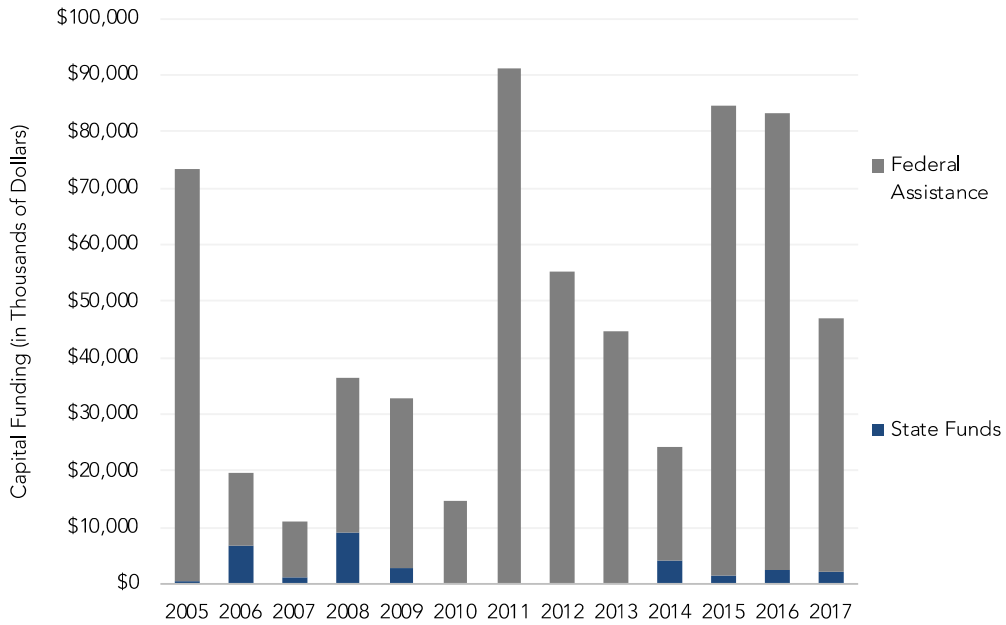
Source: WSDOT Transit Funding Database, 2019.

## Capital Funding by Agency Type

### METRO – Largest Share of Overall State Capital Funding

In Figure 2-10, METRO received large capital funding in 2005, 2011, 2015, and 2016. In those years, it received large awards from Federal sources. Of all the agencies, state funds make up the smallest share of funding by level of government support.

Figure 2-10 Summary of Sources of Capital Funds Expended in King County METRO, 2005 to 2017

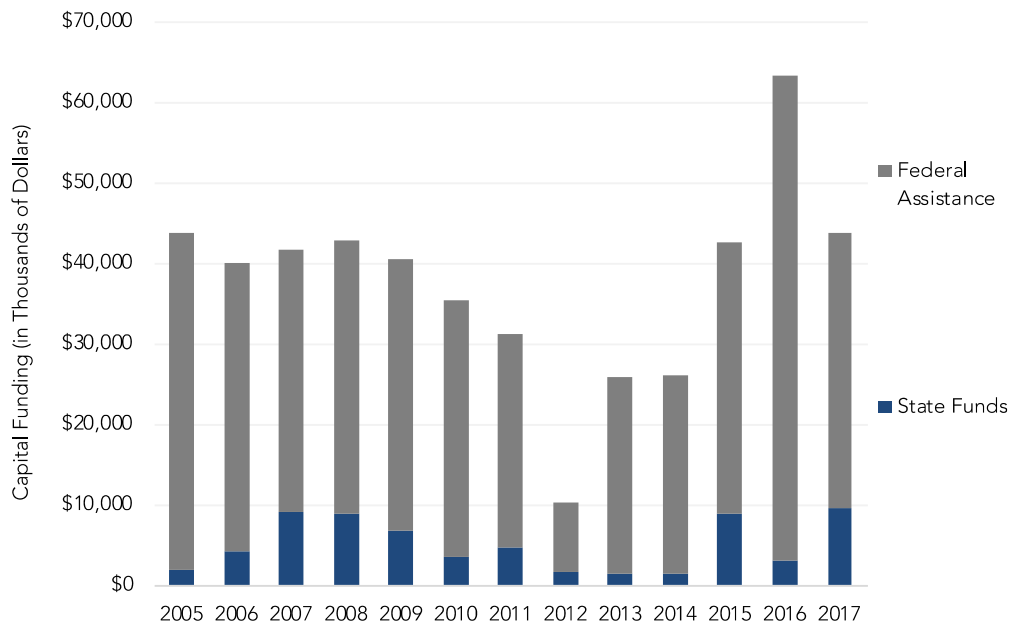


Source: WSDOT Transit Funding Database, 2019.

**Urban Agencies – Increasing Share of Local Funds Going to Capital**

Figure 2-11 summarizes capital funding for Urban agencies. Urban capital funds have been through rises and falls from 2005 to 2017. In 2016, urban agencies received their largest federal funding amount (relative to comparative years in the analysis period) of \$60.1 million.

Figure 2-11 Summary of Sources of Capital Funds Expended in Urban, 2005 to 2017

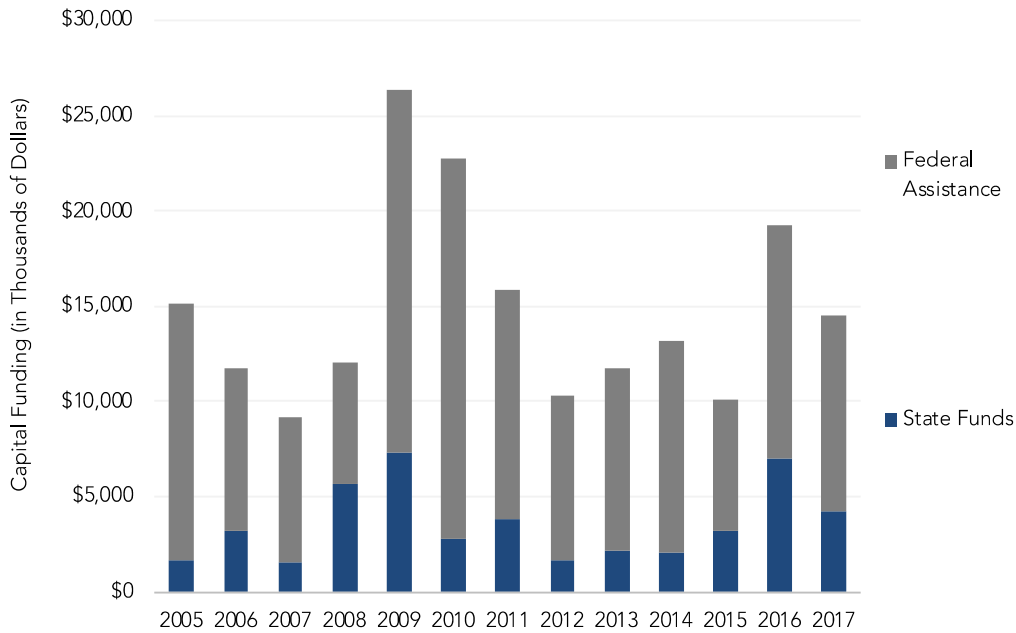


Source: WSDOT Transit Funding Database, 2019.

### Small Urban Agencies

In Figure 2-12, federal assistance and state capital funds are relatively volatile across the 2005 to 2017 analysis period. Federal and state capital funds both peaked in 2009. Though no subsequent years in the period reached 2009 funding levels, small urban agencies received relatively large levels of funding in 2010 and 2016.

Figure 2-12 Summary of Sources of Capital Funds Expended in Small Urban, 2005 to 2017



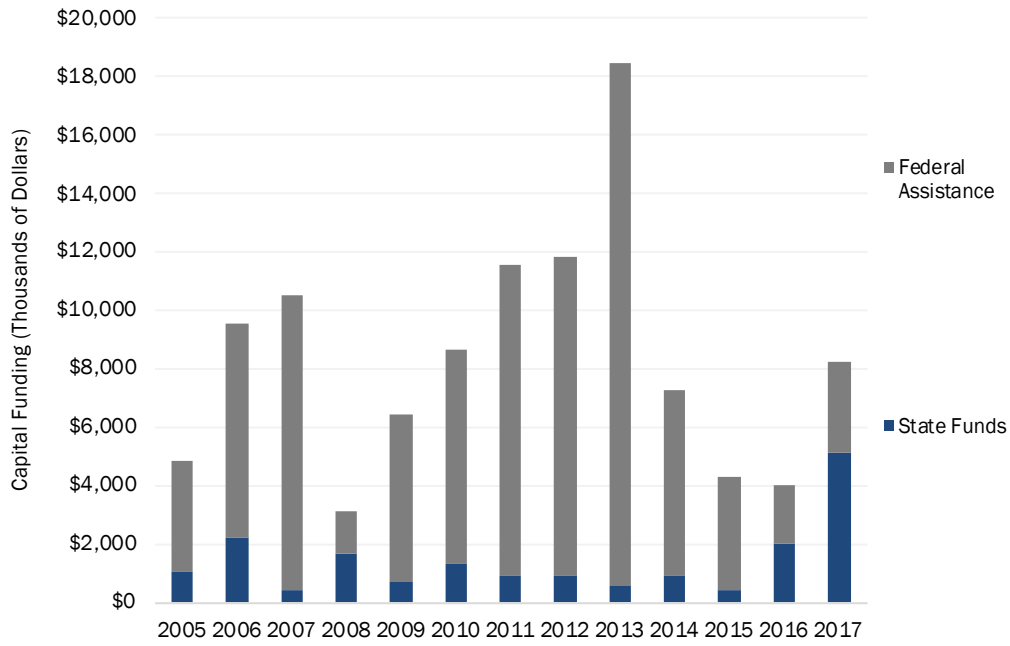
Source: WSDOT Transit Funding Database, 2019.

### Rural Agencies

In Figure 2-13, federal assistance on funding played a large role in 2013, with state funds coming in at higher levels as part of Rural Assistance Grants funded through Connecting Washington. Specifically, the Pacific Transit System and Twin Transit almost doubled their state funds in 2016, and Grant Transit Authority and Grays Harbor Transportation Authority almost doubled their state funds in 2017. TranGO started receiving the state funds from 2016 and the funds added up to the total state funds.

WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 2-13 Summary of Sources of Capital Funds Expended in Rural, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.



## STATE AND FEDERAL TRANSIT CAPITAL FUNDING

Public transit agencies support their operations and capital funding needs through a range of federal, state, and local funding sources. The following section documents the major trends in federal funding by agency type used for their capital funding. The following descriptions are excerpted from WSDOT’s 2017 Summary of Public Transportation.<sup>1</sup>

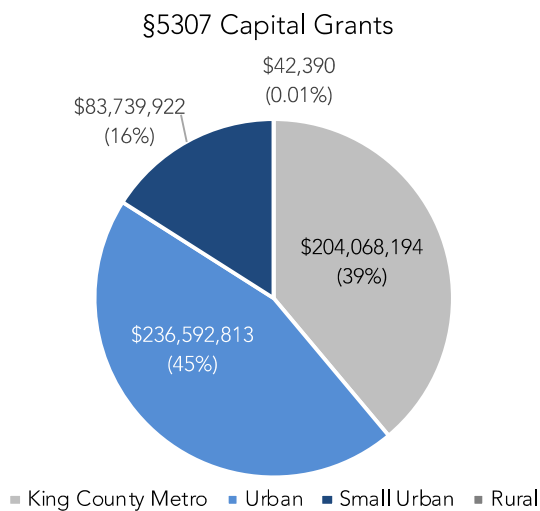
### Federal Sources and Programs

There are several funding programs available to local providers. Many of these programs are managed at the state or regional level but are principally funded through federal sources.

#### Section 5307 Urbanized Area Formula Funding

The Urbanized Area Formula Funding Program (§5307) makes federal resources available to urbanized areas, and states for transit capital assistance in urbanized areas and for transportation-related planning. Urban agencies and METRO have primarily used this funding.

Figure 2-14 Summary of Section 5307 Funds, 2005 to 2017



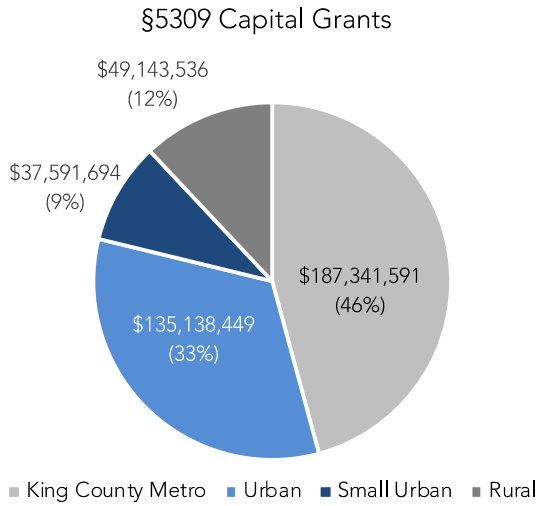
Source: WSDOT Transit Funding Database, 2019.

#### Section 5309 Capital Investment Grants

The Capital Investment Grants Program (§5309) is the Federal Transit Administration’s primary grant program for funding major transit capital investments. The program was recently changed exclusively to fixed-guideway by the Moving Ahead for Progress in the 21st Century Act. Rural agencies have used these grants historically.

<sup>1</sup> <https://www.wsdot.wa.gov/Publications/Manuals/M3079.htm>

Figure 2-15 Summary of Section of 5309 Funds, 2005 to 2017

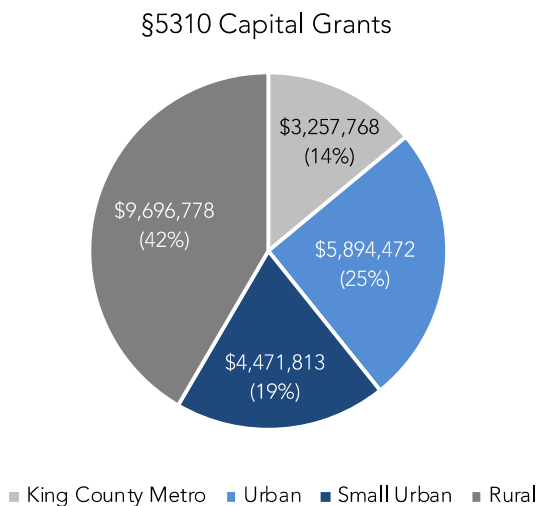


Source: WSDOT Transit Funding Database, 2019.

**Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities**

The Enhanced Mobility of Seniors & Individuals with Disabilities Program (§5310) provides formula funding to states for the purpose of assisting primarily private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when transportation services provided are unavailable, insufficient, or inappropriate for meeting these needs. Rural agencies have been the primary recipient of these funds.

Figure 2-16 Summary of Section 5310 Funds, 2005 to 2017



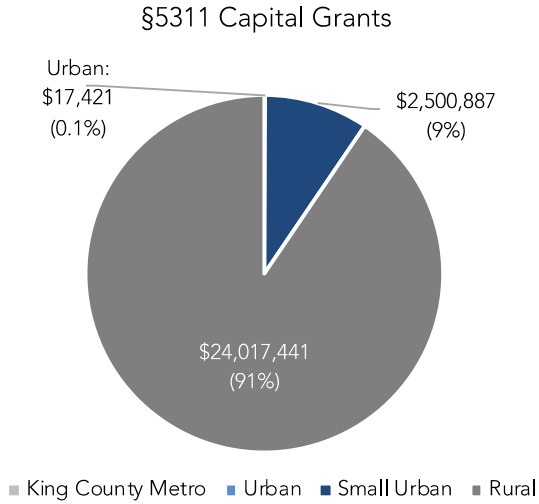
Source: WSDOT Transit Funding Database, 2019.

**Section 5311 Formula Grants for Rural Areas**

The Formula Grants for Rural Areas Program (§5311) provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than

50,000, where many residents often rely on public transit to reach their destinations. Rural and Small Urban agencies receive the majority of these funds.

Figure 2-17 Summary of Section 5311 Funds, 2005 to 2017

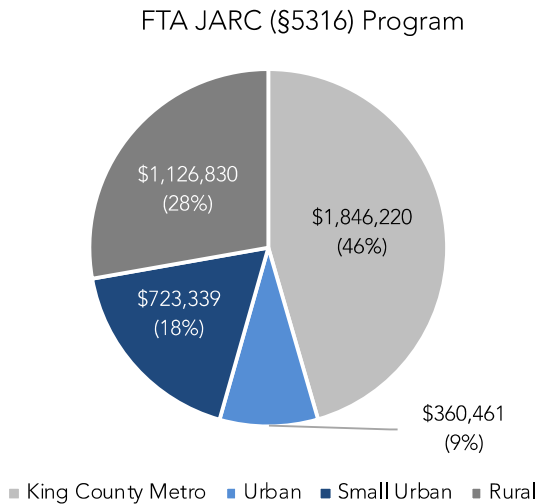


Source: WSDOT Transit Funding Database, 2019.

**Section 5316 FTA JARC Program**

The FTA JARC Program (§5316) provides funds may be used to finance capital, planning and operating expenses. Eligible expense included capital, planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects. This program has been repealed by Congress. JARC activities are eligible for funding under FTA's Urbanized Area Formula Grants (Section 5307) and the Formula Grants for Rural Areas (Section 5311) programs. While in place, METRO received the majority of these funds.

Figure 2-18 Summary of JARC Funds, 2005 to 2017

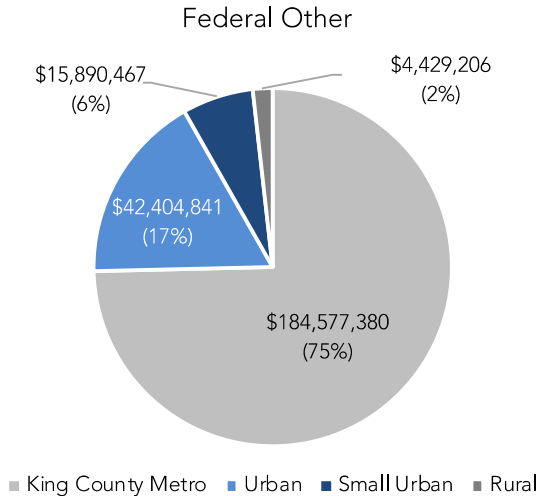


Source: WSDOT Transit Funding Database, 2019.

### Other Federal Funding

Other federal funding covers Section 5337 State of Good Repair Grants and Section 5339 Bus & Bus Facilities Infrastructure Investment Program. The State of Good Repair Grants Program (§5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Rural agencies receive the majority of these funds.

Figure 2-19 Summary of Other Federal Funds, 2005 to 2017



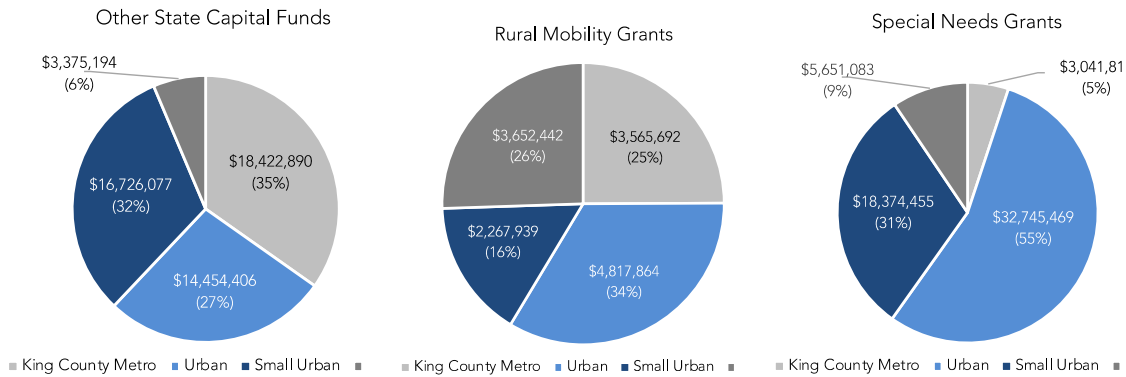
Source: WSDOT Transit Funding Database, 2019.

## State Sources and Programs

### Consolidated Grant Program

The Consolidated Grant Program awards funding to improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and offer public transportation services to seniors and persons with disabilities. This program is supported by state and federal funding. Federal programs include: §5304, §5310, §5311, and §5339. State programs include the Paratransit/Special Needs Grant Program and Rural Mobility Grant Program. It also includes other transit appropriations made by the legislature as part of previous transportation packages.

Figure 2-20 Summary Consolidated Grant Funds, 2005 to 2017



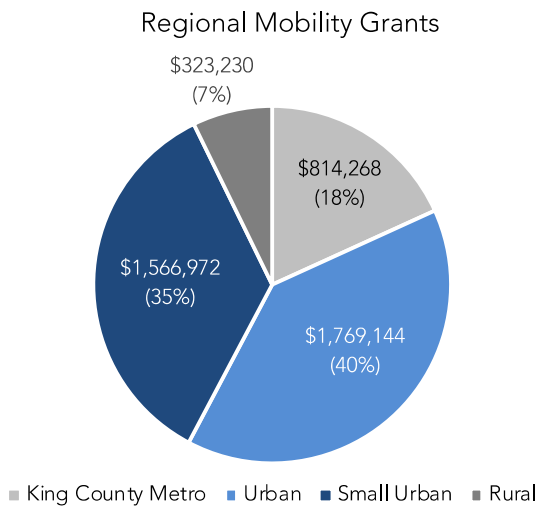
Source: WSDOT Transit Funding Database, 2019.

### Regional Mobility Grant Program

The Regional Mobility Grant Program supports local efforts to improve connectivity between counties and regional population centers and reduce transportation delay. This program is supported exclusively by state funding mainly through deposits from the Multimodal account funded by Connecting Washington. Funding is available for capital improvements, equipment acquisition, and operations. Funds can be used for projects like purchasing new buses and upgrading park-and-ride locations (amongst other facilities).

All public agencies can apply for funding except Sound Transit. After receiving funding applications, WSDOT sends a prioritized list (based on scoring criteria) of projects to the Washington State Legislature for approval. WSDOT expects that the Legislature will fund \$77.6 million in projects for the 2017-2019 biennium. Funding distribution processes occur biennially, and project sponsors can request funding for two biennia. The more urban agencies have received more funding from this program.

Figure 2-21 Summary of Sources of Total Funds in WA, 2005 to 2017

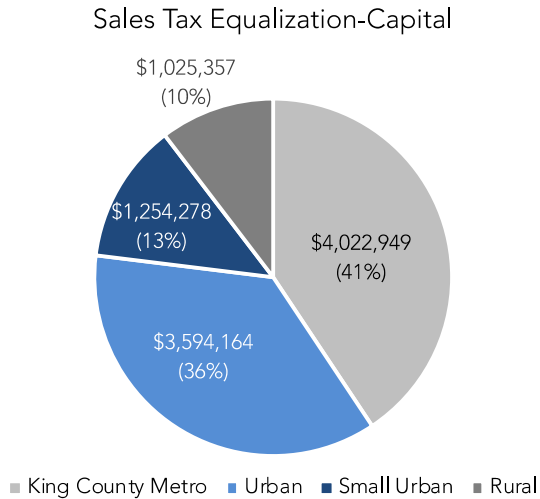


Source: WSDOT Transit Funding Database, 2019.

### Sales Tax Equalization

Sales Tax Equalization provides funding based on sales tax expenditures, even if money is spent in county areas outside of the transit agency service area. These grants improve public transportation for Washington residents, particularly for persons with disabilities, seniors, children and people in rural areas. Rural agencies and Urban agencies are main recipients of these funds.

Figure 2-22 Summary of Sources of Total Funds in WA, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.

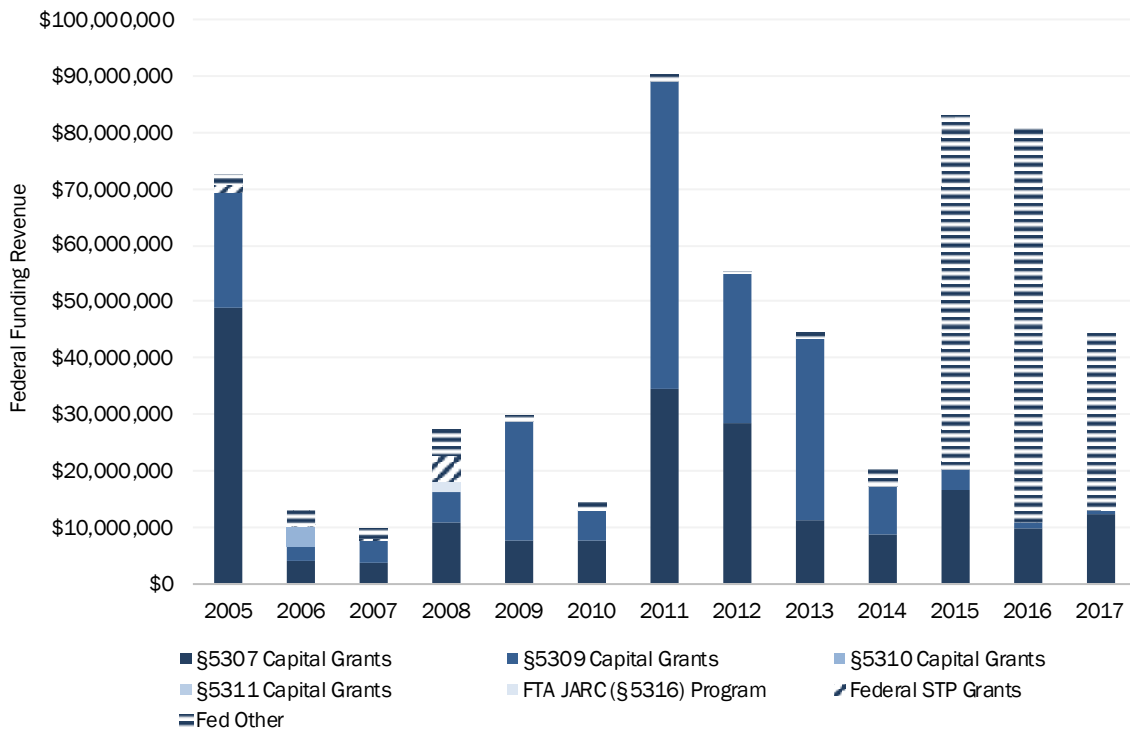
## DETAILED CAPITAL FUNDING BY AGENCY TYPE

### King County METRO

#### Federal Sources

During 2005 through 2014, the vast majority of federal capital grant funding came from Section 5307 and Section 5309 capital grants. During 2015 through 2017, the vast majority came from other federal funding types.

Figure 2-23: Historical Federal Funding Sources

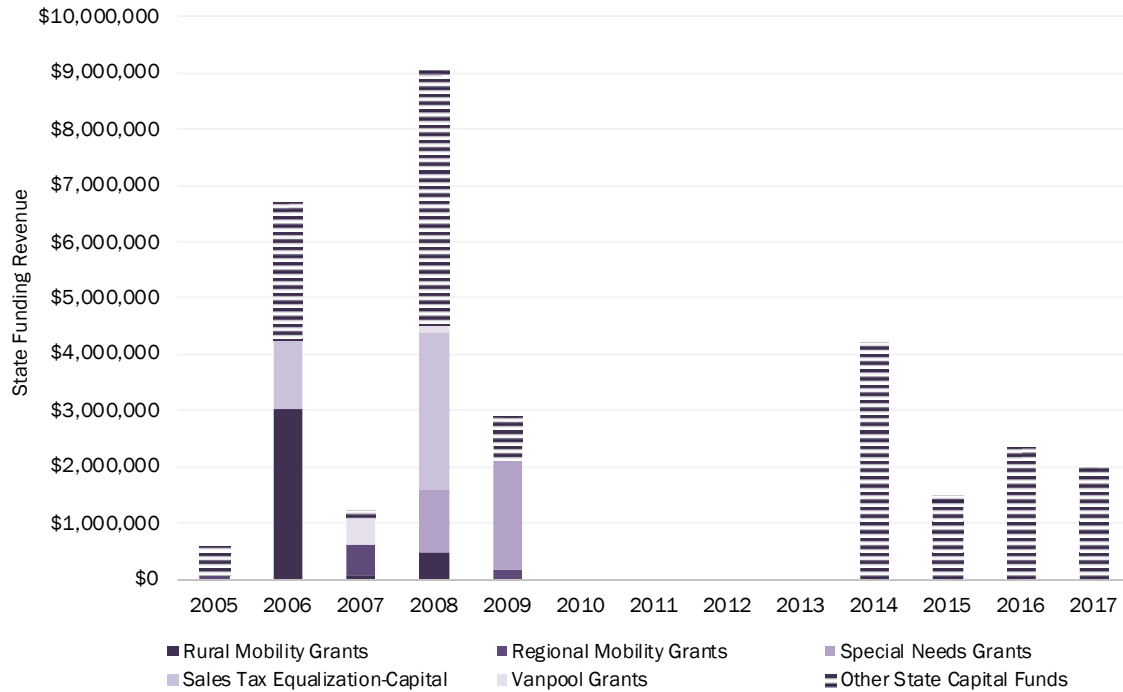


Source: WSDOT Transit Funding Database, 2019.

#### State Sources

In 2005 and 2008, other state capital funds made up the majority of state capital grant funding to King County Metro. During 2014 through 2017, this category made up 100% of King County Metro’s state capital grant funding. In 2006 and 2008, King County Metro received \$1.2 million and \$2.8 million in sales tax equalization capital from the state.

Figure 2-24: Historical State Funding Sources



Source: WSDOT Transit Funding Database, 2019.

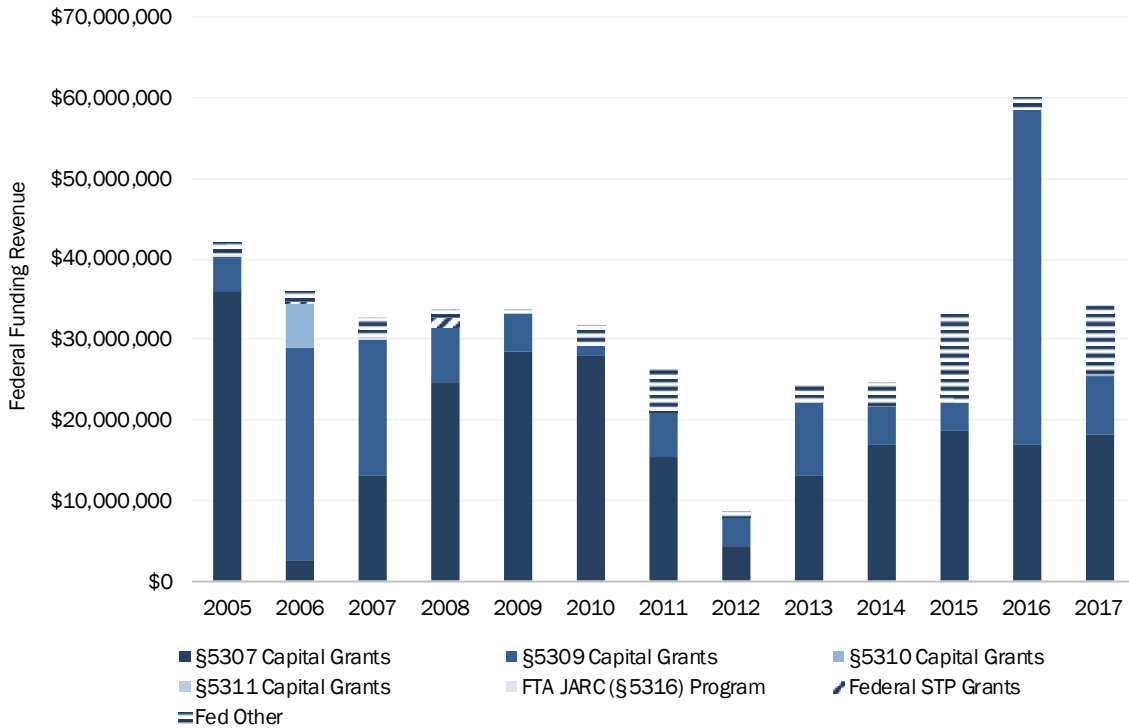
## Urban Agencies

### Federal Sources

The bulk of federal capital funding comes from Section 5307 and Section 5309 capital grants. During 2005 to 2010, 2012, 2013, and 2016, these two grant types comprised more than 90 percent of all urban federal funding. In 2011, 2014, 2015, and 2017, other federal funding types made up relatively sizable portions of urban federal funding, reaching as high as 34 percent in 2015. In 2006, a sizable \$5.6 million was granted under Section 5310 capital grants; however, in all other years during the analysis period, little was distributed through this type. Additionally, other grant types such as Section 5311 capital grants, FTA JARC (Section 5316) grants, and federal STP grants were small, save the \$1.2 million federal STP grant in 2008.



Figure 2-25: Historical Federal Funding Sources



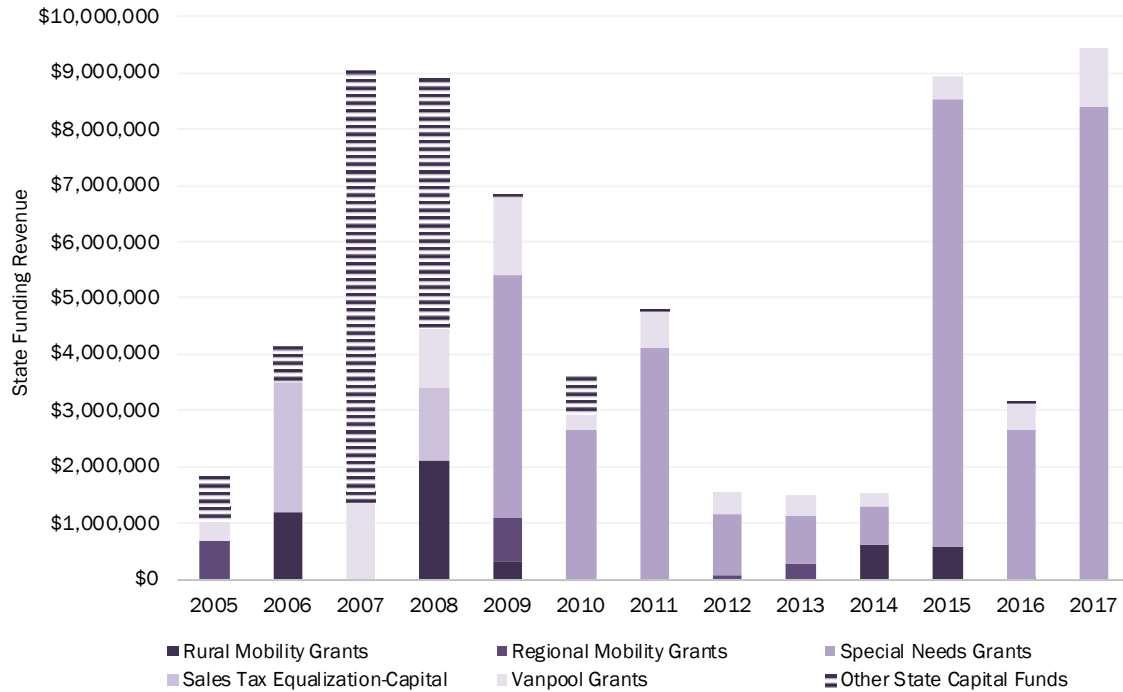
Source: WSDOT Transit Funding Database, 2019.

**State Sources**

From 2009 forward, the majority of state capital grants came from special needs grants. During 2015 to 2017, these grants made up more than 80 percent of all urban state capital grants. Other types of grants are generally inconsistently distributed on an annual basis for urban agencies. In 2006 and 2008, \$2.3 million and \$1.3 million, respectively, sales tax equalization capital was distributed to urban agencies, but for no other years in the analysis period.

Regional mobility grants made up a sizable proportion of urban state capital grants in 2005 (36 percent), but for subsequent years in the analysis period, this proportion was either small or zero. In 2007 and 2008, other state capital funds made up the majority of urban state capital grants; however, in other years (besides 2005), this category comprised a small proportion of urban grants. Vanpool grants were consistently distributed to urban agencies annually, with the exception of 2006 where none were made. The proportion of this grant type relative to all other state grant types bounced between 5% and 26% during the analysis period, though it typically stayed above 10%.

Figure 2-26: Historical State Funding Sources



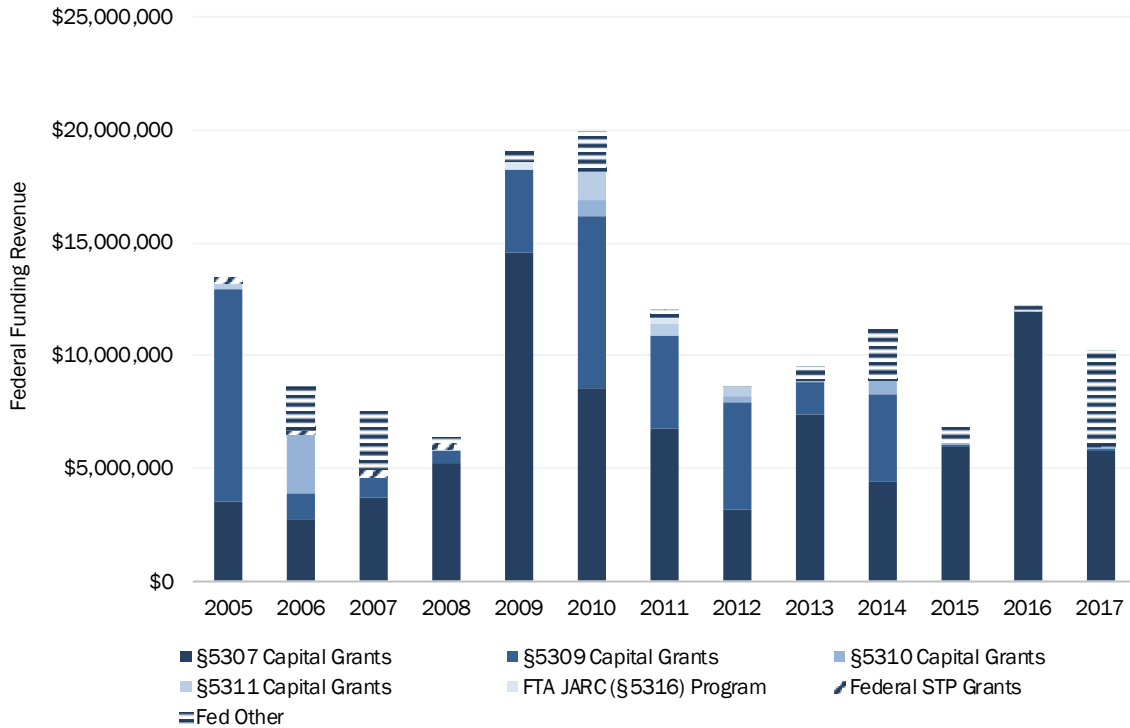
Source: WSDOT Transit Funding Database, 2019.

## Small Urban Agencies

### Federal Sources

For most years during the analysis period, the majority of federal funding for small urban agencies came from Section 5307 and Section 5309 capital grants. In 2017, a rather large quantity of capital grant funding classified as other federal was distributed to small urban agencies. This amount totaled about \$4.3 million, larger than any year during the analysis period.

Figure 2-27: Historical Federal Funding Sources

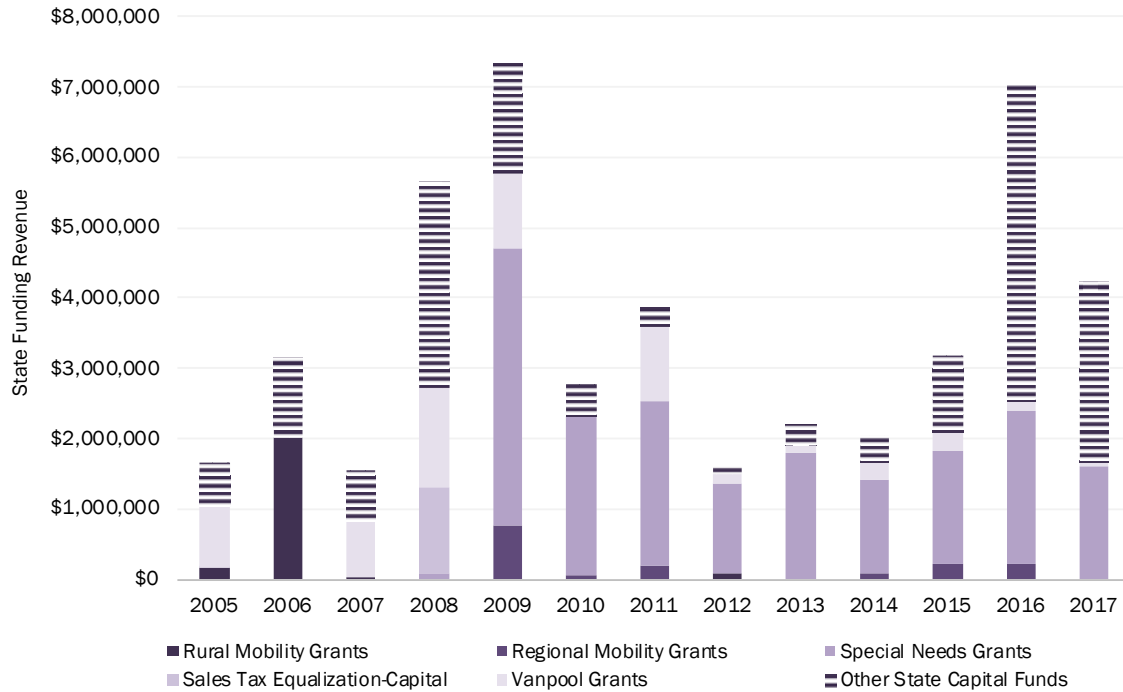


Source: WSDOT Transit Funding Database, 2019.

**State Sources**

From 2009 to 2015, the majority of state capital grants funding came from special needs grants. Though these grants comprised 31% and 38% of state capital grant funding in 2016 and 2017, respectively, the majority of funding in those years came from other state capital funds.

Figure 2-28: Historical State Funding Sources



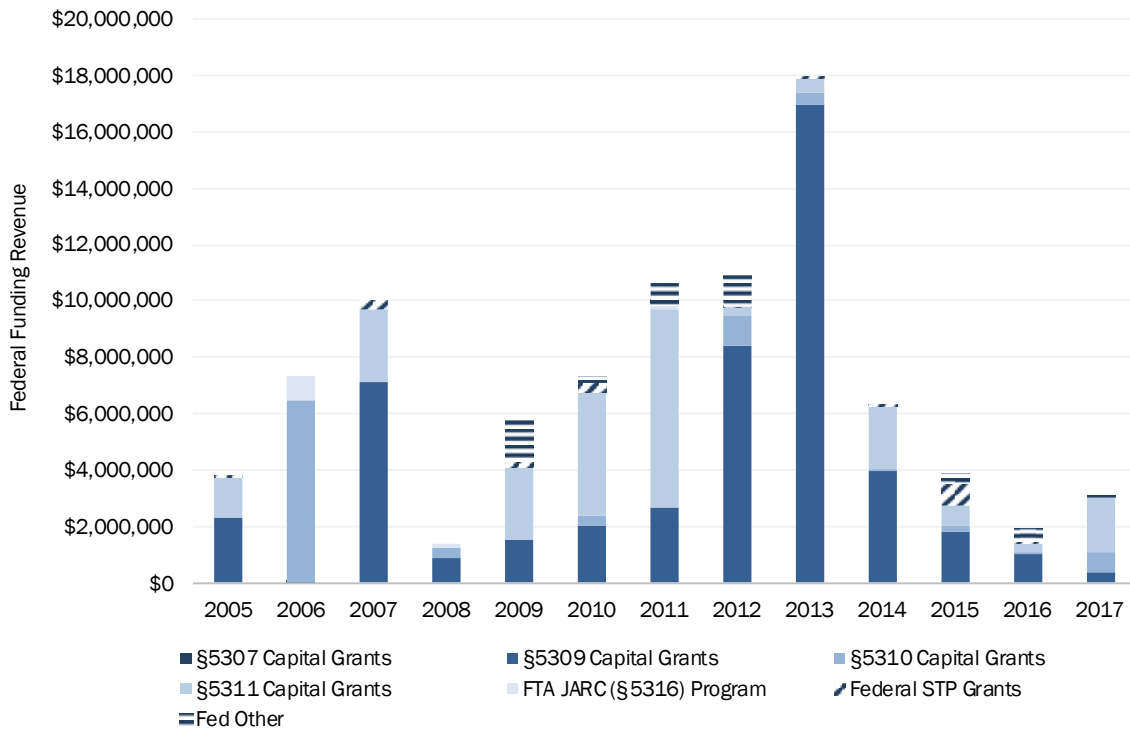
Source: WSDOT Transit Funding Database, 2019.

## Rural Agencies

### Federal Sources

In 2005, 2007, 2008, 2012 through 2014, and 2016, the majority of federal capital grants to rural agencies came from Section 5307 and Section 5309 capital grants. Section 5311 capital grants made up a sizable share of federal capital grants in 2005, 2007, 2009 through 2011, 2014, and 2017.

Figure 2-29: Historical Federal Funding Sources



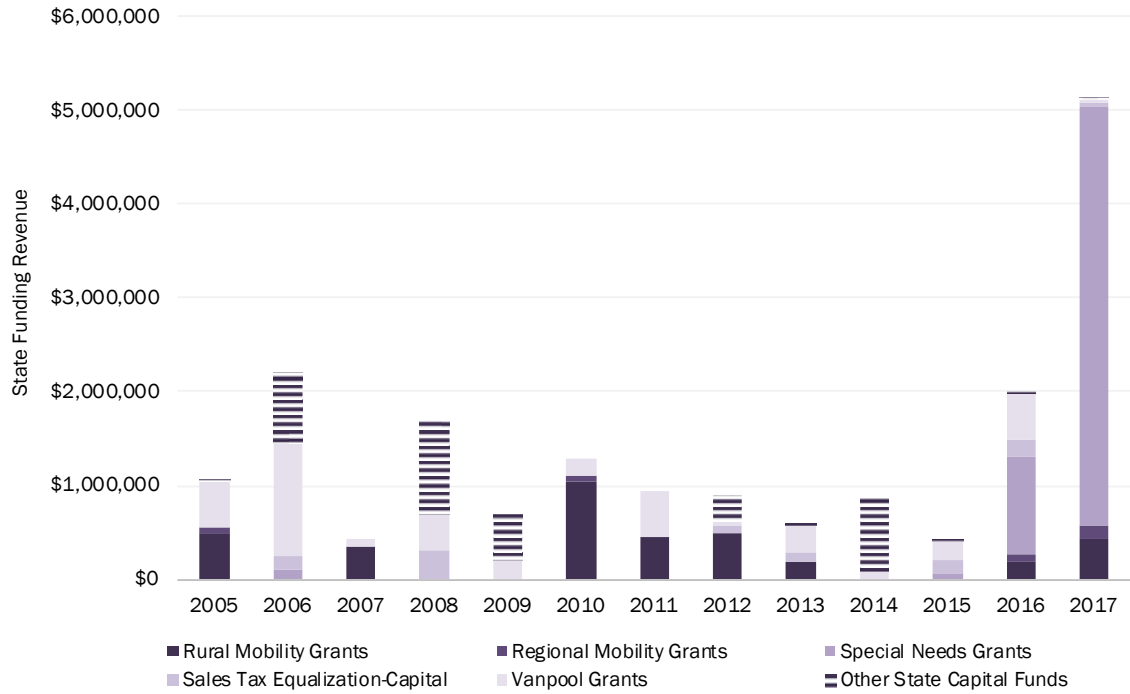
Source: WSDOT Transit Funding Database, 2019.

**State Sources**

While vanpool grants only made up a majority of state capital grants distributed to rural agencies in 2006 and 2011, it was consistently distributed year over year. In 2016 and 2017, the majority of state capital grant funding came from special needs grants. In 2008, 2009, and 2014, the majority of state capital grant funding came from other state capital funds.

WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 2-30: Historical State Funding Sources



Source: WSDOT Transit Funding Database, 2019.

## DETAILED LOCAL FUNDING SOURCES BY AGENCY

This section documents historical funding by agency of their principal local funding source. Transit agencies have a myriad of local option tools available to them depending on their enabling statutes. The following section summarizes the

### Local Sources and Programs

Depending on the type of transit district, there are different local revenue sources available for transportation. This white paper will focus on specific sources that are relevant to public transportation provision.

#### Farebox Revenue

Farebox revenue comes from income received directly from transit passengers. It includes all forms of fare revenue (i.e., fares, vouchers, passes).

#### Sales and Use Tax

Transit authorities can collect up to 0.9% sales tax with voter approval. City, County, METRO, PTBA, and UTBA can use this option. Thirty of the 31 agencies studied currently use this tax.

#### Business and Occupation Tax

The tax and rate can be determined by transit district and with voter approval, though this may not be used concurrently with sales and use tax for transit. City, County, METRO, PTBA, and UTBA can use this option.

#### Household Excise Tax

By housing unit, up to one dollar per month can be charged for transit purpose as approved by voters, though it cannot be used concurrently with sales and use tax for transit. City, County, METRO, PTBA, and UTBA can use this option.

#### Property Tax

As approved by voters, a county with a population of one million five hundred thousand or more (METRO) may impose an up to seven and one-half cents per \$1,000 of assessed valuation. Sound Transit, an RTA that includes a county of one million five hundred thousand or more, can levy up to \$0.25 cents per \$1,000 of assessed valuation as approved by voters.

#### Employer Excise Tax

A tax of up to \$2.00 per month on authorities with high capacity transit corridors but cannot be combined with an employer tax. City, County, PTBA, and RTA can use this option.

### Transit Agencies Rely on Sales Tax Revenues for Funding

To date, transit agencies have relied on sales tax revenues to fund their operating and capital needs. The figure below documents the current sales tax rates that are in use by agencies in Washington state. Some agencies have not used their current 0.9% sales tax authority while

others have not only exhausted that rate but also gone to voters to access additional sales tax revenues.

Figure 2-31: Sales Tax Rates by Transit Agency (2019)

PTBAs	Tax	Rate
Asotin County PTBA	Sales Tax	0.20%
Ben Franklin Transit	Sales Tax	0.60%
Clallam Transit System	Sales Tax	0.60%
Community Transit (Snohomish County PTBA)	Sales Tax	1.20%
C-TRAN (Clark County PTBA)	Sales Tax	0.70%
Grant Transit Authority	Sales Tax	0.20%
Intercity Transit (Thurston County)	Sales Tax	1.20%
Island Transit	Sales Tax	0.90%
Jefferson Transit Authority	Sales Tax	0.90%
Kitsap Transit	Sales Tax	1.10%
Link Transit	Sales Tax	0.40%
Mason Transit	Sales Tax	0.60%
Pacific Transit System	Sales Tax	0.30%
Pierce Transit	Sales Tax	0.60%
RiverCities Transit (Cowlitz Transit Authority)	Sales Tax	0.30%
Skagit Transit	Sales Tax	0.40%
Spokane Transit	Sales Tax	0.80%
TranGO (Okanogan County Transit Authority)	Sales Tax	0.40%
Twin Transit (Lewis County PTBA)	Sales Tax	0.20%
Valley Transit	Sales Tax	0.60%
Whatcom Transportation Authority	Sales Tax	0.60%

City Agency	Tax	Rate
Central Transit	Sales Tax	0.20%
Everett Transit	Sales Tax	0.60%
Pullman Transit	Utility Tax	2.00%
Selah Transit	Sales Tax	0.30%
Yakima Transit	Sales Tax	0.30%
Union Gap Transit	Sales Tax	0.20%

County Agency	Tax	Rate
Columbia County Public Transportation	Sales Tax	0.40%
Garfield County Transportation Authority	Sales Tax	0.40%
Grays Harbor Transit	Sales Tax	0.60%

Metropolitan	Tax	Rate
King County Metro Transit	Sales Tax	0.90%

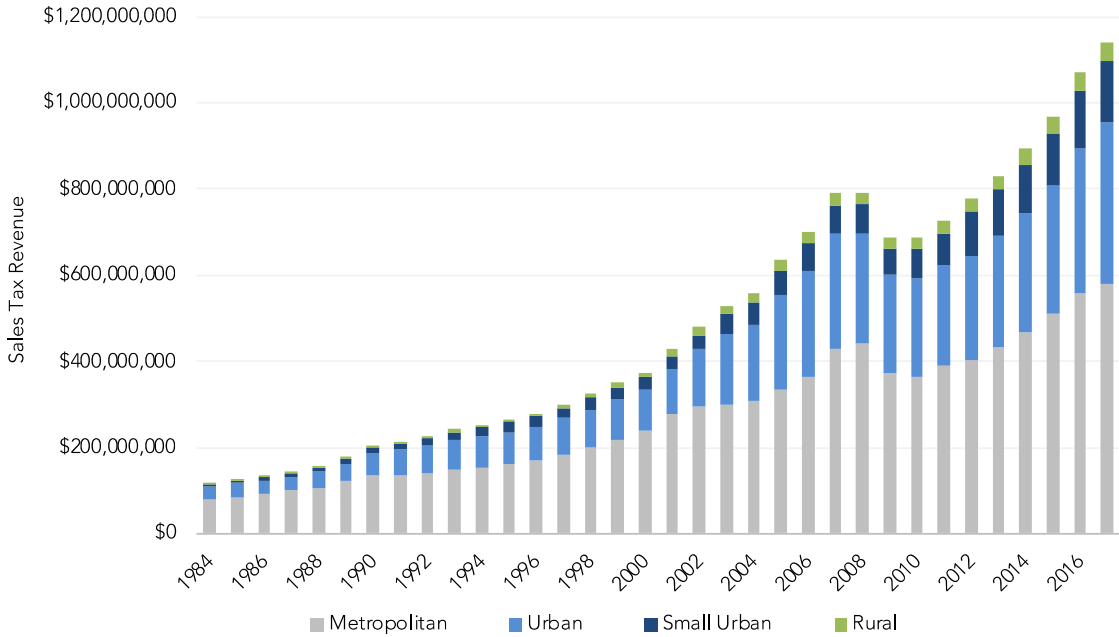
Source: Washington State Department of Revenue, 2019.

Notes: Community Transit Includes additional 0.3% sales tax under RCW 82.14.045(3) for PTBAs in a county of 700,000 or more that includes a city of 75,000 or more. Intercity Transit includes additional 0.3% sales tax under RCW 82.14.045(3) for PTBAs in a county between 250,000 and 400,000 population that includes two or more cities with a population of 40,000 or more. Kitsap Transit includes additional 0.3% sales tax for high-speed passenger-only ferry service under RCW 82.14.440.

Figure 2-32 summarizes sales tax collections for agencies in the state. In 2017, the state’s transit agencies raised \$1.2 billion in funding through the sales tax. Sales tax revenues have climbed over time as more agencies have turned to the sales tax and voted-measures for sales taxes to fund the operations and capital needs. Sales tax revenues show a degree of volatility, tending to fluctuate more as a function of change with the state’s economy (as measure by GDP).



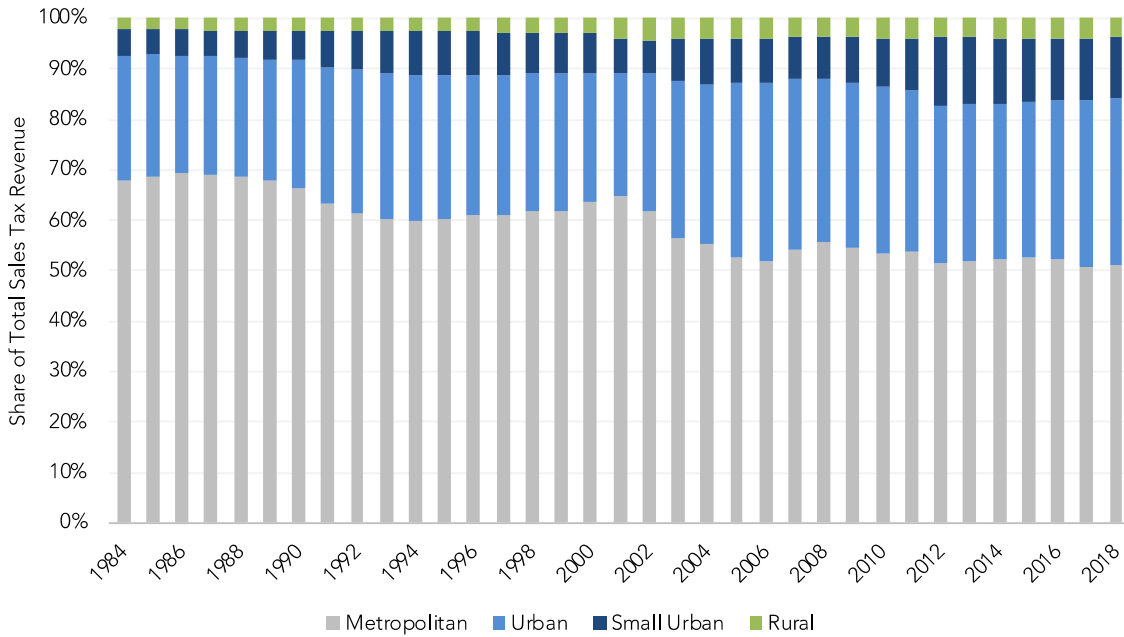
Figure 2-32: Sales Tax Revenues by Agency Types, 1984 to 2017



Source: Washington State Department of Revenue, 2019.

**There are more agencies collecting the sales tax over time. In 1984, METRO accounted for almost 70% of sales tax revenues collected for transit. In 2018, that share has decreased (51%) as the other agencies have been created and also tapped the sales tax.**

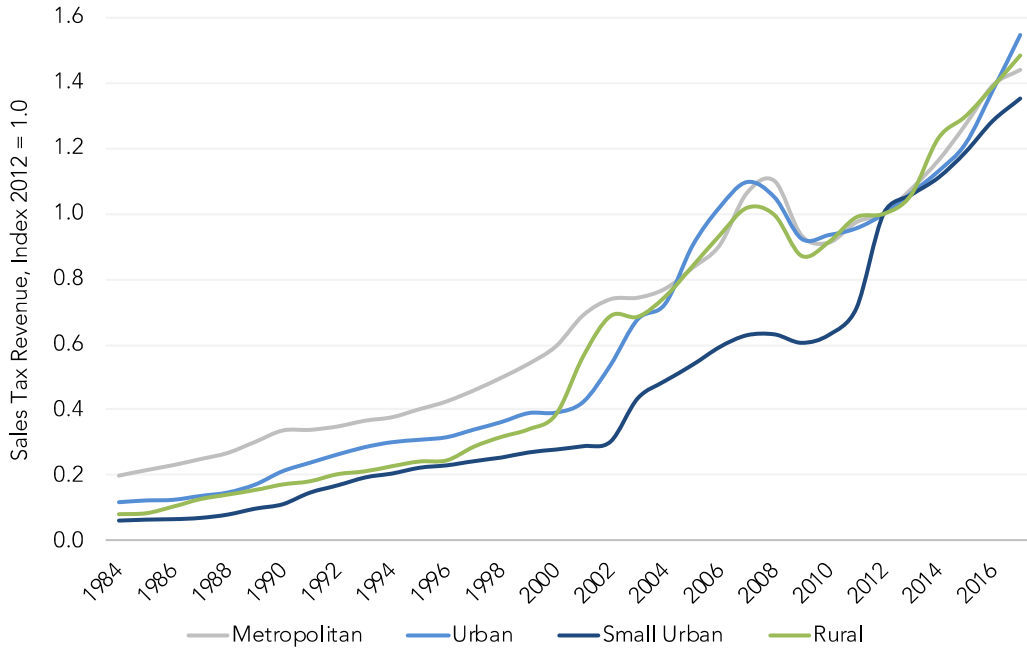
Figure 2-33: Sales Tax Revenues by Agency Types – Share of Revenues (1994-2017)



Source: Washington State Department of Revenue, 2019.

Figure 2-34 shows that sales tax revenues have grown indexed to the year 2012. The strongest growth over time has come from the Small Urban agencies. Since 2012, agencies have seen strong growth in their sales tax revenues. However, Small Urban agencies have seen slower overall growth than their other counterparts.

Figure 2-34: Sales Tax Revenues by Agency Types, Index 2012 = 1.0, 1984 to 2017



Source: Washington State Department of Revenue, 2019.

## 3 Review of Other Transit Funding

This section highlights other state and local approaches to funding transit or transportation more generally. The review looks at the following characteristics of the sources, tools, or programs.

- Level of government authority and relationship to transit
- Description of who pays the tax
- If it is a general or dedicated source of funding
- Description of historical funding (if available)

Review of sources, tools, and programs include the following approaches and mechanisms

- State of Oregon: Payroll tax
- Corvallis, OR: Transportation utility fee
- State of Minnesota: Vehicle sales and lease taxes
- Golden Gate Bridge Authority: bridge tolling
- San Diego, CA: I-15 Managed Lanes
- San Francisco: Transit Impact Fees
- State of Massachusetts: Transportation Network Companies (TNC) Fees
- SEPTA Philadelphia: Value Capture – Commercial leases

Figure 3-1 Summary of Case Studies Details

Name	Who Pays	Who Collects	Who Manages	What It Funds	Amount
State of Oregon Transit Pay Roll Tax	Employed Oregon residents, nonresidents who perform services in Oregon; self-employed are	Oregon Department of Revenue	Oregon Department of Transportation	Rural and urban transit	From 2017 to 2019 projected amount is \$77,400,000
Corvallis Transportation Maintenance Fee	All Corvallis residents and businesses	the City Council	the City Council	Preserve pavement on local, arterial, and collector streets (Started in 2011)	2018 estimated amount \$420,000 per year
Golden Gate Bridge Tolling Fee	Automobiles coming into San Francisco	The Golden Gate Bridge, Highway and Transportation District	The Golden Gate Bridge, Highway and Transportation District	Bridge operations and Bus and Ferry Divisions	FY 17/18 actual amount \$146,567,882
San Diego TransNet	Automobiles travelling on I-15 Express Lanes	San Diego Association of Governments	San Diego Association of Governments	Relieve congestion, improve safety, expand freeways, maintain and improve roads, increase transit for seniors and persons with disabilities, and expand commuter express bus, trolley, and COASTER	2017 estimated amount \$1 million
San Francisco Transit Impact Development Fee	Non-residential projects	Department of Building Inspection	the Treasurer of the City and County of San Francisco	Mitigate the impacts of new development on the City's public transportation system	FY 14/15 and FY 15/16 actual amount \$37,468,397
Massachusetts Transportation Network Company Fee	Transportation Network Companies	Transportation Network Companies	TNC Division under the Department of Public Utilities	Distribute 50% of the fund to trip-originating cities or towns infrastructure, 25% to taxi industry assistance, and 25% to Commonwealth Transportation Fund	2017 estimated amount \$12.96 million
Minnesota Motor Vehicle Sales and Lease Tax	Vehicle customers	The Driver and Vehicle Services Division under the Department of Public Safety	Minnesota Department of Transportation	Allocate to Transit Assisance Account	FY 17/18 actual amount \$68 million
SEPTA Value Capture	Commercial retail and office tenants	Southeastern Pennsylvania Transportation Authority	Southeastern Pennsylvania Transportation Authority	Transit station capital improvement and operations	2017 estimated amount \$35 million (includes parking lot and advertising revenue)

Source: ECONorthwest, 2019.

## STATE OF OREGON TRANSIT PAYROLL TAX

The Transit Payroll tax is a statewide tax at the rate of 0.1% on payroll wages. The Oregon Department of Revenue administers the State Payroll Withholding. The revenue is shared with transit agencies via the Oregon Department of Transportation. Ninety percent of the revenue is distributed to rural and urban communities. Employees are responsible for paying the tax, and employers withhold the tax from employees’ wages including Oregon residents and nonresidents who perform services in Oregon. Employees who are exempted from regular income tax withholding are still subject to this tax. This tax does not apply to self-employment.<sup>2</sup>

In 2016, the Joint Committee on Transportation Preservation and Modernization appointed by the Oregon legislative Assembly assessed Oregon’s statewide transportation. The result of this assessment is this payroll tax in HB 2017 Keep Oregon Moving.<sup>3</sup> The revenue projection is listed in Figure 3-2<sup>4</sup>. The revenue is shared with the transit agencies through the Oregon Department of Transportation (ODOT). Ninety percent of the revenue is distributed by formula to the statutorily defined Qualified Entities, mostly rural and urban communities (See Figure 3-3).<sup>56</sup>

Figure 3-2 Payroll Tax Projection in Oregon, 2017-2023

Revenue	Biennium		
	2017-19	2019-21	2022-23
Transit Payroll Tax	\$77,400,000	\$196,500,000	\$221,000,000

Source: State of Oregon, December 2018 Revenue Forecast

<sup>2</sup> Oregon State (n.d.). Statewide Transit Tax. Retrieved January 17, 2019 from <https://www.oregon.gov/DOR/programs/businesses/pages/statewide-transit-tax.aspx>

<sup>3</sup> Oregon Society of Certified Public Accountants. (2017, August 25). HB 2017. Retrieved January 17, 2019, from <https://www.orcpa.org/news-resources/60:hb-2017-transportation-funding-bill-creates-new-payroll-tax/article>

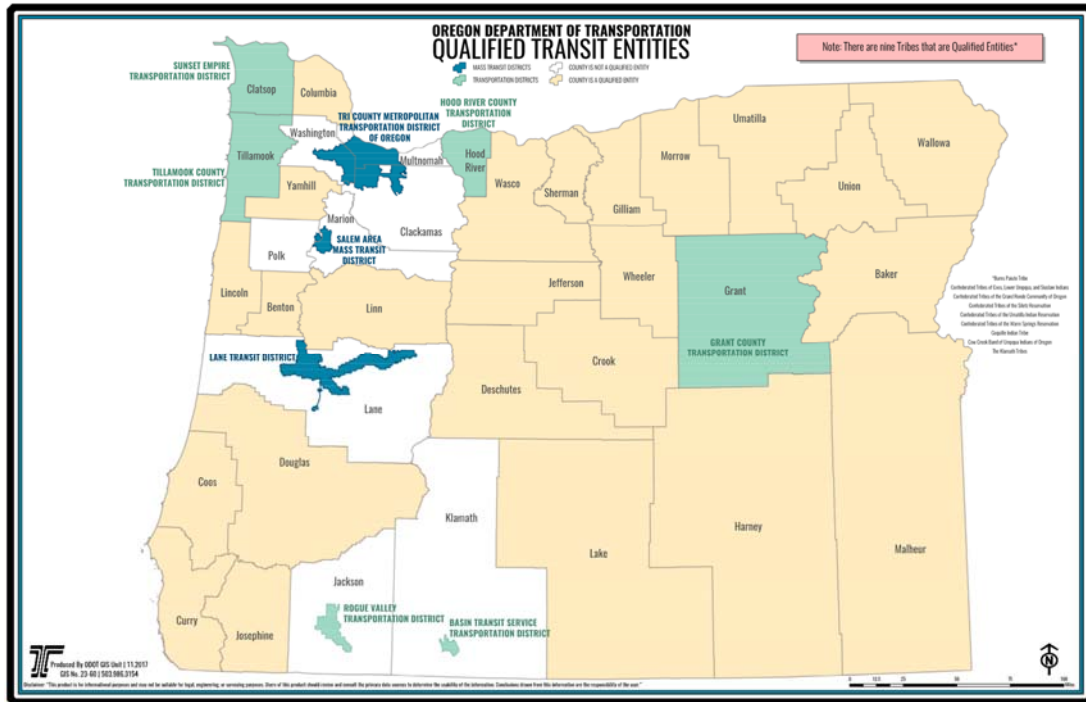
<sup>4</sup> Oregon State (n.d.). Revenue Forecast. Retrieved January 17, 2019 from <https://www.oregon.gov/ODOT/Data/Documents/Revenue-Forecast-New-HB2017-Tax-Programs.pdf>

<sup>5</sup> Oregon State (n.d.). Revenue Forecast. Retrieved January 17, 2019 from <https://www.oregon.gov/ODOT/Data/Documents/Revenue-Forecast-New-HB2017-Tax-Programs.pdf>

<sup>6</sup> Oregon State (n.d.). Qualified Transit Entities. Retrieved January 17, 2019 from [https://www.oregon.gov/ODOT/RPTD/RPTD%20Committee%20Meeting%20Documents/07\\_Qualified\\_Transit\\_Entities\\_11072017.pdf](https://www.oregon.gov/ODOT/RPTD/RPTD%20Committee%20Meeting%20Documents/07_Qualified_Transit_Entities_11072017.pdf)

WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 3-3 Qualified Entities in Oregon, 2017



Source: State of Oregon, 2017 Qualified Transit Entities

## CORVALLIS TRANSPORTATION MAINTENANCE FEE (TMF)

Started in 2006, the Transportation Maintenance Fee (TMF) is applied to all residents and businesses monthly on the city services bill, along with the water, wastewater and storm water fees. The amount of the charge is based on the amount of traffic and the traffic model adopted from the Institute of Traffic Engineers.<sup>7</sup> This fee is the result of an assessment led by the mayor and the Corvallis City Council. The mayor organized the stakeholder groups to formulate solutions for financing the street maintenance services. Besides cutting off the services by over \$350,000 annually, the groups decided that a transportation maintenance fee was necessary. The fee was supposed to sunset in June 2011, but it was extended with some adjustments.<sup>8</sup>

The City Council is in charge of managing and collecting the fee. The fee is originally estimated to generate \$420,000 per year. Nearly one third would go to pavement preservation activities (overlays) on arterial and collector streets and the other two thirds would be used to reconstruct portions of Western and Walnut Boulevards. With the changes made in 2011, TMF revenue are all used to preserve pavement on local, arterial, and collector streets. Street reconstruction uses revenue from other sources.<sup>9</sup>

Before TMF, the main resource for street maintenance was the State Gas Tax. This tax was collected by the State Legislature and has been remained steady for more than 12 years. However, due to the community expansion and increasing costs of materials and labor, the street maintenance became more expensive.<sup>10</sup> Besides TMF, the current Street Fund also includes intergovernmental revenue, the transportation maintenance fee and charges for services.<sup>11</sup>

---

<sup>7</sup> City of Corvallis (n.d.). Transportation Maintenance Fee. Retrieved January 18, 2019, from <https://www.corvallisoregon.gov/publicworks/page/transportation-maintenance-fee>

<sup>8</sup> City of Corvallis (n.d.). Transportation Maintenance Fee. Retrieved January 18, 2019, from <https://www.corvallisoregon.gov/publicworks/page/transportation-maintenance-fee>

<sup>9</sup> City of Corvallis (n.d.). Transportation Maintenance Fee. Retrieved January 18, 2019, from <https://www.corvallisoregon.gov/publicworks/page/transportation-maintenance-fee>

<sup>10</sup> ORcities (n.d.). Corvallis Newsletter. Retrieved January 18, 2019, from <http://www.orcities.org/Portals/17/A-Z/CorvallisTMFnewsletter2.pdf>

<sup>11</sup> <https://archives.corvallisoregon.gov/public/0/edoc/964495/City%20of%20Corvallis%20CAFR%202017.pdf>

## GOLDEN GATE BRIDGE TOLLING FEE

The toll is located at the Southbound lanes of the Golden Gate Bridge and charge only on the traffic that comes into San Francisco. This is the major revenue collected and managed by the Golden Gate Bridge, Highway and Transportation District. The revenue subsidizes the Bus and Ferry Divisions and their capital and operation needs. Two standards apply to the toll rates: Pay-By-Plate and FasTrak Toll. From 2000 to the present, the toll rate has nearly tripled.<sup>12</sup>

The Golden Gate Bridge, Highway and Transportation District is responsible for collecting the fee and its management. The District is governed by the Board of Directors, which is made up of 19 members appointed by San Francisco, Marin County, Sonoma County, Napa County, Mendocino County, and Del Norte County. The actual toll revenues during FY 17/18 is 146,567,882. The increase in the revenue from FY 17/18 to the present is 3.7%. This bump in actual revenue mainly comes from the increase in the toll revenue. Besides that, there is also a 1.1 million increase in other operating income and \$2.2 million increase in State and Federal Operating Assistance.<sup>13</sup> The District also oversees the Bus and Ferry Divisions. The toll revenue subsidizes the Bridge operations and Bus and Ferry Divisions, which help reducing the congestion in the U.S. Highway 101.

Figure 3-4 Revenue Golden Gate Bridge, 2016-2019

Revenues	FY 16/17 Actual	FY 17/18 Budget	FY 17/18 Actual	FY 18/19 Adopted Budget
Toll Revenues	\$143,028,555	\$146,600,000	\$146,567,882	\$151,688,500
Transit Fares	\$35,417,752	\$37,525,000	\$36,398,898	\$37,400,200
Other Operating Income	\$5,427,767	\$5,248,800	\$5,903,770	\$5,984,600
State Operating Assistance	\$18,737,122	\$18,570,100	\$16,510,119	\$18,319,800
Federal Operating Income	\$231,647	\$387,800	\$34,575	\$383,000
Contract Revenue (MCTD)	\$10,209,962	\$9,800,200	\$10,581,277	\$10,435,000
Investment Income	\$1,969,370	\$2,500,000	\$2,214,782	\$2,000,000
<b>Total Revenues</b>	<b>\$215,022,175</b>	<b>\$220,631,900</b>	<b>\$218,211,303</b>	<b>\$226,211,100</b>
<b>Percent Change</b>		<b>2.6%</b>	<b>-1.1%</b>	<b>3.7%</b>

Source: Golden Gate Bridge, Highway and Transportation District Adopted Budget FY 2018-2019

During the last four years, tolls have been increasing at a rate of \$0.25 per year. This rate was implemented according to the April 2014 toll increase plan. Marin residents will bear more burden of the increasing toll, since they make up about 40% of the crossing, followed by 23% of San Francisco residents and 11% of Sonoma residents. The president of the Coalition of Sensible Taxpayers expressed a deep concern on how average workers are going to pay for the cost of commute.<sup>14</sup> Separate from other transit operation systems, the District only relies on the toll

<sup>12</sup> <http://goldengatebridge.org/research/GGBTraffToll.php>

<sup>13</sup> <http://goldengate.org/organization/documents/budget-fy18-19.pdf>

<sup>14</sup> <https://www.mercurynews.com/2018/05/18/golden-gate-bridge-toll-increases-likely-again-amid-rising-deficits/>



## WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

revenue to support the bus and ferry systems. No direct property tax, sales tax measures or dedicated general funds is directly subsidizing the transit system. The District also receives \$18,320,000 from State Operating Assistance, \$383,000 from Federal Operating Income, and \$2,770,000 from Local Operating Assistance in FY 18/19 budget.<sup>15</sup>

---

<sup>15</sup> <http://goldengate.org/organization/documents/budget-fy18-19.pdf>

## SAN DIEGO I-15 EXPRESS LANE TOLL

The I-15 Express Lane charges individual riders a tolling fee to use the Express Lane. The San Diego Association of Governments (SANDAG) is responsible of collecting and managing this tolling revenue. The revenue is used to improve transit services along the corridor.

The express toll service along an eight-mile section of I-15 started in the late 1990s and expanded to 20-mile in 2004. This Express Lane is between State Route 78 in Escondido and State Route 163 in San Diego. I-15 innovatively uses dynamic pricing system to charge the passing vehicles. The system adjusts toll rates based on traffic levels and speed. The rate starts at \$0.50 per trip, and the cap is at \$8.00. In 2012, the customers pay an average of \$1.25 per trip. Given the option to travel in the Express Lane for free with more than one person in the car, people are highly motivated to carpool.<sup>16</sup>

After the project completion, the I-15 Express Lane is able to assist more riders and increase their satisfaction. The I-15 Express Lane project was completed in 2012. The project was under budget and one year ahead of the plan. Due to the expansion, the Express Lane has traffic volume around 60,000 vehicles per day. In 2015, the I-15 Express Lane reported a 15 percentage of increase in traffic volume.<sup>17</sup> In a survey conducted by SANDAG during 2015, the riders of the I-15 Express Lane increased their satisfaction from 7.82 to 8.31 on a scale of one to ten.<sup>18</sup>

SANDAG is responsible for collecting and managing this revenue. The toll revenue directed to transit agencies amounts to about \$1 million each year since the early 2000s. The revenue is used to improve transit services along the corridor such as maintaining the Express Lanes, supporting congestion relief projects, and operating the movable barrier in the lane.<sup>19</sup>

---

<sup>16</sup> [https://www.ibtta.org/sites/default/files/documents/IBTTA%20Publications/SmartMove\\_SANDAG.pdf](https://www.ibtta.org/sites/default/files/documents/IBTTA%20Publications/SmartMove_SANDAG.pdf)

<sup>17</sup> <https://www.ibtta.org/record-breaking-year-toll-facilities-number-trips-pace-double-next-10-years-0>

<sup>18</sup> [https://www.sandag.org/uploads/committeeid/committeeid\\_75\\_24085.pdf](https://www.sandag.org/uploads/committeeid/committeeid_75_24085.pdf)

<sup>19</sup> <http://www.dot.ca.gov/d11/15express/>

## SAN FRANCISCO TRANSIT IMPACT DEVELOPMENT FEE

Transit Impact Development Fee (TIDF) or Transportation Sustainability Fee (TSF), an example of City-Wide Impact Fees, applies to the case of construction of new buildings, conversion of large space, and creation of more than 21 dwelling units. TIDF/TSF is collected by the Department of Building Inspection. The fee is held by the Treasurer of the City and County of San Francisco. The fee is used to mitigate the impacts of new development on the City's public transportation system.

The impact fees are intended to reduce the impacts on public services, infrastructure, and facilities introduced by any new development. The impact fees are separate from the application fees that cover the cost of proposal review.<sup>20</sup> Impact fees also vary by types: 'City-Wide Impact Fees' are applicable throughout the city; 'Neighborhood-Specific Impact Fees' only exist in particular neighborhoods; 'Elective Impact Fees' only appear when the builders try to meet a certain Planning Code. As one of the city-wide impact fees, Transit Impact Development Fee (TIDF) mitigates the impact generated by non-residential uses on the transit system. It applies to the construction of new buildings and conversion of more than 800 square feet spaces. This fee is being replaced by Transportation Sustainability Fee (TSF), which addresses the impact by all uses instead. In addition, TIDF also applies to the creation of more than 21 dwelling units.<sup>21</sup>

For all impact fees in general, the Planning Department is in charge of fee calculation and the Department of Building Inspection (DBI) would collect all the fees.<sup>22</sup> Collection of the TIDF/TSF would be held by the Treasurer of the City and County of San Francisco. According to FY2014-15 & FY2015-16 Biennial Development Impact Fee Report, TIDF was amount to \$37,468,397 and TSF was amount to \$138,625 during FY2015-16.<sup>23</sup> It would be distributed to:

- “used to increase revenue service hours reasonably necessary to mitigate the impacts of new non-residential development on public transit and maintain the applicable base service standard, including, but not limited to: capital costs associated with establishing new transit routes, expanding transit routes,”
- “increasing service on existing transit routes, including, but not limited to, procurement of related items such as rolling stock, and design and construction of bus shelters, stations, tracks, and overhead wires; “
- “operation and maintenance of rolling stock associated with new or expanded transit routes or increases in service on existing routes;”
- “capital or operating costs required to add revenue service hours to existing routes; and related overhead costs.”<sup>24</sup>
- When it is replaced by TSF, the fund may be used to:
  - “transit capital maintenance projects, transit capital facilities and fleet, and complete streets (pedestrian and bicycle) infrastructure. These expenditures may include, but are not limited to: capital costs associated with establishing new transit routes, expanding transit routes,”

<sup>20</sup> <https://sf-planning.org/impact-fees>

<sup>21</sup> [http://default.sfplanning.org/publications\\_reports/DirectorsBulletin01\\_Impact\\_Fees-April2016.pdf](http://default.sfplanning.org/publications_reports/DirectorsBulletin01_Impact_Fees-April2016.pdf)

<sup>22</sup> <https://sf-planning.org/impact-fees>

<sup>23</sup> <https://sfcontroller.org/sites/default/files/Documents/Budget/FY2014-15%20&%20FY2015-16%20Biennial%20Development%20Impact%20Fee%20Report.pdf>

<sup>24</sup>

[http://library.amlegal.com/nxt/gateway.dll/California/planning/article4developmentimpactfeesandproject?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$anc=JD\\_411A](http://library.amlegal.com/nxt/gateway.dll/California/planning/article4developmentimpactfeesandproject?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_411A)

- “and increasing service on existing transit routes, including, but not limited to, procurement of related items such as rolling stock, and design and construction of bus shelters, stations, tracks, and overhead wires;”
- “capital or maintenance costs required to add revenue service hours or enhanced capacity to existing routes; capital costs of pedestrian and bicycle facilities, including, but not limited to, sidewalk paving and widening, pedestrian and bicycle signalization of crosswalks or intersection, bicycle lanes within street right-of-way, physical protection of bicycle facilities from motorized traffic, bike sharing, bicycle parking, and traffic calming.”<sup>25</sup>

The collection generates a debate over the appropriateness of the fee involving multiple stakeholders such as developers, transit and bicycle advocates, business advocates, nonprofit hospitals representatives, the Planning Department, and San Francisco Municipal Transportation Agency. Transit advocates are calling for higher fees. Nonprofit hospitals are worried about their exemption status from the fee increase. Developers strongly urge the city to reconsider the increase, since the current impact fee is already on the edge and additional charge will push back the development of new commercial and housing space.<sup>26</sup>

---

<sup>25</sup>[http://library.amlegal.com/nxt/gateway.dll/California/planning/article4developmentimpactfeesandproject?f=temp&lat=37.7749&lon=-122.4214&fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$anc=JD\\_411A](http://library.amlegal.com/nxt/gateway.dll/California/planning/article4developmentimpactfeesandproject?f=temp&lat=37.7749&lon=-122.4214&fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_411A)

<sup>26</sup> <http://www.sfexaminer.com/debate-rolls-on-over-development-impact-fee-sweet-spot-for-muni/>

## MASSACHUSETTS TRANSPORTATION NETWORK COMPANY FEE

Beginning in 2016, Transportation Network Companies (TNC) pay a \$0.20 per trip fee statewide in Massachusetts. TNC collect the fee and the fee goes into the Infrastructure Enhancement Trust Fund supervised by the TNC Division under the Department of Public Utilities. The TNC Division distributes 50% of the fund to trip-originating cities or towns infrastructure, 25% to taxi industry assistance, and 25% to Commonwealth Transportation Fund.

A \$0.20 per trip fee is charged to TNC for every ride originated within a city or town in Massachusetts. Rather than the riders or drivers, this fee particularly applies to the companies. In addition to the per trip fee, the companies also need to pay some apportioned share of TNC oversight expenses to the TNC Division under the Department of Public Utilities (DPU).

The \$0.20 per-ride fee is collected by TNC and goes into the Transportation Infrastructure Enhancement Trust Fund (the Fund). The trustee of the Fund is the director of the TNC Division.<sup>27,28</sup> The total collection of the Fund is not disclosed by the State. However, an estimation could be reached by using the ride information shared by the Division. During 2017, nearly 64.8 million rideshare trips originated in Massachusetts. In Boston alone, 34.9 million trips originated. By a rough calculation, 12.96 million dollars would be collected statewide and 6.98 million dollars was collected in Boston.<sup>29</sup> In terms of allocation, the Division:

- “proportionately distribute  $\frac{1}{2}$  of the amount received from the fund to a city or town based on the number of rides from the previous calendar year that originated within that city or town to address the impact of transportation network services on municipal roads, bridges and other transportation infrastructure or any other public purpose substantially related to the operation of transportation network services in the city or town including, but not limited to, the complete streets program established in section 1 of chapter 90I of the General laws and other programs that support alternative modes of transportation;”
- “distribute  $\frac{1}{4}$  of the amount collected to the Massachusetts Development Finance Agency established in section 2 of chapter 23G of the General Laws to provide financial assistance to small businesses operating in the taxicab, livery or hackney industries to encourage the adoption of new technologies and advanced service, safety and operational capabilities and support workforce development.”
- “distribute  $\frac{1}{4}$  of the amount collected to the Commonwealth Transportation Fund.”<sup>30</sup>

Besides the per ride fee, the TNC Division also charges TNC the oversight expenses. The Division calculates the cost generated by reviewing the TNC permit application, permit renewal, and background check clearance certificate. The final amount is determined by the Secretary of Administration and Finance.<sup>31</sup> According to each TNC’s annual intrastate operating revenue, the Division will charge each TNC accordingly to support the division’s activities.

TNC contested this extra fee. In particular, TNCs do not like to see that the revenue generated is going to support their competitor, the taxi industry. Taxi owners, on the opposite, believe that the

<sup>27</sup> [https://www.sfcta.org/sites/default/files/content/Planning/TNCs/TNC\\_regulatory\\_020218.pdf](https://www.sfcta.org/sites/default/files/content/Planning/TNCs/TNC_regulatory_020218.pdf)

<sup>28</sup> Department of Public Utilities Annual Report 2016

<sup>29</sup> <https://www.reuters.com/article/us-massachusetts-uber/massachusetts-to-tax-ride-hailing-apps-give-the-money-to-taxis-idUSKCN10U1ST>

<sup>30</sup> <https://malegislature.gov/Laws/SessionLaws/Acts/2016/Chapter187>

<sup>31</sup> <https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXXII/Chapter159A1~2/Section3>

law is not stringent enough and should go even further, such as banning the start-up companies unless they could meet the taxi requirements.<sup>32</sup> The funds must be used “to address the impact of transportation network services on municipal roads, bridges and other transportation infrastructure or any other public purpose substantially related to the operation of transportation network services in the city or town including, but not limited to, the complete streets program and other programs that support alternative modes of transportation.” St. 2016, c. 187, § 8(c)(i).

---

<sup>32</sup> <https://www.reuters.com/article/us-massachusetts-uber/massachusetts-to-tax-ride-hailing-apps-give-the-money-to-taxis-idUSKCN10U1ST>

## MINNESOTA MOTOR VEHICLE SALES AND LEASE TAXES

Motor vehicle sales tax is a 6.5% sales tax that applies to customers during the purchases of motor vehicles. Additionally, the lease of a motor vehicle is subject to the general sales tax of 6.875% imposed under Minnesota Statutes, chapter 297A. At the time of transactions, the tax is collected by the Driver and Vehicle Services Division under the Department of Public Safety. The revenue goes into the Total Highway User Tax Distribution Fund (HUTD) under the Department of Transportation (MnDOT); however, a small percentage of those revenues (approximately 7%) is deposited in the Transit Assistance Fund. These monies are also supplemented with other general funds to support statewide transit funding.

When one purchases or leases a motor vehicle in the state of Minnesota, either a vehicle sales or lease tax applies. There is no exception regardless of the seller’s status as a dealer, leasing company, individual, or other business. Price includes but not limits the cost incurred due to rustproofing, undercoating, preparation, and transportation. Rebates are deductible from the taxable price. Purchases by federal government, non-profit, and public school are usually exempted from the tax.<sup>33</sup> Figure 3-5 summarized actual and forecasted revenues flowing to transit. The Transit Assistance Fund supports state investment in both capital and operational needs of local agencies.

Figure 3-5 MnDOT Transit Funding, 2016-2023

	Actual			Forecast				
	FY16	FY17	FY18	FY1	FY20	FY21	FY22	FY23
<b>General Fund</b>	\$20	\$20	\$0	\$18	\$17	\$17	\$17	\$17
<b>Transit Assistance Fund</b>								
<b>Motor Vehicle Sales Tax</b>	\$29	\$30	\$31	\$33	\$34	\$37	\$38	\$40
<b>Motor Vehicle Lease Tax</b>	\$29	\$33	\$37	\$37	\$38	\$40	\$42	\$43
<b>Total Funding</b>	\$77	\$83	\$68	\$87	\$90	\$94	\$97	\$100

Source: Department of Transportation Financial Snapshot, Fiscal Year 2019

<sup>33</sup> <https://dps.mn.gov/divisions/dvs/forms-documents/Documents/SalesTax.pdf>

## SEPTA PHILADELPHIA VALUE CAPTURE

Value capture aims to account for the value of financial benefits received by property owners or developers as a result of infrastructure improvements, and to use these revenues to fund such improvements. Generally, there are roughly nine common value capture strategies, including land value taxes, tax increment finance, special assessment districts, transportation utility fees, development impact fees, negotiated exactions, joint development, development rights, commercial or land leases.

In Philadelphia, the Southeastern Pennsylvania Transportation Authority (SEPTA) has entered into lease arrangements with tenants for retail spaces in its stations, as well as office leases on the building it owns. On the retail side, SEPTA leases out dozens of storefronts on property it owns. Those properties are concentrated at the Suburban Station, a massive underground complex that occupies four city blocks in downtown Philadelphia. Proceeds from these leases are used to maintain and upgrade public concourses and passageways at its transit facilities.

The leases had been a point of contention with the City of Philadelphia. Since at least 1978, the city contended that SEPTA owed them for back taxes on properties it leased to commercial businesses at sites throughout Philadelphia. Through 2014, SEPTA had a total bill of \$22 million in delinquencies, interest, and fines. However, in 2014, the city dropped its fight to collect the taxes. Exact figures on the amount the leases generate is not reported by SETPA. At a summary level, commercial leases, parking lot revenue, and advertising generate approximately \$35 million a year in 2018.



# 4 Assessment and Evaluation of Funding Sources

## OVERVIEW

### **Declining Federal Funding Pushes More Responsibility to States and Locals**

Infrastructure funding comes from a mix of federal, state, and local funding mechanisms and programs. Tracking the path by which money from funding sources eventually gets to a local transit agency for spending on capital and facilities is complicated. For example, some federal sources are allocated to the state or regional level and others are awarded to specific projects at the local level. In broad terms, (1) most federal funding finds its way to the region through WSDOT or regional agencies, and (2) most state funding is allocated to specific transit funding accounts. Funding for transit can come from a variety of sources. State legislatures can choose to appropriate operating and capital funds in each budget cycle. They can also dedicate revenue streams from particular funding sources. They can also grant more local taxing authority.

Local transit providers desire federal and state funding for capital because it allows the agency to leverage existing revenues to deploy more transit service and reduce the need to increase taxes. The federal government has relatively fewer dollars available to support transit capital needs than it has in the past. What money is available is typically awarded on a discretionary basis making those program monies more competitive for local transit agencies. States face a difficult task in providing funding for future transportation needs—this includes both roadway and transit needs. Despite its vital importance, investments in transit capital are stymied because states have difficulty committing the resources.

### **Replacement and Expansion Needs Have Fallen on Local Taxpayers**

But even with modest levels of federal and state funding, local transit agencies usually need their own sources of revenue to provide the system they want (and to have funds to match federal and state funding programs). Local transit agencies increasingly fund new transportation projects through taxes or fees that apply only in their own local jurisdiction. Local-option taxes have benefit and drawbacks. Residents tend to be more supportive of paying for services in their own area, yet localized taxation is limited by narrower base for these taxes makes that makes more difficult to raise significant revenue without high rates. High rates in turn raise questions about fairness and the economic competitiveness of local tax structures.

As documented in this report, demands for transit capital will grow sharply in the future, and funding must become better targeted to future needs. This section discusses alternative pathways for lawmakers to create new dedicated revenues as long-term solutions to transit capital funding that simultaneously improve market efficiency and reduce social costs. The approaches discussed below could be applied either state-wide or only in the jurisdictions near transit. Regardless of

whether they are collected at the state or local level, significant dedicated capital revenues can insulate transit budgets from short-term shocks while also allowing for more local tax dollars to be committed to providing service.

## FUNDING FRAMEWORK AND DEFINITIONS

This section describes definitions, principles, and concepts that are typical in evaluations of public finance. It concludes by describing how they are applied in this study.

### Sources, Mechanisms, and Programs

“Source,” “mechanism,” and “program” are terms that are often used interchangeably when discussing funding. The report tries to use each term to cover a slightly different concepts relevant to thinking about transit capital funding:

- A source is the entity that pays for the funding. We look at sources of funding two different ways: (1) the unit of government that provides funding directly to a project (government source), and (2) the group of persons or businesses that pay the money to the government (the ultimate source). The FTA, WSDOT, Washington State businesses and households, and transit riders are all examples of potential sources of funding.
- A mechanism (also called a tool) is the method that is used to charge persons or businesses (i.e., to charge certain sources) to generate the funding. Examples of funding mechanisms include gas taxes, vehicle registration fees, and transit fares. As noted above, for local governments a funding mechanism is how money gets collected; a fund is an accounting bucket to which the money gets allocated so that it can be properly managed.

A program is an ongoing, well-defined approach for funding or spending a specific sum of money, usually with a specified funding source, and with clear rules on what projects can receive funding, and what dollar amounts those projects can receive. The FTA Small Starts Program or WSDOT Regional Mobility Grants are examples of a funding program.

### Funding vs. Financing

The terms “funding” and “financing” are often used interchangeably, but there is an important difference. This report is concerned with issues of funding. Providing transportation facilities and services costs money, and somebody has to pay those costs. The ultimate source of revenue for these costs is funding. Funding comes from households and businesses that pay taxes and fees. This revenue provides various levels of government money to build and maintain the surface transportation system, and to operate programs that improve mobility. Examples of funding mechanisms are tolls, fuel taxes, registration fees, impact fees, and property taxes.

For each of these mechanisms, one can determine who is paying. When the funds for transportation costs are borrowed and paid back over time, then these costs have been financed. Public agencies finance costs for the same reasons that households and businesses do—to reduce the current out-of-pocket costs by spreading out payments over time (e.g., financing a housing purchase with a home mortgage—the funding to pay the mortgage over time typically comes from the homebuyer from income received from a job). The ultimate source of funding for financed costs is not the financing instrument itself—e.g., bonds—but rather the revenue sources used to repay the borrowed funds.

There are other sources of definitional confusion. One is that “funding” is not the same as “a fund.” For budgeting and accounting, local governments create funds for specific transportation purposes. These funds draw on funding from many different sources and mechanisms. State fuel tax allocations may be divided by local governments into their own unique sets of funds for capital, maintenance, and operations. Another confusion is that it is common practice to refer broadly to any technical work on revenues and costs as financial analysis.

That said, this report is about funding. Once the state has more refined information about the specific projects, the estimated costs, and of preferred existing and new funding mechanisms, it can develop a more detailed funding strategy, including details of implementation and financing.

## CRITERIA TO EVALUATE FUNDING SOURCES

### Principles for Assessing Revenue Options

This report assumes the state will want to maximize the amount of funding it can obtain from federal sources, so it can reduce the burden on state and local funding for transit capital. For local and state funding mechanisms, there are tradeoffs and decisions to be made, and some evaluation of the relative performance of funding mechanisms should be done to inform decisions by elected officials regarding expanded or new funding mechanisms dedicated to transit capital.

This section identifies and defines key funding evaluation criteria for the JTC and illustrates how each funding source could be evaluated in quantitative or qualitative terms. For any funding mechanism there are tradeoffs and local decisions to be made, and an assessment of the relative performance of funding mechanisms should be done to inform decisions by elected officials regarding expanded or new funding mechanisms.

This report uses five criteria based on experience with similar projects in other jurisdictions, and the specific needs of the JTC: (1) legislative context, (2) capacity, (3) efficiency, (4) fairness, and (5) economic competitiveness. Ultimately, the nexus between the funding mechanism and transit will be determined by the select evaluation criteria and the specific infrastructure needed to improve transit performance.

### Legislative Context

If a funding mechanism is prohibited by state statute or needs additional legislation for implementation, then there is a large administrative hurdle to overcome from the start. All the benefits of a funding mechanism are not achievable if the mechanism is not legal or cannot become legal within the desired timeframe. Even for mechanisms that are legal, there is still the important question of whether the mechanism has detailed and complicated legislative requirements that would (1) require a lot of work and cost to implement the mechanism; (2) raise the likelihood of legal challenge; (3) raise the likelihood that any legal challenge would actually be successful; or (4) reduce political acceptability by adding uncertainty and cost to the implementation process. If the mechanism is not legal and is too hard to make legal in the time available, or is too complicated to implement because of legal requirements, then remove the mechanism from the list of ones meriting further consideration. Evaluation will be binary, either yes or no, with some discussion.

### Funding Capacity

Capacity evaluates how much revenue the mechanism can generate. The amount any mechanism can raise is directly tied to the base on which a rate is charged, and on the rate imposed. Though the base may appear fixed (e.g., a city limit does not change often or much), it can be changed by policy (e.g., creating a service district; changing the definition of the people or properties included in the base). Evaluation would be quantitative, measured by the estimated annual revenues by size of the tax needed to fund transit capital needs.

### Efficiency

In addition, this category covers other items related to creating and maintaining net revenues (net of collection costs). The efficiency category is divided into four subcategories: (1) timing, (2)

administrative ease, and (3) stability/predictability. Evaluation will be qualitative, using a relative ranking approach appropriate to each element.

- **Timing.** Timing considers at what point revenues will become available. Mechanisms that do not provide revenue until after private development occurs, such as tax increment financing, may be ill suited to fund up-front construction costs.
- **Administrative ease.** As is the case with all government funding sources, the costs incurred by collecting, monitoring, and enforcing taxes and fees are a drain that should be minimized. Revenue that is easier and cheaper to collect is preferable to those that require elaborate and costly mechanisms to implement. As part of the cost, administration of a funding mechanism affects the bottom line. Administrative ease measures the portion of gross revenues that will be spent on administration. The easier it is to administer the mechanism, the more of the gross revenue collected will be available as net revenue for capital or operations and maintenance. Increasing the rate of an existing funding mechanism is often easier (less expensive) to administer than a new mechanism. The same is true of tying, when possible, a local addition to a larger regional or state funding source.
- **Stability and predictability.** It is important for transportation planning to have a stable and predictable source of funds. This criterion identifies if the mechanism is likely to avoid large fluctuations each year, and whether the revenue forecasts are generally accurate. The more stable a mechanism, the more it can be assumed to contribute constant revenues over time and allow for long-term planning.

## Fairness and Equity

There are two types of fairness or equity issues described below. Horizontal and vertical element address issues of fairness across socio-economic groups. Geographic tax burden examines how a revenue approach might change the mix of funding sources (e.g., local vs state sources).

### Horizontal and Vertical Equity

Equity, also referred to as fairness, can be defined in many ways. In the context of transportation funding, a key question related to fairness is “who pays?” A standard definition of fairness in public finance is that the charges that fund the transportation system be tied to the users who receive benefits from (or impose costs on) the transportation system, unless they are in groups that have been singled out for special treatment (typical categories: low income, elderly, physically disadvantaged).

That definition makes it clear why fairness is a judgment (normative) call: it depends on perspective. One person might judge a funding mechanism fair because users pay; another person may judge the same mechanism unfair because many users have low incomes and society should be providing them those services at less than full cost.

For example, low-income residents in Washington State pay a higher share of their income in taxes compared to higher income individuals. Thus, revenue sources such as a sales tax place more burden on lower income individuals. Improvements in transit service may also benefit low-income individuals more than higher income individuals. This is a type of vertical equity. Horizontal equity is based on the idea that those who have the same amount of wealth, or similar levels of income, should be taxed at the same rate as others within that same income bracket.

Additionally, there are other questions related to fairness include: Do both businesses and residents have to pay? Are certain entities or groups of people that benefit from the improvement exempt from paying? Are costs proportional to one's ability to pay (as measured by income, or value)? Are certain groups (such as the elderly, or low-income) protected from undue financial burdens? While all of these questions have merit, it is recommended that JTC focus on the first definition of fairness described above: are the charges that fund the improvement tied to the users who receive benefits from (or impose costs on) the improvement? Evaluation would be qualitative, using a relative ranking approach.

### **Geographic Tax Burden Fairness**

Transit agencies derive the majority of their revenues from tax and fare sources. Fares are a form of user fees since they are only paid by the transit users. For the most part, fares are form of local revenues since the transit system principally serves local residents. Taxes come from three different geographic areas: federal, state, and local. Over time, and documented in this chapter, local taxes are increasingly bearing the cost of funding transit operations and capital funding. Evaluation of this issue will examine how a revenue approach might change the mix of funding sources. Having multiple sources of funding for transit is preferable to just one large source. Diversifying agency revenue sources protects transit systems from fluctuations in the economy that might hit one particular revenue source harder than others.

### **Economic Competitiveness**

Similar to equity, economic competitiveness looks at who bears the burden of the funding mechanism at a jurisdictional and commercial level. A tax system needs to reflect the realities of competing in a global economy, and localities should not place themselves at a distinct comparative disadvantage relative to other areas. While certain businesses or localities benefit from transportation improvements, the application of a funding mechanism may result in unforeseen economic impacts depending on the relative burden. Things to consider: Are rates higher/lower than comparative areas? Are there broad bases with low rates, minimizing exemptions? Do they rely on taxing mobile factors of production? Is one commercial sector more affect than another? Evaluation would be qualitative using a relative ranking approach.

## TRANSIT CAPITAL FUNDING COSTS

### Planned and Expansion Costs for the State’s Transit Agencies

For all many large transportation projects—transit capital projects included—it is typical for projected costs to exceed funding from the federal government. The difference is the funding gap, which will probably need to be filled by state and local sources. Thus, the purpose of this report is to (1) identify planned capital Planned Replacement and Preservation Costs and Planned Expansion Costs, and (2) identify and evaluate potential funding sources that could be used to create more capital funding capacity so that existing local sources can be dedicated to service delivery.

Figure 4-1 below summarizes estimated capital Planned Replacement and Preservation Costs and Planned Expansion Costs. As part of this study, Nelson\Nygaard has completed a planning level analysis on the cost of each for all 31 transit agencies. The below table shows their estimates for 2019-2028 1) status quo funding, 2) replacement and preservation costs, and the estimated costs and funding gaps for Moderate Expansion and Planned Expansion.

Figure 4-1 Summary of Capital Funding – 10-year Estimates Planned Replacement and Preservation Costs and Planned Expansion Costs

Agency Classification	Projected Status Quo Capital Funding	Planned Replacement and Preservation Costs	Moderate Expansion and Replacement Costs	Moderate Expansion Funding Gap	Planned Expansion and Replacement Costs	Planned Expansion Funding Gap
King County Metro	\$1,760	\$1,250	\$2,431	\$671	\$3,700	\$1,940
Urban	\$741	\$480	\$1,092	\$351	\$1,750	\$1,009
Small Urban	\$288	\$272	\$323	\$35	\$378	\$90
Rural	\$130	\$102	\$126	-\$4	\$152	\$22
Statewide	\$2,919	\$2,104	\$3,972	\$1,053	\$5,970	\$3,060

Note: All figures in millions

Source: Nelson\Nygaard

This study does not analyze any given agency’s financial capacity to fund some or all of the capital improvement needed to fully implement their needs. Instead, the analysis considers different levels of funding approaches. These include the following as defined by Nelson/Nygaard earlier in this report. They are show below over a 10-year planning period.

Figure 4-2 Summary of Capital Funding – Funding Scenarios

Scenario	10-Year Cost	Average Annual-Year Cost
Status Quo	\$2,929	\$293
Replace Vehicles beyond ULB	\$503	\$50
Moderate Expansion	\$3,972	\$397
Planned Expansion	\$5,970	\$597

Note: All figures in millions

Source: Nelson\Nygaard

It is important to note that funding can come from new sources of transit capital funding (not necessarily new sources of revenue though).

## APPROACHES FOR EXPANDING SOURCES, TOOLS, AND PROGRAMATIC FUNDING FOR TRANSIT CAPITAL

Based on national experience and a review of funding options, a long list of potential funding approaches, sources, and mechanisms that could be used for capital funding were identified and then evaluated those mechanisms against the criteria described above with input from JTC staff and the project workgroup team. It eliminated funding sources with little practical applicability for the State considering the issues contemplated in this study. The assessment then conducted a more thorough evaluation of the remaining mechanisms described below.

State and local mechanisms for funding transit funding are those that can be applied at the city, county, regional, or state level. These mechanisms can typically be put into action without needing federal approval, though many require the approval of local voters or direct legislative action to enable them. The obvious tradeoff for any level of government is the ability to implement the mechanism and generate revenue within its control balanced against the burden of the payments that generate the revenue that fall directly on taxpayers, households, and businesses.

Sources can take a variety of forms, with varying levels of revenue-generating capability and usefulness and varying effects on different groups. This section groups funding approaches into three broad sources that consider either specific tax tools or programmatic approaches to funding transit capital. They are:

- **Expand Local Sources Through Funding Tools.** This approach covers the remaining capacity in the existing sales tax as well options for expanding the use of tax mechanisms enabled by current state legislation.
- **Increase State Sources Through Dedicated Taxes.** This approach covers new tax revenues resulting from the creation of new taxing authority.
- **Increase State Sources Through Allocated Funding.** This approach discusses enhancements to the state's programmatic approach to funding transportation through the transportation revenue packages.

Note that all of the funding mechanisms included in this assessment are public ones: ultimately supported by some combination of taxes, fees, and other charges. While the ultimate source of funding for these tools may be the private sector, the funds are collected through an official mechanism that is administered by the public sector. An alternate approach is to have the private sector directly fund a project (in part or whole) in a public-private partnership. This assessment does not address the various ways the public-private partnerships can be structured for transit capital.

### EXPAND LOCAL SOURCES THROUGH FUNDING TOOLS

This approach covers the remaining capacity in the existing sales tax, as well options for expanding the use of tax mechanisms enabled by current state legislation.

#### Use Remaining Sales Tax Authority for Transit Agencies

RCW 82.14.045 allows for a city, county, PTBA, or METRO transit agency to ask voters to for up to a 0.9% sales tax to fund transit service. Thirty of the 31 transit agencies have exercised this option with local voters (Pullman Transit uses its city tax authority to level a utility tax). Three



agencies have been granted additional sales tax authority by the state legislature as part of the Connecting Washington Transportation Package for specific purposes. Of the 31 agencies, six have exhausted their taxing authority of the 0.9%. The remaining sales tax revenue is shown in Figure 4-3 based on 2017 annual taxable retail sales data.

Figure 4-3 Remaining Sales Tax Authority for Transit Agencies

	2017 Revenues	Remaining Capacity	Capacity Used
Rural	\$44,836,542	\$39,339,407	47%
Small Urban	\$140,555,076	\$101,794,528	42%
Urban	\$376,565,633	\$136,842,093	27%
METRO	\$578,872,941	\$0	0%
Statewide	\$1,140,830,192	\$277,976,028	20%

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

In 2017, transit agencies raised approximately \$1.14 billion through the sales tax. METRO is the largest single generator of the tax and has exhausted its current sales tax capacity. In the same year, there is only \$278 million of remaining capacity, approximately 24% of the theoretical legislative limit.

**Legislative Context.** This tax is currently enabled for all of the 31 transit agencies. The legislature has historically adjusted the sales tax rate to accommodate the specific agency needs of a few transit agencies. Agencies planning on using existing sales tax capacity would still be required to ask voters to authorize additional sales tax funding.

**Capacity.** Figure 4-4 summarizes the remaining sales tax coverage relative to the funding target scenarios.

Figure 4-4 Comparison of Planned Combined Costs Relative to Sales Tax Capacity

Scenario	Average Annual-Year Cost	Remaining Sales Tax Capacity	Capacity Coverage
Status Quo	\$293	\$278	95%
Replace Vehicles beyond ULB	\$50	\$278	553%
Moderate Expansion	\$397	\$278	70%
Planned Expansion	\$597	\$278	47%

Note: All figures in millions

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** Increased reliance on sales tax has impacted bus service delivery more dependent on economic conditions. Sales tax is volatile; receipts can vary substantially with the ups and downs of the state and regional economy. Very little administrative costs would be added since there is an existing administrative apparatus that levies, collects, and remits the tax revenues. Due to the quarterly distributions of sales tax revenues from the state treasurer, there is very little time lag for agencies in getting their funds.

**Fairness and equity.** Washington relies more heavily on high sales taxes than any other state. Washington's tax structure is regressive. The lowest income households pay a higher percent of income for total excise and property taxes, while the highest income households pay smaller percent of income for the same taxes. Sales tax is the main cause of this regressive impact. The impact of the regressive tax also falls harder on low income and minority populations. Relying on

a sales tax for additional funding further pushes the balance of state and local funding sources toward local sources.

**Economic competitiveness.** Washington has one of the highest sales tax rates and one of the broadest sales tax bases in the nation. The high sales tax creates a significant incentive to shop out of state and causes competitiveness problems for Washington retailers. The combination of Washington's high sales tax and the absence of a sales tax in Oregon causes retail trade and consequently sales tax revenues in the counties bordering Oregon and Idaho to be very sensitive to changes in sales tax rates.

**Allow Household Excise Tax Authority for Transit Agencies**

Currently, only the city of Pullman is allowed to levy this tax pending approval from a vote of a jurisdiction’s residents. Agencies that currently use the sales tax are not allowed to levy this tax. The household excise tax is levied and collected from all persons within the area. The household excise tax cannot exceed one dollar per month for each housing unit ("housing unit" means a building or portion thereof designed for or used as the residence or living quarters of one or more persons living together, or of one family).

**Legislative Context.** This tax is currently not available to most transit agencies. The legislature would have to act to allow this tool. Subsequently, agencies planning on using this tool would be required to ask voters to authorize additional funding.

**Capacity.** Figure 4-4 summarizes the household excise tax coverage relative to the target funding scenarios. The majority of the capacity is generated in METRO and the Urban agencies. However, those agencies have less capacity coverage than the Small Urban and Rural agencies.

Figure 4-5 Comparison of Planned Combined Costs Relative to Household Excise Tax Capacity

Scenario	Average Annual-Year Cost	Household Excise Tax Capacity	Capacity Coverage
Status Quo	\$293	\$28	10%
Replace Vehicles beyond ULB	\$50	\$28	56%
Moderate Expansion	\$397	\$28	7%
Planned Expansion	\$597	\$28	5%

Note: All figures in millions

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** A household excise tax would provide some stability to revenues as household changes vary less during changes in economic conditions. A significant administrative cost would be added since there is no administrative apparatus that levies, collects, and remits a tax of this type in Washington. A monthly fee would also address any revenue timeliness issues and would be more immediately available for transit spending.

**Fairness and equity.** Like the sales tax, a household excise tax has some regressive elements to it since high- and low-income households would pay the same amount. It would be less regressive than a sales tax since the amount of the tax is smaller. Relying on a household excise tax for additional funding further pushes the balance of state and local funding sources toward local sources.

**Economic competitiveness.** A household excise tax would likely not impact economic competitiveness in dramatic ways since the cost of the tax is low and spread widely on all households.

**Allow Employer Excise Tax Authority of Transit Agencies**

All transit authorities may submit an authorizing proposition to the voters and if approved may impose an excise tax of up to two dollars per month per employee on all employers located within the applicable jurisdiction (as measured by the number of full-time equivalent employees) solely for the purpose of providing high capacity transportation service. The rate of tax must be approved by the voters. Again, agencies that currently use the sales tax are not allowed to levy this tax.

**Legislative Context.** This tax is currently not available to most transit agencies. The legislature would have to act to allow this tool. Subsequently, agencies planning on using this tool would be required to ask voters to authorize additional funding.

**Capacity.** Figure 4-4 summarizes the household excise tax coverage relative to the target funding scenario. The majority of the capacity is generated in METRO and the Urban agencies.

Figure 4-6 Comparison of Planned Combined Costs Relative to Employee Excise Tax Capacity

Scenario	Average Annual-Year Cost	Employee Excise Tax Capacity	Capacity Coverage
Status Quo	\$293	\$73	25%
Replace Vehicles beyond ULB	\$50	\$73	146%
Moderate Expansion	\$397	\$73	18%
Planned Expansion	\$597	\$73	12%

Note: All figures in millions

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** An employee excise tax would produce more variable revenues as employment changes in relationship to economic conditions. A significant administrative cost would be added since it is likely it would require some additional administrative activity to levy, collect, and remit a tax of this type in Washington.

**Fairness and equity.** The employee excise tax will make low-wage jobs relatively more expensive. This is because the flat tax approach will account for a larger share of labor costs on the low end of the wage scale, compared to high wage jobs. Employees at the higher end of the wage spectrum face a comparatively lower tax increase. Relying on a employee` tax for additional funding further pushes the balance of state and local funding sources toward local sources.

**Economic competitiveness.** Local tax policies change the operating costs for firms and can influence the economic competitiveness of a jurisdiction. Although competition does occur regionally, public policy decisions such as changes in local taxes can have a strong influence on business location decisions between jurisdictions where a firm is able to retain access to the same workforce while avoiding the tax incidence. This affect is more likely to be apparent in industries where the operations or employees do not face high moving costs.

## INCREASE STATE SOURCES THROUGH DEDICATED TAXES

### Enact a Carbon Tax or Fee; Allocate Revenues to Transit Capital Funding

A carbon tax is a fee that a government imposes on any company that burns coal, oil, or gas (some form of fossil fuel). The purpose of a carbon tax is to reflect the true cost of burning carbon. When carbon-rich fuels are burned they produce greenhouse gases. These gases, such as carbon dioxide and methane, create global warming by heating the atmosphere. A carbon tax is a type of tax on any market activity that generates negative externalities (costs not included in the market price). The tax is intended to correct an undesirable or inefficient market outcome and does so by being set equal to the social cost of the negative externalities, in this case, the social costs of carbon.

This analysis is not proposing any specific arrangement of a tax or fee. However, the current SB 5971 contemplates a carbon pollution fee (carbon fee) that would be imposed on the sale or use of all fossil fuels within the state or the generation within or import for consumption within the state of electricity generated through the combustion of fossil fuels. The measure of the carbon fee is carbon dioxide (CO<sub>2</sub>) emissions resulting from the complete combustion or oxidation of fossil fuels sold or used by the taxpayer in the state or inherent in electricity generated or imported for consumption in the state. The analysis uses the specification of the bill and corresponding fiscal note to provide an example of capacity and issues surrounding a carbon fee or tax.

**Legislative Context.** This tax is currently not enabled by the state of Washington. The legislature would have to act to allow this tool. SB 5971 anticipates that the fee would start on July 1, 2020, at a rate of \$15 per metric ton of CO<sub>2</sub>.

**Capacity.** A robust carbon tax would generate considerable revenue. The fiscal note for the current bill anticipates that it would raise \$817,512,000 in FY 2021. This is a significant amount of revenue and in excess of the annual target funding scenarios for the state’s transit agencies.

Figure 4-7 Comparison of Planned Combined Costs Relative to Carbon Fee Capacity

Scenario	Average Annual-Year Cost	Carbon Fee Capacity	Capacity Coverage
Status Quo	\$293	\$817	279%
Replace Vehicles beyond ULB	\$50	\$817	1624%
Moderate Expansion	\$397	\$817	206%
Planned Expansion	\$597	\$817	137%

Note: All figures in millions

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** A carbon tax would produce less variable revenues as changes in consumption fossil fuels varies employment changes in relationship to economic conditions. An administrative cost would be added since it is likely it would require some additional administrative activity to levy, collect, and remit a tax of this type in Washington. As a statewide tax, this source of funding would move the transit capital burden away from local sources.

**Fairness and equity.** A carbon tax would fall to all consumer classes. There could be equity issues around other tax, especially if the lower income households end bearing a larger burden of the tax based on their consumption patterns. However, recent work in this space have suggested that the potential for regressivity of a carbon tax may be overstated. Regardless, it will be an issue for policy makers to address.

**Economic competitiveness.** A robust carbon fee could slow economic activity and thus reduce other government revenues. The size of that effect depends on the broader macroeconomic effects of a carbon tax and the state level effects of how the revenue is used. Regional or sub-national carbon pricing poses challenges that stem from the manipulation of comparative advantage in the broader economy. Carbon pricing will introduce a new production cost for only the firms located in one part of the country or economic union. Relative to firms in non-taxed jurisdictions, taxed firms can be placed a competitive disadvantage. Market forces will incentivize both the "local" firms to shift production out of the region and "outside" firms to increase their market share by capitalizing on a new relative cost advantage.

**Increase the State Public Utility Tax on For-Hire Transportation or Create a TNC per Ride Fee; Allocate Revenues to Transit Capital Funding**

Many states have begun to regulate TNC companies and their drivers. As part of that process, fee and taxation issues have arisen. One way the State of Washington could tax TNC use is through the Public Utility Tax. However, per ride fees and taxes are a possible vehicle for funding as well. Most TNC-affiliated drivers are considered self-employed and not employed under a business as a covered employee (e.g., covered under the state’s unemployment insurance). Their business entity is subject to Washington State business taxes.

These business file specifically under the State’s Public Utility Tax. The Public Utility is a tax on a business’s gross receipts or total income, which in the case of a TNC is a driver’s gross ride revenue. It is important to note that changes in the Public Utility Tax rates for both of these definitions below and will also impact non-TNC gross receipts. Some deductions can be made so the taxable income can be less than the total income. A driver either files under the Urban Transportation or Motor Transportation category, which have different rates and definitions.

- **Motor Transportation Business.** A business that operates a motor vehicle that conveys people or property for hire (excludes Urban Transportation Business and conveyance of logs). The 2018 rate for the tax is 1.926% of gross receipts.
- **Urban Transportation Business.** A business that operates any vehicle to convey people or property for hire either: within one city’s limits, within five miles of one city’s limits, or within and between cities, whose city limits are less than five miles apart, or within five miles of those cities. The 2018 rate for the tax is 0.642% of gross receipts.

Figure 4-8 Current Gross Receipts and Taxes For Local/Suburban Transit Public Utility Tax (2017)

Local/suburban Transit	Tax Rate	Gross Reciepts	Taxable	State Tax
Motor Transportation	1.93%	\$738,440,869	\$278,650,729	\$5,316,559
Urban Transportation	0.64%	\$333,215,424	\$227,480,355	\$1,403,674

Source: Washington State Department of Revenue, 2019

**Legislative Context.** Currently, there is no state-wide fee on transportation network companies or on riders of the services. In Massachusetts, a \$0.20 per ride fee raised approximately \$26 million a year in 2018. Seattle currently charges fees of 14 cents per trip to cover the cost of TNC licensing and 10 cents per trip to support taxi wheelchair accessibility. In 2018, Uber and Lyft made 32.6 million trips in King County alone. A \$0.24 fee on that trip base would have generated \$7.8 million in 2018. Whether through a fee or a gross receipts tax increase (through the public utility tax) some form of state legislative action would be required.

**Capacity.** A doubling of the rate of taxes in both categories in the Public Utility Tax from the 2017 data would produce an additional \$6 million in revenue capacity. Based on King County’s ride share data, a \$0.24 fee generates \$7.8 million in revenue.

Figure 4-9 Comparison of Planned Combined Costs Relative to Public Utility Tax Capacity

Scenario	Average Annual-Year Cost	Public Utility Tax Capacity	Capacity Coverage
Status Quo	\$293	\$6	2%
Replace Vehicles beyond ULB	\$50	\$6	12%
Moderate Expansion	\$397	\$6	2%
Planned Expansion	\$597	\$6	1%

Note: All figures in millions

Source: Washington State Department of Revenue, ECONorthwest calculations, 2019.

**Efficiency.** Given the newness of ride sharing services it is not clear how taxes on these services will vary under different economic conditions. Additionally, some new administrative costs at the state-wide level will be necessary to collect and remit these fees. As a statewide tax, this source of funding would move the transit capital burden away from local sources.

**Fairness and equity.** Fees and taxes on ridesharing services do not raise large to taxes, these fees are applied as part of the delivery of purchase services. Also, these services are typically consumed by higher income households. From a geographic perspective, most ridesharing services are purchased in urban settings more broadly then within a specific area. As a statewide tax, this source of funding would move the transit capital burden away from local sources.

**Economic competitiveness.** Small fees and taxes on ride sharing proceeds are not likely to raise economic competitive issues for the state. However, TNCs may see increased taxation as a competitive challenge.

**Enact a Transit Payroll Tax; Allocate Revenues to Transit Capital Funding**

Washington’s southern neighbor enacted a statewide payroll tax dedicated to transit funding. A Transit Payroll tax is a statewide tax at some rate on payroll wages. Employees are responsible for paying the tax, and employers withhold the tax from employees’ wages including Washington residents and nonresidents who perform services in Washington.

**Legislative Context.** Washington state currently does not have a general payroll tax. However, it does levy a very similar program. The Paid Family and Medical Leave is an insurance program funded through premiums paid by employers and workers. The initial premium is a 0.4% and can be adjusted annually after 2020 by the Employment Security Department, according to rules set by the statute. Employers who choose to withhold premiums from their employees may withhold up to 63.33% of the total premium. The employer is responsible for paying the other 36.67% and remitting total premiums to the Employment Security Department on a quarterly basis starting April 2019. The portion paid by the employee is 0.25% of their wage.

**Capacity.** Statewide wages for covered employment in 2017 was \$204,193,487,297. A payroll tax rate of 0.143% would be needed to cover the annual \$293 million in the Status Quo scenario for the state’s transit agencies.

Figure 4-10 Comparison of Planned Combined Costs Relative to Payroll Tax Capacity

Scenario	Average Annual-Year Cost	Payroll Tax Capacity	Capacity Coverage
Status Quo	\$293	\$293	100%
Replace Vehicles beyond ULB	\$50	\$293	583%
Moderate Expansion	\$397	\$293	74%
Planned Expansion	\$597	\$293	49%

Note: All figures in millions

Source: Washington State Department of Employment Security, ECONorthwest calculations, 2019.

**Efficiency.** Payroll taxes are generally an effective way to raise revenue. It is a broad base and can apply to all wages and salaries. It is also a simple tax to administer since payroll taxes typically do not include dozens of deductions, exemptions, and credits that narrow the tax base. This means that payroll taxes can raise a large amount of revenue at a relatively low rate. Payroll taxes also do not impact employment issues, meaning they generally don't cause large marginal changes labor market declines. Since the State already has some apparatus available to collect and remit the Paid Family and Medical Leave and efforts to institute this tax would be more marginal in effort. As a statewide tax, this source of funding would move the transit capital burden away from local sources.

**Fairness and equity.** Generally, a payroll taxes are typically more regressive since they are generally instituted with some type of cap. That is, above a certain amount, the more income one earns, the smaller the share of one's income goes to payroll taxes as is the case with Paid Family and Medical Leave premium. This leads to a similar regressivity issue with the sales tax with higher proportional impacts in lower wage earners than higher wage earners.

**Economic competitiveness.**

Overall, payroll taxes don't significantly impact economic competitiveness. Because of their broad base and low rates, they tend not to greatly distort the economic decisions of firms and employers.

## INCREASE STATE SOURCES THROUGH ALLOCATED FUNDING

### Fund Transit Capital at Higher Levels in the Next Transportation Package

The most recent example of a statewide transportation package is the Connecting Washington Act (CWA) Transportation Funding Package. The CWA transportation package, enacted in 2015, was estimated to provide \$16 billion in new resources for transportation purposes over 16 years. The CWA transportation package included a number of state tax and fee increases, state tax incentive programs, and several local revenue options.

The principal sources of new revenue were an 11.9 cent per gallon fuel tax increase; an increase in passenger vehicle weight fees; and weight fees on trucks. Together, these changes are estimated to raise over \$9 billion over the 16-year period (ending in 2031). Other significant sources of funding included the reallocation of existing funding as well as transfers from the State General Fund.

The CWA package included several multimodal components. Transit related programs received funding, including the Special Needs, the Regional Mobility, the Rural Mobility, and the Vanpool grant programs. In addition, a number of transit projects receive direct funding assistance. The 16-Year Allocation plan dedicated the following amounts to transit, including uses for both operations and capital, for a total of approximately \$656 million or \$41 million a year.

- Special Needs Transit Grants \$200 million
- Rural Mobility Grant Program \$110 million
- Regional Mobility Grant Program \$200 million
- Vanpool Grant Program \$31 million
- Transit Coordination Grants \$5 million
- Dedicated Transit Projects \$111 million

**Legislative Context.** The Washington state legislature will periodically use new tax revenues and available debt capacity to fund a wide variety of transportation improvements. As part of this process it has historically allocated monies to various transportation and transit programs to support investments.

**Capacity.** Current annual spending from the state going to capital funding is approximately \$21 million a year. That amount would need to rise 10 times to about \$293 million a year to reach the Status Quo scenario for the state’s transit agencies.

Figure 4-11 Comparison of Planned Combined Costs Relative to Payroll Tax Capacity

Scenario	Average Annual-Year Cost	Current State Funding Level	Capacity Coverage
Status Quo	\$293	\$21	7%
Replace Vehicles beyond ULB	\$50	\$21	42%
Moderate Expansion	\$397	\$21	5%
Planned Expansion	\$597	\$21	4%

Note: All figures in millions

Source: Washington State Department of Employment Security, ECONorthwest calculations, 2019.

**Efficiency.** The efficiency of this approach tends to be less distorted other types of funding tools because most of the funding for the transportation packages goes to roadway improvements via the gas tax. The money that is directed towards transit comes from other sources of funding, generally a mix of fees and general fund transfers. Any specific efficiency issues will depend on the nature of the tax tools that are used.

**Fairness and equity.** It is difficult to know the relative fairness of equity issues that might be raised without knowing what taxes will be used to support revenue. Outside of the gas tax for road projects, funding for transit is a mix of different tax and fee sources. However, geographic tax burden and fairness issues tend to be less of an issue consideration given the state-wide nature of the funding approach as part of transportation package.

**Economic competitiveness.** Again, it is difficult to violate economic competitiveness issues that maybe raised without knowing the specific tools and revenues that would under used.



## SUMMARY OF COMPARISON APPROACHES

The ability of funding sources to generate additional revenue for transit beyond existing sources will depend on the scale, revenue capacity, timing of when revenues are available, stability/predictability, flexibility, legality, equity, and political acceptability of the source. Overall, there are a number of funding sources, mechanisms, and programmatic approaches that are more likely to fund transit capital improvements. A few sources have significant challenges (shown as less filled cells) that make them unsuitable options for transit capital funding.

Figure 4-12 Summary of Funding Approaches

Revenue Tool	Legislative Context	Capacity				Efficiency			Fairness		Economic Comp.
		Status Quo	Replace Vehicles beyond ULB	Moderate Expansion	Planned Expansion	Timing	Admin. Ease	Stability	Vertical and Horizontal Equity	Geographics Equity	
EXPAND LOCAL SOURCES THROUGH FUNDING TOOLS	Sales and Use Tax	No Action Needed	■	■	■	■	■	■	■	■	■
	Household Excise Tax	Legislative Action Needed	■	■	■	■	■	■	■	■	■
	Employee Excise Tax	Legislative Action Needed	■	■	■	■	■	■	■	■	■
INCREASE STATE SOURCES THROUGH DEDICATED TAXES	Carbon Fee or Tax	Legislative Action Needed	■	■	■	■	■	■	■	■	■
	For-Hire Transportation Tax	Legislative Action Needed	■	■	■	■	■	■	■	■	■
	Payroll Tax	Legislative Action Needed	■	■	■	■	■	■	■	■	■
INCREASE STATE SOURCES THROUGH ALLOCATED FUNDING	Fund Transit in Transportation Package	Legislative Action Needed	■	■	■	■	■	■	■	■	■

### Promising Funding Approaches

Typically, one of the main criteria of for evaluating funding approaches is evaluating its ability to raise revenue without creating downstream counterproductive macroeconomic distortions that would ultimately lead to fewer revenues being collected. Since this study is not examining a specific level of need, it is difficult to make clearly articulate which approaches raise adequate levels of revenue (in addition, this analysis uses simple static calculation or illustrative examples to give decision-makers a reasonable assessment of the capacity). With that caveat in place, only three approaches have the ability to raise significant levels of revenue: carbon fee, payroll tax, or transportation package approach.

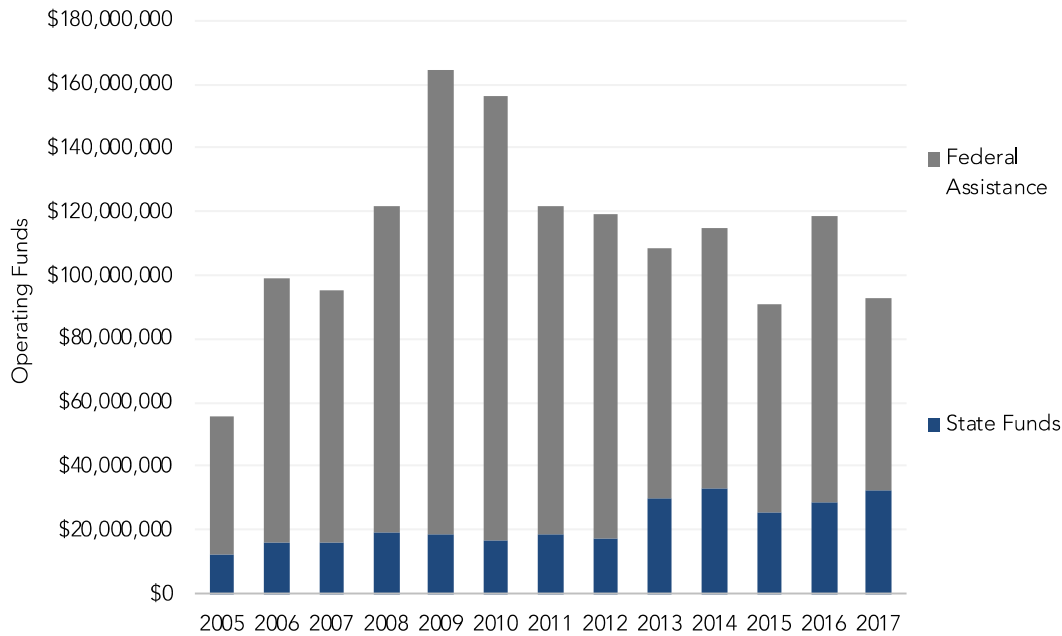
All three approaches tap large tax bases and generally employs low rates. The potential for negative economic impacts is lower and issues that arise can typically be addressed through matters of policy. Because of their statewide nature, they shift the funding burden for transit capital off of local taxpayer. Generally, these tools tend to be less regressive, but there are issues that policy makers will need to consider.

# **Appendix D      Transit Agency Funding Summary**

## SUMMARY OF OPERATIONAL FUNDING

Operational funds include federal assistance, state funds, local funds, fare revenues, and other funds. This summary provides a detailed breakdown for federal assistance and local funds. In the long term, state operation funds are relatively flat, particularly in years 2011 through 2017. State funds have generally increased over 2011 to 2017, however, federal assistance has been more volatile (See Figure 1).

Figure 1 Summary of Sources of Total Operation Funds in WA, 2007 to 2017



Source: WSDOT Transit Funding Database, 2019.

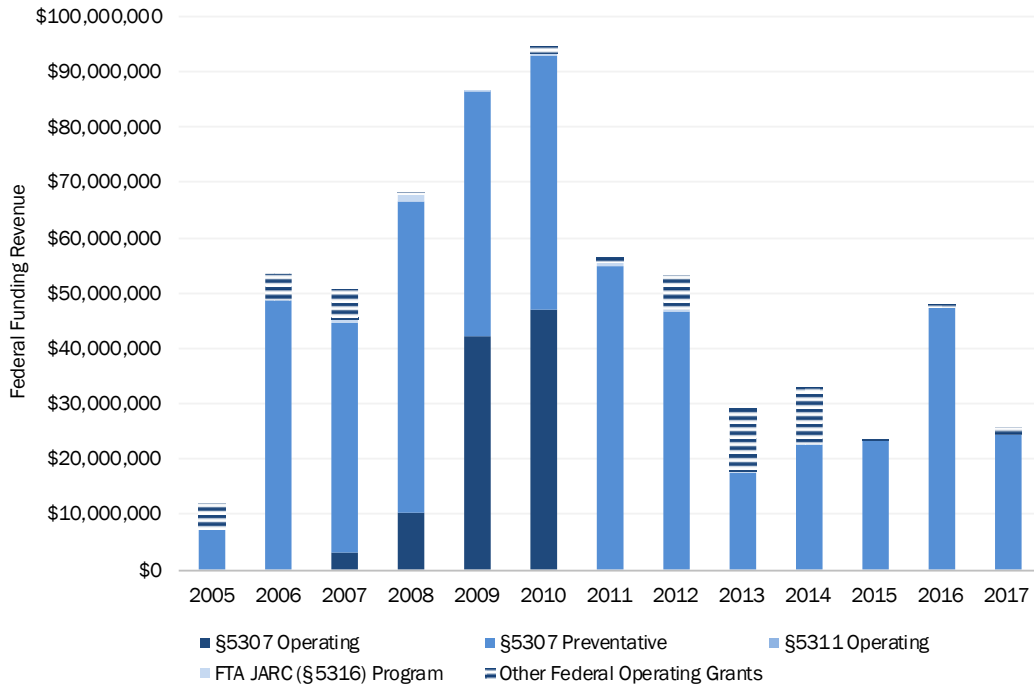
Of the four types of agencies, operation funds have been increasing. Overall, the state funds contribution is minimal, especially in King County Metro. There is a noticeable state funds cut in 2010 that primarily affected the urban areas.

### King County Metro

As seen in Figure 2, federal operation funds have generally declined since 2010. State funds, while small relative to federal funds, increased significantly post-2012. Though these funds have declined since their height in 2013, they have been steadily increasing since 2015.

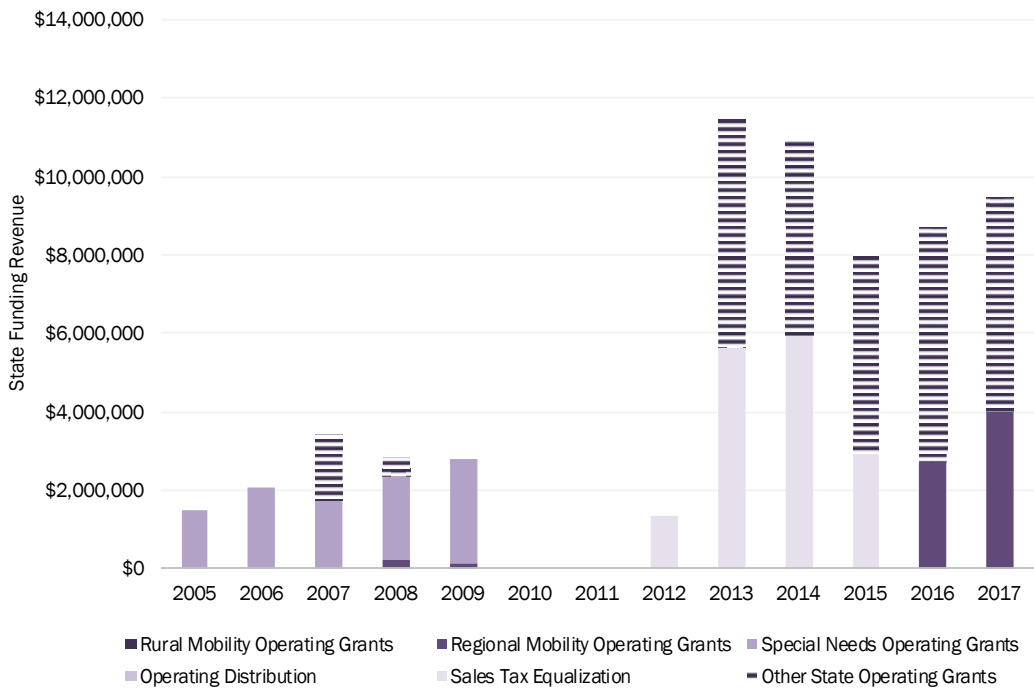
WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 2 Summary of Federal Operation Fund Sources in King County METRO, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.

Figure 3 Summary of State Operation Fund Sources in King County METRO, 2005 to 2017

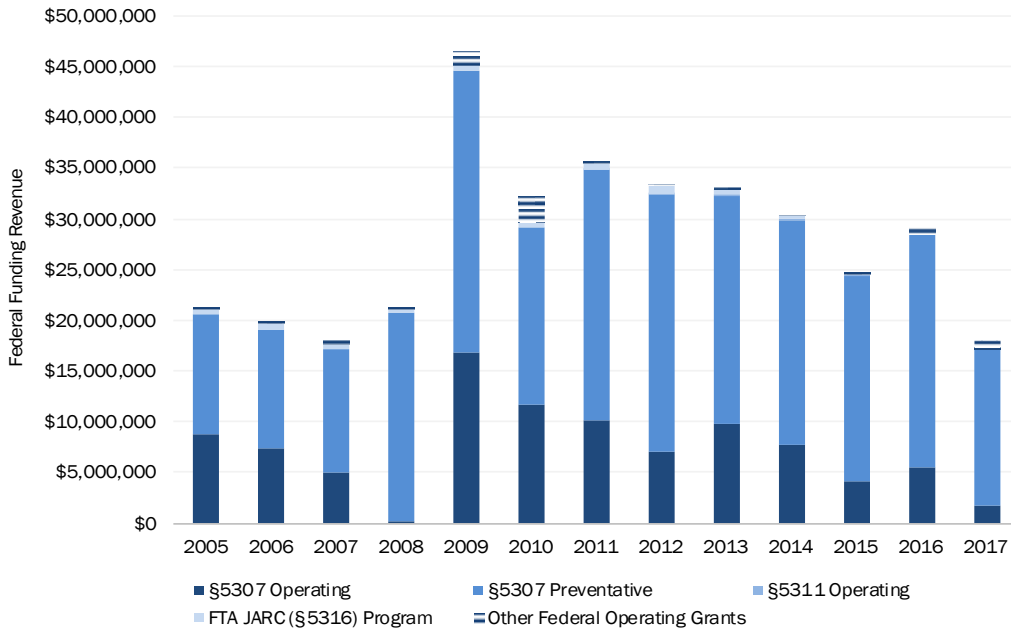


Source: WSDOT Transit Funding Database, 2019.

**Urban**

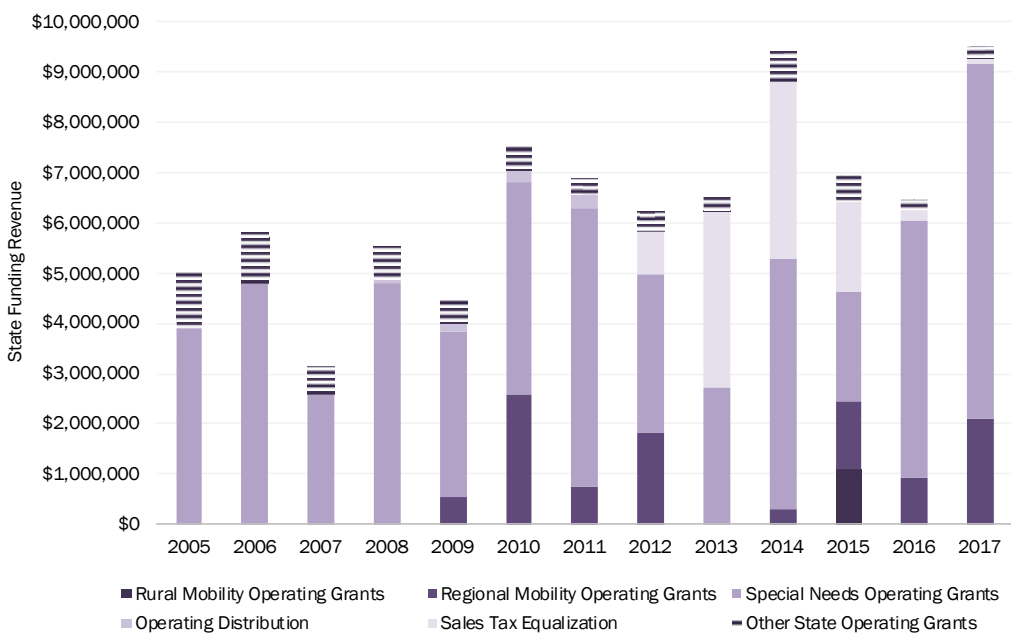
In Figure 4, federal operation funds hit a peak in 2009. Since then, they have generally declined. State funds, while variable, peaked in 2014 and 2017. The bulk of this funding was allocated via special needs operating grants (See Figure 5).

Figure 4 Summary of Federal Operation Fund Sources in Urban, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.

Figure 5 Summary of State Operation Fund Sources in Urban, 2002 to 2017

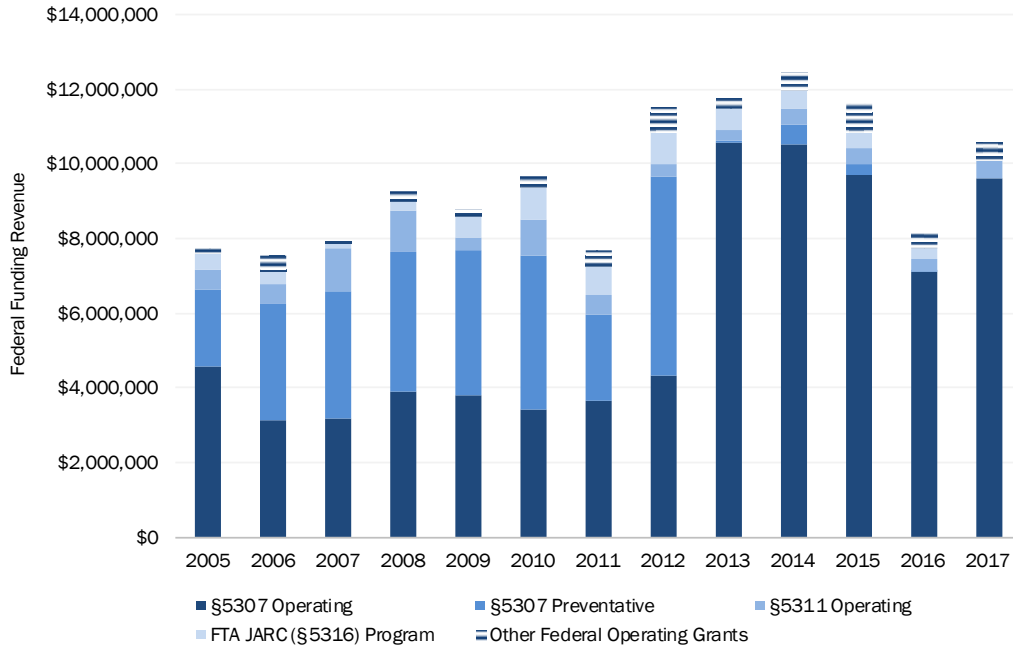


Source: WSDOT Transit Funding Database, 2019.

### Small Urban

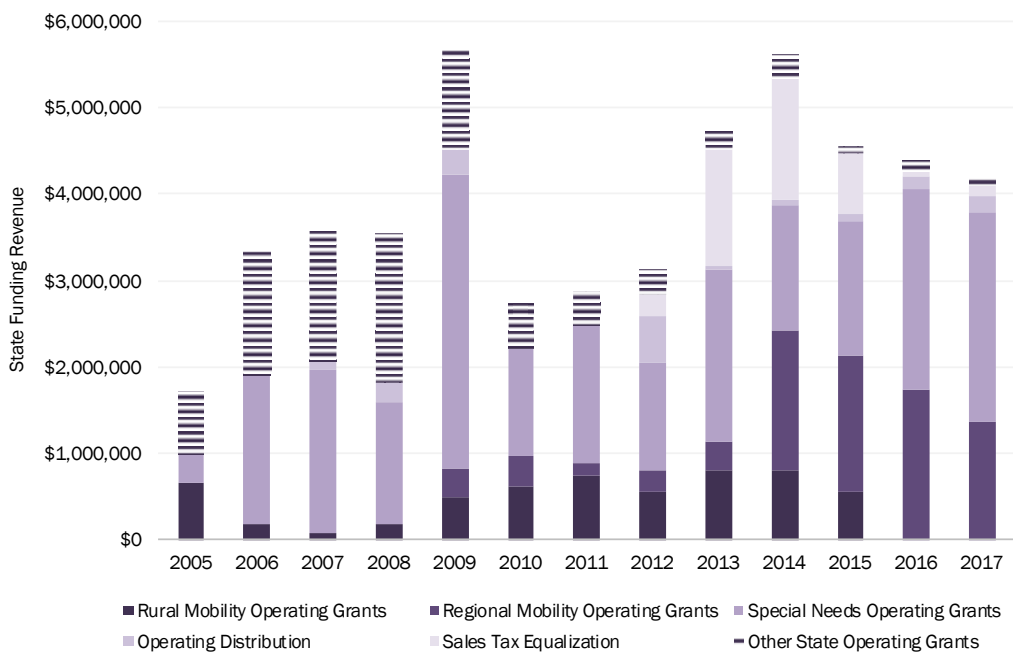
In Figure 6, despite the drop in 2011 and 2016, federal operation funds are generally increasing. Small urban's state funds peaked in 2009 and 2014 (See Figure 7). Across 2015 to 2017, state funds have declined, albeit at a slow rate.

Figure 6 Summary of Federal Operation Fund Sources in Small Urban, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.

Figure 7 Summary of State Operation Fund Sources in Small Urban, 2005 to 2017

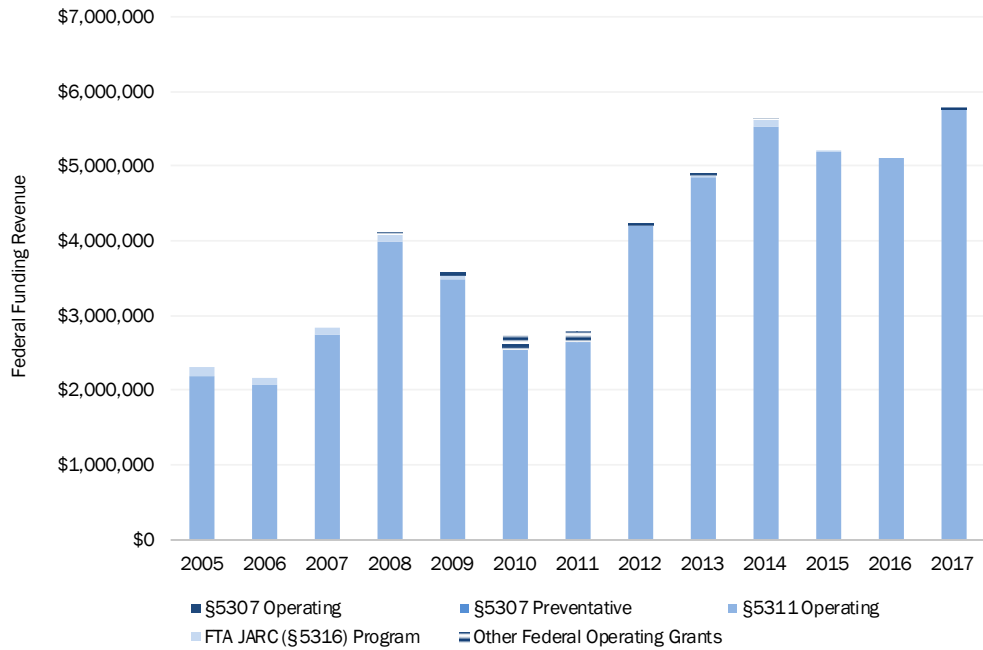


Source: WSDOT Transit Funding Database, 2019.

**Rural**

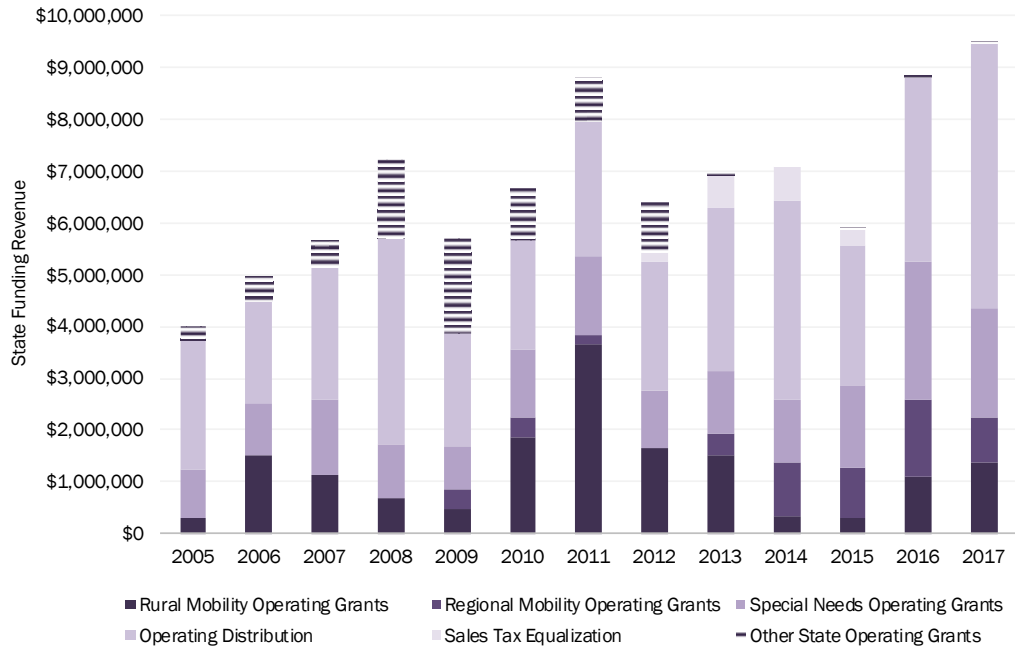
In Figure 8, the federal funds in rural agencies have generally increased over 2005 to 2017, reaching about \$5.8 million in 2017. In Figure 9, the state funding for rural agencies has been more volatile relative to federal funding, particularly during 2012 to 2015. However, state funding is overall higher than federal funding and it makes up a larger proportion of the operation funds than other agencies. State operating funding reached about \$9.5 million in 2017.

Figure 8 Summary of Federal Operation Fund Sources in Rural, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.

Figure 9 Summary of State Operation Fund Sources in Rural, 2005 to 2017



Source: WSDOT Transit Funding Database, 2019.



## TRANSIT AGENCY SUMMARY OF FUNDING

### Asotin County PTBA

The Asotin County (PTBA) serves only Asotin County and is authorized to charge 0.2% in sales and use tax.

Figure 10. Total Funding, Asotin County PTBA, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

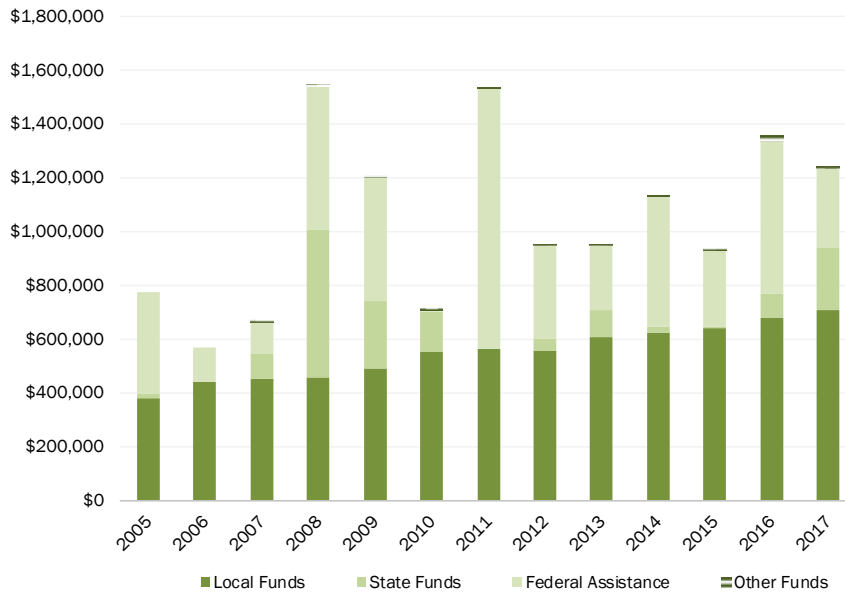
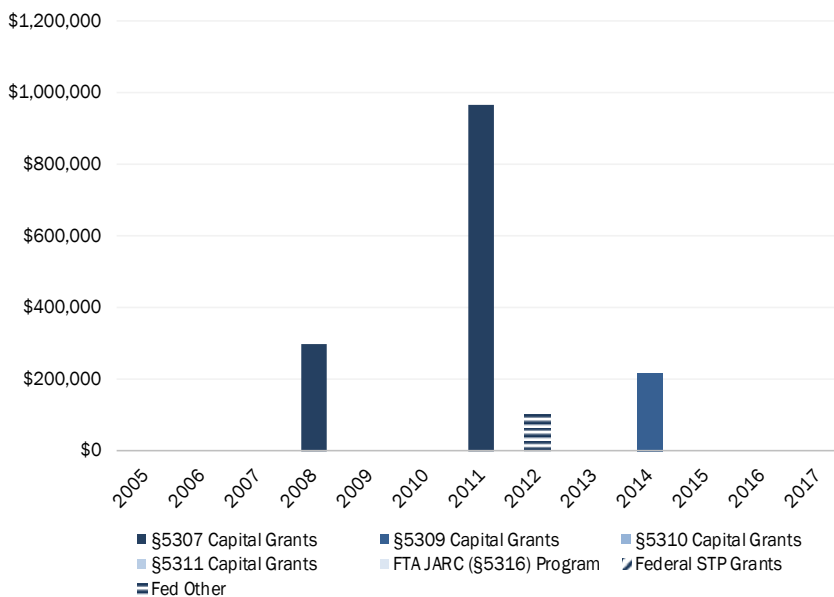


Figure 11. Source of Federal Capital Funding, Asotin County PTBA, 2012 – 2017

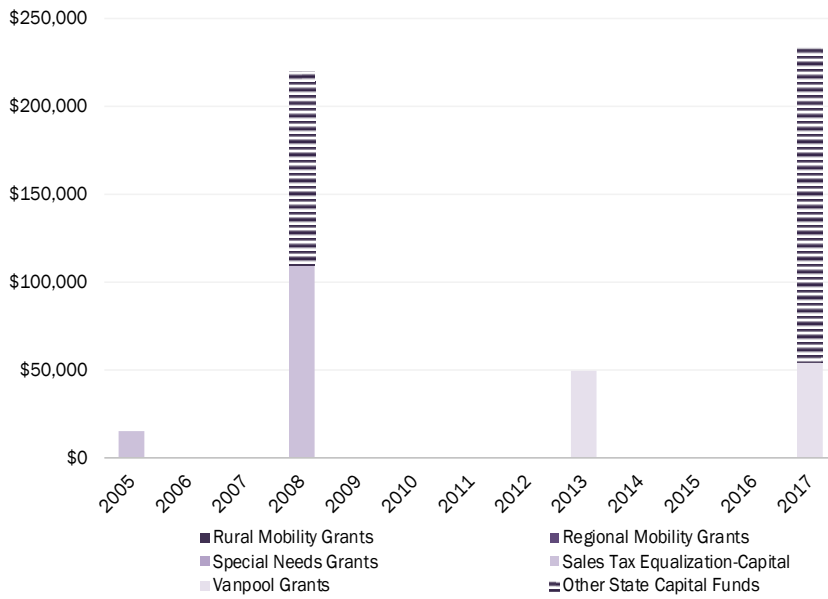
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 12. Source of State Capital Funding, Asotin County PTBA, 2012 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 13. Local Sales/Use Tax for Transit Purposes, Asotin County PTBA, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

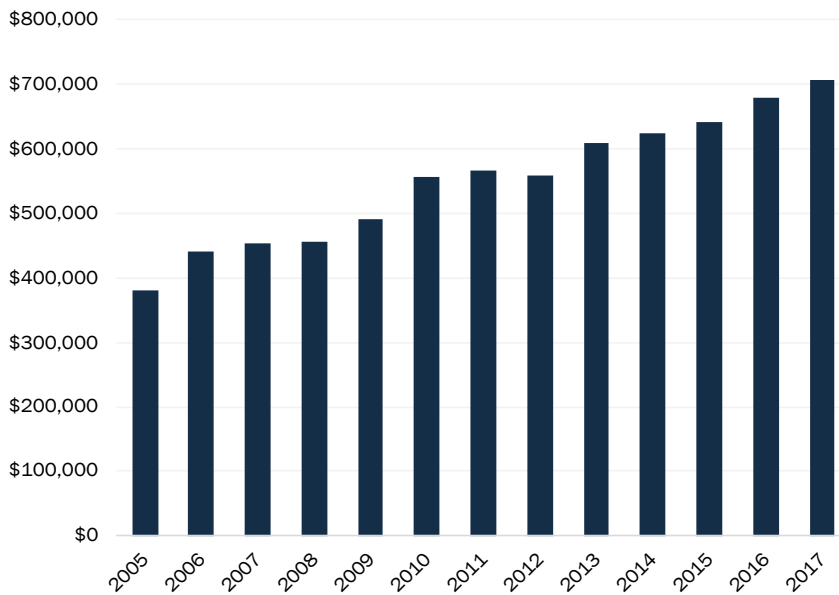
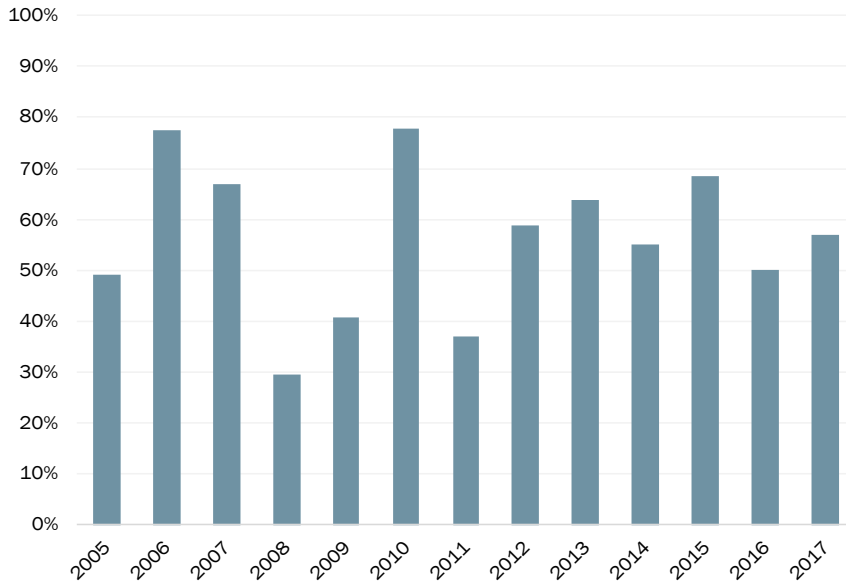


Figure 14. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Asotin County PTBA, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Ben Franklin Transit

As a PTBA, Ben Franklin Transit provides service to both Benton and Franklin Counties, charging 0.6% in total sales and use tax.

Figure 15. Total Funding, Ben Franklin Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

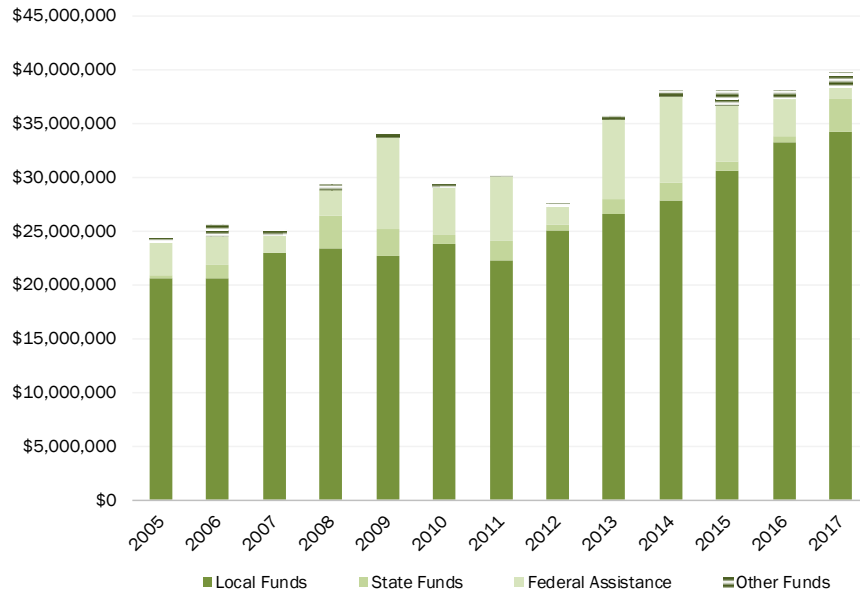
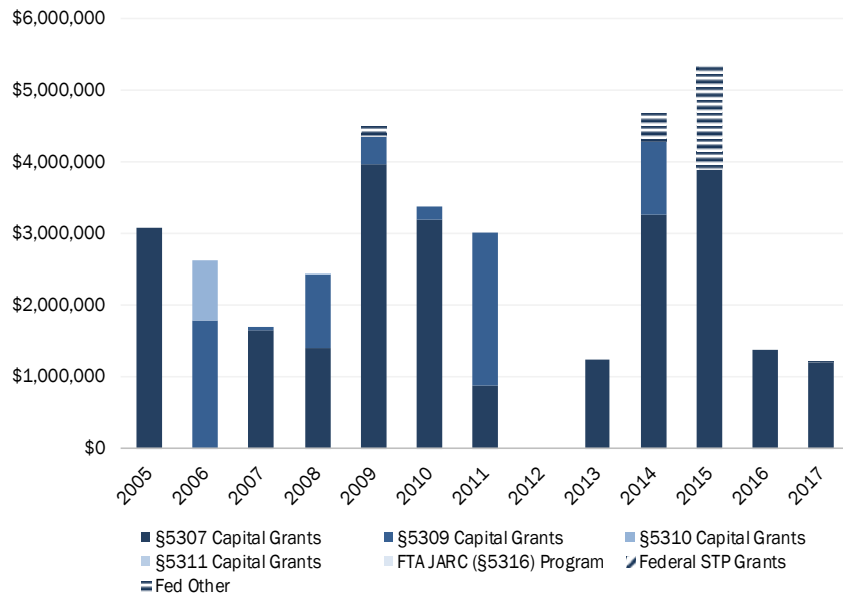


Figure 16. Source of Federal Capital Funding, Ben Franklin Transit, 2005 – 2017

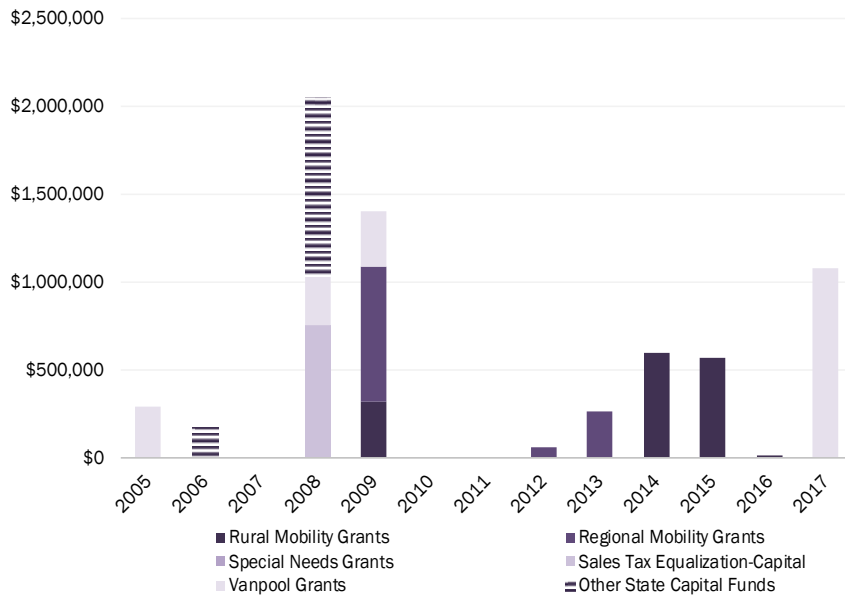
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 17. Source of State Capital Funding, Ben Franklin Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 18. Local Sales/Use Tax for Transit Purposes, Ben Franklin Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

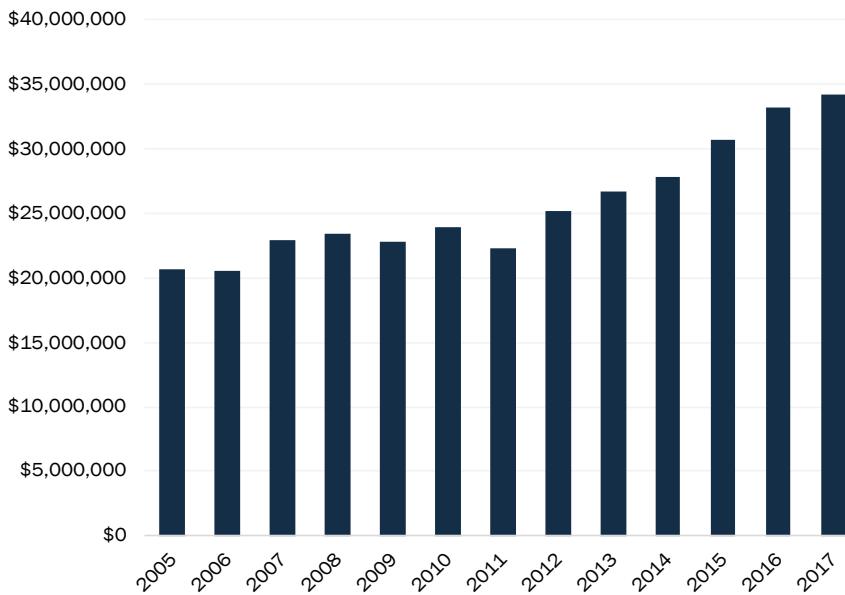
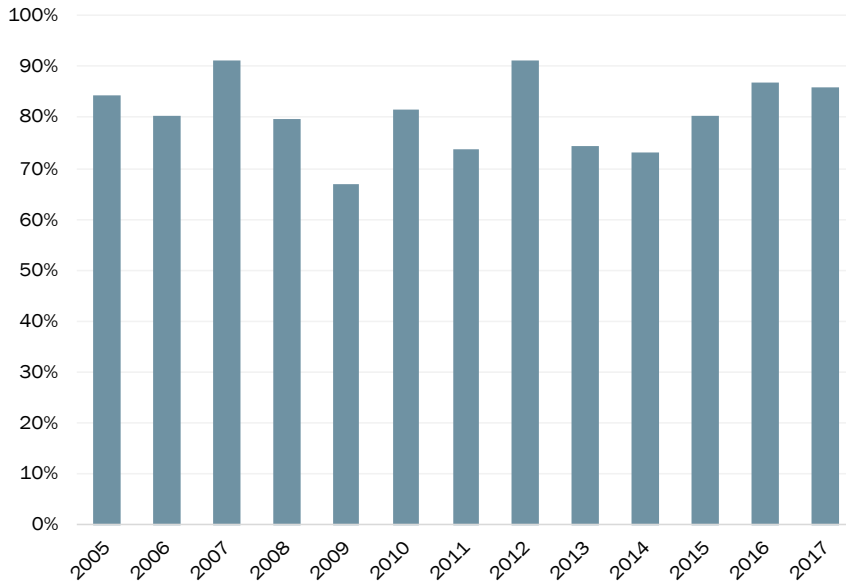


Figure 19. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Ben Franklin Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

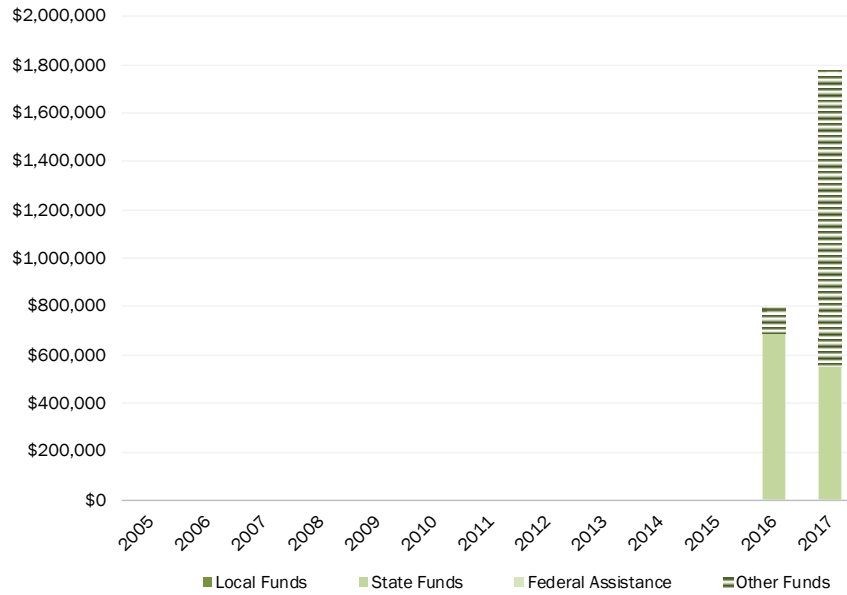


## Central Transit

The Central Transit system serves the City of Ellensburg. The City is authorized to collect 0.2% in sales and use tax.

Figure 20. Total Funding, Central Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Clallam Transit System

The Clallam Transit system serves Clallam County and the State Route 305 Corridor in Kitsap County. The PTBA is authorized to collect 0.6% in sales and use tax.

Figure 21. Total Funding, Clallam Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

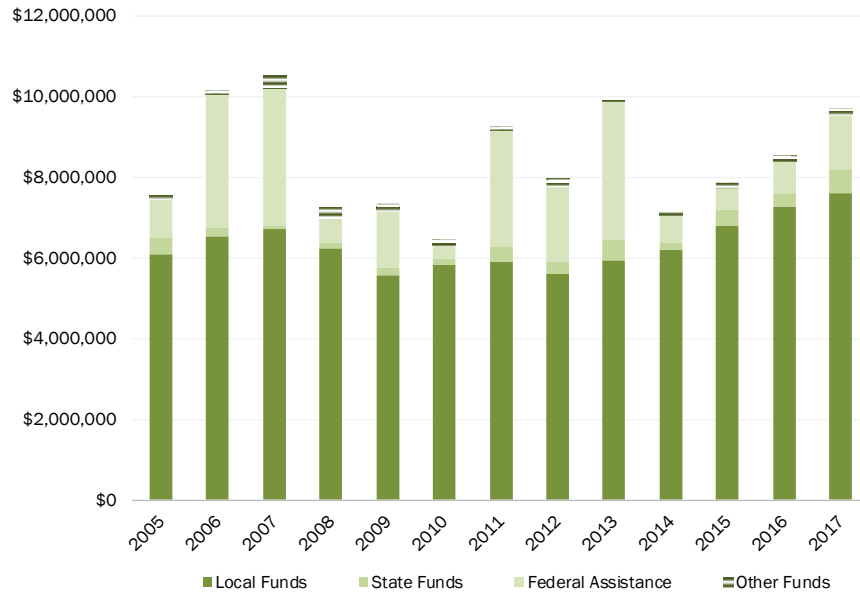
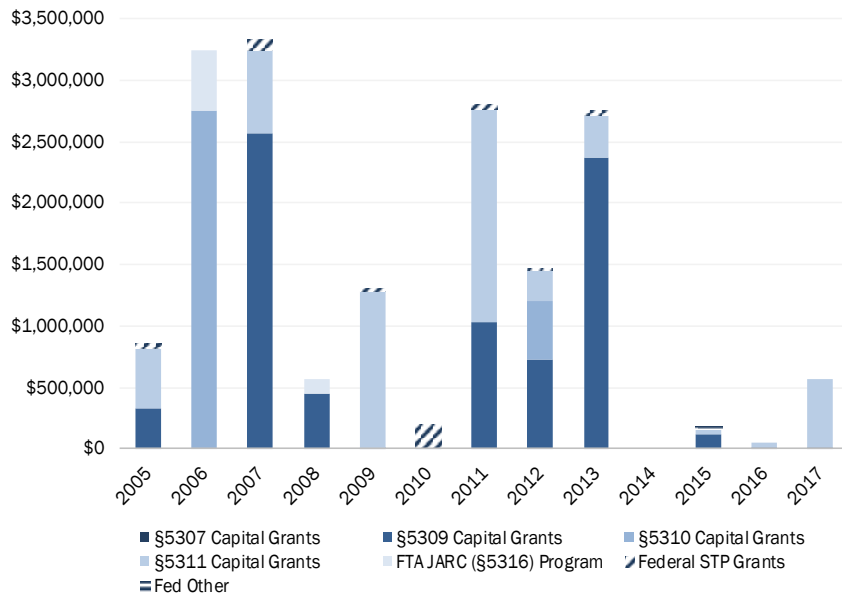


Figure 22. Source of Federal Capital Funding, Clallam Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

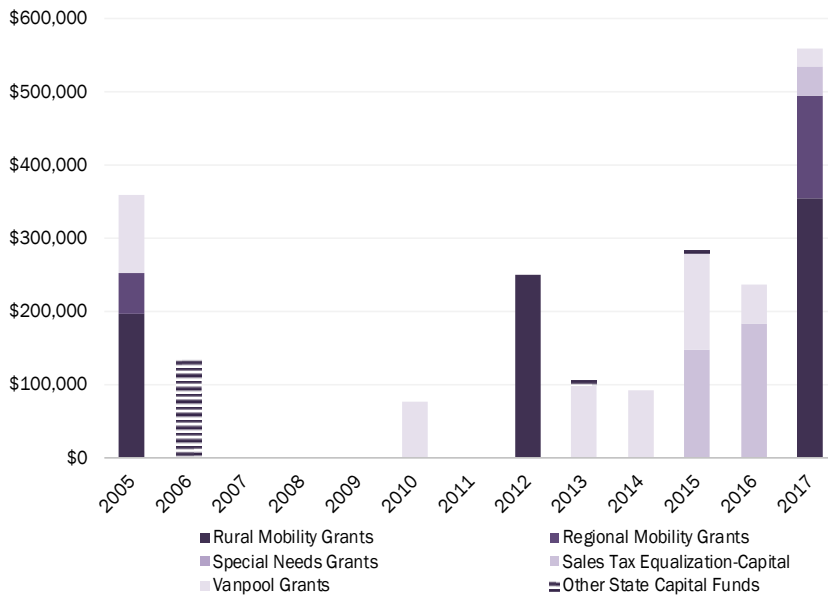




**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 23. Source of State Capital Funding, Clallam Transit System, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 24. Local Sales/Use Tax for Transit Purposes, Clallam Transit System, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

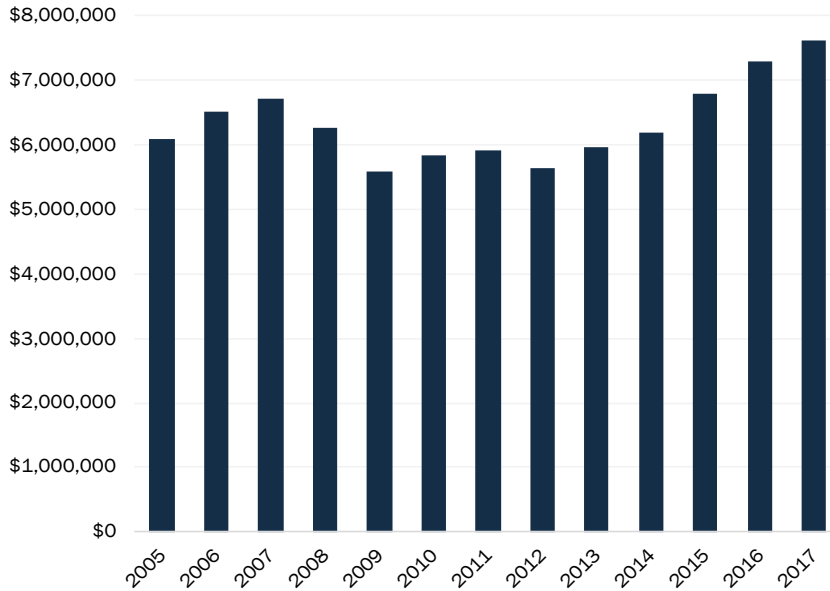
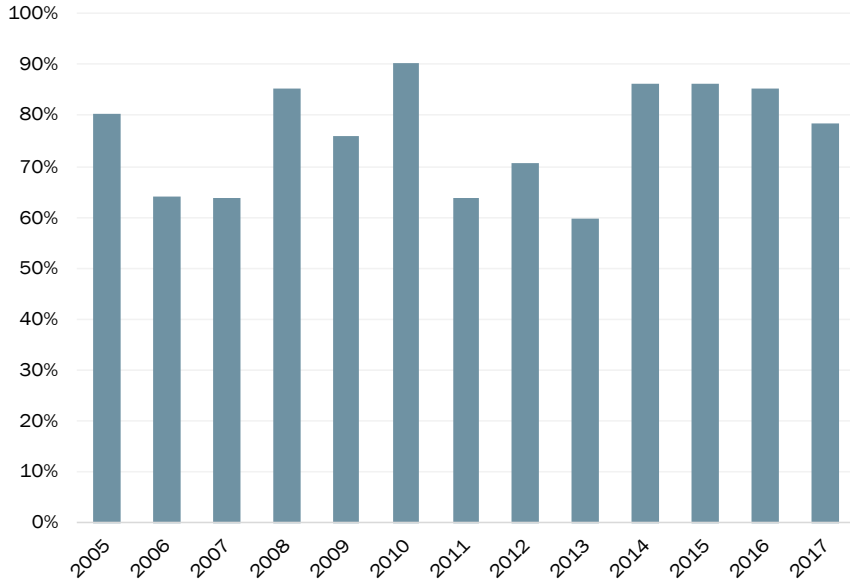


Figure 25. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Clallam Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Columbia County Public Transportation

The Columbia County Public functions as a County government agency. The transit system provides service to Columbia City and Walla Walla County, collecting 0.4% in total sales tax.

Figure 26. Total Funding, Columbia County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

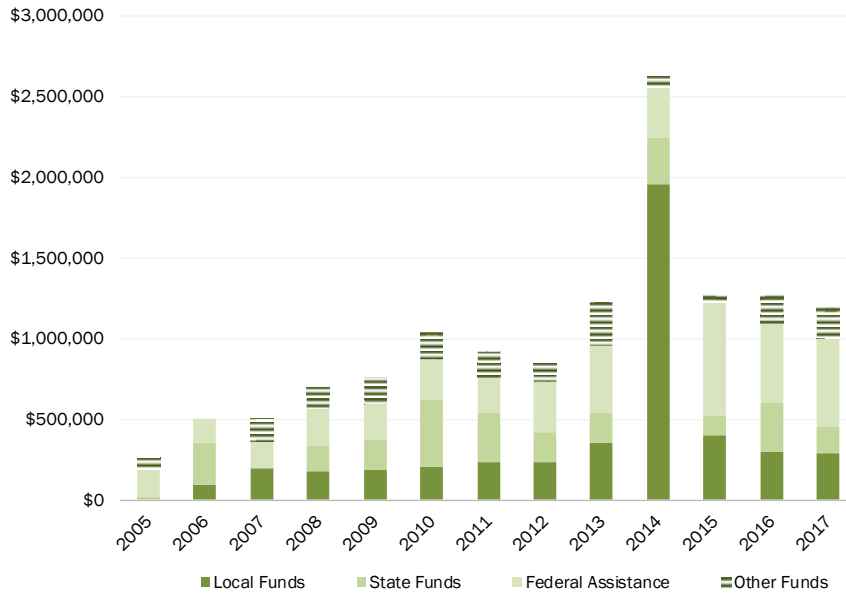


Figure 27. Source of Federal Capital Funding, Columbia County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

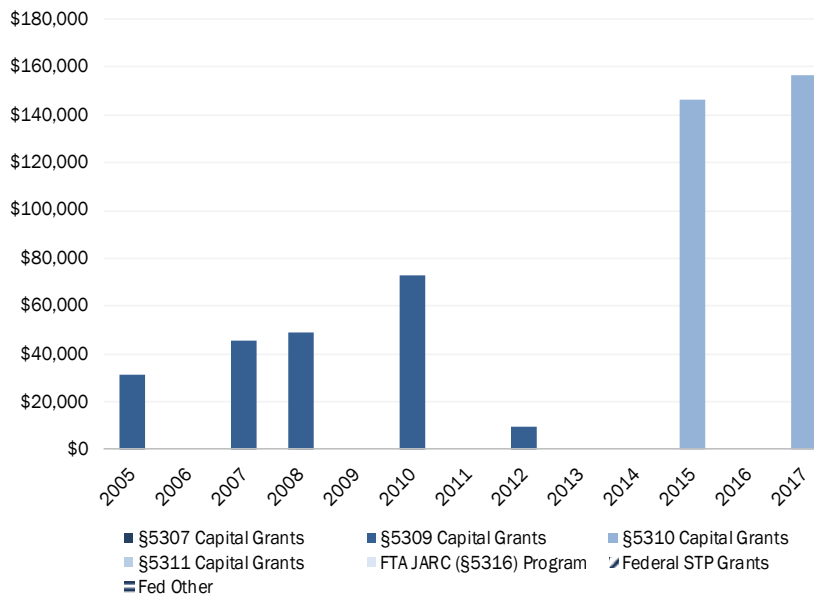


Figure 28. Source of State Capital Funding, Columbia County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

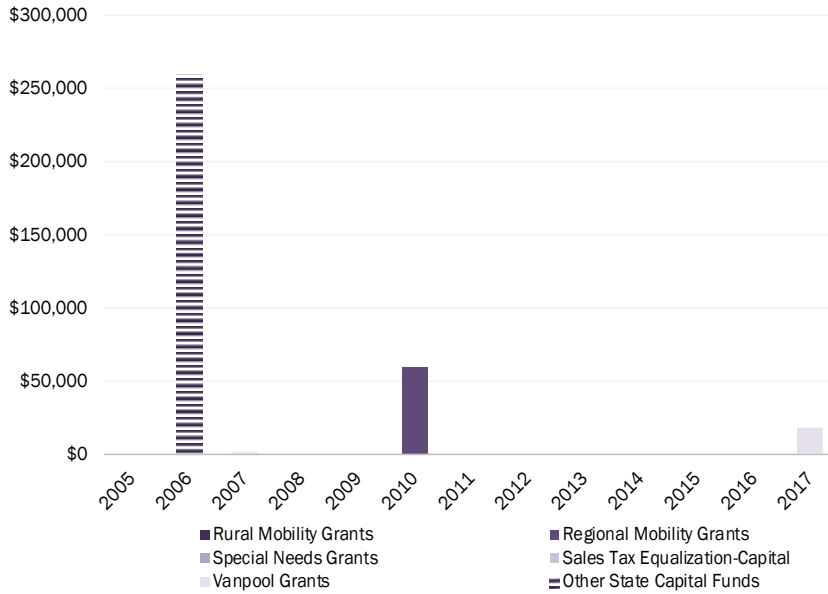
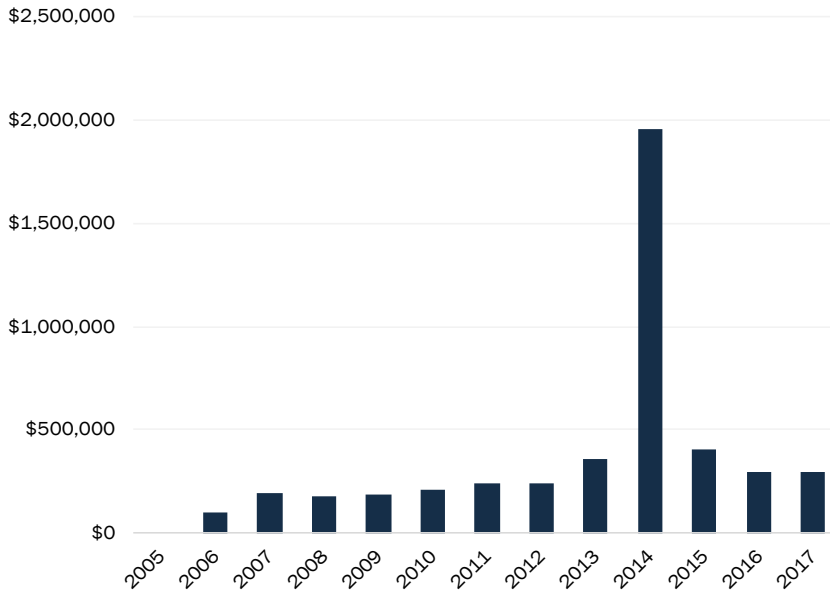


Figure 29. Local Sales/Use Tax for Transit Purposes, Columbia County Public Transportation, 2005 – 2017

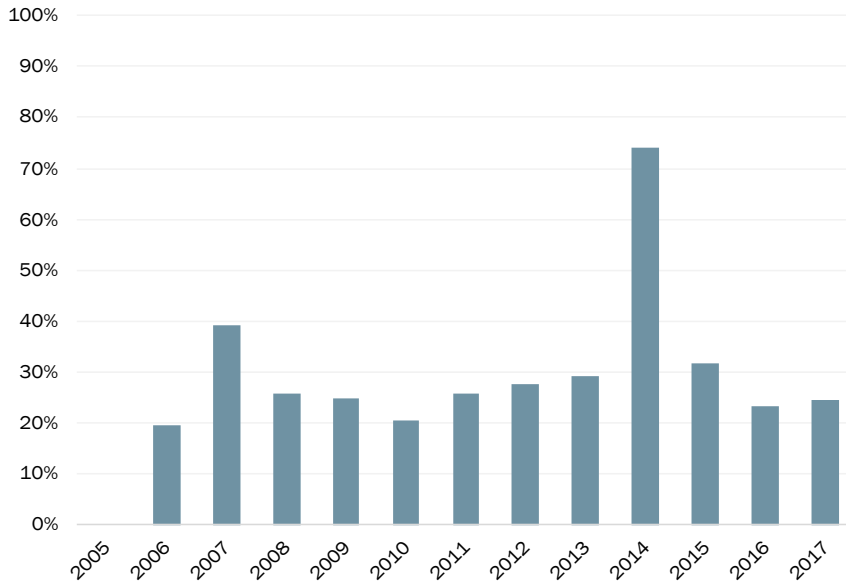
Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 30. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Columbia County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Community Transit (Snohomish County Public Transportation)

The Snohomish Community Transit is a PTBA that services the suburban and rural Snohomish County. The agency charges 1.2% in total sales and use tax.

Figure 31. Total Funding, Community Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

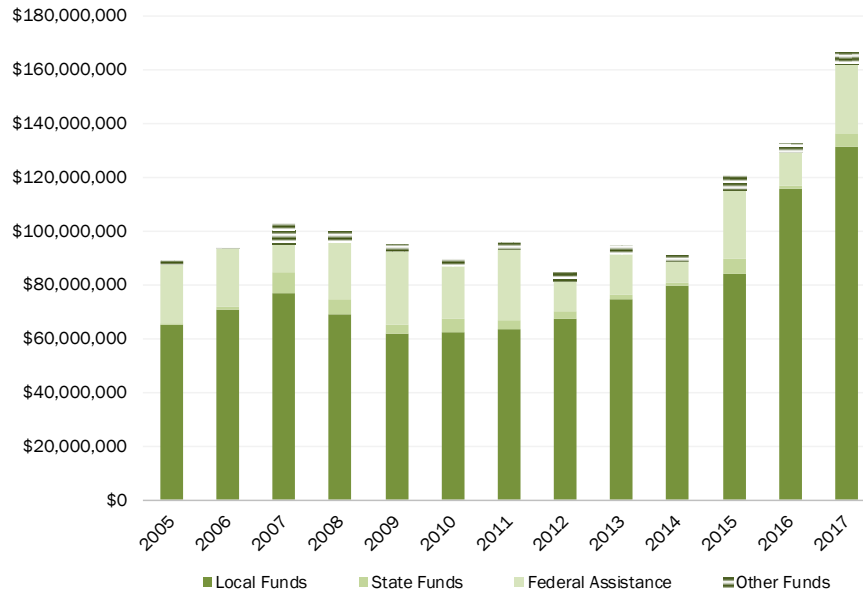
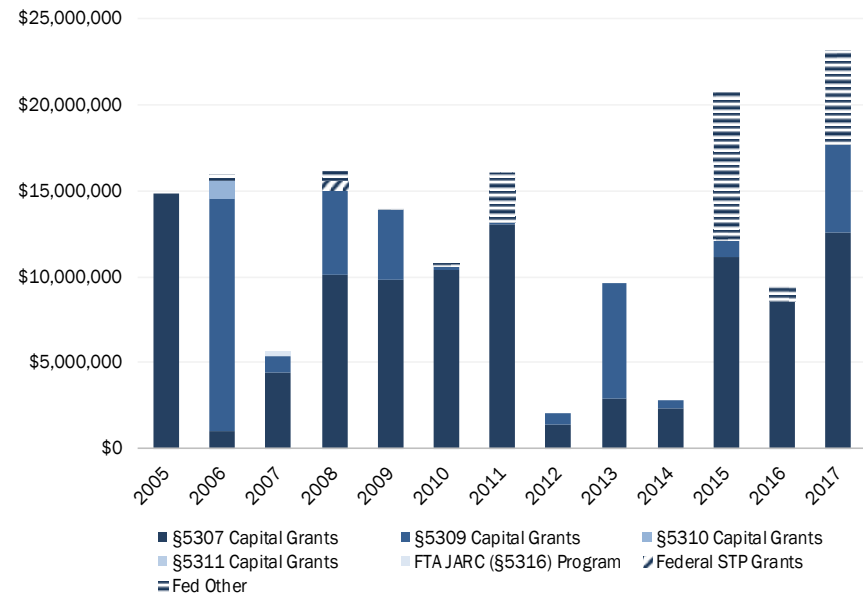


Figure 32. Source of Federal Capital Funding, Community Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 33. Source of State Capital Funding, Community Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

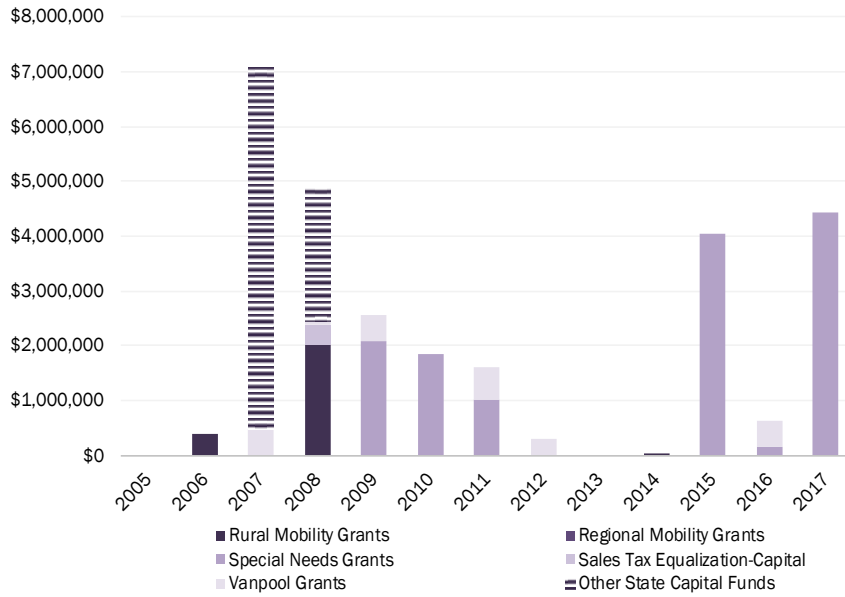


Figure 34. Local Sales/Use Tax for Transit Purposes, Community Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

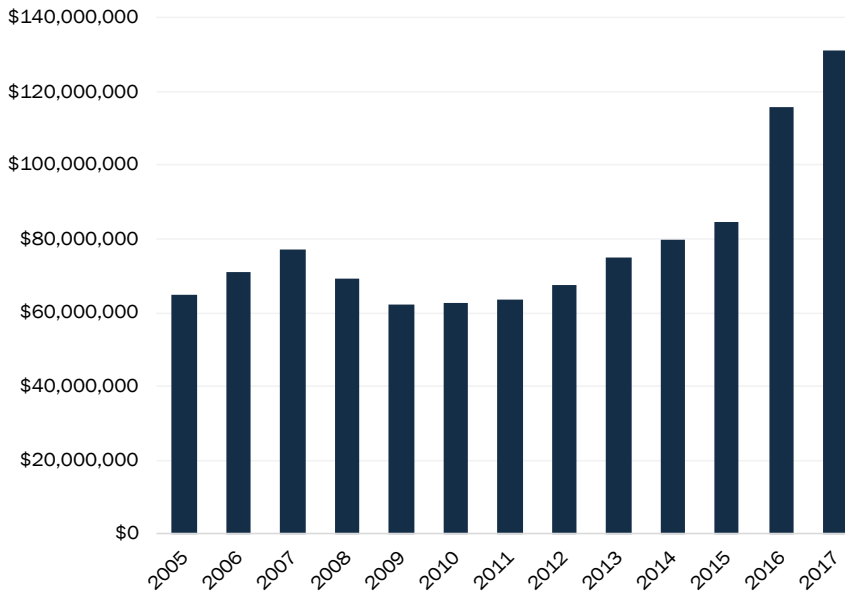
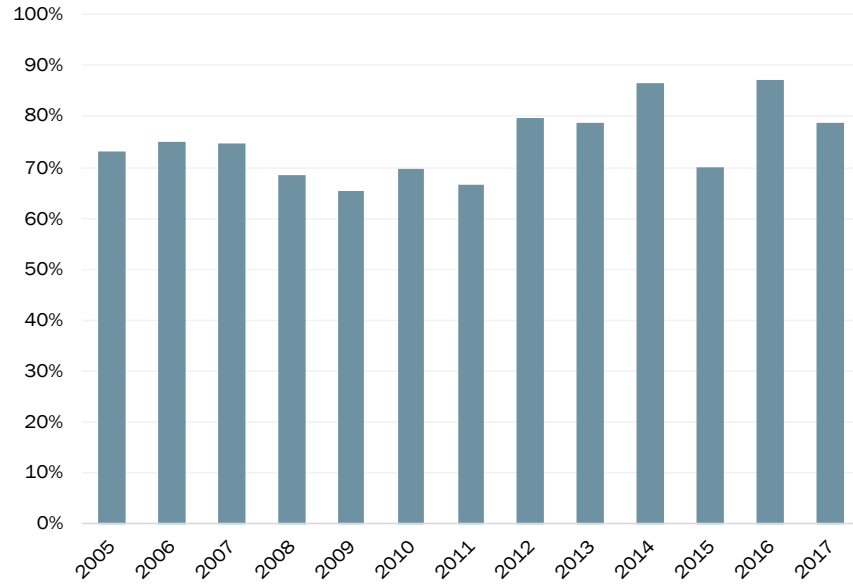


Figure 35. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Community Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.





## C-Tran (Clark County Public Transportation)

The Clark County Public C-Tran collects 0.7% in total sales and use tax for its service areas. The PTBA provides service to the City of Vancouver and its urban growth boundary. This boundary includes Battle Ground, Camas, La Center, Ridgefield and Washougal, and Yacolt.

Figure 36. Total Funding, C-Tran, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

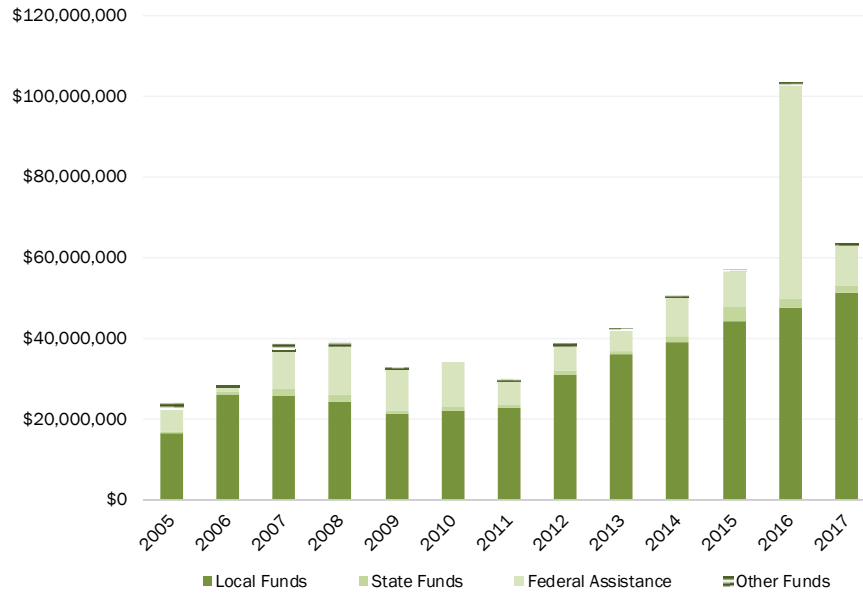


Figure 37. Source of Federal Capital Funding, C-Tran, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

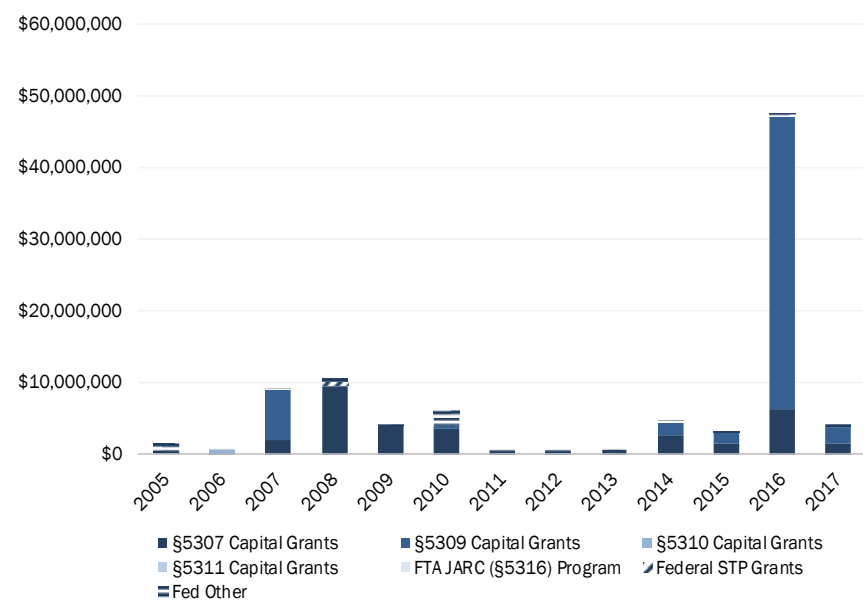


Figure 38. Source of State Capital Funding, C-Tran, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

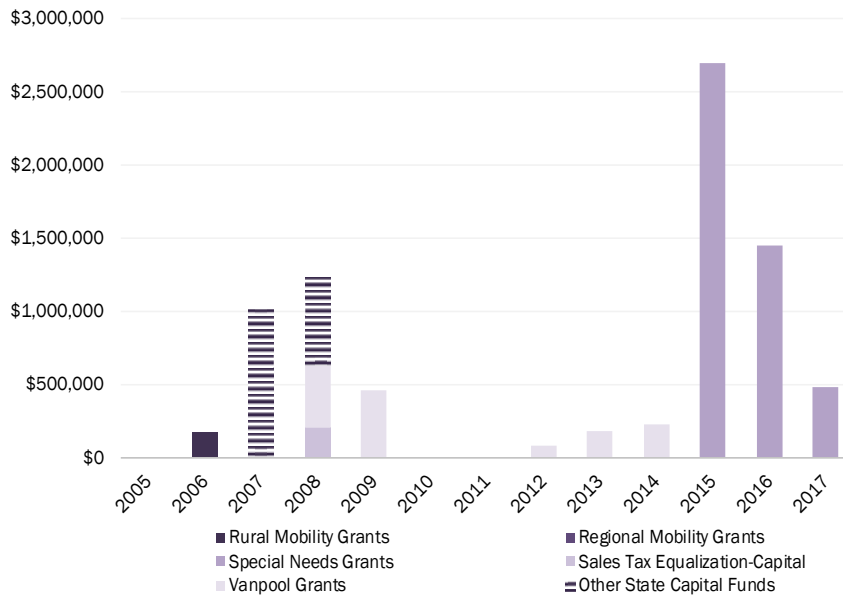


Figure 39. Local Sales/Use Tax for Transit Purposes, C-Tran, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

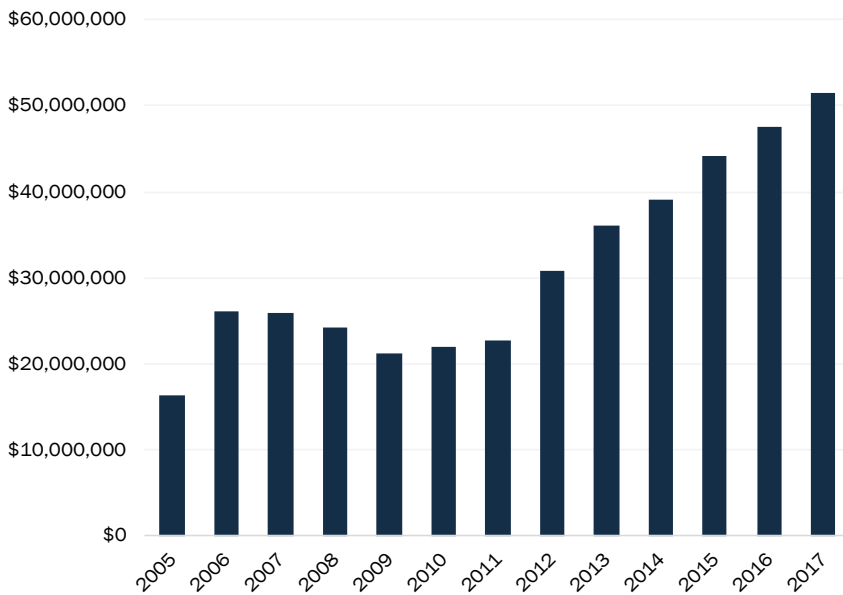
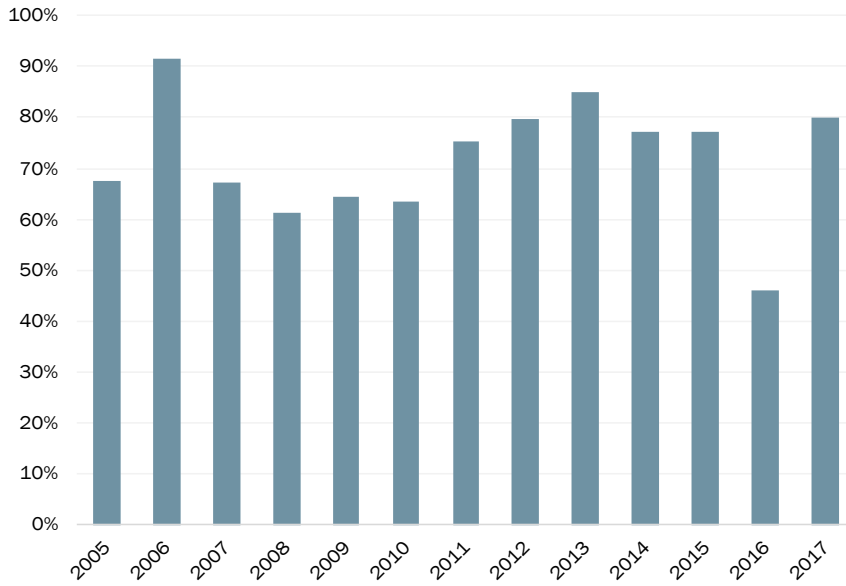


Figure 40. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, C-Tran, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Everett Transit

As a City agency, Everett Transit is authorized to charge 0.6% in retail sales tax for the City of Everett.

Figure 41. Total Funding, Everett Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

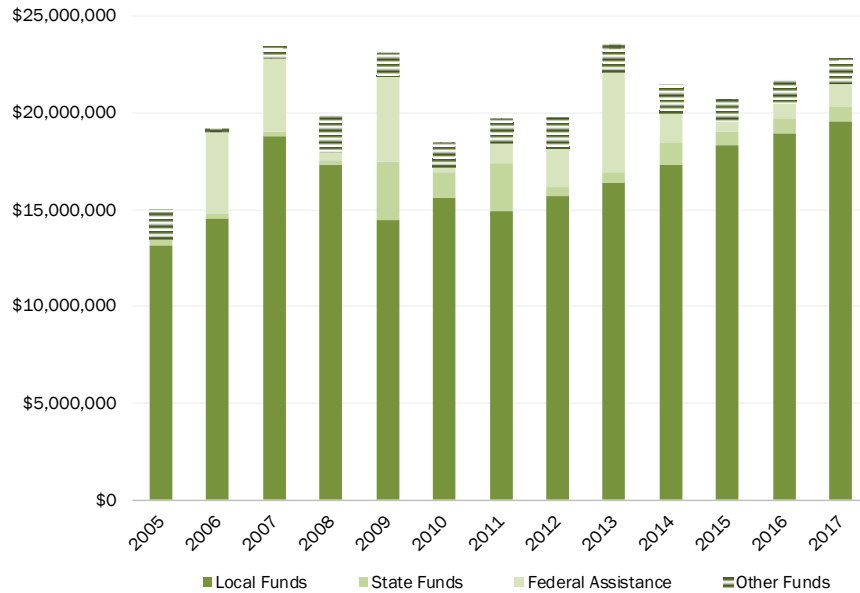
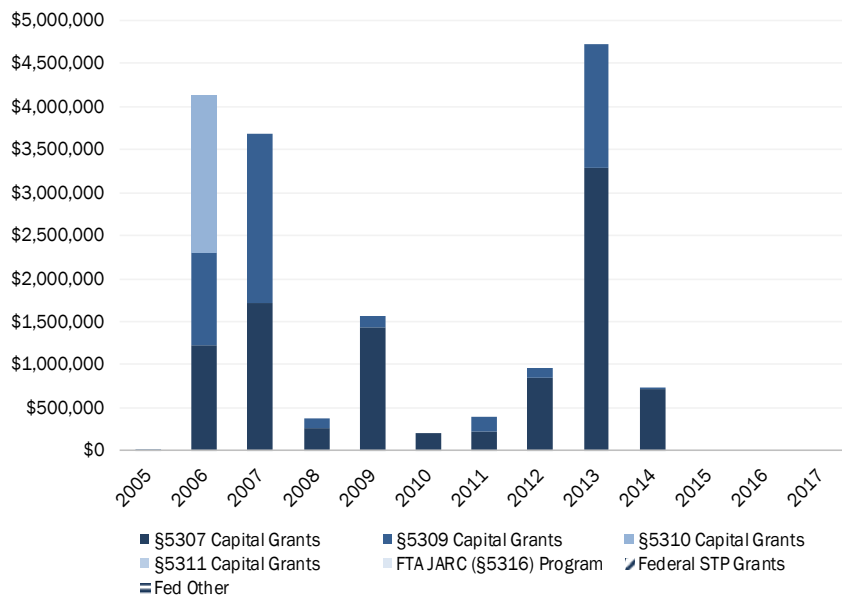


Figure 42. Source of Federal Capital Funding, Everett Transit, 2005 – 2017

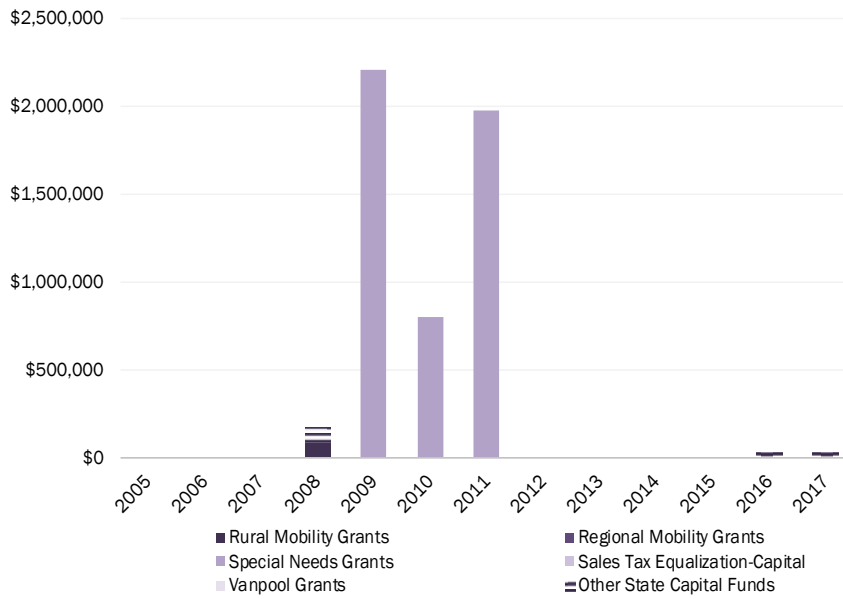
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 43. Source of State Capital Funding, Everett Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 44. Local Sales/Use Tax for Transit Purposes, Everett Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

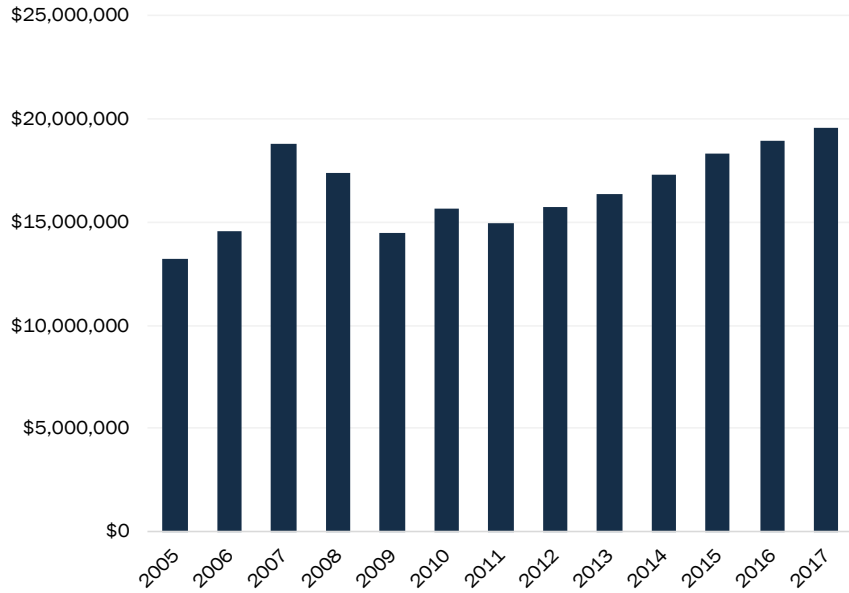
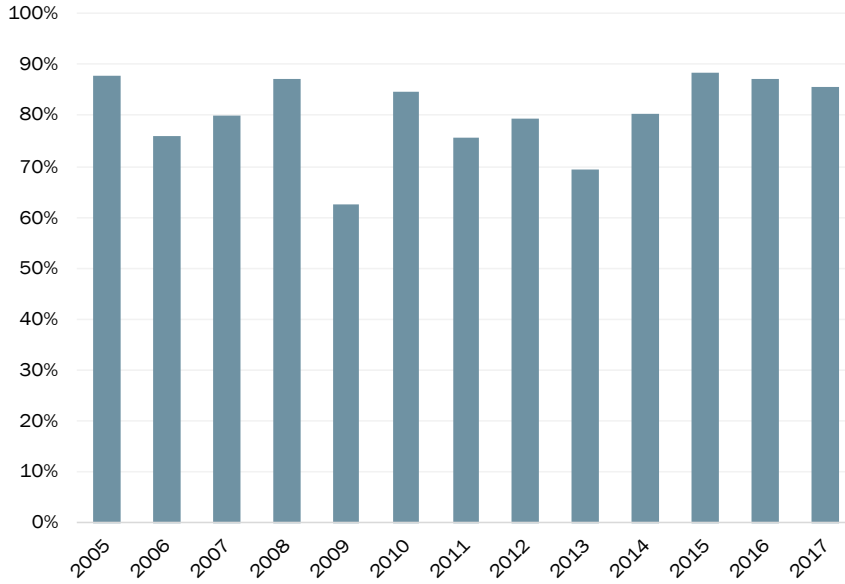


Figure 45. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Everett Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Garfield County Public Transportation

Garfield County Public is a county agency that is authorized to collect 0.4% in sales and use tax from its service area, Garfield County.

Figure 46. Total Funding, Garfield County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

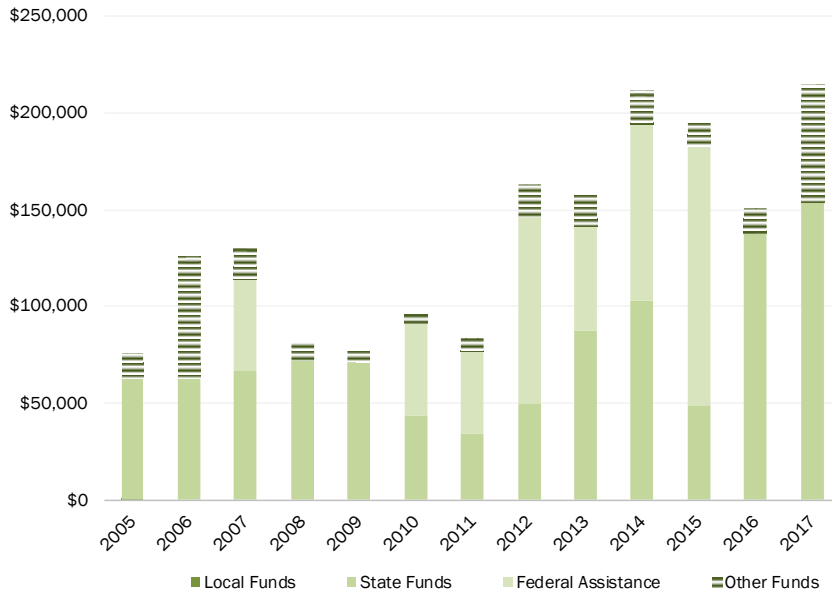


Figure 47. Source of Federal Capital Funding, Garfield County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

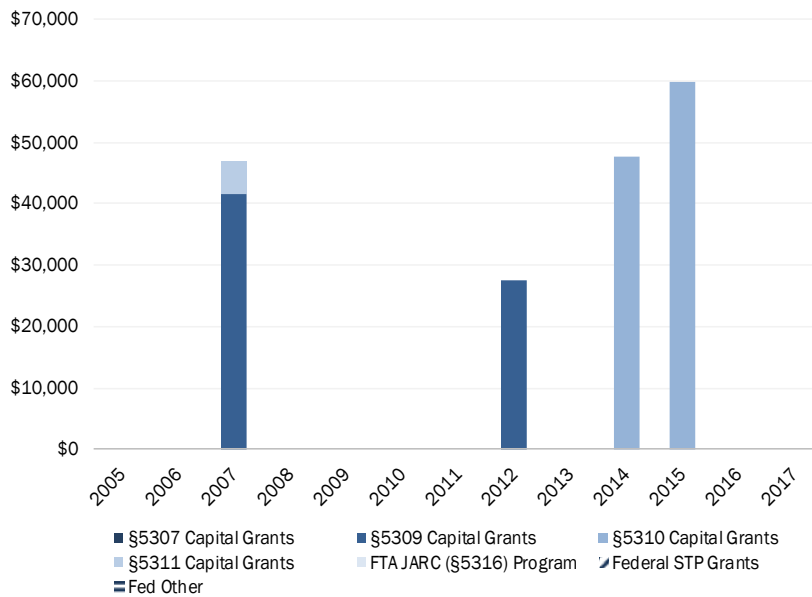


Figure 48. Local Sales/Use Tax for Transit Purposes, Garfield County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

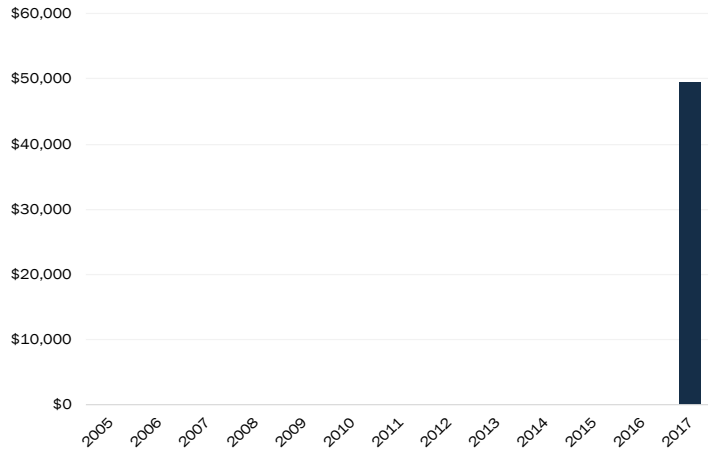
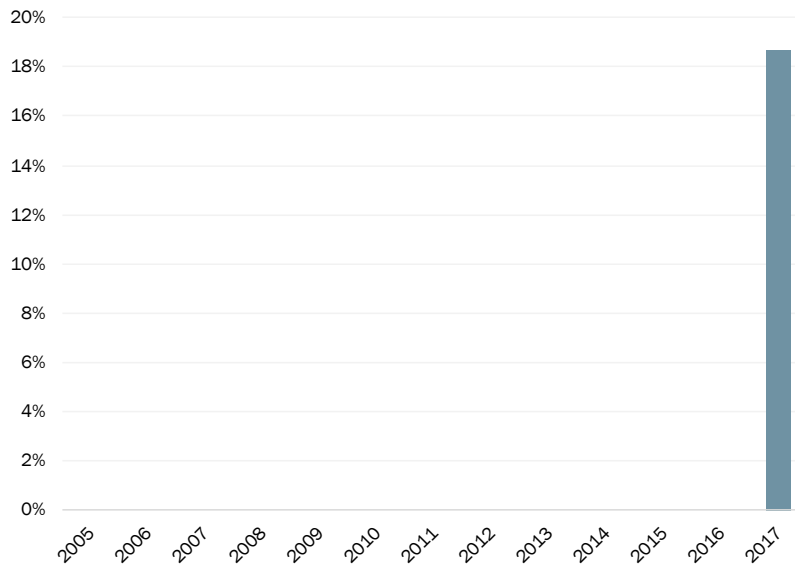


Figure 49. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Garfield County Public Transportation, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.





## Grant Transit Authority

Serving Grant County, the Grand Transit Authority functions as a PTBA that receives 0.2% in local sales tax.

Figure 50. Total Funding, Grant Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

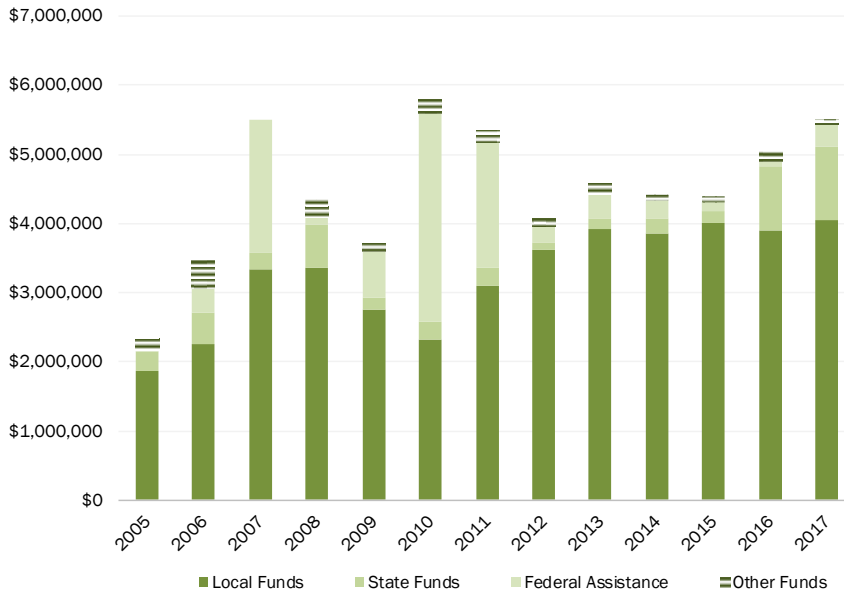


Figure 51. Source of Federal Capital Funding, Grant Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

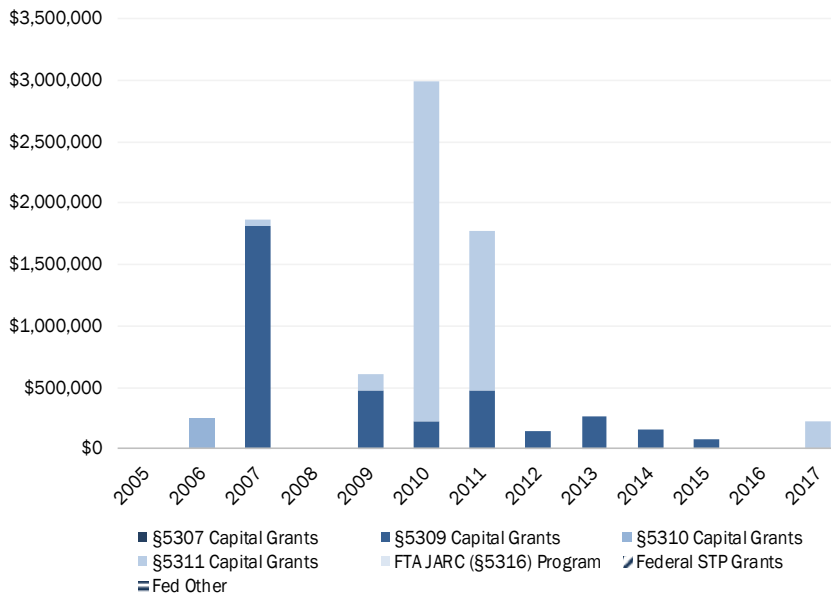


Figure 52. Source of State Capital Funding, Grant Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

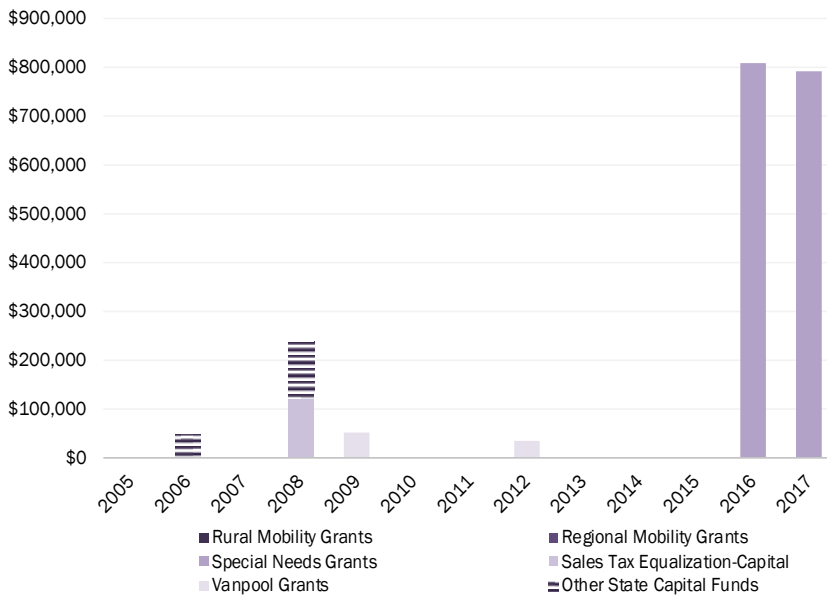


Figure 53. Local Sales/Use Tax for Transit Purposes, Grant Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

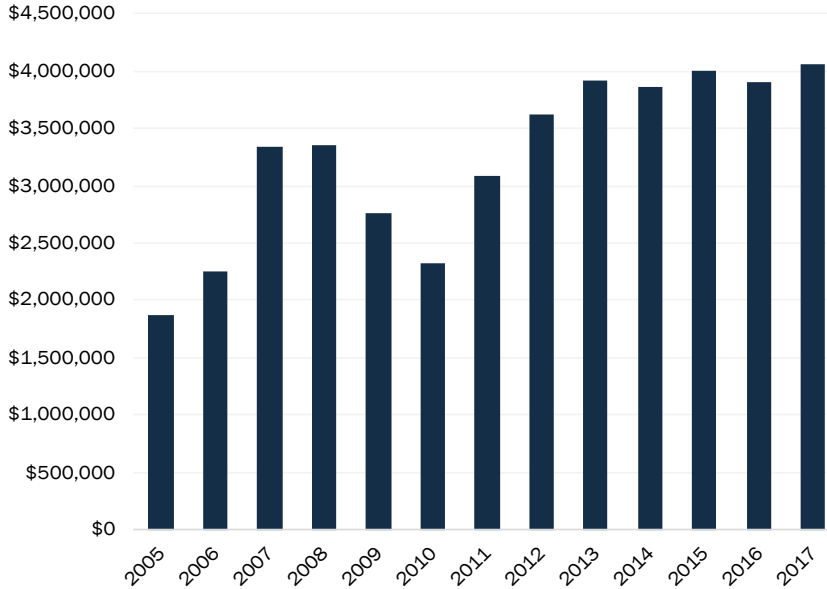
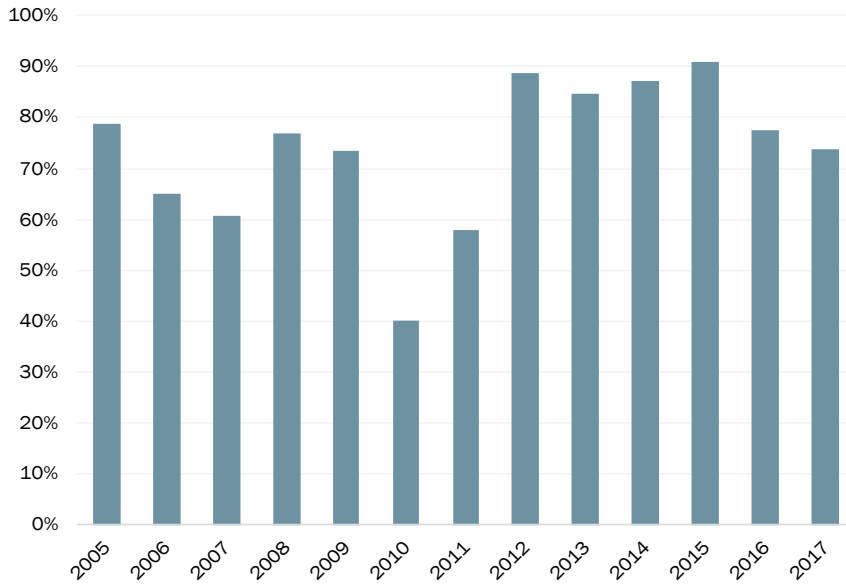


Figure 54. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Grant Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Grays Harbor Transportation Authority

Grays Harbor Transportation is a county agency that serves Gray's Harbor County. The agency charges 0.7% in total sales and use tax.

Figure 55. Total Funding, Grays Harbor Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

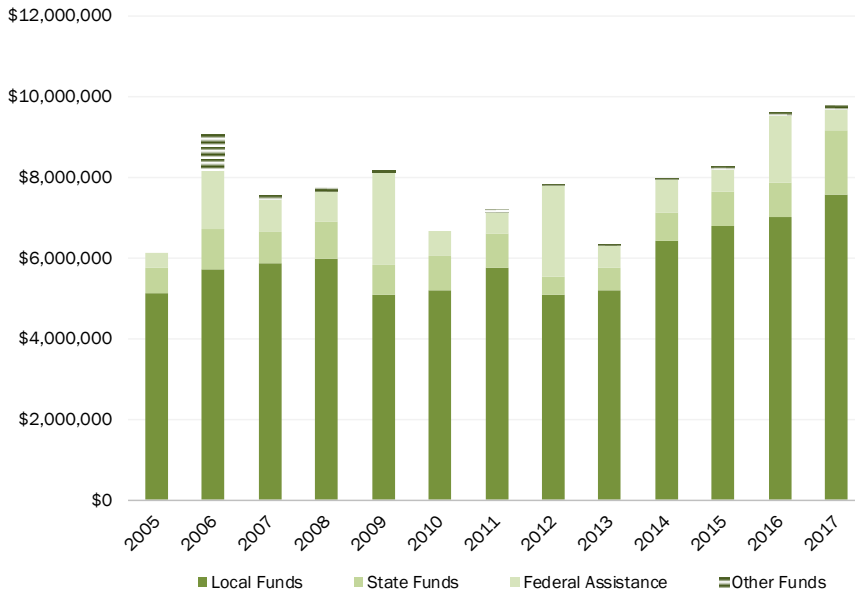


Figure 56. Source of Federal Capital Funding, Grays Harbor Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

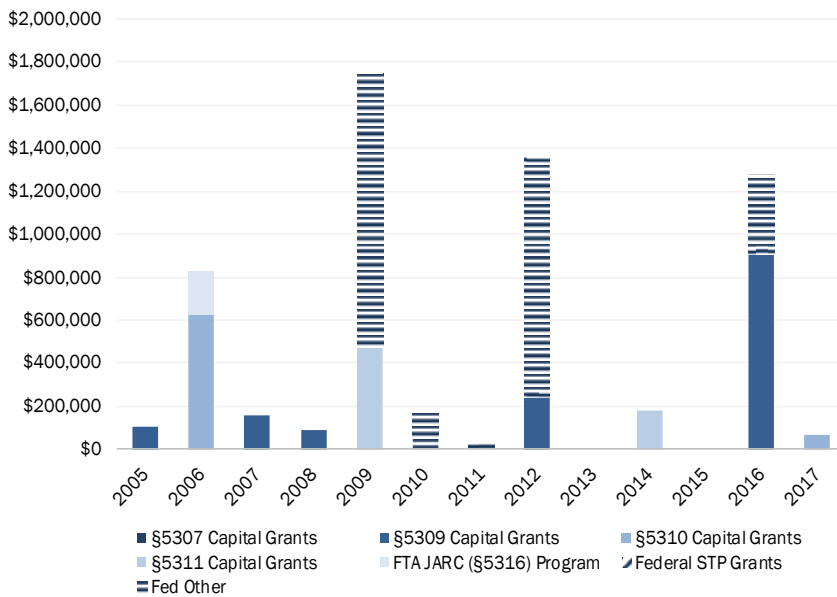


Figure 57. Source of State Capital Funding, Grays Harbor Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

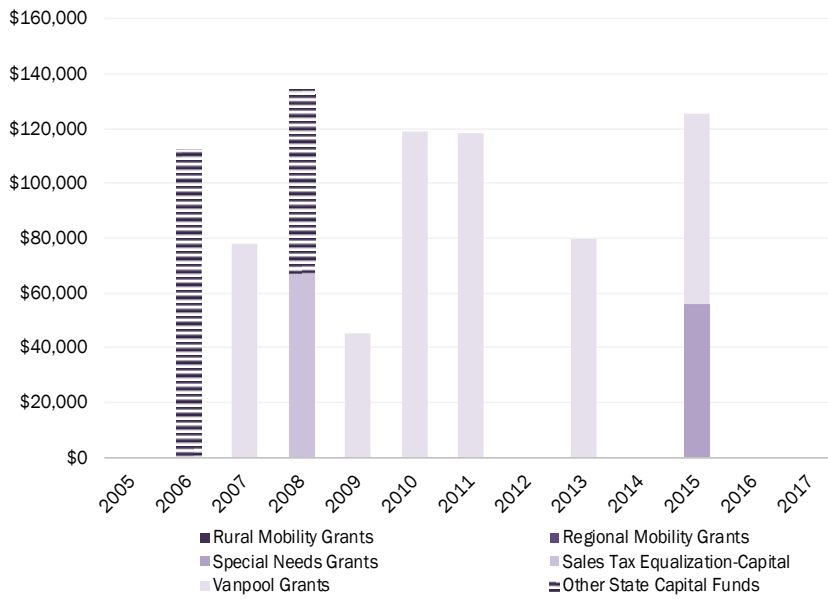


Figure 58. Local Sales/Use Tax for Transit Purposes, Grays Harbor Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

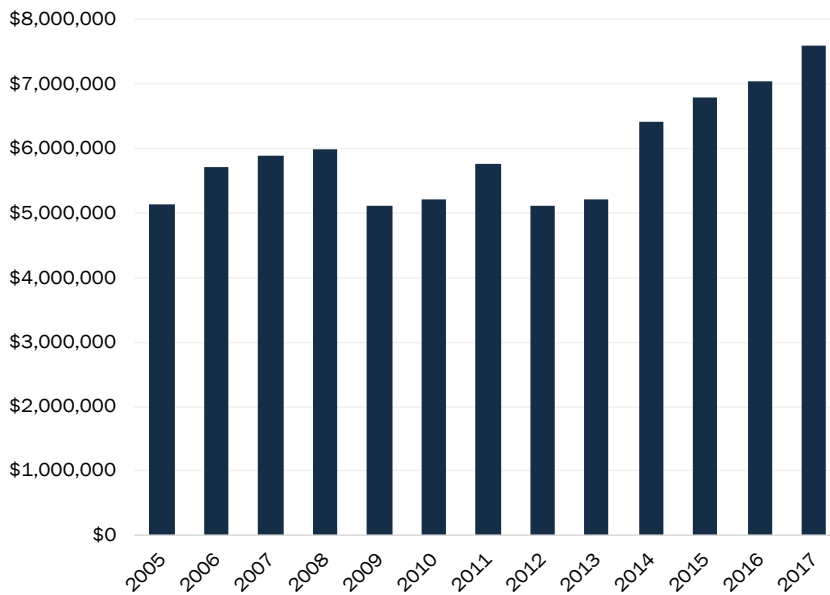
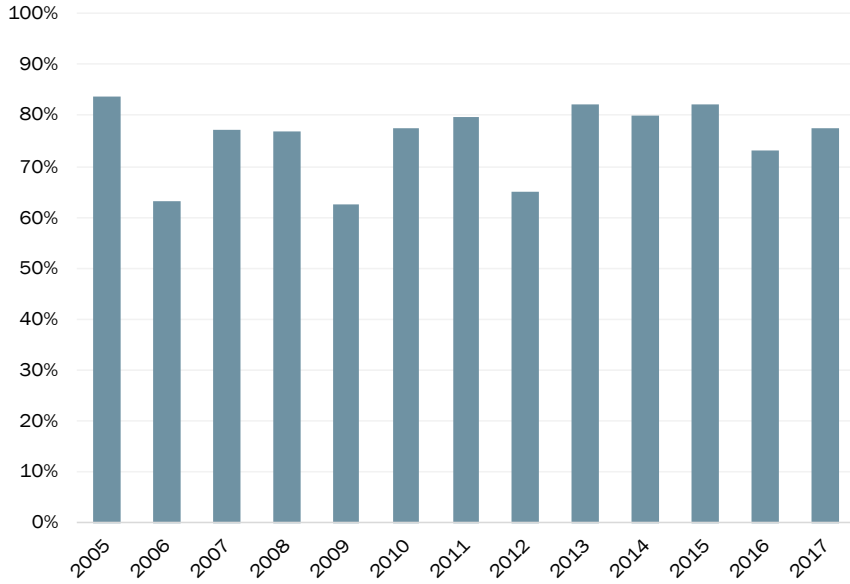


Figure 59. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Grays Harbor Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Intercity Transit

The Intercity Transit (PTBA) services Olympia, Lacey, Tumwater, and Yelm cities with an authorized 0.8% total sales and use tax.

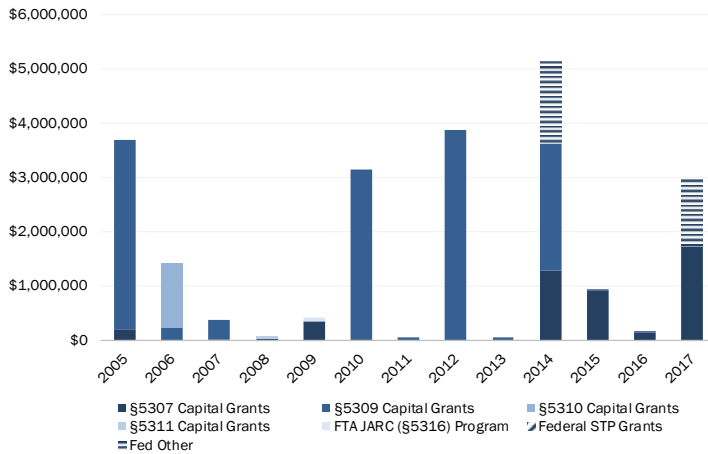
Figure 60. Total Funding, Intercity Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



Figure 61. Source of Federal Capital Funding, Intercity Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 62. Source of State Capital Funding, Intercity Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

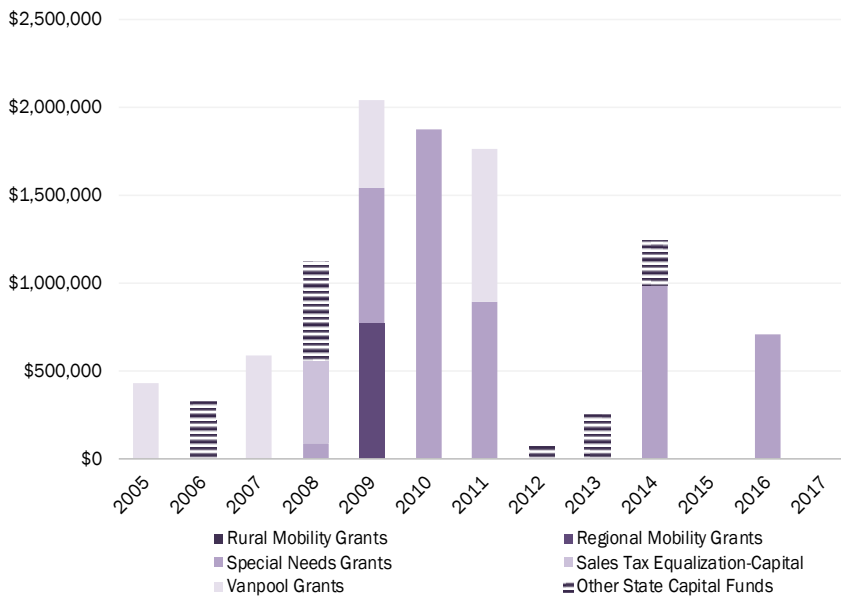


Figure 63. Local Sales/Use Tax for Transit Purposes, Intercity Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

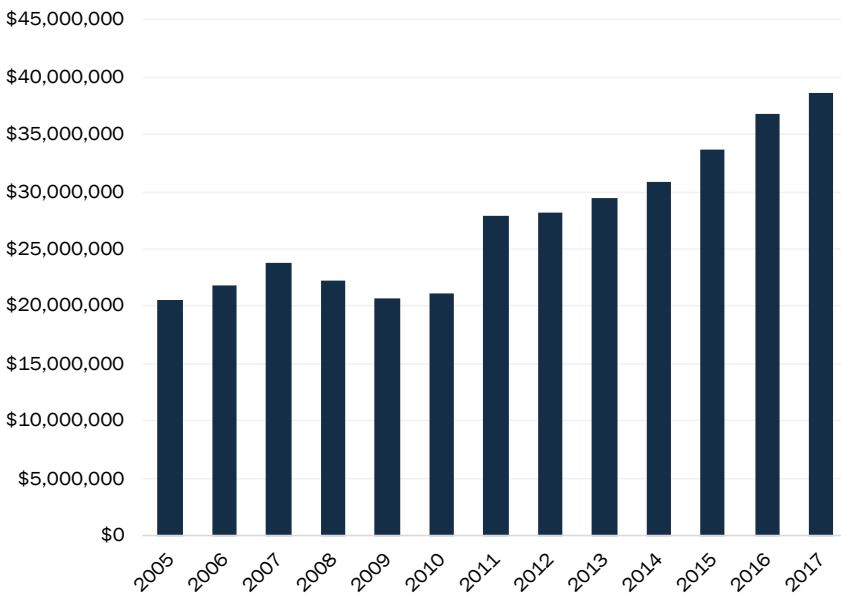
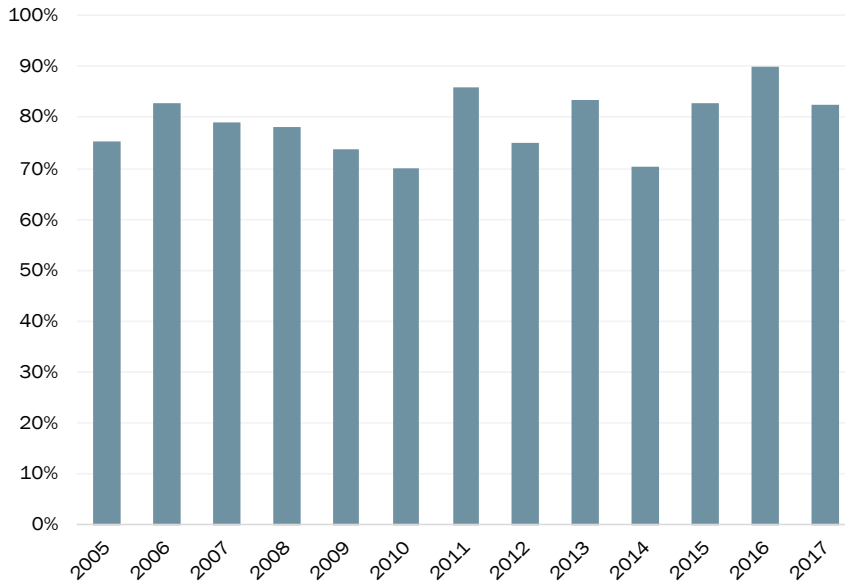




Figure 64. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Intercity Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Island Transit

Servicing Island County, the Island Transit (PTBA) collects 0.9% in sales and use tax.

Figure 65. Total Funding, Island Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

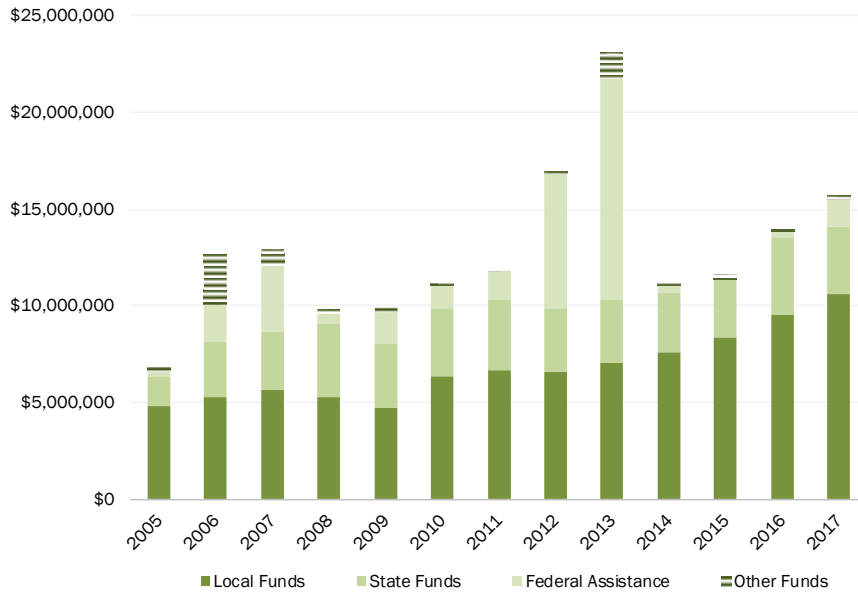
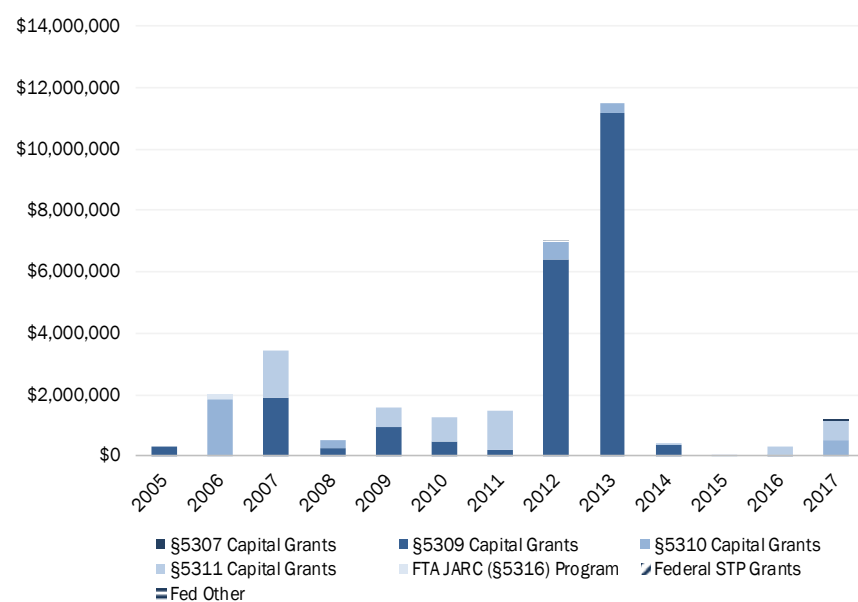


Figure 66. Source of Federal Capital Funding, Island Transit, 2005 – 2017

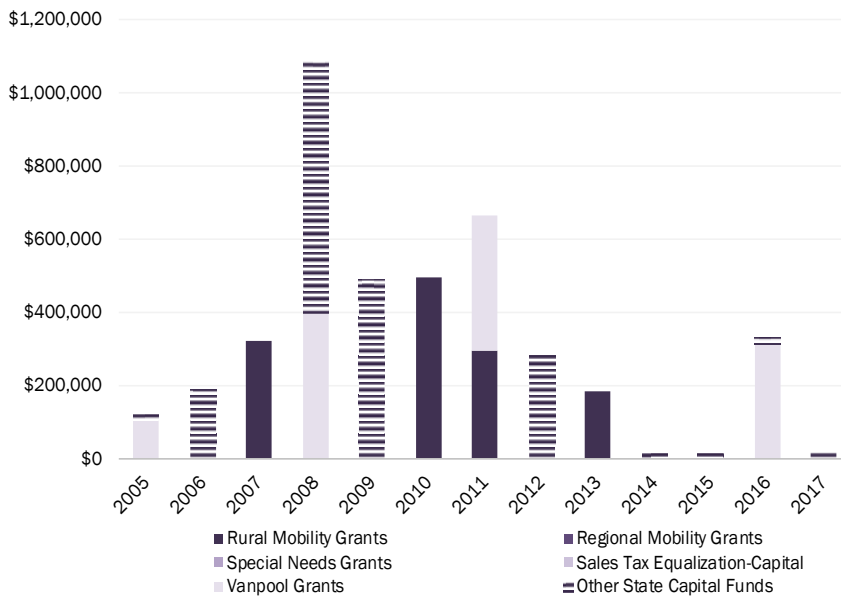
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 67. Source of State Capital Funding, Island Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 68. Local Sales/Use Tax for Transit Purposes, Island Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

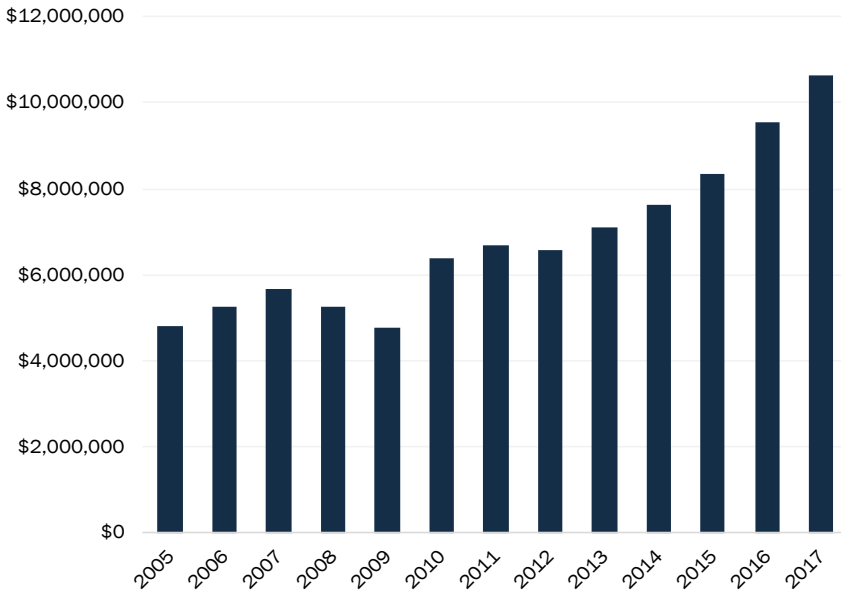
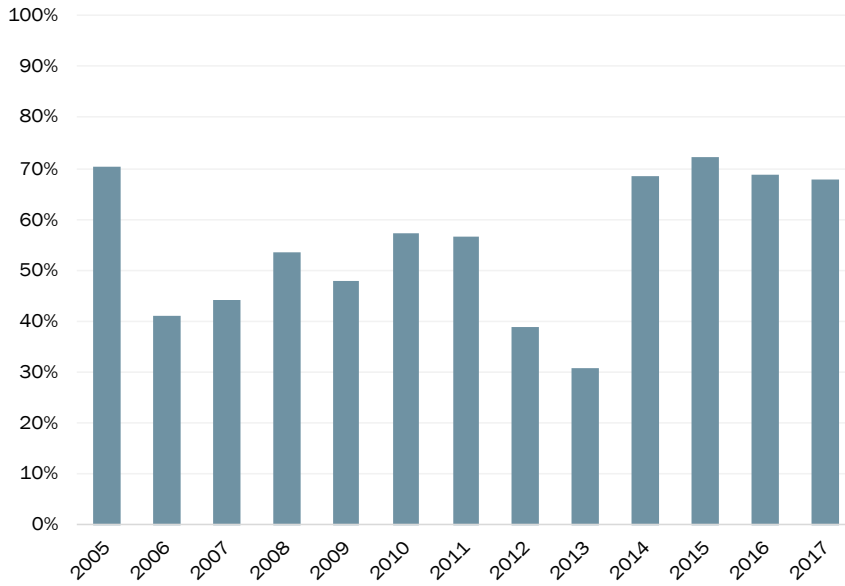


Figure 69. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Island Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Jefferson Transit Authority

The Jefferson Transit Authority (PTBA) collects 0.9% in total sales and use tax from its service area, Jefferson County.

Figure 70. Total Funding, Jefferson Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

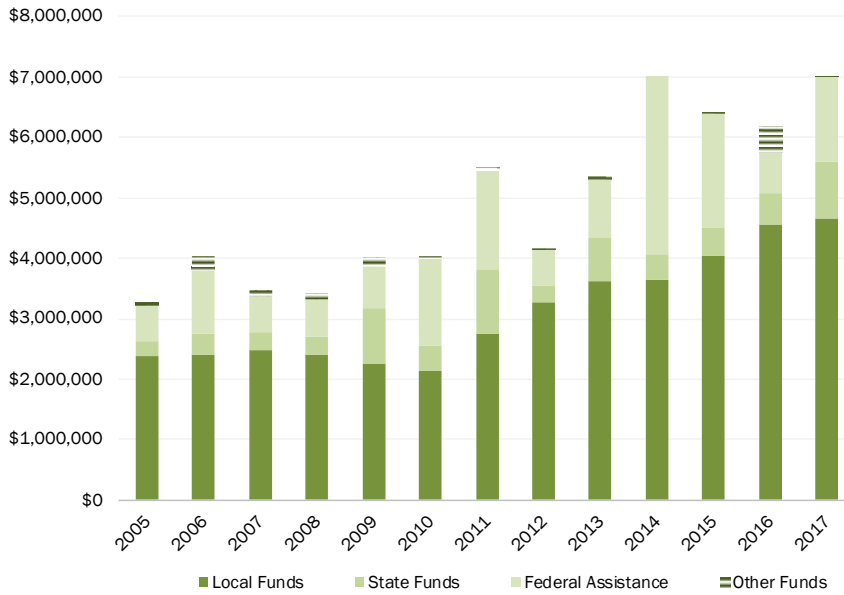


Figure 71. Source of Federal Capital Funding, Jefferson Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

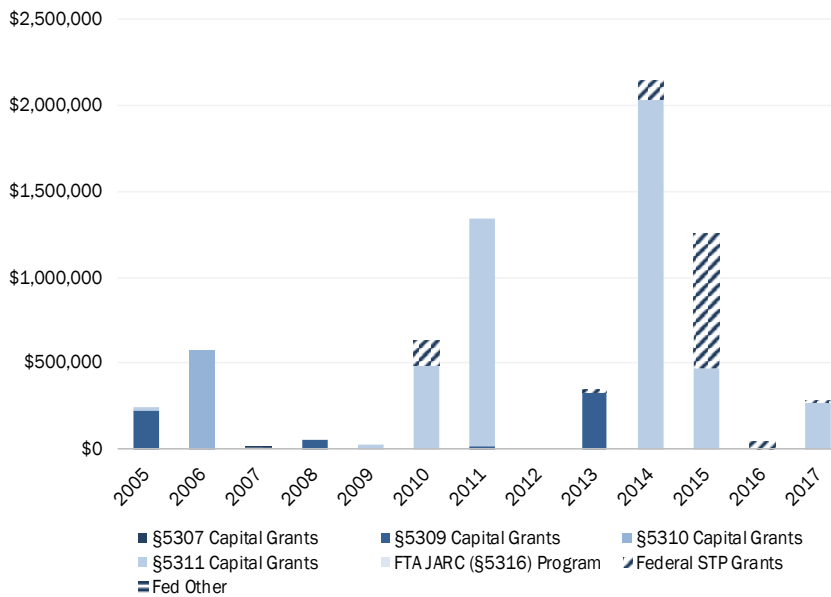


Figure 72. Source of State Capital Funding, Jefferson Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

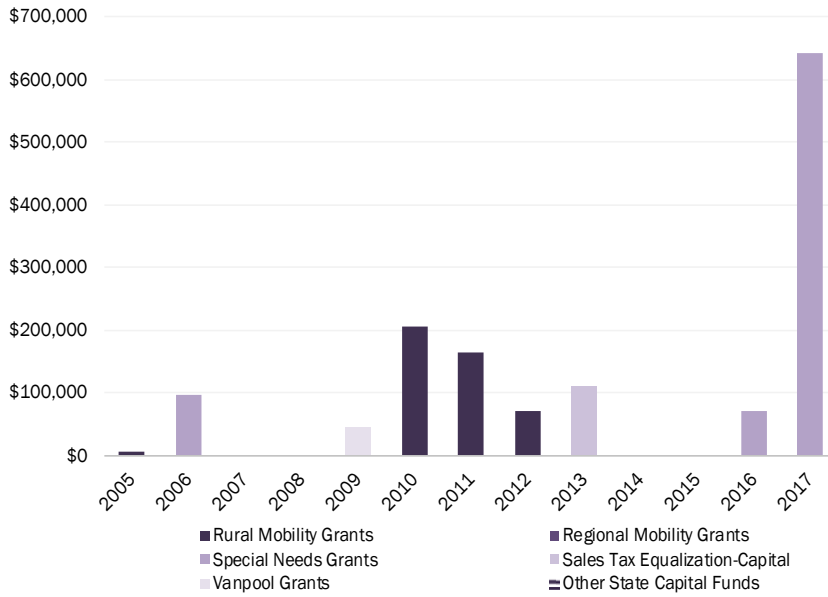


Figure 73. Local Sales/Use Tax for Transit Purposes, Jefferson Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

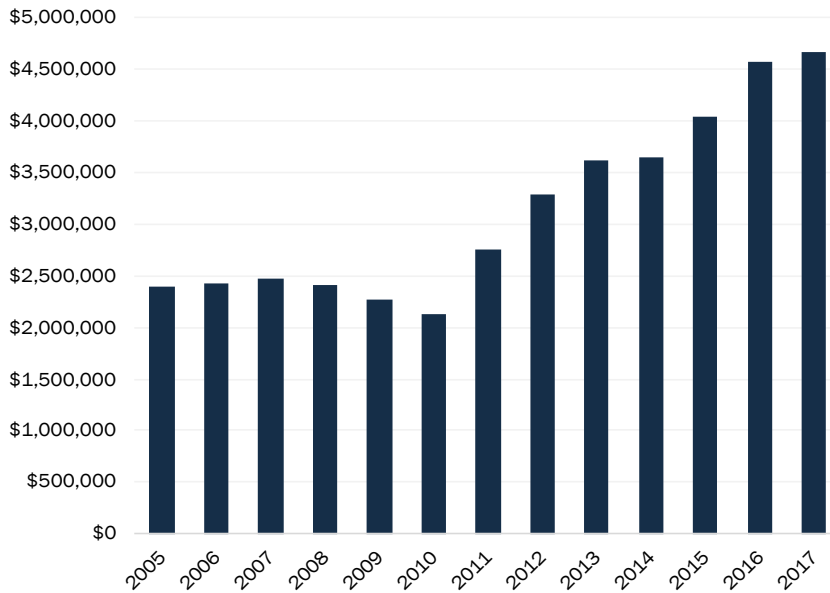
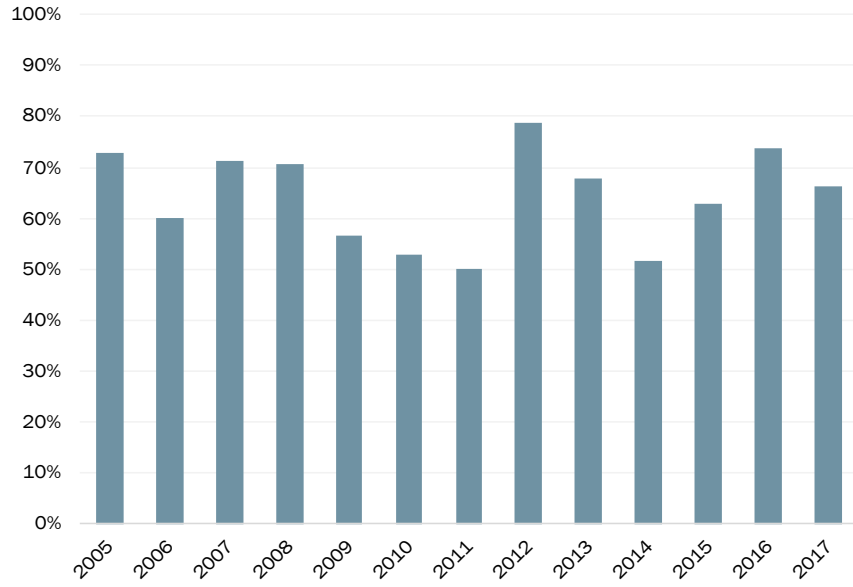


Figure 74. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Jefferson Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## King County Metro

King County Metro only services King County. The county agency charges 0.9% in total sales and use tax.

Figure 75. Total Funding, King County Metro, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

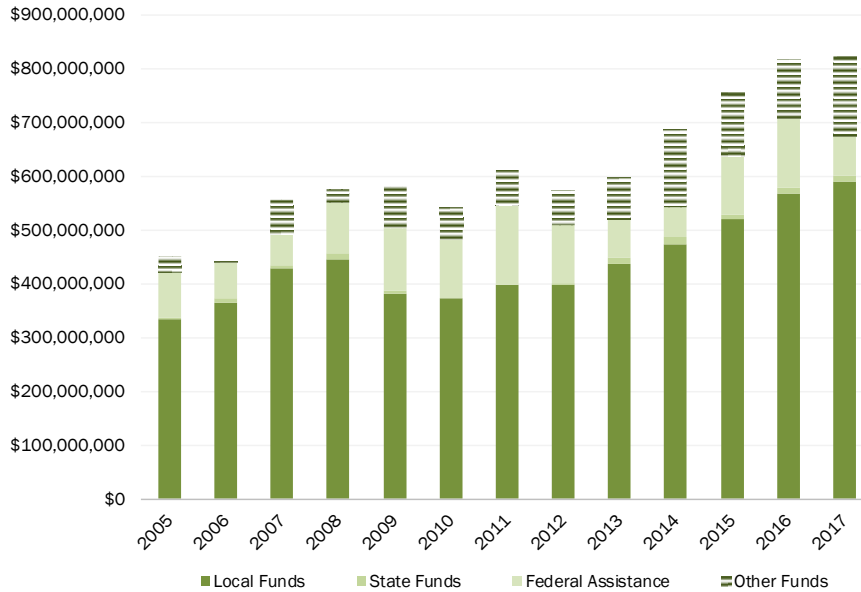
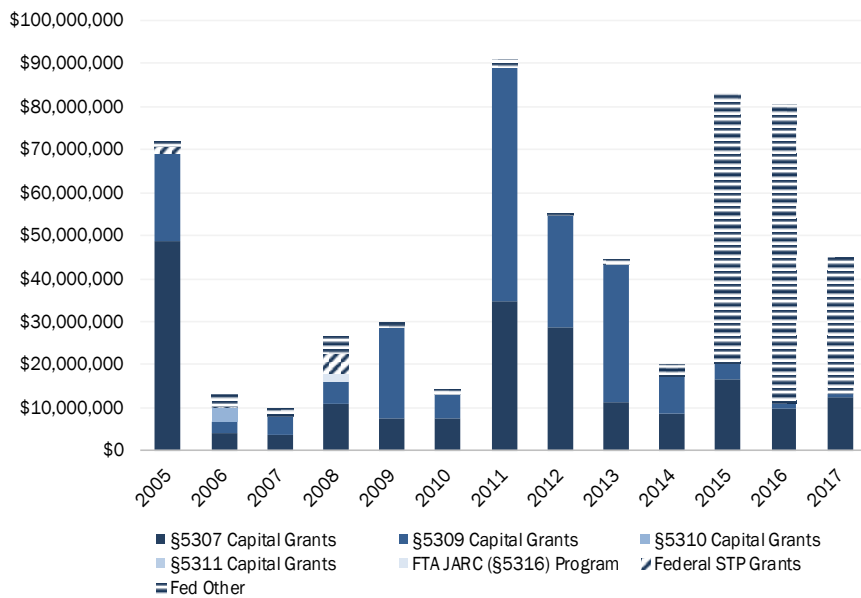


Figure 76. Source of Federal Capital Funding, King County Metro, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.





WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 77. Source of State Capital Funding, King County Metro, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

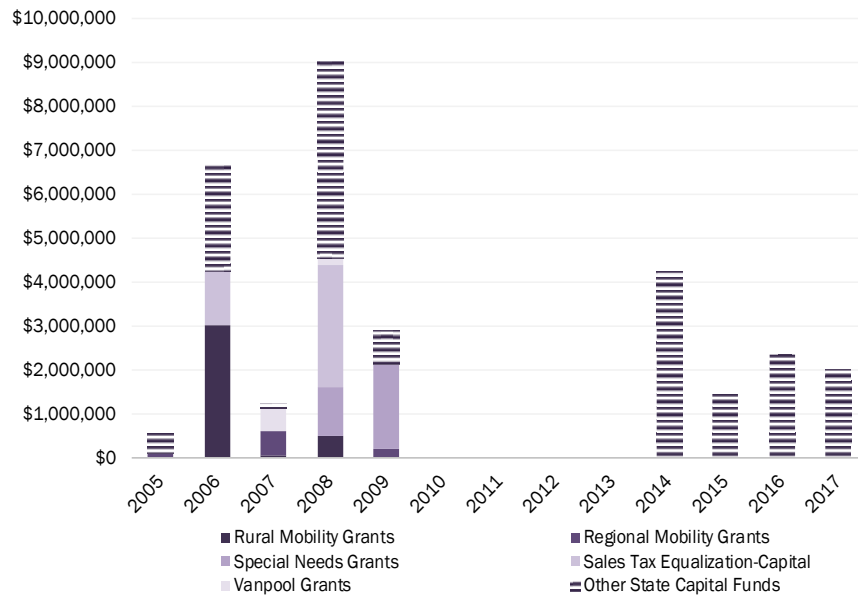


Figure 78. Local Sales/Use Tax for Transit Purposes, King County Metro, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

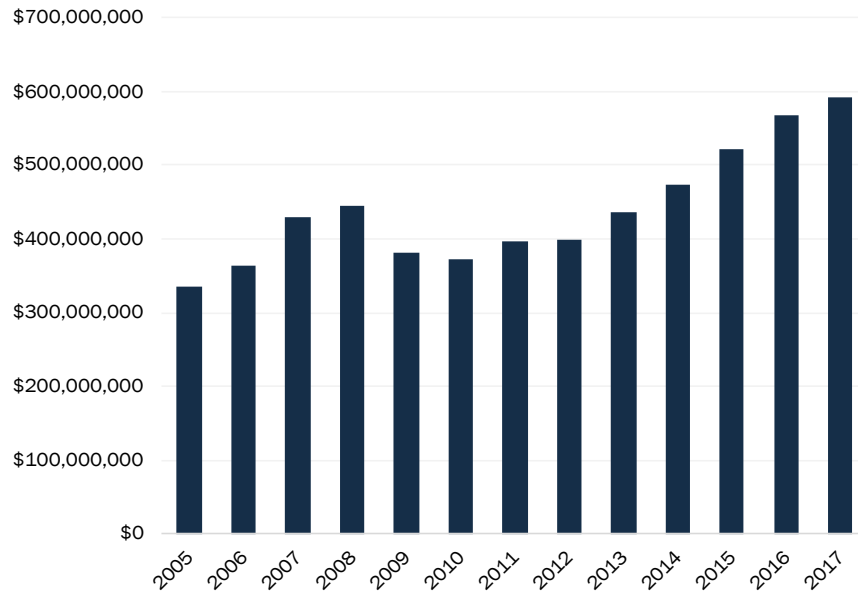
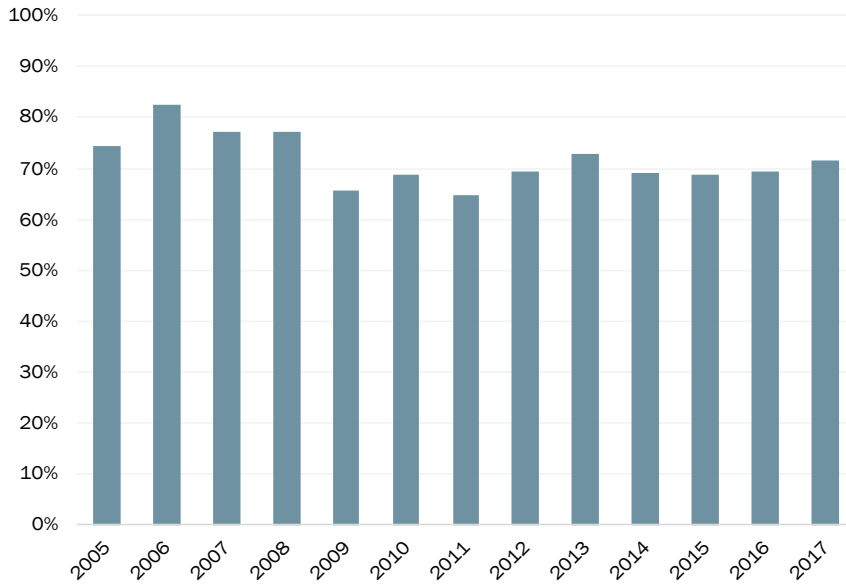


Figure 79. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, King County Metro, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Kitsap Transit

The Kitsap Transit (PTBA) also serves the King County area, collecting 0.9% in sales tax.

Figure 80. Total Funding, Kitsap Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

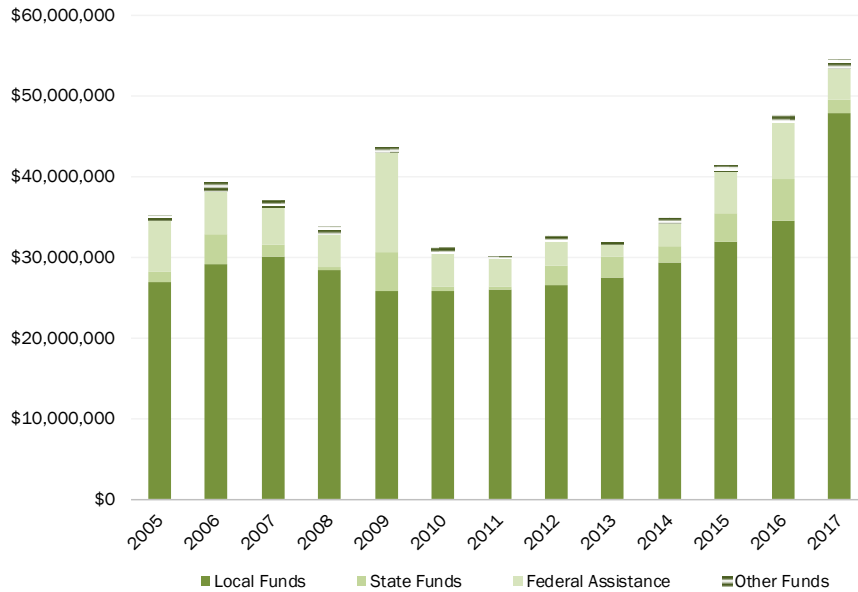
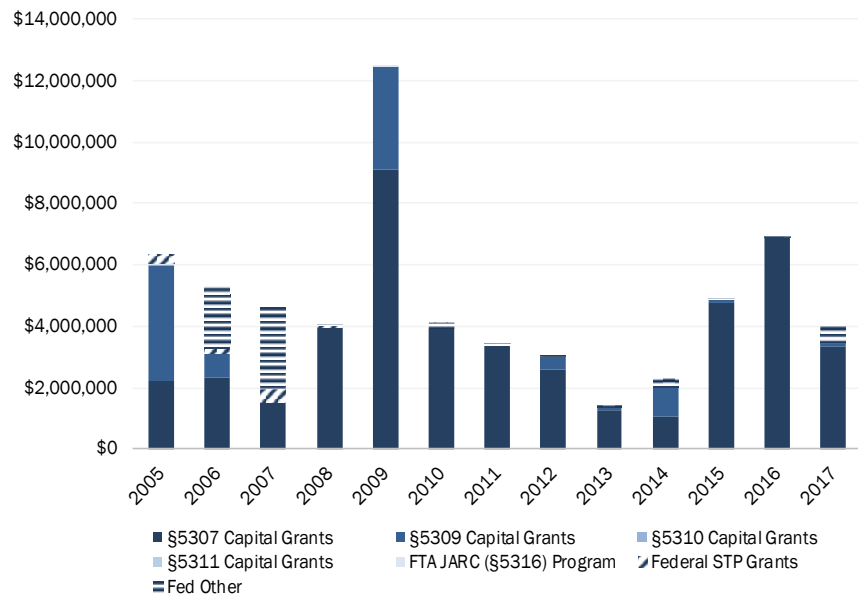


Figure 81. Source of Federal Capital Funding, Kitsap Transit, 2005 – 2017

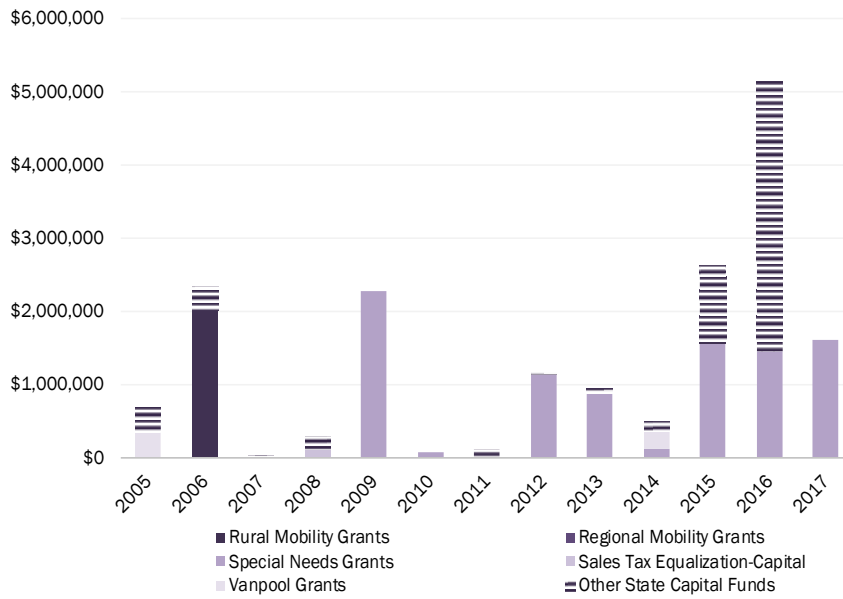
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 82. Source of State Capital Funding, Kitsap Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 83. Local Sales/Use Tax for Transit Purposes, Kitsap Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

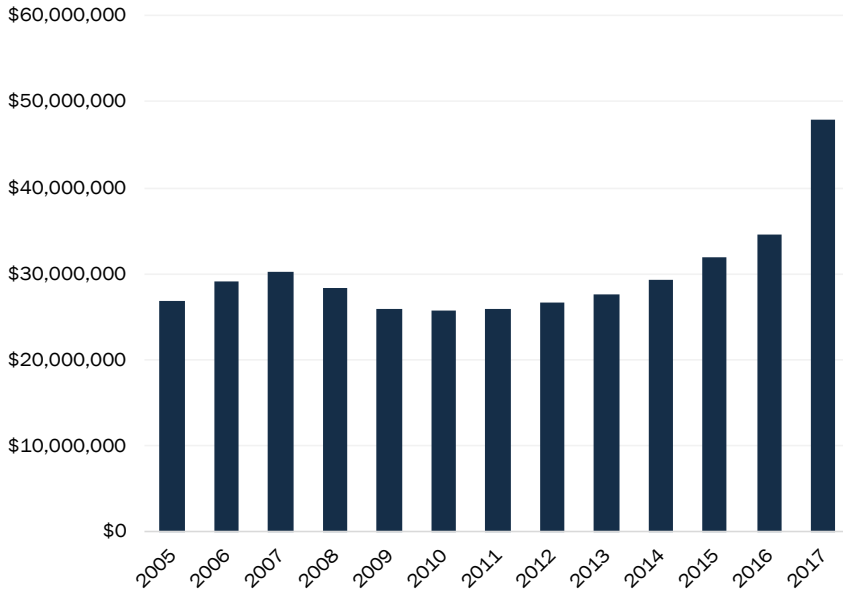
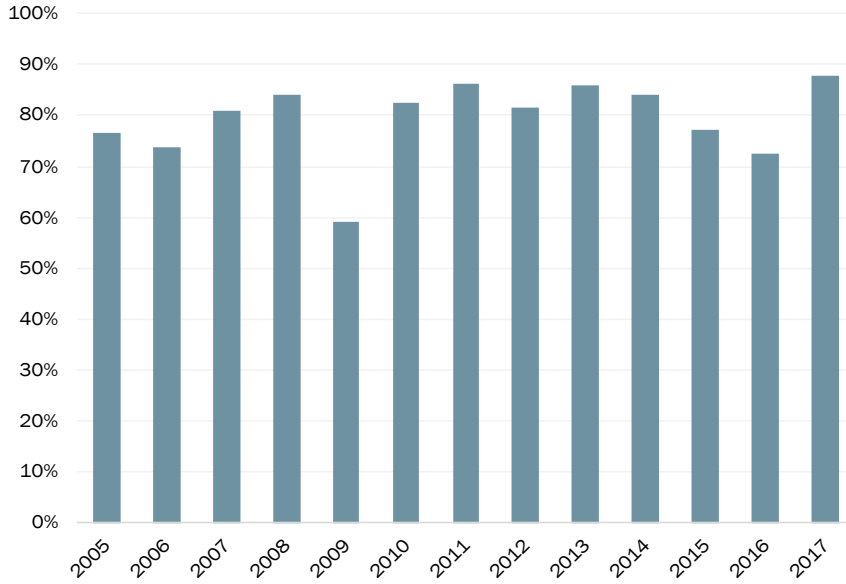


Figure 84. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Kitsap Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Link Transit

The Link Transit (PTBA) charges 0.4% in total sales and use tax from its service areas.

Figure 85. Total Funding, Link Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

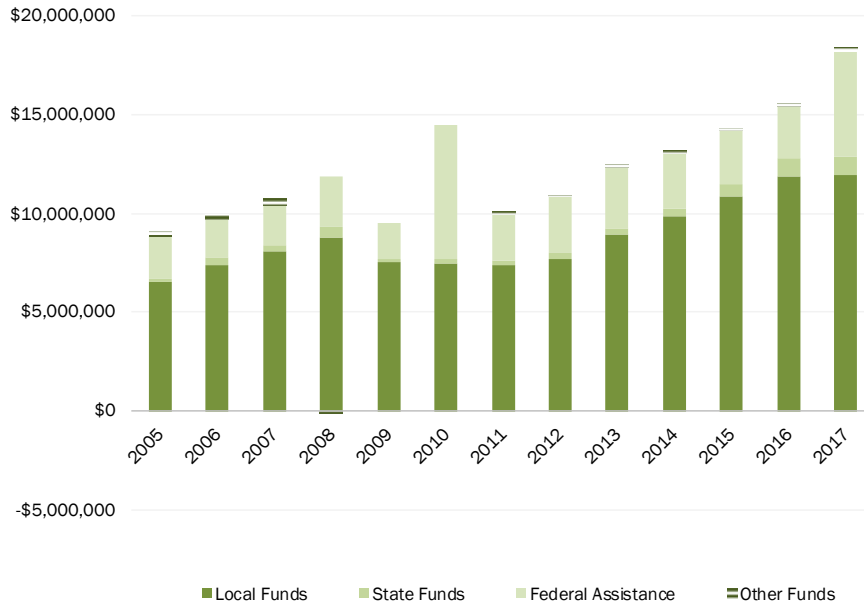
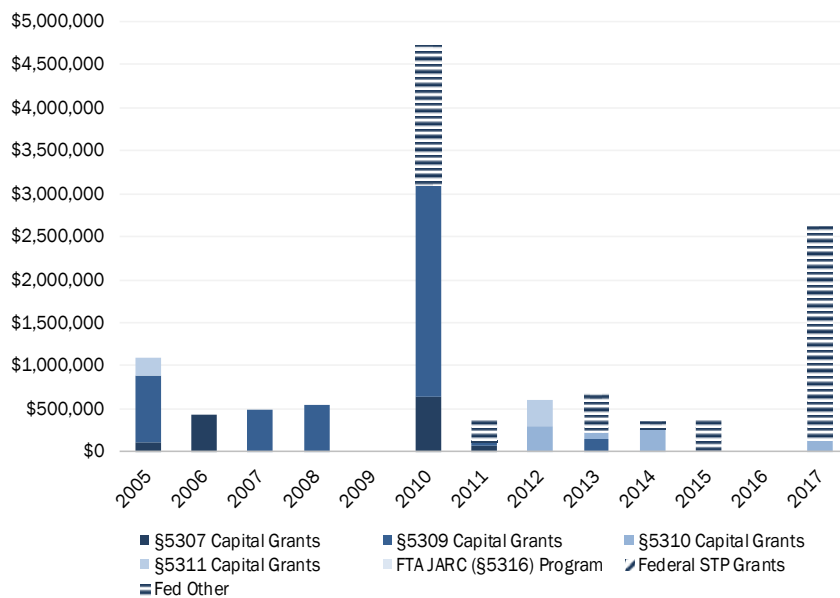


Figure 86. Source of Federal Capital Funding, Link Transit, 2005 – 2017

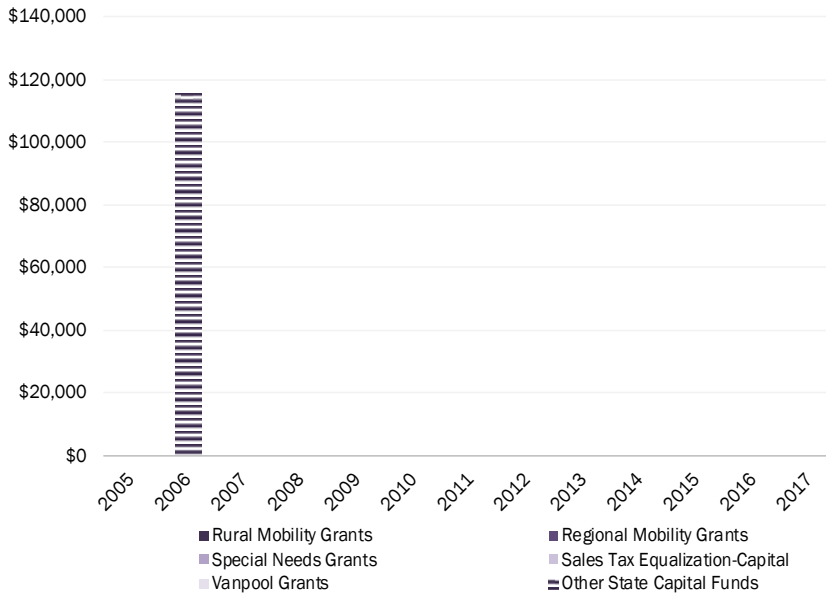
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 87. Source of State Capital Funding, Link Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 88. Local Sales/Use Tax for Transit Purposes, Link Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

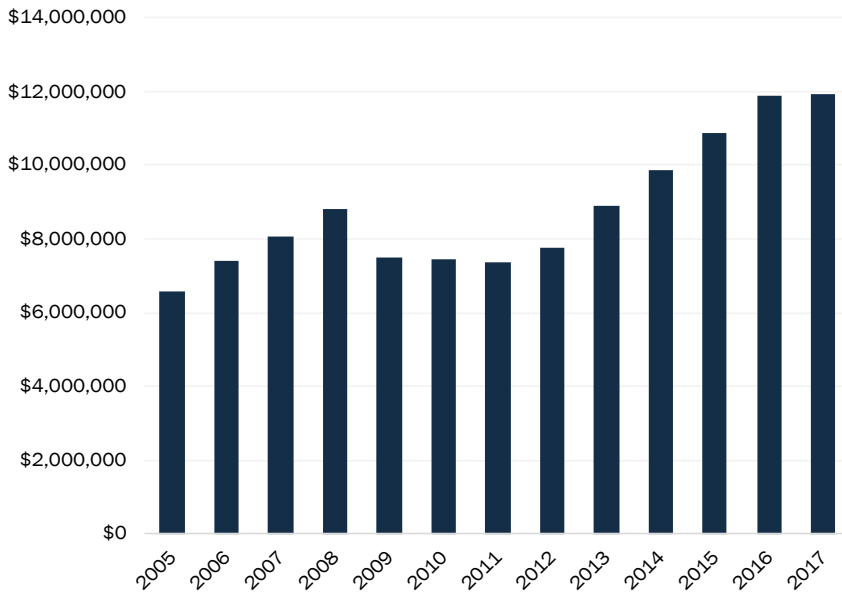
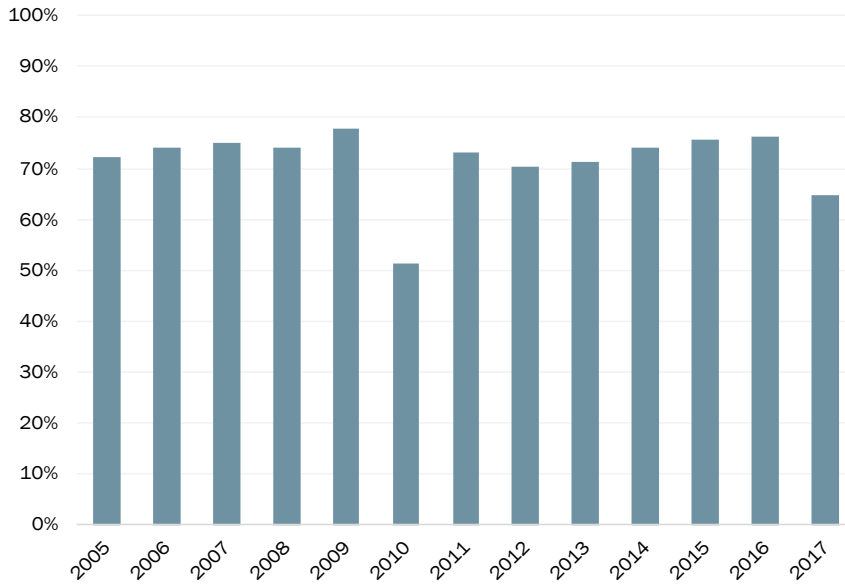


Figure 89. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Link Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.





## Mason Transit Authority

The Mason Transit Authority (PTBA) is authorized to tax 0.6% in total sales for its service area, Mason County.

Figure 90. Total Funding, Mason Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

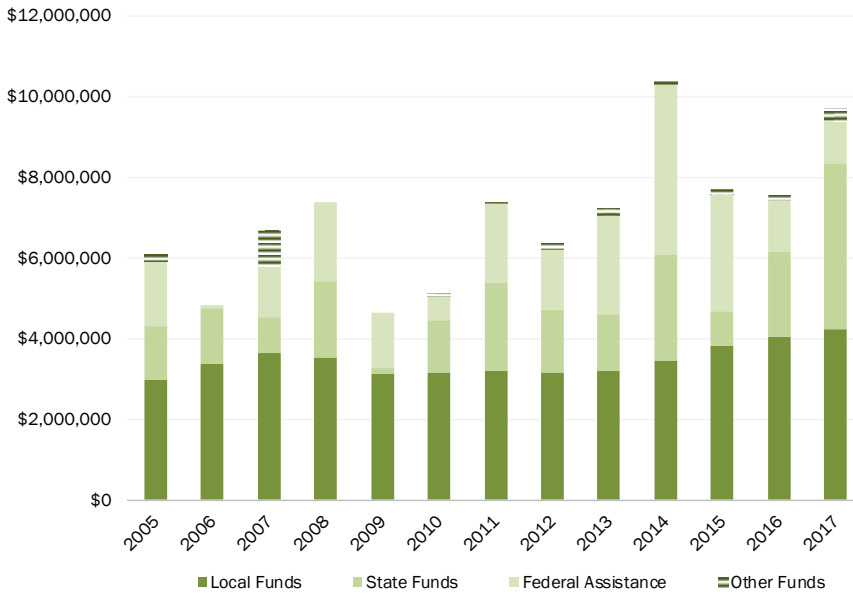
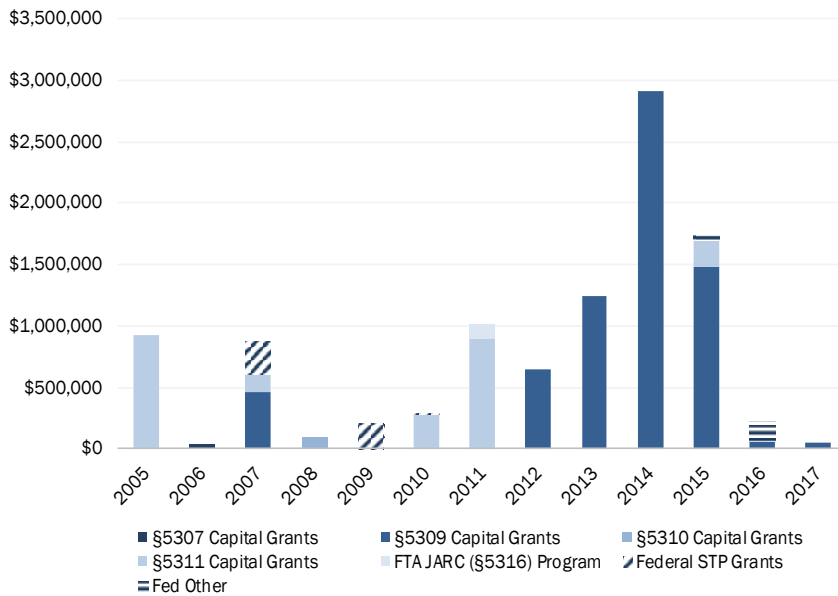


Figure 91. Source of Federal Capital Funding, Mason Transit Authority, 2005 – 2017

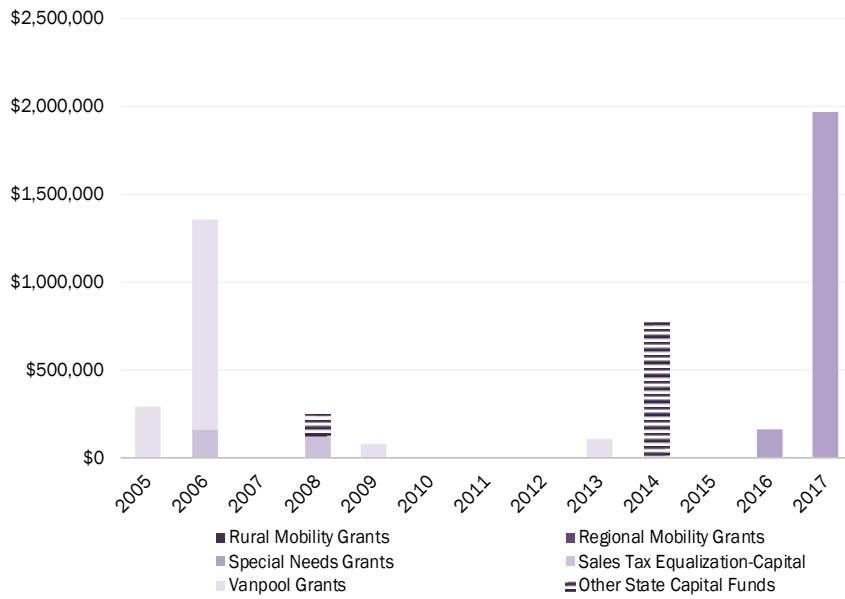
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 92. Source of State Capital Funding, Mason Transit Authority, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 93. Local Sales/Use Tax for Transit Purposes, Mason Transit Authority, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

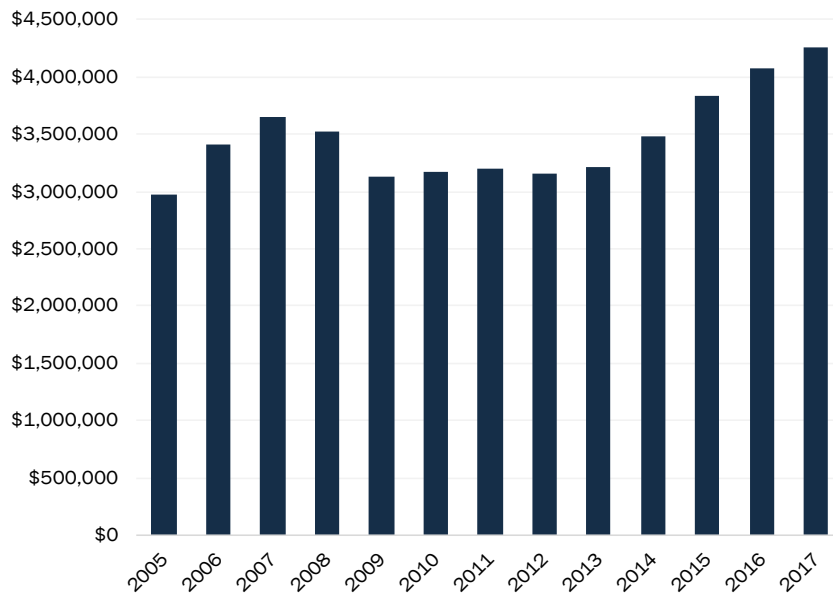
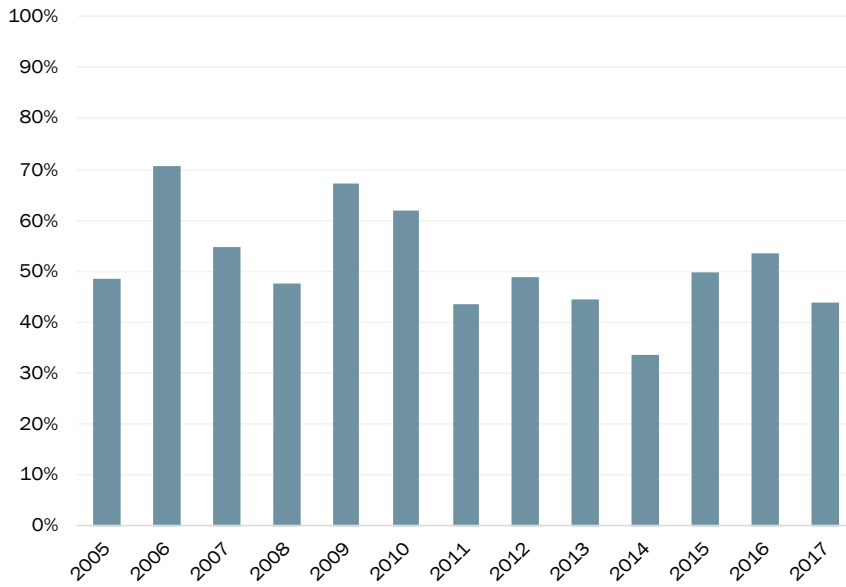


Figure 94. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Mason Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Pacific Transit System

The Pacific Transit System is a PTBA that serves Pacific County, with connecting service in Aberdeen, WA and Astoria, OR. The agency is authorized to charge 0.3% in tax.

Figure 95. Total Funding, Pacific Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

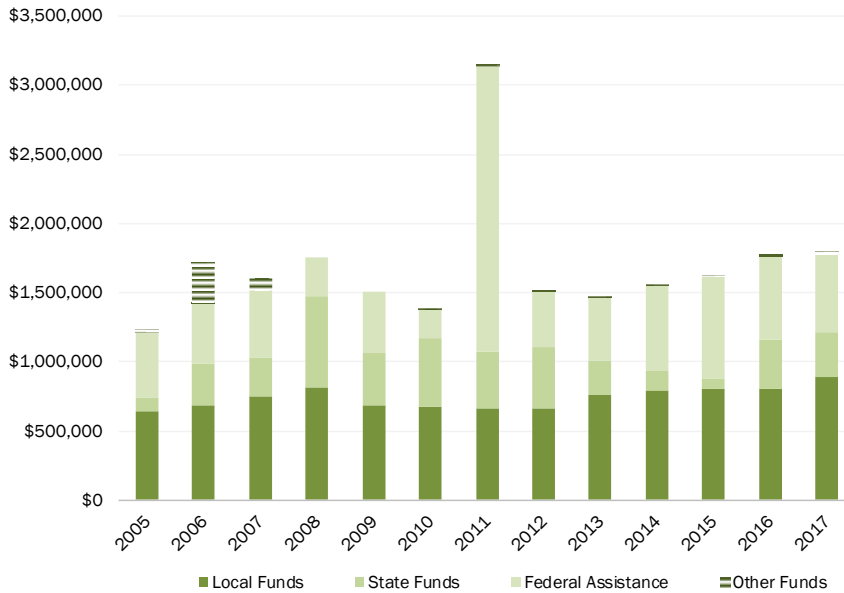
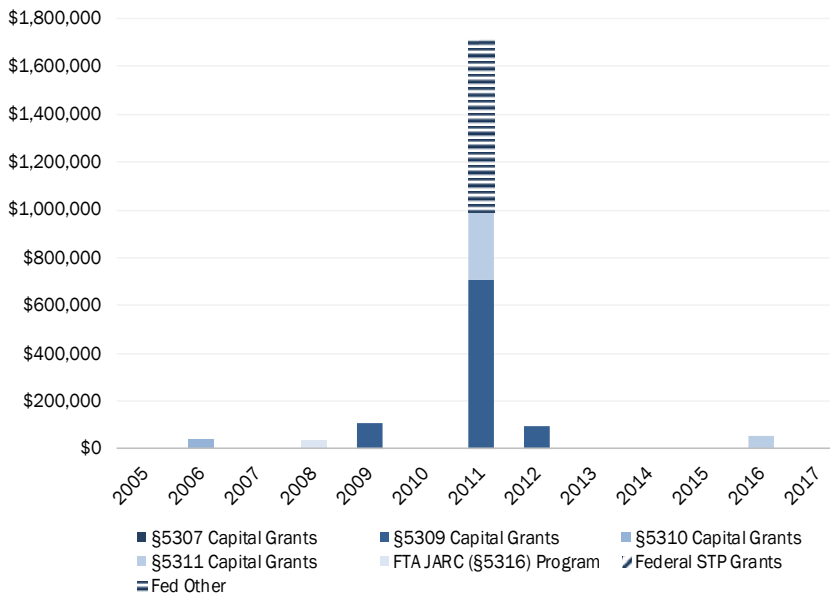


Figure 96. Source of Federal Capital Funding, Pacific Transit System, 2005 – 2017

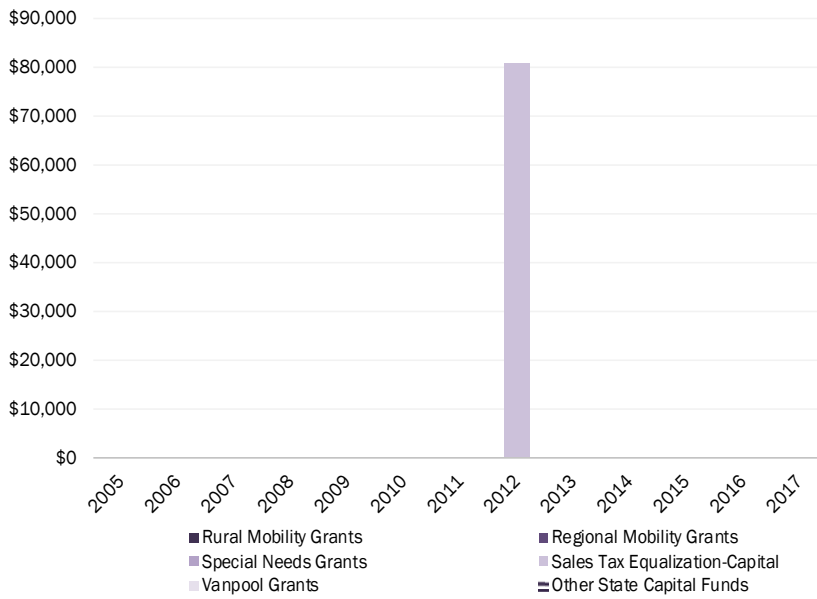
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 97. Source of State Capital Funding, Pacific Transit System, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 98. Local Sales/Use Tax for Transit Purposes, Pacific Transit System, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

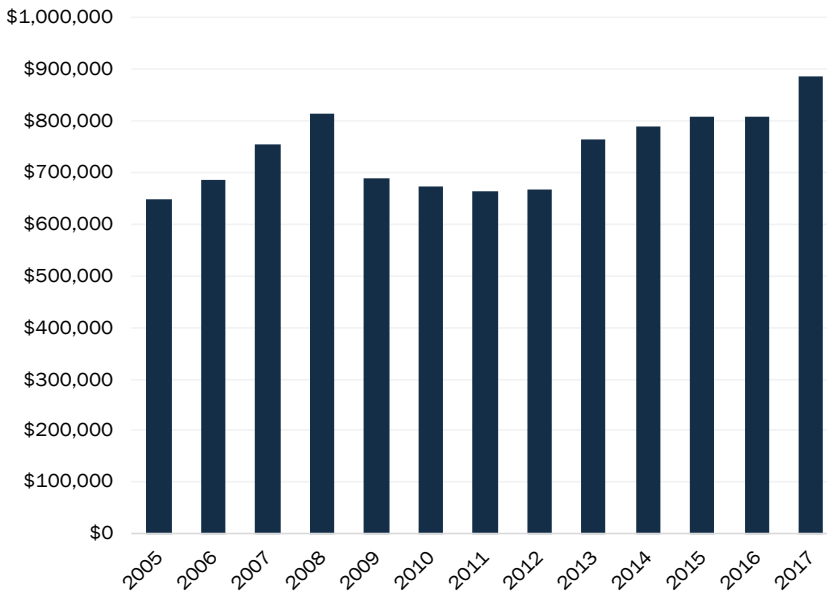
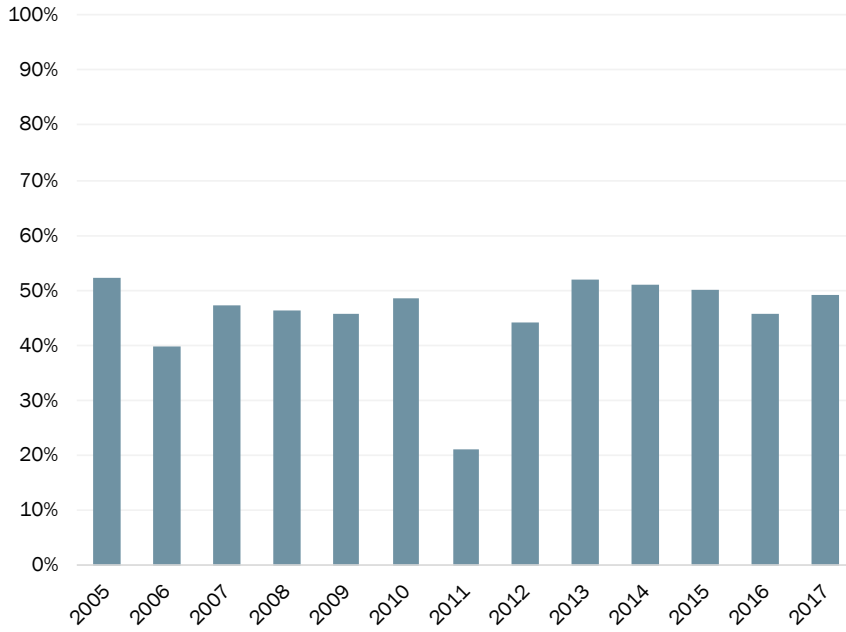


Figure 99. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Pacific Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Pierce Transit

As a PTBA, Pierce Transit services Central and Northern Pierce County. The agency collects 0.6% in total sales and use tax.

Figure 100. Total Funding, Pierce Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

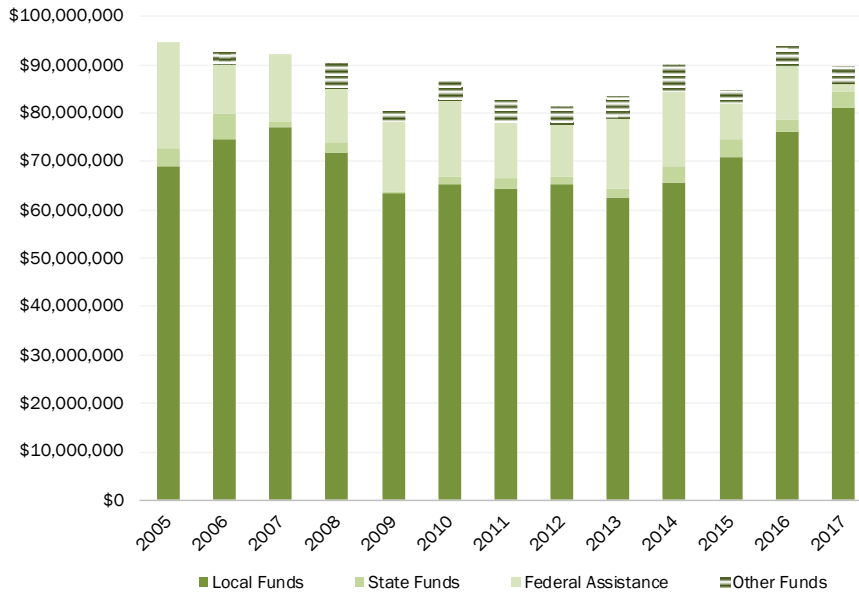
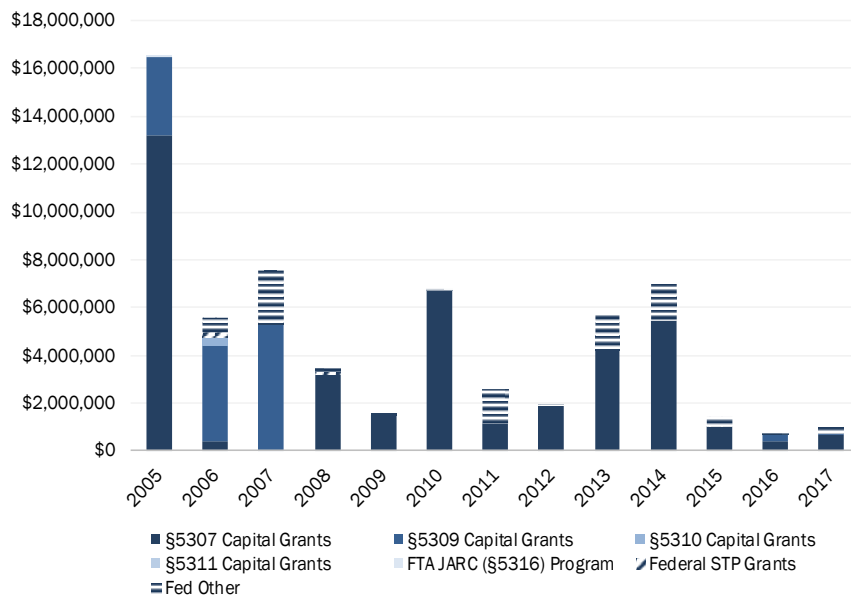


Figure 101. Source of Federal Capital Funding, Pierce Transit, 2005 – 2017

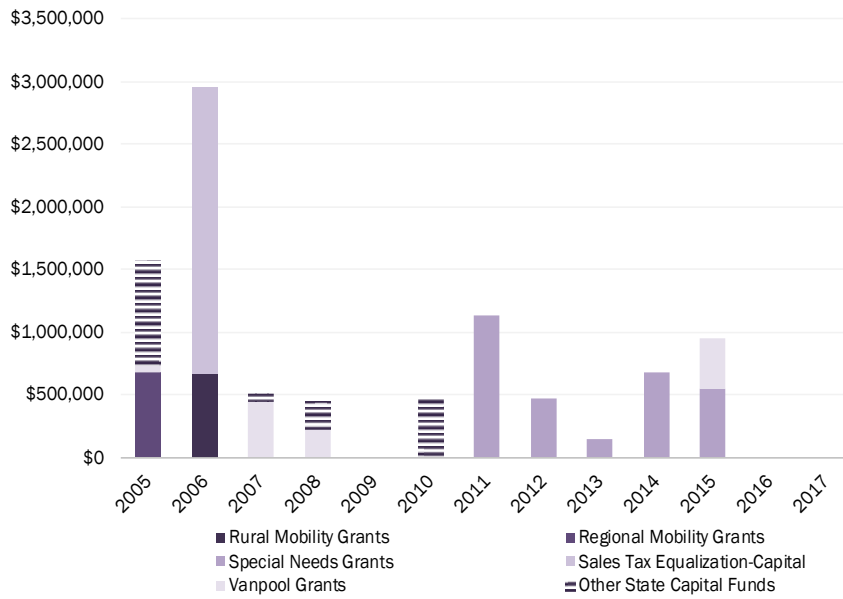
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 102. Source of State Capital Funding, Pierce Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 103. Local Sales/Use Tax for Transit Purposes, Pierce Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

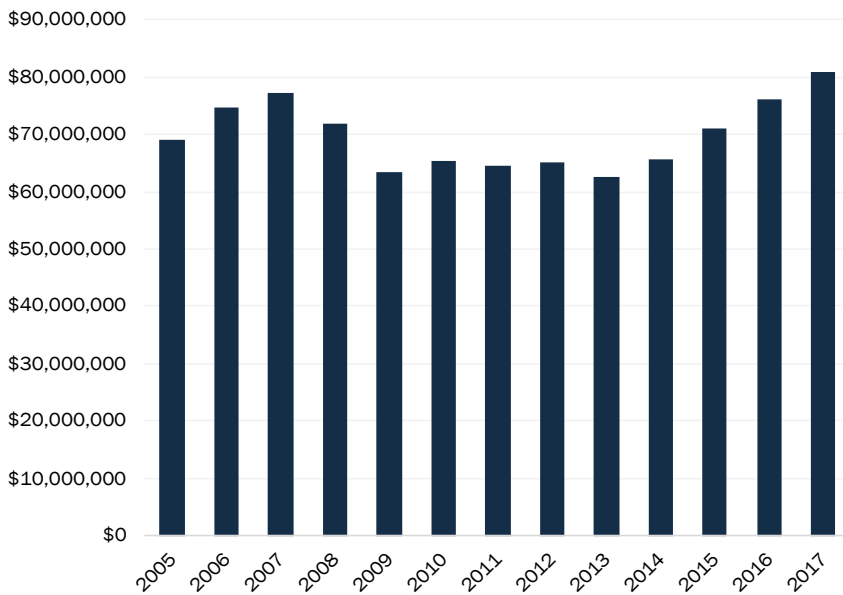
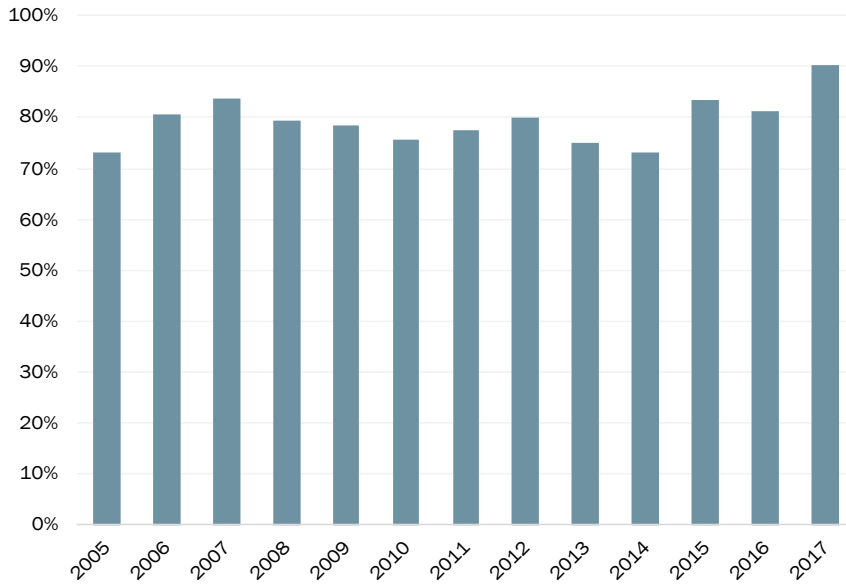




Figure 104. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Pierce Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Pullman Transit

The Pullman Transit city agency serves the City of Pullman, with a tax authorization of 2.0% in local utility tax. The tax is dedicated as a matter of policy from its existing city taxing authority unrelated to transit.

Figure 105. Total Funding, Pullman Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

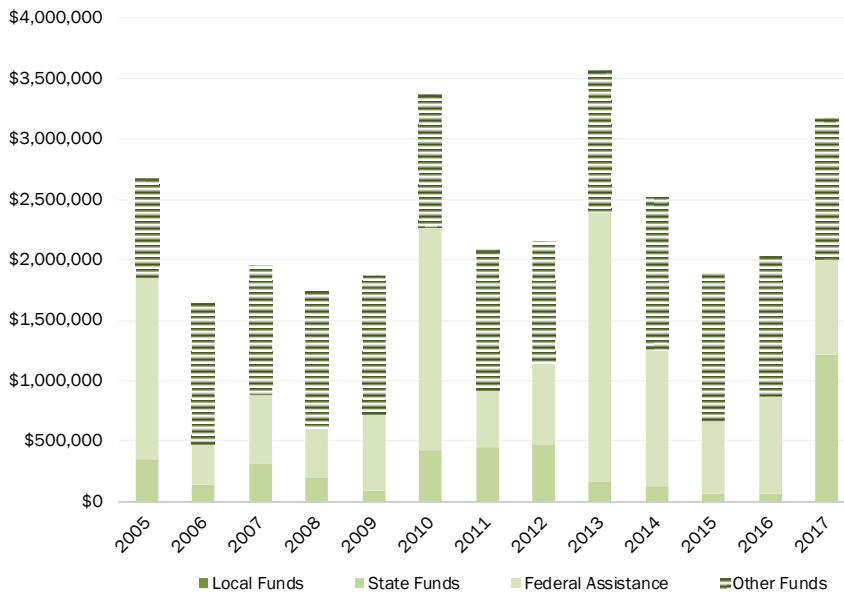
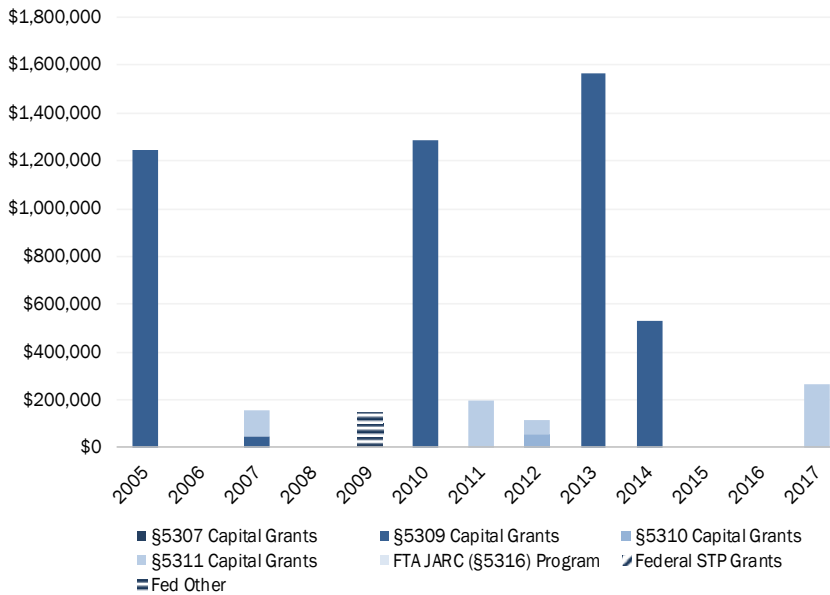


Figure 106. Source of Federal Capital Funding, Pullman Transit, 2005 – 2017

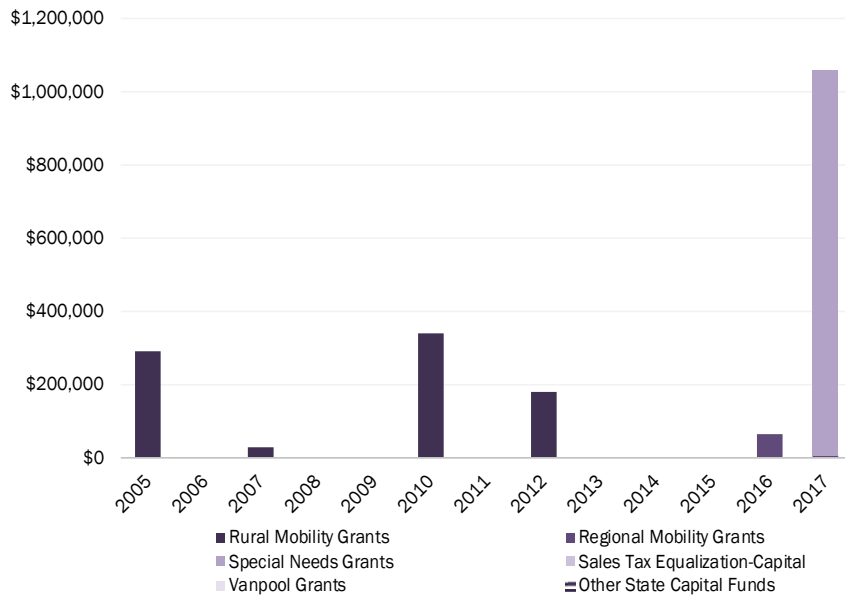
Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 107. Source of State Capital Funding, Pullman Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Rivercities Transit

Serving the cities of Longview and Kelso, the Rivercities Transit (PTBA) charges 0.3% in sales and use tax.

Figure 108. Total Funding, Rivercities Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

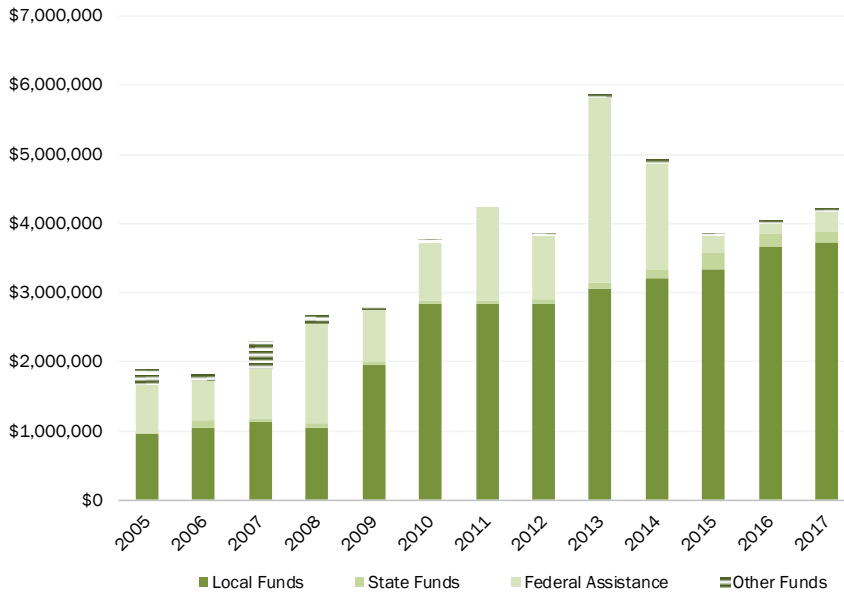
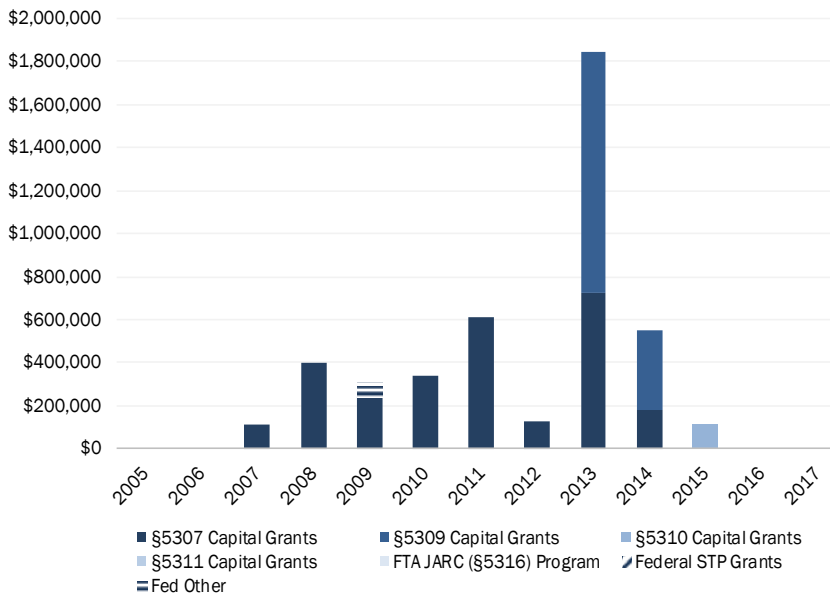


Figure 109. Source of Federal Capital Funding, Rivercities Transit, 2005 – 2017

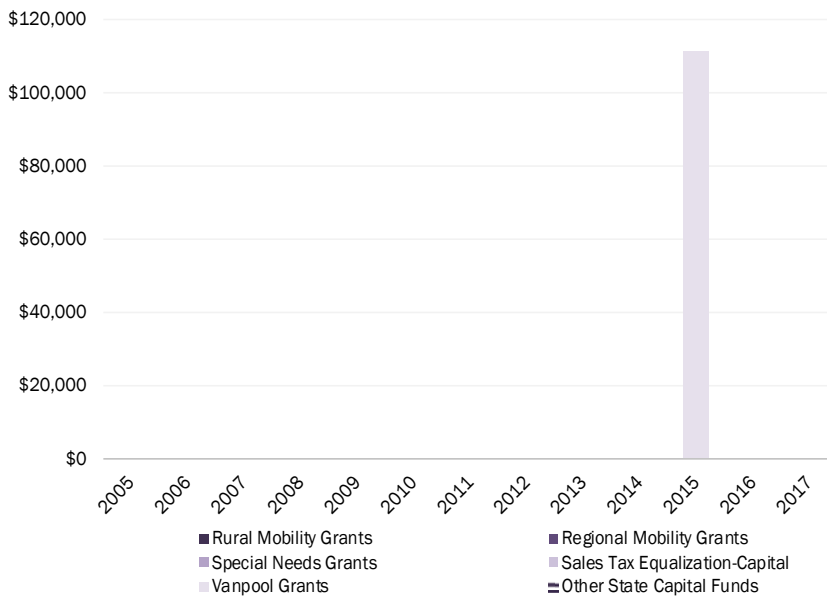
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 110. Source of State Capital Funding, Rivercities Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 111. Local Sales/Use Tax for Transit Purposes, Rivercities Transit, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

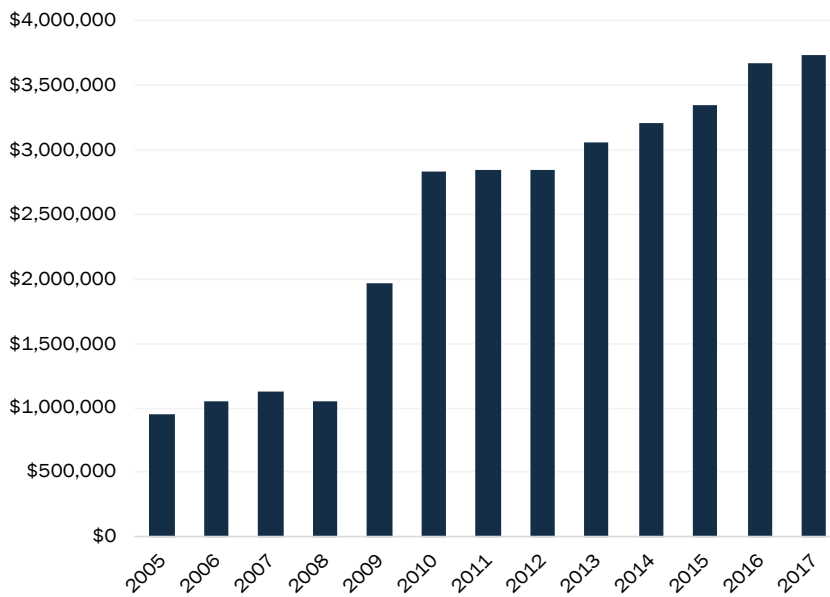
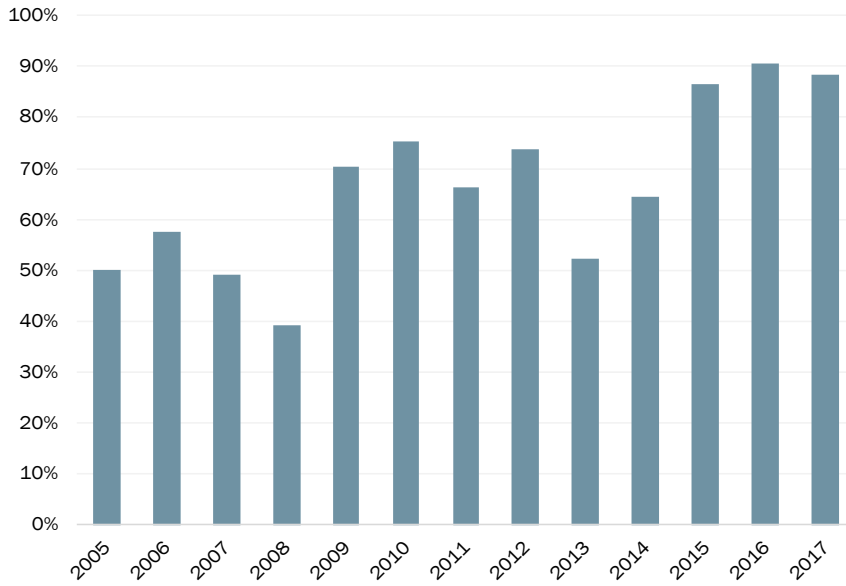


Figure 112. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Rivercities Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Selah Transit

The Selah Transit city agency serves the City of Selah with a tax authorization of 0.3% in total sales and use tax.

Figure 113. Total Funding, Selah Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

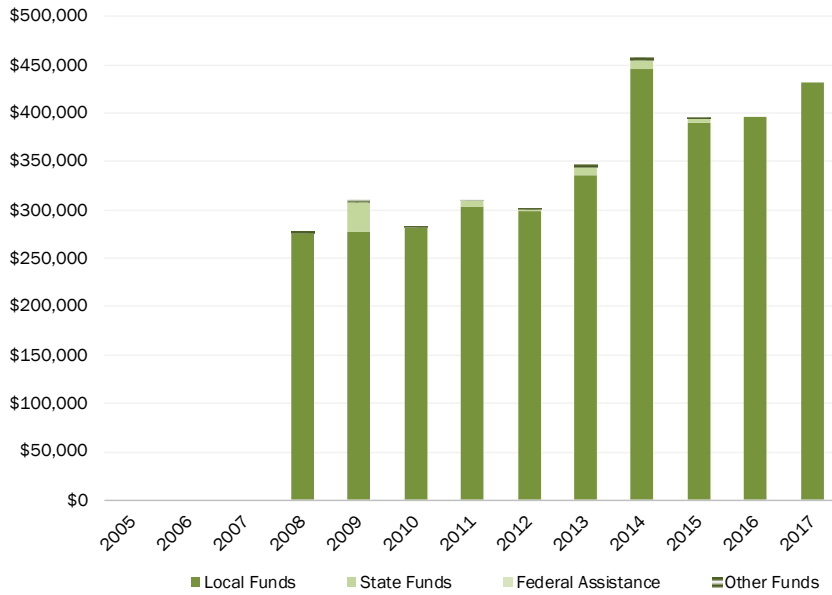
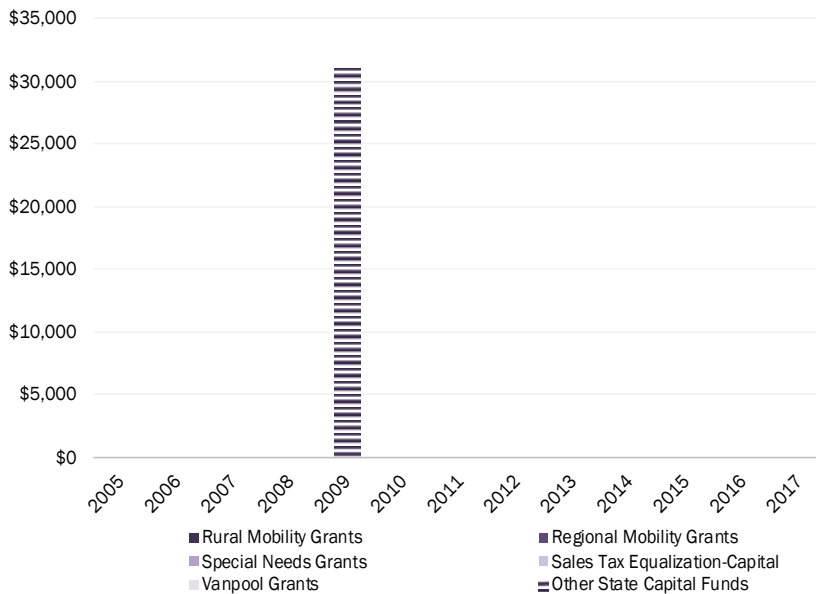


Figure 114. Source of State Capital Funding, Selah Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 115. Local Sales/Use Tax for Transit Purposes, Selah Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

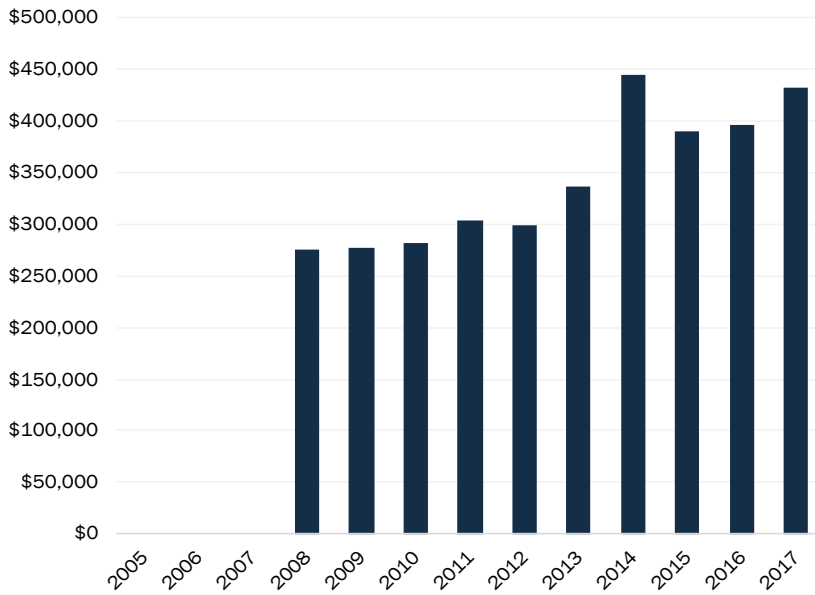
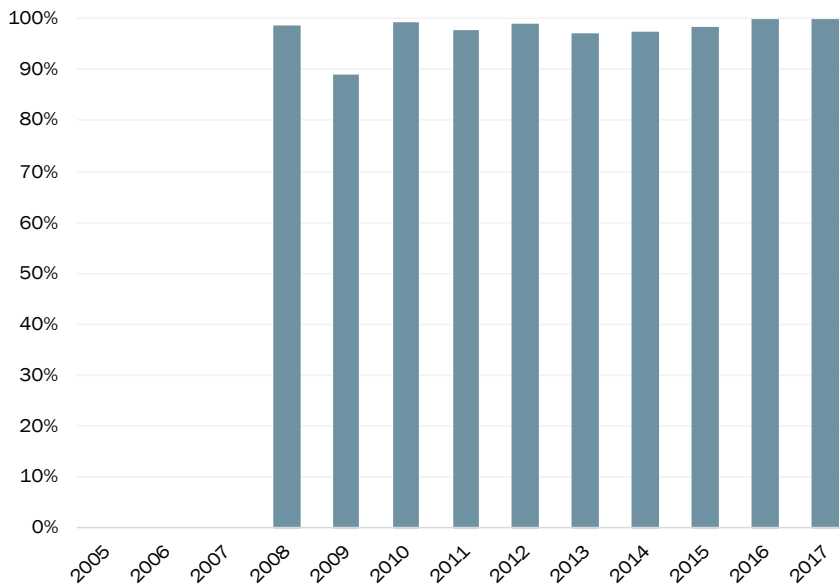


Figure 116. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Selah Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.





## Skagit Transit System

Skagit Transit serves the urban and rural areas of Skagit County, providing connector service to Bellingham and express commuter service to Everett. The PTBA charges 0.4% in sales tax.

Figure 117. Total Funding, Skagit Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

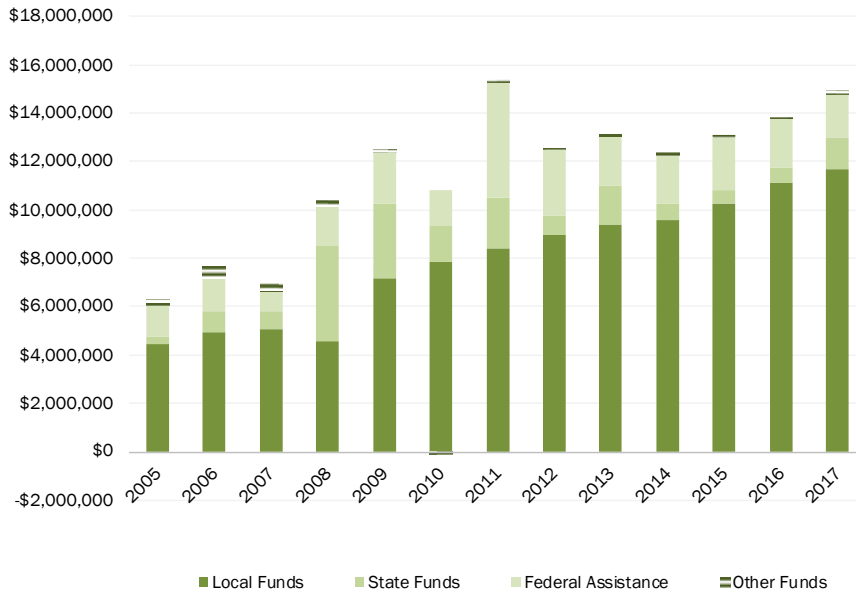
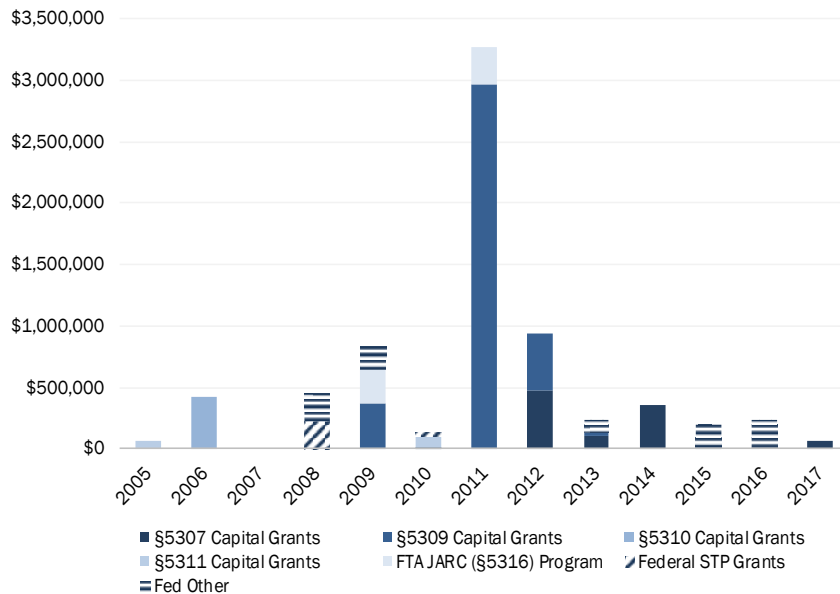


Figure 118. Source of Federal Capital Funding, Skagit Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 119. Source of State Capital Funding, Skagit Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

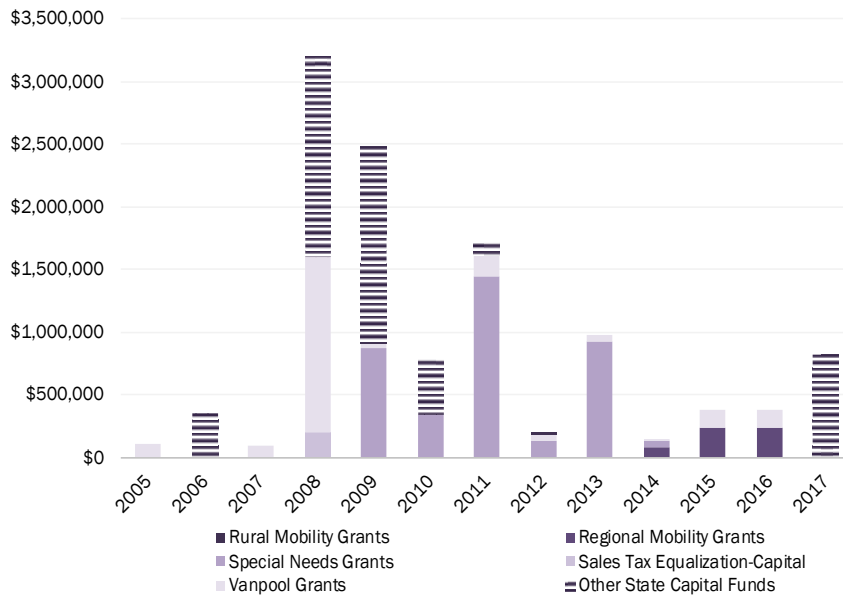


Figure 120. Local Sales/Use Tax for Transit Purposes, Skagit Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

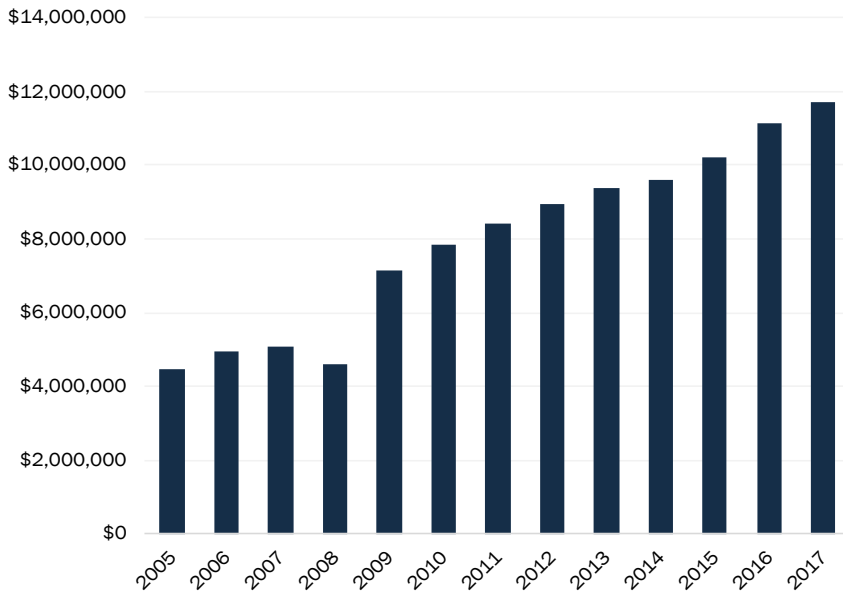
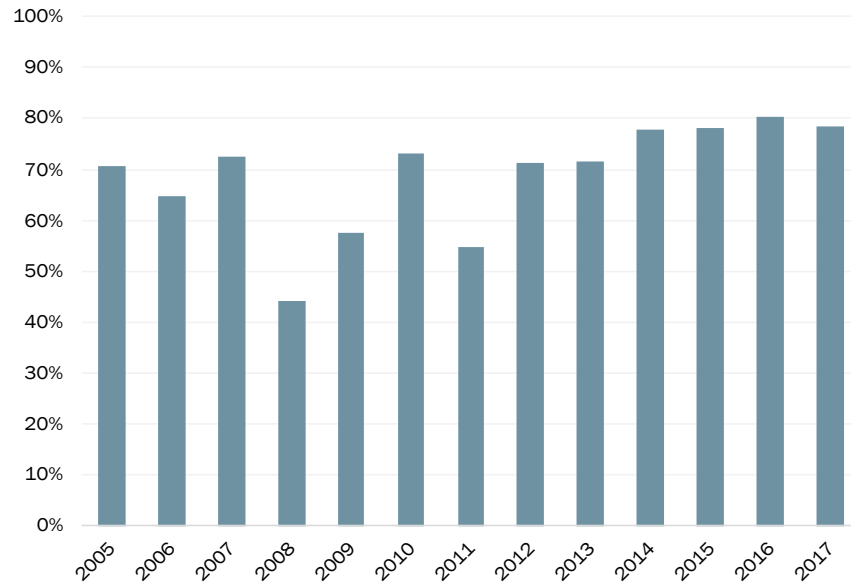


Figure 121. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Skagit Transit System, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Spokane Transit Authority

The Spokane Transit Authority (PTBA) provides service to various cities: Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, Spokane Valley, and portions of the unincorporated county surrounding these municipalities. The agency charges 0.7% in total sales and use tax.

Figure 122. Total Funding, Spokane Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

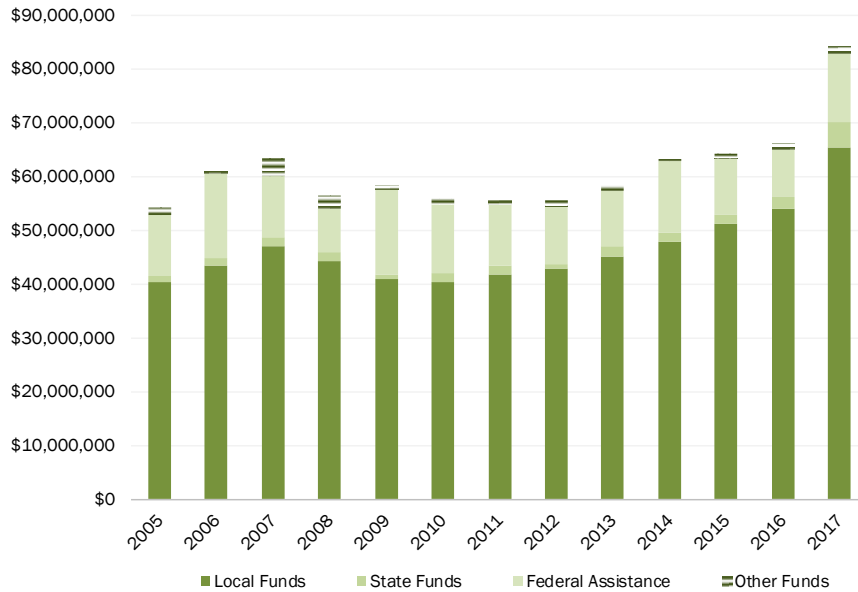


Figure 123. Source of Federal Capital Funding, Spokane Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

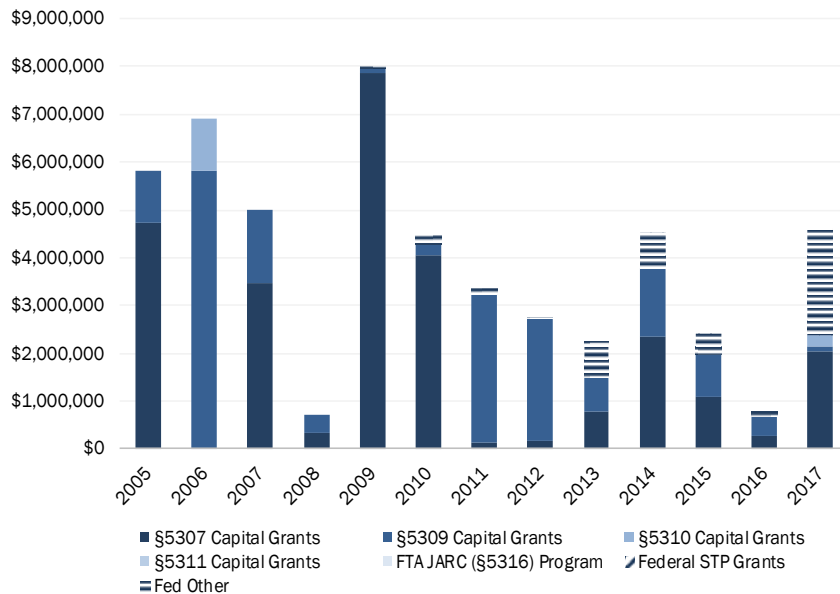


Figure 124. Source of State Capital Funding, Spokane Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

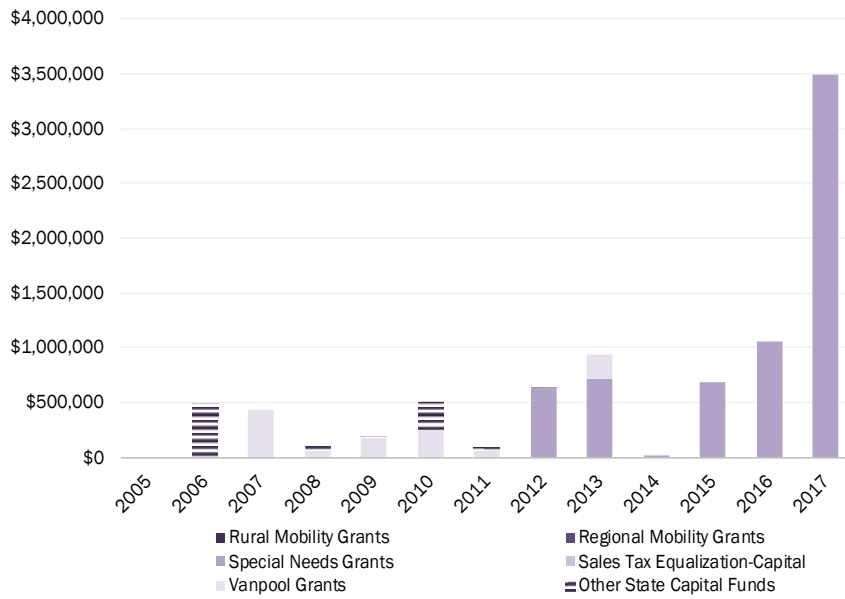


Figure 125. Local Sales/Use Tax for Transit Purposes, Spokane Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

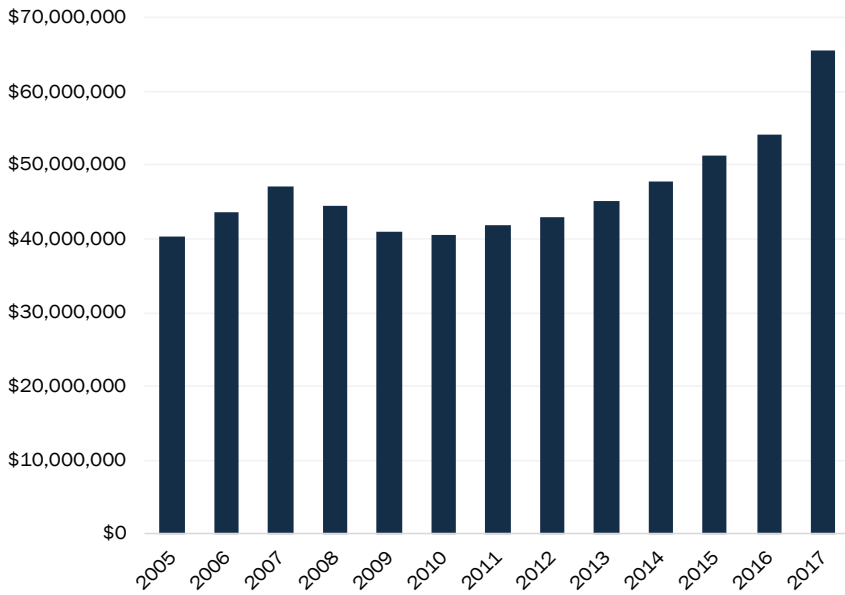
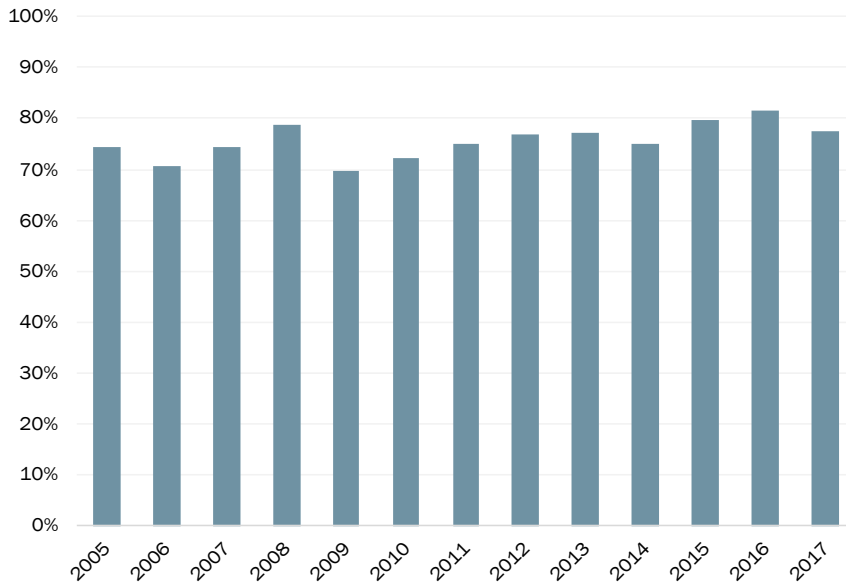


Figure 126. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Spokane Transit Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## TranGO (Okanogan Transit)

TranGo (Okanogan Transit PTBA) serves Okanogan County, with a tax authorization of 0.4% in sales tax.

Figure 127. Total Funding, TranGO, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

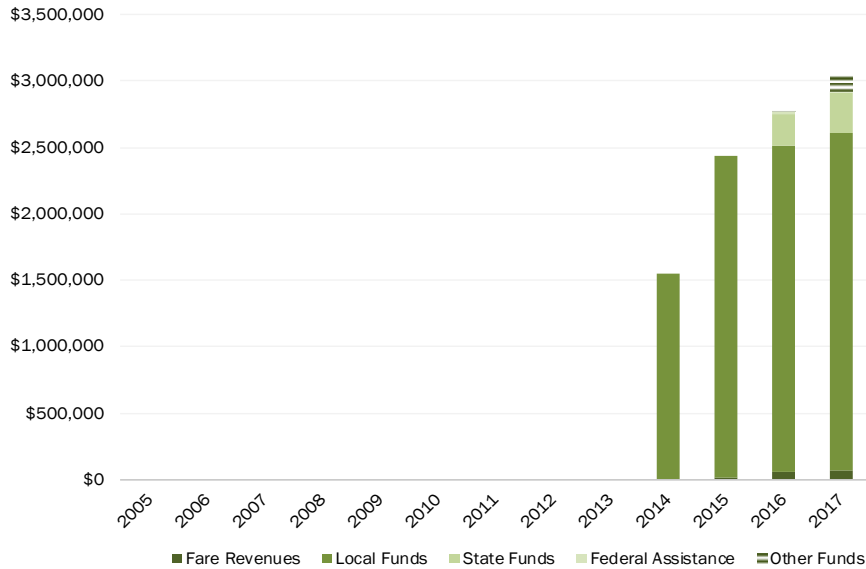
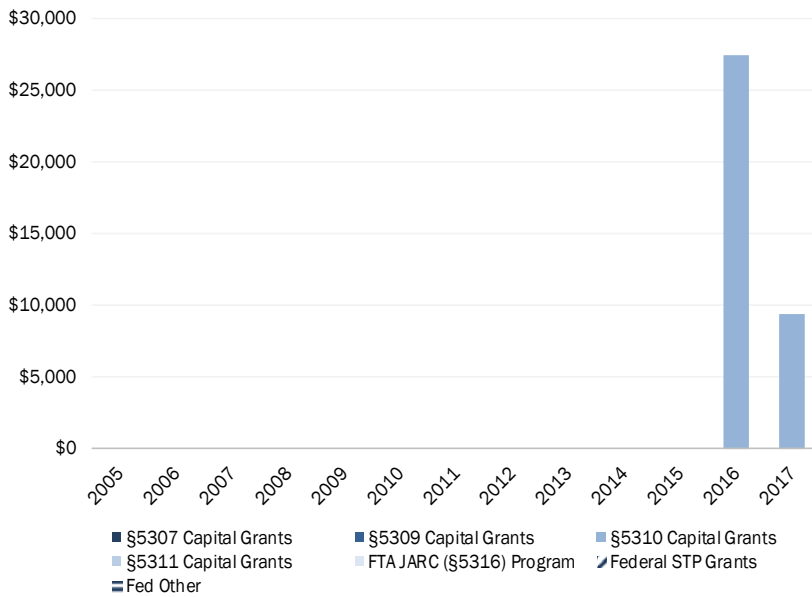


Figure 128. Source of Federal Capital Funding, TranGO, 2005 – 2017

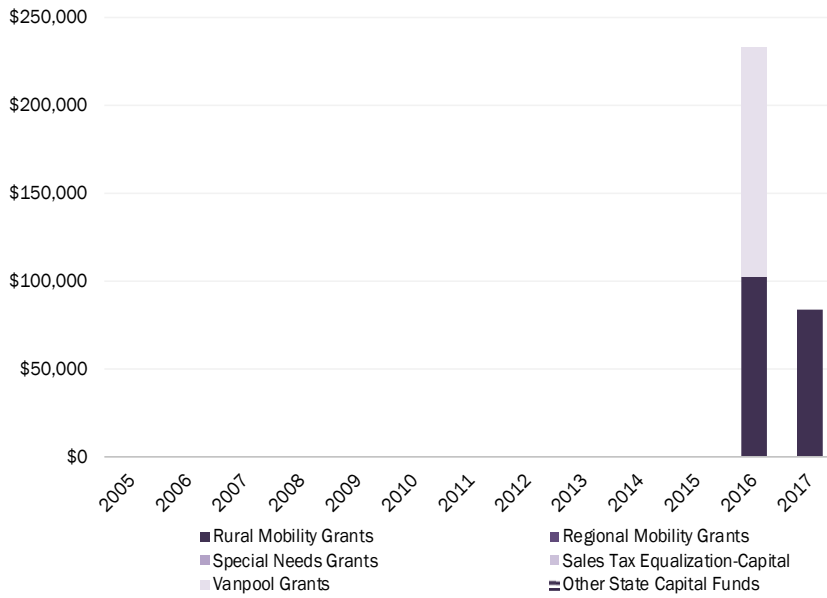
Source: WSDOT Transit Funding Database, 2019.



**WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT**

**Figure 129. Source of State Capital Funding, TranGO, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.



**Figure 130. Local Sales/Use Tax for Transit Purposes, TranGO, 2005 – 2017**

Source: WSDOT Transit Funding Database, 2019.

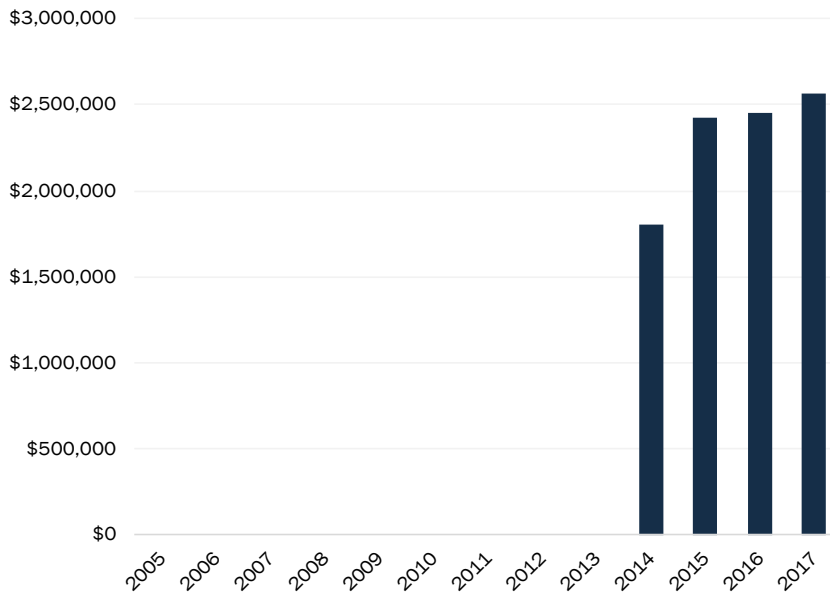
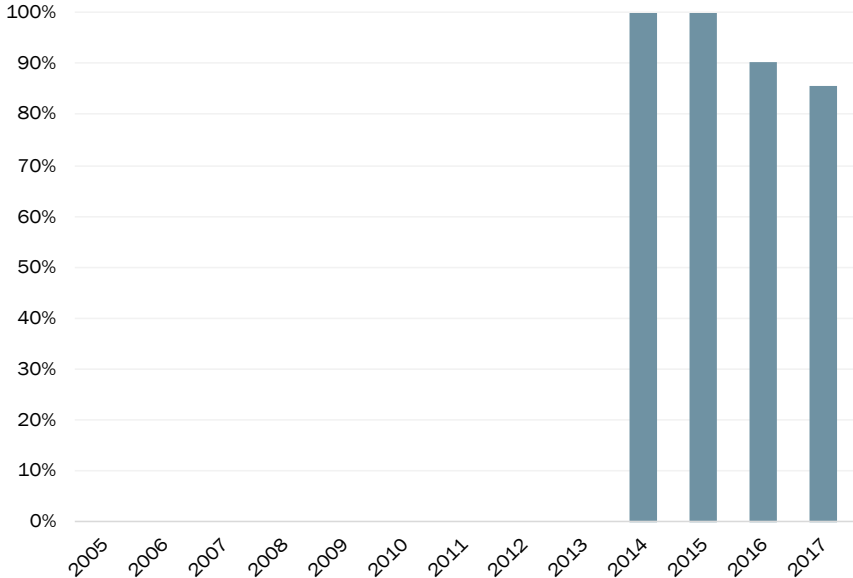




Figure 131. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, TranGO, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Twin transit

Serving the cities of Centralia and Chehalis, Twin Transit (PTBA) is authorized to tax 0.2% in total sales tax.

Figure 132. Total Funding, Twin Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

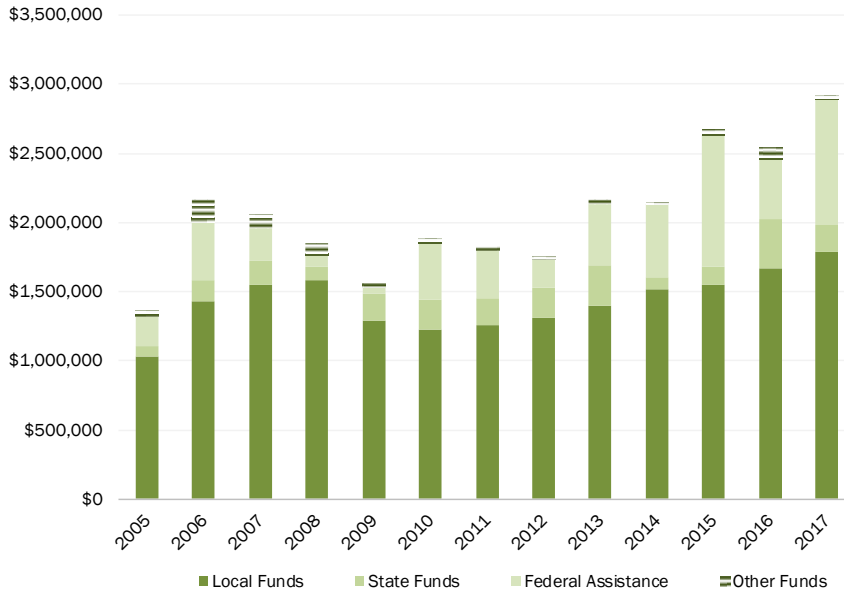
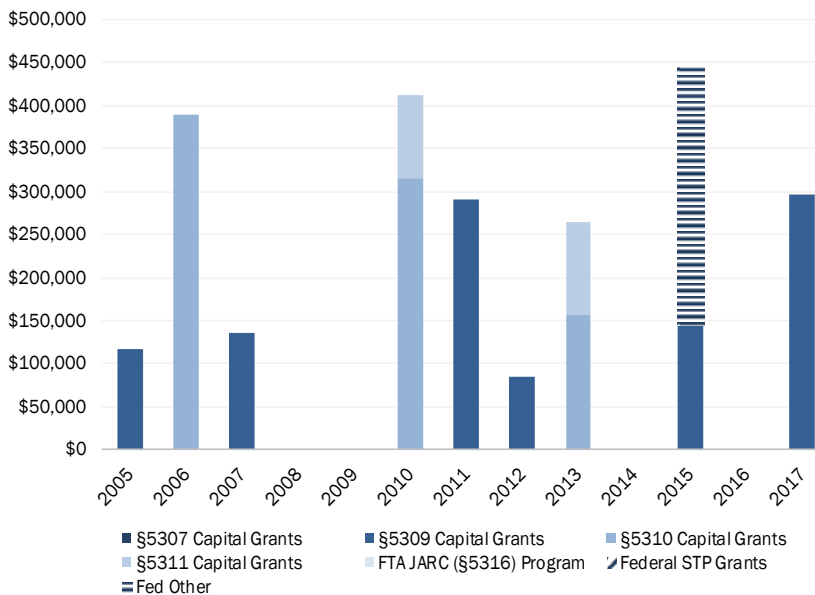


Figure 133. Source of Federal Capital Funding, Twin Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 134. Source of State Capital Funding, Twin Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

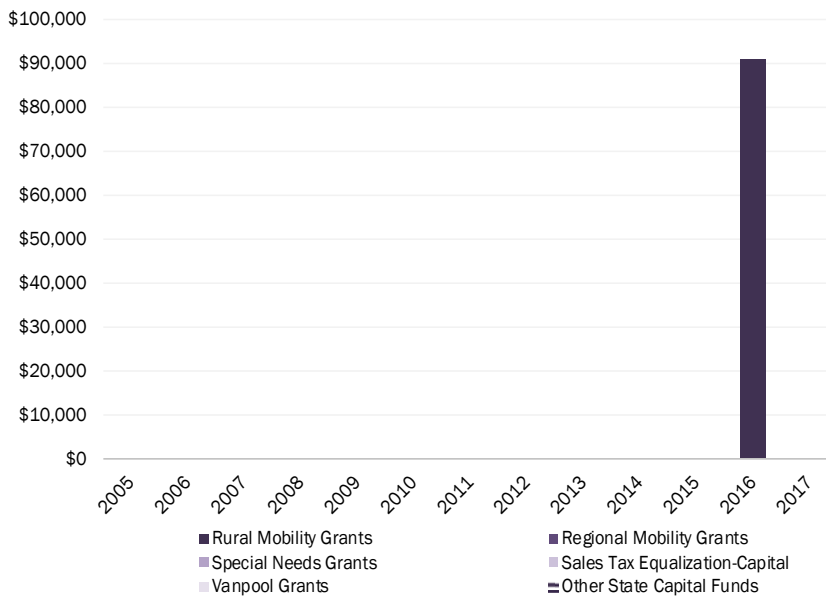


Figure 135. Local Sales/Use Tax for Transit Purposes, Twin Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

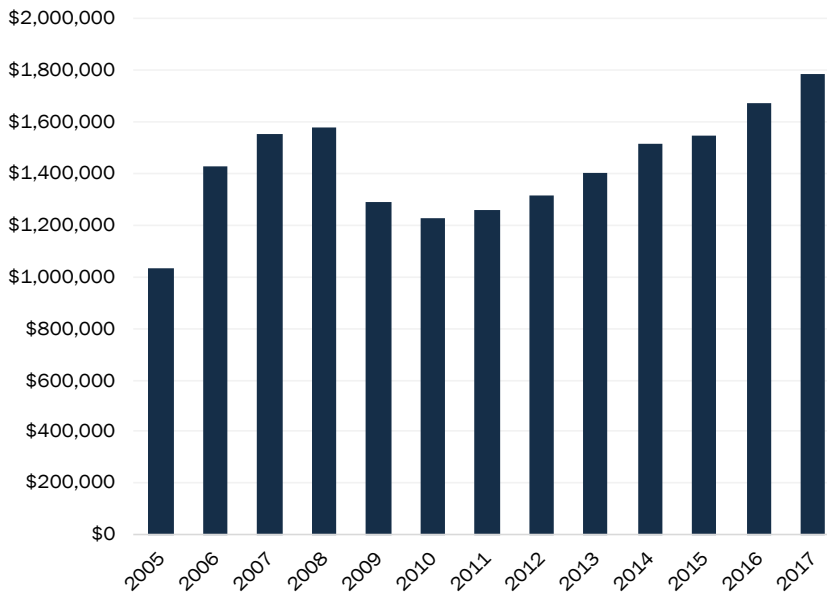
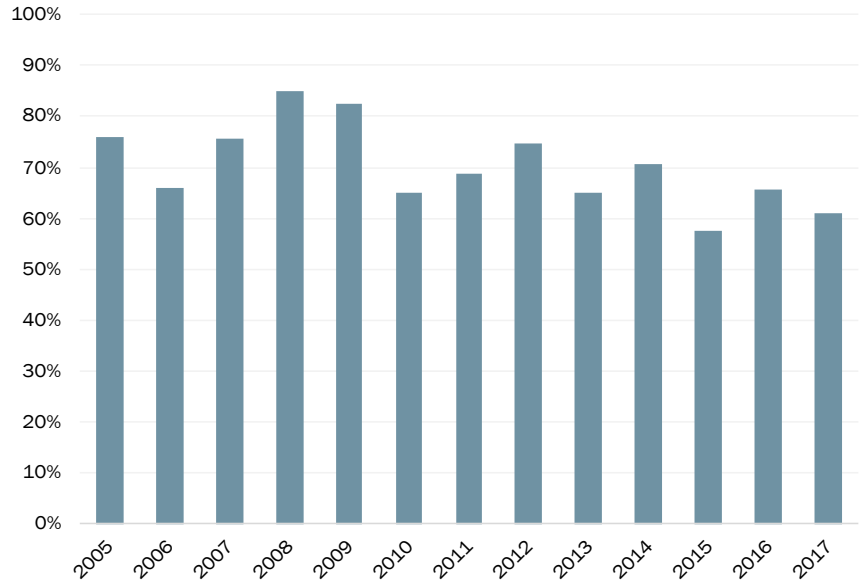


Figure 136. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Twin Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Union Gap Transit

The Union Gap Transit (city agency) charges 0.2% in total sales tax for its service area, the City of Union Gap.

Figure 137. Total Funding, Union Gap Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

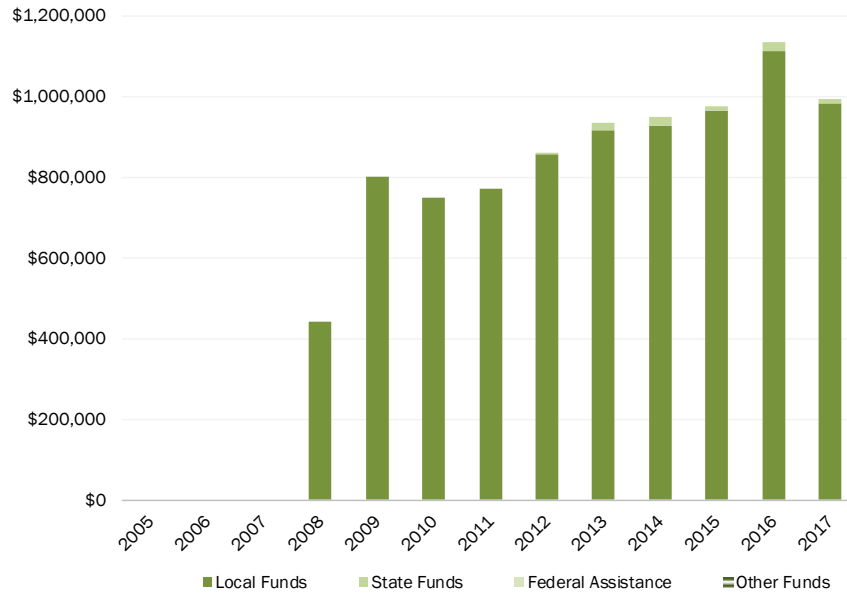


Figure 138. Local Sales/Use Tax for Transit Purposes, Union Gap Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

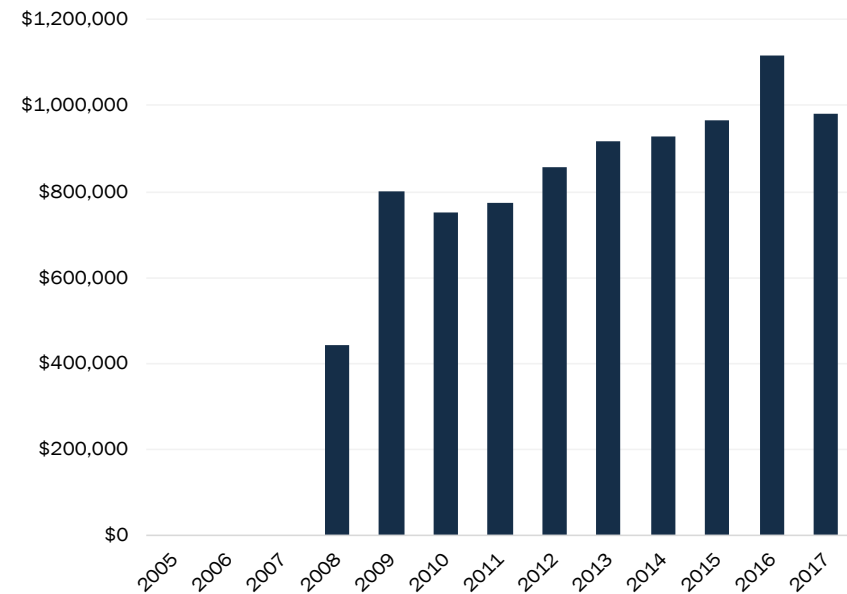
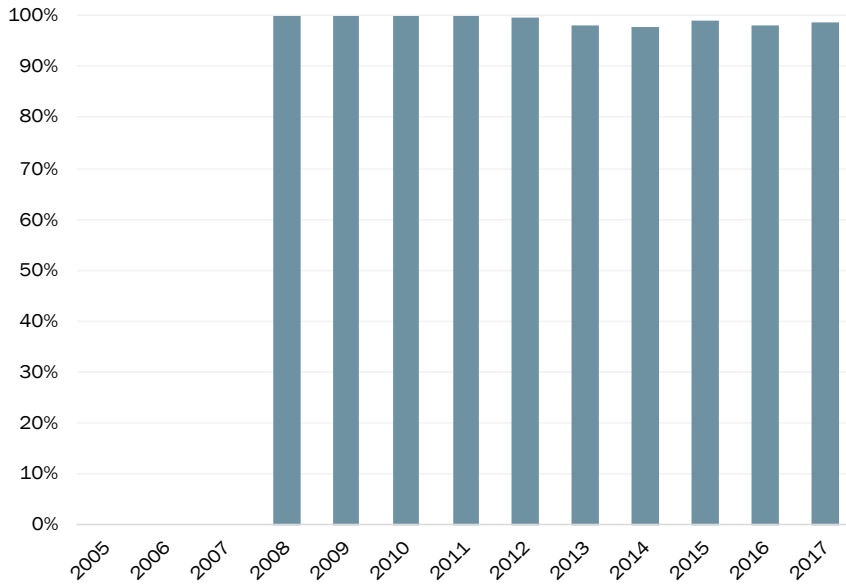


Figure 139. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Union Gap Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Valley Transit

Valley Transit (PTBA) serves Walla Walla and College Place. The transit agency charges 0.6% in total sales and use tax.

Figure 140. Total Funding, Valley Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

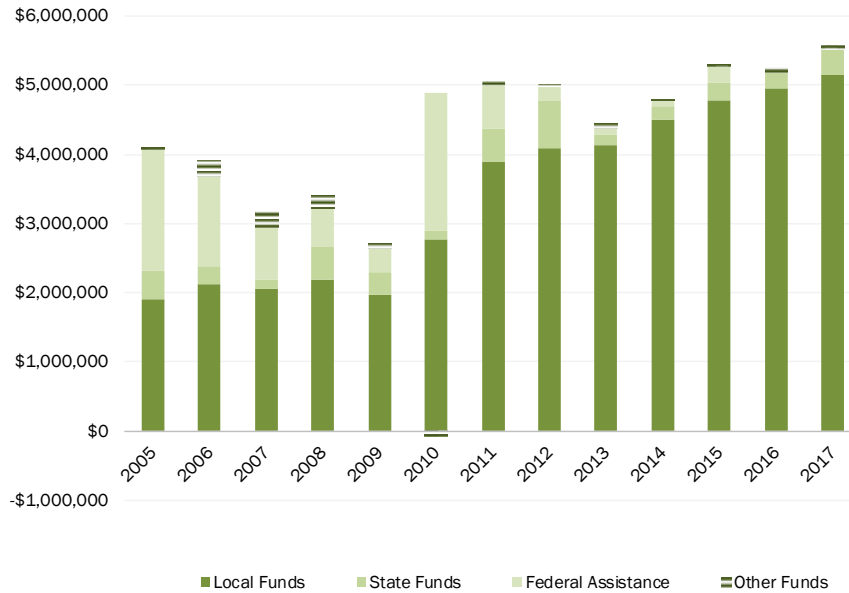


Figure 141. Source of Federal Capital Funding, Valley Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

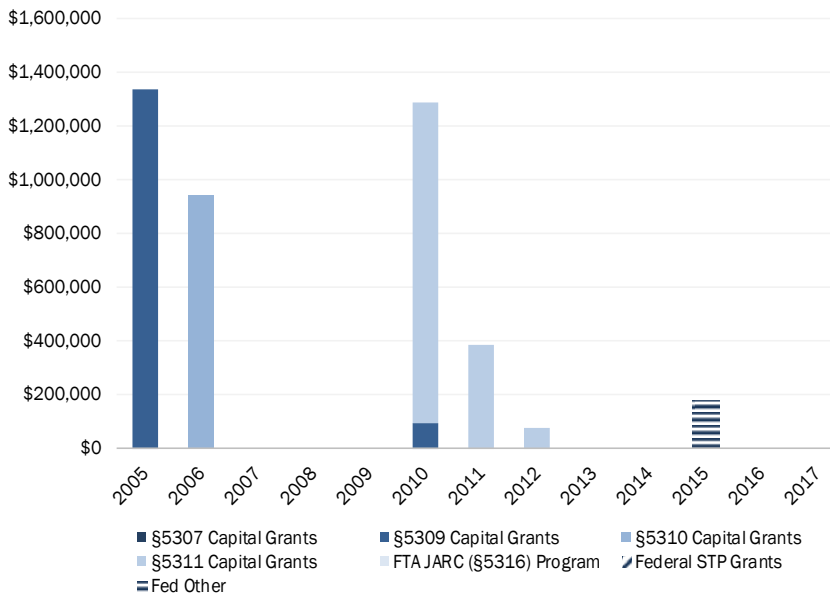


Figure 142. Source of State Capital Funding, Valley Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

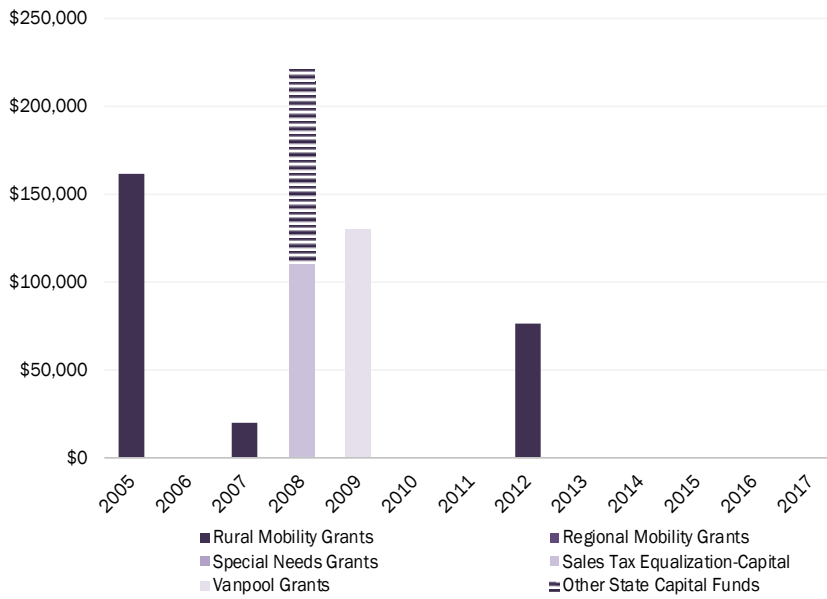


Figure 143. Local Sales/Use Tax for Transit Purposes, Valley Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

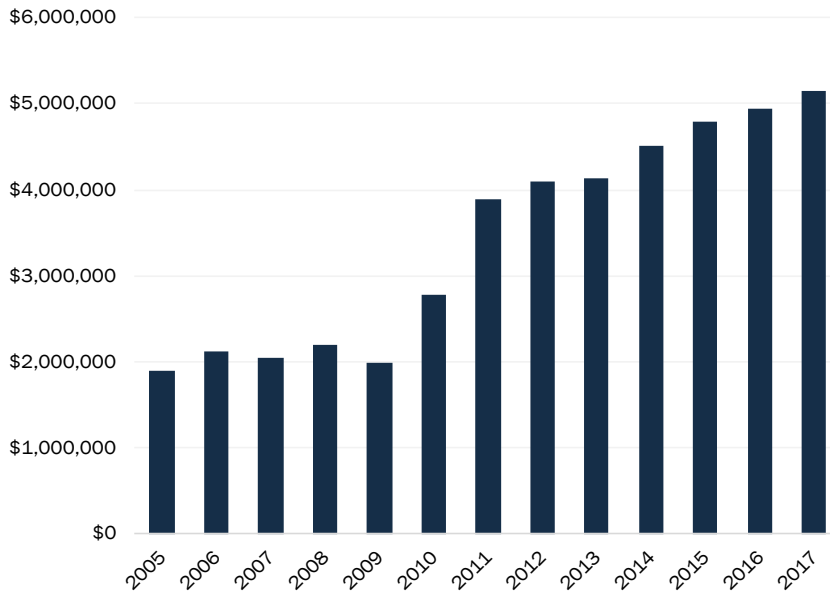
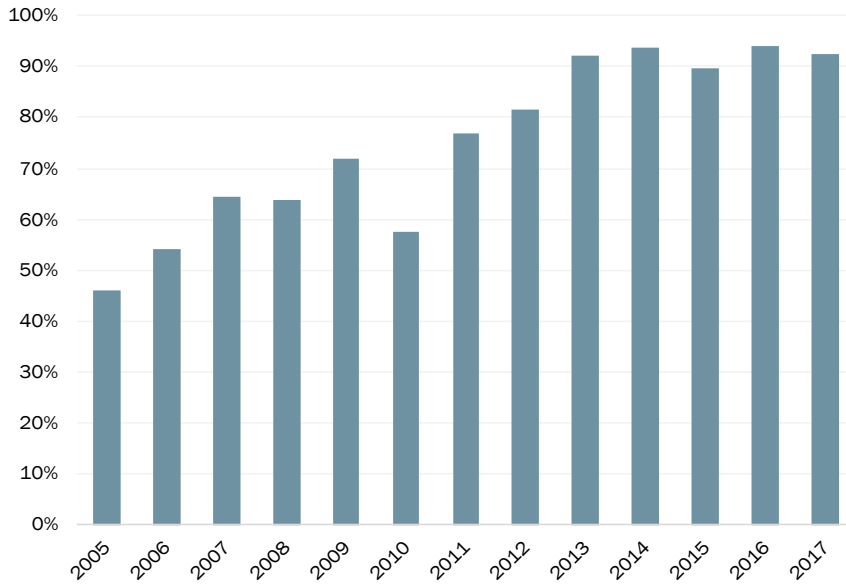




Figure 144. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Valley Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Whatcom Transportation Authority

Serving Whatcom County, Whatcom Transportation (PTBA) is authorized to tax 0.6% in total sales tax.

Figure 145. Total Funding, Whatcom Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

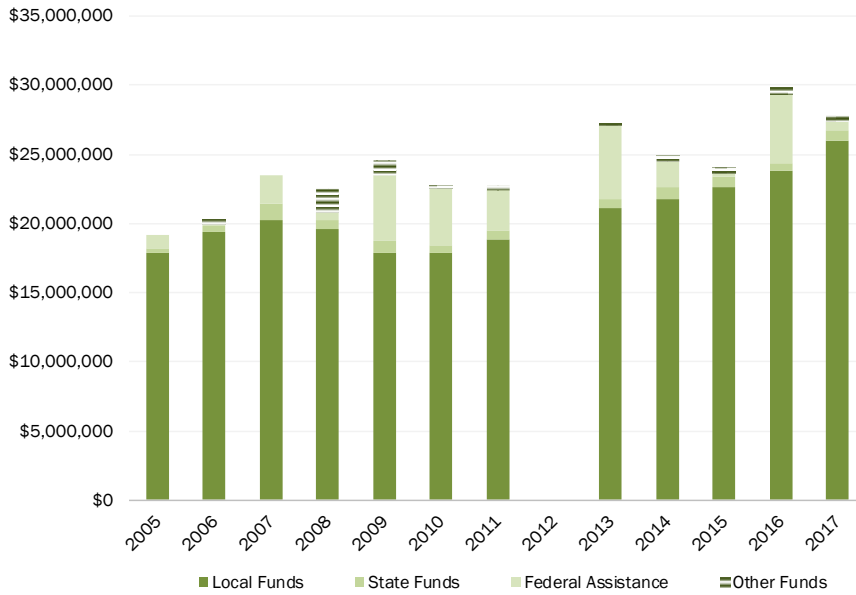
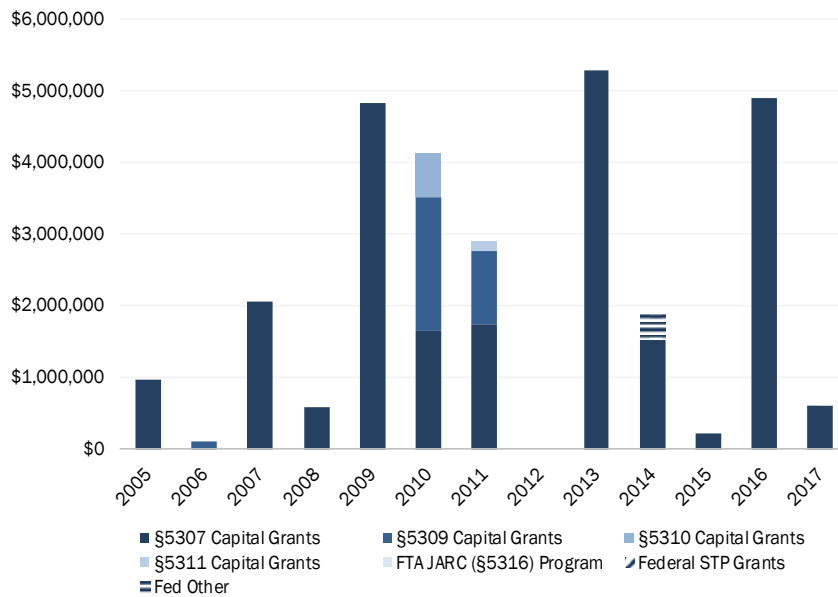


Figure 146. Source of Federal Capital Funding, Whatcom Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 147. Source of State Capital Funding, Whatcom Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

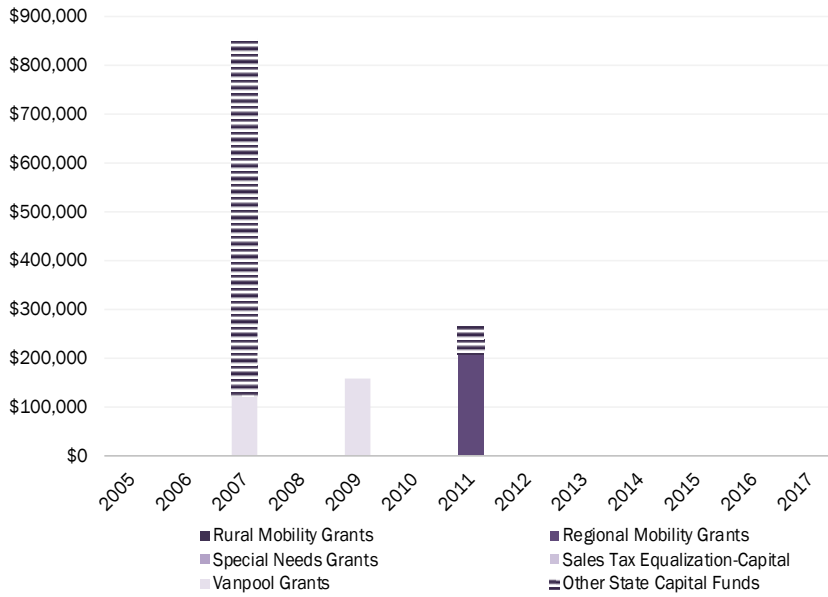


Figure 148. Local Sales/Use Tax for Transit Purposes, Whatcom Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

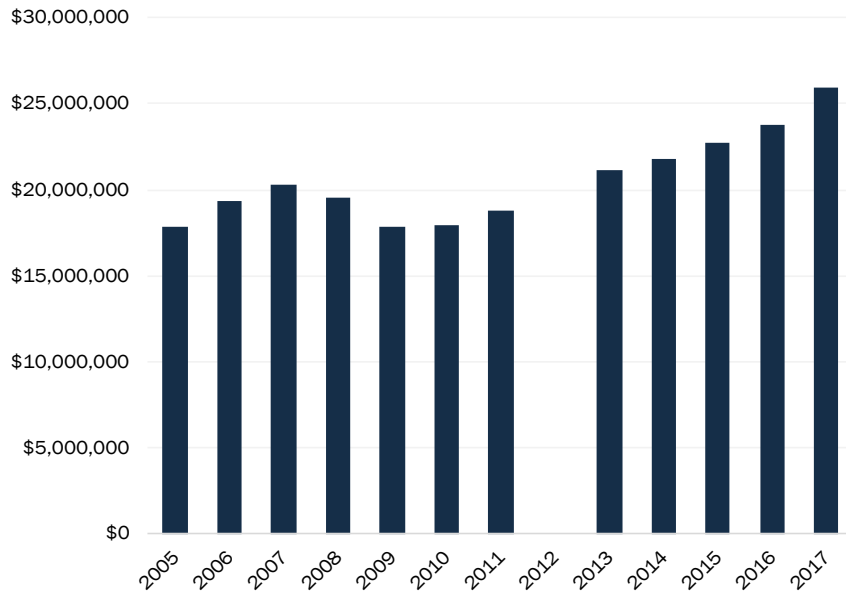
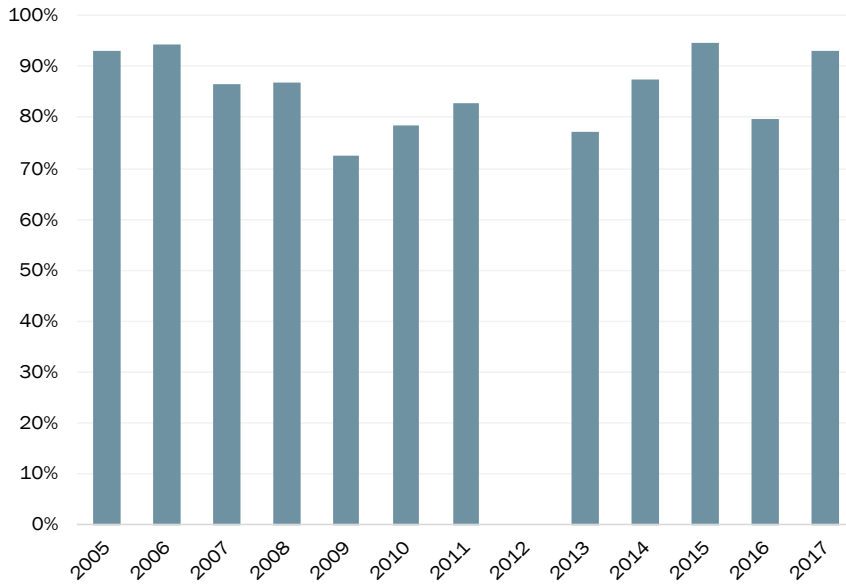


Figure 149. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Whatcom Transportation Authority, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



## Yakima Transit

As a city agency, Yakima Transit has a tax authorization of 0.3% in total sales and use tax for its service area, the City of Yakima.

Figure 150. Total Funding, Yakima Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

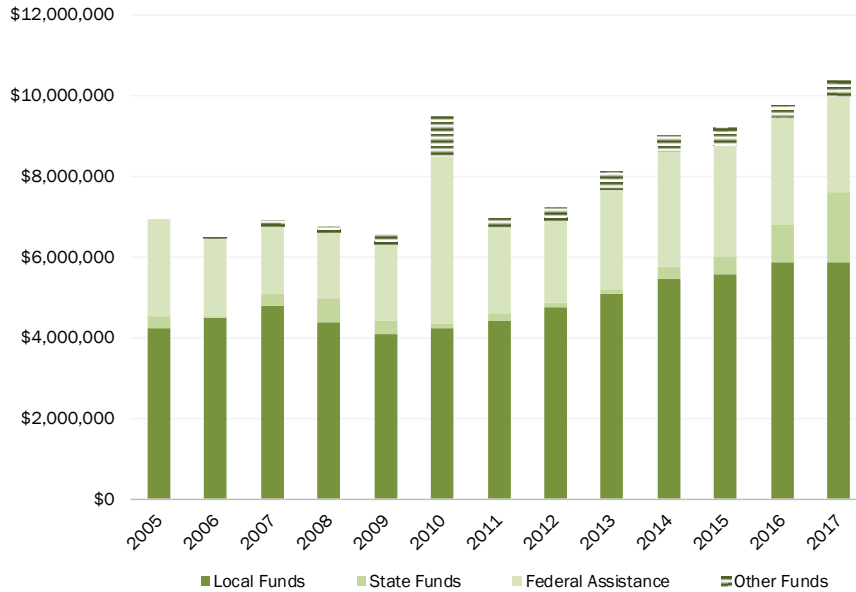
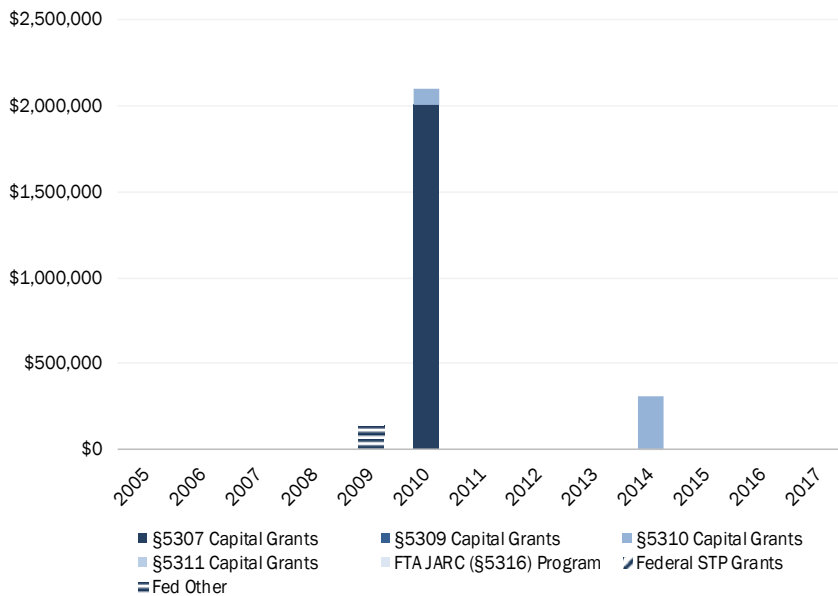


Figure 151. Source of Federal Capital Funding, Yakima Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.



WASHINGTON STATE TRANSIT CAPITAL NEEDS ASSESSMENT

Figure 152. Source of State Capital Funding, Yakima Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

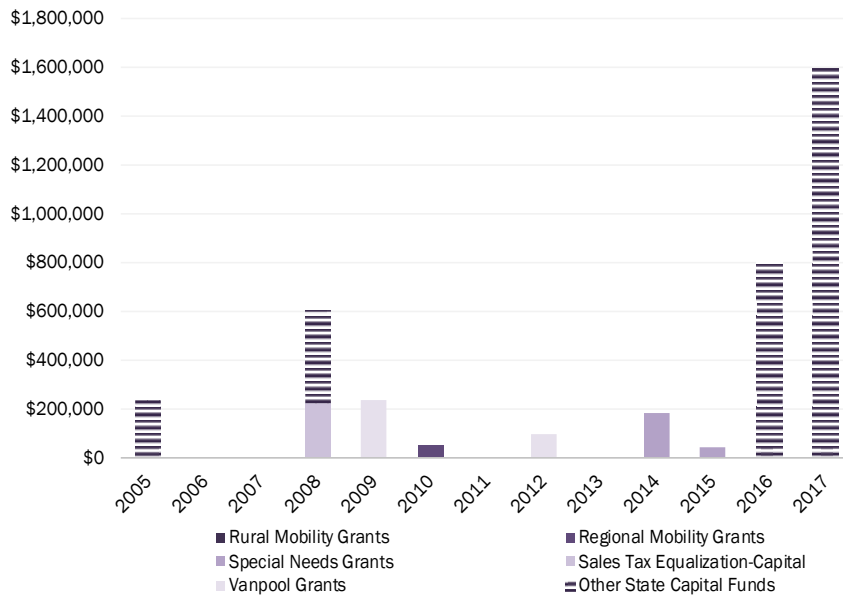


Figure 153. Local Sales/Use Tax for Transit Purposes, Yakima Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

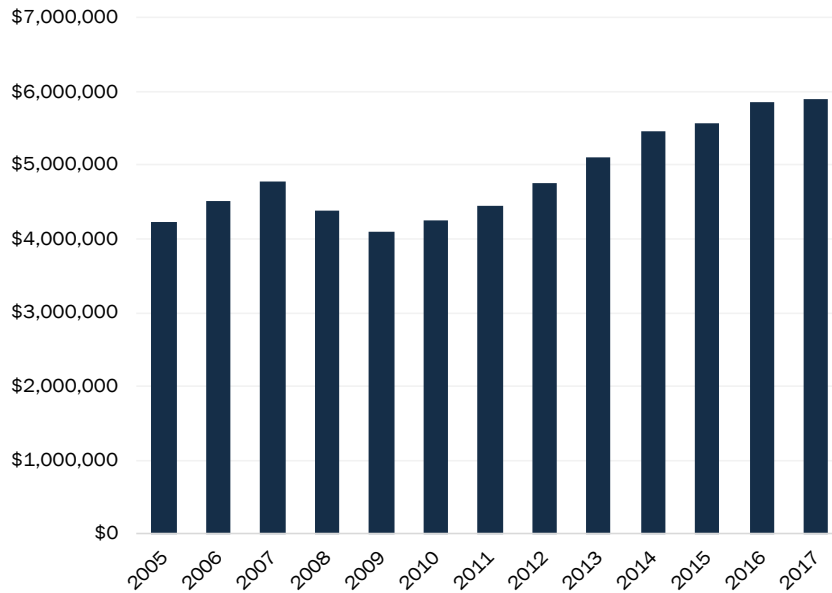
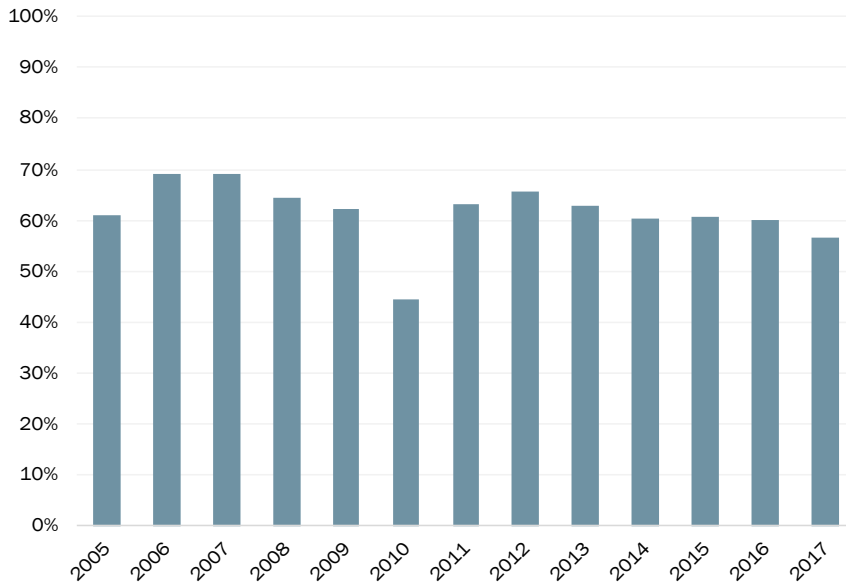


Figure 154. Local Sales/Use Tax for Transit Purposes as Percent of Total Funding, Yakima Transit, 2005 – 2017

Source: WSDOT Transit Funding Database, 2019.

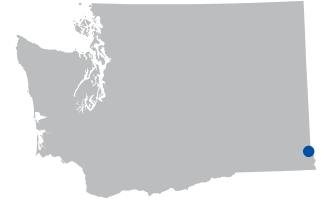


# Appendix E Agency Profiles



# AGENCY SUMMARY

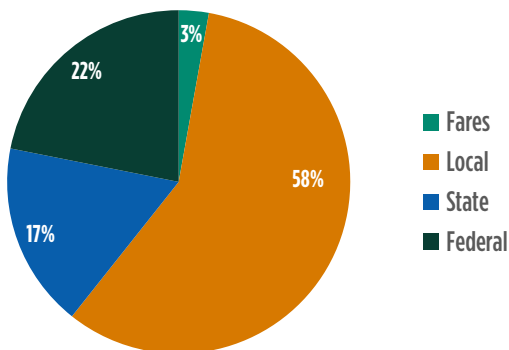
# ASOTIN COUNTY TRANSIT



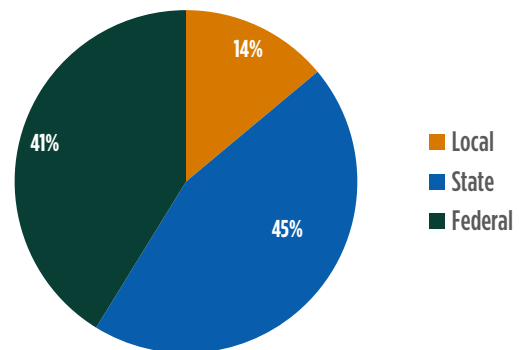
**CLARKSTON, WA**

*Asotin Transit provides fixed-route, ADA paratransit, and vanpool service to the Lewis Clark Valley, connecting Washington residents to Idaho communities across the Snake River and to more rural parts of Asotin County. Asotin Transit operates 24 vehicles and carries approximately 50,000 passengers annually. As of 2018, Asotin County assessed a 0.2% sales tax to fund transit. Asotin County has a remaining taxing capacity of 0.7% with an estimated value of \$2.5 million.*

## TOTAL TRANSIT FUNDING (2017)



## TOTAL CAPITAL FUNDING (2017)



## VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
LIGHT DUTY	10	29%	5
VANPOOL	12	21%	6

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	1	77%	0

## HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
LOW	NONE	NONE

### CAPACITY CONSTRAINTS

- Facility is relatively new and administrative space is under capacity

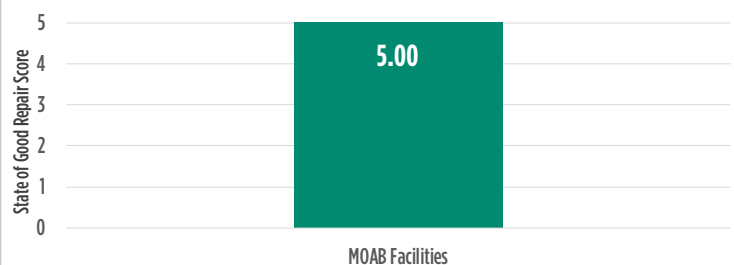
### FACILITIES EXPANSION

- Bus shelters and minor stop improvements

### FLEET EXPANSION

- No plans to expand service. Would pursue expansion if there was a clear need

## FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

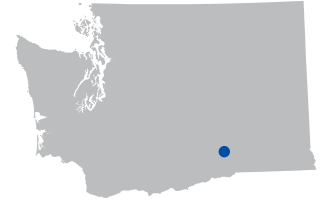


## PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$1,718,547	\$171,855	\$0

# AGENCY SUMMARY

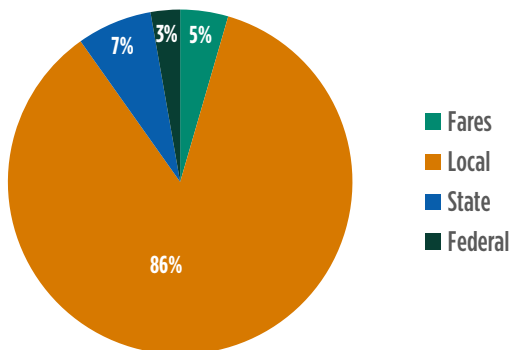
# BEN FRANKLIN TRANSIT



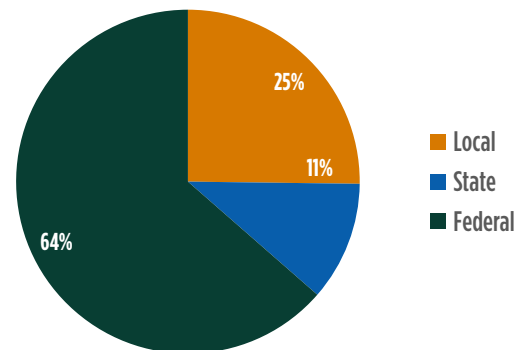
## RICHLAND, WA

*Ben Franklin Transit serves the Tri-Cities region of Washington, providing fixed-route, ADA paratransit, and vanpool service. Over two million passenger trips are conducted annually in Kennewick, Pasco, Richland, and neighboring communities, making Ben Franklin Transit the second-largest transit system east of the Cascades. As of 2018, Ben Franklin Transit assessed a 0.6% sales tax to fund transit. Ben Franklin Transit has a remaining taxing capacity of 0.3% with an estimated value of \$17.1 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	60	52%	6
LIGHT DUTY	132	43%	40
VANPOOL	349	20%	203

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	6	46%	0
TRANSIT CENTERS	4	23%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	IDENTIFIED NEED TO EXPAND	NONE

#### CAPACITY CONSTRAINTS

- Agency has outgrown their facility, currently storing vehicles and equipment outside

#### FACILITIES EXPANSION

- Identified need to expand MOAB facility but current location is constrained by freeway right of way

#### FLEET EXPANSION

- Expanding service but with the existing fleet size

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

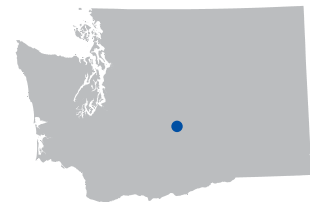


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$44,114,828	\$4,411,483	\$8,845,734

# AGENCY SUMMARY

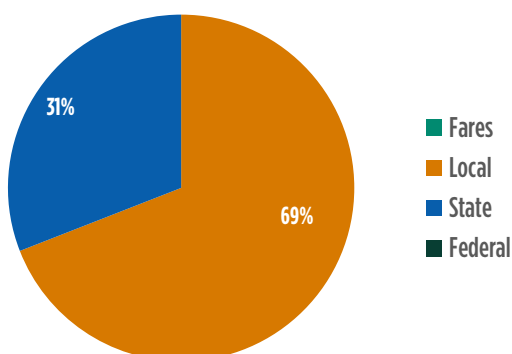
# CENTRAL TRANSIT



## ELLENSBURG, WA

Central Transit is one of Washington's newest transit agencies, providing fixed-route and ADA paratransit service. The agency services the City of Ellensburg and Central Washington University, carrying approximately 70,000 passenger trips per year. Central Transit is managed by the City of Ellensburg and operated by a non-profit organization. Central Transit was formed using Transportation Benefit District funding and does not have sales tax capacity remaining but may seek the use of other local taxes to fund transit.

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)

N/A

### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
LIGHT DUTY*	6	60%	1

\*CENTRAL TRANSIT'S VEHICLES ARE OWNED BY THEIR CONTRACTED SERVICE PROVIDER, BUT THE AGENCY REPORTED THESE VEHICLES IN THEIR MOST RECENT TRANSIT ASSET INVENTORY SO WERE INCLUDED IN THIS STUDY.

### FACILITIES

N/A

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	SMALL

#### CAPACITY CONSTRAINTS

- None, agency owns no facilities

#### FACILITIES EXPANSION

- None, agency owns no facilities

#### FLEET EXPANSION

- Planning for two additional connector vehicles and two dial-a-ride vehicles

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

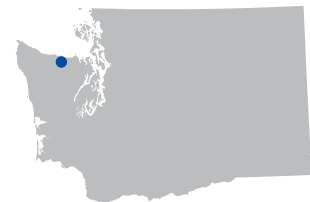
N/A

### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$499,408	\$49,941	\$0

# AGENCY SUMMARY

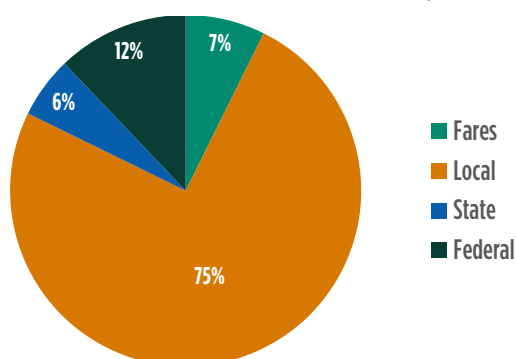
# CLALLAM TRANSIT



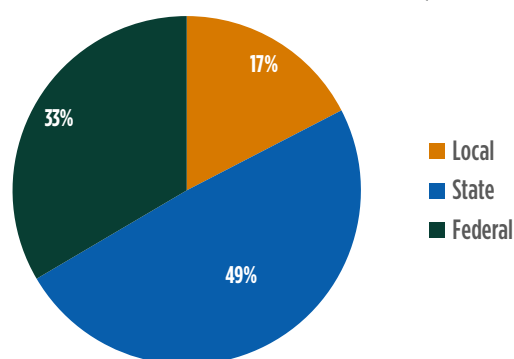
## PORT ANGELES, WA

Clallam Transit operates on the northern shore of the Olympic Peninsula with some of the state's longest fixed routes. Although the core of Clallam Transit's service is in the urbanized Port Angeles area, regular service extends to Neah Bay, La Push, and Bainbridge Island. Clallam Transit carries nearly one million passengers per year and provides fixed-route, ADA paratransit, and vanpool service. As of 2018, Clallam Transit assessed a 0.6% sales tax to fund transit. Clallam Transit has a remaining taxing capacity of 0.3% with an estimated value of \$25.2 million.

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	23	22%	7
MEDIUM DUTY	2	0%	0
LIGHT DUTY	27	42%	2
VANPOOL	34	25%	4

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	2	56%	0
TRANSIT CENTERS	3	73%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	NONE	NONE

#### CAPACITY CONSTRAINTS

- Agency has outgrown main facility and is storing vehicles in multiple satellite facilities

#### FACILITIES EXPANSION

- No facilities expansion planned

#### FLEET EXPANSION

- Do not have sufficient operating funding to expand service. Would need to expand MOAB facility to accommodate a fleet expansion

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



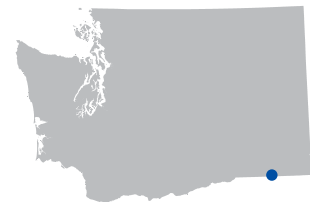
### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$20,080,350	\$2,008,035	\$0

# AGENCY SUMMARY

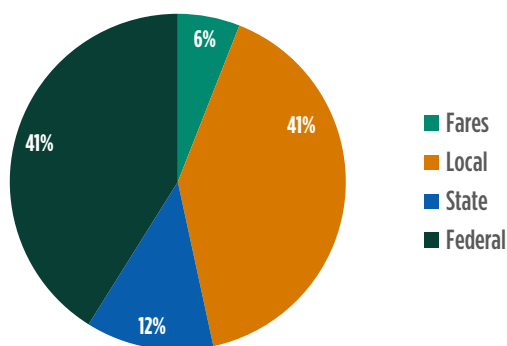
# COLUMBIA COUNTY TRANSIT

DAYTON, WA

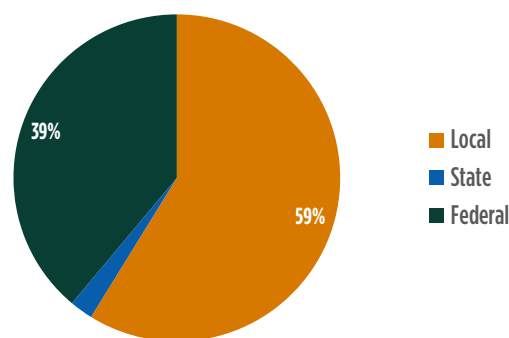


*Columbia County Transit connects residents in largely rural Columbia County to destinations within the county and the nearest urban area of Walla Walla, providing ADA paratransit and vanpool service. The demand-response system operates Monday through Friday, carrying over 59,000 passengers per year. As of 2018, Columbia County Transit assessed a 0.4% sales tax to fund transit. Columbia County Transit has a remaining sales tax capacity of 0.5% with an estimated value of \$367,000.*

## TOTAL TRANSIT FUNDING (2017)



## TOTAL CAPITAL FUNDING (2017)



## VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
LIGHT DUTY	10	25%	2
VANPOOL	10	50%	3

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	1	77%	0

## HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
LOW	NONE	NONE

### CAPACITY CONSTRAINTS

- None

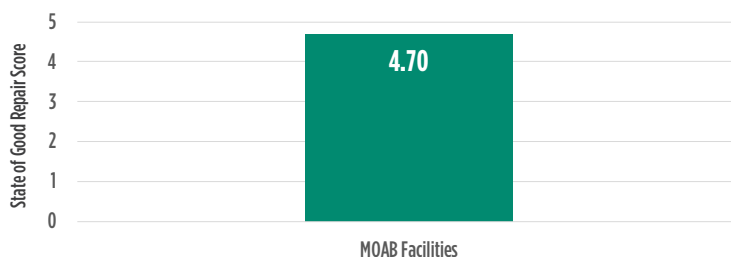
### FACILITIES EXPANSION

- Currently leasing facility, considered building their own previously but there are no plans to move forward

### FLEET EXPANSION

- Considering adding Saturday service with existing fleet. Would need more operating funds before they could expand the fleet

## FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

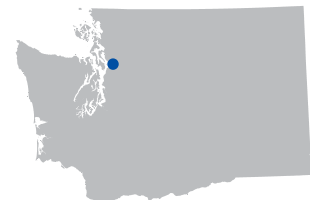


## PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$1,411,826	\$141,183	\$0

# AGENCY SUMMARY

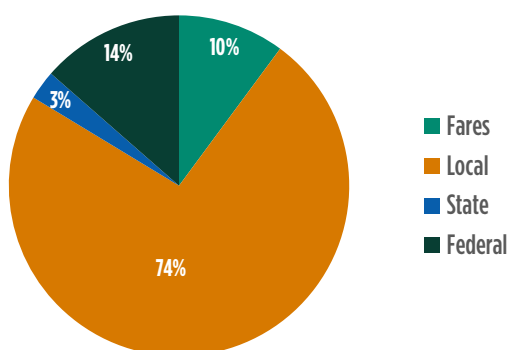
# COMMUNITY TRANSIT



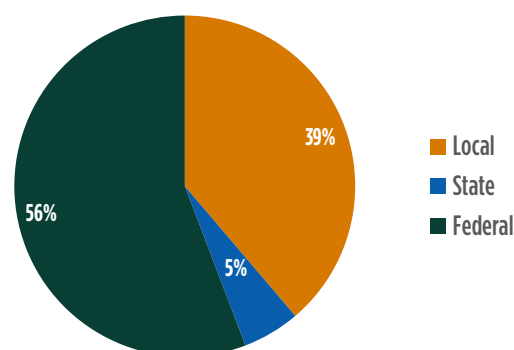
## EVERETT, WA

*Community Transit is one of Washington's fastest-growing transit agencies and a leader in development of high-capacity transit, providing fixed-route, ADA paratransit, and vanpool service. The agency, which provides nearly 10 million bus passenger trips each year, has opened two Swift high-capacity bus routes, helping make Connections within rapidly-urbanizing Snohomish County. The system also supplies connecting service with Seattle and King County. As of 2018, Community Transit assessed a 1.2% sales tax to fund transit. Community Transit has no remaining sales tax capacity.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	288	43%	45
LIGHT DUTY	65	31%	0
VANPOOL	469	46%	56

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	18	42%	0
PARK-AND-RIDES	15	37%	0
PASSENGER FACILITIES	3	61%	0
TRANSIT CENTERS	6	67%	0
OTHER	1	48%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
LOW	PLANNED EXPANSION	SIGNIFICANT

#### CAPACITY CONSTRAINTS

- No immediate capacity constraints

#### FACILITIES EXPANSION

- Expanding maintenance capacity

#### FLEET EXPANSION

- Plans to increase service by 40% and increase fleet size, including Swift BRT

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



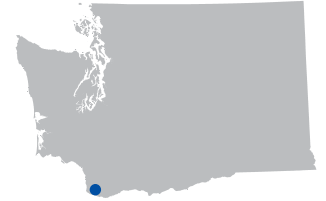
### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$127,052,485	\$12,705,249	\$28,007,582

# AGENCY SUMMARY

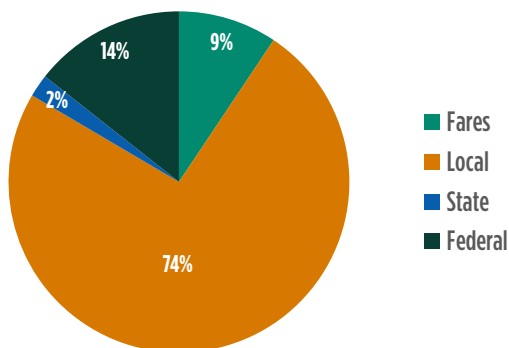
# C-TRAN

## VANCOUVER, WA

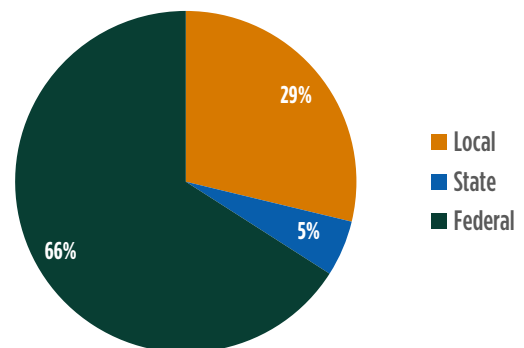


C-Tran serves the urbanized area of Vancouver, Washington, providing the community with connections within the Vancouver area and across the Columbia River to the Portland, Oregon metropolitan area by providing fixed-route, ADA paratransit, and vanpool service. C-Tran carries nearly six million passengers each year. As of 2018, C-Tran assessed a 0.7% sales tax to fund transit. C-Tran has a remaining sales tax capacity of 0.2% with an estimated value of \$36.9 million.

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	106	41%	30
LIGHT DUTY	74	33%	28
VANPOOL	41	39%	5

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	7	35%	0
PARK-AND-RIDES	1	0%	0
TRANSIT CENTERS	4	48%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
MODERATE	ACTIVELY EXPANDING	SIGNIFICANT

#### CAPACITY CONSTRAINTS

- Current facility is constraining storage capacity for articulated buses

#### FACILITIES EXPANSION

- Recently purchased a new administrative building. Currently expanding maintenance facility to add 3-6 additional bays

#### FLEET EXPANSION

- Planning a 230,000 revenue hour expansion with a capital component. Identified the need but not the funding source

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

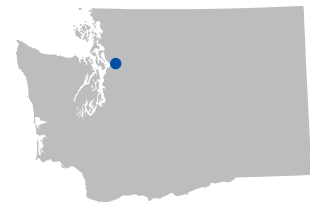


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$40,675,777	\$4,067,578	\$34,506,339

# AGENCY SUMMARY

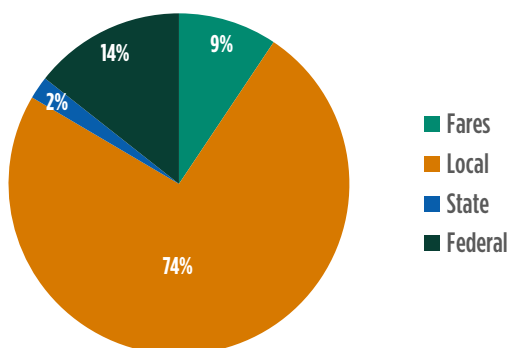
# EVERETT TRANSIT



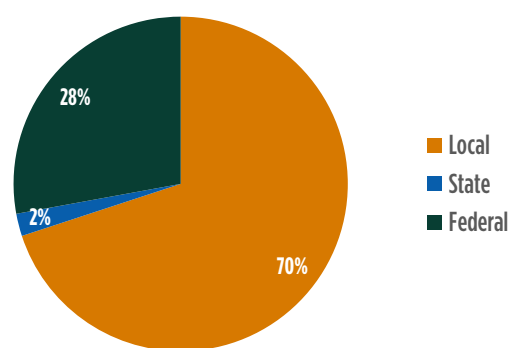
## EVERETT, WA

*Everett Transit is the municipal transit operator for the City of Everett, providing fixed-route and ADA paratransit service. The system carries almost two million bus passengers per year on ten routes, with connections to Community Transit, Amtrak, Sounder commuter train, Island Transit, and Skagit Transit. Everett Transit has one of the state's largest battery-electric bus fleets and is expanding this fleet. As of 2018, Everett Transit assessed a 0.6% sales tax to fund transit. Everett Transit has a remaining sales tax capacity of 0.3% with an estimated value of \$9.6 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	46	26%	17
MEDIUM DUTY	5	0%	5
LIGHT DUTY	26	28%	12

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	3	18%	0
PASSENGER FACILITIES	1	70%	0
TRANSIT CENTERS	3	36%	0
OTHER	2	41%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	PLANNED EXPANSION	MODERATE

#### CAPACITY CONSTRAINTS

- Cannot increase service without additional MOAB capacity. Previously had to reduce service due to base capacity issues.

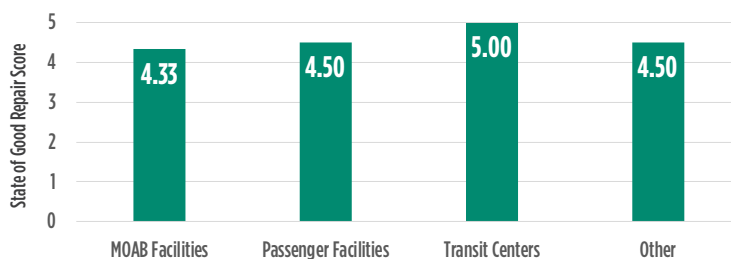
#### FACILITIES EXPANSION

- Lack sufficient capital funding for facility expansion. Estimated need is about \$30 million.

#### FLEET EXPANSION

- Insufficient capital funding for additional vehicles.

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$26,762,327	\$2,676,233	\$9,322,111



# AGENCY SUMMARY

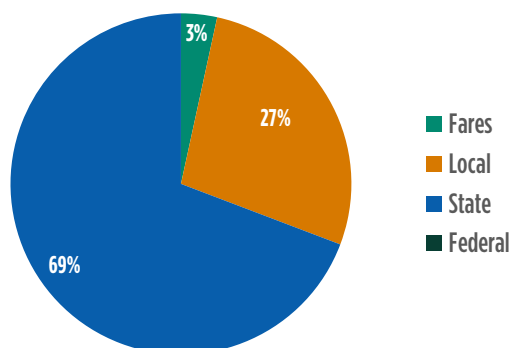
# GARFIELD COUNTY TRANSIT

POMEROY, WA

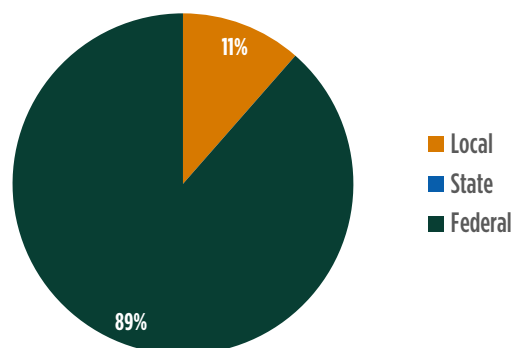


*Garfield County Transit serves rural Garfield County with vanpool, commuter bus and medical/shopper service to Lewiston/Clarkston, as well as demand-response service. The system provides connections to Asotin County Transit, Valley Transit, and Columbia County Transit. Garfield County Transit provides approximately 10,000 passenger trips per year. As of 2018, Garfield County Transit assessed a 0.4% sales tax to fund transit. Garfield County Transit has a remaining sales tax capacity of 0.5% with an estimated value of \$62,000.*

## TOTAL TRANSIT FUNDING (2017)



## TOTAL CAPITAL FUNDING (2017)



## VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
LIGHT DUTY	4	25%	1
VANPOOL	1	50%	0

## FACILITIES

N/A

## HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	NONE

### CAPACITY CONSTRAINTS

- None, agency owns no facilities

### FACILITIES EXPANSION

- None, agency owns no facilities

### FLEET EXPANSION

- Agency thinks there may be untapped demand for transit. Currently constrained by costs of extra vehicles.

## FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

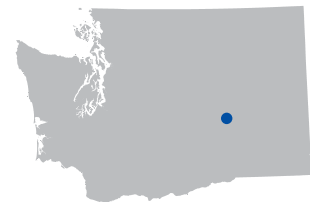
N/A

## PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$190,000	\$19,000	\$0

# AGENCY SUMMARY

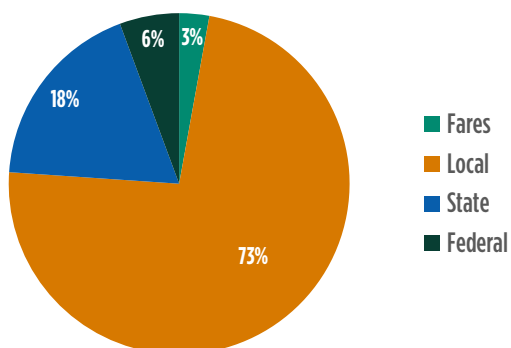
# GRANT TRANSIT



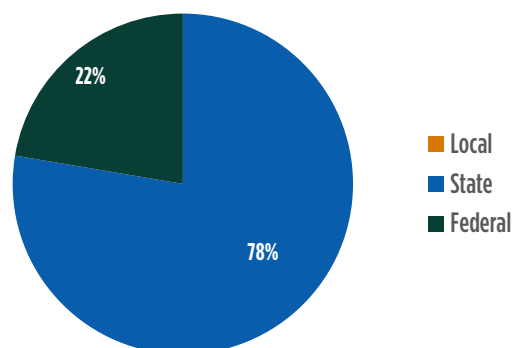
## MOSES LAKE, WA

Grant Transit operates weekday fixed-route, demand-response, and vanpool service in its large central Washington service area. Fixed-route service is provided on 11 routes and Grant Transit also operates a vanpool program and Health Express Shuttle to Wenatchee for medical appointments. Grant Transit carries approximately 250,000 passengers each year. As of 2018, Grant Transit assessed a 0.2% sales tax to fund transit. Grant Transit has a remaining sales tax capacity of 0.7% with an estimated value of \$14.2 million.

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	17	11%	3
LIGHT DUTY	16	26%	0
VANPOOL	16	42%	2

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	3	84%	0
PASSENGER FACILITIES	1	86%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	NONE

#### CAPACITY CONSTRAINTS

- None

#### FACILITIES EXPANSION

- Facilities are all relatively new, no immediate need

#### FLEET EXPANSION

- No expansion plans, may reduce service unless additional operating funding becomes available

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$4,743,000	\$474,300	\$0

# AGENCY SUMMARY

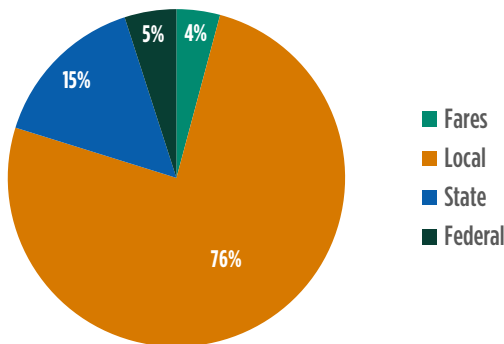
# GRAYS HARBOR TRANSIT



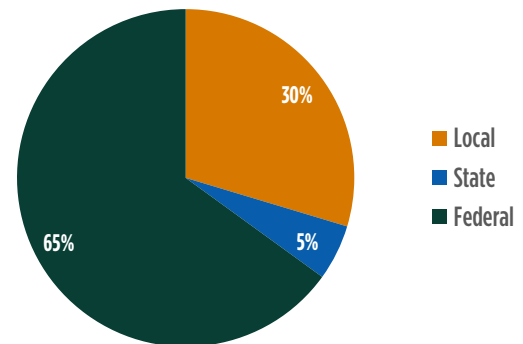
## ABERDEEN, WA

*Grays Harbor transit serves the Aberdeen urbanized area on Washington's Pacific coast. The agency operates local fixed routes, long distance fixed routes connecting to the Quinault Indian Nation, Olympia, and Centralia, ADA paratransit, and vanpool service. Grays Harbor Transit carries approximately 750,000 passengers per year. As of 2018, Grays Harbor Transit assessed a 0.6% sales tax to fund transit. Grays Harbor Transit has a remaining sales tax capacity of 0.3% with an estimated value of \$3.8 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	29	28%	9
LIGHT DUTY	17	28%	1
VANPOOL	27	18	8

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	4	14%	0
PARK-AND-RIDES	1	48%	0
TRANSIT CENTERS	6	65%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
MODERATE	IDENTIFIED NEED TO EXPAND	SMALL

#### CAPACITY CONSTRAINTS

- Currently outgrowing their maintenance space

#### FACILITIES EXPANSION

- Considering a new administrative building but currently unfunded

#### FLEET EXPANSION

- Identifying potential small expansions, but haven't identified funding. No expansions in the near term

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

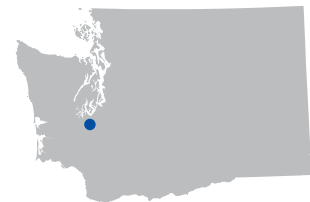


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$9,070,000	\$907,000	\$1,400,000

# AGENCY SUMMARY

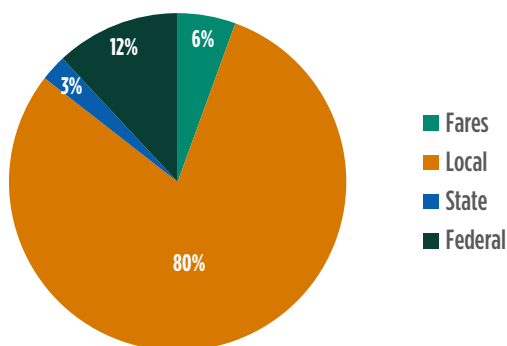
# INTERCITY TRANSIT



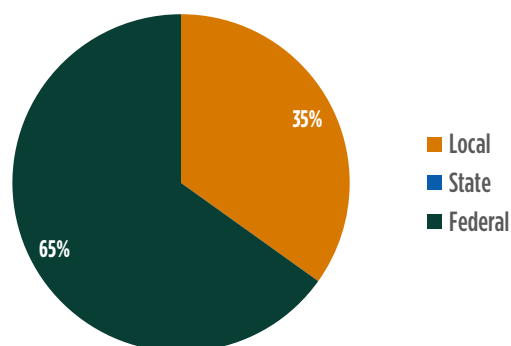
## OLYMPIA, WA

*Intercity Transit operates in the Olympia urban area and carries over 4.8 million passengers per year. The agency operates 25 fixed routes, ADA paratransit, and vanpool service, connecting with five area transit systems, including Sound Transit, which provides access to Central Puget Sound. As of 2018, Intercity Transit assessed a 1.2% sales tax to fund transit. Intercity Transit has no remaining sales tax capacity.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	59	28%	0
LIGHT DUTY	62	20%	26
VANPOOL	293	20%	89

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	2	13%	0
PARK-AND-RIDES	4	87%	0
TRANSIT CENTERS	2	47%	0
OTHER	1	33%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	<ul style="list-style-type: none"> <li>PLANNED MOAB EXPANSION</li> <li>PLANNED HIGH PERFORMANCE TRANSIT CORRIDOR</li> </ul>	SIGNIFICANT

#### CAPACITY CONSTRAINTS

- Current facilities cannot handle the planned service expansion

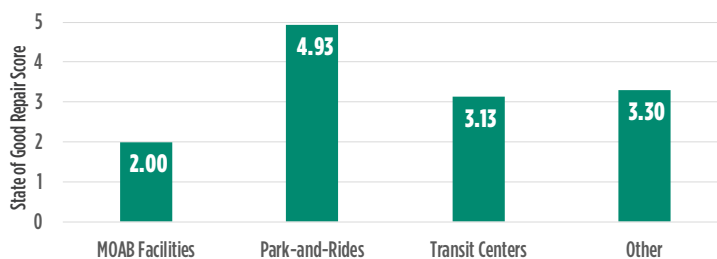
#### FACILITIES EXPANSION

- Looking at acquiring additional property for MOAB in the next 20 years

#### FLEET EXPANSION

- Large fleet increase needed with planned service expansion

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$42,848,113	\$4,284,811	\$37,400,000

# AGENCY SUMMARY

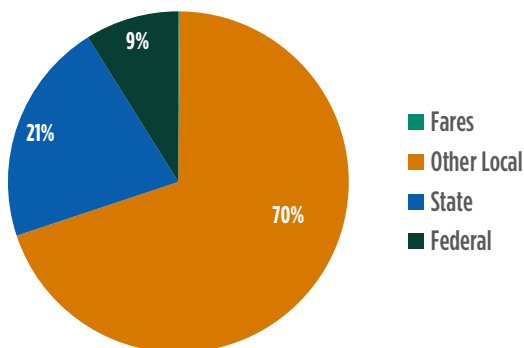
# ISLAND TRANSIT



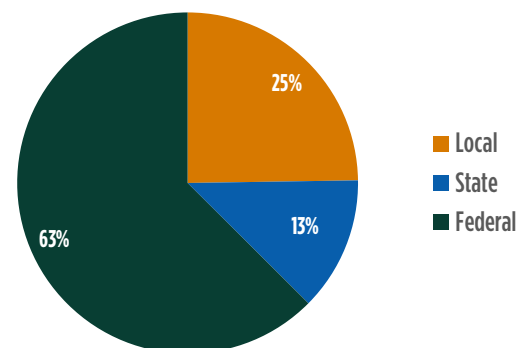
## COUPEVILLE, WA

Island Transit operates fixed-route, ADA paratransit, and vanpool service on Whidbey and Camano Islands, with connections to both the Anacortes and Everett urban areas. The agency operates out of two primary island bases and carries approximately one half-million bus passengers each year. As of 2018, Island Transit assessed a 0.9% sales tax to fund transit. Island Transit has no remaining sales tax capacity.

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	15	20%	4
LIGHT DUTY	54	39%	9
VANPOOL	104	25%	46

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	5	82%	0
PARK-AND-RIDES	2	81%	0
TRANSIT CENTERS	1	40%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	SMALL

#### CAPACITY CONSTRAINTS

- No constraints

#### FACILITIES EXPANSION

- None identified immediately. Considering a South Whidbey Transfer Facility in the long-term

#### FLEET EXPANSION

- Considering some service improvements and lowering light-duty ULBs from 10 years to 7 years which would require expanding the fleet size.

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$15,153,062	\$1,515,306	\$0

# AGENCY SUMMARY

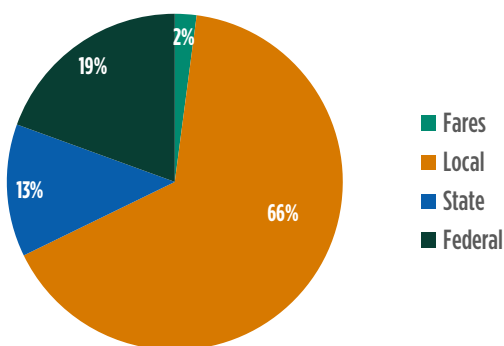
# JEFFERSON TRANSIT



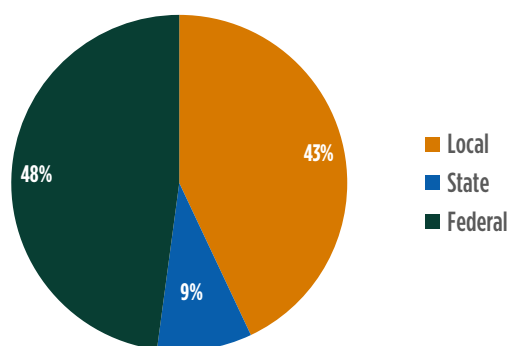
## PORT TOWNSEND, WA

*Jefferson Transit serves the eastern portion of Jefferson County with eight fixed routes, ADA paratransit on six days of the week, and vanpool services. Jefferson Transit also operates an 'Olympic Connection' route from Quinault to Forks via Port Angeles to serve its western coast area. The system also provides connections to Kitsap Transit in Poulsbo. The system carries approximately 250,000 passengers per year. As of 2018, Jefferson Transit assessed a 0.9% sales tax to fund transit. Jefferson Transit has no remaining sales tax capacity.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	10	25%	6
LIGHT DUTY	12	36%	4
VANPOOL	15	10%	13

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	2	80%	0
PARK-AND-RIDES	3	39%	0
TRANSIT CENTERS	1	87%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
MODERATE	NONE	SMALL

#### CAPACITY CONSTRAINTS

- Planning a potential maintenance bay expansion

#### FACILITIES EXPANSION

- Facility is new, not programming funds for new facilities (beyond potential maintenance expansion)

#### FLEET EXPANSION

- Would need to expand fleet to expand service, considering restoring some service removed after the recession

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

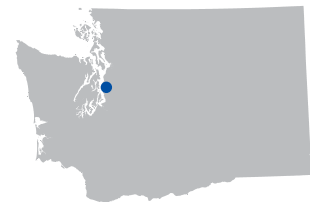


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$7,735,000	\$773,500	\$4,071,250

# AGENCY SUMMARY

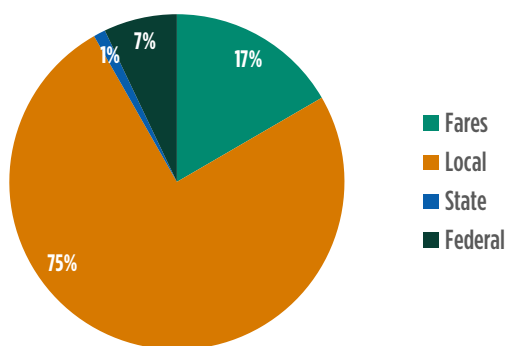
# KING COUNTY METRO



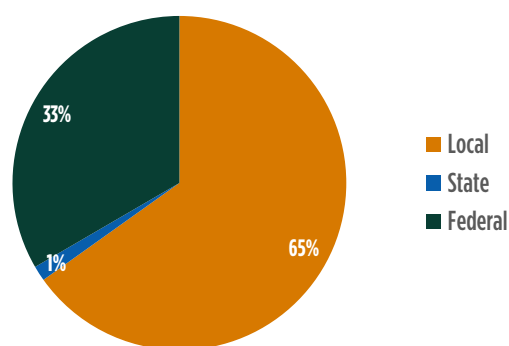
SEATTLE, WA

*King County Metro is Washington's largest transit agency, serving the urban core of Seattle and suburban and rural portions of King County. Metro carries well over 100 million passengers every year and plans to add over 2.5 million service hours by 2040. King County Metro provides fixed-route, ADA paratransit, and vanpool service. As of 2018, King County Metro assessed a 0.9% sales tax to fund transit. King County Metro has no remaining sales tax capacity.*

## TOTAL TRANSIT FUNDING (2017)



## TOTAL CAPITAL FUNDING (2017)



## VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	1491	47%	333
MEDIUM DUTY	1	70%	0
LIGHT DUTY	617	39%	87
VANPOOL	2118	36%	351

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
INFRASTRUCTURE	36	18%	0
MOAB FACILITIES	17	49%	0
PARK-AND-RIDES	18	52%	0
TRANSIT CENTERS	6	50%	0
PASSENGER FACILITIES	3	38%	0
OTHER	4	80%	0

## HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	ACTIVELY EXPANDING	SMALL

### CAPACITY CONSTRAINTS

- Bases are at capacity

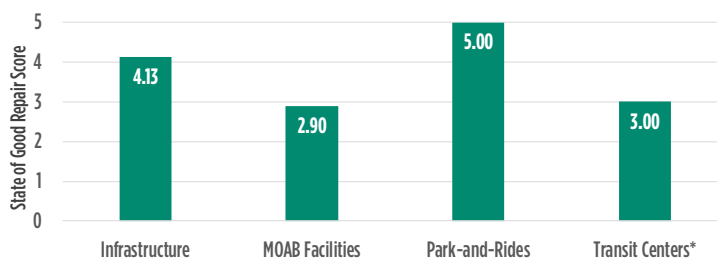
### FACILITIES EXPANSION

- New South Base is being constructed. Atlantic, Central, and Ryerson are prioritized for improvement

### FLEET EXPANSION

- Replacement and maintenance are prioritized, but planning a significant expansion through Metro Connects.

## FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



\*KING COUNTY METRO DID NOT PROVIDE INDIVIDUAL SGR RATINGS FOR THEIR PASSENGER FACILITIES OR OTHER FACILITIES.

## PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$1,209,167,904	\$120,916,790	\$45,702,392

# AGENCY SUMMARY

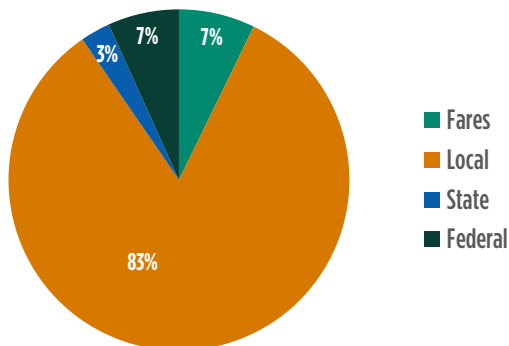
# KITSAP TRANSIT



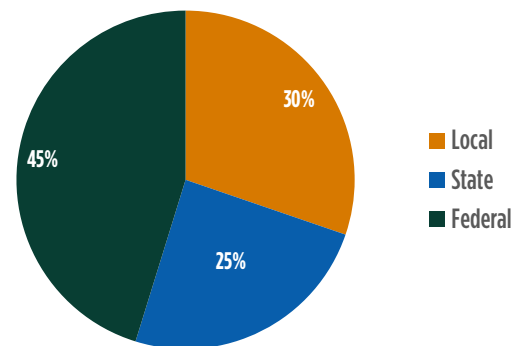
## BREMERTON, WA

*Kitsap Transit serves the Kitsap peninsula with fixed-route bus, worker/driver bus, ADA paratransit, vanpool, and ferry service. The agency is in the process of expanding fast ferry service to Seattle and is experimenting with battery electric buses to better serve its average of approximately 2.5 million yearly riders. As of 2018, Kitsap Transit assessed a 1.1% sales tax to fund transit. Kitsap Transit has no remaining sales tax capacity.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	87	6%	19
MEDIUM DUTY	23	8%	0
LIGHT DUTY	140	26%	66
VANPOOL	113	5%	97

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
INFRASTRUCTURE	7	73%	0
MOAB FACILITIES	4	60%	0
PASSENGER FACILITIES	4	67%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	PLANNED EXPANSION	MODERATE

#### CAPACITY CONSTRAINTS

- Existing base is too constrained. Working 24/7 on multiple crews to meet maintenance needs

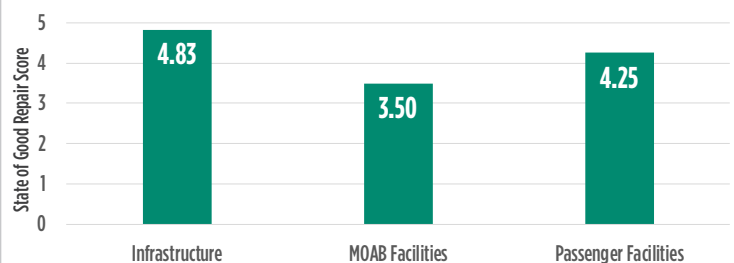
#### FACILITIES EXPANSION

- Starting a study to identify a location for a new central base, still about 15 years away from construction

#### FLEET EXPANSION

- Planning an expansion but a lack of capital funding is delaying ability to implement service plan

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



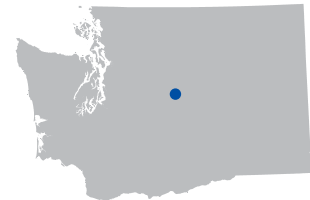
### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$63,766,250	\$6,376,625	\$7,000,000



# AGENCY SUMMARY

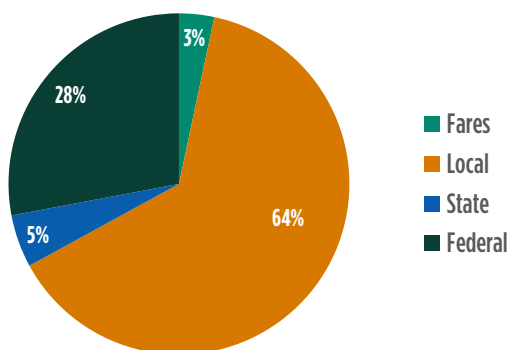
# LINK TRANSIT



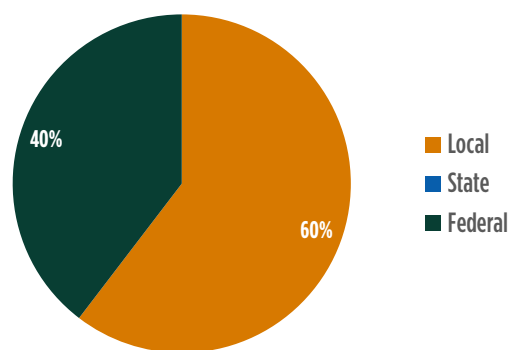
## WENATCHEE, WA

*Link Transit operates fixed-route and ADA paratransit service both Chelan and Douglas counties. Link carries approximately one million passengers every year and has led the state with experimentation in battery-electric buses. As of 2018, Link Transit assessed a 0.4% sales tax to fund transit. Link Transit has a remaining sales tax capacity of 0.5% with an estimated value of \$45.3 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	31	8%	15
LIGHT DUTY	26	36%	4

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	4	69%	0
PARK-AND-RIDES	3	61%	0
TRANSIT CENTERS	1	63%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	NONE

#### CAPACITY CONSTRAINTS

- No immediate constraints

#### FACILITIES EXPANSION

- Will have to expand facilities in order to expand fleet

#### FLEET EXPANSION

- Have intentionally kept fleet size and service provision small due to high costs of capital program

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

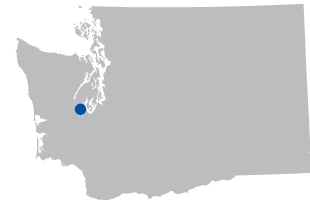


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$19,875,000	\$1,987,500	\$0

# AGENCY SUMMARY

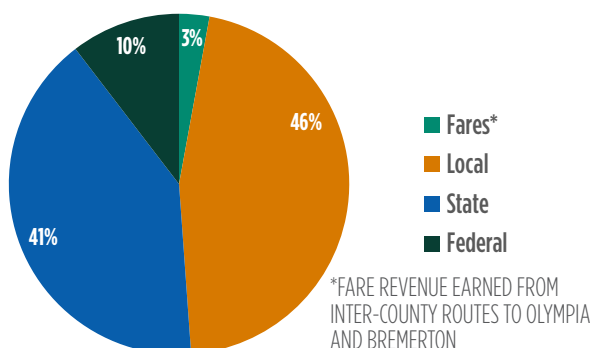
# MASON TRANSIT



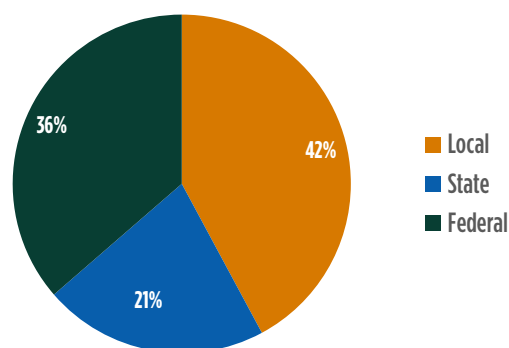
## SHELTON, WA

*Mason Transit is the fare-free fixed-route and ADA paratransit system for Mason County, also providing vanpool service. Serving the urbanized area of Shelton and its rural surroundings, Mason Transit also connects with Bremerton and Olympia. Mason Transit carries about one-half million passenger trips each year. As of 2018, Mason Transit assessed a 0.6% sales tax to fund transit. Mason Transit has a remaining sales tax capacity of 0.3% with an estimated value of \$2.1 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	20	22%	8
MEDIUM DUTY	2	56%	13
LIGHT DUTY	23	22%	3
VANPOOL	18	14%	24

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	3	52%	0
TRANSIT CENTERS	1	92%	0
OTHER	1	0%	1

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
LOW	NONE	NONE

#### CAPACITY CONSTRAINTS

- No capacity concerns

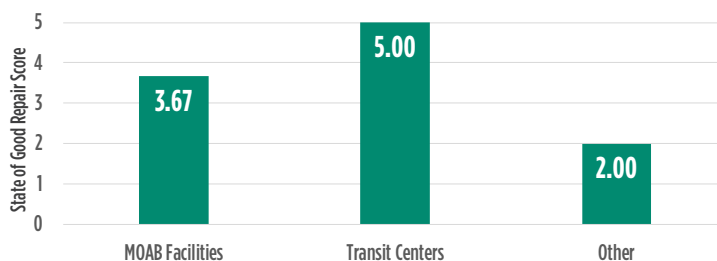
#### FACILITIES EXPANSION

- Considering a light maintenance facility in Belfair to reduce deadhead, considering upgrades or replacement to existing base in the long-term

#### FLEET EXPANSION

- No major fleet expansions planned. Operating funding is more limiting than capital in this regard

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

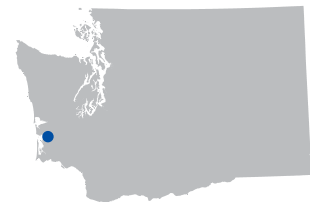


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$9,034,509	\$903,451	\$0

# AGENCY SUMMARY

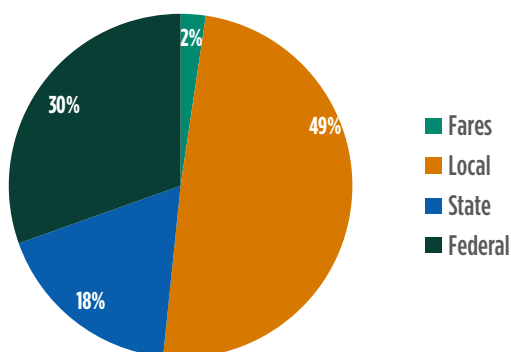
# PACIFIC TRANSIT



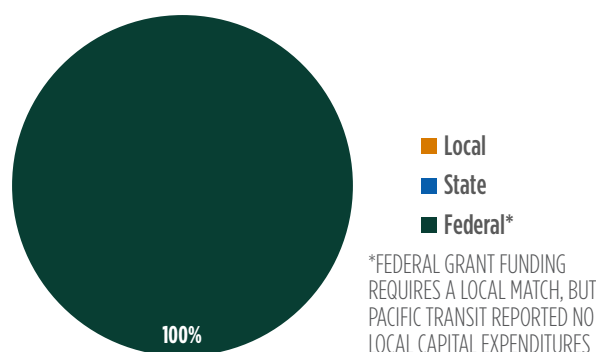
## RAYMOND, WA

*Pacific Transit is the transit system for rural Pacific County on Washington's southern Pacific coast, providing fixed-route and ADA paratransit service. The agency carries approximately 100,000 passengers each year on five fixed routes and connects to transit service in Aberdeen, Washington, and Astoria, Oregon. As of 2018, Pacific Transit assessed a 0.3% sales tax to fund transit. Pacific Transit has a remaining sales tax capacity of 0.6% with an estimated value of \$1.8 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	3	0%	3
MEDIUM DUTY	1	0%	1
LIGHT DUTY	12	25%	3

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	6	24%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	NONE

#### CAPACITY CONSTRAINTS

- Existing space is more than sufficient for current needs

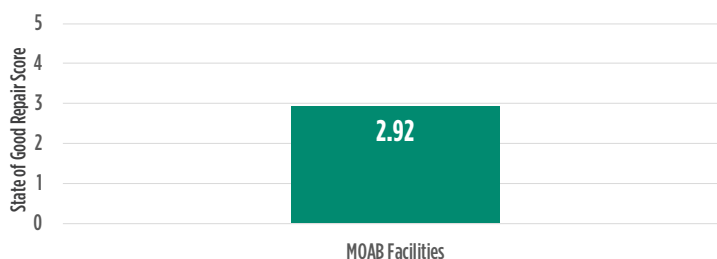
#### FACILITIES EXPANSION

- No expansions planned

#### FLEET EXPANSION

- No expansions planned

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

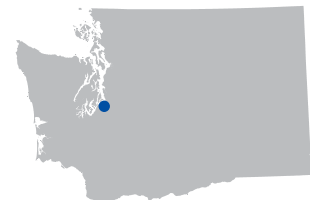


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$4,729,000	\$472,900	\$890,000

# AGENCY SUMMARY

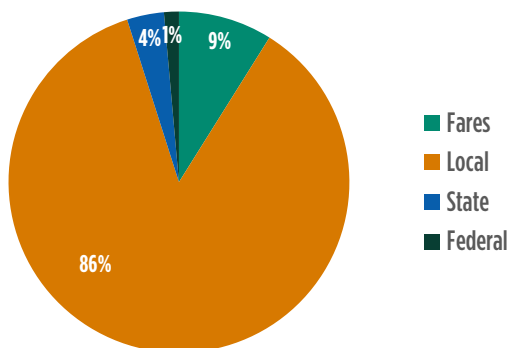
# PIERCE TRANSIT



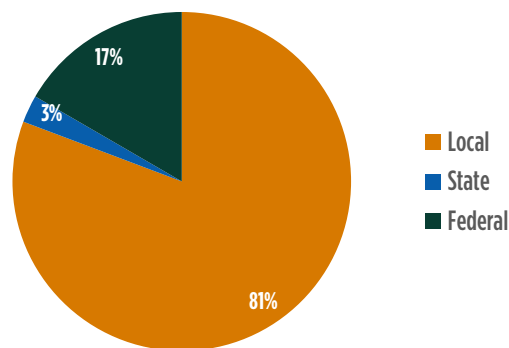
## TACOMA, WA

*Pierce Transit is Washington's fourth-largest transit system by ridership and serves the Tacoma urban area. Connections on Pierce Transit are possible to Sound Transit, Intercity Transit, and Kitsap Transit. Pierce Transit also operates some Sound Transit Express bus services under contract, as well as their own ADA paratransit and vanpool service. As of 2018, Pierce Transit assessed a 0.6% sales tax to fund transit. Pierce Transit has a remaining sales tax capacity of 0.3% with an estimated value of \$40.1 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	183	26%	44
LIGHT DUTY	110	29%	1
VANPOOL	414	30%	147

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING*	# BEYOND ULB
MOAB FACILITIES	10	N/A	0
PARK-AND-RIDES	4	N/A	0
PASSENGER FACILITIES	2	N/A	0
TRANSIT CENTERS	7	N/A	0

\*PIERCE TRANSIT DID NOT PROVIDE ULBS FOR ANY OF THEIR FACILITIES IN THEIR MOST RECENT TRANSIT ASSET INVENTORY.

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
MODERATE	PLANNED EXPANSION	MODERATE

#### CAPACITY CONSTRAINTS

- Future BRT vehicles have different storage needs that can't be met in existing facilities

#### FACILITIES EXPANSION

- Base Master Plan has progressed into implementation stage, full estimated cost at \$137.7 million in 2017 dollars. Long-term project with no definitive timeline

#### FLEET EXPANSION

- Significant expansions planned through 2040

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$87,301,050	\$8,730,105	\$0

# AGENCY SUMMARY

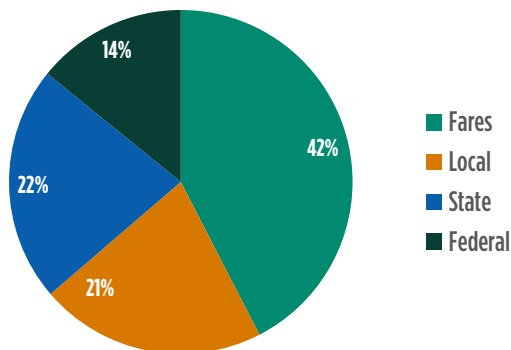
# PULLMAN TRANSIT



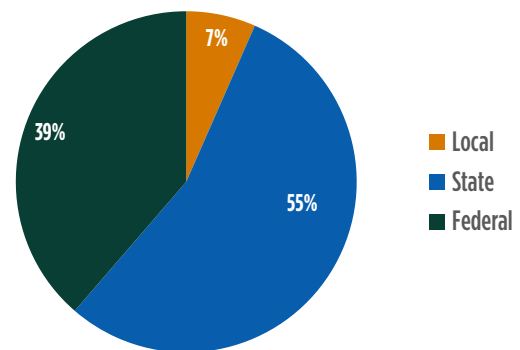
## PULLMAN, WA

*Pullman Transit is a municipal transit agency serving the city of Pullman and Washington State University in the Palouse region of eastern Washington, providing fixed-route and ADA paratransit service. The agency carries over one million passenger trips per year with a fleet of 35 vehicles. Pullman Transit is the only system in Washington to fund its operations using a local utility tax. As of 2018, Pullman Transit does not assess a local sales tax to fund transit. Instead, Pullman Transit assesses a 2% utility tax.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	22	28%	7
LIGHT DUTY	8	28%	3

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	2	75%	0
PASSENGER FACILITIES	1	N/A*	0
TRANSIT CENTERS	1	48%	0
OTHER	1	67%	0

\*PULLMAN TRANSIT DID NOT PROVIDE INDIVIDUAL ULBS FOR THEIR PASSENGER FACILITIES (BUS SHELTERS).

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
MODERATE	NONE	NONE

#### CAPACITY CONSTRAINTS

- Need additional storage space.

#### FACILITIES EXPANSION

- Beginning to set aside funding but no expansions are planned.

#### FLEET EXPANSION

- Currently no expansion plans. First expansion would be to improve their reserve fleet.

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

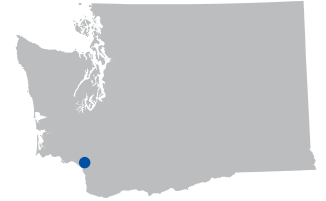


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$8,204,273	\$820,427	\$0

# AGENCY SUMMARY

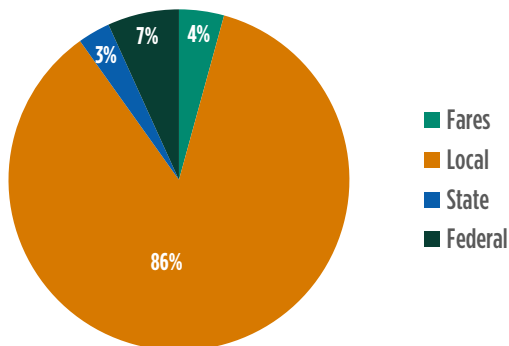
# RIVERCITIES TRANSIT



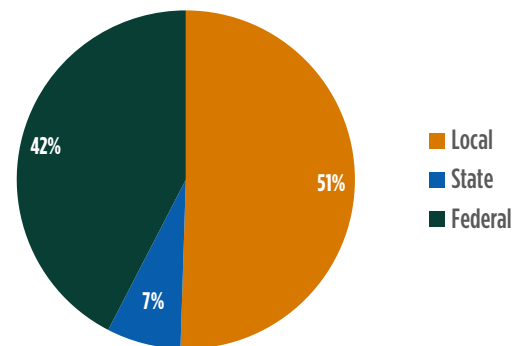
## LONGVIEW, WA

*RiverCities Transit serves the communities of Kelso, Longview, and Cowlitz County at the confluence of the Cowlitz and Columbia Rivers. RiverCities Transit operates a 33-vehicle fleet to transport approximately 370,000 fixed-route transit passengers each year, and hires an ADA paratransit contractor to perform demand-response service. RiverCities Transit also provides vanpool service. As of 2018, RiverCities Transit assessed a 0.3% sales tax to fund transit. RiverCities Transit has a remaining sales tax capacity of 0.6% with an estimated value of \$7.5 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	15	28%	7
LIGHT DUTY*	17	15%	9
VANPOOL	1	0%	0

\*RIVERCITIES TRANSIT CONTRACTS OUT THEIR PARATRANSIT SERVICE AND IT IS UNCLEAR WHO OWNS THE PARATRANSIT VEHICLES, THE LIGHT DUTY VEHICLES WERE REPORTED IN THEIR MOST RECENT TRANSIT ASSET INVENTORY.

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
TRANSIT CENTERS	1	38%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
LOW	NONE	NONE

#### CAPACITY CONSTRAINTS

- None, all maintenance done by city or contractors

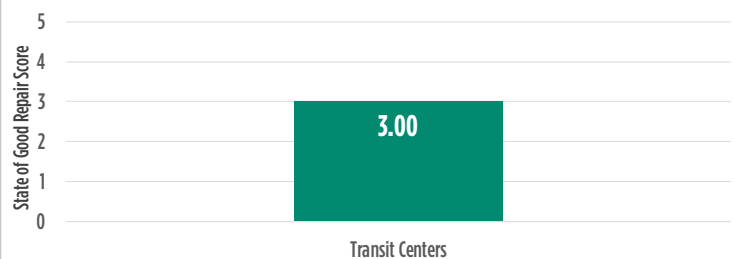
#### FACILITIES EXPANSION

- Transit Center is currently going through replacement, no other expansions planned

#### FLEET EXPANSION

- None planned, Transit center replacement took a higher priority than service expansion

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

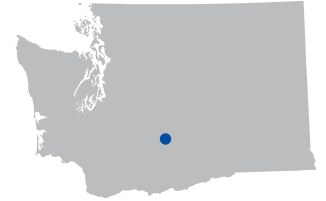


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$5,591,000	\$559,100	\$0

# AGENCY SUMMARY

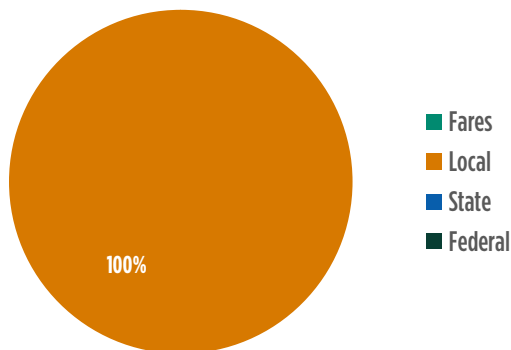
# SELAH TRANSIT



## SELAH, WA

*Selah Transit is one of Washington's smallest transit agencies, operating two fixed routes and ADA paratransit just outside of Yakima. The service is operated by a private contractor and carries approximately 10,000 passengers each year. As of 2018, Selah Transit assessed a 0.3% sales tax to fund transit. Selah Transit has a remaining sales tax capacity of 0.6% with an estimated value of \$865,000.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)

N/A

### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
LIGHT DUTY	6	39%	0

### FACILITIES

N/A

\*SELAH TRANSIT'S VEHICLES ARE OWNED BY THEIR CONTRACTED SERVICE PROVIDER, BUT THE AGENCY REPORTED THESE VEHICLES IN THEIR MOST RECENT TRANSIT ASSET INVENTORY SO WERE INCLUDED IN THIS STUDY.

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	NONE

#### CAPACITY CONSTRAINTS

- None

#### FACILITIES EXPANSION

- None

#### FLEET EXPANSION

- None

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

N/A

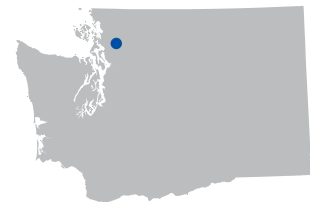
### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$169,000	\$16,900	\$0

# AGENCY SUMMARY

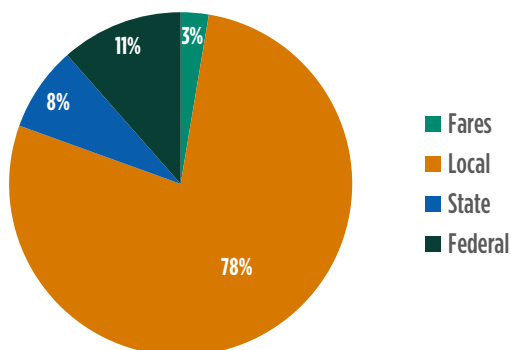
# SKAGIT TRANSIT

**MOUNT VERNON, WA**

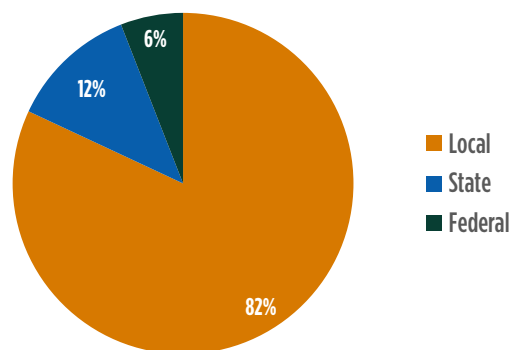


*Skagit Transit provides fixed-route, ADA paratransit, and vanpool service to communities in Skagit County, including connections to Bellingham, Everett, and Anacortes. The agency's 20 routes carry approximately 660,000 passengers each year using a fleet of 112 vehicles. As of 2018, Skagit Transit assessed a 0.4% sales tax to fund transit. Skagit Transit has a remaining sales tax capacity of 0.5% with an estimated value of \$14.6 million.*

## TOTAL TRANSIT FUNDING (2017)



## TOTAL CAPITAL FUNDING (2017)



## VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	24	39%	0
LIGHT DUTY	30	21%	7
VANPOOL	58	11%	29

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	2	70%	0
PARK-AND-RIDES	5	84%	0
TRANSIT CENTERS	1	70%	0

## HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	PLANNED EXPANSION	NONE

### CAPACITY CONSTRAINTS

- No ability to store or maintain any additional vehicles

### FACILITIES EXPANSION

- Purchased property for new base, currently in design phase

### FLEET EXPANSION

- Lack of capital funding has limited expansion potential, no plans

## FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



## PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$14,407,000	\$1,440,700	\$0



# AGENCY SUMMARY

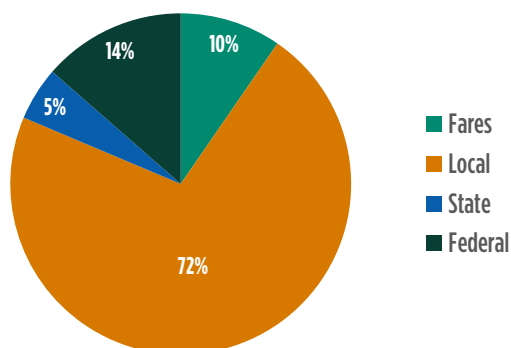
# SPOKANE TRANSIT AUTHORITY

## SPOKANE, WA

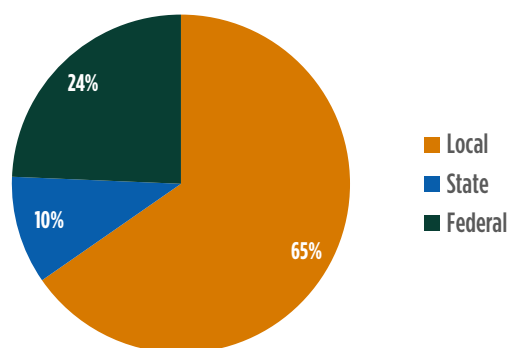
Spokane Transit is Washington's second-largest transit system by ridership, carrying over 10 million passengers each year and operating a fleet of 384 vehicles. The fixed-route system operates frequent, basic, and express routes, and the agency will be adding high performance transit over the next five years. Spokane Transit also provides vanpool and ADA paratransit service. As of 2018, Spokane Transit assessed a 0.8% sales tax to fund transit. Spokane Transit has a remaining sales tax capacity of 0.1% with an estimated value of \$7.9 million.



### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY-DUTY	141	36%	6
LIGHT-DUTY	133	34%	6
VANPOOL	110	37%	10

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	3	58%	0
PARK-AND-RIDES	11	53%	0
PASSENGER FACILITIES	1	52%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
MODERATE	ACTIVELY EXPANDING	SIGNIFICANT

#### CAPACITY CONSTRAINTS

- Currently constrained

#### FACILITIES EXPANSION

- Constructing new facility across from existing MOAB and identifying potential additional properties

#### FLEET EXPANSION

- Significant service and fleet expansion planned with STA: Moving Forward plan.

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



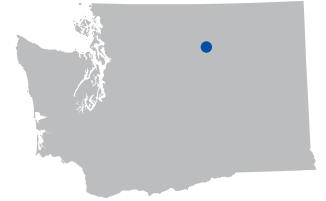
### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$85,289,737	\$9,476,637	\$0

# AGENCY SUMMARY

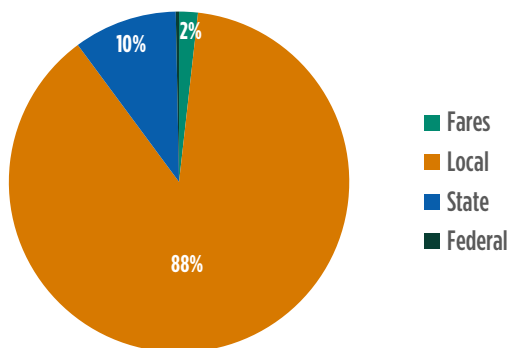
# TRANGO

## OKANOGAN, WA

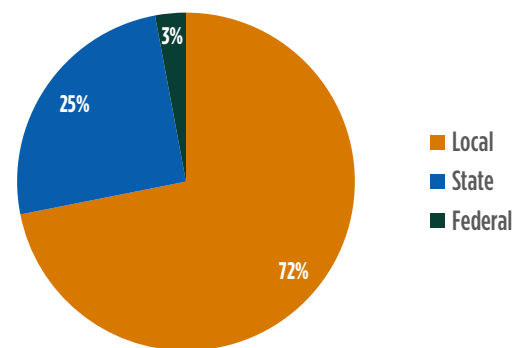


*TranGo is one of Washington's newest transit agencies with one of the state's largest service areas. Founded in 2015, TranGO operates long-distance fixed bus routes in Okanogan County, vanpool service, and contracts with a non-profit organization for its ADA paratransit services. TranGO carries approximately 50,000 passengers each year. As of 2018, TranGO assessed a 0.4% sales tax to fund transit. TranGO has a remaining sales tax capacity of 0.5% with an estimated value of \$3.2 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
MEDIUM DUTY*	10	28%	3
VANPOOL	7	34%	0

\*TRANGO'S SERVICE PROVIDER OWNS AN ADDITIONAL 10 VEHICLES, WHICH WERE NOT REPORTED IN THE AGENCY'S MOST RECENT TRANSIT ASSET INVENTORY, SO NOT INCLUDED IN THIS STUDY.

### FACILITIES

N/A

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	SMALL

#### CAPACITY CONSTRAINTS

- None, agency owns no facilities

#### FACILITIES EXPANSION

- None, agency owns no facilities

#### FLEET EXPANSION

- Considering some long-term expansion potential but nothing immediately

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

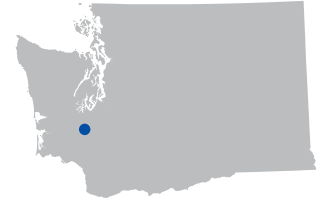
N/A

### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$2,433,828	\$243,383	\$0

# AGENCY SUMMARY

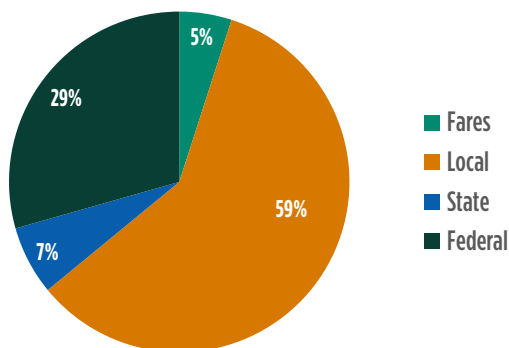
# TWIN TRANSIT



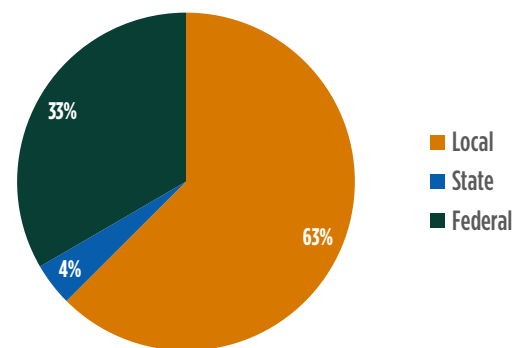
## CENTRALIA, WA

*Twin Transit operates five fixed bus routes on Monday through Saturday, along with ADA paratransit. The agency primarily serves the communities of Centralia and Chehalis, including through connections to Amtrak, Thurston Rural Transit, and Grays Harbor Transit. Twin Transit carries approximately 220,000 bus passengers each year. As of 2018, Twin Transit assessed a 0.2% sales tax to fund transit. Twin Transit has a remaining sales tax capacity of 0.7% with an estimated value of \$6.2 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	6	38%	0
LIGHT DUTY	11	26%	4

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	6	43%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	IDENTIFIED NEED TO EXPAND	NONE

#### CAPACITY CONSTRAINTS

- None identified

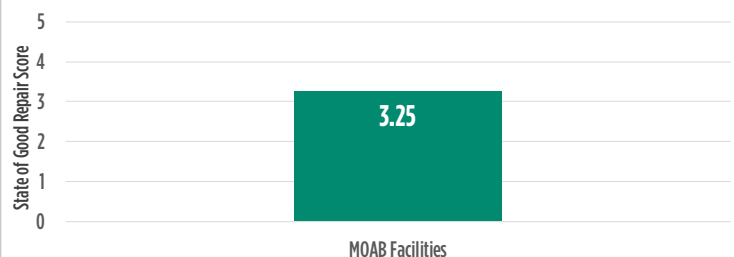
#### FACILITIES EXPANSION

- Would like to expand existing MOAB to accommodate facilities maintenance

#### FLEET EXPANSION

- No expansions currently planned

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

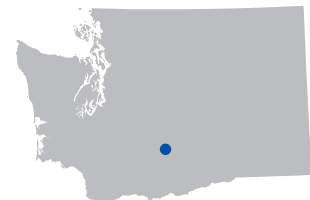


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$3,956,500	\$395,650	\$0

# AGENCY SUMMARY

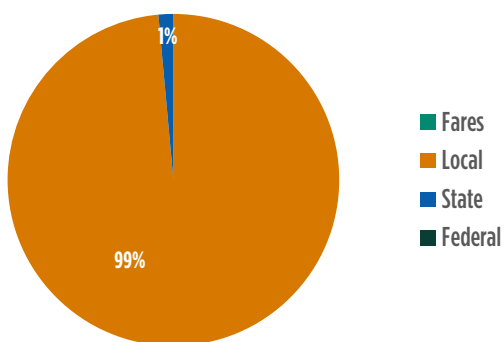
# UNION GAP TRANSIT



## UNION GAP, WA

Union Gap is one of Washington's smallest and newest transit agencies. Established in 2008, the municipal transit agency operates two fixed routes and ADA paratransit just south of Yakima, both of which are contracted to a private transportation company. Union Gap Transit carries just over 20,000 passengers each year. As of 2018, Union Gap Transit assessed a 0.2% sales tax to fund transit. Union Gap Transit has a remaining sales tax capacity of 0.7% with an estimated value of \$4.0 million.

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)

N/A

### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
LIGHT DUTY*	8	23%	0

\*UNION GAP TRANSIT'S VEHICLES ARE OWNED BY THEIR CONTRACTED SERVICE PROVIDER, BUT THE AGENCY REPORTED THESE VEHICLES IN THEIR MOST RECENT TRANSIT ASSET INVENTORY SO WERE INCLUDED IN THIS STUDY.

### FACILITIES

N/A

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
NONE	NONE	SMALL

#### CAPACITY CONSTRAINTS

- None, agency owns no facilities

#### FACILITIES EXPANSION

- None, agency owns no facilities

#### FLEET EXPANSION

- Considering one additional route, but no significant fleet expansions

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

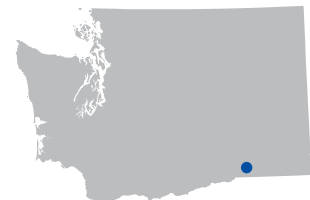
N/A

### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$205,000	\$20,500	\$0

# AGENCY SUMMARY

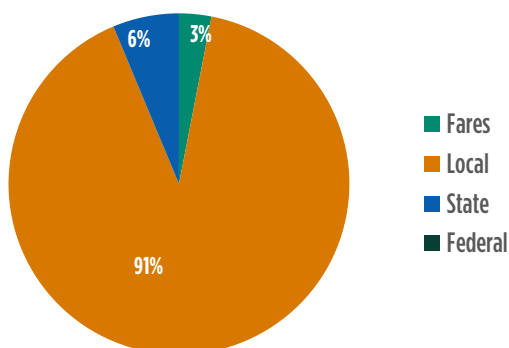
# VALLEY TRANSIT



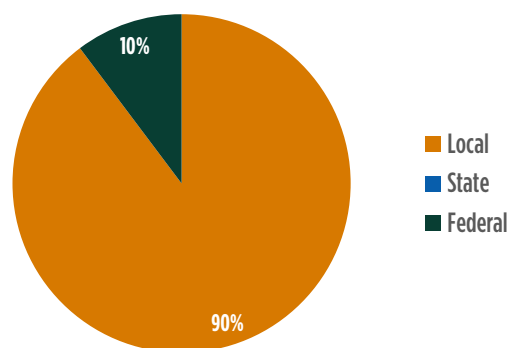
## WALLA WALLA, WA

Valley Transit serves the communities of Walla Walla, College Place, and nearby communities with 10 fixed routes, ADA paratransit, and vanpool service. Valley Transit operates a 46-vehicle fleet and carries approximately 700,000 passengers each year. As of 2018, Valley Transit assessed a 0.6% sales tax to fund transit. Valley Transit has a remaining sales tax capacity of 0.3% with an estimated value of \$2.5 million.

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	12	0%	12
MEDIUM DUTY	11	2%	9
LIGHT DUTY	13	20%	5
VANPOOL	10	0%	10

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	16	17%	0
TRANSIT CENTERS	2	54%	0
OTHER	1	11%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
LOW	NONE	NONE

#### CAPACITY CONSTRAINTS

- No identified constraints

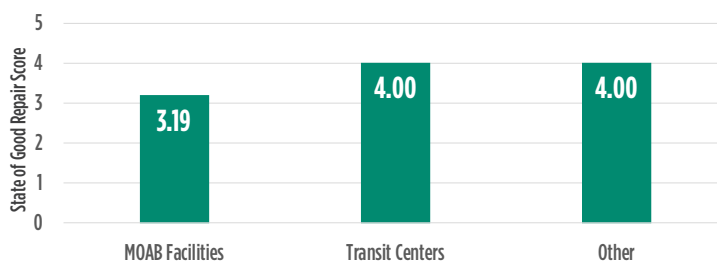
#### FACILITIES EXPANSION

- Planning to rehab existing MOAB, no expansions planned

#### FLEET EXPANSION

- No major expansions, possibly a small expansion following a potential comprehensive operations analysis

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

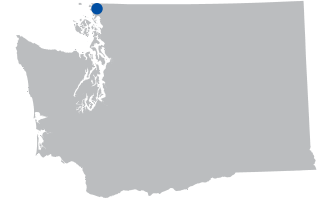


### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$13,044,700	\$1,304,470	\$11,003,000

# AGENCY SUMMARY

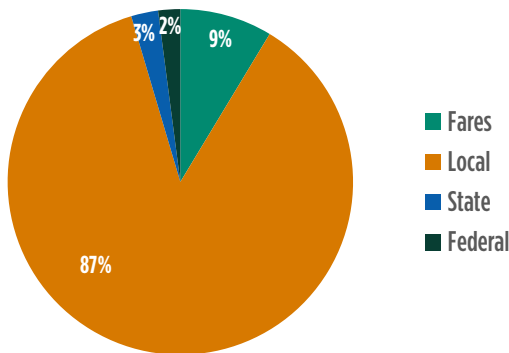
# WHATCOM TRANSPORTATION AUTHORITY



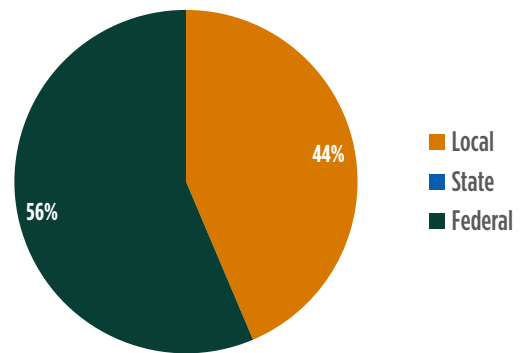
**BELLINGHAM, WA**

*Whatcom Transportation Authority (WTA) operates 32 fixed routes, rural zone service, vanpools, and ADA paratransit in the Bellingham urbanized area and rural areas of Whatcom County. WTA is the sixth-largest fixed-route transit system by ridership, operating a fleet of 133 transit vehicles and carrying approximately 4.5 million passengers each year. As of 2018, WTA assessed a 0.6% sales tax to fund transit. WTA has a remaining sales tax capacity of 0.3% with an estimated value of \$12.8 million.*

## TOTAL TRANSIT FUNDING (2017)



## TOTAL CAPITAL FUNDING (2017)



## VEHICLE FLEET

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY-DUTY	61	27%	3
LIGHT-DUTY	42	33%	7
VANPOOL	30	0%	25

## FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	1	43%	0
TRANSIT CENTERS	4	43%	0

## HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
HIGH	PLANNED EXPANSION	SMALL

### CAPACITY CONSTRAINTS

- Cannot expand without additional MOAB capacity

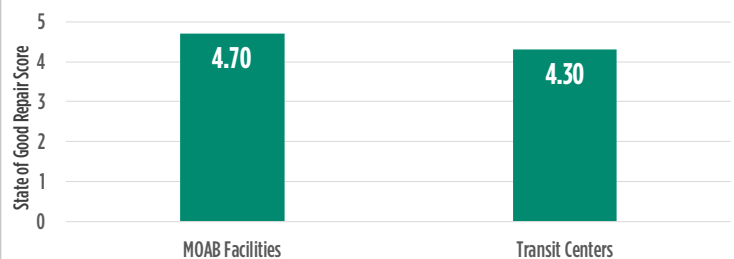
### FACILITIES EXPANSION

- Purchased adjacent property for a new maintenance facility, still working through design and preliminary planning

### FLEET EXPANSION

- Generally planning a slow expansion, have to continually analyze needs and funding sources to ensure expansion is sustainable

## FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)

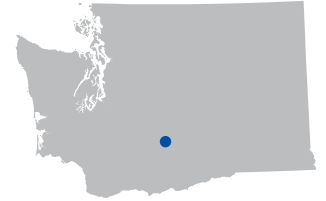


## PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$43,295,000	\$4,329,500	\$2,409,170

# AGENCY SUMMARY

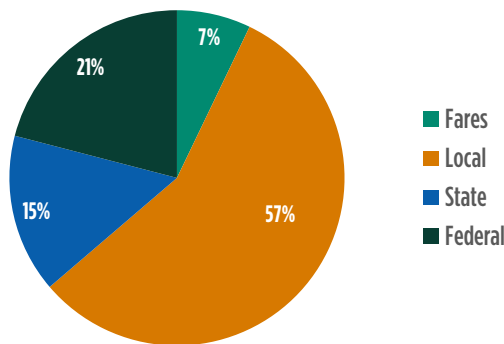
# YAKIMA TRANSIT



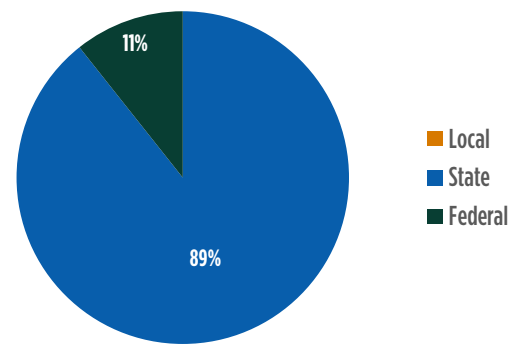
## YAKIMA, WA

*Yakima Transit serves Yakima and Union Gap with fixed-route, vanpool, ADA paratransit service, and operates a commuter route to Ellensburg. The municipal agency carries over one million passengers each year and operates a fleet of 79 vehicles. As of 2018, Yakima Transit assessed a 0.3% sales tax to fund transit. Yakima Transit has a remaining sales tax capacity of 0.6% with an estimated value of \$11.7 million.*

### TOTAL TRANSIT FUNDING (2017)



### TOTAL CAPITAL FUNDING (2017)



### VEHICLE FLEET\*

TYPE	# OF VEHICLES	% ULB REMAINING	# BEYOND ULB
HEAVY DUTY	24	38%	4
LIGHT DUTY	26	13%	14
VANPOOL	20	5%	17

### FACILITIES

TYPE	# OF FACILITIES	% ULB REMAINING	# BEYOND ULB
MOAB FACILITIES	5	14%	0
TRANSIT CENTERS	3	20%	0

### HIGH LEVEL EXPANSION PLANS

CAPACITY CONSTRAINTS	FACILITIES EXPANSION	FLEET EXPANSIONS
MODERATE	PLANNED EXPANSION	NONE

#### CAPACITY CONSTRAINTS

- Identified some capacity issues in existing storage facility

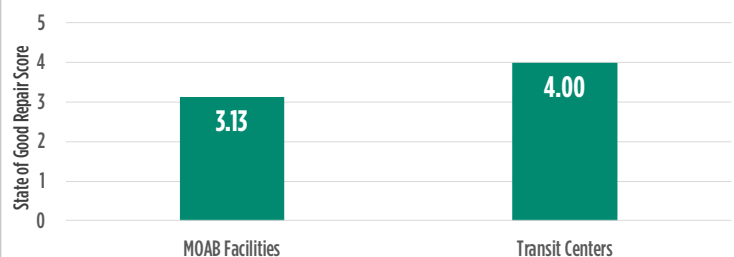
#### FACILITIES EXPANSION

- In the planning stages for a new operations base

#### FLEET EXPANSION

- No fleet expansions planned

### FACILITIES STATE OF GOOD REPAIR (AVERAGE OF ALL FACILITIES)



### PLANNED CAPITAL COSTS (2019-2028)

VEHICLE REPLACEMENT	ANNUAL VEHICLE AVERAGE	FACILITIES
\$12,061,027	\$1,206,103	\$8,231,748