

PIERCE TRANSIT BOARD MEETING

Training Center, Rainier Room

July 8, 2013

Regular Meeting - 4:00 PM

AGENDA

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES: June 10, 2013 Special Meeting/Study Session
June 10, 2013 Regular Board Meeting

APPROVAL OF VOUCHERS

PUBLIC COMMENT

PUBLIC HEARING

1. Transportation Development Plan

Peter Stackpole
Principal Planner

PRESENTATIONS

- **Operator of the Month: Daryl Holmes ~ March** Scott Gaines
Transit Operator Assistant Manager

ACTION AGENDA

1. Interlocal Agreement with City of Gig Harbor For Trolley Demonstration Project

Tina Lee
Service Innovation Administrator

2. Strategic Direction: Focus Areas for 2014-2016 Strategic Plan

Lynne Griffith
CEO

3. Amend the 2013 Capital Budget and Authorize the Purchase of Six Hybrid/Electric Replacement Coaches

Bill Spies
Fleet Manager

4. Acceptance of WSDOT Regional Mobility Grant

Peter Stackpole
Principal Planner

5. Authority to Purchase 32 Paratransit Vans from Schetky Northwest Sales, Inc.

Van Sawin
Fleet Assistant Manager

6. Adoption of Transit Advertising Policy

Kathy Walton
Marketing Assistant Manager

INFORMATIONAL STAFF ITEMS AND PROPOSALS

1. Financial Update

Wayne Fanshier
Chief Financial Officer

INFORMATIONAL BOARD ITEMS AND PROPOSALS

1. Sound Transit Update

Commissioners Strickland and McCarthy

2. Executive Finance Committee Chair Report

Commissioner Talbert

EXECUTIVE SESSION

Real Estate ~ Pursuant to RCW 42.30.110 (1)(b); and Potential Litigation ~ Pursuant to RCW 42.30.110(1)(i)

ADJOURNMENT

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
SPECIAL MEETING/STUDY SESSION
MINUTES
June 10, 2013**

CALL TO ORDER

Vice Chair Talbert called the meeting to order at 3:05 PM.

ATTENDANCE

Commissioners present:

Rick Talbert, Vice Chair of the Board, Pierce County Councilmember
Glenn Hull, Fife Mayor Pro Tem (*representing Fife/Edgewood/Milton*)
Pat McCarthy, Pierce County Executive (*3:11 PM*)
Steve Vermillion, Puyallup Councilmember (*3:08 PM*)
Lauren Walker, Tacoma Councilmember (*3:35 PM*)
Derek Young, Gig Harbor Councilmember
(*representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom*)

Commissioners excused:

Marilyn Strickland, Chair, Tacoma Mayor
Don Anderson, Lakewood Deputy Mayor
Kent Keel, University Place Councilmember
Don McKnight, President/Business Agent, ATU Local 758

Staff present:

Lynne Griffith, CEO
Wayne Fanshier, Chief Finance Officer
Alberto Lara, Chief Administration Officer
Doug Middleton, Chief Operations Officer
Tom Wolfendale, Legal Counsel
Barbara Schatz, Deputy Clerk of the Board
Kelly Hayden, Service Planning Manager
Jay Peterson, Acting Sr. Manager Development
Justin Leighton, Government Relations Officer

STAFF DISCUSSION ITEMS

Legislative Update ~ Lobbyist Al Rolston of Gordon Thomas Honeywell, gave a brief update on legislative activity.

Fare Study ~ Jay Peterson, Transit Development Manager, and consultant Cindy Pollan of **CH2MHILL** provided the results of the **CH2MHILL** Fare Review Study. Pierce Transit wants to reach a fare recovery rate of 20 percent. The current system-wide recovery rate is 12.6 percent. Staff was directed to begin the public outreach process regarding changes in Fixed Route and SHUTTLE fares.

ADJOURNMENT

Vice Chair Talbert adjourned the meeting at 4:03 PM.

Deanne Jacobson, CMC
Clerk of the Board

Marilyn Strickland, Chair
Board of Commissioners

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
MINUTES
June 10, 2013**

CALL TO ORDER

Vice Chair Talbert called the meeting to order at 4:04 PM.

Commissioners present:

Rick Talbert, Vice Chair of the Board, Pierce County Councilmember
Glenn Hull, Fife Mayor Pro Tem (*representing Fife/Edgewood/Milton*)
Pat McCarthy, Pierce County Executive
Steve Vermillion, Puyallup Councilmember
Lauren Walker, Tacoma Councilmember
Derek Young, Gig Harbor Councilmember
(*representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom*)

Commissioners excused:

Marilyn Strickland, Chair of the Board, Tacoma Mayor
Don Anderson, Lakewood Deputy Mayor
Kent Keel, University Place Councilmember
Don McKnight, President/Business Agent, ATU Local 758

Staff present:

Lynne Griffith, CEO
Wayne Fanshier, Chief Financial Officer
Alberto Lara, Chief Administration Officer
Doug Middleton, Chief Operations Officer
Kelly Hayden, Service Planning Manager
Tom Wolfendale, Legal Counsel
Barbara Schatz, Deputy Clerk of the Board

APPROVAL OF MINUTES

Commissioners McCarthy and Walker **moved** and seconded to approve the April 8, 2013, and May 13, 2013, Regular Board meeting minutes, and the April 8, 2013, and May 13, 2013, Study Session meeting minutes as presented. Motion **carried**.

APPROVAL OF VOUCHERS

Vouchers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing that was made available to the Board on June 4, 2013. Commissioners McCarthy and Vermillion **moved** and seconded to approve the vouchers subject to proper audit.

Those vouchers included in the listing are further described as follows:

Operating Fund #10
Self-Insurance Fund #40
Capital Fund #90

Voucher numbers were 330260 through 330699 and wire numbers were 1127 through 1141 for a total of \$5,259,299.78. Motion **carried**.

PUBLIC COMMENT - GENERAL

Tammie Lynn Cox, Lakewood, said she heard Pierce Transit was moving. People are used to this location. She said please be sure to notify people where the new location will be.

Jennifer Adams, Tacoma, said she is the 2013 Ms. Washington Wheelchair. She is a motivational speaker, and transit is her main mode of transportation.

Glenn Salisbury, Puyallup, said he is concerned with the poor behavior on buses. Bus drivers are unresponsive to foul language and loud music. If rules are not to be enforced, eliminate them. In addition, pedestrians have rights over buses and buses should stop for them.

Linda Dayton, said she doesn't like the current routes and would like the previous routes restored.

Alan Douglass, University Place, said that unless the no-voters change their minds, Pierce Transit will fail.

Laurie Alvaro, Lakewood, said she already walks too far to get to the bus.

Robert Schackler, Lakewood, said he thinks another ballot measure would be a good idea.

Ron Lucas, Steilacoom, said he emailed the Commissioners a link to the WSDOT October 2009 Fare Study.

Ken Paulson, Tacoma, said he emailed the Commissioners a study regarding large buses versus small buses.

ACTION AGENDA

1. Commissioners Vermillion and Walker **moved** and seconded to approve Resolution 13-016; **Authorizing the Implementation of the Service Reduction Plan Effective September 29, 2013.**

Before taking public comment, Vice Chair Talbert called on CEO Griffith to announce the resignation of Pierce Transit's Service Planning Manager Kelly Hayden. He has accepted a position with MARTA in Atlanta. As a valuable member of Pierce Transit's staff, he will be missed.

PUBLIC COMMENT

Glenn Salisbury, Puyallup, said he can no longer get to his Church and that two hours between runs would be better than no runs at all. He would pay a higher fare.

Jennifer Adams, Tacoma, said that these cuts hurt everyone.

Alan Douglass, University Place, said the citizens of Pierce County need to support transit.

Ken Paulson, Tacoma, asked if this resolution is passed today, would that free up buses.

Debra Perry, Milton, said that if this resolution passes, Milton will suffer a 78 percent cut in service. She asked the Board to spread the cuts around a little better.

Tammie Lynn Cox, Lakewood, said she volunteers at Madigan Hospital. The military personnel don't ride buses because they are unreliable.

Craig Hanson, Federal Way, asked the Board not to remove routes from outlying areas.

Motion **carried**.

PRESENTATIONS

Operator of the Month for February ~ Duane Lacy

Transit Operator Assistant Manager Scott Gaines recognized Duane Lacy with February's Operator of the Month award for outstanding performance.

INFORMATIONAL STAFF ITEMS AND PROPOSALS

Financial Update ~ CFO Wayne Fanshier said the sales tax collections for March 2013 were 7.6 percent **above** March 2012. This includes the Public Transportation Improvement Conference (*PTIC*) boundary adjustment.

Gig Harbor Trolley ~ CEO Lynne Griffith said there will soon be a demonstration of Trolley service in Gig Harbor. Pierce Transit has the strong support of the Gig Harbor shareholders.

INFORMATIONAL BOARD ITEMS AND PROPOSALS

Sound Transit Update ~ Commissioner McCarthy gave a brief update on Sound Transit activities which included the Tacoma Link Expansion project, the Rail Roadeo results, and “Undriving Licensing.”

Executive/Finance Committee Update ~ Vice Chair Talbert reported that the committee met on April 6, 2013, and approved a contract for Landscaping and Grounds Maintenance Services with Osaka Garden Service, effective April 30, 2013 through April 30, 2016 (*with two additional one-year options*) in the amount of \$287,890.

July 1, 2013, Work Session ~ Vice Chair Talbert reminded Board members to respond to Pierce Transit’s Work Session survey interviews.

EXECUTIVE SESSION

At 5:17 PM, Vice Chair Talbert adjourned the Regular meeting into Executive Session to *discuss Real Estate ~ Pursuant to RCW 42.30.110 (1)(b); and Potential Litigation ~ Pursuant to RCW 42.30.110(1)(i)* for a period not to exceed 15 minutes. At 5:32 PM, Vice Chair Talbert extended the Executive session by five minutes. The Clerk announced all meeting extensions to attendees. At 5:37 PM, Vice Chair Talbert reconvened the Regular meeting.

ADJOURMENT

Vice Chair Talbert adjourned the meeting at 5:38 PM.

Deanne Jacobson, CMC
Clerk of the Board

Marilyn Strickland, Chair
Board of Commissioners

Public Hearing

FACT SHEET

TITLE: Adoption of the 2013-2018 Transit
Development Plan (TDP)

DEPARTMENT: Transit Development

ORIGINATOR: Peter Stackpole, Principal Planner

PRECEDING ACTION: **Resolution No. 03-049**, 2004-2009 Pierce Transit Strategic Business Plan

COORDINATING DIVISION: Finance

APPROVED FOR SUBMITTAL: _____
Chief Financial Officer

APPROVED FOR AGENDA: _____
Chief Executive Officer Legal Counsel

ATTACHMENTS: Exhibit A, Proposed TDP

BUDGET INFORMATION

2013 Budget Amount	Required Expenditure	Impact
N/A	N/A	0

Explanation: This document represents the Agency's six-year plan for the time period of 2013 through 2018.

BACKGROUND: This Transit Development Plan (TDP) outlines Pierce Transit's intermediate operating and capital plans for the period extending from 2013 through 2018. As such, it will ensure compliance with the Revised Code of Washington (RCW) Chapter 35.58.2795, which requires Public Transportation Benefit Areas such as Pierce Transit, to prepare and adopt a Six-Year Transit Development Plan. This six-year plan reports on Pierce Transit's annual operating budget, capital investments and business strategies and is submitted to the Washington State Department of Transportation annually. This year's TDP highlights agency work accomplished in 2012; provides a general outline of services and facility changes anticipated for 2013-2018; and financial elements, both operating and capital, budgeted for 2013 and projected for 2014-2018. Once finalized, Pierce Transit will use the TDP to guide specific development of upcoming service designs, business strategies and budget considerations.

The plan is based upon the strategic system vision, which was outlined in the 2004-2009 Strategic Business Plan, adopted in July 2003. Ridership statistics, comments from customers, market research studies and community comprehensive plans were carefully considered when specific service modifications were included in the plan. These modifications are intended to preserve Pierce Transit's vital service to the community.

This action follows a public hearing held at a Regular Board Meeting on July 8, 2013. Since the plan was made available for public review and comment on June 3, 2013, no written public comments have been received.

Financial projections contained in the TDP are based on projected future revenues and costs. Future updates to the plan will include any new funding sources and the financial impacts of the Puget Sound region's changing economic environment.

ALTERNATIVES:

- 1) Do not approve the Resolution.
- 2) Modify the program of projects.

RECOMMENDATION:

MOVE TO: Refer the 2013 – 2018 Transportation Development Plan to the August 12, 2013, Regular Board Meeting for adoption.

Pierce Transit Transit Development Plan 2013 – 2018

Board of Commissioners

Marilyn Strickland
Chair, Tacoma (Mayor)

Don Anderson
Lakewood

Kent Keel
University Place

Don McKnight
Union Representative

Steve Vermillion
Puyallup

Derek Young
Gig Harbor

Glenn Hull
Fife

Pat McCarthy
Pierce County Executive

Rick Talbert
Vice Chair, Pierce County

Lauren Walker
Tacoma

DRAFT

Chief Executive Officer
Lynne Griffith

Executive Officers

Wayne Fanshier
Chief Financial Officer

Alberto Lara
Chief Administration Officer

Doug Middleton
Chief Operations Officer



June 3, 2013

Table of Contents

Section 1 – Organization	1
Section 2 – Physical Plant	3
Section 3 – Service Characteristics	5
Section 4 – Service Connections	16
Section 5 - Activities in 2012	18
Section 6 – Proposed Action Strategies, 2013 – 2018	22
Section 7 – Proposed Changes, 2013 - 2018	27
Section 8 – Capital Improvement Program, 2013 – 2018	30
Section 9 – Operating Revenues and Expenditures, 2013 - 2018	33
Appendix	37
Appendix A – Six-Year Financial Plan	
Appendix B – Operating Data	
Appendix C – Unfunded Needs	
Appendix D – Inventories, Rolling Stock Equipment and Facilities	

Section 1: Organization

Governance and Structure

Pierce Transit is a Public Transportation Benefit Area Corporation (PTBA) incorporated under authority of Chapter 36.57A of the Revised Code of Washington. Voters created the PTBA in 1979.



BOARD OF COMMISSIONERS

Pierce Transit is a separate municipal corporation, not part of the City of Tacoma or Pierce County.

Pierce Transit is governed by a ten-member Board of Commissioners. The Board is made up of elected officials representing Pierce County, Tacoma, Lakewood, Puyallup, University Place, the smaller towns and cities of our service area, and one non-voting Union Representative.



Commissioner Marilyn Strickland
Mayor of Tacoma
CHAIR
Term Expires 12/31/15



Commissioner Rick Talbert
Pierce County Council
VICE CHAIR
Term Expires 12/31/13



Commissioner Don Anderson
Lakewood Deputy Mayor
Term Expires 12/31/14



Commissioner Glenn Hull
Rife Mayor Pro Tem
Term Expires 12/31/14



Commissioner Kent Keel
University Place Council
Term Expires 12/31/14



Commissioner Pat McCarthy
Pierce County Executive
Term Expires 5/1/15



Commissioner Steve Vermillion
Puyallup City Council
Term Expires 5/1/14



Commissioner Lauren Walker
Tacoma City Council
Term Expires 12/31/15



Commissioner Derek Young
Gig Harbor Council
Term Expires 12/31/13

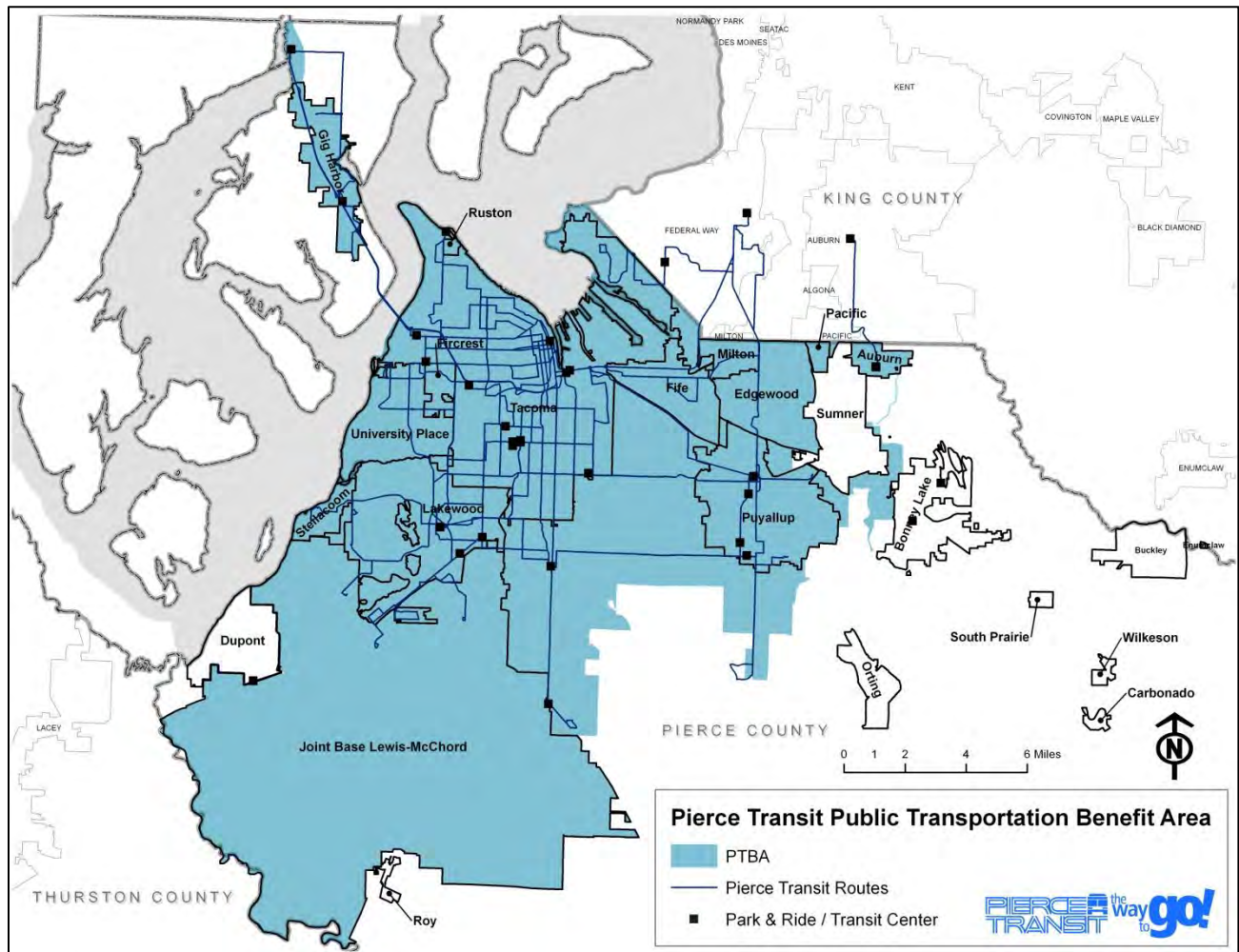


Commissioner Don McKnight
Non-voting Union Representative
Term Expires N/A

Pierce Transit provides transit services in the urbanized portions of Pierce County, as illustrated in Figure 1-1. This is an area covering 292 square miles that generally conforms to the county's growth management boundary and contains an estimated 70% of the county population. The service area includes the incorporated cities and towns of Auburn, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Pacific, Puyallup, Ruston, Steilacoom, Tacoma, and University Place. It also includes population centers within unincorporated Pierce County.



Figure 1-1 Pierce Transit Service Area



The adopted 2013 budget includes 866 positions and 842 full-time equivalent (FTE) employees. There are no increases in staff positions in the 2013 Budget. The Operations Division, which includes Maintenance personnel, represents 696 or 80% of total positions. The remaining 170 positions or 20% are in the Office of the CEO, Office of Public Safety, Transit Development Division, Finance Division, and the Administration Division.

Figure 1-2 Budget Positions

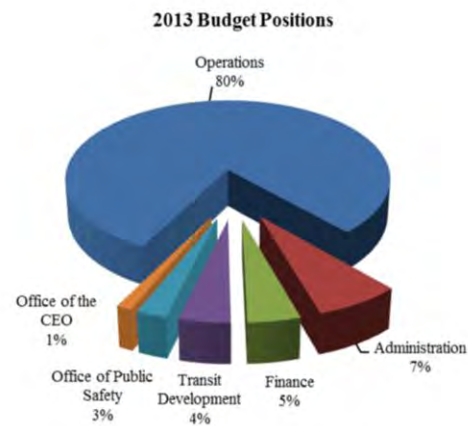
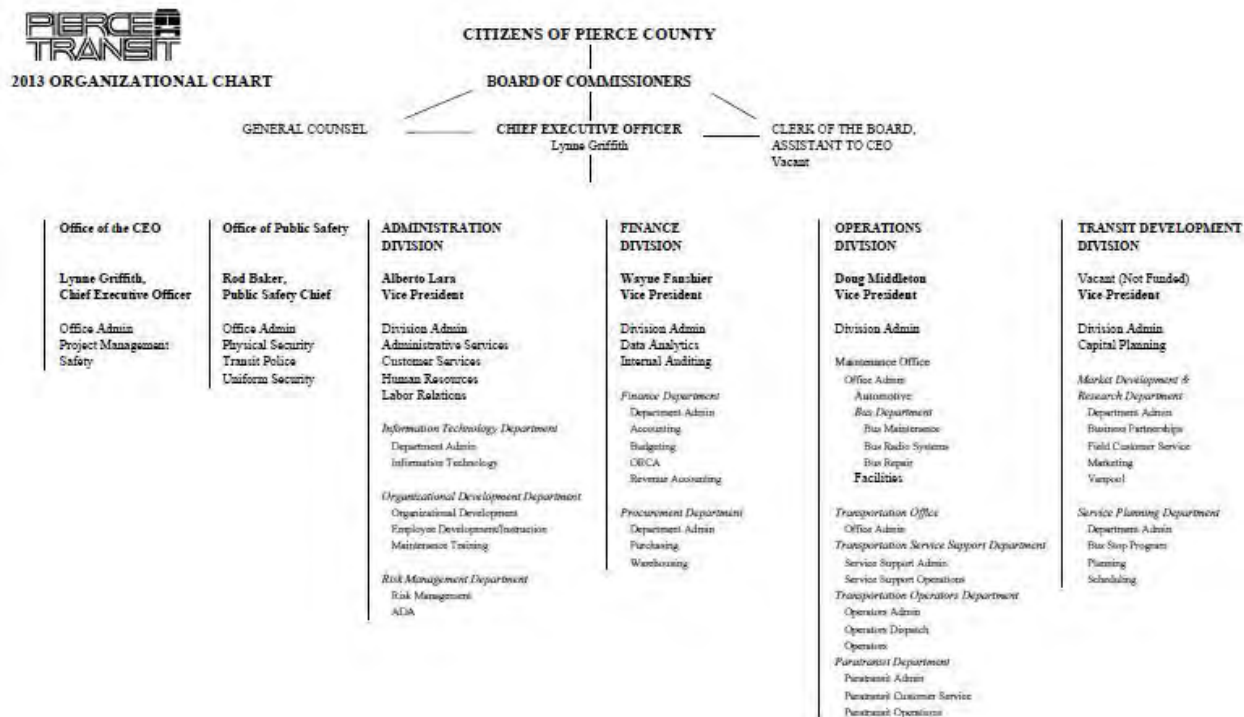


Figure 1-3 Organizational Chart



Funding

Pierce Transit is funded through a combination of sales tax revenues, fares and grants. Section 9 (Operating Revenues & Expenditures) details projected revenues and expenses.

Section 2: Physical Plant

Pierce Transit's headquarters and maintenance facility is located at 3701 96th Street SW, Lakewood, Washington.

Transit Centers and Stations:

- **72nd Street Transit Center** - The 72nd Street Transit Center is located on the northwest corner of E. 72nd Street and Portland Avenue E in Tacoma. This facility has a 68-stall park & ride lot and is served by five bus routes.
- **Commerce Transfer Facility** - Located along Commerce Street between S. 9th and S. 13th Streets in Tacoma's downtown core, Commerce includes a customer service office (The Bus Shop), nine passenger boarding zones, and a bus turnaround/layover facility that is served by twenty-two bus routes.
- **Lakewood Towne Center Transit Center** - This facility is located in the northern peripheral area of the Lakewood Towne Center. It is served by ten bus routes.

- **Parkland Transit Center** - The Parkland Transit Center is located on the northwest corner of Pacific Avenue and S. 121st Street in Parkland. Five bus routes make trips through this facility, which includes a 62-stall park & ride.
- **South Hill Mall Transit Center** - The South Hill Mall Transit Center is located in Puyallup on the northwest corner of 5th Street SE. and 112th Street E., next to the south end of the South Hill Mall. Four bus routes make trips through this facility, which includes a 350-stall park & ride.
- **Tacoma Community College Transit Center** - Located on the Tacoma Community College campus on the northeast corner of S. 19th and Mildred Streets in Tacoma, this facility is served by nine bus routes. Adjacent to the transit center is a 95-stall park & ride.
- **Tacoma Dome Station** - This facility is located two blocks north of the Tacoma Dome on Puyallup Avenue between E Street and G Street. The Tacoma Dome Station is the Tacoma station for the Sounder Commuter Rail and Link Light Rail. The Greyhound passenger terminal is also located at the station. Fourteen routes serve this facility. It consists of a 2,363 parking stall garage, 80 of which are reserved for short-term parking for Freighthouse Square, connected to a covered waiting area that serves eight local routes and seven regional express routes. Other amenities include bike lockers and racks, 24-hour security, and a customer service outlet.
- **Tacoma Mall Transit Center** - The Tacoma Mall Transit Center is located across S. 48th Street on the south side of the Tacoma Mall. Nine bus routes make trips through this facility.



Park & Ride Lots and Bus Stops:

- **Park & Ride Lots** - Pierce Transit's fixed route bus service operates in proximity to 21 of the 24 park & ride lots in Pierce County. Pierce Transit owns five of these lots. The Washington State Department of Transportation (WSDOT), the City of Tacoma, and other public or private entities own the remaining park & ride lots. A total of 6,589 parking spaces (including the Tacoma Dome Station, transit centers, and carpool only lots) are available within these Pierce County facilities.
- **Bus Stops** - There are approximately 2,500 bus stops in Pierce Transit's system. Pierce Transit owns 549 shelters and has more than 799 benches installed at bus stops throughout the system. Currently, 99.9% of the stops meet the Americans with Disabilities Act (ADA) accessibility standards (only 12 are not designated as accessible). Those that are not were established prior to the passage of the ADA and will continue to be improved within budgetary and physical limitations.

Other Facilities:

- **2410 104th Street Court South, First Transit SHUTTLE Base** - This facility is leased by Pierce Transit and is an important part of the Agency's service delivery component. This

facility serves as the First Transit contract SHUTTLE base of operations. All First Transit SHUTTLE vehicles are stored and maintained at this facility.

Sound Transit facilities served jointly by Pierce Transit:

- Sounder Stations at Auburn, Lakewood, Puyallup, and South Tacoma
- Federal Way Transit Center at 317th St. (with connections to King County Metro)
- South Hill Park & Ride
- SeaTac Airport (with connections to King County Metro)

Other facilities served by Pierce Transit:

- Link Light Rail connecting the Tacoma Dome Station, a regional hub for local and express bus and commuter service, with downtown Tacoma

See Appendix C for completed forms for the State's public transportation management system for Pierce Transit's rolling stock, owned equipment, and facility inventories.

Section 3: Service Characteristics

As the public transportation provider for Pierce County, Pierce Transit provides a full range of transportation services. These services include local and regional express bus, ADA paratransit service for persons with disabilities, vanpool, rideshare and special use van programs. Each has been developed cooperatively through working partnerships with local governments, area employers, schools, community organizations and the system's customers. In addition, Pierce Transit is the service provider for Sound Transit's regional express bus routes that originate in Pierce County.

Table 3-1 Fare structure for Local Fixed Route, Regional Express, and SHUTTLE service in 2013

Local Adult Cash Fare	\$2.00
Local Adult Weekend & Holiday All-Day Pass	\$4.00
Regional Adult Monthly Pass (ORCA – \$2.00 Puget Pass)	\$72.00
Local Youth & Senior /Disabled Cash Fare	\$0.75
SHUTTLE Cash Fare	\$0.75
Local Youth & Senior /Disabled Weekend & Holiday All-Day Pass	\$1.50
SHUTTLE Monthly Pass	\$27.00
Regional Youth & Senior /Disabled Monthly Pass (ORCA – \$.75 Puget Pass)	\$27.00

Pierce Transit operates a variety of services, which are categorized according to their operating characteristics.

- Trunk routes serve high volume corridors and provide the most frequent service within urbanized portions of Pierce County. Trunk routes are Pierce Transit's most intensive services.
- Urban routes serve arterial streets within urbanized areas. They operate most days of the week, providing somewhat frequent service on weekdays with some night and weekend service.

- Suburban routes are minor routes that serve suburban neighborhoods. Typically, they operate every sixty-minutes or less and may not provide weekend service.
- Express routes connect transit centers or park-and-ride lots with major transit destinations, offering travel times comparable to automobiles.
- Pierce Transit also operates a number of express routes under contract with Sound Transit. Because Pierce Transit is not responsible for their design or funding, this plan does not address their performance in detail.
- SHUTTLE services provide demand responsive services for individuals who are eligible for specialized transportation services under the ADA.
- Vanpools provide grouped transportation opportunities to employment sites throughout the Puget Sound region.
- Special Needs Vans are provided to local communities and organizations that have unique travel needs that cannot be met by utilizing regular Pierce Transit services.



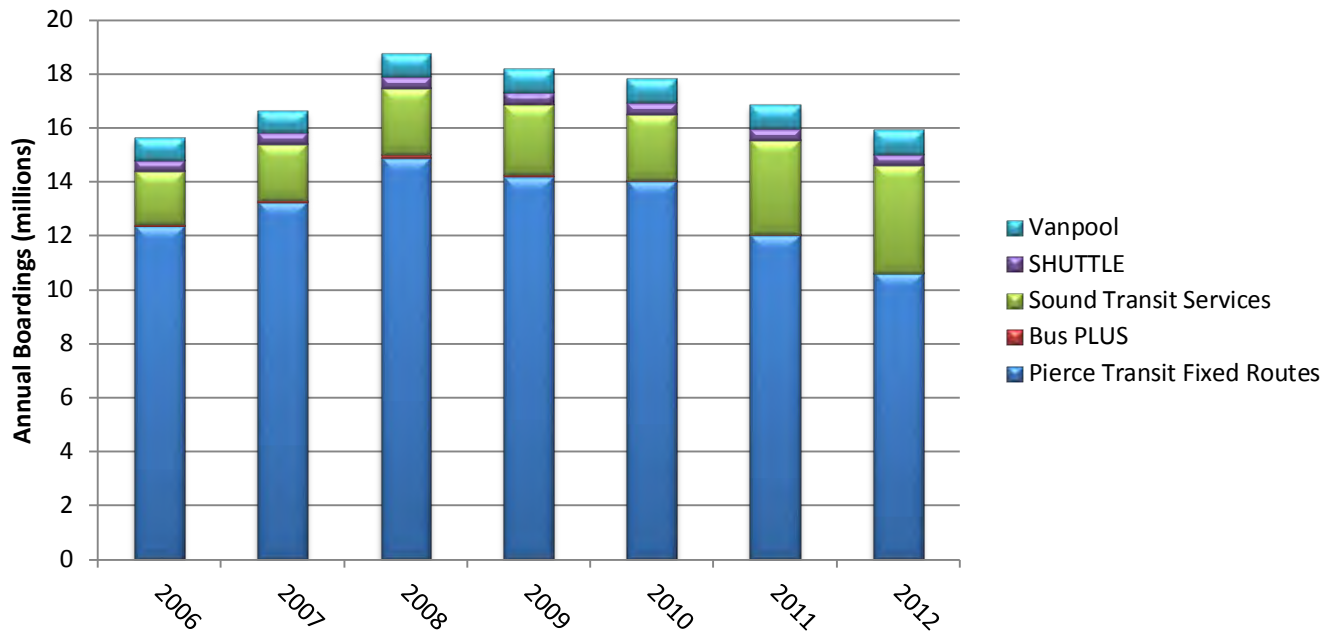
Separate performance standards are established for each service category. While local fixed route services record about 80% of all boarding riders, the number of vanpool riders, as well as express patrons, has been growing in recent years. Table 3-2 summarizes boarding trends on each Pierce Transit service during the past seven years. Figure 3-1, illustrates this information graphically.

Table 3-2 Pierce Transit Ridership Trends – 2006-2012 (Millions of Annual Boardings)

	2006	2007	2008	2009	2010	2011	2012
Pierce Transit Fixed Routes	12.35	13.22	14.87	14.18	14.00	12.00	10.60
Bus PLUS ¹	0.061	0.091	0.124	0.081	0.051	0.035	0.000
Sound Transit Services	1.97	2.09	2.46	2.60	2.43	3.50	4.00
SHUTTLE	0.40	0.42	0.45	0.45	0.46	0.44	0.40
Vanpool	0.81	0.77	0.85	0.85	0.89	0.86	0.88
System Total	15.59	16.59	18.75	18.16	17.83	16.84	15.88

¹ Bus Plus service was eliminated in October 2011

Figure 3-1 Pierce Transit Ridership History



Local Fixed route Service

Local fixed routes serve the largest number of customers and consume the largest part of Pierce Transit's budget. Fixed route services have many advantages. They offer a predictable and dependable transit

system for riders and accommodate a variety of trip purposes. They are also highly dependent on urban form. Fixed routes that operate through compact communities with a well-developed infrastructure of sidewalks, streetlights and a mix of residential and commercial activities tend to be highly effective and cost-efficient. Often such services involve less public investment than



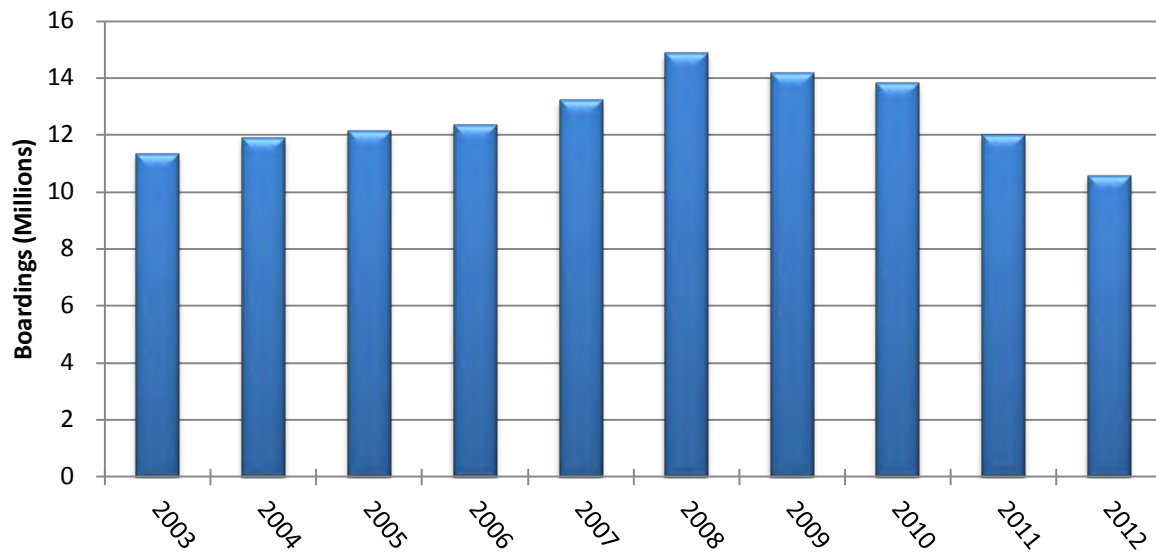
the cost of an expanded road network in the same neighborhoods. On the other hand, fixed route services that operate in low-density suburbs are generally unproductive and expensive to operate.

Local fixed route bus service is provided on 37 routes travelling more than 16.1 million miles annually throughout Pierce County (system map illustrated in Figure 3-2). All of this service is wheelchair accessible. Pierce Transit reported nearly 11 million boardings on the local fixed route system during 2012. Figure 3-3 illustrates local fixed route ridership; it does not include ridership on Pierce Transit's vanpool, SHUTTLE, or on Sound Transit's express services.

Figure 3-2 Pierce Transit Fixed Route Network



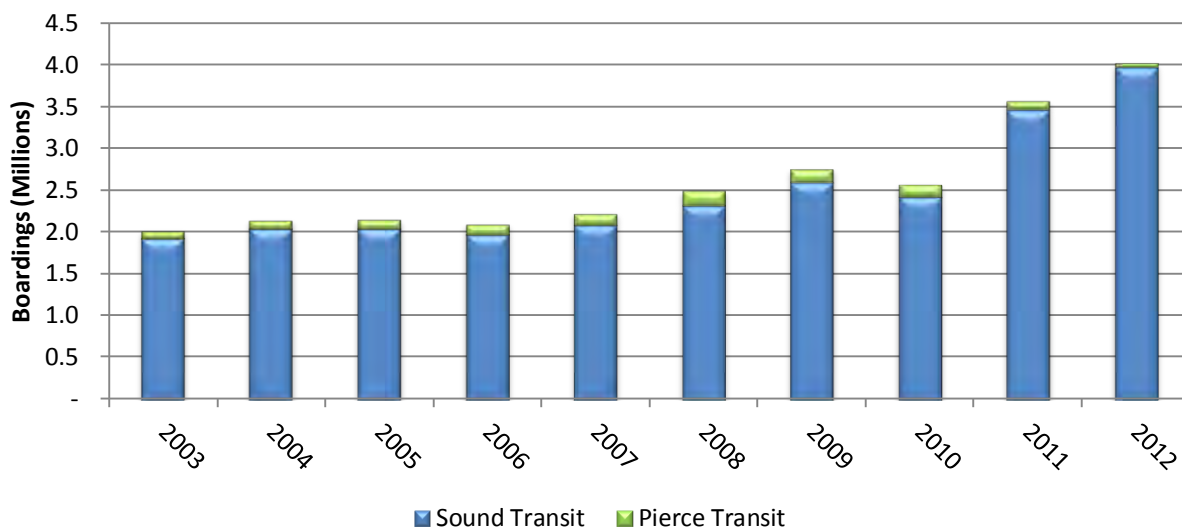
Figure 3-3 Local Fixed Route Ridership: 2003 - 2012²



Express Service

Fixed route buses also provide express commuter service to locations in Pierce and King Counties. Pierce Transit offers express service to / from the Gig Harbor Peninsula. Under contract with Sound Transit, Pierce Transit operates express service to Federal Way, Auburn, the University of Washington and SeaTac in addition to the Seattle Express routes. Figure 3-4 summarizes ridership trends on Pierce Transit's network of express buses, including Sound Transit's regional express services.

Figure 3-4 Express Ridership Trends³



² The decline in ridership from 2009 -2012 is due to the economic recession and the failure of Proposition 1 in February 2011 and November 2012, a collective 43% reduction in service was implemented to address the Agency's budget shortfall.

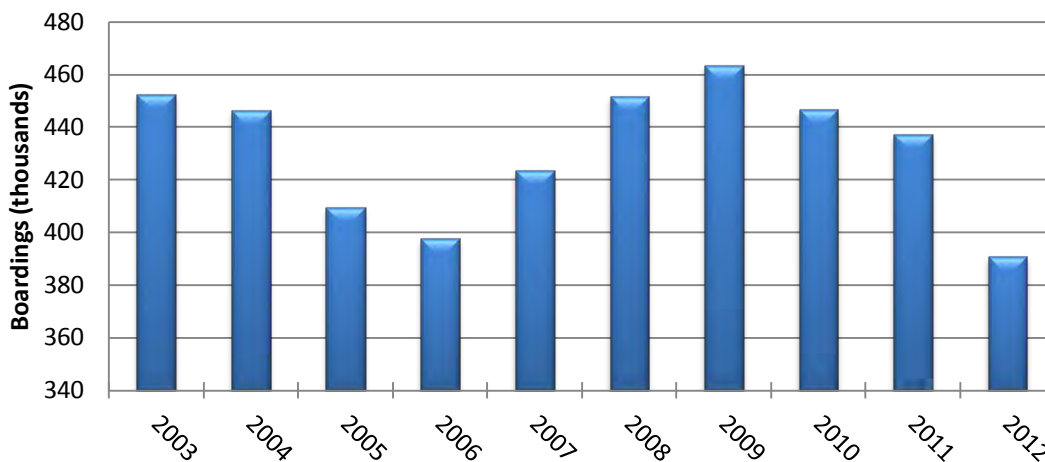
³ PT Express routes 490 (South Hill – Tacoma), 601 & 603A (Olympia Express) were eliminated in October 2011.

SHUTTLE

Pierce Transit's SHUTTLE provides transportation to individuals who, due to a disability, are unable to use, or need assistance to access, fixed route bus services. SHUTTLE eligibility standards and service characteristics are designed to meet the complementary paratransit requirements of the Americans with Disabilities Act (ADA). Using lift-equipped vans, SHUTTLE provides door-to-door service that is comparable to fixed route service in a geographic area and hours of service within each area. SHUTTLE is provided directly by Pierce Transit and through contracted services with First Transit. The area served by SHUTTLE is generally defined by the area that is within three-quarters of a mile of a fixed route.

Figure 3-5, illustrates SHUTTLE ridership over the last 10 years. With the reduction in fixed route service, SHUTTLE saw similar impacts to ridership with 390,564 riders in 2012. In recent years Pierce Transit has focused on providing travel-training programs for SHUTTLE patrons who are capable of riding fixed route services.

Figure 3-5 SHUTTLE Ridership 2003 - 2012



Coordinated Transportation

Pierce Transit is a founding member of the Pierce County Coordinated Transportation Coalition (PCCTC) and continues to be involved in both local and regional human services transportation planning. The Coalition seeks to identify unmet transportation needs, create partnerships, and find resources to create services to fill the gaps. The target population includes individuals with disabilities, the elderly, youth between the ages of 12 and 18, low income individuals and veterans. Pierce County is the lead agency for the coalition and the Community Connections department sponsors a Mobility Manager position and is currently recruiting a Transportation Coordinator. Together these two positions will facilitate and manage local coalition activities and planning processes. Current PCCTC projects include:

- **211 Washington Information Network**

This three-digit number provides a free connection to information about human services and transportation options. Referral specialists work with callers to assess their needs, determine their options and then direct them to appropriate services. A recent grant funded collaboration between 211, Pierce County, and the Veteran's Administration seeks to expand infrastructure and improve outreach to veterans and their families.

- **Beyond the Borders**

Beyond the Borders provides service in rural Pierce County, where there is no public transit. The service also connects riders with Pierce Transit fixed route buses or SHUTTLE. This grant funded demand response service is for older adults, individuals with disabilities and people with low incomes living outside the PTBA, to the South and Eastern portions of the County. Pierce County Community Connections is the lead agency with 211 handling screening, and Paratransit Services managing scheduling. Pierce Transit provides local funding matched by regional human services competitive grant awards from the Washington Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC). As of March 2013 five new Connector routes were introduced. These routes provide coverage from as far East as Prairie Ridge, as far Southwest as Yelm, and South into Graham and Spanaway. These routes operate seven days a week.

- **Key Peninsula School Bus Connections Project**

The Key Peninsula School Bus Connections is a pilot project, created through a partnership of the Puget Sound Educational Service District (PSESD), Peninsula School District, and the Key Peninsula Commission. This program offers a new option to help meet the need for transportation, which continues to be a major challenge for this rural area. The project includes limited use of off-hours school buses as a transportation option for Key Peninsula riders; linking riders with some local businesses and with Pierce Transit's Route 100 at the Purdy Park and Ride. Other partners include Pierce Transit, PCCTC, and Mason County Transportation Authority. This project is grant funded through both PSRC and WSDOT.

- **KPN Volunteer Drivers**

A second option for seniors and individuals with disabilities living on the Key Peninsula is the Mustard Seed Project's Community Use Van. Volunteer drivers operate a van, leased from Pierce Transit, travelling to and from local destinations including the Silver Sneakers Fitness program at the Gig Harbor YMCA, Senior Lunch at Key Peninsula Community Services as well as accommodating local stops along the way. The Community Use Van runs a regular schedule several days each week as well as 'special events' throughout the year. The van also provides a 'feeder service' for seniors who would like to use the KP School Bus Connections but are not close enough to a scheduled stop.

- **Catholic Community Services Volunteer Chore Services (VCS)**

The program's goal is to help low-income seniors and disabled adults remain independent in their own homes for as long as is safely possible. One of the most-requested services that VCS provides is transportation. VCS screens, trains, and dispatches volunteer drivers who provide transportation for medical trips, grocery shopping, food bank visits, and accessing vital services (banking, governmental services, etc.).

- **Travel Ambassador**

The grant-funded Travel Ambassador project's mission is to collect informational resources and conduct training about the types of transportation options available for individuals with special needs. Targeted stakeholders include human service professionals and their clients. Pierce Transit hosts three Travel Ambassador workshops per year and conducts numerous other educational outreach activities. Catholic Community Services (CCS) is the lead agency and partners with Pierce Transit as well as the PCCTC membership. In 2012 this grant-funded program completed a video project to use as a training tool to promote safe bus system use. This tool is used by Pierce Transit

Travel Trainers as part of their group orientations and at Travel Ambassador training sessions. As of May of 2013, this program is on the PSRC/WSDOT contingency funding list.

- **Bus Buddies**

A function of the Travel Ambassador grant, Bus Buddies help create familiarity and comfort with bus use for elderly individuals and people with disabilities. Bus Buddies are volunteers that ride fixed route with the elderly and individuals with disabilities. CCS conducts volunteer recruitment, performs background checks and matches volunteers with riders referred by Pierce Transit Travel Trainers. Pierce Transit trains the Buddies.

- **Road to Independence**

The Puget Sound Educational Services District (PSESD) operates The Road to Independence WorkFirst Van Program. This grant funded program provides free rides to low income and special needs individuals to work and employment-related activities for eligible participants in East Pierce County and South King County. The program is grant funded.

- **MultiCare Adult Day Health Express (ADHE)**

The MultiCare Adult Day Health Express (ADHE) program began in 2010 as a demonstration project with the Pierce County Coordinated Transportation Coalition (PCCTC). This program marked the first time Pierce Transit has received any shared funding for Medicaid sponsored service. The program created a new model of service, a simple cost sharing mechanism, and has proven to be economical.

February of 2012 marked the two year anniversary of the ADHE and it surpassed the milestone of 100,000 trips in August of 2012. Current partners include MultiCare ADH, who provides \$15/day per participant, Local Motion as transportation provider, and Pierce Transit as the primary funder and fiscal agent. This program is a great example of what can be accomplished through participation in coordinated transportation programming and taking advantage of cost sharing opportunities.

Vanpool Services

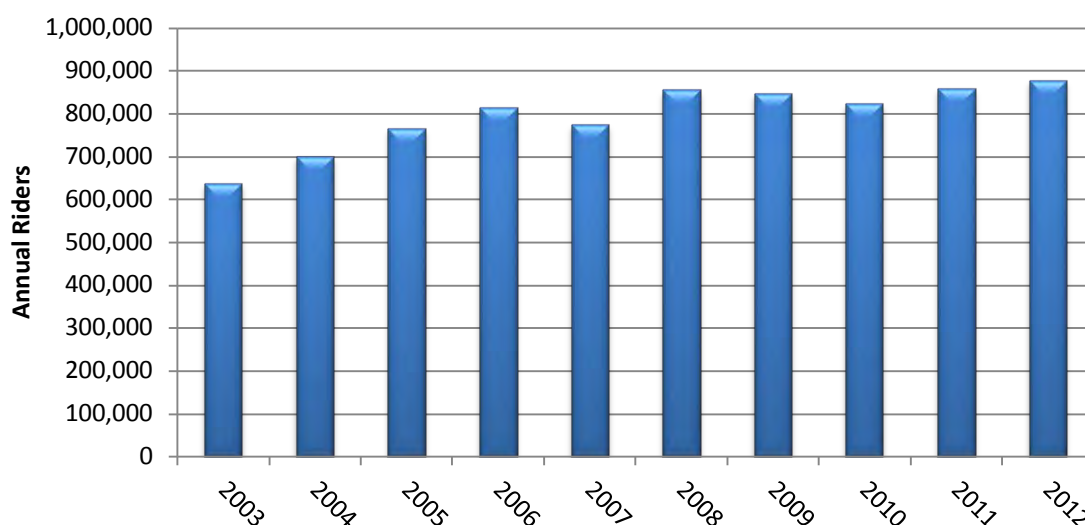


Since its inception in 1986, the vanpool program has expanded to an active fleet of 346 vans commuting to and from major employment centers. This successful program complements Pierce Transit's network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by fixed route services. Vanpools are also very cost-effective because participants pay about 72% of direct operating costs through fares. In 2012 Pierce Transit vanpools provided approximately 877,000 rides, nearly five percent of the agency's total

ridership. Figure 3-6 depicts vanpool ridership during each year since 2003.

Pierce Transit's Special Use Van program provides vehicles to local communities and organizations as a way of meeting their specialized transportation needs. In prior years ridership associated with the Special Use Van program was reported along with the SHUTTLE program. During 2006, reporting responsibility was moved to the Community Services division, which also administered vanpools.

Figure 3-6 Pierce Transit Vanpool Growth



Rideshare Services

In 1982, Pierce Transit implemented the Ridematch program that provides ride matching services to individuals with similar commute origins/destinations. This program was expanded in the early 1990's when Pierce Transit became part of a regional Ridematch network covering six counties. In 2005, the program, now internet-based and titled RideshareOnline.com, expanded to become a statewide service.

Also in 1982, Pierce Transit introduced employer services that provide outreach to the business community and a direct method of informing individuals about Pierce Transit services and other commute options. This program remains vital to promoting public transportation services while continuing to evolve to more effectively meet employer needs.

Business Partnerships

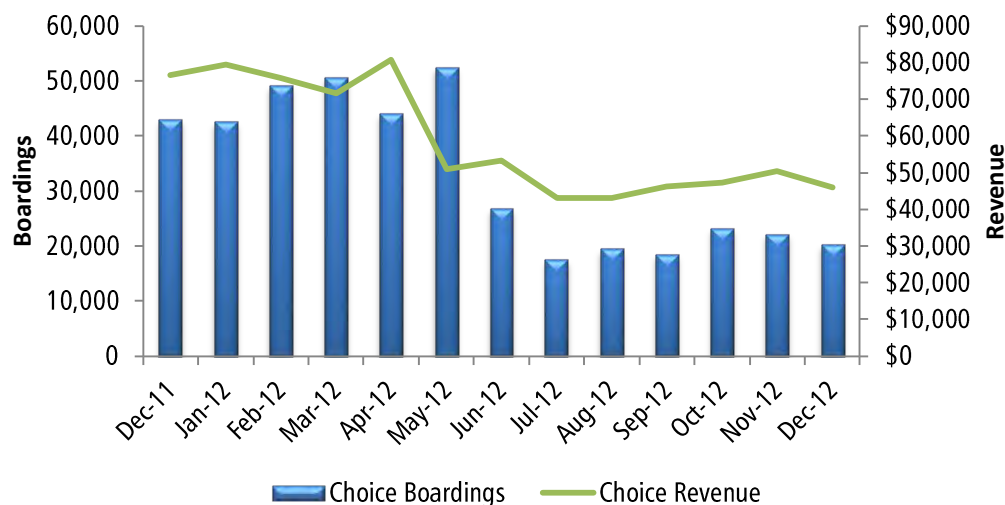
Business Partnerships serves as the universal partner in Pierce County connecting to all jurisdictions and central business districts. Through our programs and services we strengthen Pierce Transit's reputation as a responsible business partner, while increasing ridership on our services. Business Partnership's role is to initiate and maintain valuable relationships with the business community. Customized transportation programs are employed as our key strategy for success.

Since 1991, as part of the statewide Commute Trip Reduction Law, now known as the Commute Trip Reduction (CTR) Efficiency Act, major employers in the county (100+ employees) are required to develop trip reduction programs that encourage the use of non-drive alone commute modes. Business Partnerships engages directly with these employers to create an effective suite of services to meet their needs. These services include providing one-on-one assistance in setting up ORCA Business Accounts to subsidize transit passes, forming carpools and vanpools, educating employees and managers through on-site meetings, and providing incentives to encourage smart commutes. We work with businesses of all sizes. Currently, over 140 employers are partners of Pierce Transit including large worksites and voluntary sites throughout the county. Local active businesses include Propel Insurance, Franciscan Health System, Joint Base Lewis-McChord, Port of Tacoma, University of Washington-Tacoma, University of Puget Sound, Pacific Lutheran University, and State Farm Insurance.

As part of developing individual worksite transportation programs, Business Partnerships manages ORCA Business Accounts. ORCA Business Accounts provide entities with the option of purchasing retail products they load themselves (Choice Accounts) or annual regional products pre-loaded (Passport Accounts). Pierce Transit is the administrator (Lead Agency) of 45 Choice and 10 Passport Accounts.

In 2012 Choice accounts generated nearly 400,000 boardings and \$700,000 in revenue for Pierce Transit. The decline in Choice boardings that began in the second half of 2012 is primarily the result of the Tacoma School District switching to a Passport account.

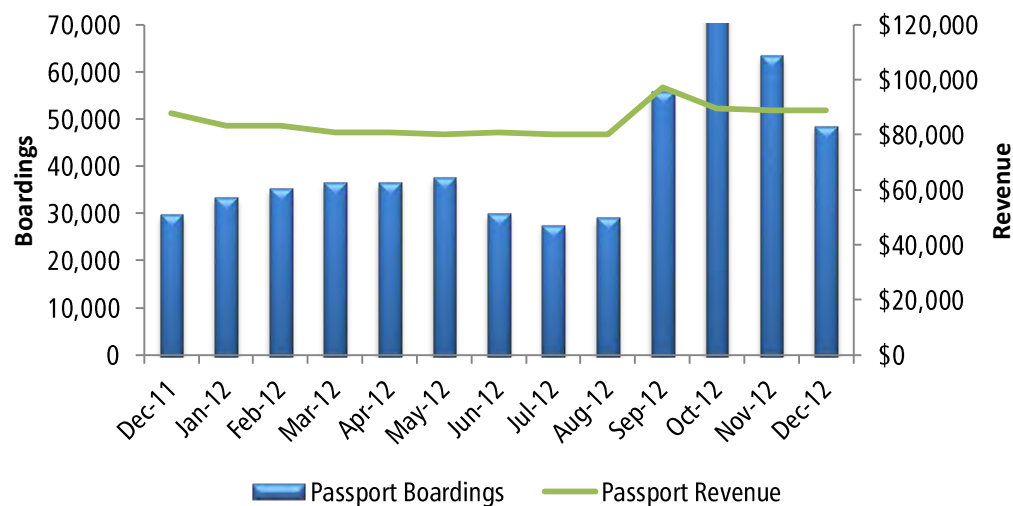
Figure 3-7 Choice Boardings & Revenue by Month 2012



*The ORCA Business Account reporting cycle is longer than for standard ORCA transactions.

Passport accounts generated 500,000 boardings and \$1 million in revenue in 2012.

Figure 3-8 Passport Boardings and Revenue by Month 2012



In addition to being the Lead Agency for 45 Choice and 10 Passport accounts, Pierce Transit participates in additional regional accounts. These regional accounts began in 2007 and have grown from a mere 20 accounts representing approximately \$228,000 in annual vanpool revenue for Pierce Transit, to 843 accounts representing \$1.57 million in annual transit and vanpool revenue for Pierce Transit. This increase in accounts was due primarily to the fact that all Passport Accounts became fully regional beginning in 2009. Figure 3-9 and 3-10 below demonstrates this exceptional growth.

Figure 3-9 Regional Accounts

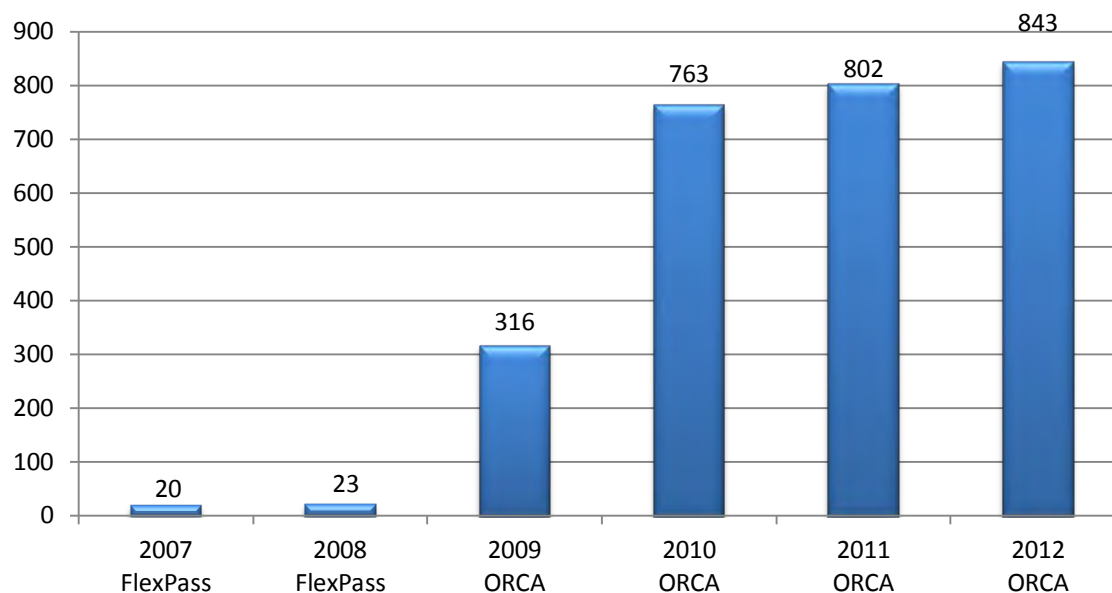
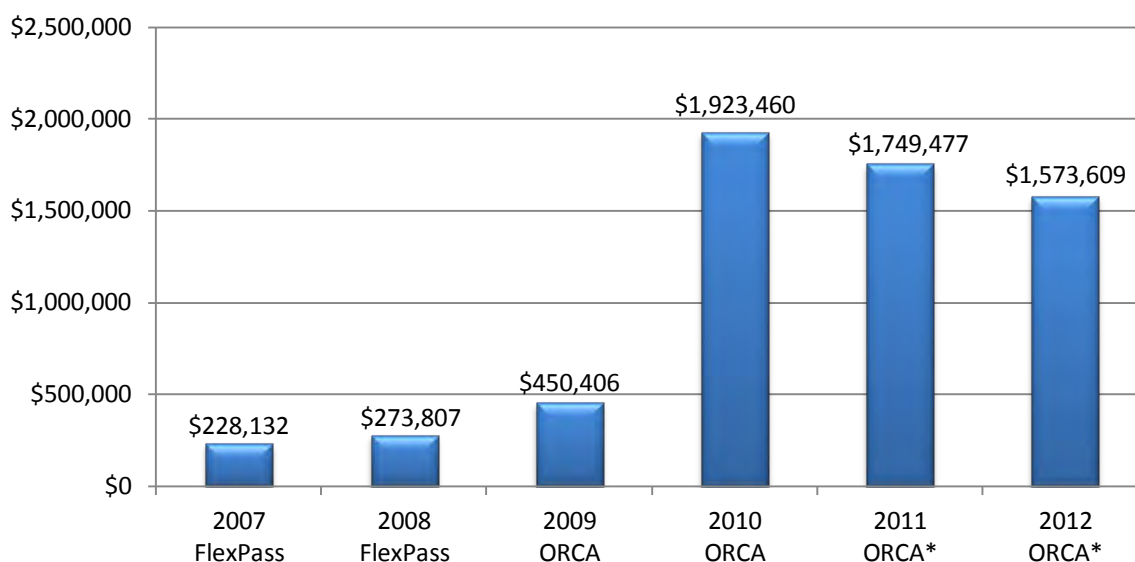


Figure 3-10 Managed Revenue



*Decrease due to some large ORCA Passport accounts not renewing their annual contracts.

Section 4: Service Connections

Pierce Transit operates a network of six transit centers, where several routes connect with conveniently coordinated transfer opportunities. Each facility offers sheltered waiting areas, and most are located near a major community activity center. While not offering timed transfer, the Commerce Transfer Facility in Downtown Tacoma provides a central focus for transit activity and includes layover space that is used by Pierce Transit, Sound Transit and Intercity Transit vehicles.

Pierce Transit connects with five other public transit providers, two ferry terminals, as well as Amtrak and Greyhound service:

- **Beyond the Borders** - Through a partnership with the Pierce County Coordinated Transportation Coalition, seniors, persons with a disabilities, and low income residents of Pierce County living outside of the Pierce Transit service area are eligible for free transportation services from their home to the closest Pierce Transit bus stop. From these stops they can connect to the Pierce Transit Service Area.
- **Intercity Transit** –Intercity Transit operates Olympia - Tacoma Express service linking Pierce and Thurston counties. Intercity Transit provides three weekday routes (603, 605 & 612) and one weekend route (620) providing service to Lakewood and Tacoma from Olympia and Lacey in Thurston County.
- **King County Metro** – Pierce Transit routes 402, 500, & 501 make connections with King County Metro services at the Federal Way Transit Center. Additional connections with Metro services can be made at the Twin Lakes Park & Ride via Pierce Transit's 62 route (to be discontinued September 2013) and at the Auburn Sounder Station via Pierce Transit's 497 route.
- **Kitsap Transit** – Kitsap Transit provides connections from the Port Orchard Ferry to Pierce Transit routes 100 & 102 at the Purdy Park & Ride.
- **Sound Transit** – Pierce Transit provides convenient connections to Sound Transit express bus service and Sounder Commuter Rail service at several transit centers, park & rides, and Sounder stations throughout Pierce County. These include: Auburn Sounder Station, Commerce Street Transfer Area, Kimball Drive Park & Ride, Lakewood Sounder Station, Lakewood Transit Center, Narrows Park & Ride, Purdy Park & Ride, Puyallup Sounder Station, South Hill Mall Transit Center, South Hill Park & Ride, South Tacoma Sounder Station, SR 512 Park & Ride, Tacoma Community College Transit Center, and Tacoma Dome Station.
- **Pierce County Ferries** – Connections to Anderson Island via Pierce County Ferry can be made at Steilacoom dock via Pierce Transit's route 212.
- **Washington State Ferries** – Connections to Vashon Island can be made at Point Defiance via Pierce Transit's 10 and 11 routes.
- **Greyhound** – The Greyhound Bus terminal is located at the Tacoma Dome Station facility and is serviced by 8 local Pierce Transit routes.

- **Amtrak** – Pierce Transit routes 41, 500, and 501 provide regular weekday and some weekend service to the Tacoma Amtrak station. (With the September 2013 service change weekend service on route 501 will be eliminated).
- **Park & Ride Lots** - Pierce Transit also operates a network of park & ride facilities that are located throughout Pierce County. At year's end there were 5,890 parking spaces provided, a majority at facilities owned and operated by Pierce Transit. On average, about 88% of the county's park & ride capacity is occupied on any given weekday. Table 4-1 summarizes those facilities, both owned by Pierce Transit and by others.

Table 4-1 Pierce Transit Park-and-Ride Facilities

Owned or Leased by Pierce Transit			
Facility	Stalls	Facility	Stalls
Tacoma Dome Station <i>Puyallup Ave b/n E St. & G St.</i>	2,363	TCC Transit Center	95
Parkland Transit Center	62	North Gig Harbor (Kimball Drive)	306
72nd St. Transit Center	68	Bonney Lake Park & Ride <i>(HWY 410 @ 184th Ave.)</i>	356

Owned by Others			
Facility	Stalls	Facility	Stalls
SR 512 (WSDOT) <i>I-5/SR-512 Interchange</i>	493	North Purdy (WSDOT) <i>Purdy Dr. at 144th St.</i>	200
DuPont (Sound Transit) <i>Exit 218 at DuPont</i>	125	Tacoma Mall North (WSDOT) <i>I-5./56th (Northwest Side)</i>	48
Roy "Y" (WSDOT) <i>SR-7 at SR-507</i>	100	Tacoma Mall South (WSDOT) <i>I-5./56th (Southwest Side)</i>	44
Center Street (WSDOT) <i>SR-16 at Center</i>	75	Key Center (Private) <i>Key Center at grocery store</i>	12
Narrows (WSDOT) <i>6th Avenue at Skyline</i>	195	South Hill (Sound Transit) <i>9th St. SW at 34th Ave SW Puyallup</i>	350
South Hill (Private) <i>Elim Evangelical Church</i>	20	Puyallup Sounder (Sound Transit)	364
South Gig Harbor (WSDOT) <i>Olympic Village Shopping Ctr.</i>	34	Sumner Sounder (Sound Transit)	286
South Purdy (WSDOT) <i>Purdy Dr at SR-16 onramp</i>	20	Tacoma Mall East (WSDOT) <i>I-5/S. 56th (Southeast Side)</i>	78

WSDOT indicates a Washington State Department of Transportation facility.

Section 5: Activities in 2012

Global economic conditions have required Pierce Transit to take specific actions to ensure the Agency's fiscal integrity and continued provision of quality service to our community. Pierce Transit has experienced a significant decline in sales tax collections, the Agency's primary funding source, since December, 2007. At the same time, there has been a growth in demand. Preserving our vital service to the community has remained Pierce Transit's top priority.

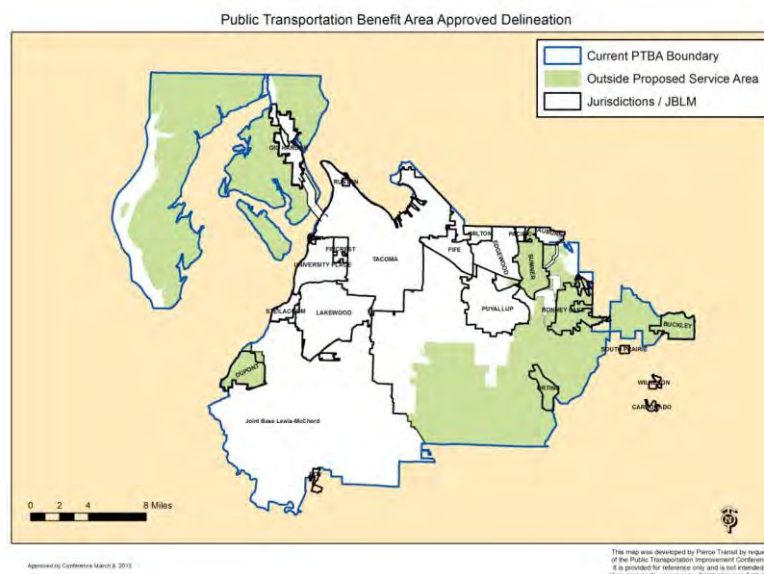
Pierce Transit has made significant cuts in service since 2008 to mitigate the impacts of the recession. Nearly \$111 million dollars has been cut or saved including a 43% cut in bus service, elimination of special event service, sale of land and assets, and a 19% cut in staffing- including 31% in management. Pierce Transit moved to a high ridership and efficiency service plan in 2011 during the most recent cuts to service to focus on moving the most people with the limited resources available.

Public Transportation Improvement Conference (PTIC):

A Public Transportation Improvement Conference (PTIC) as outlined by RCW 36.57A.020 was convened by resolution of the Pierce Transit Board of Commission on November 14th 2011. The Conference membership was comprised of one elected official from each jurisdiction within Pierce County and the Pierce County Council. The purpose of this conference was to consider changing the current boundaries of the Pierce Transit Public Transportation Benefit Area.

On March 8, 2012 the PTIC held a public hearing on the preliminary delineation (see figure 5-1) that was put forward on January 23, 2012. After hearing testimony from over a dozen citizens the Conference convened a special meeting to deliberate the map. A motion to approve the preliminary delineation as put forward to public hearing was passed unanimously by the Conference.

Figure 5-1 PTIC Approved PTBA Delineation



The Pierce County Council had 30 days from the passage of the approved delineation to object to the map. April 9, 2012 was the County Council's deadline for objection; no action was taken by the County.

Each city remaining in the approved delineation had 60 days from the passage of said map as a final opportunity to withdrawal. That deadline was May 7, 2012; no action was taken by any of the 13 jurisdictions.

Additionally, each City that remained in the approved delineation and the Pierce County Council had 60 days from the passage of said map to convene an Authority Composition Review Conference. The purpose of this conference was to determine and/or review the governing body of Pierce Transit. This conference met on April 12, 2012. The conference of cities and the County determined the board composition will remain at nine Commissioners. The City of Tacoma and the Government of Pierce County each lost a member and went from three Commissioners each to two Commissioners each. The cities of Lakewood, Puyallup and University Place have one commissioner each. The cities of Edgewood, Fife and Milton have one Commissioner, elected amongst the three cities, representing their interests. The remaining towns and cities have one Commissioner, elected amongst the six cities, representing their interest.

The approved delineation and the new composition of the Board of Commissioners became effective on May 8, 2012.

Jurisdictions remaining in the PTBA Approved Delineation	
<ul style="list-style-type: none"> • Auburn • Edgewood • Fife • Fircrest • Gig Harbor • Lakewood • Milton 	<ul style="list-style-type: none"> • Pacific • Puyallup • Steilacoom • Tacoma • University Place • Portions of Unincorporated Pierce County • Ruston
Jurisdictions removed from the PTBA Approved Delineation	
<ul style="list-style-type: none"> • Bonney Lake • Buckley • DuPont • Orting 	<ul style="list-style-type: none"> • Sumner • Portions of Unincorporated Pierce County

Taxing authority in the areas that were removed ended in October of 2012. The financial impact in 2010 dollars is a loss of approximately \$7.5 million annually.

Proposition 1:

In June 2012, the Pierce Transit Board of Commissioners passed a resolution to put forward a ballot proposition for the November 6, 2012 election to exercise the final 0.3% sales tax authority available to Pierce Transit.

At a May 11, 2012 work session, the Board discussed the financial impacts of 10 months of continuing declines in sales tax revenue and the removal of jurisdictions from the Pierce Transit boundary. They carefully reviewed agency financial projections and scenarios that ranged from staying at the current 0.6% sales tax authority to putting forward a ballot measure that could utilize the 0.1%, 0.2%, or 0.3% capacity that remains. They also discussed timing options for a potential ballot measure and the merits of including a sunset clause.

The Board determined that restoring access to essential services for seniors, the disabled, and people who rely on Pierce Transit requires asking voters to approve a ballot proposal to utilize the remaining 0.3% (three cents on a \$10 purchase) authority. Unfortunately, the measure failed to pass by a narrow margin in the November 2012 election.

Due to loss of Proposition 1 in November 2012, Pierce Transit began planning a significant service reduction to be implemented by September 29, 2013. The Service Reduction Plan is based on an extensive system redesign project, robust public outreach, public communication associated with Proposition 1 and Board direction. The service plan (highlighted in Section 7) is subject to change. In 2012, Pierce Transit operated at 417,000 annual service hours. Once the service reduction plan is implemented, Pierce Transit will operate approximately 300,000 annual hours, a 28% cut.

Community Transportation Advisory Group:

On August 13, 2012 the Pierce Transit Board of Commissioners adopted a charter that created the Community Transportation Advisory Group (CTAG). The nine-member CTAG has been created as an advisory body to the Board of Commissioners whose purpose is to offer an opportunity for community stakeholders to provide feedback and suggest improvements and recommendations on plans, policies, and services offered by Pierce Transit. Members provide a forum for interactive discussions with community stakeholder input, creating an environment to exchange information with the public. In addition, they represent the interests of the community and assist staff and the Board of Commissioners in meeting the Agency's strategic priorities. They provide input to the Board of Commissioners on local public transportation issues such as: service changes, Title VI requirements, strategic plans, the budget, fare structures, transit amenities, and other issues.

The CTAG meets the 3rd Thursday of every month. The meetings are open to the public and include a forum for community comment.

The following individuals are appointed as members of the Community Transportation Advisory Group:

- Dennis Townsend - Chair, Spanaway – Engineer and Planner, Century Link
- Penny Grellier – Vice Chair, Tacoma – Transportation Program Manager, Catholic Community Services
- Paul Bala, University Place – retired Aeronautical Engineer
- Ken Gibson, Tacoma – Executive Director, Tacoma Area Center for Individuals with Disabilities

- Karen D. Hausrath, Tacoma, - Retired, Pierce County Long-Term Care Ombudsman
- Bridgett Johnson – student Pierce College South Hill, Certified Nurse Assistant
- Chris Karnes, Tacoma – Data Analyst, public transit advocate
- Randall Stearnes, Fircrest – Community Relations Officer, Tacoma Public Utilities
- Sheryl Tate, Tacoma – Retail Skills Instructor, Tacoma Goodwill Industries

Fare Study:

In 2012, Pierce Transit conducted a comprehensive fares study. The study included fares for local fixed route and SHUTTLE (paratransit) service. The purpose of the study was to: review the current fare structure and identify fare policy goals; review current operational policies; review, update or provide a new fare elasticity model; develop and evaluate alternative fare structure options and develop recommendations for fare structure changes. Recommendations will be presented to the board of Commissioners in 2013.

Transit Signal Priority (TSP):

This grant funded project designed and implemented a comprehensive intelligent signal upgrade for Downtown Tacoma in conjunction with the City of Tacoma and along Pacific Avenue / SR-7 in conjunction with WSDOT. The Tacoma project area consisted of 6 square miles and addressed approximately 80 signalized intersections, including some of the highest volume locations in Downtown Tacoma. The Pacific Avenue Transit Signal Priority project completed installation of transit signal priority elements through an upgrade of the signal controllers and software along a 17-mile segment of the Pacific Avenue corridor from Downtown Tacoma to 176th Street.

The primary objective of the project is the reduction of transit delay through the deployment of new technology and equipment including signal controllers and fiber for future upgrades that could include communications equipment, traffic counting stations to monitor traffic and speed, cameras to monitor the corridor, and security cameras at key locations.



Complete implementation throughout the project area was completed in late 2012. The result is a network system of interactive traffic controls that optimize throughput within the regional center. This project delivers an intelligent signal system with state of the art communication and data management capabilities and TSP for bus and rail. The primary objective of this project is the reduction of transit delay in the project area through deployment of technology and equipment.

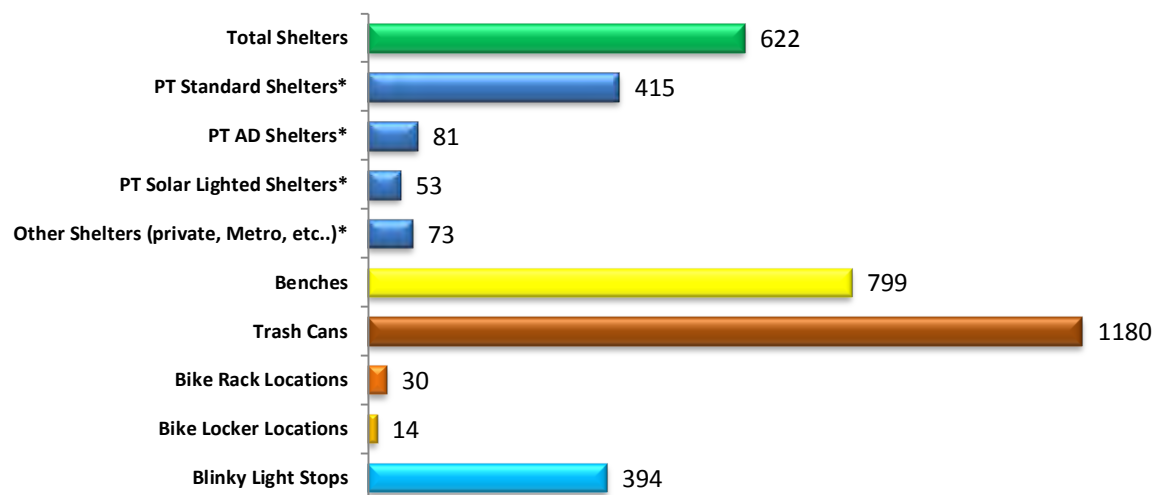
Bus Stop Program:

Pierce Transit provides service to 622 shelters, most owned and maintained by Pierce Transit. This number does not include transit centers. Approximately 25% of our stops have shelters.

Benches:

32% of our bus stops currently have a passenger bench. Pierce Transit has a total inventory of 799 benches.

Figure 5-2 Pierce Transit Bus Stop Amenity Counts



* Denotes types of shelters included in "Total Shelter Count"

Section 6: Proposed Action Strategies, 2013 - 2018

The Washington State Department of Transportation (WSDOT) requires that transit agencies report their progress towards accomplishing the state's public transportation objectives. These objectives are identified in Washington State's Transportation Plan 2030 (WTP 2030). Pierce Transit reports its success at achieving the state's objectives for 2012, and strategies for achieving the state's objectives for 2013 through 2018.

1. ECONOMIC VITALITY:

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- Pierce Transit maintained and expanded business partnerships with major employers to encourage the use of high occupancy modes of transportation to work sites

- Pierce Transit continued to operate fixed route services that provides transportation to work sites, regional connection points, and major business / shopping centers
- Pierce Transit vanpool patronage trends and demand for transportation to employer sites continued to grow

2013-2018

- Pierce Transit will work with service area jurisdictions to design innovative transportation options to contribute to the economic vitality of communities
- Pierce Transit will utilize population projections and regional modeling tools to design local and express services that contribute to the economic vitality of the region

2. PRESERVATION:

To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- Pierce Transit purchased 6 replacement buses
- Pierce Transit purchased 27 replacement SHUTTLE vehicles
- Pierce Transit purchased 48 replacement vanpool vans
- Pierce Transit did field reviews in updated signal timings on prior transit signal priority investments in 6 corridors
- Pierce Transit continued to maintain equipment and facilities
- SHUTTLE services continued to conform to the requirements of the Americans with Disabilities Act
- Pierce Transit fixed route services were adjusted due to financial constraints

2013-2018

- Pierce Transit will continue to modify and eliminate unproductive trips and routes and redeploy resources from unproductive routes and route segments to areas where demand is greatest
- Pierce Transit will continue to develop a public transportation system that the public values and uses - matching funding available to Pierce Transit with the level of service that is affordable
- SHUTTLE services will continue to meet the requirements of the Americans with Disabilities Act
- Pierce Transit will replace vehicles in conformity with its adopted fleet replacement standards

- Pierce Transit maintains a six-year replacement plan for technology infrastructure such as servers, printers/plotters, LAN equipment (routers, firewalls and switches), GIS and HASTUS System upgrades
- Pierce Transit will move forward with flexible, phased improvements to the Main Base, South Base, and West Base sites as funds are available. The Base Master Plan has been updated to ensure that any capital investment in the base serves the Agency into the future in addressing capacity issues as the various fleets grow over time.

3. SAFETY

To provide for and improve the safety and security of transportation customers and the transportation system.

2012	2013-2018
Continued Progress	Continuing Effort

2012

- Pierce Transit monitors all service on a daily basis to ensure the safety of passengers and employees
- Pierce Transit participates in local and regional efforts to increase and improve security components both on routes, at transit centers and park and ride lots, as well as at bus stop locations throughout the service area
- Pierce Transit coordinates with local law enforcement agencies and emergency services and maintains open communication between the Agency's internal Public Safety Division and external public safety agencies



2013-2018

- Pierce Transit will continue to pursue installation of a digital camera security system on buses as part of an agency-wide security focus. This project will increase passenger and operator security while reducing claims against Pierce Transit
- Pierce Transit will continue to coordinate in-house police resources, off-duty uniformed police resources, in-house security, and local and regional emergency preparedness

4. MOBILITY

To improve the predictable movement of goods and people throughout Washington state.

2012	2013-2018
Continued Progress	Continuing Effort

2012

- In a partnership with Pierce County and WSDOT, continued efforts to utilize State Special Needs Transportation funds to maintain the Pierce County's 'Beyond the Borders' program
- Pierce Transit worked with WSDOT and City of Tacoma to provide transit priority along major corridors where Pierce Transit vehicles routinely encounter delays because of traffic congestion
- Pierce Transit cooperatively participates in CTR efforts with employers in Pierce County
- Pierce Transit staff regularly reviews land use and community design proposals to comment on transportation integration
- Pierce Transit provides regional connections with four other public transportation providers as well as interstate bus and passenger rail service
- Pierce Transit is an active participant in Pierce Trips, an ongoing partnership between local governments, transit, employers and schools in Pierce County to promote transportation by carpooling, vanpooling, riding the bus or train, walking, bicycling, working a compressed work week and teleworking

2013-2018

- Pierce Transit will continue working with Pierce County to identify funding sources that will allow the expansion of the 'Beyond the Borders' program
- Pierce Transit will continue and expand a growing number of cooperative projects involving local communities, Pierce County, King County Metro, Sound Transit, and WSDOT. This includes neighborhood development and planning efforts, regional fare coordination, Sounder feeder transit services, express bus service coordination, and high occupancy vehicle access projects
- Pierce Transit will continue to work with local jurisdictions to implement transit-supportive improvements

5. ENVIRONMENT

To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- Pierce Transit staff continued to participate in planning efforts to develop and improve alternatives to single occupant vehicles
- The majority of Pierce Transit's fleet is powered by compressed natural gas (CNG) which reduces nitrogen oxide and carbon monoxide emissions by 90 percent compared to their diesel-powered counterparts. Smog-producing hydrocarbon emissions are 80 percent lower, and CNG buses significantly reduce carbon monoxide (CO), and nitrogen oxide (NOx) emissions, and virtually eliminate particulate emissions, when compared to conventional diesel-powered vehicles
- Pierce Transit participates in recycling programs for office paper, cardboard material, printer ink cartridge, as well as promoting water quality standards through the recycling of antifreeze and engine oil

2013-2018

- Pierce Transit will continue to utilize low emission compressed natural gas as the primary fuel for the bus fleet.
- Pierce Transit will continue to explore ways to share resources and expertise because we believe the data we've accumulated make a strong case for the increased use of alternative fuels.
- Pierce Transit will continue to maintain and improve recycling programs that help reduce energy consumption and improve air and water quality

6. STEWARDSHIP

To continuously improve the quality, effectiveness, and efficiency of the transportation system.

2012	2013-2018
Continued Effort	Continuing Effort

2012

- Actively participated in a number of local and regional planning efforts
- Continuing operational and planning coordination with the region's other public transportation providers, especially King County Metro, Sound Transit, and Intercity Transit
- Participation in Pierce County's transportation planning initiatives
- Membership in the Regional Access and Mobility Partnership (RAMP), which combines public and private sector initiatives to upgrade transportation in Pierce County
- Continued participation in the ORCA program, an effort to further streamline and integrate the region's fare structure

- Ongoing participation in Pierce County's Growth Management Coordinating Committee and Transportation Coordinating Committee

2013-2018

- Staff will continue to work with local jurisdictions and participate in community based efforts to implement transit-supportive improvements
- Participation in the City of Tacoma's & Sound Transit's Streetcar Alternatives Analysis process
- Pierce Transit will continue partnerships with other transit agencies, municipalities, and municipal planning organizations to address transportation issues in the region and encourage transit oriented design

Section 7: Proposed Changes, 2013 – 2018

Service Reductions:

The loss of Proposition 1 in November 2012 and the withdrawal of 5 cities from the PTBA means that Pierce Transit lacks the revenue to continue funding services at the current level and has necessitated a revised service plan that reduces the number of service hours. Pierce Transit currently operates 417,000 annual service hours. A revised service plan scheduled to be implemented in September 2013 will reduce annual service hours to approximately 300,000, or a 28 percent reduction from current levels.

The agency has received \$6.2 million in revenue through two Federal Transit Administration "State of Good Repair" grants and congressional approval of the Alternative Fuel Tax Credit. In addition, over a 10 year period (2013-2022), the agency will extend the useful life of buses from 14 years to 16 years and eliminate some planned improvements to its maintenance facilities, redirecting a total of \$19.5 million from the Pierce Transit capital plan. These efforts combined will add \$25.7 million for bus operations over 10 years.

Almost all Pierce Transit routes will be affected. The primary impacts of the proposed service reductions are:

WEEKDAYS

- 36 routes operating 1,250 daily trips
- Limited service after 7:30PM
- Limited service during mid-day

SATURDAYS

- 24 routes operating 456 trips
- Limited service after 7:00 PM
- Limited service during mid-day



SUNDAYS

- 17 routes operating 271 trips
- Limited service after 7:00 PM
- Limited service during mid-day

OTHER

- Elimination of holiday service
- Elimination of Route 62, which serves Northeast Tacoma
- No restoration of special service to events like the Puyallup Fair

SHUTTLE paratransit service for eligible people with disabilities operates during the same days and times as bus service. As bus service is reduced or eliminated, SHUTTLE service will also be reduced or eliminated.

Because Pierce Transit is heavily dependent on sales taxes, the future rate of growth will depend upon local economic conditions. If additional resources become available, it may be possible to implement service enhancements within the six year period.

Organization Restructure:

Pierce Transit's Board of Commissioners approved a new organizational structure on May 13, 2013. The transition period into the new structure begins May 14, 2013 and will occur in phases through September 2013. The budget will be brought into alignment with the organizational chart through the 2014 budget planning process. The new organizational structure is built on the following priorities:

- Deliver safe and quality service
- Increase ridership
- Attract and retain top talent
- Control our cost per hour
- Measure and improve performance

The four specific goals of the restructure are:

1. Reduce staffing levels to be in line with forecasted wage and benefit costs from the financial model. This is the primary reason for staffing reductions and is necessary to achieve financial sustainability.
2. Reduce the number of management layers where possible
3. Increase the overall span of control of management
4. Restructure so that the organization is fully functional

New demands for more innovative and targeted services have been voiced by the community and the Pierce Transit Board of Commissioners. In response Pierce Transit added the Business Development Unit which will focus on new business, business partnerships, efficiencies and transit development projects.

The following reflects the new organization statistically:

- 782 positions
- 47 management level (non-represented employees who supervise others)
- 38% reduction in management from 2008 – present
- 27% overall reduction in employees from 2008 – present

Marketing & Promotions:

In spite of a significantly reduced budget, Pierce Transit will continue marketing programs that are primarily directed to commuters to major employer centers. These marketing efforts will include:

- Reaching out to employers and employees at major worksites and in specific industries, promoting services and ORCA cards to this market group
- Conducting outreach efforts to key target markets including new residents, seniors and youth
- Increasing overall public awareness of local and regional transit, vanpool, and rideshare services
- Conducting periodic route-specific promotions
- Continuing to enhance the content on our new public website, which launched in 2013, and includes features such as real-time arrival information, interactive maps showing all bus stops, adjustable type size for easy reading, and video capabilities
- Increasing awareness of Pierce Transit's translation services, which include Google Translate on our new public website, and third-party translation services available through our Customer Services staff
- Working closely with other Downtown On the Go partners, to market Pierce Transit services to downtown Tacoma employees and residents
- Providing input on the Agency's periodic market research projects, which generally assess trends in public perception about transit services, and evaluate the effectiveness of service plans, route promotions, and marketing techniques

Coordinated Transportation:

As a member of the Pierce County Coordinated Transportation Coalition (PCCTC), Pierce Transit is working with local agencies, service providers, WSDOT, and the PSRC in finding ways to improve transportation services for individuals with special needs. This includes individuals with disabilities, the elderly, and people with low income, youth, limited English proficiency populations and veterans. The objective is to identify unmet needs and implement strategies to coordinate resources, address gaps in transportation, reduce service duplications, and improve service quality for specialized transportation services operating throughout the county.

Pierce Transit service reductions, along with some municipalities leaving the PTBA, have created new gaps in service for the coalition to consider. The PCCTC has conducted outreach to better identify unmet needs. Beyond the Borders has adjusted to help fill in some gaps in the East County by adding connector service routes, and the Road to Independence program has also helped a well-attended social service program that is out of the PTBA solve their transportation challenges. The

new local plan will also include increased emphasis on veterans' transportation, including outreach, information and referral.

Pierce Transit continues to experience an influx of Medicaid eligible customers on to expensive ADA paratransit service. Medicaid transportation information indicates that Pierce Transit is the most impacted transit provider in the State. During the last year, Pierce Transit has been involved in efforts to raise political awareness of the issue. CEO Lynn Griffith, along with representatives from WSDOT and WSTA provided a presentation on this topic to a Statewide Transportation Commission, a sub group of the Joint Transportation Committee. Pierce Transit also took part in a national information gathering effort on this topic, conducted by APTA. Pierce Transit will continue to look for opportunities to address the issue.

Extending the life of retired transit vanpool and paratransit vehicles by granting the vehicles to social services organizations has proven to be an effective paratransit demand management tool for neighboring counties. Over the last year, Pierce Transit has developed a new program named Community Solutions. This program makes accessible vehicles available for social service organizations through the Vanpool program. The first vehicle has recently been placed with CenterForce, a program that serves individuals with developmental disabilities. Extending the life of transit vehicles creates a win/win outcome for the public as well as Pierce Transit. The community gains mobility options and Pierce Transit reduces the costs of providing service.

Pierce Transit will continue to utilize resources to fund two key programs:

1. Directing \$150,000 per year to Pierce County's "Beyond the Borders" program to initiate transportation services in neighborhoods that are outside the boundaries of Pierce Transit's Public Transportation Benefit Area in south Pierce County;
2. Funding partner and fiscal agent for Multi-Care's "Adult Day Health Express" program

Pierce Transit Chairs the PSRC Regional Special Needs Transportation Committee through 2013. The primary focus of this group's work plan in 2013 includes updates to the PSRC 20/40 Human Services Plan, review of the consolidated grant process, and refinement of human services transportation objectives.

Section 8: Capital Improvement Program, 2013 - 2018

The Six-Year Capital Plan supports the service modifications described in the previous chapter. Priorities addressed in the following sections include routine replacement of vehicles, capital facilities maintenance and infrastructure replacement.

Revenue Vehicles

Pierce Transit currently operates an active fleet of 130 buses, 346 vanpool vans, and 100 SHUTTLE vehicles. Revenue vehicles are replaced on a regular cycle. The replacement schedule meets or exceeds Federal Transit Administration requirements that a vehicle not be removed from service prior to the completion of its useful life. With recent reductions, Pierce Transit has a fixed route fleet with an average age of 7.9 years. The actual replacement of vehicles will be on an as-needed basis and the Agency continues to extend the useful life of vehicles wherever possible.

Fixed Route Buses: Pierce Transit operates a fleet of 130 buses (excludes Sound Transit vehicles). At present, the fleet consists of 30-foot buses and 40-foot buses. The 30-foot buses are deployed on routes appropriate to their size and maneuverability.

Table 8-1 Planned Bus Orders

	2013	2014	2015	2016	2017	2018
Replacement Buses	0	0	0	5	10	15
Expansion Buses	0	0	0	0	0	0

Delivery expected to be in the year after funds are encumbered

SHUTTLE Vans: Pierce Transit's SHUTTLE program provides Americans with Disabilities Act (ADA) paratransit service to individuals who are not able to utilize Pierce Transit's fixed route services. Using lift equipped vans; SHUTTLE provides a door-to-door service that is comparable to fixed route service in a geographic area and hours of service within each area. The current fleet consists of 100 vans. Routine replacement occurs on the basis of seven years or 200,000 miles. No expansion of the fleet is planned at this time.

Table 8-2 Planned SHUTTLE Van Purchases

	2013	2014	2015	2016	2017	2018
Replacement Vans	32	5	25	0	0	0
Expansion Vans	0	0	0	0	0	0

Delivery expected to be in the year after funds are encumbered

Vanpool Vans: The vanpool program complements Pierce Transit's network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by fixed route services. A vanpool is a group of 5 to 15 people sharing a ride in a 7, 8, 12, or 15-passenger van. The vanpool program also administers a special use van program which provides vehicles to local communities and organizations as a way of meeting their specialized transportation needs. The current fleet consists of 346 vans. Routine replacement occurs on the basis of seven years or 120,000 miles. No expansion of the fleet is planned at this time.

Table 8-3 Planned Vanpool Van Purchases

	2013	2014	2015	2016	2017	2018
Replacement Vans	53	64	64	30	64	0
Expansion Vans	0	0	10	10	10	10

Delivery expected to be in same year as funds are encumbered

Passenger Facilities

Funds are budgeted for necessary repairs and refurbishments at several locations including Parkland Transit Center, Tacoma Dome Station, 112th and Pacific Avenue, and Commerce Street Transfer Area.

Base Facilities

The Agency headquarters facility is located at 3701 96th Street SW in Lakewood, Washington. The main site, identified as North Base or Main Base, is a 20-acre site constructed in the late 1980s that houses most of the Agency's maintenance, operations, and administrative functions. It includes a 42,000 square-foot administrative building that houses the majority of Pierce Transit's office functions and the operations dispatch function. The maintenance buildings on the west and north end of the site provide bus and automotive maintenance space, office space, and a fuel and wash facility.

South Base is an 11.5 acre site located across the street from the Main Base. Approximately five acres of the 11.5 acre site is developed. Constructed in 2005, it currently functions as an employee and fleet parking area and includes a 26,500 square-foot Training/Administration building. The southern undeveloped portion of the site contains a pond which currently receives storm water from the developed portion of the site. This portion of the site may become developable when a storm water treatment and infiltration facility is constructed.

Pierce Transit also leases two properties and owns additional property located directly west of the Main Base. This is referred to as West Base and is currently used for storage. It provides potential expansion capabilities for future agency growth.

Funds are budgeted for necessary repairs and refurbishments to base facilities and systems such as Building 4.

Technology

Pierce Transit relies on a variety of advanced technological systems to operate on a daily basis. Core Business Systems such as HR/Payroll, Finance, Regional Fare Integration (ORCA), Fleet Maintenance, Bus and Paratransit Scheduling and telecommunication systems allow staff to effectively meet operational requirements. We also have a complex Radio/Computer Assisted Dispatch System consisting of 23 servers and 9 radio tower sites that provide voice and data communications to staff and vehicles and will connect Pierce Transit with other regional Agencies as they complete the implementation of their 700 MHz Radio Systems.

There are over 375 Agency computer users; an Agency Wide-Area-Network consisting of 65 servers (4 of which are virtual); numerous firewalls, switches and routers; printers; and vehicle and desktop computers.

These systems operate 24 hours a day, 7 days a week. Capital projects that have a significant technical component and/or require integration with existing technology systems are included in this category.

The 2013 Capital Budget includes funds for maintenance and upgrade of several critical software and systems, as well replacement of infrastructure that has reached the end of its useful life. Some of these projects include the maintenance management system replacement, fareboxes, telephone system, closed-circuit television system, server replacement, and limited access control software.

Routine Technology Infrastructure Replacement: Pierce Transit maintains a six-year replacement plan for replacing technology infrastructure as it reaches the end of its useful life. This includes items such as desktop computers, servers, printers/plotters, LAN equipment (firewalls, switches and routers), and Core Business System upgrades.

Other Projects

Other capital projects include replacement of non-revenue support vehicles (trucks, forklifts, cars, etc.), and maintenance and administrative equipment. Also continuing into 2013 is a grant-funded Transit Signal Priority project in downtown Tacoma that will provide improvements that support both transit and LINK light rail.

Section 9: Operating Revenues and Expenditures, 2013 - 2018

Pierce Transit's financial plan plays a role in determining the outlook for transit services over the plan period. It is based on the Agency's adopted financial policies, which mandate that Pierce Transit maintain reserves for operating contingencies, capital replacement, and insurance. Overall, the financial plan provides a realistic estimate of the Agency's future capital and service capabilities.

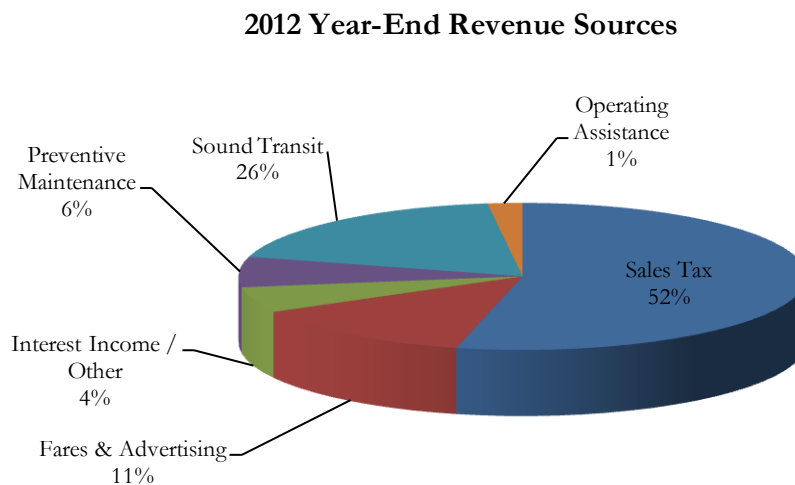
Operating Revenues

Income that supports Pierce Transit's day-to-day services and capital improvements primarily comes from sales taxes, reimbursements from Sound Transit, fares, and grants. Annual operating revenues are expected to grow from \$120.8 million in 2012 to \$134.9 million in 2018. The graphics below illustrate the various revenue sources Pierce Transit utilized during 2012.

Table 9-1 Pierce Transit Operating Income

Revenue Sources – 2012 Year-End Estimate (Millions \$)	
Sales Tax	\$ 62.8
Sound Transit	32.1
Fares	12.3
Other Revenues	5.1
Operating Assistance/Special Needs Program	1.1
Preventive Maintenance	7.4
	<u>\$ 120.8</u>

Figure 9-1 Pierce Transit Operating Income



Throughout the next six years, Pierce Transit's largest source of operating revenue will remain the 0.6% sales tax. Annual proceeds are expected to change from \$62.8 million in 2012 to \$69.3 million in 2018, a 10% increase.

Fare revenues are projected to provide about \$91 million in revenue over the next six years. Fare increases are planned every two years in 2015 and 2017. Sound Transit reimburses Pierce Transit for the actual costs of operating regional express services. These reimbursements will total \$219 million over six years.

While primarily utilized to fund current operating expenses, operating revenues also finance a number of non-operating expenses including capital projects, and funding of an insurance reserve fund. The size of these transfers varies from year to year based upon capital and insurance expenditure levels. During 2012, a total of \$1.2 million was transferred from the Operating Fund to the Capital and Insurance funds.

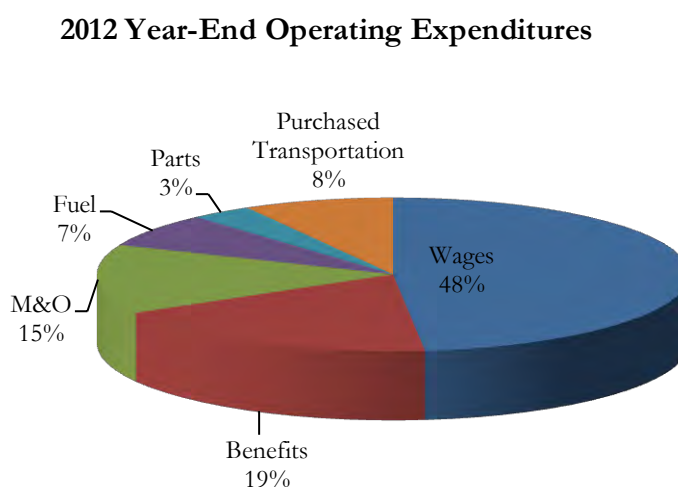
Operating Expenditures

Table 9-2 summarizes estimated expenditures by type for 2012. This information is graphically presented in Figure 9-2. Total operating expenses, excluding capital transfers and insurance, for 2012 was \$113.1 million. Wages and benefits will account for almost 70% of this total. While operating expenses, excluding fuel costs, remain fairly constant from year to year, transfers to other funds, especially to the capital fund, have historically varied substantially depending upon the number and size of capital projects being undertaken each year.

Table 9-2 Pierce Transit Operating Expenditures

2012 Year-End (Millions \$)	
Wages	\$ 54.6
Benefits	20.8
M&O	16.5
Fuel	8.1
Parts	3.8
Purchased Transportation	9.3
	<u>\$113.1</u>

Figure 9-2 Pierce Transit Operating Expenditures



Six-year expenditures for 2013 through 2018 are \$758.8 million to support operating expenses, \$106.8 million for capital investments, \$22.2 million for self-insurance costs, and \$5.2 million for non-operating costs.

This financial plan assumes that costs per unit of service provided will be slightly higher than inflation because costs associated with contributions to the Public Employees Retirement System (PERS) will increase faster than inflation. Overall, operating costs are expected to increase from \$114.3 million in 2013 to \$138.8 million in 2018.

Pierce Transit recognizes that its heavy reliance on sales tax revenues makes it more susceptible to economic fluctuations than most government agencies. A reserve policy is maintained to assist with the changes. The reserve policy is equal to two months' of operating expense and is reviewed annually. The policy sets the appropriate level of operating reserves to be equal to two months' operating expenses. This amounts to about \$18.9 million in 2013 and will increase in rough proportion to the increase in operating expenses.

Capital Fund

Over the six-year life of this plan, the capital projects included are estimated to cost about \$106.8 million. Projected 2013 funding includes projects that were funded in prior years with activity continuing into the 2013 budget year.

A capital reserve has been established in order to meet capital expenditure requirements programmed in Pierce Transit's Six-Year Financial Plan. This reserve helps provide a long-range approach to financial management and assure funds are available for planned capital acquisition. The minimum amount of the Capital Reserve is set at a level equal to ten percent of the six-year average annual capital expenditures and fifty percent of the average annual grant funding programmed in the Six-Year Financial Plan. This reserve has been set at this level to enable Pierce Transit to respond to urgent unanticipated capital expenditure requirements as well as to protect Pierce Transit from the uncertainty of federal and state grant funding.

The plan assumes that federal funding assistance will continue at a somewhat lower level due to reduced service levels. During the next six years, Pierce Transit expects to receive about \$31 million in federal formula funds plus \$2.6 million in federal earmarks and federal flexible funding.

The plan assumes that federal funding assistance will continue at a somewhat lower level than in previous years largely due to the combination of the Tacoma Urbanized Area with the Seattle/Everett Urbanized Area following the 2000 census. During the next six years, Pierce Transit expects to receive about \$34.5 million in federal formula funds plus \$3.5 million in federal earmarks and federal flexible funding.

Six-Year Financial Forecast

Table 9-3 summarizes total revenues and expenditures that are projected throughout the next six years. Appendix B includes a financial forecast for each Pierce Transit fund.

Table 9-3 Six Year Financial Forecast (Millions \$)

	2013	2014	2015	2016	2017	2018	Summary
<u>Operating Fund</u>							
Beginning Balance	67.9	56.2	34.7	18.3	-4.2	-28.7	
Revenues	117.7	116.5	118.8	122.6	128.9	134.9	739.6
Expenses (Including Debt Repayment)	114.3	119.8	124.0	128.7	133.2	138.8	758.8
Transfers to Capital Fund	11.5	14.7	7.7	12.8	16.5	15.1	78.2
Transfers to other funds	3.6	3.5	3.6	3.7	3.8	3.9	22.1
Ending Balance	56.2	34.7	18.3	-4.2	-28.7	-51.5	
Capital Project Spending	40.0	14.7	7.7	12.8	16.5	15.1	106.8
Capital Reserve Balance	6.6	6.6	6.6	6.6	6.6	6.6	

Areas of Concern

Pierce Transit faces a deficit despite numerous cost control efforts. Following failed ballot measures in February 2011 and November 2012 that sought voter authority for an additional 0.3% sales tax, the Board of Commissioners directed staff to reduce service. The 2013 Budget is an interim budget designed to maintain service at the current level until service reductions are implemented.

Recognizing that economic conditions dramatically affect sales tax collections, this financial plan will require careful review during future TDP updates.

Appendix

Appendix A:	Six-Year Financial Plan
Appendix B:	Operating Data
Appendix C:	Unfunded Needs
Appendix D:	Facilities & Rolling Stock Inventories

PIERCE TRANSIT
2013-2018 Six-Year Financial Plan
Operating Revenues & Expenditures

(Millions)	2012 Projected	2013 Budget	2014	2015	2016	2017	2018
REVENUES -							
BEGINNING WORKING CASH	\$62.341745	\$67.855157	\$56.187366	\$34.743870	\$18.302503	-\$4.218768	-\$28.692891
OPERATING INCOME							
FARES AND PASSES							
Local Fares	9.275572	9.232856	9.983432	11.191318	11.332837	12.546645	12.672112
Express Fares (Excludes ST)	0.039168	0.048769	0.052733	0.059114	0.059705	0.066272	0.066935
Shuttle	0.328536	0.298031	0.328641	0.375698	0.386969	0.438041	0.451182
Vanpool	2.632000	2.738000	3.177300	3.622300	3.622300	4.067300	4.067300
Subtotal- Fares and Passes	12.275276	12.317656	13.542107	15.248429	15.401810	17.118258	17.257529
SALES TAX	62.843558	57.003864	58.143941	59.888259	62.283790	65.397979	69.321858
OPER. ASSIST. CTR/VANPOOL	0.127770	0.149998	0.100990	0.100990	0.100990	0.100990	0.100990
SPECIAL NEEDS PROGRAM FUNDS	1.012155	1.012155	1.012155	1.012155	1.012155	1.012155	1.012155
INTEREST	0.102620	0.085669	0.447359	0.258877	0.065033	0.000000	0.000000
ADVERTISING							
Contract Advertising - Pierce Transit Revenue	0.637027	0.690000	0.750000	0.750000	0.750000	0.750000	0.750000
SOUND TRANSIT							
ST Express Reimb.	31.226550	32.078200	33.644802	34.993947	36.425879	37.952905	39.867304
ST TDS Reimb.	0.404400	0.408200	0.418405	0.428865	0.439587	0.450576	0.461841
Special Service	0.200000	0.200000	0.205000	0.210125	0.215378	0.220763	0.226282
Other ST Reimb.	0.297873	0.040000	0.040000	0.040000	0.040000	0.040000	0.040000
MISCELLANEOUS							
Operating Grant (5307)/Pierce County	1.247188	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376
Preventive Maint. (5307) / ADA	7.387079	6.254458	6.254458	4.627700	4.627700	4.627700	4.627700
Other Miscellaneous	3.133157	6.374429	0.900000	0.200000	0.200000	0.200000	0.200000
TOTAL OPERATING INCOME	120.894654	117.690004	116.534592	118.834722	122.637697	128.946702	134.941033
TOTAL REVENUES & WORKING CASH	\$183.236399	\$185.545161	\$172.721958	\$153.578592	\$140.940199	\$124.727934	\$106.248142

PIERCE TRANSIT
2013-2018 Six-Year Financial Plan
Operating Revenues & Expenditures

(Millions)	2012 Projected	2013 Budget	2014	2015	2016	2017	2018
EXPENDITURES -							
Ongoing Operations:							
Wages	\$54.629603	\$55.409143	\$56.834471	\$58.297666	\$59.934249	\$61.341990	\$63.539261
Benefits	20.845263	22.088371	24.845358	26.697271	28.786585	30.929309	33.438702
M & O	16.399189	16.870915	17.292688	17.725005	18.168745	18.622334	19.087892
Fuel	8.112769	7.375941	7.727513	7.887684	8.059868	8.221190	8.319444
Parts	3.805966	4.125761	4.228906	4.334628	4.447842	4.554069	4.667921
Purchased Trans.	9.285709	7.406298	7.822233	8.007619	8.198695	8.395637	8.598626
Bridge Tolls	0.102655	0.130316	0.135111	0.138489	0.141951	0.145500	0.149138
Special Projects:							
Base Expansion Operations	0.000000	0.000000	0.100000	0.100000	0.100000	0.100000	0.100000
TOTAL EXPENDITURES: w/out Debt Payment and Depreciation	113.181155	113.406745	118.986279	123.188361	127.837935	132.310029	137.900984
Non-Operating Costs							
Payments to Pierce Co for 5307 Agreement	0.997750	0.860301	0.860301	0.860301	0.860301	0.860301	0.860301
Subtotal	0.997750	0.860301	0.860301	0.860301	0.860301	0.860301	0.860301
EXPENDITURES (w/ Debt & Reimbursements)	114.178906	114.267046	119.846580	124.048662	128.698236	133.170329	138.761285
CURRENT REVENUES LESS CURRENT EXPENDITURES	6.715748	3.422958	-3.311988	-5.213940	-6.060539	-4.223628	-3.820252
TRANSFERS -							
Capital Reserve	0.000000	11.513873	14.665258	7.656890	12.782778	16.451903	15.093838
Insurance	1.202336	3.576876	3.466250	3.570538	3.677954	3.798592	3.912550
Subtotal Transfers	1.202336	15.090749	18.131508	11.227428	16.460732	20.250495	19.006388
TOTAL EXPENDITURES AND TRANSFERS	115.381242	129.357795	137.978088	135.276090	145.158967	153.420825	157.767673
ENDING WORKING CASH	67.855157	56.187366	34.743870	18.302503	-4.218768	-28.692891	-51.519530
REQUIRED CASH	18.863526	18.901124	19.831047	20.531394	21.306322	22.051671	22.983497
TOTAL EXPENDITURES & WORKING CASH	\$183.236399	\$185.545161	\$172.721958	\$153.578592	\$140.940199	\$124.727934	\$106.248142
MARGIN / (DEFICIT)	\$48.991631	\$37.286242	\$14.912823	-\$2.228891	-\$25.525090	-\$50.744562	-\$74.503028

PIERCE TRANSIT
2013-2018 Six-Year Financial Plan
Ending Balances

(Millions)	2012 Projected	2013 Budget	2014	2015	2016	2017	2018
OPERATING FUND							
Operating Fund Beginning Balance	62.341745	67.855157	56.187366	34.743870	18.302503	-4.218768	-28.692891
Revenue							
Operating Income	120.894654	117.690004	116.534592	118.834722	122.637697	128.946702	134.941033
Subtotal - Operating Revenue	120.894654	117.690004	116.534592	118.834722	122.637697	128.946702	134.941033
Expenditures							
Operating Expenditures	114.178906	114.267046	119.846580	124.048662	128.698236	133.170329	138.761285
Transfers	1.202336	15.090749	18.131508	11.227428	16.460732	20.250495	19.006388
Subtotal - Operating Expenditures	115.381242	129.357795	137.978088	135.276090	145.158967	153.420825	157.767673
Operating Fund Ending Balance	\$67.855157	\$56.187366	\$34.743870	\$18.302503	-\$4.218768	-\$28.692891	-\$51.519530
Required Margin	18.863526	18.901124	19.831047	20.531394	21.306322	22.051671	22.983497
Margin / (Deficit)	48.991631	37.286242	14.912823	-2.228891	-25.525090	-50.744562	-74.503028
CAPITAL FUND							
Beginning Reserves	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
Revenue							
5307 Funding							
5307 Earned Share	7.387079	6.254458	6.254458	4.627700	4.627700	4.627700	4.627700
5307 Competitive Funds	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Less Preventive Maintenance	-7.387079	-6.254458	-6.254458	-4.627700	-4.627700	-4.627700	-4.627700
5307 Funds Available for Capital Projects	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Pierce County 5307							
5307 Revenues from Pierce Co Agreement	1.247188	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376
Pierce Co. 5307	-1.247188	-1.075376	-1.075376	-1.075376	-1.075376	-1.075376	-1.075376
Pierce County 5307 Available for Capital	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Flexible Funds & Earmarks							
Federal Flex Funds - Regional	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Federal Flex Funds - Countywide	0.000000	1.339539	0.000000	0.000000	0.000000	0.000000	0.000000
Earmarks - 5309	0.000000	1.272700	0.000000	0.000000	0.000000	0.000000	0.000000
Sound Transit							
Sound Transit Base Expansion	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Sound Transit - Other Capital	0.000000	0.300000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Funding							
State Funding	0.437000	0.550615	0.000000	0.000000	0.000000	0.000000	0.000000
Interest	0.038374	0.032618	0.066402	0.066402	0.066402	0.000000	0.000000
Other Capital Revenues	1.236000	11.311379	0.000000	0.000000	0.000000	0.000000	0.000000
Contributions from Other Funds							
Transfer from Operating Fund	0.000000	11.513873	14.665258	7.656890	12.782778	16.451903	15.093838
Proceeds from Bond Debt	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Total Capital Revenues & Reserves	1.711374	26.320724	14.731660	7.723292	12.849180	16.451903	15.093838

PIERCE TRANSIT
2013-2018 Six-Year Financial Plan
Ending Balances

(Millions)	2012 Projected	2013 Budget	2014	2015	2016	2017	2018
Expenditures							
Revenue Vehicles	0.618293	12.663444	2.165926	4.116835	10.794928	7.356599	8.511928
Passenger Facilities & Amenities	0.375959	6.711938	0.000000	0.000000	0.110000	0.850000	1.900000
Base Facilities	2.199333	6.741413	2.411160	0.000000	1.102550	6.974862	0.372779
Technology	2.660059	11.674372	8.713341	3.158722	0.457669	0.748546	1.782561
Other	1.289174	2.175341	1.441233	0.447735	0.384033	0.521896	2.526570
Total Capital Expenditures (Inflated)	7.142818	39.966508	14.731660	7.723292	12.849180	16.451903	15.093838
USE OF CAPITAL RESERVE	-5.431444	-13.645784	0.000000	0.000000	0.000000	0.000000	0.000000

CAPITAL RESERVE

Revenue							
Beginning Reserves	\$25.717429	\$20.285985	\$6.640201	\$6.640201	\$6.640201	\$6.640201	\$6.640201
Total Capital Revenues	1.711374	26.320724	14.731660	7.723292	12.849180	16.451903	15.093838
TOTAL CAPITAL RESERVE REVENUES & BEGINNING RESERVE	27.428803	46.606709	21.371861	14.363493	19.489381	23.092104	21.734039
Expenditures							
Capital Expenditures	7.142818	39.966508	14.731660	7.723292	12.849180	16.451903	15.093838
CAPITAL RESERVE - Req'd \$6.640201	\$20.285985	\$6.640201	\$6.640201	\$6.640201	\$6.640201	\$6.640201	\$6.640201

INSURANCE FUND

Revenue							
Beginning Balance	\$2.788384	\$0.795531	\$1.000000	\$1.000000	\$1.000000	\$1.000000	\$1.000000
ST Reimbursement	0.050000	0.050000	0.051500	0.053045	0.054636	0.056275	0.057964
Interest on Insurance Fund	0.003051	0.002593	0.010000	0.010000	0.010000	0.000000	0.000000
Transfer	1.202336	3.576876	3.466250	3.570538	3.677954	3.798592	3.912550
Expenditures							
Payments from Insurance Fund	3.248240	3.425000	3.527750	3.633583	3.742590	3.854868	3.970514
Insurance Fund Ending Balance	\$0.795531	\$1.000000	\$1.000000	\$1.000000	\$1.000000	\$1.000000	\$1.000000
TOTAL ENDING BALANCES	\$88.936673	\$63.827567	\$42.384071	\$25.942704	\$3.421433	-\$21.052690	-\$43.879329

Annual Ridership Report
January – December 2012

Annual Average Ridership

Route Performance Summary

PT Local Routes		Monthly Boardings		Percent Change	Pass/ Svc Hour	Avg. Weekday Boardings	
		2012	2011			2012	2011
1	6th Ave/Pacific Ave	1,984,587	2,161,552	-8.2%	35.1	6,347	6,931
2	S. 19th/Bridgeport	924,261	1,000,229	-7.6%	29.3	3,029	3,292
3	Lakewood	687,362	819,753	-16.2%	29.2	2,190	2,610
10	Pearl St.	205,301	213,338	-3.8%	29.8	689	696
11	Pt. Defiance	119,069	160,642	-25.9%	17.4	402	534
13	N. 30th St.	45,277	74,083	-38.9%	14.0	165	242
14	Proctor District	56,044	0		13.1	212	0
16	UPS - TCC	165,423	215,078	-23.1%	25.1	532	700
26	"K" St.	0	20,487	-100.0%		0	87
28	S. 12th Ave.	205,849	268,528	-23.3%	28.6	708	901
41	Portland Ave.	303,409	327,073	-7.2%	28.3	1,010	1,052
42	McKinley Ave.	147,132	219,741	-33.0%	24.2	472	712
45	Parkland	142,336	158,538	-10.2%	20.7	516	538
48	Sheridan-M St.	353,470	401,563	-12.0%	25.3	1,175	1,289
51	Union Ave.	151,917	105,918	43.4%	16.1	498	323
52	TCC-Mall	290,837	309,067	-5.9%	31.7	990	1,014
53	University Place	344,906	456,467	-24.4%	23.7	1,153	1,469
54	38th St.	201,761	214,690	-6.0%	27.2	683	707
55	Parkland-Mall	296,221	322,108	-8.0%	30.8	957	994
56	56th St.	111,784	148,089	-24.5%	24.1	345	456
57	Tacoma Mall	325,087	307,707	5.6%	22.6	1,107	1,004
59	Manitou	0	6,375	-100.0%		0	31
60	Tideflats	0	1,552	-100.0%		0	9
61	Browns/Dash Pt	0	45,146	-100.0%		0	194
62	Browns/Dash Point	7,455	0		4.1	29	0
100	Gig Harbor	133,050	144,747	-8.1%	13.9	441	461

Appendix B - Operating Data | 2012

202	72nd St.	402,382	409,653	-1.8%	32.1	1,367	1,379
204	Lakewood-Pkld	377,029	438,851	-14.1%	37.9	1,256	1,399
206	Madigan	282,114	326,386	-13.6%	22.7	918	1,042
207	Ft. Lewis	0	1,874	-100.0%		0	9
212	Steilacoom	238,316	230,640	3.3%	23.1	828	781
214	Washington	237,726	240,856	-1.3%	19.0	834	827
220	Orchard	0	103,058	-100.0%		0	329
300	S. Tacoma Way	290,568	317,623	-8.5%	24.7	992	1,026
400	Puyallup-Dwtn Tacoma	194,539	0		15.3	763	0
402	Meridian	341,167	446,893	-23.7%	17.6	1,102	1,415
406	Buckley	0	6,789	-100.0%		0	29
407	Prairie Ridge	0	9,148	-100.0%		0	39
408	Sumner/Bonney Lake	0	26,453	-100.0%		0	83
409	Puyallup/Sumner	84,697	121,756	-30.4%	16.0	284	403
410	112th St.	220,630	284,333	-22.4%	23.3	721	926
413	Wildwood	0	26,649	-100.0%		0	114
495	So Hill Mall - Puyallup Stn	52,210	63,787	-18.1%	26.4	204	251
496	Sumner Sounder Connector	33,308	70,962	-53.1%	24.5	148	280
497	Lakeland Hills	43,789	43,974	-0.4%	12.4	172	174
500	Federal Way	356,868	382,771	-6.8%	27.0	1,052	1,174
501	Milton/Federal Way	168,425	183,132	-8.0%	14.9	598	619
	Uncorrelated	0	0			0	0
Total Local		10,526,306	11,838,057	-11.1%	25.5	34,890	38,546

Bus Plus							
113	Key Peninsula/Purdy	0	10,483	-100.0%		0	45
444	Parkland/Spanaway	0	15,545	-100.0%		0	67
445	South Hill/Spanaway	0	0		0.0	0	0
446	Canyon Rd/So Hill Mall	0	7,650	-100.0%	0.0	0	0
457	Mid-County	0	881	-100.0%	0.0	0	14
Total Bus Plus		0	34,559	-100.0%	0.0	0	126

Appendix B - Operating Data | 2012

PT Express Routes:		Monthly Boardings		Percent Change	Pass/ Svc Hour	Avg. Weekday Boardings	
		2012	2011			2012	2011
102	Gig Harbor-Tacoma	49,444	38,901	27.1%	11.9	194	154
490	South Hill - Tacoma	0	20,798	-100.0%			89
601	TCC/Lkwd/Olympia	0	20,165	-100.0%		0	87
603A	Tacoma/Lkwd/Olympia	0	23,342	-100.0%			100
Total Pierce Express		49,444	103,207	-52.1%	11.9	194	430
Total Pierce Transit		10,575,750	11,975,823	-11.7%	25.36	35,084	39,101

ST Routes		Monthly Boardings		Percent Change	Pass/ Svc Hour	Avg. Weekday Boardings	
		2012	2011			2012	2011
566	Auburn/Overlake	575,971	466,882	23.4%	15.0	2,256	1,997
574	Pierce/SeaTac	686,973	645,375	6.4%	15.2	2,084	1,934
577	FedWay/Seattle	382,977	315,727	21.3%	24.3	1,305	1,151
578	Puyallup/FedWay/Seattle	448,673	360,457	24.5%	15.4	1,469	1,260
582	Bonney Lake	0	0			0	0
586	Tacoma/U District	149,795	131,928	13.5%	13.5	576	519
590	Tacoma/Seattle	545,433	483,063	12.9%	14.7	2,137	1,894
592	Lakewood/Seattle	251,136	235,322	6.7%	10.7	984	924
593	South Tacoma/Seattle	82,742	104,065	-20.5%	14.8	383	408
594	Lkwd/Tacoma/TDS/Sea	667,220	615,232	8.5%	15.8	1,796	1,656
595	Gig Harbor/Seattle	95,788	89,626	6.9%	13.2	375	352
596	Bonney Lake/Sunmer	43,049	0		28.3	316	0
599	Lakewood/Tacoma	0	7,981	-100.0%		0	51
Extra Service - ST		19,834	10,286	92.8%	8.0	0	114
Spec/400		16,371	0		25.0	0	0
Other Special		613	0		13.2	0	0
Bus Bridge		919	0		14.6	0	0
		3,967,493	3,465,944	14.5%	15.3	13,682	12,261

Total All Services		14,543,243	15,441,767	-5.8%	21.5	48,766	51,362
Special Event Services - PT		0					
Special Event Services - ST		0					
Total Annual Ridership		14,543,243					

A COMBINED 35% SERVICE REDUCTION WAS IMPLEMENTED BETWEEN THE JUNE AND OCTOBER 2011 SERVICE CHANGE

(-624.2 daily WD hours = 34% reduction -309.9 daily SAT hours = 31% reduction -397.03 daily SUN hours = 50% reduction)

**Annual Ridership Report
January – December 2012**

Route Service Summary

PT Local Routes		Total Riders	Total Miles	Revenue Miles	Total Hours	Revenue Hours	Cost	Pass. Revenues
1	6th Ave/Pacific Ave	1,984,587	641,391	575,035	56,593	53,137	\$7,888,738	\$1,647,467
2	S. 19th/Bridgeport	924,261	346,819	313,417	31,581	28,394	\$4,400,636	\$767,344
3	Lakewood	687,362	245,152	214,458	23,507	21,249	\$3,274,123	\$570,984
10	Pearl St.	205,301	89,465	77,067	6,900	6,398	\$961,109	\$170,377
11	Pt. Defiance	119,069	90,106	72,900	6,830	6,019	\$952,304	\$98,642
13	N. 30th St.	45,277	42,838	37,343	3,230	3,044	\$449,825	\$37,545
14	Proctor District	56,044	44,078	39,514	4,284	4,131	\$596,506	\$46,543
16	UPS - TCC	165,423	77,111	71,262	6,583	6,159	\$917,116	\$137,265
26	"K" St.	0	0	0	0	0	\$0	\$0
28	S. 12th Ave.	205,849	78,556	64,715	7,190	6,577	\$1,001,483	\$170,986
41	Portland Ave.	303,409	124,507	102,203	10,704	9,306	\$1,490,815	\$251,620
42	McKinley Ave.	147,132	68,760	51,979	6,083	5,039	\$846,764	\$122,136
45	Parkland	142,336	76,433	64,829	6,891	5,925	\$959,054	\$118,226
48	Sheridan-M St.	353,470	164,925	147,431	13,966	12,819	\$1,945,230	\$293,240
51	Union Ave.	151,917	114,007	105,150	9,412	9,031	\$1,310,883	\$125,973
52	TCC-Mall	290,837	98,147	86,379	9,172	8,549	\$1,277,649	\$241,615
53	University Place	344,906	161,222	146,343	14,576	13,360	\$2,030,372	\$286,414
54	38th St.	201,761	82,467	75,082	7,411	6,974	\$1,032,210	\$167,654
55	Parkland-Mall	296,221	122,949	115,899	9,609	9,085	\$1,338,272	\$245,902
56	56th St.	111,784	50,460	47,067	4,642	4,427	\$646,623	\$92,984
57	Tacoma Mall	325,087	131,261	116,342	14,410	12,723	\$2,004,352	\$269,988
59	Manitou	0	0	0	0	0	\$0	\$0
60	Tideflats	0	0	0	0	0	\$0	\$0
61	Browns/Dash Pt	0	0	0	0	0	\$0	\$0

Appendix B - Operating Data | 2012

62	Browns/Dash Point	7,455	36,624	14,694	1,834	996	\$255,414	\$6,197
100	Gig Harbor	133,050	184,141	160,756	9,565	8,599	\$1,332,348	\$110,495
202	72nd St.	402,382	130,928	123,934	12,547	12,142	\$1,747,027	\$333,941
204	Lakewood-Pklnl	377,029	104,241	95,240	9,958	9,400	\$1,386,975	\$312,926
206	Madigan	282,114	145,996	131,383	12,444	11,759	\$1,733,512	\$234,403
207	Ft. Lewis	0	0	0	0	0	\$0	\$0
212	Steilacoom	238,316	89,098	80,848	10,321	9,832	\$1,437,272	\$197,941
214	Washington	237,726	148,539	142,675	12,518	12,170	\$1,743,258	\$197,333
220	Orchard	0	0	0	0	0	\$0	\$0
300	S. Tacoma Way	290,568	137,582	132,199	11,782	11,401	\$1,641,178	\$241,157
400	Puyallup-Dwtn Tacoma	194,539	185,592	153,076	12,697	10,877	\$1,769,419	\$161,269
402	Meridian	341,167	286,500	238,951	19,408	17,269	\$2,696,067	\$283,156
406	Buckley	0	0	0	0	0	\$0	\$0
407	Prairie Ridge	0	0	0	0	0	\$0	\$0
408	Sumner/Bonney Lake	0	0	0	0	0	\$0	\$0
409	Puyallup/Sumner	84,697	84,840	79,431	5,308	5,032	\$739,686	\$70,359
410	112th St.	220,630	140,541	132,513	9,481	9,145	\$1,320,367	\$183,078
413	Wildwood	0	0	0	0	0	\$0	\$0
495	So Hill Mall - Puyallup Str	52,210	19,461	5,742	1,979	876	\$279,483	\$43,364
496	Sumner Sounder Connector	33,308	29,605	8,276	1,359	663	\$176,369	\$28,461
497	Lakeland Hills	43,789	75,965	19,610	3,543	1,831	\$493,628	\$36,349
500	Federal Way	356,868	164,482	136,439	13,234	11,467	\$1,840,025	\$296,229
501	Milton/Federal Way	168,425	156,961	136,028	11,293	9,875	\$1,571,209	\$139,762
	Uncorrelated	0	0	0	0	0	\$0	\$0
Total Local		10,526,306	4,971,751	4,316,208	412,842	375,678	\$57,487,305	\$8,739,323

PT Express Routes:								
102	Gig Harbor-Tacoma	49,444	102,701	50,291	4,145	2,516	\$686,802	\$40,884
490	South Hill - Tacoma	0	0	0	0	0	\$0	\$0
601	TCC/Lkwd/Olympia	0	0	0	0	0	\$0	\$0
603A	Tacoma/Lkwd/Olympia	0	0	0	0	0	\$0	\$0

Appendix B - Operating Data | 2012

Total Pierce Express		49,444	102,701	50,291	4,145	2,516	\$686,802	\$40,884
Total Pierce Transit		10,575,750	5,074,452	4,366,500	416,987	378,194	\$58,174,107	\$8,780,207
ST Routes								
566	Auburn/Overlake	575,971	1,041,730	593,514	38,273	27,336	\$4,322,503	\$806,359
574	Pierce/SeaTac	686,973	1,046,560	862,028	45,091	38,408	\$5,525,679	\$961,762
577	FedWay/Seattle	382,977	488,054	287,428	15,788	10,191	\$1,780,794	\$536,168
578	Puyallup/FedWay/Seattle	448,673	728,295	688,887	29,135	27,190	\$3,321,274	\$628,142
582	Bonney Lake	0	0	0	0	0	\$0	\$0
586	Tacoma/U District	149,795	392,933	173,188	11,086	5,262	\$1,354,952	\$209,713
590	Tacoma/Seattle	545,433	1,049,864	644,139	37,214	25,179	\$4,579,508	\$763,606
592	Lakewood/Seattle	251,136	684,761	473,803	23,402	16,708	\$2,867,255	\$351,590
593	South Tacoma/Seattle	82,742	161,390	105,223	5,588	3,866	\$677,363	\$115,839
594	Lkwd/Tacoma/TDS/Sea	667,220	1,074,582	1,012,566	42,284	39,915	\$5,185,714	\$934,108
595	Gig Harbor/Seattle	95,788	232,189	133,793	7,238	4,365	\$887,207	\$134,103
596	Bonney Lake/Sumner	43,049	37,203	10,400	1,519	833	\$170,750	\$60,269
599	Lakewood/Tacoma	0	0	0	0	0	\$0	\$0
Extra Service - ST		19,834	19,341	18,959	2,490	2,439	\$284,433	\$27,768
Spec/400		16,371	4,135	758	656	253	\$63,292	\$19,111
Other Special		613	317	148	47	24	\$5,254	\$858
Bus Bridge		919	559	601	63	63	\$6,752	\$1,169
Total Sound Transit		3,967,493	6,961,912	5,005,434	259,875	202,030	\$30,957,433	\$5,550,565
Total All Routes		14,543,243	12,036,364	9,371,934	676,861	580,225	\$89,131,539	\$14,330,772
Special Event Services - PT		-						
Special Event Services - ST		-						
Total Annual Ridership		14,543,243						

CAPITAL PROJECTS:			
Project	Description	Capital Cost	Benefits
Cameras on Buses (PMO 235)	Install a system of equipment for both video and audio recording on fixed route bus fleet, approx. 114 PT coaches. Includes wireless transfer of video to designated stations. This project includes the acquisition and installation of mobile data terminals in PT police vehicles.	\$2,050,000	Cameras on buses improve customer and employee safety. This type of equipment is generally perceived to deter criminal activity, supporting customer satisfaction.
Purchase Additional Vanpool Vans (PMO 161)	Purchase 10 additional vanpool vehicles each year.	\$1,150,500 Over 6 years	There is enough demand to support the expansion of Pierce Transit's vanpool program by twenty vehicles each year. Budget considerations will limit the purchase of additional vehicles. Throughout the next six years, there will likely be considerable unmet demand for added vanpool vehicles. This project would fund expansion of the vanpool fleet to keep pace with demand.
South Meridian Park-and-Ride Construction (PMO 214)	Construct a 250-350 vehicle park-and-ride lot in the general vicinity of Meridian and 176 th St.	\$7,208,250	This project would provide park-and-ride access to Pierce Transit services along the Meridian east county corridor. These routes would provide connections to regional Sound Transit services.

Appendix C – Unprogrammed / Unfunded Projects | TDP

Pacific Ave/SR-7 Park and Ride and Bus Turnaround (PMO 53)	Construct a new park and ride and bus turnaround facility located in the area of Pacific Ave./SR-7 and Wal-Mart (8 th Avenue)	\$7,209,000	This project would provide a facility at the very southern portion of the service area that provides amenities for transit operators and convenience to potential new transit passengers. Growth in this area of the county is expected to continue; this type of facility will provide options to reduce the number of single occupant vehicles travelling along the Pacific Avenue corridor.
Tacoma Dome District Transit Oriented Development (TOD) --Air Spares TDS Transit Oriented Development(PMO 47)	Construct transit oriented development in the vicinity of the Tacoma Dome Station.	Not Yet Determined	This project would provide development to encourage pedestrian, transit use, and to meet anticipated future demands in the Tacoma Dome District. Pierce Transit is partnering with Tacoma Housing Authority in 2013 on a HUD-funded Enterprise grant for a feasibility study and development program for mixed income and mixed use transit oriented development on this property. The study will be complete by fall 2013.

<p>Pierce Transit 2030 Base Master Plan Implementation</p>	<p>The 2030 Pierce Transit Base Master Plan was finalized in September 2011. This is a phased strategy to provide adequate capacity for M&O at the existing PT headquarters.</p> <p>--West Base Maintenance Facility (PMO 123)</p> <p>--Building 1 Expansion (PMO 130)</p>	<p>\$16,800,000</p>	<p>The Base Master Plan will be implemented as capacity expansion needs are necessary at the PT headquarters facility. With recent and planned service reductions, plans for major expansion are not programmed. Certain phases or elements within the plan may be beneficial to implement sooner, however. Due to current issues with overloading and capacity limitations on Route 1 – Pacific Avenue, Pierce Transit is considering utilizing articulated coaches on that service. This would increase seating capacity from 42 passengers per 40-foot bus to 60 passengers per 60-foot articulated coach. This type of investment in articulated coaches would require portions of the Base Master Plan to move forward so that the articulated coaches could be adequately maintained on site.</p>
<p>Puyallup Avenue Intermodal Improvements --Phase 1 Options Analysis/Traffic Study (PMO 209) --Phase 2 Implementation</p>	<p>Transit supportive elements along Puyallup Avenue to improve transit reliability along the corridor.</p>	<p>Phase 1 - \$6,300 Phase 2 - \$250,000</p>	<p>The City of Tacoma is moving forward with the Puyallup Avenue Multimodal Improvement Project. The focus of the City's project is pedestrian and bicycle improvements. The corridor is the gateway to the multimodal Tacoma Dome Station. Transit supportive components such as possible "transit only" lane, business access transit(BAT) lanes, queue jumps or other elements are necessary to ensure transit reliable and speed are maintained. These types of features make transit service more convenient and competitive to car travel.</p>

Underground Fuel Tank Replacement	Replacement of aging underground fuel tanks at M&O base.	Not Yet Determined	Pierce Transit's M&O base opened for service in 1988. The underground fuel tanks are the original tanks and are located below the bus lot. Evaluation of the tank integrity to determine appropriate replacement cycle will protect the environment and ensure Pierce Transit is a good steward of the properties we operate and maintain.
Transit Signal Priority (TSP) Corridor Expansion (PMO 202)	<p>In 2012 Pierce Transit completed an analysis to evaluate existing TSP corridors. Recognizing the benefits to transit of TSP in congested corridors, Pierce Transit seeks to identify corridors where TSP treatments will enhance on-time performance and schedule reliability.</p> <p>Initial conversations for possible corridors include:</p> <ul style="list-style-type: none"> -Meridian from 176th to Federal Way -Pacific Highway from Tacoma to Federal Way <p>Additionally key transit corridors in communities such as of Edgewood, Fife, Lakewood, University Place, Fircrest, Puyallup, Tacoma and unincorporated Pierce County could also be targeted for future TSP implementation.</p>	Not Yet Determined	TSP projects in other parts of Pierce County have improved traffic flow, reduced traffic conflicts, improved air quality and improved the reliability of transit service. This project would extend these benefits to other corridors in the service area.
Route 1 Bus Zone Enhancements (PMO 150)	Route 1 is experiencing overcrowding and delays to service due to heavy trip loads. This project will complete bus zone enhancements along the Route 1 corridor to accommodate future use of articulated buses on this service.	\$161,000	Currently during peak hour commute times, Rt 1 buses are overcrowded and passengers cannot board in some locations. Utilizing articulated buses for Route 1 service would increase seating capacity from 42 passengers per 40-foot bus to 60 passengers per 60-foot articulated coach increasing the availability of seats per trip. The current configuration of some of the bus zones along the corridor, however, cannot accommodate articulated buses with accessible boarding areas. This project will design and construct enhancements at bus zones to allow for the use of articulated buses on Rt 1.

TCC Transit Center Relocation (PMO 234)	This project would relocate the TCC Transit Center to a site off the college property.	\$6,685,000	The TCC Transit Center is located on leased property owned by the Tacoma Community College. There is potential that lease negotiations may not be successful, so the agency will seek a new location for bus turnaround, passenger shelters, and operator comfort station, with potential for some parking.
Bus Rapid Transit (BRT)	<p>Six different corridors have been suggested for potential evaluation for the initiation of BRT service:</p> <ul style="list-style-type: none"> ▪ Pacific Avenue/SR-7 from Downtown Tacoma to the Roy 'Y.' ▪ Meridian Avenue from Graham to Downtown Milton ▪ The general 6th Avenue Corridor from Downtown Tacoma to Mildred. ▪ Pacific Highway from the King County Line to Downtown Tacoma. ▪ SR-16 from Gig Harbor to Downtown Tacoma ▪ South Tacoma Way from Downtown Tacoma to the Lakewood Sounder Station <p>No studies have yet been performed to evaluate the feasibility or market potential of any one of these corridors.</p>	Not Yet Determined	<p>BRT has the potential to provide customers with travel times that compete with or exceed private autos. As such, they have the potential to increase ridership while also increasing the average speed of individual vehicles that are in route service.</p> <p>This potential will be a major focus of future planning efforts of the corridors identified for potential future consideration.</p> <p>In order to build ridership for BRT lines, limited stop / express overlays could be developed as an interim measure.</p> <p>The Pacific Avenue corridor has the current highest transit ridership and would likely realize the greatest benefit. The Meridian corridor has been identified by the City of Puyallup as a possible future BRT corridor.</p>
Facilities Energy & Resource Assessment and Upgrades	<p>Conduct a system wide Facilities Energy & Resource Study that includes lighting, HVAC and water consumption at Pierce Transit's major capital facilities and complete upgrades at key locations. All facilities should be considered, but significant potential sites include:</p> <ul style="list-style-type: none"> • Pierce Transit's Operations & 	Not Yet Determined	Pierce Transit has started improving efficiency of our facilities with recent lighting upgrades at our Operations & Maintenance Base. This project will continue to improve the efficiency and resource utilization of aging capital facilities by replacing out of date technology and with newer efficient components or systems. The project can save the agency financially as fewer resources such as water and energy would be utilized at these sites. Also, when lighting is a component of the project, security is also improved at the sites as the newer more efficient lights generally provide better visibility which improves on site visibility and

	<ul style="list-style-type: none"> Maintenance Base Tacoma Dome Station Commerce Transit Center Kimball Park & Ride 		security. This project addresses climate action strategies and implements Pierce Transit's Executive Order#1 addressing a commitment to utilize green technologies and strategies.
Transit Oriented Development	Transit Oriented Development at Parkland Transit Center and 72 nd & Portland Transit Center properties	Not yet determined	Feasibility studies will examine the possibility of development of these agency-owned properties with mixed-use developments. Such transit oriented development (TOD) could provide increased ridership and revenue to the agency.

SERVICE AND SUPPORT NEEDS:		
Project	Description	Benefits
System wide service frequency and span improvements	<p>With the loss of sales tax revenue due to the recession and the withdrawal of 5 cities from the PTBA we do not have enough revenue to fund service at current levels. Service hours will be reduced in September to 300,000 hours.</p> <p>Frequency of trips and span of service each day would be improved on all routes. In an effort to benefit the most riders as possible, service increases would be targeted to the most efficient services in the system.</p>	Service enhancements would eliminate overcrowding on existing services and provide schedule reliability. More frequency and dependable bus service, and providing services earlier in the morning and later in the evenings will provide access to jobs and provide economic benefits to the community.
Pierce County Coordinated Transportation Project	Expand the 'Beyond the Borders' project to provide lifeline transportation services to people living outside Pierce Transit's service area throughout the entire South Pierce County area.	For Pierce County residents who live outside the boundary for Pierce Transit's public transit benefit area. This project would expand the boundaries of the project and accommodate more travel needs.

Connect upper Tacoma with Tacoma Dome Station	Route 26 (M.L. King Jr. Way) was eliminated with Pierce Transit's 2011 service reductions. Provide a fixed route service to link Upper Tacoma with the Tacoma Dome Station	Would provide a connection between Upper Tacoma employment sites and the Tacoma Dome Station while preserving frequently used stops along MLK Way and Stadium District. Completion of grade reduction on S. 25 th St. would be necessary
Route 4 – Lakewood / Puyallup via 112 th	Begin a new trunk route that combines routes 204 and 410, offering 15-minute headways between Lakewood and Puyallup via 112 th St.	This route would provide a Lakewood to Puyallup connection, bypassing the Parkland Transit Center with 15-minute frequency on weekdays and 30 –minute frequency on weekends. This trunk route would connect two regionally designated centers and eliminate the unnecessary diversion of service that currently exists to the Parkland Transit Center. (Funding has been received for upgrades to a key transfer area at 112 th and Pacific and the project is expected to be complete by late 2014/early 2015).
Route 5 – East Tacoma/72 nd Street	Begin a new trunk route that combines routes 41 and 202, offering 15-minute headways between Downtown Tacoma and Lakewood via Portland Ave and 72 nd Street.	This route would provide valuable transportation links that are not fully served today.
East Tacoma – Parkland Local Route Service	Extend Route 42 from its current terminus at the 72 nd & Portland Transit Center to the Parkland Transit Center.	This route extension would provide a direct link between East Tacoma and Parkland.
Shaw Road Local Fixed Route Service	Begin a new fixed route linking 176 th & Meridian with Downtown Puyallup via Shaw Road.	This route would provide fixed route service to Sunrise area residents, as well as established neighborhoods along portions of Shaw Road that are not currently served by Pierce Transit.
Hipkins Road – Steilacoom Blvd. to Veterans Hospital	Begin a new fixed route linking the Veterans Hospital with the Transit Center via Hipkins Road.	No service currently operates in the vicinity of Hipkins Road in Lakewood. This would also eliminate a significant deviation on Route 214 (Washington).
S. 84 th Street – S. Tacoma Way to McKinley	Begin a new fixed route operating along S. 84 th Street, linking Lakewood with the 72 nd & Portland Transit Center	Pierce Transit has been extending its network of east-west routes to serve major arterial streets south of Downtown Tacoma. 84 th Street is the next logical new service.
S. 96 th Street – Steele to McKinley Local Route Service	Begin a new fixed route operating along 96 th Street, linking Lakewood with the 72 nd & Portland Transit Center.	Pierce Transit has been extending its network of east-west routes to serve major arterial streets south of Downtown Tacoma. Like S. 84 th Street, 96 th Street is a logical new service.
Tacoma Mall Blvd. Local Route Service	Begin a new route that operates along Tacoma Mall Blvd.	This would provide service along a major retail corridor, as well as serving Bates Technical College.

Local Express Limited Stop Services	Begin new limited stop, frequent express type services on key corridors with high transit ridership. These express routes would offer 15-minute headways that would offer a faster connection due to their limited stop nature. These routes would be an overlay on top of the existing local fixed route service.	Express limited stop services have the benefit of offering passengers frequent trips with fewer stops thereby reaching their ultimate destination sooner than a local fixed-route trip. These services have the potential to build ridership and could ultimately be a precursor or starting point to introduce future BRT corridors. Potential corridors include Pacific (Rt 1), Bridgeport (Rt 2), Parkland-Tacoma Mall (Rt 55), TCC-Tacoma Mall (Rt 52), 112th Street (Rts 204, 410), and Meridian (Rt 402), .
Innovative service solutions tailored to community needs	Communities have asked for a more tailored service that circulates through the community on a more frequent basis.	Circulator services will reduce the amount of time riders wait while alleviating traffic congestion in the heavier traveled areas. These services circulate throughout a community with routes designed to highlight the higher traffic areas such as the business district, farmers market, shops, etc.
Customized Bus Program	Customized bus program would operate on a case by case basis as partnerships are identified. The routes would operate on a limited stop basis; provide premium amenities to encourage use such as high back seats, WiFi, tinted windows and special branding of the bus itself. The size of the bus would vary depending on demand.	Program will operate at a board approved direct operating cost recovery rate. Businesses, non-profit organizations, public agencies and other possible partnership would identify their transportation needs and work with Pierce Transit to partner in providing a level of services for their unmet need.
Service along Ruston Way	Begin a new route linking Downtown Tacoma with Point Defiance via Ruston Way, serving residences and retail at the Point Ruston development.	It would provide transit service along Tacoma's waterfront, offering the potential to reduce auto congestion in this busy corridor.
More Frequent Night Service On Route 1	Provide fifteen-minute weeknight headways until 9:00 p.m.	Because many patrons transfer from regional express service onto Route 1 in the evening, commute demands on this route extend beyond the traditional rush hours. This would provide services that address those demands.

BUSES:

Veh#	License #	VIN	Fuel Type	Engine Type	Year	Make	Model	Size	Comments
147	58105C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
148	69931C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
150	69408C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
151	69409C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
152	69410C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
153	57260C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
154	69411C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
155	57262C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
156	69932C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
157	69933C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
158	58108C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
159	69934C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
160	58109C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
161	57264C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
162	57265C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
163	69412C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
164	57267C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	

Appendix D - Inventories **2013**

165	69413C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
166	58110C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	40-feet	
167	64888C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
168	64871C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
169	64872C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
170	64879C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
171	64873C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
172	64880C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
173	64887C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
174	64881C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
175	64882C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
176	64886C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
177	64874C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
178	64875C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
179	64876C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
180	64885C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
181	64883C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
182	64877C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
183	64878C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	

Appendix D - Inventories **2013**

184	64884C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2002	New Flyer	C40LF	40-feet	
185	72922C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
186	72931C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
187	72932C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
188	72923C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
189	72919C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
190	72918C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
191	72917C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
192	72920C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
193	72921C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
194	72924C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
195	72925C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
196	72926C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
197	72927C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
198	72928C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
199	72933C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
200	72934C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
201	72935C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
202	72938C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	

Appendix D - Inventories **2013**

203	72936C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
204	72937C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2004	New Flyer	C40LF	40-feet	
205	75349C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
206	75350C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
207	75351C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
208	75352C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
209	75353C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
210	75354C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
211	75368C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
212	75355C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
213	75369C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
214	75370C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
215	76887C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
216	76888C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
217	76889C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
218	76890C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
219	76891C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
220	76892C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
221	76893C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	

Appendix D - Inventories **2013**

222	76894C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
223	76895C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
224	76896C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
225	77840C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
226	76897C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
227	76898C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
228	77841C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
229	77851C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C40LF	40-feet	
230	80845C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
231	80846C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
232	80847C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
233	80848C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
234	80849C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
235	80886C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
236	80887C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
237	80888C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
238	80889C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
239	80890C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2007	New Flyer	C40LFR	40-feet	
240	88329C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	

Appendix D - Inventories 2013

241	86100C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
242	88320C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
243	88321C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
244	88322C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
245	88323C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
246	88324C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
247	88325C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
248	88326C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
249	88327C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
250	88328C	██████████	CNG	Cummins 8.9L 280 HP ISL G (EGR)	2008	New Flyer	C40LFR	40-feet	
257	C67682	██████	Unleaded	6-cylinder, 404 cu in	1948	Fageol	Twin 41-S (FTC 404)	40-feet	model is FTC 404 (Fageol Twin Coach, 404 ci engine)
320	75339C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	Out of service for decomm 3/4/13
321	75340C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	
324	75343C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	
325	75344C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	
326	75345C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	
327	75346C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	
328	75347C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	
329	75348C	██████████	CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30-feet	

Appendix D - Inventories **2013**

501	94729C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
502	94730C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
503	94791C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
504	94792C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
505	94793C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
506	94794C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
507	94795C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
508	94796C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
509	94797C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2010	Gillig	G30D102N4	40-feet	
510	A4671C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2013	Gillig	G30D102N4	40-feet	
511	A4672C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2013	Gillig	G30D102N4	40-feet	
512	A4672C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2013	Gillig	G30D102N4	40-feet	
513	A4674C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2013	Gillig	G30D102N4	40-feet	
514	A46745C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2013	Gillig	G30D102N4	40-feet	
515	A4676C	██████████	Diesel	Cummins ISB 280 HP Hybrid-electric	2013	Gillig	G30D102N4	40-feet	

SHUTTLES:

Vehicle #	License #	VIN	Fuel Type	Engine Type	Year	Make	Model	Operated By	Notes
5005	RS08054	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5006	RS08055	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5008	RS08057	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5022	RS08068	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5023	RS08069	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5024	RS08070	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5029	RS08075	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5035	RS08079	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5039	RS08082	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5041	RS08084	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5044	RS08086	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5048	RS05390	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5050	RS05392	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5051	RS05409	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5052	RS05393	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5053	RS04911	██████████	Unleaded	10 cylinder	2004	Ford	E450	First Transit	
5054	RS05394	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5055	RS09893	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5056	RS05396	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	

Appendix D - Inventories **2013**

5057	RS05397	██████████	Unleaded	10 cylinder	2005	Ford	E450	PT	
5058	RS05407	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5059	RS05405	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5060	RS05406	██████████	Unleaded	10 cylinder	2005	Ford	E450	PT	
5061	RS05622	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5062	RS05623	██████████	Unleaded	10 cylinder	2005	Ford	E450	PT	
5063	RS05624	██████████	Unleaded	10 cylinder	2005	Ford	E450	PT	
5069	RS05630	██████████	Unleaded	10 cylinder	2005	Ford	E450	First Transit	
5071	RS08008	██████████	Unleaded	10 cylinder	2006	Ford	E450	First Transit	
5073	RS08010	██████████	Unleaded	10 cylinder	2006	Ford	E450	First Transit	
5075	RS08012	██████████	Unleaded	10 cylinder	2006	Ford	E450	First Transit	
5076	RS08013	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5077	RS08014	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5078	RS08015	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5079	RS06621	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5080	RS06622	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5081	RS06623	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5082	RS06624	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5083	RS06625	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5084	RS06626	██████████	Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5085	RS06627	██████████	Unleaded	10 cylinder	2007	Ford	E450	Not in Service	Will be going to First Transit

Appendix D - Inventories **2013**

5086	RS07172		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5087	RS07160		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5088	RS07185		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5089	RS07184		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5090	RS07171		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5091	RS07183		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5092	RS07182		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5093	RS07170		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5094	RS07169		Unleaded	10 cylinder	2007	Ford	E450	Not in Service	Will be going to First Transit
5095	RS07161		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5096	RS08592		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5097	RS07181		Unleaded	10 cylinder	2007	Ford	E450	First Transit	1/18/13 - Waiting for reassignment to FT
5098	RS07167		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5099	RS07180		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5100	RS07179		Unleaded	10 cylinder	2007	Ford	E450	First Transit	
5101	RS09666		Unleaded	10 cylinder	2012	Ford	E450	PT	
5102	RS09667		Unleaded	10 cylinder	2012	Ford	E450	PT	
5103	RS09668		Unleaded	10 cylinder	2012	Ford	E450	PT	
5104	RS09658		Unleaded	10 cylinder	2012	Ford	E450	PT	
5105	RS09659		Unleaded	10 cylinder	2012	Ford	E450	PT	
5106	RS09660		Unleaded	10 cylinder	2012	Ford	E450	PT	

Appendix D - Inventories **2013**

5107	RS09730		Unleaded	10 cylinder	2012	Ford	E450	PT	
5108	RS09669		Unleaded	10 cylinder	2012	Ford	E450	PT	
5109	RS09670		Unleaded	10 cylinder	2012	Ford	E450	PT	
5110	RS09731		Unleaded	10 cylinder	2012	Ford	E450	PT	
5111	RS09661		Unleaded	10 cylinder	2012	Ford	E450	PT	
5112	RS09732		Unleaded	10 cylinder	2012	Ford	E450	PT	
5113	RS09733		Unleaded	10 cylinder	2012	Ford	E450	PT	
5114	RS09734		Unleaded	10 cylinder	2012	Ford	E450	PT	
5115	RS09735		Unleaded	10 cylinder	2012	Ford	E450	PT	
5116	RS09662		Unleaded	10 cylinder	2012	Ford	E450	PT	
5117	RS09663		Unleaded	10 cylinder	2012	Ford	E450	PT	
5118	RS09664		Unleaded	10 cylinder	2012	Ford	E450	PT	
5119	RS09736		Unleaded	10 cylinder	2012	Ford	E450	PT	
5120	RS09737		Unleaded	10 cylinder	2012	Ford	E450	PT	
5121	RS09738		Unleaded	10 cylinder	2012	Ford	E450	PT	
5122	RS09665		Unleaded	10 cylinder	2012	Ford	E450	PT	
5123	RS09671		Unleaded	10 cylinder	2012	Ford	E450	PT	
5124	RS09739		Unleaded	10 cylinder	2012	Ford	E450	PT	
5125	RS09740		Unleaded	10 cylinder	2012	Ford	E450	PT	
5126	RS09741		Unleaded	10 cylinder	2012	Ford	E450	PT	
5127	RS09742		Unleaded	10 cylinder	2012	Ford	E450	PT	

5128	RS09914		Unleaded	10 cylinder	2012	Ford	E450	PT	
5129	RS09913		Unleaded	10 cylinder	2012	Ford	E450	PT	
5130	RS09912		Unleaded	10 cylinder	2012	Ford	E450	PT	
5131	RS09911		Unleaded	10 cylinder	2012	Ford	E450	PT	
5132	RS09910		Unleaded	10 cylinder	2012	Ford	E450	PT	
5133	RS09920		Unleaded	10 cylinder	2012	Ford	E450	PT	
5134	RS09919		Unleaded	10 cylinder	2012	Ford	E450	PT	
5135	RS09918		Unleaded	10 cylinder	2012	Ford	E450	PT	
5136	RS09917		Unleaded	10 cylinder	2012	Ford	E450	PT	
5137	RS09916		Unleaded	10 cylinder	2012	Ford	E450	PT	
5138	RS09915		Unleaded	10 cylinder	2012	Ford	E450	First Transit	
5814	RS07109		Unleaded	10 cylinder	2007	Ford	E450	PT (BusPlus)	
5815	RS07110		Unleaded	10 cylinder	2007	Ford	E450	PT (BusPlus)	

VANPOOL:

Agency Vehicle #	License #	VIN	Fuel Type	Engine Type	Year	Make	Model	Notes
4122	RS04658		Unleaded		2003	Chevrolet	Astro	
4127	RS04616		Unleaded		2003	Chevrolet	Astro	
4129	RS04614		Unleaded		2003	Chevrolet	Astro	
4132	RS04613		Unleaded		2003	Chevrolet	Astro	

Appendix D - Inventories **2013**

4139	RS04652		Unleaded		2003	Chevrolet	Astro	
4151	RS04709		Unleaded		2003	Ford	E350	
4165	RS04715		Unleaded		2003	Ford	E350	
5817	RS07112		Unleaded	10 cylinder	2007	Ford	E450	Formerly a Shuttle van/assigned to IT thru Jan 2013
5818	RS07113		Unleaded	10 cylinder	2007	Ford	E450	Formerly a Shuttle van
5819	RS07114		Unleaded	10 cylinder	2007	Ford	E450	Formerly a Shuttle van
7000	RS04933		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7001	RS04934		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7002	RS04945		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7003	RS04935		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7004	RS04936		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7005	RS04940		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7006	RS05035		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7007	RS04944		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7008	RS04937		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7009	RS04938		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7010	RS04942		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7011	RS04941		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7012	RS04943		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7013	RS04939		Unleaded	8 cylinder	2005	Dodge	Grand Caravan	
7014	RS07124		Unleaded	8 cylinder	2005	Ford	E350XL	Replaced plate # RS07027 11/07

Appendix D - Inventories **2013**

7015	RS05366	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7016	RS05353	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7017	RS05352	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7018	RS05351	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7019	RS05350	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7020	RS05349	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7021	RS05348	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7022	RS05347	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7023	RS05346	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7024	RS05345	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7025	RS05344	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7026	RS05343	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7027	RS05342	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7028	RS05382	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7029	RS05381	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7030	RS05380	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7031	RS05379	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7032	RS05378	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7033	RS05377	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7034	RS05376	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7035	RS07028	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	Replaced plate # RS05375 8/07

Appendix D - Inventories **2013**

7036	RS05374	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7037	RS07131	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	RS05373/RS07122 - damaged plate
7038	RS05372	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7039	RS05371	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7040	RS05369	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7041	RS05370	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7042	RS05368	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7043	RS05412	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7044	RS05413	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7045	RS05414	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7046	RS05415	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7047	RS05416	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7048	RS05417	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7049	RS05418	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7050	RS05419	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7051	RS05420	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7052	RS05421	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7053	RS05422	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7055	RS05424	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7056	RS05425	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7057	RS05426	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	

Appendix D - Inventories **2013**

7058	RS05427	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7059	RS05429	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7060	RS05428	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7061	RS05453	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7062	RS05452	██████████	Unleaded	8 cylinder	2005	Ford	E350XL	
7064	RS05656	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7065	RS05655	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7066	RS05654	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7067	RS05653	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7068	RS05652	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7069	RS05720	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7070	RS05651	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7071	RS05721	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7072	RS05722	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7073	RS05723	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7074	RS05650	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7075	RS05724	██████████	Unleaded	8 cylinder	2005	Chevrolet	3500	
7076	RS05735	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7077	RS05736	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7078	RS05737	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7079	RS05738	██████████	Unleaded	8 cylinder	2006	Ford	E350	

Appendix D - Inventories **2013**

7080	RS05739		Unleaded	8 cylinder	2006	Ford	E350	
7081	RS05740		Unleaded	8 cylinder	2006	Ford	E350	
7082	RS05741		Unleaded	8 cylinder	2006	Ford	E350	
7083	RS05742		Unleaded	8 cylinder	2006	Ford	E350	
7084	RS05743		Unleaded	8 cylinder	2006	Ford	E350	
7085	RS05744		Unleaded	8 cylinder	2006	Ford	E350	
7086	RS05725		Unleaded	8 cylinder	2006	Ford	E350	
7087	RS05726		Unleaded	8 cylinder	2006	Ford	E350	
7088	RS05727		Unleaded	8 cylinder	2006	Ford	E350	
7089	RS05728		Unleaded	8 cylinder	2006	Ford	E350	
7090	RS05729		Unleaded	8 cylinder	2006	Ford	E350	
7091	RS05730		Unleaded	8 cylinder	2006	Ford	E350	
7092	RS05731		Unleaded	8 cylinder	2006	Ford	E350	
7093	RS05732		Unleaded	8 cylinder	2006	Ford	E350	
7094	RS05733		Unleaded	8 cylinder	2006	Ford	E350	
7095	RS05734		Unleaded	8 cylinder	2006	Ford	E350	
7096	RS05782		Unleaded	8 cylinder	2006	Ford	E350	
7097	RS05747		Unleaded	8 cylinder	2006	Ford	E350	
7098	RS05748		Unleaded	8 cylinder	2006	Ford	E350	
7099	RS05749		Unleaded	8 cylinder	2006	Ford	E350	
7100	RS05750		Unleaded	8 cylinder	2006	Ford	E350	

Appendix D - Inventories **2013**

7101	RS05751		Unleaded	8 cylinder	2006	Ford	E350	
7102	RS05752		Unleaded	8 cylinder	2006	Ford	E350	
7103	RS05753		Unleaded	8 cylinder	2006	Ford	E350	
7104	RS05754		Unleaded	8 cylinder	2006	Ford	E350	
7105	RS05755		Unleaded	8 cylinder	2006	Ford	E350	
7106	RS05756		Unleaded	8 cylinder	2006	Ford	E350	
7107	RS05757		Unleaded	8 cylinder	2006	Ford	E350	
7108	RS05758		Unleaded	8 cylinder	2006	Ford	E350	
7109	RS05759		Unleaded	8 cylinder	2006	Ford	E350	
7110	RS05760		Unleaded	8 cylinder	2006	Ford	E350	
7111	RS05761		Unleaded	8 cylinder	2006	Ford	E350	
7112	RS05762		Unleaded	8 cylinder	2006	Ford	E350	
7113	RS05763		Unleaded	8 cylinder	2006	Ford	E350	
7114	RS05764		Unleaded	8 cylinder	2006	Ford	E350	
7115	RS05765		Unleaded	8 cylinder	2006	Ford	E350	
7116	RS05766		Unleaded	8 cylinder	2006	Ford	E350	
7117	RS05767		Unleaded	8 cylinder	2006	Ford	E350	
7118	RS06143		Unleaded	8 cylinder	2006	Ford	E350	
7119	RS06020		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7120	RS06021		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7121	RS06022		Unleaded	8 cylinder	2006	Ford	E3 Wagon	

Appendix D - Inventories **2013**

7122	RS06023		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7123	RS06024		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7124	RS06025		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7125	RS06026		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7126	RS06027		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7127	RS06028		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7128	RS06029		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7129	RS06030		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7130	RS06031		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7131	RS06032		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7132	RS06033		Unleaded	8 cylinder	2006	Ford	E3 Wagon	
7133	RS06142		Unleaded	8 cylinder	2006	Ford	E350	
7134	RS06141		Unleaded	8 cylinder	2006	Ford	E350	
7135	RS06140		Unleaded	8 cylinder	2006	Ford	E350	
7136	RS06139		Unleaded	8 cylinder	2006	Ford	E350	
7137	RS06138		Unleaded	8 cylinder	2006	Ford	E350	
7138	RS06137		Unleaded	8 cylinder	2006	Ford	E350	
7139	RS06136		Unleaded	8 cylinder	2006	Ford	E350	
7140	RS06135		Unleaded	8 cylinder	2006	Ford	E350	
7141	RS06134		Unleaded	8 cylinder	2006	Ford	E350	
7142	RS06133		Unleaded	8 cylinder	2006	Ford	E350	

Appendix D - Inventories **2013**

7143	RS06132	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7144	RS06131	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7145	RS06130	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7146	RS06129	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7147	RS06128	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7148	RS06358	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7149	RS06512	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7150	RS06357	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7151	RS06356	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7152	RS06355	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7153	RS06354	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7154	RS06353	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7155	RS06352	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7156	RS06351	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7157	RS06350	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7158	RS06349	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7159	RS06348	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7160	RS06347	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7161	RS06346	██████████	Unleaded	8 cylinder	2006	Ford	E350	
7162	RS06870	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7163	RS06882	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	

Appendix D - Inventories **2013**

7164	RS06891	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7165	RS06892	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7166	RS06871	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7167	RS06893	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7168	RS06872	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7169	RS06894	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7170	RS06873	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7171	RS06874	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7172	RS06895	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7173	RS06875	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7174	RS06896	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7175	RS06876	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7176	RS06877	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7177	RS06878	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7178	RS06897	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7179	RS06898	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7180	RS06879	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7181	RS06916	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7182	RS06917	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7183	RS06899	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7184	RS06918	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	

Appendix D - Inventories **2013**

7185	RS06880	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7186	RS06919	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7187	RS06900	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7188	RS06901	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7189	RS06881	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7190	RS06902	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7191	RS06903	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7192	RS06929	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7193	RS06930	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7194	RS06931	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7195	RS06932	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7196	RS06933	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7197	RS06934	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7198	RS06935	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7199	RS06936	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7200	RS06937	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7201	RS06938	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7202	RS06939	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7203	RS06940	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7204	RS06920	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7205	RS06904	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	

Appendix D - Inventories **2013**

7206	RS06905	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7207	RS06906	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7208	RS06907	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7209	RS06908	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7210	RS06909	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7211	RS06910	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7212	RS06911	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7213	RS06912	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7214	RS06921	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7215	RS06913	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7216	RS06914	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7217	RS06922	██████████	Unleaded	8 cylinder	2007	Chevrolet	EX/SV	
7218	RS07139	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7219	RS07138	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7220	RS07137	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7221	RS07136	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7222	RS07135	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7223	RS07134	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7224	RS07133	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7225	RS07132	██████████	Unleaded	8 cylinder	2008	Chevrolet	EX/SV	
7226	RS07027	██████████	Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	

Appendix D - Inventories **2013**

7227	RS07232		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7228	RS07233		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7229	RS07234		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7230	RS07235		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7231	RS07236		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7232	RS07237		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7233	RS07238		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7234	RS07239		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7235	RS07322		Unleaded	8 cylinder	2008	Ford	Econo XL S/D Wagon	
7236	RS07367		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7237	RS07368		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7238	RS07369		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7239	RS07370		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7240	RS07371		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7241	RS07372		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7242	RS07395		Unleaded	8 cylinder	2008	Ford	Wagon	
7243	RS07373		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7244	RS07374		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7245	RS07375		Unleaded	8 cylinder	2008	Ford	E3Wagon	
7246	RS07394		Unleaded	8 cylinder	2008	Ford	Wagon	
7247	RS07376		Unleaded	8 cylinder	2008	Ford	E3Wagon	

Appendix D - Inventories **2013**

7248	RS07377	██████████	Unleaded	8 cylinder	2008	Ford	E3Wagon	
7249	RS07540	██████████	Unleaded	8 cylinder	2008	Ford	Express Van	
7250	RS07541	██████████	Unleaded	8 cylinder	2008	Ford	Express Van	
7251	RS07542	██████████	Unleaded	8 cylinder	2008	Ford	Express Van	
7252	RS07543	██████████	Unleaded	8 cylinder	2008	Ford	Express Van	
7253	RS07544	██████████	Unleaded	8 cylinder	2008	Ford	Express Van	
7254	RS07545	██████████	Unleaded	8 cylinder	2008	Ford	Express Van	
7255	RS07546	██████████	Unleaded	8 cylinder	2008	Ford	Express Van	
7256	RS08275	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7257	RS08240	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7258	RS08222	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7259	RS08274	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7260	RS08241	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7261	RS08273	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7262	RS08252	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7263	RS08276	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7264	RS08253	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7265	RS08223	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7266	RS08197	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7267	RS08224	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7268	RS08198	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	

Appendix D - Inventories **2013**

7269	RS08254	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7270	RS08255	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7271	RS08199	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7272	RS08242	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7273	RS08243	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7274	RS08225	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7275	RS08277	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7276	RS08200	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7277	RS08201	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7278	RS08249	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7279	RS08202	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7280	RS08244	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7281	RS08272	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7282	RS08226	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7283	RS08227	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7284	RS08203	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7285	RS08204	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7286	RS08205	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7287	RS08245	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7288	RS08271	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7289	RS08270	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	

Appendix D - Inventories **2013**

7290	RS08269	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7291	RS08206	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7292	RS08268	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7293	RS08207	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7294	RS08267	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7295	RS08208	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7296	RS08209	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7297	RS08538	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7298	RS08211	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7299	RS08266	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7300	RS08257	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7301	RS08218	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7302	RS08219	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7303	RS08212	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7304	RS08213	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7305	RS08258	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7306	RS08259	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7307	RS08265	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7308	RS08260	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7309	RS08214	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7310	RS08215	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	

Appendix D - Inventories **2013**

7311	RS08246	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7312	RS08220	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7313	RS08264	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7314	RS08216	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7315	RS08247	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7316	RS08221	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7317	RS08248	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7318	RS08263	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7319	RS08261	██████████	Unleaded	8 cylinder	2010	Chevrolet	Express Van	
7320	RS09431	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7321	RS09432	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7322	RS09433	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7323	RS09434	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7324	RS09435	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7325	RS09436	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7326	RS09437	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7327	RS09438	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7328	RS09439	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7329	RS09440	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7330	RE09497	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7331	RS09442	██████████	Unleaded	8 cylinder	2012	Chevrolet	Express Van	

7332	RS09443		Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7333	RS09444		Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7334	RS09445		Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7335	RS09498		Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7336	RS09447		Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7337	RS09448		Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7338	RS09449		Unleaded	8 cylinder	2012	Chevrolet	Express Van	
7339	RS09450		Unleaded	8 cylinder	2012	Chevrolet	Express Van	

ADMIN & SUPERVISOR:

Agency Vehicle #	License #	VIN	Fuel Type	Engine Type	Year	Make	Model	Notes
55	36560C		Unleaded	6 cylinder	1995	Ford	Taurus Sedan	Admin/Relief
59	47578C		Unleaded	6 cylinder	1998	Ford	Taurus Sedan LX	Admin/Relief
60	47576C		Unleaded	6 cylinder	1998	Ford	Taurus Sedan LX	Admin/Relief
2250	71150C		Unleaded		2005	Dodge	Grand Caravan	Admin Vehicle
2251	71918C		Unleaded		2005	Ford	Taurus Wagon	Admin Vehicle
2252	71917C		Unleaded		2005	Ford	Taurus Wagon	Admin Vehicle
2253	71948C		Unleaded (hybrid)		2005	Toyota	Prius	Service Supervisor Vehicle
2254	71949C		Unleaded (hybrid)		2005	Toyota	Prius	Admin Vehicle
2255	71191C		Unleaded		2004	Chevrolet	Silverado 1500	Marketing

2256	77867C		Hybrid		2006	Toyota	Prius	Service Supervisor Vehicle
2257	77868C		Hybrid		2006	Toyota	Prius	Admin Vehicle
2258	80892C		Unleaded	8 cylinder	2007	Chevrolet	Express	Safety and Service Quality
2259	80993C		Unleaded		2007	Chevrolet	Van EX	Ops S & T
2260	85137C		Unleaded	6 cylinder	2007	Dodge	Caravan	Planning
2450	85118C		Unleaded	8 cylinder	2008	Ford	Expedition XLT	Public Safety
2451	94828C		Unleaded	4 cylinders	2010	Ford	Escape Hybrid	Public Safety
2452	94827C		Unleaded	4 cylinder	2010	Ford	Escape Hybrid	Public Safety
2453	94829C		Unleaded	4 cylinder	2010	Ford	Escape Hybrid	Public Safety
2500	71149C		Unleaded	6 cylinder	2005	Dodge	Grand Caravan	Supervisor
2501	74089C		Unleaded	6 cylinder	2005	Dodge	Grand Caravan	Safety - Accident Investigation
2502	74090C		Unleaded	6 cylinder	2005	Dodge	Grand Caravan	Supervisor
2506	76859C		Unleaded	8 cylinder	2006	Ford	E350	Supervisor
2507	76860C		Unleaded	8 cylinder	2006	Ford	E350	Supervisor
2508	76861C		Unleaded	8 cylinder	2006	Ford	E350	Supervisor (Shuttle)
2509	77728C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Supervisor
2510	77729C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Supervisor
2511	77730C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Supervisor
2512	92577C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Supervisor
2513	79480C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Supervisor
2514	79481C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Supervisor

Appendix D - Inventories **2013**

2515	89147C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Supervisor
2516	80808C		Unleaded	6 cylinder	2007	Dodge	Caravan	Supervisor
2517	80809C		Unleaded	6 cylinder	2007	Dodge	Caravan	Supervisor
2518	80810C		Unleaded	6 cylinder	2007	Dodge	Caravan	Supervisor
2519	80811C		Unleaded	6 cylinder	2007	Dodge	Caravan	Supervisor
2520	80812C		Unleaded	6 cylinder	2007	Dodge	Caravan	Supervisor
2521	85119C		Unleaded	6 cylinder	2008	Dodge	Grand Caravan SE	Relief Vehicle
2522	89148C		Unleaded (hybrid)	4 cylinders	2009	Ford	103 Escape Hybrid	Supervisor
2523	89149C		Unleaded (hybrid)	4 cylinders	2009	Ford	103 Escape Hybrid	Supervisor
2524	89180C		Unleaded (hybrid)	4 cylinders	2009	Ford	103 Escape Hybrid	Supervisor
2525	89182C		Unleaded (hybrid)	4 cylinders	2009	Ford	103 Escape Hybrid	Supervisor
2526	89181C		Unleaded (hybrid)	4 cylinders	2009	Ford	103 Escape Hybrid	Supervisor
2800	65067C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2801	65068C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2802	65054C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2803	65055C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2804	69816C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2805	69819C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2806	69817C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2807	69818C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2808	69945C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle

Appendix D - Inventories 2013

2809	69815C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2810	69802C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2811	69803C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2812	75238C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2813	69801C		Unleaded	6 cylinder	2006	Dodge	Grand Caravan	Relief Vehicle
2814	80813C		Unleaded	8 cylinder	2007	Dodge	Grand Caravan	Relief Vehicle
2815	80814C		Unleaded	8 cylinder	2007	Dodge	Grand Caravan	Relief Vehicle
2816	80829C		Unleaded	8 cylinder	2007	Dodge	Grand Caravan	Relief Vehicle
2817	80830C		Unleaded	8 cylinder	2007	Dodge	Grand Caravan	Relief Vehicle
2818	80831C		Unleaded	8 cylinder	2007	Dodge	Grand Caravan	Relief Vehicle
2819	80837C		Unleaded	6 cylinder	2007	Dodge	Grand Caravan SE	Relief Vehicle
4121	94060C		Unleaded		2003	Chevrolet	Astro	Planning
4125	94059C		Unleaded		2003	Chevrolet	Astro	Construction/Previously VP van
4131	94798C		Unleaded		2003	Chevrolet	Astro	Relief Vehicle
4418	65053C		Unleaded	6 cylinder	1997	Chevrolet	Astro	Relief Vehicle
4420	94728C		Unleaded	6 cylinder	1997	Chevrolet	Astro	Relief Vehicle
4649	61766C		Unleaded	CNG	2001	Dodge	Ram 2500	Service Impact
4653	65066C		Unleaded	32.2	2003	Dodge	Grand Caravan	Marketing
4659	69572C		Unleaded	8 cylinder	2003	Ford	Club Wagon E350	Marketing
X-45	97420C		N/A	N/A	2011	SKYWT		Public Safety, SkyWatch Tower Trailer

MAINTENANCE:

Vehicle #	License #	VIN	Fuel Type	Engine Type	Year	Make	Model	Notes
80	N/A	██████████	Diesel		2007	Hyster	Forklift	
81	N/A	██████████	CNG		1986	Tug	Tug	
82	N/A	██████████	CNG		1988	Yale	Forklift	
83	N/A	██████████	Unleaded		1988	Prime Mover	Electric Forklift	
84	N/A	██████████	Unleaded		Not in Spear	Tennant		Sweeper/Body Shop
86	N/A	██████████	N/A		1992	Lift-A-Lot	Electric	Scissor Lift
87	N/A	██████████	Unleaded		1992	Nissan		Forklift
95	C67824	██████████	N/A		1986	Wilson	Trailer	Utility
96	53584C	██████████	N/A		2000	Maxi	Trailer	Dump
660	69568C	██████████	Unleaded	CC25903	2003	Chevrolet	S-10	Facilities' Lead Truck
662	69562C	██████████	Unleaded	CC25903	2003	Chevrolet	C2500	Facilities pick up
663	69563C	██████████	Unleaded	CC25903	2003	Chevrolet	C2500	Facilities pick up
665	35421C	██████████	Diesel		1995	GMC	Topkick	Boom Truck
682	48615C	██████████	Unleaded	51.2	1998	Chevrolet	P30	Utility van
683	48614C	██████████	Unleaded	51.2	1998	Chevrolet	P30	Utility van
684	53539C	██████████	Unleaded		1999	Chevrolet	P30	Utility van
686	94711C	██████████	Diesel	175	2000	GMC	Sweeper	New Plate 10/6/10, Old Plate 50302C

Appendix D - Inventories **2013**

2000	71903C		Unleaded		2004	Ford	F-450 XL	Shop Truck
2001	71923C		Unleaded		2004	Ford	F-450 XL	Facilities flatbed
2002	71919C		Unleaded		2004	Chevrolet	C1500 Ext Cab Pickup	Facilities pick up
2003	71922C		Unleaded		2004	Chevrolet	C1500 Ext Cab Pickup	Facilities pick up
2005	71920C		Unleaded		2004	Chevrolet	C1500 Ext Cab Pickup	Facilities pick up
2006	74083C		Unleaded	44.8	2005	Chevrolet	C1500 Silverado	Facilities pick up
2007	75387C		Unleaded	8 cylinder	2005	Chevrolet	P31442	Utility van
2008	75386C		Unleaded	8 cylinder	2005	Chevrolet	P31442	Utility van
2009	74100C		Unleaded	44.8	2005	Chevrolet	Express	Warehouse
2010	79482C		Unleaded	8 cylinder	2007	Chevrolet	C1500 Ext Cab Pickup	Facilities pick up
2011	80840C		Unleaded	8 cylinder	2007	Ford	Econoline Van	Facilities
2012	80836C		Unleaded	8 cylinder	2007	Chevrolet	Silverado 1500	Facilities pick up
2013	85114C		Unleaded	10 cylinder	2008	Ford	F350	Facilities flatbed truck/pressure washer
2014	85111C		Unleaded	10 cylinder	2008	Ford	F450	Facilities flatbed truck
2015	85112C		Unleaded	10 cylinder	2008	Ford	F350	Facilities flatbed truck/pressure washer
2020	85113C		Unleaded	8 cylinders	2008	Ford	E350 Econoline	Facilities
2021	85116C		Unleaded	10 cylinder	2008	Ford	F350	Facilities flatbed truck/pressure washer
2022	85115C		Unleaded	8 cylinder	2008	Ford	F150PU Supercab	Facilities pick up
2023	94718C		Unleaded		2011	Ford	F3D	ST Service Truck
2024	A2904C		Unleaded	6 cylinder	2012	Chevrolet	Silverado w/ Service Body	ST Service Truck
2504	74092C		Unleaded	6 cylinder	2005	Dodge	Grand Caravan	Radio Shop

Appendix D - Inventories **2013**

4124	94061C		Unleaded		2003	Chevrolet	Astro	
4137	94058C		Unleaded		2003	Chevrolet	Astro	Maintenance lot/drug testing transport vehicle
4419	97356C		Unleaded	6 cylinder	1997	Chevrolet	Astro Van	Maintenance lot vehicle
4590	85117C		Unleaded	8 cylinder	2007	Ford	E3Wagon	Spill Response Vehicle
4658	69571C		Unleaded	8 cylinder	2003	Ford	Club Wagon E351	Warehouse

RESERVE:

Agency Vehicle #	License #	VIN	Fuel Type	Engine Type	Year	Make	Model	Size	Date	Notes
322	75341C		CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30 ft. low floor	1/4/13	Taken out of service for engine repairs, Jan '13
323	75342C		CNG	Cummins 8.3L 280 HP C Plus	2005	New Flyer	C30LF	30 ft. low floor	1/4/13	Decision on surplusing pending
5814	RS07109		Unleaded	10 cylinder	2007	Ford	E450	PT (BusPlus)		
5815	RS07110		Unleaded	10 cylinder	2007	Ford	E450	PT (BusPlus)		
8018	94533C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8020	94535C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8021	94536C		Diesel		1999	Gillig	Phantom	40-ft	8/28/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8023	99614C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8024	99615C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8025	99616C		Diesel		1999	Gillig	Phantom	40-ft	8/15/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8028	99617C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12

Appendix D - Inventories **2013**

8029	99618C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8031	52080C		Diesel		1999	Gillig	Phantom	40-ft	8/30/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8032	99619C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8033	99620C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8034	99621C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8035	52084C		Diesel		1999	Gillig	Phantom	40-ft	6/20/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8043	99622C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8044	99623C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8055	99624C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8056	99625C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8057	99626C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8059	52200C		Diesel		1999	Gillig	Phantom	40-ft	9/8/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8063	53204C		Diesel		1999	Gillig	Phantom	40-ft	8/9/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8066	53316C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8068	99628C		Diesel		1999	Gillig	Phantom	40-ft	9/12/12	Tx from ST 11/10/11, New regs 12/14, Title 1/19/12
8069	53319C		Diesel		1999	Gillig	Phantom	40-ft		Tx from ST 11/10/11, New regs 12/14, Title 1/19/12

SURPLUSED:

Vehicle #	License #	VIN	Fuel Type	Engine Type	Year	Make	Model	Date Surplused	Comments
140	48692C	██████████	CNG	Cummins 8.3L 275 HP C	1998	New Flyer	C40LF	3/11/2013	
141	48693C	██████████	CNG	Cummins 8.3L 275 HP C	1998	New Flyer	C40LF	3/11/2013	
142	48681C	██████████	CNG	Cummins 8.3L 275 HP C	1998	New Flyer	C40LF	3/11/2013	
143	48680C	██████████	CNG	Cummins 8.3L 275 HP C	1998	New Flyer	C40LF	3/11/2013	
144	69930C	██████████	CNG	Cummins 8.3L 275 HP C	1998	New Flyer	C40LF	3/11/2013	Parts bus
145	48695C	██████████	CNG	Cummins 8.3L 275 HP C	1998	New Flyer	C40LF	3/11/2013	
146	57254C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF	3/11/2013	
149	57256C	██████████	CNG	Cummins 8.3L 275 HP C	2000	New Flyer	C40LF		
305	69990C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
306	69977C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
307	69978C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
308	69989C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
309	69988C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
310	69987C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
311	69986C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
312	69985C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
313	69984C	██████████	CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	

Appendix D - Inventories **2013**

314	69983C		CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
315	69982C		CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
316	69981C		CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
317	69993C		CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
318	69980C		CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
319	69979C		CNG	Cummins HP C+	2004	New Flyer	C30LF	3/11/2013	
661	69561C		Unleaded	CC25903	2003	Chevrolet	C2500	4/25/2013	
4651	65060C		Unleaded	32.2	2003	Dodge	Grand Caravan	4/25/2013	
4652	65065C		Unleaded	32.2	2003	Dodge	Grand Caravan	4/25/2013	
4654	65061C		Unleaded	32.2	2003	Dodge	Grand Caravan	4/11/2013	
4655	65062C		Unleaded	32.2	2003	Dodge	Grand Caravan	4/11/2013	
4656	65063C		Unleaded	32.2	2003	Dodge	Grand Caravan	4/11/2013	
4657	65064C		Unleaded	32.2	2003	Dodge	Grand Caravan	4/25/2013	
5001	RS08050		Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	
5003	RS08052		Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	
5007	RS08056		Unleaded	6.8 10 cylinder	2004	Ford	E450	3/11/2013	
5009	RS08058		Unleaded	6.8 10 cylinder	2004	Ford	E450	3/11/2013	
5010	RS08059		Unleaded	6.8 10 cylinder	2004	Ford	E450	3/11/2013	
5011	RS08060		Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	
5012	RS08061		Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	
5013	RS08062		Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	

Appendix D - Inventories **2013**

5014	RS08063	██████████	Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	
5015	RS08090	██████████	Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	
5016	RS08064	██████████	Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	
5020	RS05897	██████████	Unleaded	10 cylinder	2004	Ford	E450		
5025	RS08071	██████████	Unleaded	10 cylinder	2004	Ford	E450	4/25/2013	
5031	RS08077	██████████	Unleaded	10 cylinder	2004	Ford	E450	4/19/2013	
5032	RS07993	██████████	Unleaded	10 cylinder	2004	Ford	E450		
5038	RS08081	██████████	Unleaded	10 cylinder	2004	Ford	E450	4/11/2013	
5042	RS05359	██████████	Unleaded	10 cylinder	2004	Ford	E450	3/11/2013	To auction 4/19/13
5065	RS05626	██████████	Unleaded	10 cylinder	2005	Ford	E450	3/11/2013	
5067	RS05628	██████████	Unleaded	10 cylinder	2005	Ford	E450	4/3/2013	Sold to Link 4/23/13
5800	RS05746	██████████	Unleaded	10 cylinder	2005	Ford	E450	3/11/2013	
5810	RS07106	██████████	Unleaded	10 cylinder	2007	Ford	E450	3/11/2013	
5811	RS07107	██████████	Unleaded	10 cylinder	2007	Ford	E450	3/11/2013	
5812	RS07123	██████████	Unleaded	10 cylinder	2007	Ford	E450	3/11/2013	
5816	RS07111	██████████	Unleaded	10 cylinder	2007	Ford	E450	3/11/2013	
7054	RS05423	██████████	Unleaded	8 cylinder	2005	Ford	E350XL		
9039	52107C	██████████	Diesel		1999	Gillig	Phantom		
9040	99611C	██████████	Diesel		1999	Gillig	Phantom		
9041	99612C	██████████	Diesel		1999	Gillig	Phantom		
9042	99613C	██████████	Diesel		1999	Gillig	Phantom		

**Public Transportation
Management System
Owned Equipment Inventory**

Agency/Organization: Pierce Transit

Date: June 3, 2013

Equipment Code and Description		Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement* Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	09 / Chassis Dynamometer	82	7	8	\$184,240	
2.	04 / Mobile Communicaitons System	90	0	10	\$10,000,000	
3.	04 / Financial Management Software	82	4	6	\$2,204,918	
4.	04 / Adept SHUTTLE Software	70	2	8	\$1,085,036	
5.	04 / Regional Trip Planning System	72	5	5	\$697,712	
6.	04 / Scheduling System	73	8	2	\$389,002	
7.	04 / Fleetwatch	85	3	7	\$183,422	
8.	04 / Highline Payroll System	72	6	4	\$150,046	
9.						
10.						
11.						

12.

**Public Transportation Management System
Owned Facility Inventory**
Agency/Organization: Pierce Transit

Date: 3-June-13

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	06	Commerce Transit Center	55	19	10	\$14,559,289	Contains a Bus Shop
2.	06	South Hill Transit Center	92	7	18	\$2,750,000	
3.	06	TCC Transit Center	30	27	6	unknown	Owned by TCC
4.	06	Tacoma Dome Station Ph1	80	12	35	\$26,644,500	
5.	06	Tacoma Dome Station Ph2	90	8	39	\$26,644,500	Contains a Bus Shop
6.	06	Lakewood Mall Transit Center	50	17	10	\$2,750,000	
7.	06	72nd St Transit Center	70	14	11	\$2,750,000	
8.	06	Parkland Transit Center	30	29	9	\$2,500,000	
9.	06	Tacoma Mall Transit Center	30	27	4	\$2,332,745	Owned by Tacoma Mall
10.	09	Purdy Park & Ride	60	21	10	\$2,300,827	Owned by WSDOT
11.	09	Kimball Dr Park & Ride	92	7	18	unknown	Owned by TPU

12.	09	Narrows Park & Ride	30	27	4	\$2,393,650	Owned by WSDOT
13.	09	Bonney Lake Park & Ride	92	7	15	\$2,750,000	
14.	09	SR 512 Park & Ride	40	18	6	\$1,126,818	Owned by WSDOT
15.	10	Base Bldg 4	30	21	5	\$6,393,721	
16	10	Base Bldg 5	94	3	20	\$5,351,502	Contains a Bus Shop
17	11	Base Bldg 1	31	20	4	\$15,930,487	
18	17	Pt Defiance Intermodal Facility	55	22	8	\$1,874,788	Owned by Metro Parks
20	21	Base Bldg 2	50	22	5	\$904,198	
21	21	Base Bldg 3	50	21	5	\$1,008,871	
22	21	CNG Refueling Station	35	14	5	\$3,750,000	

* Replacement costs are estimates only based on available data.

Action Agenda

FACT SHEET

TITLE: Authority for Chief Executive Officer to Execute an Interlocal Agreement for Gig Harbor Trolley Demonstration Project with City of Gig Harbor

DIVISION: Executive

ORIGINATOR: Tina Lee, Service Innovation Administrator

PRECEDING ACTION: 2013 Budget

COORDINATING DEPARTMENT: Executive

APPROVED FOR SUBMITTAL:

Chief Financial Officer

APPROVED FOR AGENDA:

Chief Executive Officer

ATTACHMENTS:

Exhibit A, Project Overview
Exhibit B, Proposed Resolution
Exhibit C, Proposed Interlocal Agreement

BUDGET INFORMATION

2013 Budget Amount
\$257,257

Required Expenditure
\$257,257

Impact
(\$41,161)

Explanation: The budget impact represents 1,762 service hours for the three month demonstration period. Service hours will be utilized from un-programmed available service hours. \$41,161 partnership funds will support the demonstration project.

BACKGROUND: The Gig Harbor Trolley Demonstration project was authorized by the Executive/Finance Committee on June 20, 2013. The demonstration project was established in response to the Board of Commissioners' request for innovative service solutions tailored to community needs. The trolley project is a rapid-response pilot project initiated by the Business Development Department (BDD). The project allows Pierce Transit and the community the opportunity to test and evaluate the circulator route for effectiveness, efficiency, and longer-term sustainability.

A Community Investment Team (CIT), parties having a vested interest in the success of the project, is comprised of the City of Gig Harbor, Gig Harbor Chamber of Commerce, Uptown Gig Harbor merchants, and Gig Harbor Downtown Waterfront Alliance. The CIT will guide the design of the service innovation,

FACT SHEET
PAGE 2

partner on critical needs that must be met to deliver service (*e.g., funding, marketing, service routing*), and establish a clear scope for the demonstration project and evaluation of the project.

The CIT will also contribute partnership funds toward the project equal to approximately 16% of the cost to operate the demonstration service or \$41,161. As a partner in the CIT, the City of Gig Harbor is providing outreach and marketing support to promote the demonstration service. The City of Gig Harbor Council also approved partnership funds of \$10,000 toward the project. Two other partners, the Uptown Gig Harbor merchants and the Gig Harbor Chamber of Commerce, have each committed contributing \$10,000 toward the demonstration. The City will function as the fiscal agent for the partners via this Interlocal Agreement with Pierce Transit.

The Gig Harbor CIT is specifically interested in tourism, community engagement, reduced congestion and new ridership opportunities associated with offering Trolley service. The Gig Harbor Trolley Demonstration will provide a local, community-oriented transit option that connects downtown Gig Harbor to Uptown during the City's peak summer season when the City hosts large numbers of visitors and residents at its local events and has the least amount of public parking available downtown.

The Gig Harbor Trolley Demonstration will provide trolley service in Gig Harbor along a select route for three months from July 9, 2013, to September 28, 2013. Two trolleys have been leased to support the service and two Pierce Transit 30-foot buses will be painted to simulate the look of the trolleys and will be available as back-up vehicles. The proposed trolley route will operate every 30 minutes with a scheduled connection to local fixed route service at the Kimball Park and Ride. At the end of this pilot project, the CIT will evaluate the project based on the evaluation criteria agreed to prior to implementing the service to determine whether the service should continue.

For a very small investment of dollars, Pierce Transit has the opportunity to test this new rapid-design service innovation concept in preparation for reaching out to other communities in the PTBA. The historic feel and details of the trolley provide aesthetic appeal to tourists and locals for whom public transit is a choice, as well as for those who are transit dependent. As such, the trolley has the potential of reducing congestion by increasing ridership among choice riders who might otherwise use their personal vehicles. If the trolley demonstration project is successful, it could be a template for successful application in other parts of the Pierce Transit PTBA.

ALTERNATIVE: Do not approve the Interlocal Agreement with City of Gig Harbor approving partnership fund contributions toward the demonstration project.

RECOMMENDATION:

MOVE TO: Approve Resolution No. 13-018, authorizing execution of Interlocal Agreement for Gig Harbor Trolley Demonstration Project with City of Gig Harbor.

Gig Harbor Trolley Demonstration Project



Project Overview

What: A limited duration demonstration project supported by a local Community Investment Team (CIT) that includes community partners who bring the financial and relational capital that make the project possible in a reduction environment.

When: July 9 – September 28, 2013

Where: Loop connecting downtown waterfront with uptown shopping area, connecting with Route 100 at Kimball Park & Ride.

How: Agency staff and community partners are in the process of designing all aspects of this demonstration project.

Why: The Gig Harbor Trolley would provide a local, community-oriented transit option that connects downtown Gig Harbor to uptown during the City's peak summer season. It has the potential of reducing congestion by increasing ridership among choice riders who might otherwise use their personal vehicles.

What else: Upon demonstration completion, the CIT will measure the project's performance against pre-determined criteria, and decide if it is a viable option for the future. If the Trolley demonstration project is effective, it could be a template for successful application in other parts of the Pierce Transit PTBA.



Project Partners

- Pierce Transit
- City of Gig Harbor
- Gig Harbor Chamber of Commerce
- Downtown Waterfront Alliance
- Uptown Gig Harbor Merchants



Service Overview

Span of Service	T, F, SAT: 9 AM – 9:30 PM M, W, TH: 11 AM – 7:30 PM SUN: 10 AM – 6:30 PM
Frequency	30 minutes
Route	Loop connecting downtown waterfront with uptown shopping area. Kimball Park & Ride is connector to Route 100.
Fares	\$0.25 Adults (ages 19 and up) and Youth (ages 6 - 18) FREE for children age five and under FREE for seniors and disabled with valid Regional Reduced Fare Permit* ORCA CARDS may be used; just show your driver Valid monthly PT SHUTTLE passes, Class Passes and One Ride Tickets will also be honored for fare payment Drivers do not carry change. Valid transfers will be accepted but not issued.
Equipment	Two trolleys as primary vehicles; two 30' "trolley buses" as back-ups.
Other	Will allow dogs on trolleys.

RESOLUTION NO. 13-018

A RESOLUTION of the Board of Commissioners of Pierce Transit Authorizing
Execution of Interlocal Agreement for Gig Harbor Trolley
Demonstration Project with City of Gig Harbor

WHEREAS, the Pierce Transit Executive/Finance Committee authorized the Gig Harbor Trolley
Demonstration Project, attached hereto as Exhibit A, at their June 20, 2013 meeting; and

WHEREAS, a Gig Harbor Community Investment Team (CIT) has formed to guide design of the
service, partner on critical needs and establish the scope of the demonstration project; and

WHEREAS, the CIT will contribute partnership funds toward the project equal to approximately
16% of the cost to operate the demonstration service or \$41,161; and

WHEREAS, to date three partners, Uptown Gig Harbor merchants, Gig Harbor Chamber of
Commerce, and City of Gig Harbor, have expressed willingness to contribute \$10,000 each in
partnership funds; and

WHEREAS, the City of Gig Harbor is willing to function as the fiscal agent for the partners; and

WHEREAS, the Interlocal Agreement for Gig Harbor Trolley will establish the details of the Gig
Harbor Trolley Demonstration Project and provide a mechanism for Pierce Transit to invoice the City
of Gig Harbor for the partnership funds.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as follows:

Section 1. The Chief Executive Officer is hereby authorized to execute Interlocal
Agreement for Gig Harbor Trolley Demonstration Project, attached hereto as Exhibit B, between the City
of Gig Harbor and Pierce County Public Transportation Benefit Area.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof
held on the 8th day of July, 2013.

Marilyn Strickland, Chair
Board of Commissioners

ATTEST:

Deanne Jacobson, CMC
Clerk of the Board

**Interlocal Agreement for Gig Harbor Trolley Demonstration Project
Between the City of Gig Harbor and Pierce County Public Transportation Benefit
Area**

Pursuant to Ch. 39.34 RCW, this interlocal agreement (“Agreement”) is made by and between Pierce County Public Transportation Benefit Area (“Pierce Transit”) and the City of Gig Harbor (“Gig Harbor”), a Washington municipal corporation, all of which entities may be referred to hereinafter individually as “Party” or collectively as the “Parties.”

RECITALS

Whereas, Pierce Transit and Gig Harbor have identified a need for a tailored trolley service within Gig Harbor; and

Whereas, the Parties desire to enter into a three (3) month agreement to provide such transit service as a demonstration project in 2013; and

Whereas, the Pierce Transit Board of Commissioners Executive Finance Committee approved this as an immediate demonstration project at their June 20, 2013 meeting, subject to the agreement and execution of Gig Harbor;

Now therefore the Parties agree as follows, incorporating by reference the above Recitals:

1. PURPOSE OF AGREEMENT

- 1.1 The purpose of this Agreement is to enter into a mutually beneficial contractual relationship to provide demonstration trolley service in Gig Harbor. Such service is described in Attachment A to this contract and is referred to herein as the Project. Attachment A is incorporated herein and made a part of this Agreement by this reference.
- 1.2 This Agreement establishes the responsibilities of the Parties in relation to the Project, including methods for financing, implementing, improving and terminating the Project.

2. PIERCE TRANSIT’S RESPONSIBILITIES

- 2.1 Pierce Transit will provide and maintain the vehicles and operate the service as described in Attachment A.
- 2.2 Pierce Transit will pay the financial share as described in Attachment A.
- 2.3 Pierce Transit will provide the demonstration trolley service as described in Attachment A.

3. GIG HARBOR’S RESPONSIBILITIES

- 3.1 Gig Harbor will pay the financial share as described in Attachment A.
- 3.2 Gig Harbor will provide the transit service enhancements as described in Attachment A.

4. COST OF SERVICE

The estimated cost of service is based a cost per service hour using Pierce Transit's cost allocation model and uses service hours for the duration of the demonstration project as outlined in Exhibit 1 to Attachment A.

5. PERIOD OF AGREEMENT

This Agreement covers the time period when the Project service commences on July 9, 2013 and runs through September 28, 2013.

6. INVOICES/PAYMENT PROCEDURES

- 6.1 Pierce Transit will invoice Gig Harbor for their financial payment, for the transit service provided for herein. Billing will be based on 16% of the costs of the service as described in Attachment A.
- 6.2 The total service costs based on scheduled service hours is shown in Attachment A.
- 6.3 Gig Harbor shall make payment within thirty (30) days after receipt of an invoice.
- 6.4 In kind donations are considered above and beyond the 16% of the estimated costs and will not be considered as partial payment of this cost.

8. INDEMNIFICATION AND LEGAL RELATIONS

- 8.1 It is understood and agreed that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other person or entity. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one Party or its contractors or subcontractors shall be deemed, or represent themselves to be, employees, agents, contractors or subcontractors of the other Party.
- 8.2 Each Party shall comply, and shall ensure that its contractors and subcontractors, if any, comply with all federal, state and local laws, regulations, and ordinances applicable to the work and services to be performed under this Agreement.
- 8.3 Each Party shall defend, indemnify and hold harmless the other Party, its elected officials, officers, officials, employees and agents while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages, arising out of or in any way resulting from each Party's own sole or proportionate concurrent negligent acts or omissions or the performance of this Agreement. Each Party agrees that it is fully responsible for the acts and omissions of

its own subcontractors, their employees and agents, acting within the scope of their employment as such, as it is for the acts and omissions of its own employees and agents. Each Party agrees that its obligations under this provision extend to any claim, demand, and/or cause of action brought by or on behalf of any of its employees or agents. The foregoing indemnity is specifically and expressly intended to constitute a waiver of each Party's immunity under Washington's Industrial Insurance Act, RCW Title 51, as respects the other Party only, and only to the extent necessary to provide the indemnified Party with a full and complete indemnity of claims made by the indemnitor's employees. The Parties acknowledge that these provisions were specifically negotiated and agreed upon by them.

- 8.4 Each Party's rights and remedies in this Agreement are in addition to any other rights and remedies provided by law or in equity.
- 8.5 This Agreement shall be interpreted in accordance with the laws of the State of Washington. The Superior Court of Pierce County, Washington or the United States District Court of the Western District of Washington, located in Tacoma, Washington, shall have jurisdiction and venue, as provided by law, over any legal action arising under this Agreement.
- 8.6 The provisions of this section shall survive any termination of this Agreement.

9. CHANGES AND MODIFICATIONS

This Agreement may be amended or modified only by prior written agreement signed by the Parties hereto.

10. TERMINATION OF AGREEMENT

- 10.1 Any of the Parties may terminate this Agreement, in whole or in part, for any reason provided, however, that insofar as practicable, the Party terminating the Agreement will give not less than fourteen (14) calendar days prior notice to non-terminating Party. Such termination shall be by written notice delivered by certified mail, return receipt requested, of intent to terminate.
- 10.2 If Gig Harbor terminates, Gig Harbor will pay Pierce Transit the full financial obligation as described in Attachment A to offset the startup and operation costs for the demonstration.

11. FORCE MAJEURE

Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control, including, but not limited to: any incidence of fire, flood, earthquake or acts of nature; strikes or labor actions; commandeering material, products, or facilities by the federal, state or local government; and/or national fuel shortage; when satisfactory evidence of such cause is presented to the other Party, and provided further that such non-performance is beyond the control and is not

due to the fault or negligence of the Party not performing. In no event, however, shall this provision eliminate the obligation to make payment to Pierce Transit for work performed in accordance with this Agreement.

12. WAIVER OF DEFAULT

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless stated to be such in writing, signed by authorized Parties and attached to this Agreement.

13. ASSIGNMENT

This Agreement shall be binding upon the Parties, their successors, and assigns; provided, however, that neither Party shall assign nor transfer in any manner any interest, obligation or benefit of this Agreement without the other's prior written consent.

14. NO THIRD PARTY BENEFICIARIES

Nothing in this Agreement, express or implied, is intended to confer on any person or entity other than the Parties hereto and their respective successors and assigns any rights or remedies under or by virtue of this Agreement.

15. MUTUAL NEGOTIATION AND CONSTRUCTION

This Agreement and each of the terms and provisions hereof shall be deemed to have been explicitly negotiated between, and mutually drafted by, the Parties, and the language in all parts of this Agreement shall, in all cases, be construed according to its fair meaning and not strictly for or against either Party.

16. ALL TERMS AND CONDITIONS

This Agreement merges and supersedes all prior negotiations, representations and agreements between the Parties related to the subject matter hereof and constitutes the entire agreement between the Parties. This Agreement may be amended only by written agreement of the Parties.

This Agreement contains all the terms and conditions agreed upon by the Parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the Parties hereto.

17. CONTACT PERSONS

The Parties shall designate a contact person for purposes of sending inquiries and notices regarding the execution and fulfillment of this Agreement.

	City of Gig Harbor
Contact Name	Denny Richards
Organization	City of Gig Harbor
Title	City Administrator
Address	3510 Grandview Street Gig Harbor, WA 98355
Telephone	(253) 851-6127
Fax	(253) 853-7597
E-Mail	richardsd@cityofgigharbor.net

	Pierce Transit
Contact Name	Tina Lee
Title	Service Innovation Administrator
Address	PO Box 99070 Lakewood, WA 98496
Telephone	253-589-6887
Fax	253-581-8075
E-Mail	tlee@piercettransit.org

Each Party warrants and represents that its execution of this Agreement has been authorized by its governing body.

18. **Effective Date.** This Agreement shall take effect when it is signed by all the Parties hereto.

IN WITNESS WHEREOF the Parties hereto have executed this Agreement on the _____ day of _____, 2013.

CITY OF GIG HARBOR

PIERCE TRANSIT

By:

By:

Lynne Griffith

Title:

Title: Chief Executive Officer

Date:

Date:

Attachment A
Direct Financial Partnership Scope of Work
Gig Harbor Trolley Demonstration Project
City of Gig Harbor
Pierce Transit

I. Monetary Contributions: Monetary contributions are defined in Exhibit 1 to this Attachment A and are described below:

A. The actual costs the Parties shall pay pursuant to this Agreement shall be determined in accordance with Section 6 of this Agreement.

B. Gig Harbor agrees to pay sixteen percent (16%) of all start-up and service costs. Pierce Transit will pay the remaining eighty-four percent (84%) of all start-up and service costs.

Based on Exhibit 1, Gig Harbor's estimated cost is \$41,161. Pierce Transit's estimated cost is \$216,096. These financial obligations will be for service and vehicles on a trolley demonstration service as defined in Service Description of this Attachment A.

If actual costs exceed the agreed upon hours of operations and frequency in Exhibit 1, Pierce Transit will be liable for the higher cost as long as the service provided does not change from the service schedule and hours proposed in Exhibit 1.

II. Transit Service Enhancements

A. Gig Harbor:

1. Outreach, Promotion & Marketing

- a) Gig Harbor's Marketing Director will be an active participant in the Marketing Sub Group team meeting weekly prior to trolley start up on July 9.
- b) Gig Harbor will provide Pierce Transit script for trolley operator training that highlights points of interest along trolley route.
- c) Gig Harbor will distribute leaflets prepared by Marketing Sub Group at concerts at Skanski Park at the July 2, 2013 concert.
- d) Gig Harbor will send trolley information via City of GH e-news distribution.

- e) Gig Harbor will plan and coordinate details for the Trolley Kick-off Event scheduled for July 9 at Skanski Park.

2. Special Event Traffic:

- a) Gig Harbor will provide detour routes and aid trolley and trolley bus access around special events occurring during the demonstration period.

3. Bus Stop Signs:

- a) Gig Harbor will provide permitting for bus stop signs for the project.

B. Pierce Transit:

1. Outreach, Promotion & Marketing:

- a) Pierce Transit will advertise the demonstration summer trolley service via its normal marketing channels, and will include the service information in Pierce Transit rider alert timetables and on Pierce Transit's Web site.

2. Bus Stops:

- a) Pierce Transit will locate and install bus stop signs. Pierce Transit will maintain bus stop areas.

III. Service Description

The Summer Trolley Demonstration, PT Trolley – Get Around Gig Harbor! will connect the historic downtown waterfront district to the Uptown shopping district and provide a connection at the Kimball Park and Ride to provide access to other Pierce Transit and Sound Transit routes. Trolley service is a tailored transit solution that will aid in Gig Harbor's unique transportation challenges. The PT Trolley will help reduce congestion in downtown, connect the downtown and uptown districts and renew interest in public transportation. PT Trolley service will offer trips every 30 minutes beginning at 11:00 a.m. to 7:30 p.m. Mondays, Wednesdays, and Thursdays, with extended service to 9:30 p.m. on Tuesdays and Fridays. Saturday service will operate from 9:00 am – 9:30 pm. Sunday service will operate from 10:00 am – 6:30 pm.

IV. Service Duration

Service under this Agreement shall commence on July 9, 2013 and terminate on September 28, 2013. It is understood that this is a demonstration project only. A new agreement may be executed if the decision is made to make this a regular service in Gig Harbor.

V. Service Cost Estimate

The estimated cost is a planning level estimate based on the hours and miles identified on the spreadsheet attached hereto as Exhibit 1 entitled "Preliminary Cost Estimate" which is incorporated into and made a part of this Agreement by this reference. The actual hours and miles needed to operate the service is determined by Pierce Transit during the scheduling of the service prior to implementation. The actual start up and operating costs may be higher or lower than the estimate provided in Exhibit 1. The Parties agree that Pierce Transit will retain fare box revenue and such agreement is reflected in Exhibit 1.

Below are assumptions that serve as the basis of the service cost proposal:

- Total demonstration service hours: 1,762
- Demonstration three-month cost: \$257,257
- Gig Harbor's estimated share of demonstration cost: Sixteen Percent (\$41,161)
- Pierce Transit's estimated share of demonstration cost: Eighty-Four Percent (\$216,096)

- The cost of service will be determined solely by Pierce Transit's marginal cost rate 2013 and demonstration trolley startup costs including trolley lease cost, trolley and trolley bus graphics and preparation, trolley bus stop signage.
- Pierce Transit will retain all fare box revenue.

Exhibit 1 Gig Harbor Trolley Demonstration Proposal



Service Span:	July 9, 2013 - September 28, 2013	
Days of Service:	82	
Hours of Operations:	Tuesday, Friday	11:00 am - 9:30 pm
	Saturday	9:00 am - 9:30 pm
	Sunday	10:00 am - 6:30 pm
	Monday, Wednesday, Thursday	11:00 am - 7:30 pm

Service Frequency: 30 minutes

Proposed Service Hours: 1,762

Cost Per Service Hour:

Pierce Transit Marginal Cost Rate 2013

\$ 103

Start up Costs Per Service Hour

\$ 43

(Trolley Start Up Costs Divided by Service Hour)

Demonstration Cost Per Service Hour

\$ 146

Proposed Service Cost

\$ 257,257

Service Hours x Cost Per Service Hour

Partnership Investment Funds

Pierce Transit Farebox Recovery Rate 16%

2012 System Average

Minimum Partnership Investment **\$41,161**

Trolley Start Up Costs

Trolley Lease Cost	\$ 63,280.00
Trolley & Trolley Bus Vehicle Graphics & Prep	\$ 10,000.00
Trolley Bus Stop Signage	\$ 2,500.00
Start Up Costs	\$ 75,780.00

FACT SHEET

TITLE: Agency Strategic Direction: Focus Areas for
2014- 2016 Strategic Plan

DIVISION: Executive

ORIGINATOR: Lynne Griffith, CEO

PRECEDING ACTION: 2008 Strategic Direction

COORDINATING DEPARTMENT: Executive

APPROVED FOR SUBMITTAL:

Chief Financial Officer

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS: None

BUDGET INFORMATION

2012 Budget Amount
N/A

Required Expenditure
N/A

Impact
N/A

Explanation: N/A

BACKGROUND: The Agency's current strategic direction was adopted by the Board of Commissioners in 2008. Since that time, the Agency has experienced a significant reduction in revenue, service, and staff requiring the Board of Commissioners and Pierce Transit to reevaluate the direction of the Agency. In its work session on July 1, 2013, the Board of Commissioners defined a new strategic direction for the Agency that requires the staff to develop a three-year strategic plan. The Pierce Transit 2014 -2016 Strategic Plan will focus on the following elements:

- (1) Operational Excellence
 - Safety
 - Customer Service
 - Efficiency
 - Labor and Employee Relations
- (2) Financial Stability
- (3) Tailored Community Solutions
- (4) Public Perception

- (5) Service hour allocation devoting 85% of the Agency's available service hours to higher efficiency routes and 15% to developing markets and innovative, tailored services.

NEXT STEPS: Upon approval of the Board of Commissioner's strategic direction, the 2014-2016 Strategic Plan will be developed by staff, discussed further in a fall work session, and presented to the Board of Commissioners for formal adoption prior to the end of 2013.

ALTERNATIVES:

- 1) Do not approve as presented.
- 2) Modify priorities and/or service hour allocations.

RECOMMENDATION:

MOVE TO: Approve the five elements of the Board of Commissioners Strategic Direction to be incorporated into a three-year (2014-2016) Strategic Plan for review and approval by the Board prior to the end of 2013.

FACT SHEET

TITLE: Authority to Amend the 2013 Capital Budget and to Purchase Six (6) Forty-Foot Hybrid/Electric Replacement Coaches from the Gillig Corporation Under the Procurement of the Niagara Frontier Transportation Authority, Contract No. 3939

DIVISION: Finance

ORIGINATOR: Wayne Fanshier,
Chief Financial Officer

PRECEDING ACTION: **Resolution No. 12-035**, Adoption of the 2013 Budget

COORDINATING DEPARTMENT: Budget, Purchasing, Fleet Maintenance

APPROVED FOR SUBMITTAL: _____
Chief Financial Officer

APPROVED FOR AGENDA: _____
Chief Executive Officer Legal Counsel

ATTACHMENTS: Exhibit A, Proposed Resolution

BUDGET INFORMATION

2013 Capital Budget Amount	Required Expenditure	Increase
\$0	\$4,215,900	\$4,215,900

Explanation: Add project to capital budget and approve purchase of six (6) forty-foot hybrid/electric coaches to replace coaches that are beyond their useful life using federal grant funds of \$3,507,043 with required local match of \$708,857.

BACKGROUND: This resolution requests an amendment from the Board of Commissioners in the amount of \$4,215,900 to add a project to the 2013 Capital Budget, and authorize the purchase of six diesel-hybrid coaches from the Gillig Corporation competitively procured by the Niagara Frontier Transportation Authority (NFTA) in Buffalo, NY, Contract No. 3939.

The coaches to be replaced are Compressed Natural Gas (CNG) coaches with tanks that expire March 1, 2015. The bus build lead-time is now 18 months, so the order needs to be placed in 2013 to allow the new coaches to arrive prior to the current bus CNG tanks expiring and removal from service. The project is to be funded from grants received from the Federal Transit Administration (FTA) and the required match from local funds in reserve.

Staff recommends, in accordance with RCW 39.34, entering into an interstate contract agreement for the purchase of coaches competitively procured by the Niagara Frontier Transportation Authority of Buffalo, NY, instead of instituting Pierce Transit procurement, which would be duplicative of the New York procurement (NFTA Contract). Utilizing this contract will ensure that the new equipment is received before the current tank certification expires and in addition will provide some fleet standardization. Staff has obtained formal assignment options available pursuant to the Niagara Frontier Transportation Authority Contract. This was done in conformance with RCW 39.34, providing for an interstate contract purchase of coaches through Niagara Frontier Transportation Authority allowing the transfer of purchase options to Pierce Transit. We have thoroughly reviewed updated pricing received from Gillig Corporation in accordance with the Producer Price Index and are satisfied that pricing is fair and reasonable, remains competitive in the market place and substantially complies with all state and federal and competitive rules and regulations. In addition, pre-award Buy America information has been received from Gillig Corporation and exceeds the 60% American content requirement.

The price quoted by Gillig is \$636,608 per bus for a total of \$3,819,648 plus tax which includes the base price and additional options selected by Pierce Transit for a fully equipped bus. Gillig has provided an excellent product and service in the past. Staff is confident this will continue in the future.

ALTERNATIVES: Do not replace the coaches. [Impact: Pierce Transit could risk not having enough coaches available to provide service; return the federal funds to FTA.]

RECOMMENDATION:

MOVE TO: Approve Resolution No. 13-019, authorizing amendment of the 2013 Capital Budget to add a new project relating to the purchase of six forty-foot hybrid/electric replacement coaches, and authorizing the purchase of said coaches from the Gillig Corporation, under the procurement of the Niagara Frontier Transportation Authority, Contract No. 3939.

RESOLUTION NO. 13-019

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing Amendment of the 2013 Capital Budget to Add a New Project
Relating to the Purchase of Six (6) Forty-Foot Hybrid/Electric Replacement Coaches
from the Gillig Corporation, and Authorizing the Purchase of said Coaches
Under the Procurement of the Niagara Frontier Transportation Authority, Contract No. 3939

WHEREAS, by Resolution No. 12-035, approved on the 10th day of December, 2012, the Board of Commissioners of Pierce Transit adopted the 2013 Budget; and

WHEREAS, these six (6) coaches will replace buses that have reached the end of their useful life; and

WHEREAS, grant funds from the Federal Transit Administration are available to fund the purchase in the amount of \$3,507,043 with required match of \$708,857; and

WHEREAS, staff has identified a competitively procured contract by Niagara Frontier Transportation Authority (NFTA) in Buffalo, New York that includes coaches matching Pierce Transit's requirements; and

WHEREAS, NFTA has granted the authority for Pierce Transit to purchase six procurement options from their contract; and

WHEREAS, pursuant to RCW 39.34, Pierce Transit is authorized to enter an interstate compact for purchase of coaches through Niagara Frontier Transportation Authority contract, allowing the transfer of purchase options to Pierce Transit; and

WHEREAS, staff has reviewed and is satisfied that the procurement process used to develop the contract substantially complies with all state, federal and competitive rules and regulations; and

WHEREAS, staff has received the required pre-award Buy America Information from the manufacturer, Gillig Corporation; and

WHEREAS, the proposal from Gillig Corporation to provide six (6) hybrid/electric coaches for the amount of \$636,608 per bus for a total of \$3,819,648 plus tax includes all Pierce Transits options and is considered to be fair and reasonable; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce Transit to amend the 2013 Capital Budget and authorize the purchase of six (6) hybrid/electric replacement coaches from the Niagara Frontier Transportation Authority Contract;

1 NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as follows:
2 Section 1. The 2013 Capital Budget is hereby amended to reflect a new capital project, Bus
3 Replacement 2013 in the amount of \$4,215,900.

4 Section 2. The Chief Executive Officer is hereby authorized to enter into and execute a contract
5 with the Gillig Corporation for the purchase of six (6) Forty-Foot Hybrid/Electric Coaches from the Gillig
6 Corporation under the Procurement of the Niagara Frontier Transportation Authority, Contract No.
7 3939.

8 ADOPTED by the Board of Commissioners of Pierce Transit at its Regular Meeting thereof
9 held on the 8th day of July, 2013.

ATTEST:

Marilyn Strickland, Chairman
Board of Commissioners

Deanne Jacobson, CMC
Clerk of the Board

FACT SHEET

TITLE: Acceptance of Washington State Department of Transportation Regional Mobility Grant Program Funds for the 112th and Pacific/SR-7 Transit Priority Corridor Improvement Project

DIVISION: Finance

ORIGINATOR: Wayne Fanshier
Chief Financial Officer

PRECEDING ACTION: Adoption of the 2013 Budget

COORDINATING DEPARTMENT: Finance

APPROVED FOR SUBMITTAL:

Chief Financial Officer

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS:

Exhibit A, Proposed Resolution

BUDGET INFORMATION

2013 Budget Amount
\$0

Revenue Contract
\$1,116,000

Impact
\$1,116,000

Explanation: Authorization for execution of a revenue-generating contract by the Chief Executive Officer increasing the 2013 Budget revenue.

BACKGROUND: Pierce Transit developed the 112th and Pacific/SR-7 Transit Priority Corridor Improvement Project for transit stop and pedestrian access providing passenger transfer facilities to implement frequent, direct service between the urban centers of Lakewood and Puyallup, with connections to Sounder service to Seattle and increasing transit speed and reliability.

A capital expense for \$2,375,658 was included in the 2013 Budget for this project. Also included in the 2013 Budget, was a \$700,833 grant from the Washington State Department of Transportation (WSDOT) for this project. An additional \$1,116,000 is being awarded from the 2013-2015 Biennium WSDOT Regional Mobility Grant Program. With these additional grant funds the 112th and Pacific/SR-7 Transit Priority Corridor Improvement Project is now 77% funded by grants. Matching funds are available and budgeted.

The Pierce Transit Code 3.13.170 requires authorization for execution by the Board of Commissioners for a contract in excess of two hundred thousand dollars not included in the budget.

ALTERNATIVE: Reject the grant. However, the loss of grant funds would terminate the project.

RECOMMENDATION:

MOVE TO: Approve Resolution No. 13-020, authorizing the Chief Executive Officer to enter into and execute a revenue-generating contract with Washington State Department of Transportation for the 2013-2015 Biennium Regional Mobility Grant Program.

RESOLUTION NO. 13-020

A Resolution of the Board of Commissioners of Pierce Transit
Authorizing the Chief Executive Officer to Enter Into and Execute a
Revenue Generating Contract with the Washington State Department of
Transportation for the 2013-2015 Biennium Regional Mobility Grant Program

WHEREAS, Pierce Transit developed the 112th and Pacific/SR-7 Transit Priority Corridor Improvement Project for transit stop and pedestrian access providing passenger transfer facilities to implement frequent, direct service between the urban centers of Lakewood and Puyallup, with connections to Sounder service to Seattle and increase transit speed and reliability; and

WHEREAS, Pierce Transit submitted a request for funding and is in receipt of a revenue generating contract from the Washington State Department of Transportation (WSDOT) in the amount of \$1,116,000 in grant funds in the 2013–2015 Biennium for a total project cost of \$2,375,658; and

WHEREAS, the contract is in excess of two hundred thousand dollars and was not included in the 2013 Budget; and

WHEREAS, the Pierce Transit Code 3.13.170 requires authorization for execution by the board of commissioners;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as follows:

Section 1. The Board of Commissioners authorizes the Chief Executive Officer to enter into and execute a contract with WSDOT for Regional Mobility Grant Program funds to provide assistance solely for transportation projects as identified in LEAP Transportation Document 2013-2, as developed on April 23, 2013, in the amount of \$1,116,000 at their July 8, 2013, Board meeting, effective July 11, 2013, or at a date determined by the Chief Executive Office of Pierce Transit.

ADOPTED by the Board of Commissioners of Pierce Transit at its Regular Meeting thereof held on the 8th day of July, 2013.

ATTEST:

Marilyn Strickland, Chair
Board of Commissioners

Deanne Jacobson, CMC
Clerk of the Board

FACT SHEET

TITLE: Authority to Execute Order No. 3 for Thirty-two Paratransit Vans from the Existing Multi-Year Contract with Schetky Northwest Sales, Inc.

DEPARTMENT: Transportation Services

ORIGINATOR: Van Sawin, Fleet Assistant Manager

PRECEDING ACTION:

Resolution No. 10-014, Authority to Execute a Multi-Year Contract for Up to 200 Paratransit Vehicles

Resolution No. 11-019, Authority to Execute Order No. 1 for Twenty-Seven Paratransit Vans from the Existing Multiyear Contract with Schetky Northwest Sales, Inc.

Resolution No. 12-013, Authority to Execute Order No. 2 for Eleven Paratransit Vans from the Existing Multi-Year Contract with Schetky Northwest Sales, Inc.

Resolution No. 12-035, Adoption of 2013 Agency Budget

COORDINATING DIVISION: Maintenance, Purchasing

APPROVED FOR SUBMITTAL:

Chief Financial Officer

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS:

Exhibit A, Proposed Resolution

BUDGET INFORMATION

2013 Budget Amount
\$2,673,455

Required Expenditure
\$2,617,352
Not to Exceed

Impact
\$56,103.45
Under budget

Explanation: The required expenditure is a not- to- exceed amount. Maximum escalation was used for the required expenditure because the final Production Price Index (PPI) will not be finalized until November 2013.

BACKGROUND: This resolution seeks authority to execute Order No. 3 for thirty-two (32) Paratransit Vans from the existing multi-year contract with Schetky Northwest Sales.

On August 9, 2010, the Board of Commissioners authorized execution of a five-year contract with Schetky Northwest Sales, Inc. to provide Eldorado Model Aerotech 240 Paratransit Vans to Pierce Transit. The contract includes options for a maximum of 200 vans over the five-year contract period. Other agencies are allowed to piggyback on the contract. To date, 38 vans have been purchased leaving 162 options remaining.

Staff has reviewed the van replacement schedule and found that thirty-two (32) Paratransit vans in our fleet are eligible for replacement under Federal Transit Administration rules of being at least seven years old or having traveled at least 250,000 miles. These vans are becoming more unreliable and expensive to maintain. Therefore, staff is requesting authority to exercise thirty-two (32) options under the existing contract with Schetky Northwest Sales, Inc. for delivery late this year.

The contract with Schetky Northwest Sales, Inc. included an escalation provision tied to the PPI or a maximum of four percent (4%) per year resulting in a new price per van not to exceed \$81,792.24 for a total order value of \$2,617,351.55.

ALTERNATIVES: Do not order new vans, however, the vans to be replaced are past the end of their useful life and are becoming more expensive to maintain.

RECOMMENDATION:

MOVE TO: Approve Resolution No. 13-021, authorizing Execution of Order No. 3 for thirty-two (32) Paratransit Vans from the Existing Multi-Year Contract with Schetky Northwest Sales, Inc.

RESOLUTION NO. 13-021

1 A RESOLUTION of the Board of Commissioners of Pierce Transit
2 Authorizing Execution of Order No. 3 for thirty-two Paratransit Vans
3 from the Existing Multi-Year Contract with Schetky Northwest Sales, Inc.
4

5 WHEREAS, by Resolution No. 10-014, approved on August 9, 2010, the Board of Commissioners
6 of Pierce Transit authorized execution of a multi-year contract for Paratransit vehicles; and

7 WHEREAS, by Resolution No. 11-019, approved on August 8, 2011, the Board of Commissioners
8 of Pierce Transit authorized execution of Order No. 1 for Twenty-Seven Paratransit Vans from the Existing
9 Multi-Year Contract with Schetky Northwest Sales; and

10 WHEREAS, by Resolution No. 12-013, approved on April 9, 2012, the Board of Commissioners of
11 Pierce Transit authorized execution of Order No. 2 for Eleven Paratransit Vans from the Existing Multi-
12 Year Contract with Schetky Northwest Sales; and

13 WHEREAS, by Resolution No. 12-035, approved on December 10, 2013, the Board of
14 Commissioners of Pierce Transit adopted the budget for 2013; and

15 WHEREAS, the budget includes funds for replacement of Paratransit vans; and

16 WHEREAS, staff has identified thirty-two Paratransit vans that have reached the end of their
17 useful life, are becoming expensive to maintain and are eligible for replacement under Federal Transit
18 Administration rules; and

19 WHEREAS, the existing multi-year contract with Schetky Northwest Sales, Inc. includes optional
20 quantities available for purchase; and

21 WHEREAS, the contract provides for price escalation tied to the Producer Price Index or a
22 maximum of four percent per contract year resulting in a new price per van not to exceed \$81,792.24 for
23 a total order value of \$2,617,351.55; and

24 WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce
25 Transit to execute Order No. 3 for thirty-two Paratransit vans from the existing contract with Schetky
26 Northwest Sales, Inc.

27 NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as follows:

28 Section 1. The Chief Executive Officer is hereby authorized to execute Order No. 3 for thirty-two
29 Paratransit vans from the contract with Schetky Northwest Sales for the amount not to exceed of
30 \$2,617,351.55.

1 ADOPTED by the Board of Commissioners of Pierce Transit at its Regular Meeting thereof held on
2 the 8th day of July, 2013.

ATTEST:

Marilyn Strickland, Chair
Board of Commissioners

Deanne Jacobson, CMC
Clerk of the Board

FACT SHEET

TITLE: Adopting Revised Transit Advertising Policy

DIVISION: Administration

ORIGINATOR: Kathy Walton, Marketing
Assistant ManagerPRECEDING ACTION: **Resolution No. 11-005**, Adoption of Interim Transit Advertising Policy
Resolution No. 11-020, Adopting a Transit Advertising Policy

COORDINATING DEPARTMENT: Marketing

APPROVED FOR SUBMITTAL:

Chief Administration Officer

APPROVED FOR AGENDA:

Chief Executive Officer_____
Legal Counsel

ATTACHMENTS:

Exhibit A, Proposed Resolution and Transit Advertising Policy
Exhibit B, Proposed Amendment to Contract

BUDGET INFORMATION

2013 Budget Amount
N/ARequired Expenditure
N/A

Impact

Explanation: Pierce Transit receives about 1% of its annual revenues from advertising sales on buses, Paratransit vehicles, and shelters. These revenues help fund the transit system as a whole.

BACKGROUND: This resolution adopts a revised Transit Advertising Policy

On August 8, 2011, the Board of Commissioners of Pierce Transit adopted a Transit Advertising Policy governing advertisements appearing on Pierce Transit vehicles and facilities. That Policy is currently followed by Pierce Transit staff and by Titan Outdoor LLC (Titan), the contracted company that provides transit advertising and placement services in and on Pierce Transit vehicles and facilities.

The current Transit Advertising Policy provides standards and criteria to be applied to all advertisements appearing on Pierce Transit's vehicles and facilities, with the stated goal of increasing revenue for the transit system as a whole. By allowing certain types of advertisements, Pierce Transit does not intend to create a public forum for public discourse or expressive activity, or to provide a forum for all types of advertisements. The Policy guides decisions to approve or reject proposed advertisements, and specifies procedures for such reviews.

The proposed Transit Advertising Policy does not change the types of advertisements that are permitted or prohibited. Revisions streamline procedures and clarify responsibilities.

Since the current Transit Advertising Policy was adopted, changes have been made within Pierce Transit's organizational structure. Revisions in this proposed Policy reflect titles of staff who currently review proposed advertisements. Also, effective July 1, 2012, a new Contract for Transit Advertising Sales and Placement Services was awarded, to transit advertising contractor Titan. The new contract includes the opportunity for Pierce Transit to earn advertising revenue from its Transit Publications. The revised Policy specifies that proposed advertisements for Transit Publications must also comply with Pierce Transit's Transit Advertising Policy.

The revised Policy requires sponsors of Public Service Announcements to submit documentation demonstrating their 501(c)(3) status.

Currently, Pierce Transit is responsible for reviewing every proposed advertisement, regardless of its content. This process has proven to be burdensome, since the majority of proposed advertisements have been standard, commercial advertisements. The revised Policy requires the transit-advertising contractor to perform the initial compliance review, and submit to Pierce Transit only the proposed advertisements for which the contractor cannot make a compliance determination.

ALTERNATIVES:

- 1) Take no action and continue reviewing advertisements under the current Transit Advertising Policy.
- 2) Consider additional revisions to this proposed Transit Advertising Policy before adoption.

RECOMMENDATION:

MOVE TO: Approve Resolution No. 13-017, adopting the revised Transit Advertising Policy as presented.

RESOLUTION NO. 13-017

A RESOLUTION of the Board of Commissioners of Pierce Transit
Adopting a Revised Transit Advertising Policy

WHEREAS, Pierce Transit contracts for advertising on its vehicles, facilities and literature on a limited basis in order to generate additional revenue to benefit the transit system as a whole; and

WHEREAS, by Resolution No. 11-005, approved on February 28, 2011, the Board of Commissioners of Pierce Transit adopted an Interim Transit Advertising Policy; and

WHEREAS, by Resolution No. 11-020, approved on August 8, 2011, the Board of Commissioners of Pierce Transit adopted a Transit Advertising Policy; and

WHEREAS, the proposed revised Transit Advertising Policy adopts streamlined procedures and clarifies responsibilities in the advertisement review process, supporting the sales of advertisements on or in Pierce Transit's vehicles, facilities, and literature, which helps fund the transit system as a whole; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce Transit to adopt the proposed revised Transit Advertising Policy;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as follows:

Section 1. The Transit Advertising Policy attached hereto as Exhibit A is adopted and effective immediately, and applies to all pending applications for advertising.

ADOPTED by the Board of Commissioners of Pierce Transit at its regular meeting thereof held on the 8th day of July, 2013.

Marilyn Strickland, Chairman
Board of Commissioners

ATTEST:

Deanne Jacobson, CMC
Clerk of the Board



TRANSIT ADVERTISING POLICY

~~(proposed 2012 changes)~~ Revised June 2013

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I. PURPOSE

Pierce Transit operates Pierce County's public transportation system. Pierce Transit's operations are funded by a combination of federal, state and local funds, including grants and taxes, as well as fare box revenue. Advertising revenues are an important additional source of revenue that supports Pierce Transit's operations. In order to raise additional revenue, Pierce Transit will accept advertising on its Transit Vehicles, ~~and~~ Transit Facilities, ~~and Transit Publications~~ only if such advertising complies with the guidelines set forth in this Advertising Policy.

By allowing limited types of advertising on or within Transit Vehicles, ~~and~~ Transit Facilities, ~~and Transit Publications~~, Pierce Transit does not intend to create a public forum for public discourse or expressive activity, or to provide a forum for all types of advertisements. Pierce Transit's purpose in accepting transit advertising is to generate additional revenue to augment Pierce Transit's operating budget.

II. APPLICATION OF ADVERTISING POLICY

This Advertising Policy applies to the posting of all new advertisements on ~~Transit Vehicles and Transit Facilities~~ Transit Vehicles, Transit Facilities, and Transit Publications on or after the effective date of this Transit Advertising Policy. Any advertisements which would be prohibited under this Advertising Policy, but which were posted in 2011 pursuant to the terms of ~~any previous the Interim~~ Transit Advertising Policy and a duly executed advertising contract prior to the Effective Date of this Advertising Policy, will be allowed to remain posted for the duration of that contract.

III. DEFINITIONS

"Transit Facilities" means transit oriented facilities that are owned or operated by Pierce Transit including, but not limited to, bus stops and park-and-ride facilities.

"Transit Vehicles" means all passenger vehicles that are owned or operated by Pierce Transit for use by the general public.

~~"Transit Publications" means literature produced by Pierce Transit including, but not limited to, The Bus Stops Here route and schedule books.~~

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"Government Entity" means any public entity specifically created by government action.

"Transit Advertising Contractor" means Titan Outdoor LLC, or any other entity that Pierce Transit contracts with regarding the placements or sale of advertising on ~~Transit Vehicles~~ Transit Facilities ~~and Transit Publications, or Transit Vehicles.~~

IV. POLICIES



A. PERMITTED ADVERTISING CONTENT

The following classes of advertising are authorized on ~~Transit Vehicles and Transit Facilities~~ Transit Vehicles, Transit Facilities, and Transit Publications if the advertisement does not include any material that qualifies as Prohibited Advertising under Subsection B of this Advertising Policy:

1. **Commercial and Promotional Advertising.** Commercial and Promotional Advertising primarily promotes the sale, lease, rental, distribution or availability of goods, services, food, entertainment, events, programs, transactions, donations, products or property (real or personal) for commercial or noncommercial purposes or more generally promotes an entity that engages in such activities.
2. **Governmental Advertising.** A Government Entity may purchase advertising for messages that advance specific government programs. It is Pierce Transit's intent that governmental advertising will not be used for comment on issues of public debate.
3. **Public Service Announcements.** Pierce Transit recognizes that its advertising program and its overall public transportation mission are promoted by allowing ~~for~~ Public Service Announcements. First, Such announcements engender goodwill with the public because the transit system is seen as a caring and active participant in the community it serves. Further, Second, board members and administrators of nonprofit and government organizations who purchase ~~(Mike Ryan to revise, to make it clear we are not specifying FREE ads here)~~ receive space for Public Service Announcements are introduced to ~~are introduced to~~ the benefits of transit advertising, increasing the likelihood they will continue to purchase transit advertising in the future for their organizations or other organizations in which they are involved.

A Public Service Announcement must satisfy the following criteria:

- (a) The sponsor of the Public Service Announcement must be a government entity or a nonprofit corporation that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code. At the time of submission of a proposed advertisement, The sponsor shall submit documentation of its 501(c)(3) status at the time of application to the Transit Advertising Contractor.
- (b) The Public Service Announcement may not include a message that is primarily commercial or retail in nature or related to a festival, show, sporting event, concert, lecture or event for which an admission is charged.
- (c) The Public Service Announcement must be directed to the general public or a significant segment of the public and relate to:
 - (i) prevention or treatment of illnesses;
 - (ii) promotion of safety or personal well-being;



- (iii) provision of children or family services;
- (iv) solicitation by broad-based employee contribution campaigns which provide funds to multiple charitable organizations; or
- (v) provisions of services and programs that provide support to low income citizens and citizens with disabilities.

B. PROHIBITED ADVERTISING CONTENT

Advertising is prohibited on Transit Vehicles, ~~and~~ Transit Facilities, and Transit Publications if it includes any of the following content, or includes an internet address that directly links to, any of the following content:

1. **Political.** Advertising promoting or opposing a political party, or promoting or opposing the election of any candidate or group of candidates for federal, state or local office. Advertising promoting or opposing initiatives, referendums or other ballot measures.
2. **Public Issue.** Advertising expressing or advocating an opinion, position or viewpoint on matters of public debate about economic, political, religious or social issues.
3. **Prohibited Products, Services or Activities.** Any advertising that (i) promotes the sale, rental, or use of, or participation in, the following products, services or activities; or (ii) that uses brand names, trademarks, slogans or other material that are identifiable with such products, services or activities:
 - (a) **Tobacco/Nicotine.** Tobacco or nicotine products, including but not limited to, cigarettes, cigars and smokeless tobacco;
 - (b) **Alcohol.** Beer, wine, distilled spirits or any alcoholic beverage licensed and regulated under Washington law, however, ~~this~~ prohibition shall not prohibit advertising that includes the name of a restaurant; a restraint;
 - (c) **Adult/Mature Rated Films, Television or Video Games.** Adult films rated "X" or "NC-17", television rated "MA" or video games rated "A" or "M";
 - (d) **Adult Entertainment Facilities.** Adult book stores, adult video stores, nude dance clubs and other adult entertainment establishments.
4. **Illegal Activity.** Any advertising that promotes an activity or product that is illegal under federal, state or local law.



5. **Sexual and/or Excretory Subject Matter.** Any advertising that contains or involves any material that describes, depicts or represents sexual or excretory organs or activities in a way: ~~(Mike Ryan to consider "and" or "or" language:)~~
- (i) which the average adult person, applying contemporary community standards, would find, when considered as a whole, appeals to the prurient interest of minors in sex; ~~and/or~~
 - (ii) which is patently offensive to contemporary standards in the adult community as a whole with respect to what is suitable material for minors to see; ~~or and~~
 - (iii) which, when considered as a whole in the context in which it is used, lacks serious literary, artistic, political, medical, health or scientific value; ~~or-~~
 - (iv) which depicts, or reasonably appears to depict, a person under the age of eighteen (18) exhibiting his or her sexual or excretory organs or engaging in sexual or excretory activities.

For purposes of this subsection, "sexual or excretory organs" shall mean and include the male or female pubic area, anus, buttocks, genitalia, or any portion of the areola or nipple of the female breast and "sexual or excretory activities" shall mean and include actual or simulated sex acts of every nature (including but not limited to touching of one's own or another's clothed or unclothed sexual or excretory organs), urination and defecation.

6. **False or Misleading.** Any material Pierce Transit knows, or the party submitting the advertisement knows or reasonably should have known is false, fraudulent, misleading, deceptive or would constitute a tort of defamation or invasion of privacy.
7. **Copyright, Trademark or Otherwise Unlawful.** Advertising that contains any material that is an infringement of copyright, trademark or service mark, or is otherwise unlawful or illegal.
8. **Profanity or Violence.** Advertising that contains any profane language, or portrays images or descriptions of graphic violence, including dead, mutilated or disfigured human beings or animals, the act of killing, mutilating or disfiguring human beings or animals, or intentional infliction of pain or violent action towards or upon a person or animal.
9. **Firearms.** Advertising that promotes or solicits the sale, rental, distribution or availability of firearms or firearms-related products or depicts the use of a firearm.



10. **Harmful or Disruptive to Transit System.** Any material that is so objectionable under contemporary community standards as to be reasonably foreseeable that it will result in harm to, disruption of, or interference with the transportation system.
11. **Insulting, Degrading or Offensive.** Any material directed at a person or group that is so insulting, degrading or offensive as to be reasonably foreseeable that it will incite or produce imminent lawless action in the form of retaliation, vandalism or other breach of public safety, peace and order.
12. **Disparaging.** Any advertising that is intended to be (or reasonably could be interpreted as being) disparaging, disreputable, or disrespectful to organizations, including Pierce Transit, persons, groups, or businesses, ~~or organizations,~~ including advertising that portrays individuals as inferior, evil or contemptible because of their race, color, creed, sex, pregnancy, age, religion, ancestry, national origin, marital status, disability, sexual orientation or any other characteristic protected under federal, state or local law.
13. **Lights, Noise and Special Effects.** Flashing lights, sound makers, mirrors or other special effects that interfere with the safe operation of the Transit Vehicles ~~bus~~ or the safety of Transit Vehicle ~~bus~~ riders, drivers of other vehicles or the public at large.
14. **Unsafe Transit Behavior.** Any advertisement that encourages or depicts unsafe behavior with respect to transit-related activities, such as non-use or normal safety precautions in awaiting, boarding, riding upon or debarking from transit vehicles.
15. **Government Comments on Issues of Public Debate.** Advertising from a governmental entity that takes a position on an issue of public debate.
16. **Endorsement.** Advertising that implies or declares an endorsement of Pierce Transit, or the jurisdictions within its service area, of any service, product, or point of view, without written authorization from Pierce Transit or the member jurisdiction.

V. Additional Requirements

Any advertising in which the identity of the sponsor is not readily and unambiguously identifiable must include the following phrase to identify the sponsor in clearly visible letters (no smaller than 72 point type for exteriors and 24 point type for interiors):

"Advertisement paid for by [name of sponsor]"

VI. PROCEDURES

Pierce Transit, shall from time to time, select a Transit Advertising Contractor who shall be responsible for the daily sales and administration of Pierce Transit's advertising program, in a manner that is consistent with this Transit Advertising Policy. Pierce Transit shall designate an employee (e.g., Director of Public Affairs ~~Marketing~~



Assistant Manager) as its "Advertising Administrator" to be the primary contact for the Transit Advertising Contractor. Questions regarding the terms, provisions and requirements of this Transit Advertising Policy shall be addressed initially to the Advertising Administrator.

- A. **Submission of Advertising.** All proposed advertising must first be ~~submitted~~ submitted by the sponsor to the Transit Advertising Contractor for initial compliance review. The Transit Advertising Contractor shall be responsible for performing a thorough preliminary evaluation of the submission to assess its compliance with this Transit Advertising Policy. If the entity proposing the advertisement's sponsor purports to be a 501(c)(3) organization submitting a Public Service Announcement, it shall provide to the Transit Advertising Contractor documentation demonstrating its 501(c)(3) status.

~~The Transit Advertising Contractor may at any time discuss with the entity proposing the advertisement one or more revisions to an advertisement, which, if undertaken, would bring the advertisement into conformity with this Transit Advertising Policy.~~

If the Transit Advertising Contractor determines that a particular advertisement complies with this policy, it may enter into a contract with the sponsor for placement of the advertisement.

If the Transit Advertising Contractor is unable to make a compliance determination, the Transit Advertising Contractor shall not enter into a contract with the sponsor at that time. Rather After this initial compliance review, the Transit Advertising Coordinator-Contractor shall promptly send the final version of the advertisement, along with the names of the advertiser's sponsor, the size and number of the advertisements, and the approximate dates and locations and locations of the display, and, to the extent applicable, documentation demonstrating the sponsor's 501(c)(3) status, to the Advertising Administrator, or his/her designee, for further review. If the entity proposing the advertisement purports to be a 501(c)(3) organization submitting a Public Service Announcement, it shall provide to the Transit Advertising Contractor documentation demonstrating its 501(c)(3) status.

- B. **Authority of Pierce Transit.** The ultimate authority to determine whether a particular advertisement complies with this Transit Advertising Policy rests with Pierce Transit. ~~No contract for the placement of any advertisement on any Transit Vehicle or Transit Facility shall be entered into between the Transit Advertising Contractor and a sponsor without the prior approval of Pierce Transit.~~

In the event the Transit Advertising Contractor in contravention of this Transit Advertising Policy approves an advertisement ~~without Pierce Transit's approval that Pierce Transit ultimately determines is not in compliance with this policy~~, the Transit Advertising Contractor shall, upon request from Pierce Transit, immediately remove the advertisement. In the event Pierce Transit directs the removal of any such advertisement, it shall provide the Transit Advertising Contractor with the sponsor written notification in compliance with VI.C(1) below; the Transit Advertising Contractor, in turn, shall forward that written notification to the sponsor, and provide the sponsor with the opportunity to revise the advertisement and/or an appeal of that decision in compliance with Sections VI.C(2) and/or (3) below.



- C. **Determination of Compliance.** The Advertising Administrator, or his/her designee, shall determine whether a particular advertisement submitted by the Transit Advertising Contractor complies with this Transit Advertising Policy. In reaching this determination, the Advertising Administrator, or his/her designee, may consider any materials submitted by the sponsor, and/or and materials publicly available, and may consult with the Transit Advertising Contractor.

If the Advertising Administrator, or his/her designee, determines that the advertisement does not fall within any of the categories set forth in Section IV.B above, the Advertising Administrator, or his/her designee, shall advise the Transit Advertising Contractor that the advertisement is in compliance with this Transit Advertising Policy and authorize the Transit Advertising Administrator Contractor to enter into a contract with the sponsor for placement of the advertisement. The Transit Advertising Administrator Contractor shall notify the sponsor of the same.

In the event the Advertising Administrator, or his/her designee, determines that an advertisement falls within one or more of the prohibited categories set forth in Section IV.B above, he/she may seek additional policy review by consulting with his/her direct supervisor or other senior executives up to and including Pierce Transit's Chief Executive Officer. If Pierce Transit determines the advertisement is not in compliance with this policy, then:

- (1) **Notification of Non-Compliance.** The Advertising Administrator, or his/her designee shall, provide ~~provide~~ the sponsor ~~Transit Advertising Contractor~~ with a written explanation for the decision within ten (10) days after the decision of non-compliance has been made, and instruct the Transit Advertising Contractor to provide the sponsor with a copy of the Transit Advertising Policy and the written explanation for the decision.
- (2) **Opportunity for Revision by Sponsor.** Upon receipt of a decision of non-compliance, the sponsor may provide proposed revisions to the proposed advertisement to the Transit Advertising Contractor. The Transit Advertising Contractor shall provide the revisions to the Advertising Administrator, or his/her designee, in an effort to bring the proposed advertisement into compliance with the Transit Advertising Policy. If the Advertising Administrator, or his/her designee, his/her direct supervisor or other senior executives up to or including Pierce Transit's Chief Executive Officer, determines the proposed revisions do not bring the proposed advertisement into compliance with the Transit Advertising Policy, the Advertising Administrator shall provide the sponsor with a written explanation for the decision within ten (10) days after the proposed revision is not accepted to the Transit Advertising Contractor, who shall immediately forward the written explanation to the sponsor.



- (3) **Appeal of Decision.** Upon receipt of any decision under Section VI.C(1) and/or (2) a sponsor may request review of the Advertising Administrator's decision by the Pierce Transit ~~Chief Administration Officer~~ Vice President who supervises the Advertising ~~Coordinator~~ Administrator, or his/her designee.

Upon appeal, the Pierce Transit ~~Vice President~~ Chief Administration Officer, and/or the direct supervisor who supervises the Advertising Administrator, or his or her designee, shall provide a written explanation for his/her review decision within ten (10) days of a request for review to the Transit Advertising Contractor, who shall immediately forward the written explanation to the sponsor. This determination shall be deemed final.

VII. RESPONSIBILITIES

Pierce Transit is responsible for the implementation of this Transit Advertising Policy.

**Amendment to Titan/PT Contract 2012-2017
(to be formatted/edited by Purchasing Dept.)**

Current contract language is shown, with proposed changes to make the Contract consistent with proposed changes to the Transit Advertising Policy.

Within Section 2.) **SCOPE OF WORK:**

h.) Public Service Advertising. All public service advertising as defined in Pierce Transit's Transit Advertising Policy or any other type of advertising, which does not produce revenue consistent with commercial rates, shall not be taken by the Advertising Company unless the space for such advertising is available due to the lack of paid advertising. Pierce Transit reserves the right any time to request removal of all public service advertising or advertising sold on a scale less than commercial rates. Such commercial rates to be set by Advertising Company in its reasonable discretion.

i.) Advertising Standards. Advertising Company shall not place on advertising spaces leased from Pierce Transit any advertisement which does not comply with Pierce Transit's Transit Advertising Policy. is obscene or libelous or which presents a clear and present danger of causing riot, disorder, or other immediate threat to public safety, peace, or order. Advertising for tobacco products, alcoholic beverages, or the depiction of the use of firearms will not be allowed. World Wide Web addresses that directly link to any of the above descriptions or products are not permissible.

~~a.) In accordance with Pierce Transit's Advertising Policy, Pierce Transit will review and approve any advertising that is to be placed on or in any of Pierce Transit's Properties pursuant to this Agreement.~~

~~b.) In the event an advertisement has to be placed on or in a Pierce Transit Property, which does not comply with the Transit Advertising Policy in Pierce Transit's opinion is obscene, libelous, creates a clear and present danger, then Advertising Company shall not place such advertisement or, if placed, shall remove immediately any such advertising upon being notified by authorized Pierce Transit staff, according to the requirements and procedures contained in the Transit Advertising Policy. upon being notified in writing by Pierce Transit.~~

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Financial Report



Monthly Financial & Performance Dashboard

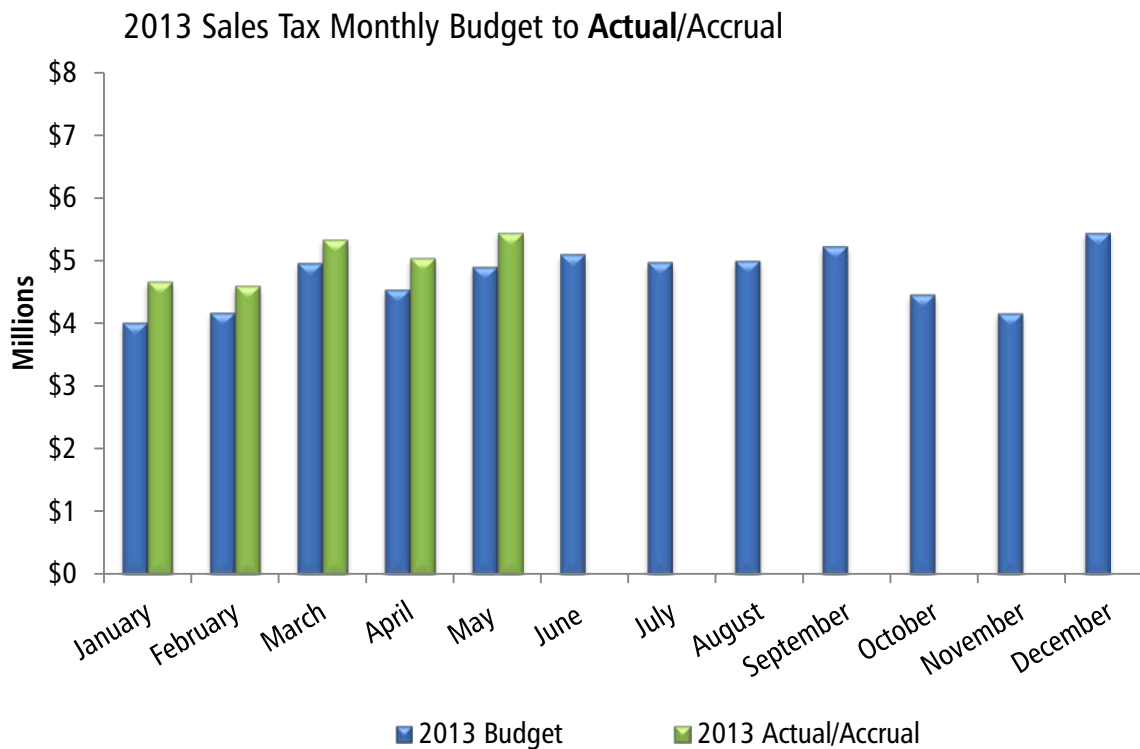
May 2013
Prepared June 18, 2013



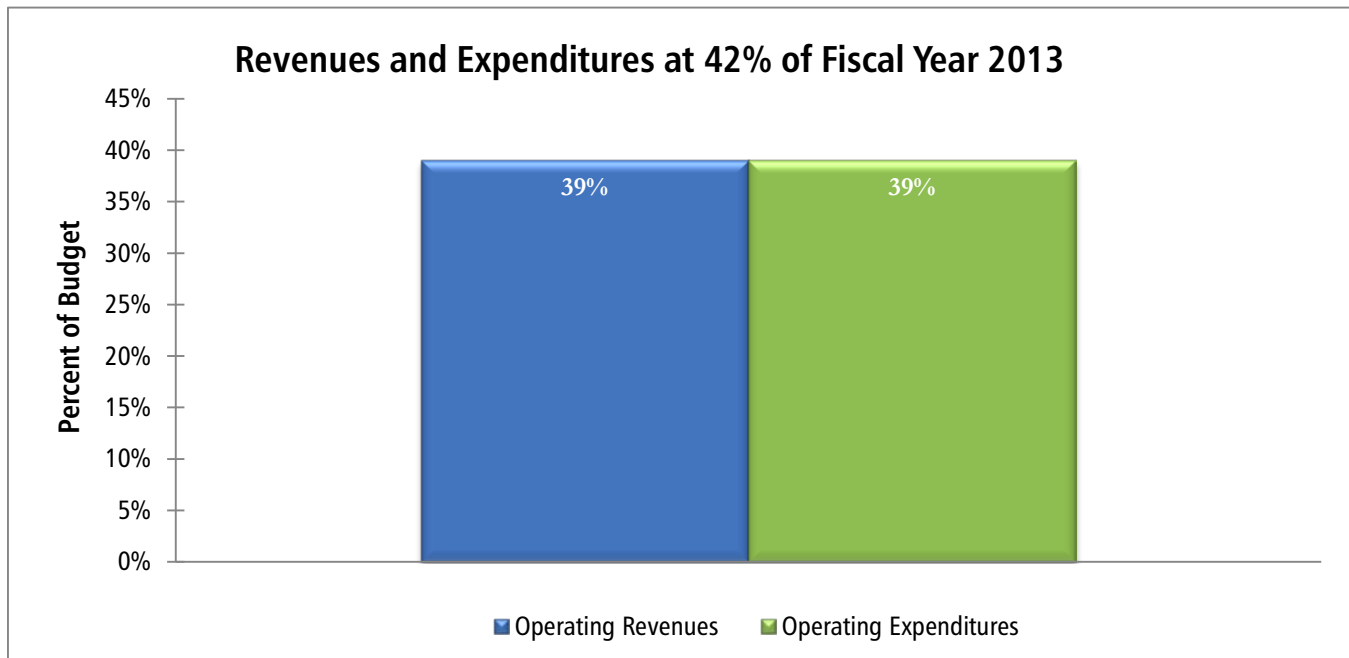
Sales Tax

Month	2013 Budget	2013 Actual / Accrual	Variance
January	\$ 4,018,908	\$ 4,668,226	\$ 649,318
February	4,177,549	4,604,694	427,145
March	4,966,008	5,337,342	371,334
April	4,543,773	5,043,563	499,790
May	4,904,239	5,443,678	539,439
June	5,105,953	-	-
July	4,980,919	-	-
August	5,000,739	-	-
September	5,232,468	-	-
October	4,465,501	-	-
November	4,164,521	-	-
December	5,443,285	-	-
	<u>\$ 57,003,863</u>	<u>\$ 25,097,503</u>	<u>\$ 2,487,025</u>

Source: Pierce Transit sales tax report. **Actual** collections are distributed to Pierce Transit on a two month lag.



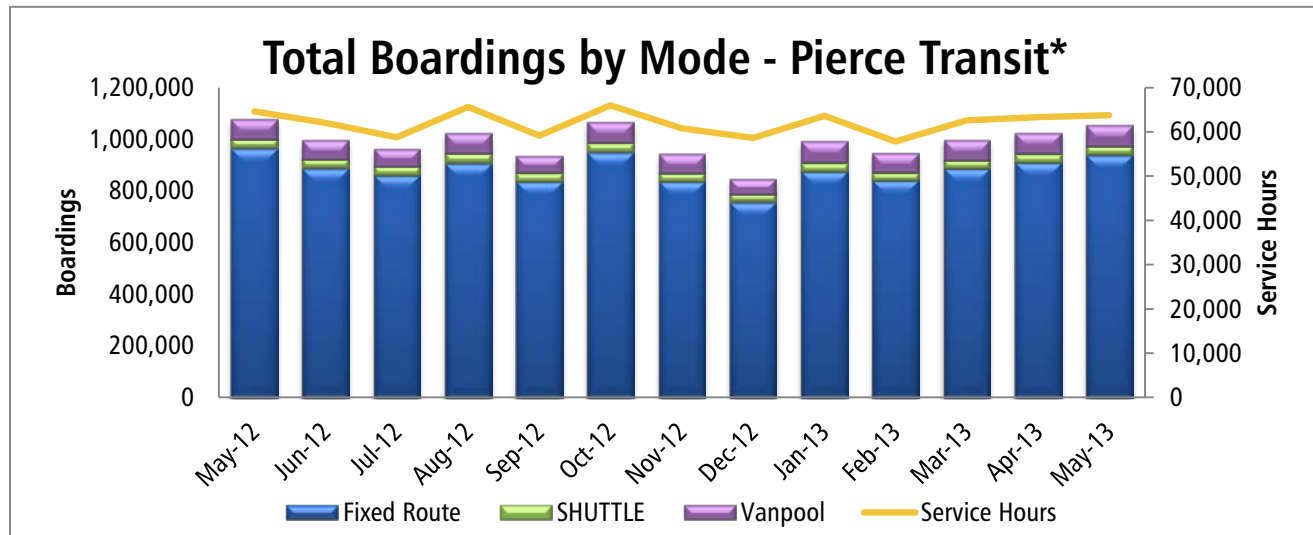
Revenues and Expenditures



- Revenues and Expenditures are in line with budget amounts

Boardings

Boardings: The total number of people boarding a Pierce Transit vehicle during a given period.

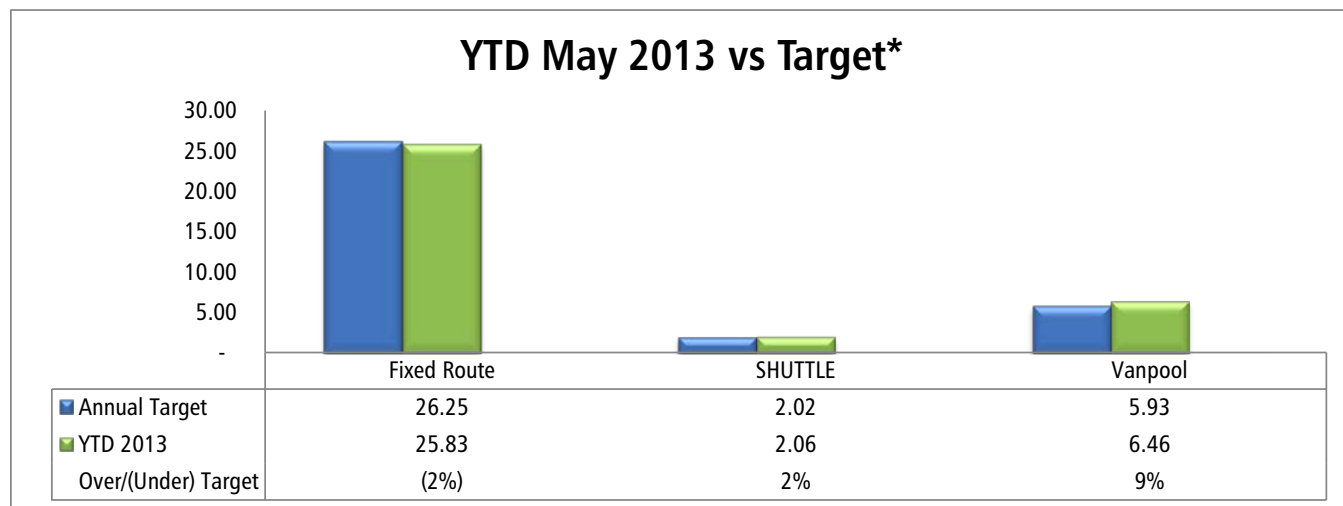


*Excludes Sound Transit and ADH

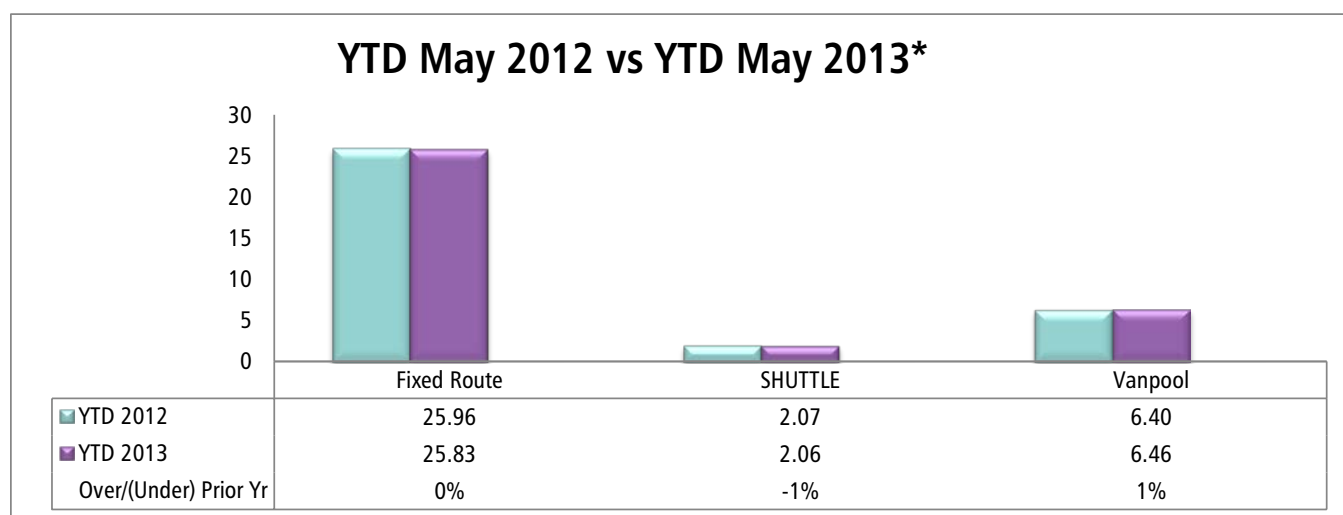
Pierce Transit	Jan-13	Feb-13	Mar-13	Apr-13	May-13	YTD
Fixed Route	877,644	841,176	887,227	911,551	940,659	4,458,257
SHUTTLE	32,122	29,213	32,059	32,093	33,167	158,654
Vanpool	81,793	74,565	78,897	81,828	79,372	396,455
Total	991,559	944,954	998,183	1,025,472	1,053,198	5,013,366
Monthly Target	1,015,367	1,015,367	1,015,367	1,015,367	1,015,367	5,076,835
% of Target	98%	93%	98%	101%	104%	99%

Passengers per Service Hour

Passengers per Service Hour: The total boardings reported during the month divided by the total service hours.



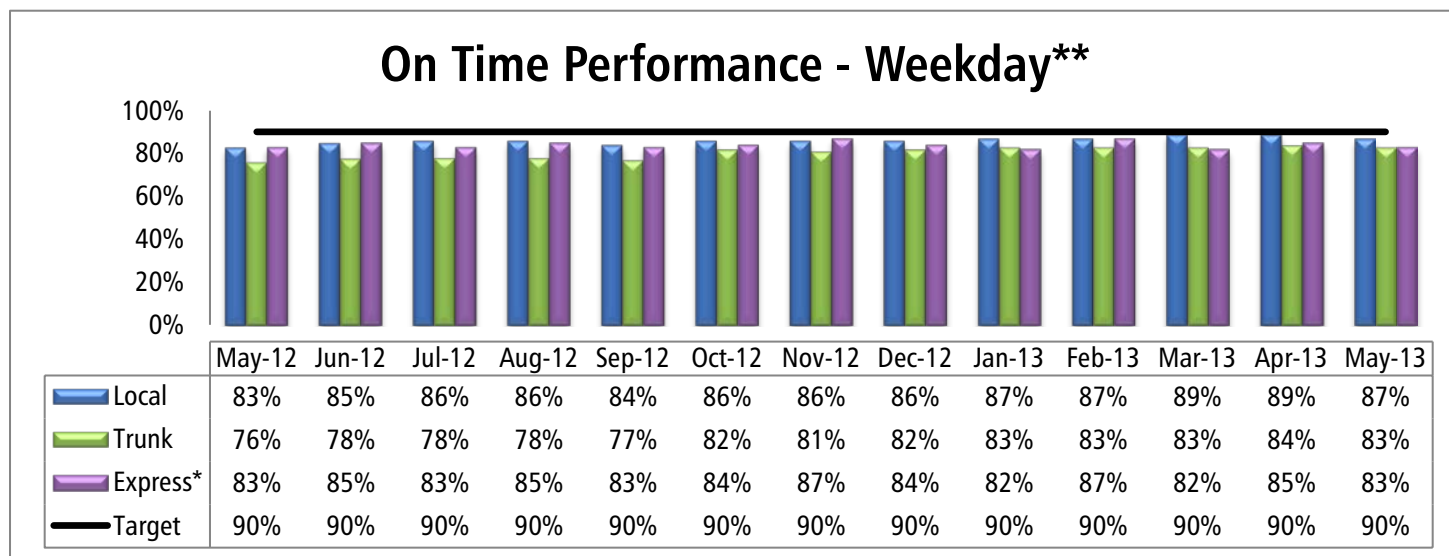
*Excludes Sound Transit and ADH



*Excludes Sound Transit and ADH

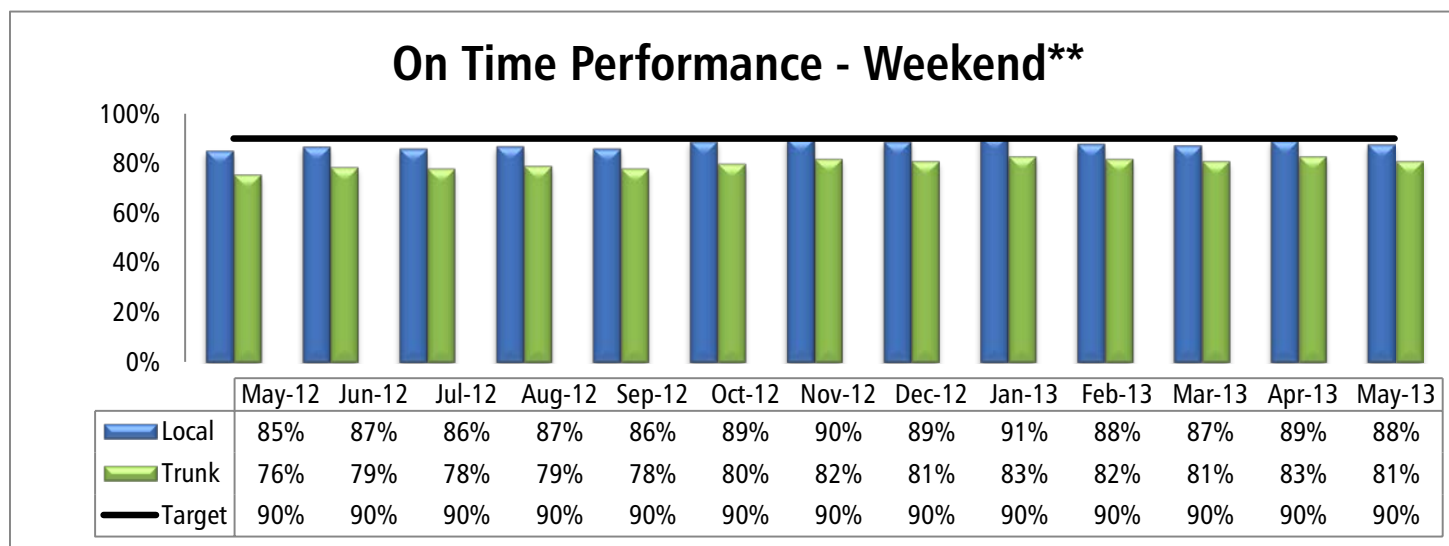
On Time Performance

On Time Performance Fixed Route: To be considered on time a vehicle must be no more than 1 minute early or 5 minutes late. **Local** – Fixed Route bus service that travels within the local service area and makes regular and frequent stops. **Trunk** – Fixed Route services that are designed to serve Pierce Transit’s urbanized areas. Trunk routes are characterized by their frequency – at least every 15 minutes on weekdays – and directness operating along arterial streets. **Express** – A segment of Fixed Route service that operates between major commuting centers without intermediate stops. We currently have one Express route.



**Excludes Sound Transit

*Adjusted for estimated time points



**Excludes Sound Transit

- Service reductions have led to more passengers per bus also extending dwell¹ times.

¹ Dwell time is the time a bus spends loading and unloading passengers