

**PIERCE TRANSIT BOARD MEETING**  
**Training Center, Rainier Room**  
**February 13, 2012**  
**4:00 P.M.**

**AGENDA**

**Page Nos.**

**CALL TO ORDER**

**WELCOME NEW BOARD MEMBERS** – Lauren Walker, City of Tacoma,  
Steve Vermillion, City of Puyallup

**ROLL CALL**

**APPROVAL OF VOUCHERS**

<b>1-3</b>	<b>APPROVAL OF MINUTES</b>	October 10, 2011
<b>4-6</b>		November 14, 2011
<b>7-8</b>		January 9, 2012

**PUBLIC COMMENT**

**PRESENTATIONS**

- |  |  |
|--|--|
| 1. Transportation Security Administration's (TSA) Gold Standard Award for Transit Security | Ginny Wise, Director –<br>Grants Program<br>Transportation Security Administration |
| 2. Update on CNG Fueling Station   | Larry McCarty, Facilities<br>Maintenance Manager                                   |
| 3. PT Tomorrow Close-Out Report  | Amber Simonsen, Executive<br>Project Manager                                       |
| 4. Non-Represented Employees Classification and Compensation Study                         | Kristine Dupille,<br>Human Resources Manager                                       |

**PUBLIC HEARING**

<b>Booklet</b>	2011-2016 Transit Development Plan	Peter Stackpole, Senior Planner
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**ACTION AGENDA**

- |              |   |                             |
|--------------|---|-----------------------------|
| <b>9-11</b>  | 1. Adoption of the 2011-2016 Transit Development Plan   | Peter Stackpole             |
| <b>12-14</b> | 2. Amendment of the 2012 Capital Budget and Authority to Execute Related Grant Funding Agreement with Washington State Department of Transportation | Van Sawin,<br>Fleet Manager |

- |              |   |   |
|--------------|---|---|
| <b>15-16</b> | 3. Resolution of Appreciation for Sound Transit   | Lynne Griffith, CEO                                 |
| <b>17-20</b> | 4. Authority to Execute a Sole Source Contract with Trapeze Software Group to Upgrade our Advanced Traveler Information System (ATIS) – the Agency Trip Planning System | Keith Messner,<br>Information Technology<br>Manager |

#### **COMMITTEE APPOINTMENTS**

- |           |  |                  |
|-----------|--|------------------|
| <b>21</b> | 1. Finance Committee, Executive Committee, Security Ad Hoc Committee | Chair Strickland |
|-----------|--|------------------|

#### **INFORMATIONAL/DISCUSSION BOARD ITEMS**

- |                         |                                 |
|-------------------------|---------------------------------|
| 1. Sound Transit Update | Commissioners Fey &<br>McCarthy |
|-------------------------|---------------------------------|

#### **STAFF/POLICY DISCUSSION**

- |                |                                    |
|----------------|------------------------------------|
| 1. PTIC Update | Tom Wolfendale,<br>General Counsel |
|----------------|------------------------------------|

#### **EXECUTIVE SESSION**

*Pursuant to RCW 42.30.110(1)(i)(ii) and (iii). To discuss with legal counsel representing the agency, potential litigation to which the agency, the governing body, or a member acting in an official capacity may, or is likely to become, a party and/or legal risks of a proposed action that the agency had identified when public discussion of the legal risks is likely to result in an adverse legal or financial consequence to the agency.*

#### **ADJOURNMENT**

**PIERCE TRANSIT  
BOARD OF COMMISSIONERS  
MINUTES  
October 10, 2011**

**CALL TO ORDER**

Chair Thomas called the meeting to order at 4:02 p.m.

**ATTENDANCE**

Commissioners present:

Claudia Thomas, Chair of the Board, Lakewood City Councilmember  
Spiro Manthou, Vice Chair of the Board, Tacoma City Councilmember  
Jake Fey, Tacoma City Councilmember  
Don Malloy, Puyallup/University Place Representative (*Puyallup Councilmember*)  
Pat McCarthy, Pierce County Executive (4:20 p.m.)  
Marilyn Strickland, Tacoma City Mayor  
Rick Talbert, Pierce County Councilmember  
Don McKnight, President/Business Agent, ATU Local 758

Staff present:

Lynne Griffith, CEO  
Wayne Fanshier, VP of Finance  
Kelly Hayden, Acting VP Operations  
Alberto Lara, VP of Administration  
Terry Artz, Risk Manager  
Rod Baker, Public Safety Chief  
Dan Dzyacky, Sr. Manager Transportation  
Lars Erickson, Public Information Officer  
Lani Fowlkes, Vanpool Assistant Manager  
Randy Hendrickson, Paratransit Manager  
Kelly Johnston, Organizational Development Manager  
Keith Messner, Information Technology Manager  
Gisela Ratajski, Procurement Manager  
Cathie Reid, Budget Assistant Manager  
Amber Simonsen, Executive Project Manager  
Bill Spies, Sr. Manager Maintenance  
Paul Strozewski, Security Sergeant  
Kathy Sullivant, Finance Manager  
Monica Adams, Planner II  
Tina Lee, Principal Planner  
Justin Leighton, Public Relations Coordinator  
Jay Peterson, ORCA Administrator  
Barb Schatz, Sr. Executive Assistant/Deputy Clerk of the Board  
Ashley Smith, Sr. Executive Assistant/Project Coordinator  
Isaac Tate, Operator  
Treva Percival, Clerk of the Board

Others Present:

Al Ralston, Gordon Thomas Honeywell  
Raul Silva, First Transit  
Briahna Taylor, Gordon Thomas Honeywell  
Tom Wolfendale, Legal Counsel  
Cindy Zehnder, Gordon Thomas Honeywell

**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 October 6, 2011. Commissioners Fey and Talbert **moved** and seconded to approve the vouchers subject to proper audit. Motion **carried**.

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

Operating Fund #10  
Self Insurance Fund #40  
ST Self Insurance Fund #41  
Capital Fund #90

Voucher numbers were 319995 through 320631 and wire numbers were 0857 through 0869 for a total of \$5,248,282.59.

**APPROVAL OF MINUTES**

Commissioners Manthou and Fey and **moved** and seconded to approve the April 11, 2011, May 9, 2011, June 13, 2011, July 11, 2011, August 8, 2011, and September 12, 2011, regular Board meeting minutes as presented by staff. Commissioner Fey requested a change to the September 12, 2011, minutes regarding his shown attendance (*he was absent*). Motion **carried**.

**PUBLIC COMMENT**

**Michael Paul, 2205 S 96<sup>th</sup> ST, Lakewood 98444.** Spoke to issues regarding Route 48.

**Tammie Cox, 6615 – 150<sup>th</sup> ST SW #127, Lakewood 98439.** Said she had concerns with the 206/207. The 207 is no longer running. Soldiers need transportation. She asked if Pierce Transit has considered a car tax to raise money. Her second concern was strollers on the buses. She sees that people who use strollers take up space reserved for seniors and the disabled. She would like to see operators address this issue as it arises.

**Isaac Tate, Pierce Transit Operator.** Stated he is an operator at Pierce Transit. He is concerned for the ATU members. His tax dollars support Pierce Transit and the Regional Transit Authority.

**Margarita Marion, Pierce Transit Operator.** She said she has been with Pierce Transit for 10 years. Her passengers are begging for service to come back. And, what is this campaign to send out free rides to passengers? Where does the money come from?

**ACTION ITEMS**

1. Commissioners Manthou and Fey **moved** and seconded to approve Resolution 11-022, **Authorization to Amend Pierce Transit Code Section 3.72, Fare Schedule.** Motion **carried**.
2. Commissioners Manthou and Fey **moved** and seconded to approve Resolution 11-023, **Authority to Execute a Contract for Legislative Liaison Services with Gordon Thomas Honeywell Governmental Affairs.** Motion **carried**.
3. Commissioners Manthou and Talbert **moved** and seconded to approve Resolution 11-024, **Resolution of Appreciation for PT Tomorrow Strategy Team.** Motion **carried**.

## **SOUND TRANSIT UPDATE**

Commissioner Fey shared that the proposal to start charging a fee on the Tacoma Link will not be put into effect. Commissioner Thomas said the Sound Transit budget will be reduced due to revenue losses, and that the Lakewood train project is still on schedule with an arrival date of September, 2012. Commissioner McCarthy reminded everyone that the Sound Transit Board is a regional Board consisting of members from all over this area.

## **STAFF/POLICY DISCUSSIONS**

1. Update on Boundary Revision Discussions ~ Pierce Transit attorney Tom Wolfendale said that Pierce County Councilmember Bush called to ask who pays for a Public Transportation Improvement Conference (*PTIC*) if convened. He said that until the Board takes action, he cannot take any action. The cost of convening a PTIC is unknown. There are four ways to convene a PTIC: 1) The Pierce County Council can call for it, 2) Two or more cities can call for it, 3) Ten percent of the electorate can call for it, or 4) Pierce Transit can call for it.
2. Sales Tax Update ~ VP of Finance Wayne Fanshier stated that the June and July sales tax numbers were down more than expected, so Pierce Transit's year end growth will be zero.

## **ADJOURNMENT**

Chair Thomas thanked the Pierce County Executive Pat McCarthy for a letter dated 9/20/11, that was sent to Pierce Transit regarding an interlocal agreement established over a year ago between Pierce County and Pierce Transit. This agreement allowed for collaboration across jurisdictions to create an acceptable communications interoperability for emergency response and incident prevention at the lowest cost possible. Executive McCarthy's letter thanked Pierce Transit for their willingness to work together.

Commissioners Manthou and Fey **moved** and seconded to adjourn the meeting. Motion **carried**. Chair Thomas adjourned the meeting at 5:07 p.m.

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Treva Percival, CMC  
Clerk of the Board

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Claudia Thomas, Chair  
Board of Commissioners

Prepared by: Barbara Schatz, Senior Executive Assistant/Deputy Clerk of the Board

**PIERCE TRANSIT  
BOARD OF COMMISSIONERS  
MINUTES  
November 14, 2011**

**CALL TO ORDER**

Chair Thomas called the meeting to order at 4:07 p.m.

**ATTENDANCE**

Commissioners present:

Claudia Thomas, Chair of the Board, Lakewood City Councilmember  
Spiro Manthou, Vice Chair of the Board, Tacoma City Councilmember  
Tim Farrell, Pierce County Councilmember  
Jake Fey, Tacoma City Councilmember  
Neil Johnson, Small Cities Representative (*Bonney Lake Mayor*)  
Don Malloy, Puyallup/University Place Representative (*Puyallup Councilmember*)  
Pat McCarthy, Pierce County Executive  
Marilyn Strickland, Tacoma City Mayor  
Rick Talbert, Pierce County Councilmember  
Don McKnight, President/Business Agent, ATU Local 758

Staff present:

Lynne Griffith, CEO  
Wayne Fanshier, VP of Finance  
Alberto Lara, VP of Administration  
Kelly Hayden, Acting VP of Operations  
JoAnn Artis, Transportation Manager Service Support  
Terry Artz, Risk Manager  
Rod Baker, Public Safety Chief  
Bill Cassio, Deputy Chief Transit Police  
Dan Dzyacky, Sr. Manager Transportation  
Lars Erickson, Public Relations Officer  
Lani Fowlkes, Vanpool Assistant Manager  
Scott Gaines, Transportation Assistant Manager  
Randy Hendrickson, Paratransit Manager  
Jason Hovde, Safety Officer  
Kelly Johnston, Organizational Development Manager  
Larry McCarty, Facilities Manager  
Keith Messner, Information Technology Manager  
Gisela Ratajski, Procurement Manager  
Cathie Reid, Budget Assistant Manager  
Bill Spies, Sr. Manager Maintenance  
Paul Strozewski, Security Sergeant  
Kathy Sullivant, Finance Manager  
Hazel Whitish, Transportation Operator Assistant Manager  
Amy Anderson, Admin Services Supervisor  
Lane Chase, Operator  
Marvino Gilliam, Safety and Service Quality Administrator  
Tina Lee, Principal Planner  
Justin Leighton, Public Relations Coordinator  
Adrienne McNeilly, Admin Specialist II  
Sylvie Pelesasa, Operator

Jay Peterson, ORCA Administrator  
Peter Pryszyk, Sr. Systems Analyst  
Ozzie Rico, Marketing Design Specialist  
Barb Schatz, Sr. Executive Assistant/Deputy Clerk of the Board  
Ashley Smith, Sr. Executive Assistant/Project Coordinator  
Peter Stackpole, Senior Planner  
J Michelle Swope, Organizational Development Coordinator  
Trevia Percival, Clerk of the Board

Others Present:

Paul Pastor, Pierce County Sheriff  
Whitney Rhodes, County Council  
Sara Schilling; The News Tribune  
Raul Silva, First Transit  
Julie Williams, Pierce County Sheriff Department  
Tom Wolfendale, Legal Counsel

**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 November 10, 2011. Commissioners Farrell and Manthou **moved** and seconded to approve the vouchers subject to proper audit. Motion **carried**. Those vouchers included in the listing are further described as follows:

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

Voucher numbers were 320632 through 321126 and wire numbers were 0870 through 0885 for a total of \$5,445,102.76.

**PUBLIC COMMENT**

**Sylvie Pelesasa, 734 Berg Court NW, Gig Harbor 98553.** Said that people who attend Pierce Transit Board meetings assume they will be able to hear what is being discussed. Board members are expected to use their mics so folks don't have to strain. This is not a private meeting, but a public meeting. Please do your best to speak up. Thank you.

**PRESENTATIONS**

**Operator of the Quarter ~ Dwight DeSilva**

Hazel Whitish, Transportation Assistant Manager, presented Transit Operator Dwight DeSilva with the Operator of the Quarter Award. Dwight has been with the Agency since 2003. He has been accident free for six years and had four perfect-record years. His wife Babette was in attendance to see him receive this award, and they planned to go to dinner after the meeting to celebrate. Way to go, Dwight!

**Master Municipal Clerk (MMC) Certification (Trevia Percival)**

Lynne Griffith, CEO, shared that Pierce Transit's Clerk of the Board Trevia Percival received her MMC from the International Institute of Municipal Clerks association. In the transit industry, she is one of only two in the United States to receive their MMCs. Our own Sandy Byers being the first.

It took Treva five years of training to complete this significant accomplishment. This is a great milestone for her. Way to go, Treva!

### **ACTION ITEMS**

1. Commissioners Manthou and Strickland **moved** and seconded to approve Resolution 11-025 **Authority to Execute Amendment No. 2 to the Contract with the Law Enforcement Service with Pierce County Sheriff's Department.** Motion **carried**.
2. Commissioners Manthou and Farrell **moved** and seconded to approve Resolution 11-026 **Ratification of Contracts Awarded under the Emergency Declaration for the CNG Fueling Station.** Motion **carried**.
3. Commissioners Manthou and Johnson **moved** and seconded to approve Resolution 11-027 **Authorizing the Convening of a Public Transportation Improvement Conference for the Purpose of Evaluating the Need for Desirability of Revision to the Pierce County Public Transportation Benefit Area ("Pierce Transit").** Motion **carried**.

### **SOUND TRANSIT UPDATE**

Commissioner McCarthy gave a brief update on Sound Transit activities.

### **LEADERSHIP CHANGE**

Chair Thomas recommended Commissioner Strickland as Chair and Commissioner Talbert as Vice Chair for 2012. Commissioners Manthou and McCarthy **moved** and seconded to elect Commissioner Strickland as Chair of the Board, and Commissioner Talbert as Vice Chair of the Board. Motion **carried**.

### **ADJOURMENT**

Commissioners Manthou and Strickland **moved** and seconded to adjourn the meeting. Motion **carried**. Chair Thomas adjourned the meeting at 5:01 p.m.

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Treva Percival, MMC  
Clerk of the Board

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Claudia Thomas, Chair  
Board of Commissioners

Prepared by: Barbara Schatz, Senior Executive Assistant/Deputy Clerk of the Board



**PIERCE TRANSIT  
BOARD OF COMMISSIONERS  
MINUTES  
January 9, 2012**

**CALL TO ORDER**

Chair Strickland called the meeting to order at 4:00 p.m.

**ATTENDANCE**

Commissioners present:

Marilyn Strickland, Chair of the Board, Tacoma City Mayor  
Rick Talbert, Vice Chair of the Board, Pierce County Councilmember  
Don Anderson, Lakewood Deputy Mayor  
Tim Farrell, Pierce County Councilmember  
Jake Fey, Tacoma City Councilmember  
Pat McCarthy, Pierce County Executive (4:11)  
Don McKnight, President/Business Agent, ATU Local 758

Staff present:

Lynne Griffith, CEO  
Wayne Fanshier, VP of Finance  
Alberto Lara, VP of Administration  
Kelly Hayden, Acting VP of Operations  
Jerry Heath, Transit Operator Assistant Manager  
Randy Hendrickson, Paratransit Manager  
Tina Lee, Capital Planning Manager  
Keith Messner, Information Technology Manager  
Liz Passmore, Finance Assistant Manager  
Cathie Reid, Budget Assistant Manager  
Amber Simonsen, Executive Project Manager  
Bill Spies, Sr. Manager Maintenance  
Kathy Sullivant, Finance Manager  
Dena Withrow, Paratransit Assistant Manager  
Justin Leighton, Public Relations Coordinator  
Jay Peterson, ORCA Administrator  
Peter Prysizlak, Sr. Systems Analyst  
Barb Schatz, Sr. Executive Assistant/Deputy Clerk of the Board  
Ashley Smith, Project Controls Assistant  
Peter Stackpole, Principal Planner  
Zack Willhoite, Network Admin Specialist  
Treva Percival, Clerk of the Board

Others Present:

Tammie Cox, Citizen  
Whitney Rhodes, Pierce County  
Raul Silva, First Transit  
Laruen Walker, City of Tacoma  
Tom Wolfendale, Legal Counsel

## **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 January 5, 2012. Commissioners Farrell and Fey **moved** and seconded to approve the vouchers subject to proper audit. Motion **carried**.

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

Operating Fund #10  
Self Insurance Fund #40  
ST Self Insurance Fund #41  
Capital Fund #90

Voucher numbers were 321577 through 322193 and wire numbers were 0898 through 0916 for a total of \$6,368,392.03.

## **PUBLIC COMMENT**

**Tammie Cox, 6615 – 150<sup>th</sup> ST SW #127, Lakewood 98439.** She is concerned about the bus schedules. Buses need to run later. People are getting stuck. There are issues with getting on and off the base, from the gate to inside the base. Please consider another tax package.

## **ACTION ITEMS**

Commissioners Talbert and Farrell **moved** and seconded to approve Resolution 12-001 **Authority to Purchase Six (6) Forty-Foot Hybrid/Electric Coaches pursuant to Metro Regional Transit Authority of Akron, Ohio Contract #2008-04.** Motion **carried**.

## **INFORMATIONAL/DISCUSSION BOARD ITEMS**

Commissioner Talbert gave an update on the Public Transportation Improvement Conference (PTIC). He said the December meeting went well. All but four of the cities/towns were represented. The next meeting is scheduled for January 20, at 9 a.m. in the Clover Park Technical College Rotunda.

Commissioner Fey announced that the Sound Transit Board of Directors had unanimously elected Pierce County Executive Pat McCarthy to serve as its chair for the next two years effective January 1, 2012.

## **ADJOURMENT**

Commissioners Talbert and Farrell **moved** and seconded to adjourn the meeting. Motion **carried**. Chair Strickland adjourned the meeting at 4:30 p.m.

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Treva Percival, MMC  
Clerk of the Board

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Marilyn Strickland, Chair  
Board of Commissioners

Prepared by: Barbara Schatz, Senior Executive Assistant/Deputy Clerk of the Board

Pierce Transit

# Transit Development Plan

2011 – 2016

Board of Commissioners

**Claudia Thomas**  
Chair, Lakewood

**Tim Farrell**  
Pierce County

**Jake Fey**  
Tacoma

**Neil Johnson**  
Small Cities / Towns

**Don Malloy**  
Puyallup/University Place

**Spiro Manthou**  
Vice Chair, Tacoma

**Pat McCarthy**  
Pierce County Executive

**Don McKnight**  
Union Representative

**Marilyn Strickland**  
Mayor, Tacoma

**DRAFT**

**Rick Talbert**  
Pierce County

Chief Executive Officer  
**Lynne Griffith**

Executive Staff

**Kelly Hayden**  
Acting Vice President  
Transportation Services Department

**Wayne Fanshier**  
Vice President  
Finance, Audit & Administration Dept.

**Alberto Lara**  
Vice President  
Human Resources & Technology Department



December 21, 2011

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# Section 1: Organization

## Governance and Structure

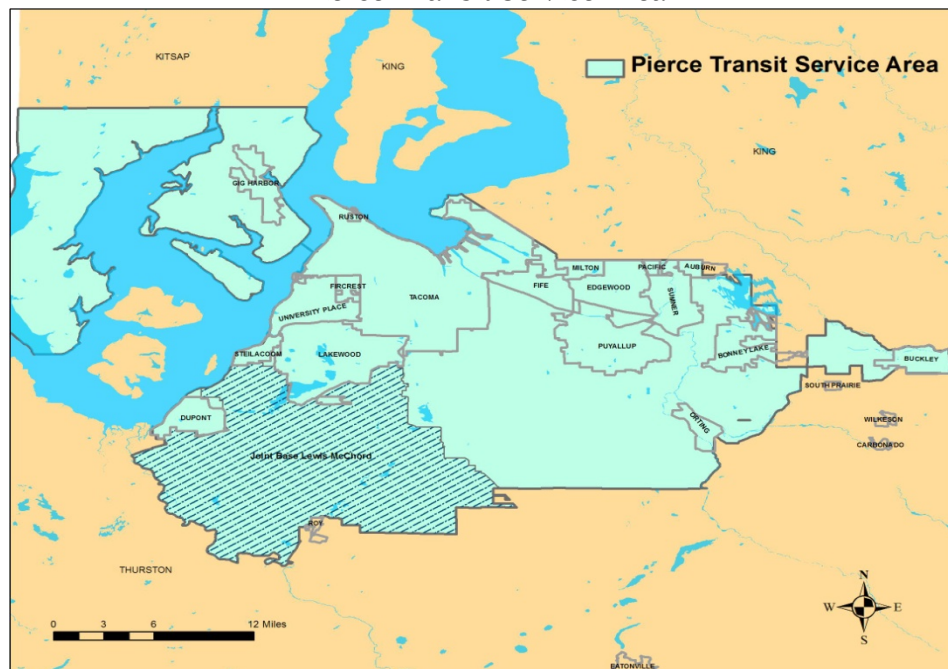
Pierce Transit is a Public Transportation Benefit Area Authority (PTBA) incorporated under authority of Chapter 36.57A of the Revised Code of Washington. Voters created the Authority in 1979. Pierce Transit's nine member governing board consists of:

- Three members from the Tacoma City Council;
- Two members from the Pierce County Council;
- The Pierce County Executive (or delegate);
- A member of the Lakewood City Council;
- A member representing Puyallup/University Place;
- A member elected by the remaining twelve smaller municipalities within the Pierce Transit service area; and
- A union representative from Amalgamated Transit Union (ATU) Local 758

Pierce Transit provides transit services in the urbanized portions of Pierce County, as illustrated in Figure 1-1. This is an area covering 414 square miles that generally conforms to the county's growth management boundary and contains an estimated population of 747,861<sup>1</sup>. More than 90 percent of Pierce County's population lives within this service area including the incorporated cities and towns of Auburn, Bonney Lake, Buckley, DuPont, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Orting, Pacific, Puyallup, Ruston, Steilacoom, Sumner, Tacoma, and University Place. It also includes several population centers within unincorporated Pierce County.

Figure 1-1

### **Pierce Transit Service Area**

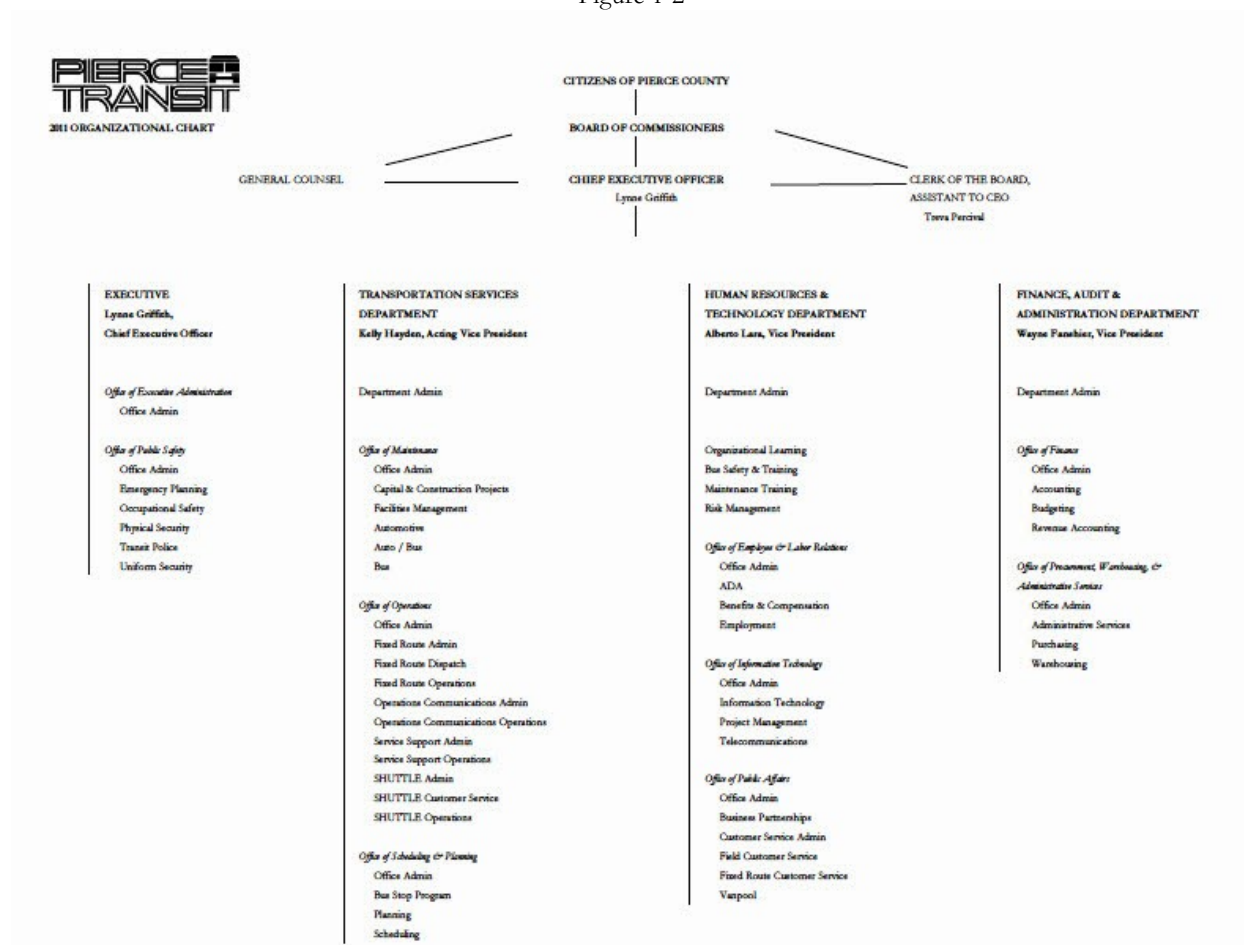


<sup>1</sup> 2011 Pierce Transit Service Area population estimate is extracted from the Washington State Office of Financial Management April 1, population determinations.

The adopted 2011 continuation budget includes 866 positions and 842 full-time equivalent (FTE) employees. There are no increases in staff positions in the 2011 Budget. A total of 194 positions have been eliminated from the 2010 Budget level due to service reductions.

Figure 1-2 below summarizes Pierce Transit's organizational structure.

Figure 1-2



## 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 96<sup>th</sup> Street SW, Lakewood, Washington.

### **Transit Centers and Stations:**

- 72<sup>nd</sup> Street Transit Center - The 72<sup>nd</sup> Street Transit Center is located on the northwest corner of E. 72<sup>nd</sup> Street and Portland Avenue E in Tacoma. This facility has a 68-stall park & ride lot and is served by five bus routes making 299 weekday trips to this facility.
- Commerce Transfer Facility - Located along Commerce Street between S. 9<sup>th</sup> and S. 13<sup>th</sup> Streets in Tacoma's downtown core, Commerce includes a customer service office (The Bus Shop), ten passenger boarding zones, and a bus turnaround/layover facility. Each weekday 25 bus routes make 1,268 trips through this location.
- Lakewood Towne Center Transit Center - This facility is located in the northern peripheral area of the Lakewood Towne Center. It is served by 10 bus routes making 777 trips through this facility each weekday.
- Parkland Transit Center - The Parkland Transit Center is located on the northwest corner of Pacific Avenue and S. 121st Street in Parkland. Each weekday, six bus routes make 410 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. Each weekday, six bus routes make 189 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 10 bus routes making 559 weekday trips. 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. The 13 routes that serve this facility make a total of 481 weekday trips. 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 six 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. Ten bus routes make 559 weekday 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 nearly 3,300 bus stops in Pierce Transit's system. Pierce Transit owns 589 shelters and has more than 930 benches installed at bus stops throughout the system. Currently, 99.8% of the stops meet ADA accessibility standards. Those that do not were established prior to the passage of the ADA and will continue to be improved within budgetary and physical limitations.

**Other Facilities:**

- 17th & Broadway Transit Facility - Located on the west side of Broadway at 17th Street in downtown Tacoma. This facility provides a driver layover station and bus turnaround.
- 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, Sumner, 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) via the SR-512 Park & Ride

**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, Bus PLUS Service within the county's emerging suburbs, 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.

### Fare Structure

Fare structure for Local Fixed Route, Regional Express, and SHUTTLE service in 2011:

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
Olympia Express Adult Cash Fare	\$2.50
Regional Express Adult Monthly Pass (ORCA – \$2.50 Puget Pass)	\$90.00
Olympia Express Senior/Disabled Cash Fare	\$1.25
Regional Express Senior/Disabled Monthly Pass (ORCA – \$1.25 Puget Pass)	\$45.00



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

- Trunk routes serve high volume corridors within urbanized portions of Pierce County. They operate seven days a week, providing at least fifteen-minute headways on weekdays, with somewhat less frequent service on nights and weekends. Trunk routes are Pierce Transit's most intensive services.
- Urban routes serve arterial streets within urbanized areas. They operate seven days a week, providing at least thirty-minute headways on weekdays with 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.
- Bus PLUS routes generally combine some features of both fixed route services and demand-responsive services. While each route is tailored to meet the particular operating circumstances, Bus PLUS routes typically permit some degree of user-initiated deviations from set routes or schedules (*e.g.*, allowing customers to request a pick-up at off-route locations where pick-ups occur only on a prior reservation basis). Bus PLUS services are especially suited to neighborhoods that lack the density or urban form to support conventional fixed route services.
- 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 Americans with Disabilities Act.
- 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 3-1 summarizes boarding trends on each Pierce Transit service during the past eight years. Figure 3-1, illustrates this information graphically.

Table 3-1  
**Pierce Transit Ridership Trends – 2003-2010**  
(Millions of Annual Boardings)

	2003	2004	2005	2006	2007	2008	2009	2010
Pierce Transit Fixed Routes	11.34	11.87	12.11	12.35	13.22	14.87	14.18	14.00
Bus PLUS	0.002	0.012	0.064	0.061	0.091	0.124	0.081	0.051
Sound Transit Services	1.93	2.06	2.04	1.97	2.09	2.46	2.60	2.43
SHUTTLE	0.48	0.49	0.41	0.40	0.42	0.45	0.45	0.46
Vanpool	0.64	0.70	0.76	0.81	0.77	0.85	0.85	0.89
System Total	14.39	15.14	15.39	15.59	16.59	18.75	18.16	17.83

Figure 3-1

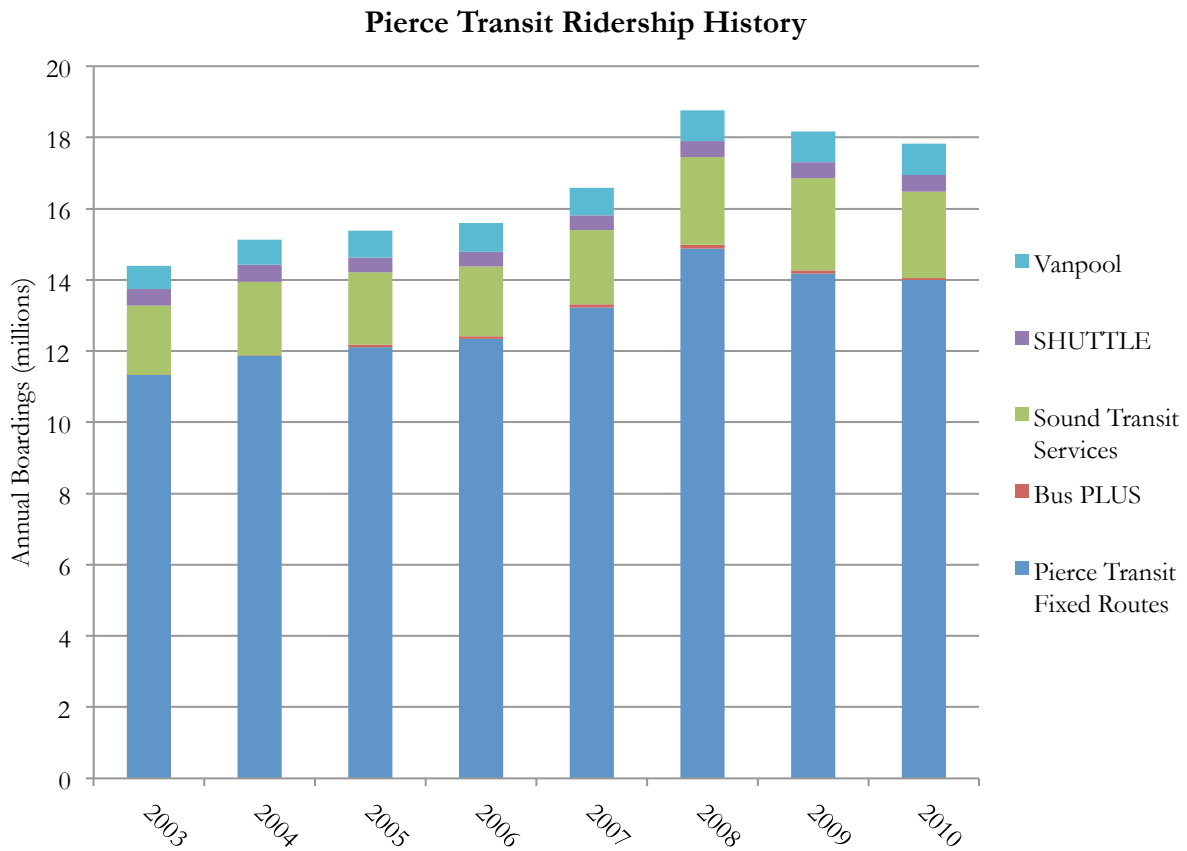
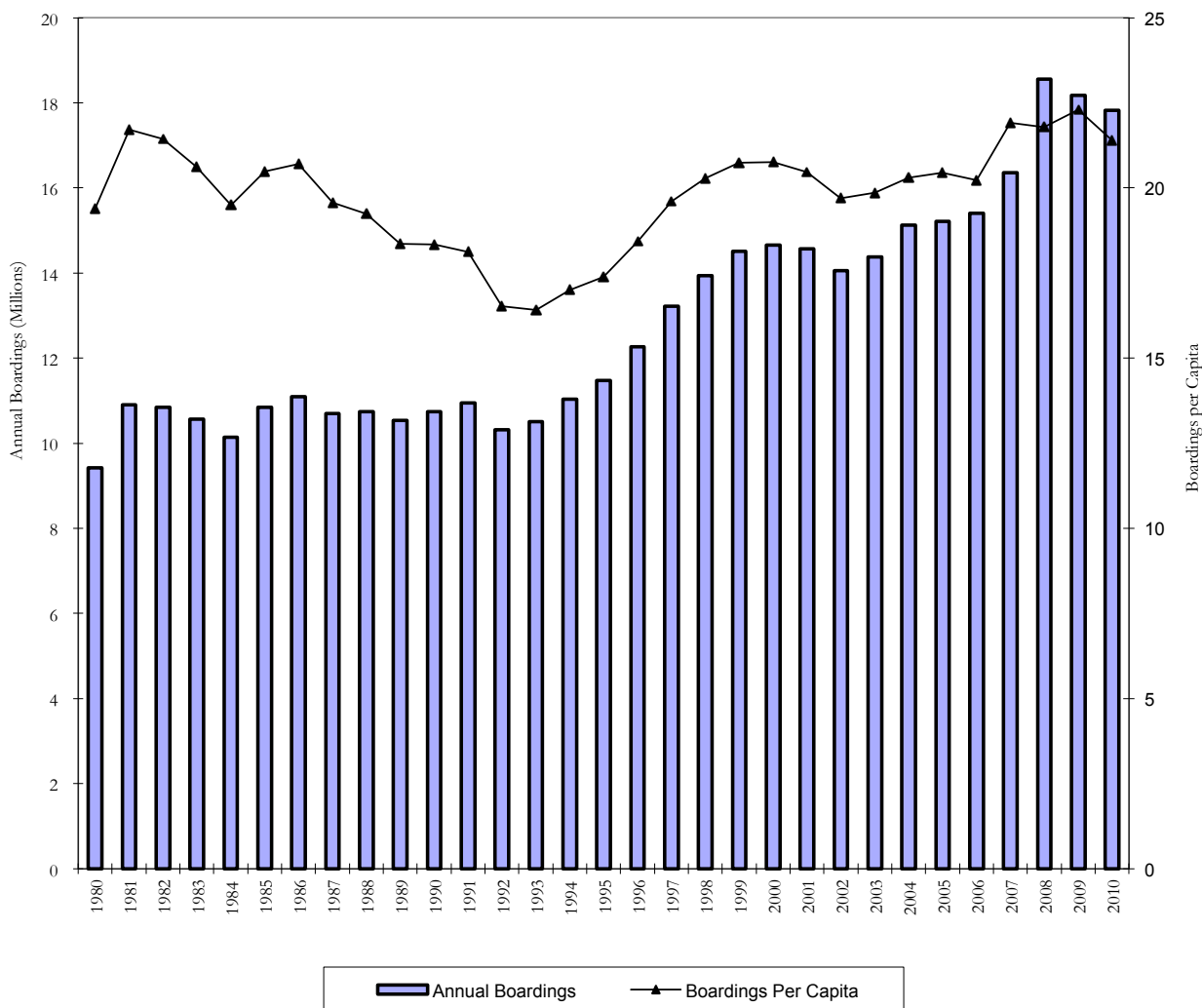


Figure 3-2 compares ridership growth on services operated by Pierce Transit, including Sound Transit routes, with the growth of the county's population. Between 1990 and 2000 ridership increased from 10.75 million to 14.64 million. This means that Pierce Transit's market penetration gradually increased throughout the decade of the 90's. This trend was temporarily reversed, starting in 2000, when service reductions, made necessary by the elimination of the Motor Vehicle Excise Tax, took effect. Subsequently, Pierce County voters approved an increase in the sales tax from three-tenths of one percent to six-tenths, effective July 1, 2002. Since then, system ridership has rebounded, surpassing 18 million boardings in 2008 and leveling off in subsequent years.

Figure 3-2

### Boardings Compared to Population Growth

(Includes Pierce Transit Fixed Route, Bus PLUS, SHUTTLE, Vanpool, and Sound Transit Services Operated by Pierce Transit)

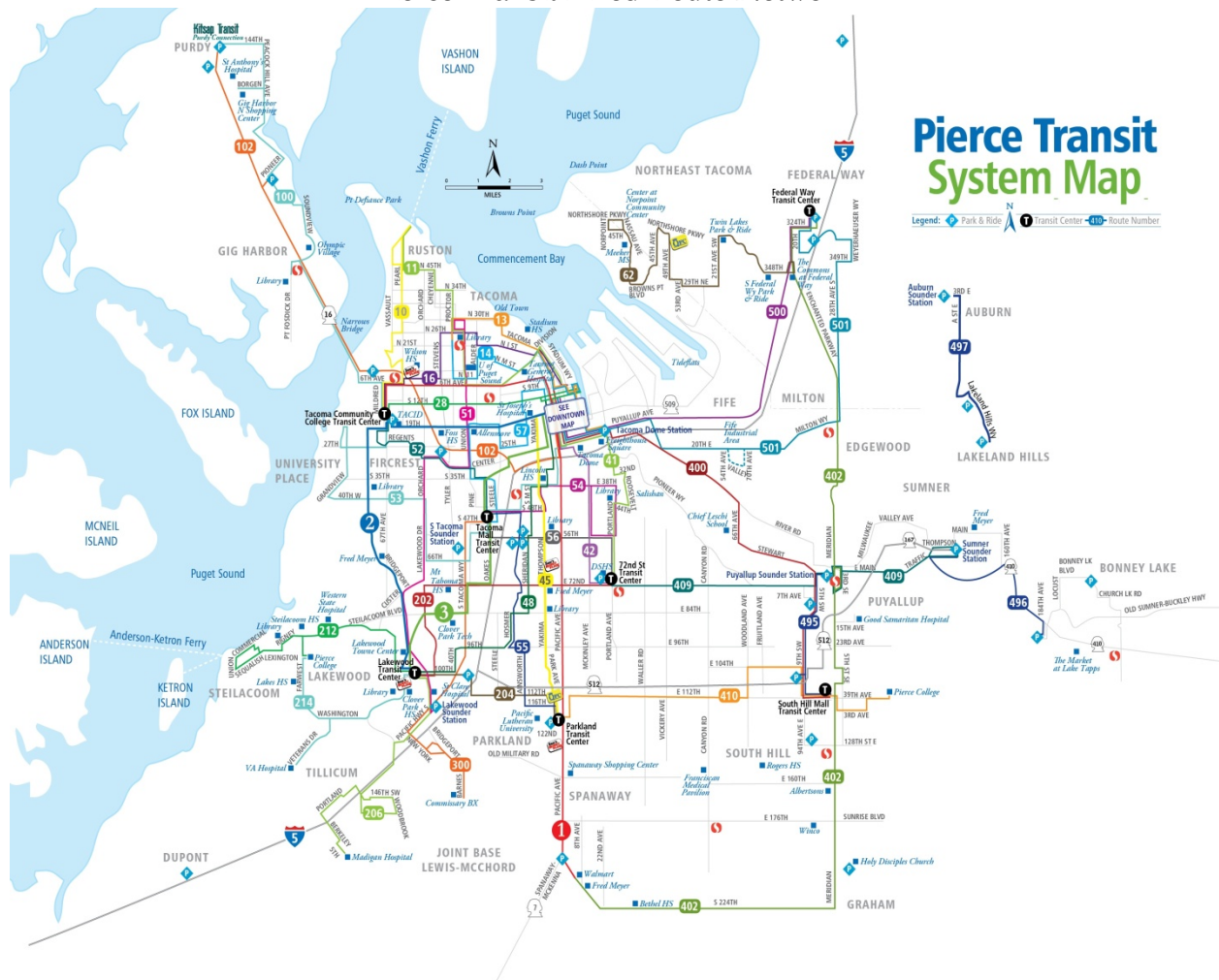


### Local Fixed-Route Service

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 44 routes using more than 959<sup>2</sup> miles of roadways throughout Pierce County (system map illustrated in Figure 3-3). All of this service is wheelchair accessible. Pierce Transit reported 13.8 million boardings on the local fixed route system during 2010, up from a base of 9.4 million riders when Pierce Transit was first established in 1980. Figure 3-4 illustrates the growth in local fixed route ridership during that period. It does not include ridership on Pierce Transit's vanpool, SHUTTLE, Bus PLUS or express services, or on Sound Transit's express services.

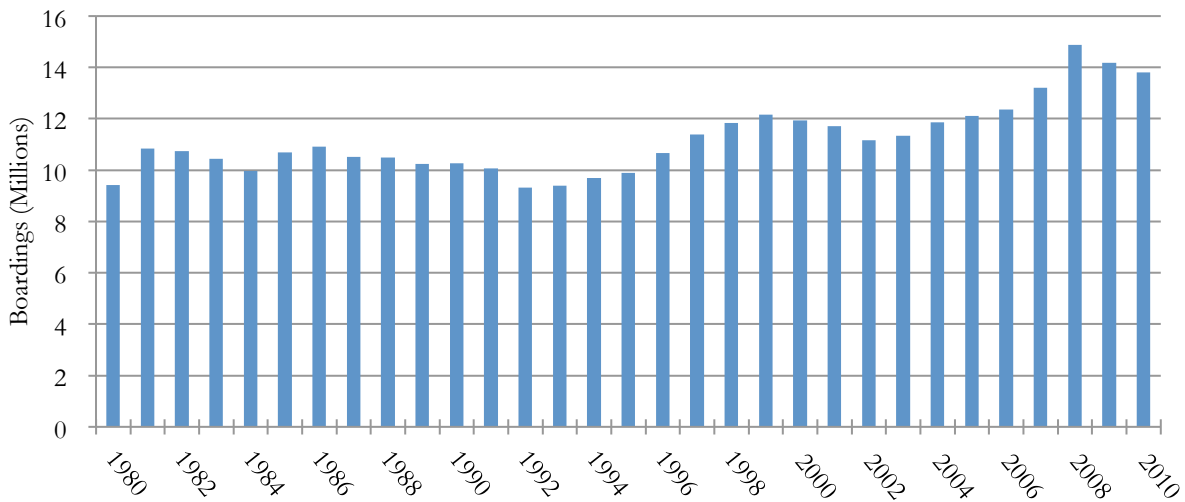
Figure 3-3  
**Pierce Transit Fixed Route Network**



<sup>2</sup> Directional Miles of Service: The mileage in each direction over which public transportation vehicles travel while in revenue service. Directional route miles are a measure of the route path over a facility or roadway, not the service carried on the facility; e.g. number of routes, vehicles or vehicle revenue miles. Directional route miles are computed with regard to direction of service, but without regard to the number of traffic lanes or rail tracks existing in the right-of-way. Directional route miles do not include staging or storage areas at the beginning or end of a route.

Figure 3-4

### Local Fixed Route Ridership 1980 – 2010

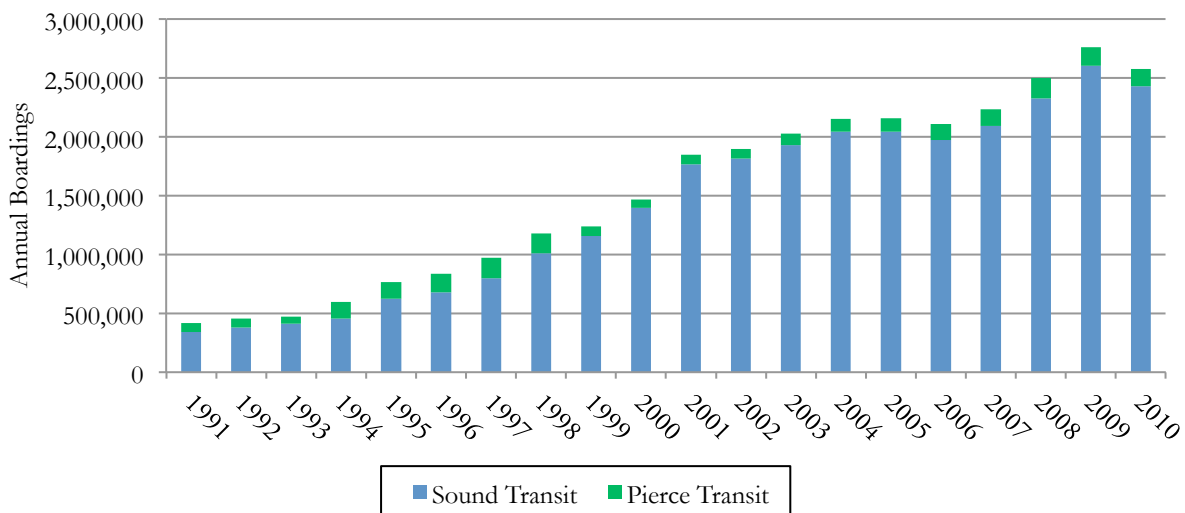


### Express Service

Fixed route buses also provide express commuter service to locations in Pierce, King, and Thurston counties. Pierce Transit offers express buses to Olympia in Thurston County, Puyallup/South Hill and the Gig Harbor Peninsula. Under contract with Sound Transit, Pierce Transit operates express service to Federal Way, Auburn, Bonney Lake, the University of Washington and SeaTac in addition to the Seattle Express routes. Figure 3-5 summarizes ridership trends on Pierce Transit's network of express buses, including Sound Transit's regional express services.

Figure 3-5

### Express Ridership Trends<sup>3</sup>



<sup>3</sup> Prior to 1999 Pierce Transit managed the Seattle Express services. Sound Transit assumed control of this service in 1999. For the sake of illustration, Seattle Express ridership from 1991 through 1999 has been allocated to Sound Transit.

## **Bus PLUS**

Beginning in September 2003, Pierce Transit initiated a new service category called Bus PLUS. Bus PLUS is a demand-responsive service that, while often retaining some features of traditional fixed route services, also permits some degree of user-initiated deviations from set routes or schedules. Bus PLUS is designed to serve neighborhoods that do not have the population densities needed to support fixed route services. While each Bus PLUS route will be designed to meet the specialized needs of the neighborhoods it serves, most will operate along a fixed route according to a loose schedule, but will allow user-initiated deviations from the set route in order to serve the needs of a broader service area.

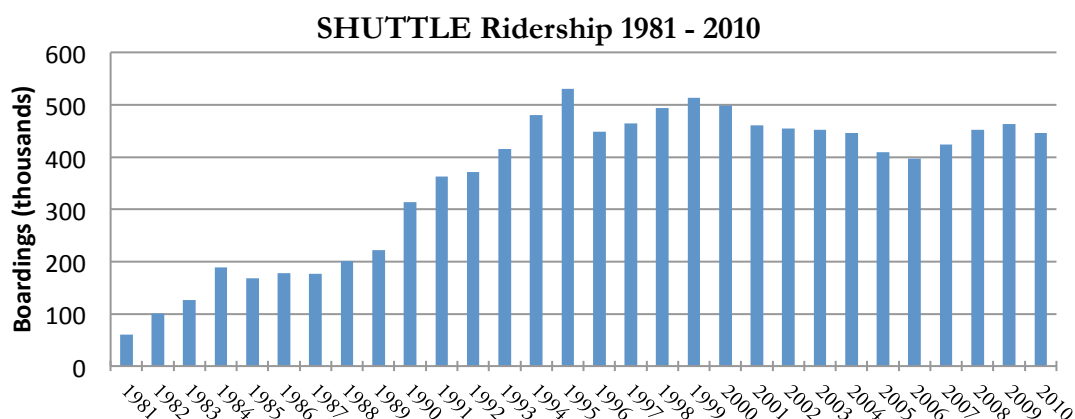
The first Bus PLUS route began operation on the Key Peninsula during September of 2003. With the assistance of State Special Needs Transportation funds, a second Bus PLUS route was added in 2004 to serve the Mid-County area. In September of 2006, additional Bus PLUS service was added to the Mid-County area in the form of Route 444. Bus PLUS service was further expanded in September of 2007 with the implementation of Route 445 to serve the Frederickson Industrial area and provide connections to South Meridian and Mountain highway. Additional services are planned in the future. Pierce Transit also operates a dial-a-ride 'loop' service in Orting that was initiated following the elimination of fixed route service in that area.

## **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 employees and through contracted services with First Transit and Transpro. The area served by SHUTTLE is generally defined by the area that is within three-quarters of a mile of a fixed route.

As illustrated in Figure 3-7, the number of SHUTTLE riders has grown from 60,000 in 1981 to 446,451 in 2010. In recent years Pierce Transit has focused on providing travel-training programs for SHUTTLE patrons who are capable of riding fixed route services.

Figure 3-6

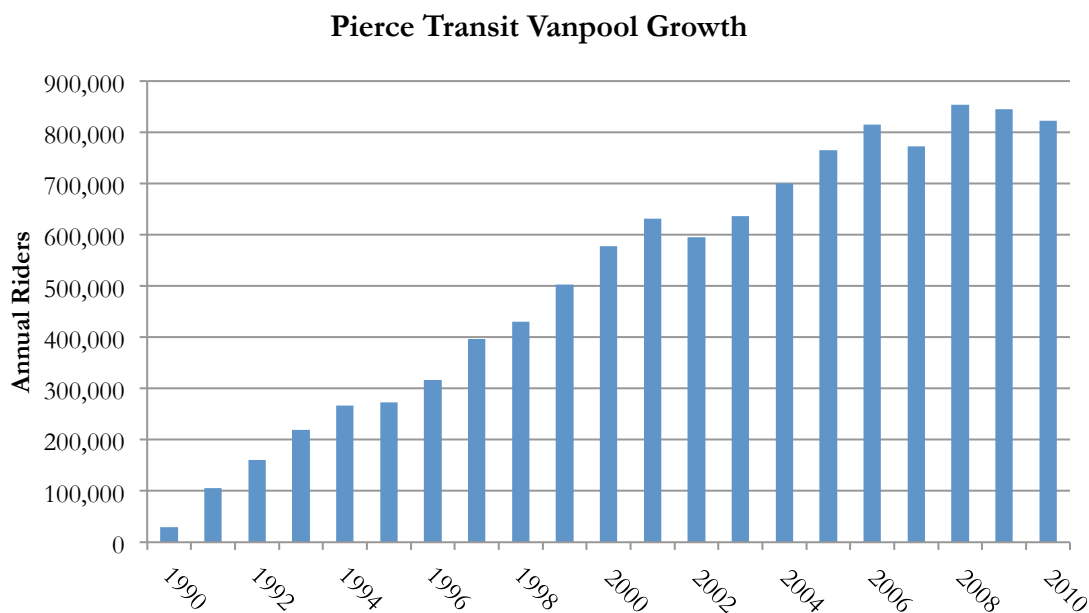


### Vanpool Services

Since its inception in 1986, the vanpool program has expanded to an active fleet of 321 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 85% of direct operating costs through fares. In 2008 the Pierce Transit vanpools provided about 853,000 rides, nearly five percent of the agency's total ridership. Figure 3-8 depicts vanpool ridership during each year since 1990.

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 3-7



### 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 provide 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.



## 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 Connections 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 a Pierce Transit bus stop in Graham or at the Wal-Mart on Highway 7. From these stops they can connect to the Pierce Transit Service Area.
- **Intercity Transit** – Pierce Transit and Intercity Transit jointly operate Olympia Express service linking Pierce and Thurston counties. Pierce Transit provides two routes (601, 603A) providing weekday service while Intercity Transit provides one weekday (603) and one weekend (620) route.
- **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 61 route 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 & 113 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 & ride, and Sounder stations throughout Pierce County. These include: Auburn Sounder Station, Bonney Lake Park & Ride, 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, Sumner 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 212 route.
- **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 7 local Pierce Transit routes.
- **Amtrak** – Pierce Transit routes 41, 500, and 501 provide regular weekday and weekend service to the Tacoma Amtrak station.



- **Park & Ride Lots** - Pierce Transit also operates a network of park-and-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-and-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
<b>Tacoma Dome Station</b> <i>Puyallup Ave b/n E St. &amp; G St.</i>	2,363	<b>TCC Transit Center</b>	95
<b>Parkland Transit Center</b>	62	<b>North Gig Harbor (Kimball Drive)</b>	306
<b>72nd St. Transit Center</b>	68	<b>Holy Disciples Church</b> <i>(Meridian &amp; 187<sup>th</sup>)</i>	56
<b>Bonney Lake South</b> <i>Hwy. 410 at 184<sup>th</sup> Ave.</i>	356		

Owned by Others			
Facility	Stalls	Facility	Stalls
<b>SR 512 (WSDOT)</b> <i>I-5/SR-512 Interchange</i>	493	<b>North Purdy (WSDOT)</b> <i>Purdy Dr. at 144<sup>th</sup> St.</i>	200
<b>DuPont (Sound Transit)</b> <i>Exit 218 at DuPont</i>	125	<b>Tacoma Mall North (WSDOT)</b> <i>I-5./56<sup>th</sup> (Northwest Side)</i>	48
<b>Roy "Y" (WSDOT)</b> <i>SR-7 at SR-507</i>	100	<b>Tacoma Mall South (WSDOT)</b> <i>I-5./56<sup>th</sup> (Southwest Side)</i>	44
<b>Center Street (WSDOT)</b> <i>SR-16 at Center (Closed during highway construction)</i>	75	<b>Key Center (Private)</b> <i>Key Center at grocery store</i>	12
<b>Narrows (WSDOT)</b> <i>6<sup>th</sup> Avenue at Skyline</i>	195	<b>South Hill (Sound Transit)</b> <i>9<sup>th</sup> St. SW at 34<sup>th</sup> Ave SW Puyallup</i>	350
<b>South Hill (Private)</b> <i>Elim Evangelical Church</i>	20	<b>Puyallup Sounder (Sound Transit)</b>	364
<b>South Gig Harbor (WSDOT)</b> <i>Olympic Village Shopping Ctr.</i>	34	<b>Sumner Sounder (Sound Transit)</b>	286
<b>South Purdy (WSDOT)</b> <i>Purdy Dr at SR-16 onramp</i>	20	<b>Bonney Lake North (Bonney Lake)</b> <i>W. Tapps Hwy at Bonney Lk. Blvd.</i>	30
<b>Tacoma Mall East (WSDOT)</b> <i>I-5/S. 56<sup>th</sup> (Southeast Side)</i>	78		

WSDOT indicates a Washington State Department of Transportation facility.

## Section 5: Activities in 2010

**System Redesign:** In 2009, Pierce Transit began a system redesign process with the goal of developing a public transportation system that the public values. This plan matched the funding available to Pierce Transit with the level of service that is affordable.

Local fixed-routes serve the largest number of customers and consume the largest part of Pierce Transit's budget. As the turmoil grew in the financial markets and unemployment increased, Pierce Transit began to see a sharp decline in sales tax collections, which represents 70% of the operating revenues. In early 2008, cuts were made to agency expenditures, capital projects, nonessential travel, and a hiring freeze was implemented. Layoffs of administrative personnel followed in the fall of 2008. Fixed route service hours of 666,223 in the 2008 budget were reduced to 660,940 in the 2009 budget and at year end were approximately 645,000 hours. These savings were realized through the modification or elimination of unproductive trips and routes at the direction of the Pierce Transit Board of Commissioners.

In early 2009 it was realized that even the modest savings that had been made were not going to be sufficient to "weather the financial storm" and more aggressive changes were necessary to achieve a balanced budget in the future. This need for a "leaner" Pierce Transit required a strategy to survive with our current funding (6/10<sup>th</sup> of 1% of sales tax collections), but also needed to consider a strategy for growth if a "new" funding formula was found. These two concepts and a third, based on potential additional revenue (the "Vision"), formed the basis for the Pierce Transit System Redesign. It was promoted to the public through an outreach program called "PT Tomorrow."

Throughout 2010, PT Tomorrow touched thousands of people in the County and asked them what they would like to see in Pierce Transit's future. A dramatically downsized system would be necessary if no new funding is discovered. With additional funding an enhanced system, easing travel throughout the Pierce Transit system and to other areas outside of Pierce County, would be possible.

A directive to cut costs would reduce the service hours provided by Pierce Transit by nearly half. Lower performing routes would be eliminated and service to Thurston, King and rural Pierce County would also disappear. Service levels on our popular and productive routes would potentially be reduced to hourly intervals. If new funding is found, Pierce Transit would see a change of service delivery which would sustain most current routes as well as change the methods of service delivery to better suit our changing environment and travel patterns.

In July of 2010, the Pierce Transit Board of Commissioners selected a plan to preserve service levels with the goal of providing financially sustainable public transportation that area residents value and use. The Board directed staff to put forward a ballot proposition for the February 8, 2011 election to exercise the final 0.3% sales tax authority available to Pierce Transit to provide funding to meet current service demands.

Over the last year, Pierce Transit has carefully developed and refined service plans centered on three rounds of extensive public input. The final alternatives were based on two funding levels; one that reduces service while utilizing the current sales tax level of 0.6% (6 cents on a \$10 purchase), and one that preserves service by exercising the remaining sales tax authority of 0.3% (an additional 3 cents on a \$10 purchase).

Since the beginning of the recession, Pierce Transit has been actively addressing the impacts of sharp declines in sales tax revenue. The agency was one of the first entities to experience a layoff of personnel –a five percent reduction. Pierce Transit delayed or eliminated capital projects, reduced service by nearly six percent, and increased regular adult fares by 25 cents. Those actions combined with employee identified operational efficiencies have saved over \$72 million.

The Pierce Transit Board also directed staff to continue to look for ways to cut more costs without impacting service until the voters have their say in February of 2011.

**Downtown Tacoma Transit Signal Priority:** This grant funded project designed and implemented a comprehensive intelligent signal upgrade for Downtown Tacoma in conjunction with the City of Tacoma. The project area consists of 6 square miles bounded by Sprague Avenue on the west, Division Avenue on the north, I-5 on the south, and Portland Avenue on the east. The project addresses approximately 80 signalized intersections, including some of the highest volume locations in Downtown Tacoma. The first phase of the project, now complete, produced a series of prioritized traffic management and technology deployment plans for the full project area and provided partial implementation on 17 targeted intersections for two high-priority Downtown Tacoma corridors, Pacific Avenue and Commerce Street. Phase II will complete implementation throughout the project area grid and will be completed by December 2011.

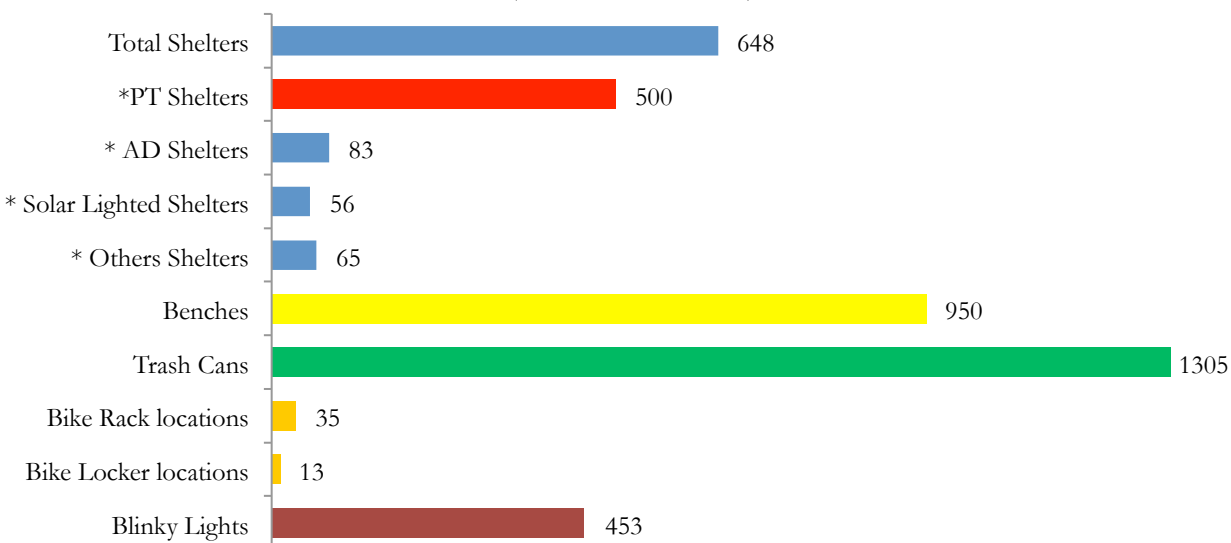
The result will be a network system of interactive traffic controls that optimize throughput within the regional center. This project delivers an intelligent signal system with state of the art communication and data management capabilities and transit signal priority (TSP) for bus and rail. The primary objective of this project is the reduction of transit delay in the study area through deployment of technology and equipment.

**Pacific Avenue Transit Signal Priority:** The Pacific Avenue Transit Signal Priority project is very similar work along the Pacific Avenue / SR-7 corridor. This project will complete installation of the transit signal priority elements through an upgrade of the signal controllers, equipment and software along a 17-mile segment of the Pacific Avenue corridor from Downtown Tacoma to 176<sup>th</sup> Street. This corridor has some of the highest traffic volume locations in Pierce County. The primary objective of the project is the reduction of transit delay along the corridor 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 make adjustments to traffic as necessary, and security cameras at key locations.

**Bus Stop Program:** As of December 2010, Pierce Transit has a total inventory of 648 shelters, most owned and maintained by Pierce Transit. This number does not include transit centers. Approximately 20% of our stops support shelters.

**Benches:** 28% of our bus stops currently have a passenger bench. Pierce Transit has a total inventory of 850 benches.

Figure 5-1  
Pierce Transit Amenity Counts  
(As of December 2010)



\* Denotes types of shelters included in total shelter count

## Section 6: Proposed Action Strategies, 2011 - 2016

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 2007 to 2026. Pierce Transit reports its success at achieving the state's objectives for 2009, and strategies for achieving the state's objectives for 2011 through 2016.

### **1. PRESERVATION**

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

2010	2011-2016
Continued Effort	Continuing Effort

Preserve existing transportation service levels.

- 2010**
- Fixed route services maintained over 640,000 hours of Pierce Transit funded services in 2010.
  - SHUTTLE services continued to conform to the requirements of the Americans with Disabilities Act.
- 2011-2016**
- Pierce Transit will modify or eliminate unproductive trips and routes and will redeploy resources from unproductive routes and route segments to areas where need and demand are 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.

Preserve existing public transportation facilities and equipment.

- 2010**
- Pierce Transit purchased 22 replacement SHUTTLE vehicles.
  - Pierce Transit purchased 5 replacement Bus PLUS vehicles.
  - Installed high definition closed circuit digital cameras at our park and ride and transit center properties to improve security and address public safety more effectively. Pierce Transit purchased 64 replacement vanpool vans.
  - Pierce Transit added 9 benches to shelter locations and added an additional bike rack location.
- 2011-2016**
- 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.

## **2. SAFETY**

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

<b>2010</b>	<b>2011-2016</b>
Continued Progress	Continuing Effort

**2010**

- 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.

**2011-2016**

- Pierce Transit will continue 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. The installation of cameras began in 2010 and will continue for a period of 3 years.
- Pierce Transit will continue to develop the Public Safety Department. It coordinates in-house police resources, off-duty uniformed police resources, in-house security, and local and regional emergency preparedness.

### **3. MOBILITY**

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

<b>2010</b>	<b>2011-2016</b>
Made Progress	Continuing Effort

**2010**

- 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 five other public transportation providers as well as interstate bus and passenger rail service.
- Pierce Transit partnered with the City of Tacoma in support of the formation of the Complete Streets guidelines.
- Pierce Transit is an active participant in the 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

schedule or teleworking.

#### **2011-2016**

- Pierce Transit will continue working with Pierce County to identify funding sources that will allow the expansion of the 'Beyond the Borders' program.
- During the next six years, Pierce Transit will undertake a review of hybrid service options in low-density suburbs. Zone routes and deviated fixed routes appear to have significant potential to reduce the costs of serving these neighborhoods, thereby making non-urban public transportation service more practical. Under-performing fixed routes and emerging suburban neighborhoods will be considered for these new hybrid services.
- 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.

#### **4. ENVIRONMENT**

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

<b>2010</b>	<b>2011-2016</b>
Continued Effort	Continuing Effort

#### **2010**

- Pierce Transit staff continued to participate in planning efforts to develop and improve alternatives to the single occupant vehicles.
- 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. By contrast, diesel buses release a gallon of soot for every 570 miles traveled.
- 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.

## 2011-2016

- 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. More importantly, our experience with CNG shows that corporate citizenship and bottom-line efficiency can co-exist.
- Pierce Transit will continue to maintain and improve recycling programs that help reduce energy consumption and improve air and water quality.

## 5. STEWARDSHIP

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

2010	2011-2016
Continued Effort	Continuing Effort

## 2010

- Continued and expanded comprehensive long-term planning efforts. Actively participated in a number of local and regional planning efforts, including:
- Continuing operational and planning coordination with the region's other public transportation providers, most 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; and,
- Participation in the City of Tacoma's Complete Streets program, an effort to establish guidelines for mixed use urban and residential streetscapes that are transportation and pedestrian friendly.
- Ongoing participation in Pierce County's Growth Management Coordinating Committee and Transportation Coordinating Committee.

## 2011-2016

- 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 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, 2011 - 2016

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 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 ridership. Preserving our vital service to the community will remain Pierce Transit's top priority.

### Fixed Route Services

**Fixed Route Service:** Because Pierce Transit is heavily dependent on sales taxes, the 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. This section provides a detailed summary of changes that are planned to take effect during 2011, with a more general summary for each of the next five years.

Due to the economic recession and failure of Proposition 1 in February 2011, the Pierce Transit Board of Commissioners directed staff to implement a 35% reduction in service by the October 2, 2011 service change to address the agency's budget shortfall.

Pierce Transit responded to an unprecedented decline in sales tax collections that began in December 2007. Sales tax collections represent 70% of our revenue. To address the budget shortfall service reductions were implemented as described below. These changes included modifications in almost all parts of Pierce Transit's network of fixed route, Bus PLUS and SHUTTLE specialized transportation services. Each is in response to the need to eliminate up to 35% of the services Pierce Transit currently operates in order for the agency to be financially sustainable.

#### **The Reduction Plan will reduce service to 35% by October 2, 2011 with:**

- Reduced AM/PM trips on fixed route and SHUTTLE on all days of the week
- Buses come less often on all days of the week
- Weekend service is reduced to operate from approximately 10am–6pm
- No special event service will operate including the Puyallup Fair and July 4th Freedom Fair
- SHUTTLE paratransit service for people with disabilities operates during the same days and times within  $\frac{3}{4}$  of a mile of fixed bus routes.

As bus service is reduced, SHUTTLE service will also be reduced. Almost all routes will be impacted with reduced service hours, the number of trips that operate, or service being eliminated.

This plan focuses on maintaining as much service in higher ridership areas to continue to provide the most number of passenger trips for the most number of people. This is in line with the system redesign and PT Tomorrow where we sought to be more efficient and have a system that has higher performance. Figure 7-1 below illustrates the extent of the reduction on fixed route services while figure 7-2 illustrates the proposed SHUTTLE boundary.

Figure 7-1

## October Service Reduction Focusing on Efficiency & Ridership Effective October, 2011

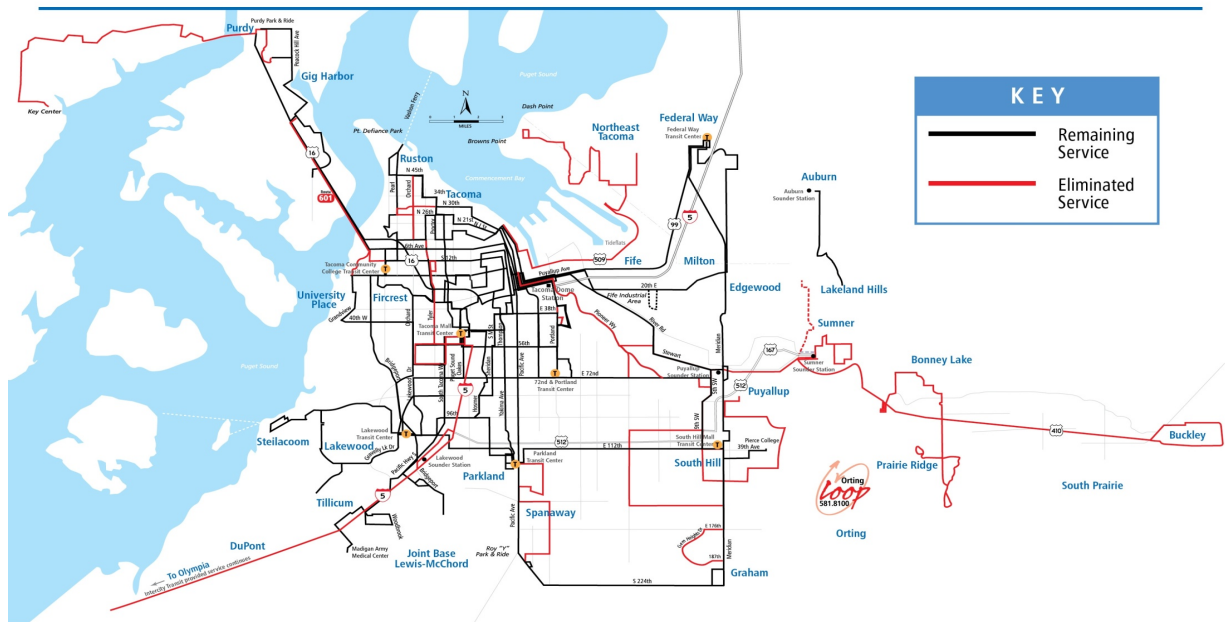


Figure 7-2

## Proposed SHUTTLE Boundary & Hours of Service

SHUTTLE Boundary around Routes 1, 2, 3 & 500	SHUTTLE Boundary around most other Local Routes
Weekdays 5am – 11pm	Weekdays 6am – 9pm
Saturdays 6am – 11pm	Saturdays 8am – 8pm
Sundays 7am – 9pm	Sundays 9am – 5pm

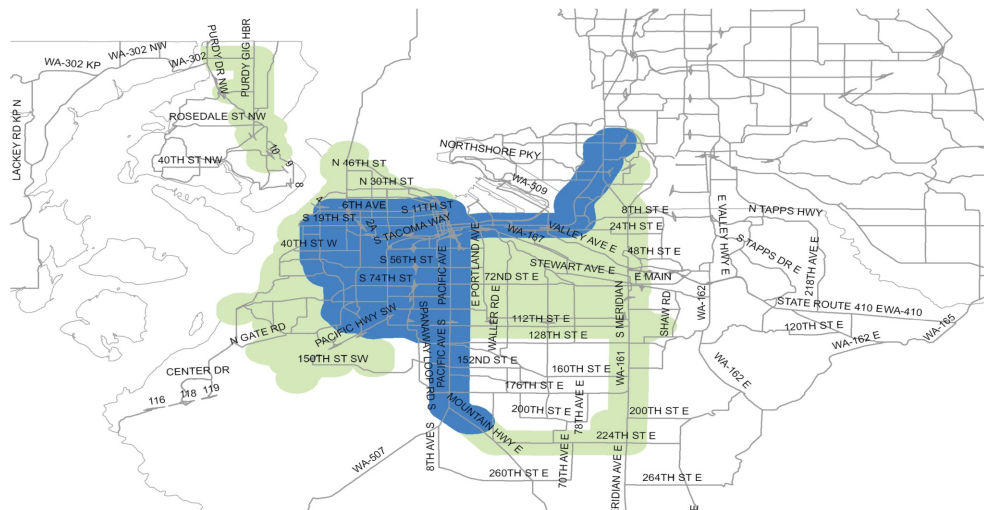


Figure 7-3 highlights the differences in Pierce Transit fixed route ridership from 2010 service compared with the Reduction Plan.

Figure 7-3

<b>Service Reductions Comparison</b>		
	Today's Service	October Reduction focusing on Efficiency
Estimated Annual Passenger Trips	( 2010 ) 14.1 Million	<b>11.4 - 11.8 Million</b>
Estimated Change in Passenger Trips		<b>-2.7 to -2.3 Million</b> <b>-19% to -16%</b>
Estimated Cost Per Passenger	\$ 9.00	<b>\$ 5.00</b> <b>- 44 %</b>
Estimated Passengers Per Service Hour	23	<b>27</b> <b>+ 20%</b>

**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 (e.g., health care) and tailoring services to the needs of 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;
- Promoting special services to improve public access to major Pierce County events;
- Conducting periodic market research projects to assess trends in public perception about transit services, and to evaluate the effectiveness of service plans, route promotions, and marketing techniques

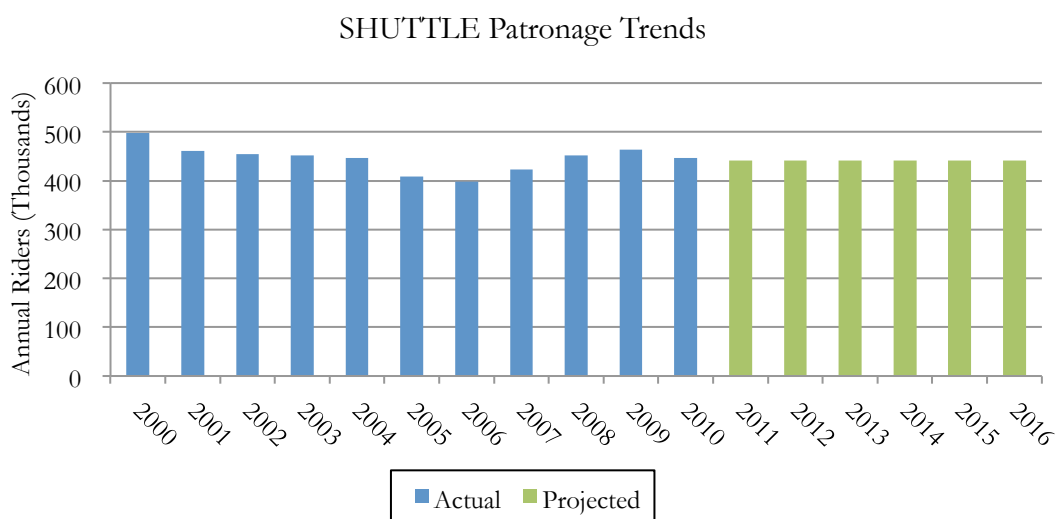
#### **Paratransit (SHUTTLE)**

In 2011, SHUTTLE is projected to have a zero to 1% negative growth rate. The growth rate is reflected by the impacts of Pierce Transit's ongoing efforts to control program costs by system-wide service cuts, transitioning SHUTTLE patrons onto fixed route services and through the ongoing travel-training program. This is important because it is projected to cost an average of \$43.43 to transport each SHUTTLE rider during 2011 compared with \$5.32 for local fixed route services.

While SHUTTLE transports 3% of Pierce Transit's total riders, it consumes more than 16% of the budget. At the same time, fixed route services provide a cost-effective alternative to SHUTTLE, offering frequent and reliable service to most major travel destinations within Pierce County. Travel training, revised eligibility determination, and transferring SHUTTLE patrons onto fixed route services for a portion of their trip have all succeeded in lowering overall program costs while continuing high quality paratransit services for persons who are unable to use regular fixed route services.

During the next six years, SHUTTLE will continue its mission of providing complementary paratransit services for persons with disabilities. Because Pierce County's population is both growing in number and growing older, demands for SHUTTLE service will likely increase in coming years. Figure 7-4 illustrates projected SHUTTLE patronage.

Figure 7-4



Pierce Transit is working with the state and other local service providers in the Pierce County Coordinated Transportation Project. Its goal is to identify and implement strategies that coordinate resources, reduce service duplications, and improve service quality for specialized transportation services operating throughout the county. This will be accomplished by consolidating resources so that a single vehicle may transport clients from several different programs at the same time lowering total program costs. These efforts will continue during 2011 and beyond.

The Washington State Legislature passed SHB 2072 in April, 2009. This legislation strengthens the requirement for coordination of transportation services between transit providers and human services transportation for programs such as Adult Day Health (ADH). As a result of this legislation, Pierce County was identified as a site for a six-month demonstration project. The Local Coordinated Coalition (LCC) identified a demonstration project that focuses on mitigating the impact of shifting of ADH trips to public ADA paratransit service. This demonstration project creates the blueprint for a unique alternative to meet the ADH transportation demand. Partners include Pierce Transit, Multi-Care Health System, DSHS, Pierce County, Local Private Transportation Providers, WSDOT, and Sound Transit. The pilot project began in February 2010 and exceeded goals to decrease overall costs, increase passengers per revenue hour, reduce the number of vehicles used and miles traveled. The project continues into 2011, but is jeopardized by possible cuts in DSHS funding of Adult Day Health programs.

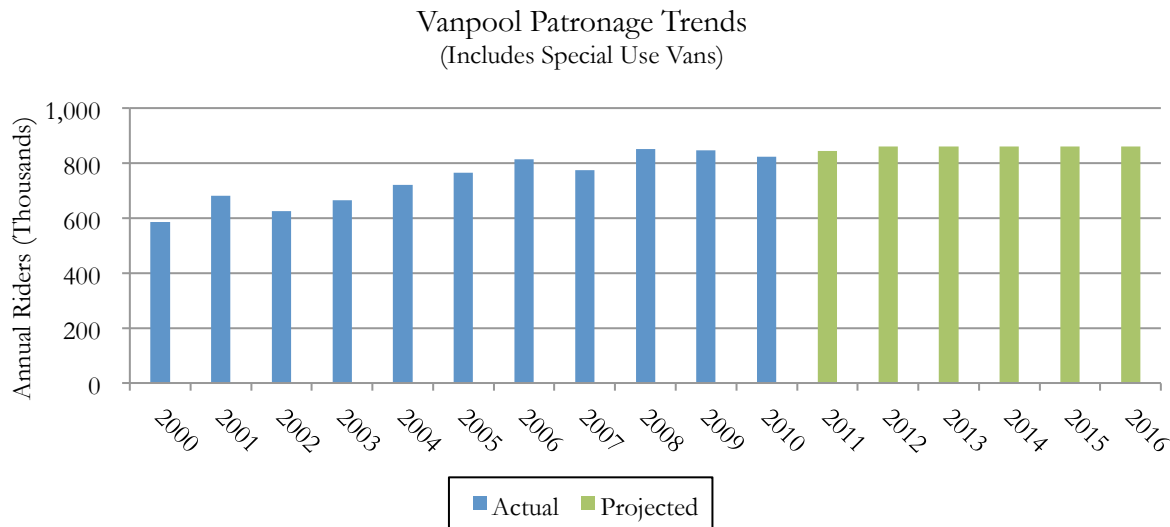
## Vanpool

Pierce Transit recognizes Vanpooling as an integral part of our public transportation mix, with 820,000 boardings, travelling over 4,000,000 miles in 2010. The program is one of Pierce Transit's fastest growing public transportation services, outstripping the agency's ability to keep pace with demand.

Due to financial constraints, we did not expand our vanpool program from 2009-2011, and new vanpools groups were formed from a wait list as existing groups terminated. The wait list in 2011 averaged 12 persons with wait time of four to six months. Pierce Transit works with the region's other vanpool program providers to match potential customers with available vehicles to serve customers and eliminate SOV trips.

In December 2011, through a competitive process, Pierce Transit was awarded State Vanpool Investment Program (VIP) funds for the purchase of 20 non alternative fuel expansion vans. These vehicles are for use by Joint Base Lewis-McChord soldiers and civilians to mitigate traffic in the south I-5 corridor. Pierce Transit anticipates that vanpool patronage will keep pace with the program's growth, as depicted in Figure 7-5.

Figure 7-5



Business partnerships throughout the Puget Sound Region support Pierce Transit's vanpool program. Nearly 300 Pierce Transit vanpools serve 130 worksites throughout the greater Puget Sound region. Vanpool customers are loyal, with an average tenure in excess of six years, and most of our business partners have worked with us for over 20 years.

Commute trip reduction programs with major employers encourage the use of high occupancy modes to reduce single occupant vehicle trips to their worksites. Working with these employers, Pierce Transit provides assistance to employees who desire to form a vanpool, placing the employee in a current vanpool, or forming a new vanpool, whichever is most appropriate. Pierce Transit provides the vehicle, charging a reasonable fare that recovers nearly all direct operating, maintenance, and administrative expenses.

## **Business Partnerships**

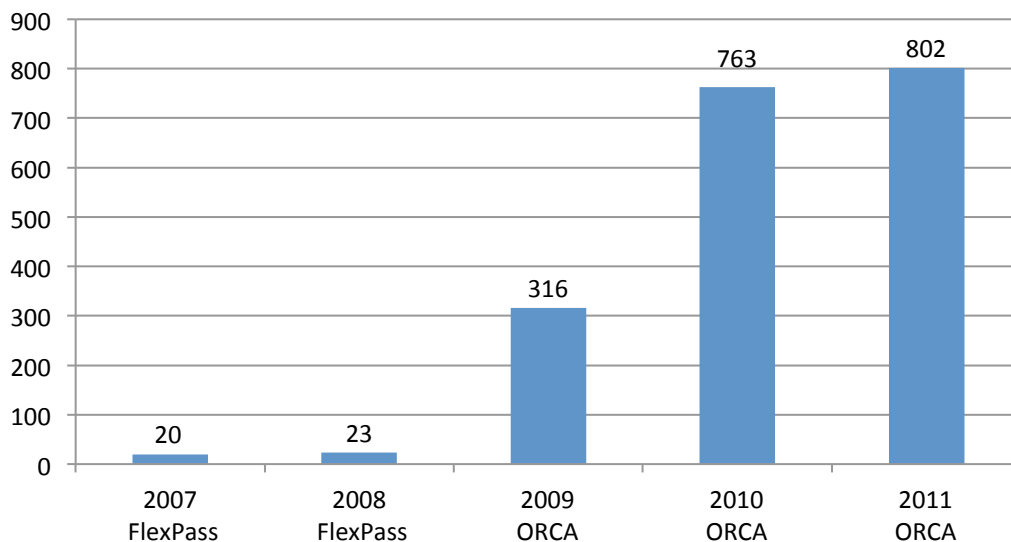
Business powers the economic engine of Pierce County, effectively enabling Pierce Transit to exist. Business Partnership's role is to initiate and maintain valuable relationships with the business community. Customized transportation programs are employed as our key strategy for success.

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 that meet their needs. Currently, over 130 employers are partners of Pierce Transit including those in Downtown on the Go, the Tacoma GTEC (Growth and Transportation Efficiency Center), the Sixth Avenue Business District, and the Downtown Merchants Group. Local active businesses include Propel Insurance, Joint Base Lewis-McChord, Port of Tacoma, University of Washington-Tacoma, University of Puget Sound, and Pacific Lutheran University.

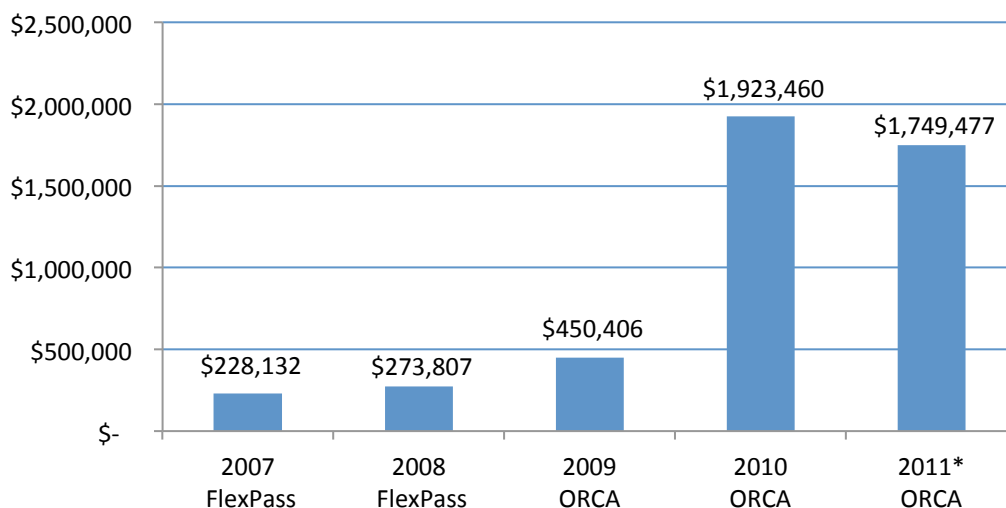
In addition to developing individual worksite transportation programs, Business Partnerships manages over 800 regional ORCA Passport accounts which began in 2007 as FlexPass. These accounts have grown from a mere 20 representing approximately \$228,000 in vanpool revenue for Pierce Transit, to 802 accounts representing \$1.75 million in both transit and vanpool revenue for Pierce Transit. Figure 7-6 below demonstrates this exceptional growth.

Figure 7-6

### **Regional Accounts**



## Managed Revenue



\*Decrease due to some ORCA Passport accounts non-renewals in 2011.

Business Partnerships serves as the universal partner in Pierce County connecting to all jurisdictions and central business districts. We strengthen Pierce Transit's reputation as a responsible business partner, while increasing ridership on our services.

### Special Needs Transportation

Pierce Transit utilized resources to fund through the SHUTTLE program 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 continues to work with WSDOT, DSHS, and other public and private partners to identify resources to fund projects that benefit consumers of specialized transportation.

## Section 8: Capital Improvement Program, 2011 - 2016

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

**Fixed-route Buses:** Pierce Transit operates a fleet of 195 buses (excludes Sound Transit vehicles), all powered by compressed natural gas (CNG), in fixed route service. Buses are replaced on a regular schedule that varies somewhat based on the age of the CNG tank. Newer CNG tanks have a longer useful life than older tanks. With recent bus purchases, the average age of the Pierce Transit fleet is 7.1 years.



At present, the fleet consists of thirty 30-foot buses and one hundred sixty-five 40-foot buses. One hundred sixty nine buses are low floor buses with ramps, and fifteen have lifts. The 30-foot buses are deployed on routes appropriate to their size and greater maneuverability.

Table 8-1

### Planned Bus Orders

Delivery expected to be in the year after funds are encumbered

	2011	2012	2013	2014	2015	2016
Replacement Buses	6	45	0	21	18	0
Expansion Buses	0	0	0	0	0	0

**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

Delivery expected to be in the year after funds are encumbered

	2011	2012	2013	2014	2015	2016
Replacement Vans	22	20	5	25	0	0
Expansion Vans	0	0	0	0	0	0

**Bus PLUS Vehicles:** Beginning in September 2003, Pierce Transit initiated a new service category called BusPLUS. BusPLUS routes generally combine some features of both fixed route services and demand-response services. This service was initially provided using older SHUTTLE vehicles that were painted and outfitted for this new hybrid type of service. New BusPLUS vehicles were ordered in 2005. The current fleet consists of 20 vehicles. Routine replacement occurs on the basis of seven years or 200,000 miles. No expansion of the fleet is planned at this time.

Table 8-3

### Planned Bus PLUS Vehicle Purchases

Delivery expected to be in the year after funds are encumbered

	2011	2012	2013	2014	2015	2016
Replacement Vans	0	5	5	5	5	0
Expansion Vans	0	0	0	0	0	0

**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 326 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 8-4

### Planned Vanpool Van Purchases

Delivery expected to be in same year as funds are encumbered

	2011	2012	2013	2014	2015	2016
Replacement Vans	0	10	43	64	30	77
Expansion Vans	0	0	0	0	0	0

### Passenger Facilities

**Tacoma Dome Station Mid-Life Maintenance:** Mid-life major maintenance issues will be addressed which include repairs to the structure, HVAC systems, restroom refurbishment, repair defective and broken concrete sections, and restripe the entire facility. The Tacoma Dome Station is a major multi-modal transit hub which services bus and light rail in Tacoma.

**Transit Center Study:** Pierce Transit will undertake a study of the current location of the Tacoma Community College Transit Center. The transit center is located on property leased from the Tacoma Community College. The lease will expire in 2013. The college continues to emphasize their desire to maintain the transit center on their campus. Discussions about opportunities to improve vehicle access into and out of the transit center are ongoing.

**Facility Condition Assessment:** A study is budgeted to assess the current condition of the Tacoma Dome Station and Commerce Street facilities. The plan is to gather data for the development of a facilities maintenance database that will be used for prioritizing and managing system renewals at these sites.

### Base Facilities

The Agency headquarters facility is located at 3701 96<sup>th</sup> Street SW in Lakewood, Washington.

The main site, identified as North Base or Main Base, is a 20-acre site 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. Although relatively new by industry standards (constructed in the mid-1980s), the existing Pierce Transit facilities are at or above capacity and struggle to accommodate current demands.

The secondary site, identified as 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. It currently functions as an employee and (inactive) fleet parking area and includes a 26,500 square-foot Training/Administration building, constructed in 2005. 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 will become developable when a storm water treatment and infiltration facility is constructed.

The original Main Base facilities were designed to accommodate a fleet of about 200 fixed route buses. Creative efforts and expansion projects have allowed Pierce Transit to continue to operate quality transit service as the service outgrows the current facility. The facility now supports more than 250 Sound Transit and Pierce Transit buses, plus vanpool, BusPLUS, Specialized

Transportation (SHUTTLE), and support vehicles. Pierce Transit will move forward with flexible, phased improvements to the Main Base and the South Base sites as funds are available.

The Pierce Transit Base Capacity Improvement Master Plan 2006-2015 was developed during 2006 with City of Lakewood approval December 2006. This plan is currently being updated to ensure that any capital investment in the base serves the Agency into the future. This plan will guide the Agency in addressing capacity issues as the various fleet sizes grow over time.

### **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 Para-transit 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.

**Facility CCTV Camera System:** Over the past 3 years Pierce Transit has been installing high definition closed circuit digital cameras at our park and ride and transit center properties to improve security and address public safety more effectively. The system uses a combination of wired and wireless cameras – taking advantage of newer MESH Network technology to place cameras in areas where wiring is not possible. The project included creating a surveillance center, which was established in 2010 and is manned by our Public Safety Office for real-time monitoring of the properties. The system also records all activity viewable by the cameras which can be accessed for event analysis and evidentiary purposes. The next phase of the project occurs in 2012 and addresses replacing dated analog cameras and a customer panic button system at the Tacoma Dome Station.

**Bus Camera System:** Pierce Transit is considering additional security improvements for vehicles and planning to install a digital camera security system on buses as part of the agency-wide security focus. This project will serve to increase passenger and operator security and reduce claims against Pierce Transit. Pierce Transit evaluated agency needs and requirements. The installation of cameras is expected to begin in 2013 with the project continuing for a period of three years.

**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**

The Other category of the Pierce Transit Capital Budget includes items such as administrative and shop equipment, non-revenue support vehicles (trucks, forklifts, cars, etc.), and two transit signal priority projects.

**Support Vehicles and Shop Equipment:** Two projects provide for the routine replacement of support vehicles (determined by age and miles), and a small number of new or expansion vehicles equipped for use by our uniformed security patrol. Specific pieces of replacement equipment include a transmission dynamometer and wheel alignment equipment.

## Section 9: Operating Revenues and Expenditures, 2011 - 2016

Pierce Transit's financial plan plays an integral 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.

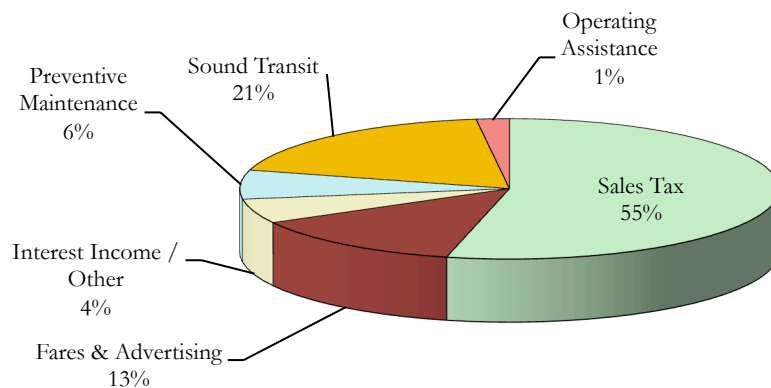
### Operating Revenues

Income that supports Pierce Transit's day-to-day services and capital improvements primarily comes from fares, sales taxes, grants, reimbursements from Sound Transit, and interest. Annual operating revenues are expected to grow from \$118 million in 2010 to \$138 million in 2015. The graphics below illustrate the various revenue sources Pierce Transit utilized during 2010.

Table 9-1  
**Pierce Transit Operating Income**  
Revenue Sources – 2010 Year-End  
(Millions \$)

Sales Taxes	\$65.3
Sound Transit	24.2
Fares	14.5
Other Revenues	5.7
Operating Assistance/Special Needs Program	1.2
Preventive Maintenance	7.4
	<u>\$118.3</u>

Figure 9-1  
**Pierce Transit Operating Income**  
2010 Year-End Revenue Sources



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 \$65 million in 2010 to \$74 million in 2015, a 14% increase.

Fare revenues are projected to grow, providing about \$109 million in revenue over the next six years. A fare increase is planned for 2014. Sound Transit reimburses Pierce Transit for the actual costs of operating regional express services. These reimbursements will total \$143 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 2010, a total of \$9 million was transferred from the Operating Fund to Capital and Insurance funds.

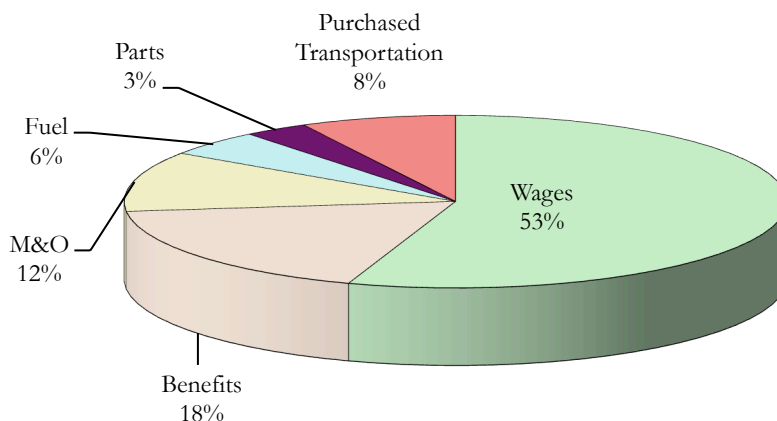
### **Operating Expenditures**

Table 9-2 summarizes estimated expenditures by type for 2010. This information is graphically presented in Figure 9-2. Total operating expenses, excluding capital transfers, insurance, and debt service, for 2010 was \$114 million. Wages and benefits will account for more than 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**  
2010 Year-End (Millions \$)

Wages	\$60.8
Benefits	20.2
M&O	13.1
Fuel	7.1
Parts	3.9
Purchased Transportation	9.0
<b>Total Operating Expenditures</b>	<b>\$114.1</b>

Figure 9-2  
**Pierce Transit Operating Expenditures**  
2010 Year-End



Year end estimated operating costs for 2010 are approximately 89% of Pierce Transit's total expenditures. Six-year expenditures for 2011 through 2016 are \$832.7 million to support operating expenses, \$113.9 million for capital investments, \$19.3 million for self-insurance costs, and \$5.4 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 \$114.2 million in 2011 to \$158.4 million in 2016.

Pierce Transit recognizes that its heavy reliance on sales tax revenues makes it more susceptible to economic fluctuations than most government agencies. In response, during 2005 Pierce Transit undertook a comprehensive review of its operating reserve policies. The revised policy sets the appropriate level of operating reserves to be equal to two months' operating expenses. This amounts to about \$19.9 million in 2010 and will grow in rough proportion to the increase in operating expenses.

### **Capital Fund**

Over the six-year life of this plan, new capital projects will cost about \$113.9 million. Projected 2011 funding includes projects that were funded in prior years with activity continuing into the 2011 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 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 \$41 million in federal formula funds plus another \$9.5 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 \$)

	2011	2012	2013	2014	2015	2016	Summary
<b>Operating Fund</b>							
Beginning Balance	72.2	55.2	31.7	1.3	-36.7	-79.5	
Revenues	118.3	115.2	121.2	125.2	133.1	138.3	751.3
Expenses (Including Debt Repayment)	115.3	128.9	136.6	145.3	152.9	159.2	838.2
Transfers to Capital Fund	4.9	7.1	13.0	15.0	20.0	35.6	95.6
Transfers to other funds	4.1	2.8	1.9	3.0	3.0	3.2	18.1
Ending Balance	66.2	31.6	1.4	-36.8	-79.5	-139.2	
<b>Capital Project Spending</b>	13.8	8.9	53.8	5.6	15.9	15.9	113.9
<b>Capital Reserve Balance</b>	26.0	8.3	-24.7	-14.8	-11.0	8.3	

#### Areas of Concern

The financial plan is sustainable at the 2011 level through 2012. Beyond that time, new funding will be necessary to continue Pierce Transit's current operating commitments. 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**
**2010-2015 Six-Year Financial Plan**
**Operating Revenues & Expenditures**

(Millions)	2009 Projected	2010 Budget	2011	2012	2013	2014	2015
<b>REVENUES -</b>							
BEGINNING WORKING CASH	\$67.528159	\$69.029002	\$55.216666	\$31.666253	\$1.359662	-\$36.673070	-\$79.519576
<b>OPERATING INCOME</b>							
<b>FARES AND PASSES</b>							
Local Fares	12.264649	12.212701	12.263293	14.510928	14.656037	16.970312	17.140015
Express Fares (Excludes ST)	0.150733	0.151048	0.151673	0.179472	0.181267	0.209890	0.211989
Shuttle	0.410929	0.413326	0.422993	0.510263	0.525550	0.620738	0.639694
Vanpool	2.360000	2.455000	2.856230	3.074819	3.074819	3.074819	3.074819
Subtotal- Fares and Passes	15.186311	15.232074	15.694189	18.275481	18.437672	20.875759	21.066516
SALES TAX	61.651911	61.651911	62.884949	64.771498	67.362357	70.730475	74.266999
OPER. ASSIST. CTR/VANPOOL	0.197268	0.214544	0.100990	0.100990	0.100990	0.100990	0.100990
SPECIAL NEEDS PROGRAM FUNDS	1.000000	1.012155	1.012155	1.012155	1.012155	1.012155	1.012155
INTEREST	0.439134	0.460399	0.427218	0.238316	-0.359659	0.000000	0.000000
<b>ADVERTISING</b>							
Contract Advertising - Pierce Transit Revenue	0.962500	1.050000	1.100000	1.100000	1.100000	1.100000	1.100000
<b>SOUND TRANSIT</b>							
ST Express Reimb.	18.970821	23.175250	24.510506	26.212769	28.042248	29.700475	31.069730
ST TDS Reimb.	0.874577	0.892069	0.914370	0.946373	0.984228	1.023597	1.064541
Special Service	0.200000	0.204000	0.209100	0.216419	0.225075	0.234078	0.243441
Other ST Reimb.	1.460435	1.009060	0.200000	0.200000	0.200000	0.200000	0.200000
<b>MISCELLANEOUS</b>							
Operating Grant (5307)/Pierce County	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376
Preventive Maint. (5307) / ADA	7.671476	6.861081	6.861081	6.861081	6.861081	6.861081	6.861081
Other Miscellaneous	5.050000	0.561284	0.200000	0.200000	0.200000	0.200000	0.200000
TOTAL OPERATING INCOME	114.739808	113.399203	115.189934	121.210457	125.241523	133.113985	138.260829
TOTAL REVENUES & WORKING CASH	\$182.267967	\$182.428205	\$170.406600	\$152.876710	\$126.601185	\$96.440916	\$58.741253



**PIERCE TRANSIT**
**2010-2015 Six-Year Financial Plan**
**Operating Revenues & Expenditures**

(Millions)	2009 Projected	2010 Budget	2011	2012	2013	2014	2015
<b>EXPENDITURES -</b>							
<b>Ongoing Operations</b>							
Wages	\$58.145693	\$62.469909	\$64.916410	\$67.855731	\$71.268692	\$74.854561	\$78.622208
Benefits	18.909370	20.473611	23.545609	26.783894	30.013864	32.458688	33.683597
M & O	11.918431	15.820361	16.420798	16.995526	17.675347	18.382360	19.117655
Fuel	5.046133	7.154705	7.189194	7.602607	7.828984	8.044047	8.132186
Parts	3.281226	3.614391	3.757572	3.889087	4.044650	4.206436	4.374694
Purchased Trans.	7.949711	9.112028	9.886681	10.197403	10.520840	10.857517	11.207978
Bridge Tolls	0.100800	0.107700	0.248760	0.322425	0.333900	0.345375	0.345375
<b>Special Projects</b>							
Communications Syst. Operations	0.000000	0.000000	1.900000	2.020000	2.640000	2.778300	2.778300
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	105.351364	118.752706	127.965022	135.766672	144.426278	152.027284	158.361992
<b>Non-Operating Costs</b>							
Long-Term Debt	1.400000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Payments to Pierce Co for 5307 Agreement	0.860301	0.860301	0.860301	0.860301	0.860301	0.860301	0.860301
Subtotal	2.260301	0.860301	0.860301	0.860301	0.860301	0.860301	0.860301
EXPENDITURES (w/ Debt & Reimbursements)	107.611665	119.613006	128.825323	136.626973	145.286579	152.887585	159.222293
CURRENT REVENUES LESS CURRENT EXPENDITURES	7.128143	-6.213804	-13.635390	-15.416517	-20.045056	-19.773600	-20.961464
<b>TRANSFERS -</b>							
Capital Reserve	2.500000	4.874800	7.100000	13.000000	15.000000	20.000000	35.610668
Insurance	3.127300	2.723732	2.815024	1.890074	2.987676	3.072907	3.160844
Subtotal Transfers	5.627300	7.598532	9.915024	14.890074	17.987676	23.072907	38.771512
TOTAL EXPENDITURES AND TRANSFERS	113.238965	127.211538	138.740347	151.517047	163.274255	175.960492	197.993805
ENDING WORKING CASH	69.029002	55.216666	31.666253	1.359662	-36.673070	-79.519576	-139.252552
REQUIRED CASH	17.558561	19.792118	21.327504	22.627779	24.071046	25.337881	26.393665
TOTAL EXPENDITURES & WORKING CASH	\$182.267967	\$182.428205	\$170.406600	\$152.876710	\$126.601185	\$96.440916	\$58.741253
MARGIN / (DEFICIT)	\$51.470441	\$35.424549	\$10.338749	-\$21.268116	-\$60.744116	-\$104.857457	-\$165.646218



**PIERCE TRANSIT**
**2010-2015 Six-Year Financial Plan**
**Ending Balances**

(Millions)	2009 Projected	2010 Budget	2011	2012	2013	2014	2015
<b>OPERATING FUND</b>							
Operating Fund Beginning Balance	\$67.528159	\$69.029002	55.216666	31.666253	1.359662	-36.673070	-79.519576
Revenue							
Operating Income	114.739808	113.399203	115.189934	121.210457	125.241523	133.113985	138.260829
Subtotal - Operating Revenue	114.739808	113.399203	115.189934	121.210457	125.241523	133.113985	138.260829
Expenditures							
Operating Expenditures	107.611665	119.613006	128.825323	136.626973	145.286579	152.887585	159.222293
Transfers	5.627300	7.598532	9.915024	14.890074	17.987676	23.072907	38.771512
Subtotal - Operating Expenditures	113.238965	127.211538	138.740347	151.517047	163.274255	175.960492	197.993805
Operating Fund Ending Balance	\$69.029002	\$55.216666	\$31.666253	\$1.359662	-\$36.673070	-\$79.519576	-\$139.252552
Required Margin	17.558561	19.792118	21.327504	22.627779	24.071046	25.337881	26.393665
Margin / (Deficit)	51.470441	35.424549	10.338749	-21.268116	-60.744116	-104.857457	-165.646218
<b>CAPITAL FUND</b>							
Beginning Reserves	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
Revenue							
5307 Funding							
5307 Earned Share	7.671476	6.861081	6.861081	6.861081	6.861081	6.861081	6.861081
5307 Competitive Funds	0.000000	0.000000	0.000000	0.592583	0.000000	0.000000	0.000000
Less Preventive Maintenance	-7.671476	-6.861081	-6.861081	-6.861081	-6.861081	-6.861081	-6.861081
5307 Funds Available for Capital Projects	0.000000	0.000000	0.000000	0.592583	0.000000	0.000000	0.000000
Pierce County 5307							
5307 Revenues from Pierce Co Agreement	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376
Pierce Co. 5307	-1.075376	-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	2.555802	0.000000	0.000000	0.000000	0.000000	0.000000
Federal Flex Funds - Countywide	1.000000	0.552964	1.765202	0.570111	0.000000	0.000000	0.000000
Earmarks - 5309	0.000000	0.000000	0.000000	2.942653	1.000000	0.000000	0.000000
Sound Transit							
Sound Transit Base Expansion	0.000000	0.289368	0.000000	3.494298	0.000000	0.000000	0.000000
Sound Transit - Other Capital	0.990000	1.940672	0.000000	0.000000	0.000000	0.000000	0.000000
Other Funding							
State Funding	0.000000	1.803650	0.000000	0.000000	0.000000	0.000000	0.000000
Interest	0.229546	0.221374	0.082987	0.124918	-0.494069	-0.369320	-0.331234
Other Capital Revenues	0.081975	9.871349	0.000000	0.000000	0.000000	0.000000	0.000000
Contributions from Other Funds							
Transfer from Operating Fund	2.500000	4.874800	7.100000	13.000000	15.000000	20.000000	35.610668
Proceeds from Bond Debt	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Total Capital Revenues & Reserves	4.801521	22.109979	8.948189	20.724563	15.505931	19.630680	35.279434

**PIERCE TRANSIT**  
**2010-2015 Six-Year Financial Plan**  
**Ending Balances**

(Millions)	2009	2010	2011	2012	2013	2014	2015
	Projected	Budget					
<b>Expenditures</b>							
Revenue Vehicles	0.497298	13.393539	6.142502	29.306914	3.791271	14.230285	13.474148
Passenger Facilities & Amenities	0.001910	3.869399	0.040826	0.000000	0.000000	0.000000	0.000000
Base Facilities	0.387088	4.658509	0.362921	15.660240	0.611323	0.758561	1.690466
Technology	9.710823	13.697154	0.696763	8.343232	0.407580	0.686208	0.222761
Other	0.002591	7.709266	1.675970	0.445531	0.765107	0.223928	0.552308
Total Capital Expenditures (Inflated)	10.599710	43.327867	8.918982	53.755917	5.575281	15.898981	15.939683
<b>USE OF CAPITAL RESERVE</b>	<b>-5.798189</b>	<b>-21.217888</b>	<b>0.029207</b>	<b>-33.031354</b>	<b>9.930650</b>	<b>3.731698</b>	<b>19.339752</b>
<b>CAPITAL RESERVE</b>							
<b>Revenue</b>							
Beginning Reserves	\$35.314759	\$29.516570	\$8.298682	\$8.327889	-\$24.703465	-\$14.772816	-\$11.041117
Total Capital Revenues	4.801521	22.109979	8.948189	20.724563	15.505931	19.630680	35.279434
<b>TOTAL CAPITAL RESERVE REVENUES &amp; BEGINNING RESERVE</b>	<b>40.116280</b>	<b>51.626549</b>	<b>17.246871</b>	<b>29.052452</b>	<b>-9.197535</b>	<b>4.857864</b>	<b>24.238317</b>
<b>Expenditures</b>							
Capital Expenditures	10.599710	43.327867	8.918982	53.755917	5.575281	15.898981	15.939683
<b>CAPITAL RESERVE - Req'd \$8.298635</b>	<b>\$29.516570</b>	<b>\$8.298682</b>	<b>\$8.327889</b>	<b>-\$24.703465</b>	<b>-\$14.772816</b>	<b>-\$11.041117</b>	<b>\$8.298635</b>
<b>INSURANCE FUND</b>							
<b>Revenue</b>							
Beginning Balance	\$3.007462	\$2.013616	\$2.000000	\$2.000000	\$1.000000	\$1.000000	\$1.000000
ST Reimbursement	0.581476	0.051500	0.053045	0.054636	0.056275	0.057964	0.059703
Interest on Insurance Fund	0.041700	0.015102	0.020000	0.030000	0.020000	0.025000	0.030000
Transfer	3.127300	2.723732	2.815024	1.890074	2.987676	3.072907	3.160844
<b>Expenditures</b>							
Payments from Insurance Fund	4.744322	2.803950	2.888069	2.974711	3.063952	3.155870	3.250547
<b>Insurance Fund Ending Balance</b>	<b>\$2.013616</b>	<b>\$2.000000</b>	<b>\$2.000000</b>	<b>\$1.000000</b>	<b>\$1.000000</b>	<b>\$1.000000</b>	<b>\$1.000000</b>
<b>TOTAL ENDING BALANCES</b>	<b>\$100.559188</b>	<b>\$65.515348</b>	<b>\$41.994142</b>	<b>-\$22.343803</b>	<b>-\$50.445885</b>	<b>-\$89.560693</b>	<b>-\$129.953918</b>

**Annual Ridership Report  
January – December 2010**

**Annual Average Ridership**

PT Local Routes		Monthly Boardings		Percent Change	Pass/ Svc Hour	Avg. Weekday Boardings		Rating
		2010	2009			2010	2009	
1	6th Ave/Pacific Ave	2,367,471	2,369,412	-0.1%	32.3	7,614	7,547	SAT
2	S. 19th/Bridgeport	1,115,090	1,166,169	-4.4%	25.8	3,648	3,805	SAT
3	Lakewood	973,029	975,731	-0.3%	23.8	3,162	3,182	SAT
10	Pearl St.	246,644	248,758	-0.8%	26.1	824	833	SAT
11	Pt. Defiance	233,762	249,335	-6.2%	16.3	772	823	MAR
13	N. 30th St.	95,803	101,529	-5.6%	13.8	308	336	MAR
16	UPS - TCC	304,403	324,397	-6.2%	22.5	1,025	1,100	SAT
26	"K" St.	26,784	50,478	-46.9%	13.1	105	199	SAT
28	S. 12th Ave.	316,626	331,558	-4.5%	27.2	1,059	1,120	EXC
41	Portland Ave.	367,170	361,913	1.5%	28.1	1,167	1,149	SAT
42	McKinley Ave.	277,115	273,932	1.2%	25.1	905	882	EXC
45	Parkland	204,115	206,957	-1.4%	17.4	692	697	SAT
48	Sheridan-M St.	484,387	479,439	1.0%	22.7	1,525	1,514	SAT
51	Union Ave.	96,823	109,669	-11.7%	11.7	295	347	UNSAT
52	TCC-Mall	321,844	284,718	13.0%	31.1	1,042	918	EXC
53	University Place	518,163	537,462	-3.6%	21.6	1,663	1,716	SAT
54	38th St.	227,897	236,618	-3.7%	25.8	729	758	SAT
55	Parkland-Mall	362,346	337,055	7.5%	34.4	1,100	1,025	EXC
56	56th St.	182,046	172,409	5.6%	24.3	572	538	SAT
57	Tacoma Mall	345,921	310,592	11.4%	22.3	1,141	1,007	SAT
59	Manitou	17,068	83,472	-79.6%	9.9	68	304	UNSAT
60	Tideflats	7,364	12,774	-42.3%	6.7	29	50	UNSAT
61	Browns/Dash Pt	60,583	56,051	8.1%	8.3	239	221	UNSAT
100	Gig Harbor	163,007	144,521	12.8%	14.1	517	460	MAR
202	72nd St.	485,254	480,341	1.0%	31.8	1,605	1,578	EXC
204	Lakewood-Pkln	592,697	574,189	3.2%	34.3	1,939	1,837	EXC
206	Madigan	362,926	354,616	2.3%	23.6	1,164	1,112	SAT
207	Ft. Lewis	10,500	18,091	-42.0%	4.2	42	71	UNSAT
212	Steilacoom	242,910	227,862	6.6%	26.3	810	743	SAT

## Appendix B - Operating Data | 2010

214	Washington	286,867	255,726	12.2%	24.2	998	860	SAT
220	Orchard	129,310	144,642	-10.6%	16.6	414	468	MAR
300	S. Tacoma Way	343,508	335,369	2.4%	24.2	1,078	1,047	SAT
402	Meridian	593,410	539,767	9.9%	18.0	1,941	1,722	MAR
406	Buckley	11,771	11,355	3.7%	7.3	46	45	UNSAT
407	Prairie Ridge	15,918	17,563	-9.4%	6.7	63	69	UNSAT
408	Sumner/Bonney Lake	35,680	41,560	-14.1%	8.1	112	132	MAR
409	Puyallup/Sumner	163,516	139,837	16.9%	15.4	552	462	SAT
410	112th St.	366,882	338,332	8.4%	28.1	1,208	1,098	SAT
413	Wildwood	37,917	40,302	-5.9%	8.9	149	160	UNSAT
495	So Hill Mall - Puyallup Stn	51,034	45,607	11.9%	17.7	201	180	EXC
496	Sumner Sounder Connector	59,502	49,953	19.1%	22.1	234	197	EXC
497	Lakeland Hills	38,647	31,405	23.1%	10.6	152	134	SAT
500	Federal Way	438,886	437,261	0.4%	21.0	1,402	1,373	SAT
501	Milton/Federal Way	226,367	248,550	-8.9%	13.3	764	842	UNSAT
	unknown/unallocated Rt #		185,430			0	8,736	
<b>Total Local</b>		<b>13,808,963</b>	<b>13,942,705</b>	<b>-1.0%</b>	<b>23.4</b>	<b>45,075</b>	<b>53,397</b>	

<b>Bus Plus</b>								
113	Key Peninsula/Purdy	14,961	15,355	-2.6%	3.6	59	60	UNSAT
444	Parkland/Spanaway	23,431	20,476	14.4%	5.5	92	81	SAT
445	South Hill/Spanaway	480	9,420	-94.9%	2.1	12	37	UNSAT
446	Canyon Rd/So Hill Mall	12,200	0		3.3	52	0	UNSAT
457	Mid-County	400	7,475	-94.6%	1.8	10	31	UNSAT
<b>Total Bus Plus</b>		<b>51,472</b>	<b>52,726</b>	<b>-2.4%</b>	<b>4.1</b>	<b>224</b>	<b>209</b>	

PT Express Routes:		Monthly Boardings		Percent	Pass/ Svc Hour	Avg. Weekday Boardings		Rating
		2010	2009	Change		2010	2009	
102	Gig Harbor-Tacoma	56,902	62,340	-8.7%	9.9	225	246	UNSAT
490	South Hill - Tacoma	31,105	29,879	4.1%	7.3	123	118	UNSAT
601	TCC/Lkwd/Olympia	28,032	30,959	-9.5%	7.3	111	122	UNSAT
603A	Tacoma/Lkwd/Olympia	32,800	34,655	-5.4%	10.9	129	137	UNSAT
<b>Total Pierce Express</b>		<b>148,839</b>	<b>157,831</b>	<b>-5.7%</b>	<b>8.8</b>	<b>587</b>	<b>623</b>	

## Appendix B - Operating Data | 2010

<b>Total Pierce Transit</b>		<b>14,009,274</b>	<b>14,153,262</b>	<b>-1.0%</b>	<b>22.65</b>	<b>45,887</b>	<b>45,493</b>
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<b>ST Routes</b>							
574	Pierce/SeaTac	621,455	594,328	4.6%	13.9	1,893	1,705
578	Puyallup/FedWay/Seattle	243,055	1,527	15817.1%	12.3	886	10
582	Bonney Lake	8,422	55,993	-85.0%	12.4	211	222
586	Tacoma/U District	120,078	124,455	-3.5%	9.2	476	493
590	Tacoma/Seattle	429,411	534,808	-19.7%	12.1	1,697	2,118
592	Lakewood/Seattle	214,396	254,474	-15.7%	8.2	848	1,006
593	South Tacoma/Seattle	88,633	77,365	14.6%	11.3	351	332
594	Lkwd/Tacoma/TDS/Sea	583,296	594,514	-1.9%	13.7	1,559	1,569
595	Gig Harbor/Seattle	66,522	78,081	-14.8%	9.0	263	309
599	Lakewood/Tacoma	18,848	14,175	33.0%	5.1	75	56
Extra Service - ST		33,626			13.3		
<b>Total Sound Transit</b>		<b>2,427,741</b>	<b>2,329,720</b>	<b>4.2%</b>	<b>11.6</b>	<b>8,257</b>	<b>7,820</b>

<b>Total All Services</b>		<b>16,437,015</b>	<b>16,482,982</b>	<b>-0.3%</b>	<b>19.9</b>	<b>54,144</b>	<b>53,313</b>
Special Event Services - PT		36,507					
Special Event Services - ST		0					
<b>Total Annual Ridership</b>		<b>16,473,522</b>					

**Annual Ridership Report  
January – December 2010**

**Route Service Summary**

<b>PT Local Routes</b>		<b>Total Riders</b>	<b>Total Miles</b>	<b>Revenue Miles</b>	<b>Total Hours</b>	<b>Revenue Hours</b>	<b>Cost</b>	<b>Pass. Revenues</b>
1	6th Ave/Pacific Ave	2,367,471	866,620	780,464	73,322	68,662	\$8,590,807	\$2,059,700
2	S. 19th/Bridgeport	1,115,090	479,321	441,654	43,276	39,543	\$5,069,516	\$970,128
3	Lakewood	973,029	450,128	393,486	40,817	36,174	\$4,781,550	\$846,535
10	Pearl St.	246,644	117,197	108,099	9,452	9,036	\$1,107,377	\$214,580
11	Pt. Defiance	233,762	177,832	145,672	14,325	13,052	\$1,677,953	\$203,373
13	N. 30th St.	95,803	73,153	61,136	6,950	6,482	\$813,853	\$83,349
16	UPS - TCC	304,403	160,602	144,336	13,526	12,626	\$1,584,644	\$264,831
26	"K" St.	26,784	16,191	14,444	2,037	1,840	\$238,910	\$23,302
28	S. 12th Ave.	316,626	123,566	105,009	11,622	10,740	\$1,361,287	\$275,465
41	Portland Ave.	367,170	166,524	156,097	13,054	12,421	\$1,529,488	\$319,438
42	McKinley Ave.	277,115	125,828	110,206	11,029	10,050	\$1,292,609	\$241,090
45	Parkland	204,115	134,972	118,250	11,759	10,268	\$1,377,054	\$177,580
48	Sheridan-M St.	484,387	255,072	238,062	21,350	20,264	\$2,501,233	\$421,417
51	Union Ave.	96,823	84,115	77,209	8,249	7,906	\$966,109	\$84,236
52	TCC-Mall	321,844	109,781	96,671	10,355	9,620	\$1,213,401	\$280,004
53	University Place	518,163	271,128	240,076	24,007	21,870	\$2,812,315	\$450,802
54	38th St.	227,897	116,535	109,634	8,842	8,405	\$1,035,918	\$198,270
55	Parkland-Mall	362,346	136,791	131,163	10,541	10,173	\$1,234,903	\$315,241
56	56th St.	182,046	88,527	81,890	7,480	7,038	\$876,346	\$158,380
57	Tacoma Mall	345,921	165,317	140,687	15,525	13,668	\$1,819,093	\$300,951
59	Manitou	17,068	23,922	15,725	1,730	1,096	\$202,660	\$14,849
60	Tideflats	7,364	20,842	12,684	1,100	662	\$128,857	\$6,407
61	Browns/Dash Pt	60,583	133,080	111,937	7,275	6,172	\$852,319	\$52,707
100	Gig Harbor	163,007	220,443	195,942	11,599	10,470	\$1,358,874	\$141,816
202	72nd St.	485,254	197,550	180,061	15,278	14,219	\$1,789,469	\$422,171
204	Lakewood-PkInd	592,697	184,117	175,308	17,277	16,736	\$2,024,222	\$515,646
206	Madigan	362,926	200,004	186,173	15,380	14,743	\$1,802,032	\$315,746
207	Ft. Lewis	10,500	39,836	31,060	2,494	2,101	\$289,463	\$9,135



## Appendix B - Operating Data | 2010

212	Steilacoom	242,910	106,110	101,280	9,230	8,940	\$1,081,169	\$211,332
214	Washington	286,867	162,656	153,424	11,876	11,205	\$1,390,988	\$249,574
220	Orchard	129,310	116,152	112,498	7,782	7,565	\$912,814	\$112,500
300	S. Tacoma Way	343,508	178,279	171,482	14,179	13,621	\$1,661,084	\$298,852
402	Meridian	593,410	482,241	415,826	32,917	30,577	\$3,856,050	\$516,267
406	Buckley	11,771	38,992	29,578	1,610	1,338	\$188,551	\$10,241
407	Prairie Ridge	15,918	44,131	34,697	2,359	2,090	\$276,319	\$13,849
408	Sumner/Bonney Lake	35,680	57,414	47,495	4,415	3,959	\$517,220	\$31,042
409	Puyallup/Sumner	163,516	185,315	161,314	10,621	9,338	\$1,244,456	\$142,259
410	112th St.	366,882	170,661	164,756	13,073	12,778	\$1,531,609	\$319,187
413	Wildwood	37,917	76,209	65,927	4,275	3,947	\$500,760	\$32,988
495	So Hill Mall - Puyallup Stn	51,034	37,379	11,346	2,878	1,617	\$337,198	\$44,400
496	Sumner Sounder Connector	59,502	66,563	18,548	2,688	1,384	\$314,753	\$51,767
497	Lakeland Hills	38,647	74,819	18,611	3,634	1,930	\$425,729	\$33,623
500	Federal Way	438,886	276,336	236,588	20,908	18,878	\$2,449,820	\$381,831
501	Milton/Federal Way	226,367	250,097	216,322	17,072	15,404	\$1,999,742	\$196,939
	unknown/unallocated Rt #	0	0	0	0	0	\$0	\$0
<b>Total Local</b>		<b>13,808,963</b>	<b>7,462,348</b>	<b>6,562,827</b>	<b>589,169</b>	<b>540,608</b>	<b>\$69,020,523</b>	<b>\$12,013,798</b>

<b>Bus Plus</b>								
113	Key Peninsula/Purdy	14,961	82,008	58,873	4,118	3,535	\$321,175	\$13,016
444	Parkland/Spanaway	23,431	47,413	42,368	4,251	4,017	\$331,600	\$20,385
445	South Hill/Spanaway	480	4,384	3,104	224	176	\$17,461	\$418
446	Canyon Rd/So Hill Mall	12,200	43,277	35,792	3,709	3,534	\$289,280	\$10,614
457	Mid-County	400	2,954	1,927	224	175	\$17,481	\$348
<b>Total Bus Plus</b>		<b>51,472</b>	<b>180,035</b>	<b>142,065</b>	<b>12,525</b>	<b>11,438</b>	<b>976,998</b>	<b>\$44,781</b>

<b>PT Express Routes:</b>								
102	Gig Harbor-Tacoma	56,902	133,202	66,280	5,767	3,126	\$776,164	\$49,505
490	South Hill - Tacoma	31,105	81,891	41,003	4,238	2,786	\$570,485	\$27,061

## Appendix B - Operating Data | 2010

601	TCC/Lkwd/Olympia	28,032	109,005	81,010	3,847	2,868	\$517,874	\$39,245
603A	Tacoma/Lkwd/Olympia	32,800	81,299	65,085	3,012	2,427	\$405,398	\$45,920
<b>Total Pierce Express</b>		<b>148,839</b>	<b>405,397</b>	<b>253,378</b>	<b>16,864</b>	<b>11,207</b>	<b>\$2,269,922</b>	<b>\$161,731</b>

<b>Total Pierce Transit</b>		<b>14,009,274</b>	<b>8,047,781</b>	<b>6,958,270</b>	<b>618,558</b>	<b>563,253</b>	<b>\$72,267,443</b>	<b>\$12,220,309</b>
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<b>ST Routes</b>								
574	Pierce/SeaTac	621,455	993,770	844,419	44,614	37,812	\$5,031,306	\$894,414
578	Puyallup/FedWay/Seattle	243,055	602,567	573,985	24,958	23,240	\$2,826,480	\$319,221
582	Bonney Lake	8,422	14,694	8,066	678	444	\$72,906	\$12,603
586	Tacoma/U District	120,078	412,193	189,128	13,036	6,414	\$1,467,710	\$263,670
590	Tacoma/Seattle	429,411	996,701	604,496	35,579	23,641	\$4,006,580	\$1,146,719
592	Lakewood/Seattle	214,396	742,033	508,416	26,194	18,172	\$2,949,907	\$500,361
593	South Tacoma/Seattle	88,633	221,546	135,506	7,827	4,940	\$881,736	\$230,919
594	Lkwd/Tacoma/TDS/Sea	583,296	1,080,439	1,007,462	42,729	39,785	\$4,813,932	\$1,411,975
595	Gig Harbor/Seattle	66,522	232,229	132,265	7,402	4,344	\$833,976	\$153,127
599	Lakewood/Tacoma	18,848	54,292	37,593	3,715	2,551	\$418,626	\$38,201
Extra Service - ST		33,626	28,617	0	2,526	0	\$0	\$0
<b>Total Sound Transit</b>		<b>2,427,741</b>	<b>5,379,082</b>	<b>4,041,336</b>	<b>209,258</b>	<b>161,343</b>	<b>\$23,303,157</b>	<b>\$4,971,210</b>

<b>Total All Routes</b>		<b>16,437,015</b>	<b>13,426,862</b>	<b>10,999,606</b>	<b>827,816</b>	<b>724,596</b>	<b>\$95,570,601</b>	<b>\$17,191,519</b>
Special Event Services - PT		36,507						
Special Event Services - ST		-						
<b>Total Annual Ridership</b>		<b>16,473,522</b>						



## Appendix B - Operating Data | 2010

Trunk	4,455,590	1,796,068	1,615,604	157,415	144,378	18,441,874	3,876,363
Urban	8,341,552	4,540,432	4,074,388	366,228	340,544	42,902,006	7,257,150
Suburban	1,011,821	1,125,848	872,836	65,526	55,687	7,676,644	880,284
Hybrid	51,472	180,035	142,065	12,525	11,438	976,998	44,781
PT Express	148,839	405,397	253,378	16,864	11,207	2,269,922	161,731
Total	14,009,274	8,047,781	6,958,270	618,558	563,253	72,267,443	12,220,309

CAPITAL PROJECTS:			
Project	Description	Capital Cost	Benefits
Purchase Additional Vanpool Vans	Purchase 10 additional vanpool vehicles each year.	\$1,419,000 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.
Mid-County Park-and-Ride Construction	Construct a 300-500 vehicle park-and-ride lot in the general vicinity of 176 <sup>th</sup> St. South and Meridian.	\$5,809,000	This project, which is identified in Pierce Transit's Strategic Business Plan, 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.
Roy 'Y' Park-and-Ride Redevelopment	This project would redevelop the existing Roy 'Y' Park-and-Ride. This co-location should provide improved security for the park-and-ride facility.  The project was placed on hold due to Pierce County and Pierce Transit funding limitations.	\$3,200,000	Redevelopment would enhance capacity, safety and security. The project is a partnership with Pierce County that is planned for two phases. The first entails the upgrade of the existing facility. This phase would expand its capacity. The Sheriffs Precinct 60+/- acre training facility would be next door. 25 transit customer parking stalls would be joint use with the Precinct. The Precinct restroom facilities would be available to transit operators.
Provide Additional Park-and-Ride Capacity	Construct up to 3,000 additional park-and-ride stalls.	\$25,000,000	In 2001, the Puget Sound Regional Council estimated that between 2000 and 2010 the Puget Sound region will need to provide 18,360 additional park-and-ride spaces in order to keep up with increasing demand. In Pierce County, this increased demand would amount to 4,185 added stalls. Pierce Transit's 2008 Park-and-Ride Demand Estimation Study validated the continued need for additional park & ride capacity in Pierce County.
Pacific Avenue / SR-7 Park & Ride and Turnaround Facility	Park & ride and turnaround facility located in the area of Pacific Ave / SR-7 and somewhere around 204 <sup>th</sup> Street in the area of the Wal-Mart shopping center.	Not yet Determined	The current bus zones and pullouts located at this popular destination are overcrowded with multiple bus routes and SHUTTLE vehicles that provide connections at this location. This project would provide convenient and safe boarding zones with weather protection, possible park & ride expansion, and Transit Operator comfort station amenities.

Tacoma Dome District Transit Oriented Development	Construct transit oriented facility in the vicinity of the Tacoma Dome Station.	\$23,000,000	This project would provide development to encourage pedestrian, transit use, and to meet anticipated future demands in the Tacoma Dome District. In 2011 the City of Tacoma began preparing a South Downtown Subarea Plan to set a vision for growth and development in the South downtown area which includes the Tacoma Dome District. As part of the plan, the City is preparing a non-project EIS. Funding for this subarea plan is from a grant awarded by PSRC to carry out a demonstration project as part of PSRC's "Growing Transit Communities: A corridor Action Strategy for the Central Puget Sound Region." The EIS and strategies developed through this process could guide this TOD project development. Most likely, Pierce Transit would only undertake this project with the active support and participation of both Sound Transit and the City of Tacoma.
Pierce Transit 2030 Base Master Plan Implementation	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.	\$9,643,732	The Base Master Plan will be implemented as capacity expansion needs are necessary at the PT headquarters facility. With the 2011 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.

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	<p>In 2012 Pierce Transit will conduct an analysis to evaluate existing TSP corridors and identify additional corridors that will benefit from TSP improvements. We would anticipate one or two corridors each year.</p> <p>Initial conversations for possible corridors include:</p> <ul style="list-style-type: none"> <li>-Meridian from Graham to Federal Way.</li> <li>-Pacific Highway from Tacoma to Federal Way</li> </ul> <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>	\$3,000,000 based on Pac. Ave costs	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	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.	Not Yet Determined	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 or Improvements Study	This project would complete the analysis to determine the feasibility of relocating the TCC Transit Center to a more pedestrian-friendly environment adjacent to the college or whether improvements at the site are more appropriate.	Not Yet Determined	The TCC Transit Center is located on leased property owned by the Tacoma Community College. The facility is nearly 30 years old and lacks adequate passenger amenities. Due to its proximity to the intersection of Mildred and 19 <sup>th</sup> Street, buses experience difficulty with ingress and egress at peak times. Tacoma Community College has expressed a desire to have the transit center use less property than it currently does, while also wanting to continue to have the transit center presence on the campus or directly adjacent to the campus. The City of Tacoma, TCC and Pierce Transit have expressed interest in making the transit center into more of an on-street facility that could result in a calmer, more pedestrian friendly Mildred Street. The project began in 2010 with a charrette identifying a preferred concept for an offsite location to be evaluated. The remainder of the project was put on hold due to the 2011 Service Reductions.
TCC Transit Center Relocation or Improvements	Construction of a new transit center located adjacent to the TCC campus or improvements to the existing facility to improve passenger convenience at the site as well as ingress/egress for transit operations.	Not Yet Determined	The TCC Transit Center is located on leased property owned by the Tacoma Community College. The facility is nearly 30 years old and lacks adequate passenger amenities. Due to its proximity to the intersection of Mildred and 19 <sup>th</sup> Street, buses experience difficulty with ingress and egress movements at peak times. Following the completion of a study to identify the appropriate location for the transit center – existing site on the TCC campus or on-street adjacent to the campus – the project would construct the necessary facility improvements.
Tacoma Mall Transit Center Study	Evaluate service and identify possible options for transit center placement adjacent to the Tacoma Mall.	Not Yet Determined	The Tacoma Mall Transit Center is located on property leased from the Tacoma Mall and is nearly 30 years old. The site functions appropriately for a transit center but goals of the system redesign are to eliminate transit centers in urban areas if possible. With the current reduced levels of service, it is necessary to maintain this facility to provide safe and comfortable passenger waiting areas when there are longer waits between buses or for transfers. This study will evaluate service configuration around the Tacoma Mall and recommend options for this service area.

Downtown Tacoma One Stop Information Outlet	Feasibility study and alternatives analysis identifying for a customer service outlet on or near Pacific Avenue in Downtown Tacoma.	\$250,000	Pierce Transit currently has two bus stops within the boundaries of downtown Tacoma. This project replaces them with one outlet in a more visible location, and brings in new transportation partners to increase the range and significance of this customer information center. A primary goal of the system redesign is to move bus service on to different corridors in downtown Tacoma. The project brings the customer service outlet closer to bus services on Pacific Avenue deemphasizing the use of the Commerce Street Turnaround Facility. The project is supported by the Pierce County-Tacoma Chamber and the Downtown on the Go group.
Streetcar Service	The City of Tacoma is studying the feasibility of construction a streetcar system. A number of potential routes have been identified but further analysis has not yet been undertaken.	Not Yet Determined	Pierce Transit's role in any streetcar system has not yet been identified. The Agency might emerge as the operator. Certainly, any substantive streetcar system within Tacoma would impact Pierce Transit's existing fixed route bus system.
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"> <li>▪ Pacific Avenue/SR-7 from Downtown Tacoma to the Roy 'Y.'</li> <li>▪ Meridian Avenue from Graham to Downtown Milton</li> <li>▪ The general 6<sup>th</sup> Avenue Corridor from Downtown Tacoma to Mildred.</li> <li>▪ Pacific Highway from the King County Line to Downtown Tacoma.</li> <li>▪ SR-16 from Gig Harbor to Downtown Tacoma</li> <li>▪ South Tacoma Way from Downtown Tacoma to the Lakewood Sounder Station</li> </ul> <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 future BRT corridor dubbed "EZRA" in their local plans. In 2010, the City of Puyallup received Federal funds to complete an initial alternatives analysis for that corridor.</p>

Facilities Energy & Resource Assessment and Upgrades	<p>Conduct a system wide Facilities Energy &amp; 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"> <li>• Pierce Transit's Operations &amp; Maintenance Base</li> <li>• Tacoma Dome Station</li> <li>• Commerce Transit Center</li> <li>• Kimball Park &amp; Ride</li> </ul>	Not Yet Determined	<p>Pierce Transit has started improving efficiency of our facilities with recent lighting upgrades at our Operations &amp; 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 security. This project addresses climate action strategies and implements Pierce Transit's Executive Order#1 addressing a commitment to utilize green technologies and strategies.</p>
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SERVICE AND SUPPORT NEEDS:		
Project	Description	Benefits
System wide service frequency and span improvements	<p>Pierce Transit eliminated 35% of the fixed route bus services in 2011 due to the economic recession and failure of Proposition 1 on February 8, 2011. Approximately 210,000 annual hours of service were eliminated. 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>	<p>With the elimination of 35% of the fixed route bus service in 2011, we anticipate the loss of roughly 2 million annual passenger trips. 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.</p>
Pierce County Coordinated Transportation Project	<p>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.</p>	<p>Nearly 60,000 Pierce County residents 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.</p>

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.
Route 4 – Lakewood / Puyallup via 112th	Begin a new trunk route that combines routes 204 and 410, offering 15-minute headways between Lakewood and Puyallup via 112 <sup>th</sup> 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. (Some initial design funding has been received and PT is working with the County to move plans forward).
Route 5 – East Tacoma/72 <sup>nd</sup> 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 <sup>nd</sup> 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 <sup>nd</sup> & 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 <sup>th</sup> & 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 <sup>th</sup> Street – S. Tacoma Way to McKinley	Begin a new fixed route operating along S. 84 <sup>th</sup> Street, linking Lakewood with the 72 <sup>nd</sup> & Portland Transit Center	Pierce Transit has been extending its network of east-west routes to serve major arterial streets south of Downtown Tacoma. 84 <sup>th</sup> Street is the next logical new service.
S. 96 <sup>th</sup> Street – Steele to McKinley Local Route Service	Begin a new fixed route operating along 96 <sup>th</sup> Street, linking Lakewood with the 72 <sup>nd</sup> & 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 <sup>th</sup> Street, 96 <sup>th</sup> 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.
Frederickson – Tacoma Express Service	Begin commute hour express service linking Frederickson with Downtown Tacoma via Canyon Road.	This route would provide commute access to Tacoma's central business district for South County residents. It would depend upon a new park-and-ride facility in the Mid-county area (identified above) as an anchor.



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), .
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.
Orting Service	Service to the community of Orting was eliminated with the October 2011 service reductions. Investigate the feasibility of providing Sounder feeder service from Orting to the Sumner Sounder Station and explore potential partnerships to fund these services.	The rapidly growing Orting Valley is developing along SR-162. We heard during the system redesign process that the community of Orting valued regional connections to the Sumner Station with service such as rail feeder service. This type of service would provide a benefit to the community connecting residents to jobs along the regional rail corridor.
Bus PLUS Throughout The Service Area	Pierce Transit eliminated all Bus PLUS services with the October 2011 Service Reductions. Investigate opportunities for new bus PLUS service in the region.	Significant communities that are inside Pierce Transit's service area boundary receive no special needs transportation service while neighborhoods in Graham and Eatonville, which lie outside the boundary, receive lifeline service through the 'Beyond the Borders' project. This project will extend lifeline services to areas that lost service with the October 2011 service reductions as well as emerging South Hill neighborhoods and will serve as a model for similar efforts in other unincorporated communities.

DuPont Service	Provide local service in DuPont with connections to ST Express service and other Pierce Transit services.	Provide service from DuPont to Steilacoom, Pierce College and connections to services at Lakewood Transit Center. This type of service potentially promotes use for employees that work in DuPont and provide service out of DuPont with transfers to other routes This same service will support the senior citizens and the youth by providing a means of getting to the nearest grocery store and the Lakewood Towne Center.  It will also support the youth of DuPont who attend high school in Steilacoom, as well as attend Pierce College. They compete and play in sports programs at Fort Steilacoom Park, Lakewood YMCA, and are enrolled in many of the classes and programs provide by Pierce County Parks and Recreation.
Sumner Industrial Service	Service to the Sumner Industrial area was eliminated with the October 2011 Service Reductions. Provide commuter oriented services to connect Sumner Station to the Sumner Industrial area.	Sumner Industrial area continues to develop and is key employment generated for the Sumner community. Provide commuter oriented connections to bring employees to job sites in this area.
Bonney Lake Rail Feeder Service	Local fixed route service to the community of Bonney Lake was eliminated with the October 2011 service reductions. The Route 496 Bonney Lake Park & Ride rail feeder service to the Sumner Station will be eliminated with the June 2012 service reduction. Investigate partnership opportunities to provide Sounder feeder service from Bonney Lake to the Sumner Sounder Station.	Service from the Bonney Lake Park & Ride to the Sumner was to be eliminated with the October 2011 service reductions. The Pierce Transit Board of Commissioners directed staff to continue to operate this service through the February 2012 Service Change to provide time to staff from Pierce Transit and Sound Transit to explore potential alternatives for this connection. Staff was not able to agree upon a proposal to support the Route 496 service. This service is scheduled to be eliminated with Pierce Transit's June 2012 service change. There will be an impact to parking demand at the Sumner Station with the elimination of this service due to parking constraints at that facility.

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

**Agency/Organization:** Pierce Transit  
**Date:** December 16, 2011

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

*Signature and Title*

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Age Years	Remaining Useful Life (Years)	Replacement Cost	ADA Access	Seating Capacity	Fuel Type
1	1996/Orion/5.515	01	2B1269K78V6032982	0828	457,067	14	2	\$440,176	Yes	40	CNG
2	1996/Orion/5.515	01	2B1569K75V6033121	0831	446,951	14	2	\$440,176	Yes	40	CNG
3	1996/Orion/5.515	01	2B1569K77V6033122	0832	495,794	14	2	\$440,176	Yes	40	CNG
4	1996/Orion/5.515	01	2B1569K79V6033090	0830	443,343	14	2	\$440,176	Yes	40	CNG
5	1996/Orion/5.515	01	2B1569K79V6033123	0833	452,782	14	2	\$440,176	Yes	40	CNG
6	1996/Orion/5.515	01	2B1569K79V6033124	0834	424,822	14	2	\$440,176	Yes	40	CNG
7	1996/Orion/5.515	01	2B1569K79V6033125	0835	445,197	14	2	\$440,176	Yes	40	CNG
8	1996/Orion/5.515	01	2B1569K79V6033126	0836	461,987	14	2	\$440,176	Yes	40	CNG
9	1996/Orion/5.515	01	2B1569K79V6033127	0837	455,429	14	2	\$440,176	Yes	40	CNG
10	1996/Orion/5.515	01	2B1569K79V6033128	0838	459,930	14	2	\$440,176	Yes	40	CNG
11	1996/Orion/5.515	01	2B1569K79V6033129	0839	450,888	14	2	\$440,176	Yes	40	CNG
12	1996/Orion/5.515	01	2B1569K79V6033130	0840	477,102	14	2	\$440,176	Yes	40	CNG
13	1996/Orion/5.515	01	2B1569K79V6033131	0841	452,764	14	2	\$440,176	Yes	40	CNG
14	1996/Orion/5.515	01	2B1569K79V6033132	0842	456,347	14	2	\$440,176	Yes	40	CNG
15	1996/Orion/5.515	01	2B1569K7XV6032983	0829	457,269	14	2	\$440,176	Yes	40	CNG
16	1998/New Flyer/C40LF	01	5FYC2LP00WU018935	0105	422,780	12	4	\$448,721	Yes	40	CNG
17	1998/New Flyer/C40LF	01	5FYC2LP00WU018949	0119	475,633	12	4	\$448,721	Yes	40	CNG
18	1998/New Flyer/C40LF	01	5FYC2LP00WU018952	0122	476,027	12	4	\$448,721	Yes	40	CNG
19	1998/New Flyer/C40LF	01	5FYC2LP00WU018966	0136	423,886	12	4	\$462,182	Yes	40	CNG
20	1998/New Flyer/C40LF	01	5FYC2LP01WU018944	0114	484,176	12	4	\$448,721	Yes	40	CNG
21	1998/New Flyer/C40LF	01	5FYC2LP01WU018958	0128	447,165	12	4	\$448,721	Yes	40	CNG
22	1998/New Flyer/C40LF	01	5FYC2LP01WU018961	0131	453,706	12	4	\$462,182	Yes	40	CNG
23	1998/New Flyer/C40LF	01	5FYC2LP01WU018975	0145	487,910	12	4	\$462,182	Yes	40	CNG

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24	1998/New Flyer/C40LF	01	5FYC2LP02WU018936	0106	483,255	12	4	\$448,721	Yes	40	CNG
25	1998/New Flyer/C40LF	01	5FYC2LP02WU018953	0123	468,389	12	4	\$448,721	Yes	40	CNG
26	1998/New Flyer/C40LF	01	5FYC2LP02WU018967	0137	477,794	12	4	\$462,182	Yes	40	CNG
27	1998/New Flyer/C40LF	01	5FYC2LP02WU018970	0140	482,642	12	4	\$462,182	Yes	40	CNG
28	1998/New Flyer/C40LF	01	5FYC2LP03WU018945	0115	457,878	12	4	\$448,721	Yes	40	CNG
29	1998/New Flyer/C40LF	01	5FYC2LP03WU018959	0129	489,941	12	4	\$448,721	Yes	40	CNG
30	1998/New Flyer/C40LF	01	5FYC2LP03WU018962	0132	467,771	12	4	\$462,182	Yes	40	CNG
31	1998/New Flyer/C40LF	01	5FYC2LP04WU018937	0107	475,238	12	4	\$448,721	Yes	40	CNG
32	1998/New Flyer/C40LF	01	5FYC2LP04WU018940	0110	484,410	12	4	\$448,721	Yes	40	CNG
33	1998/New Flyer/C40LF	01	5FYC2LP04WU018954	0124	476,519	12	4	\$448,721	Yes	40	CNG
34	1998/New Flyer/C40LF	01	5FYC2LP04WU018968	0138	486,193	12	4	\$462,182	Yes	40	CNG
35	1998/New Flyer/C40LF	01	5FYC2LP04WU018971	0141	486,069	12	4	\$462,182	Yes	40	CNG
36	1998/New Flyer/C40LF	01	5FYC2LP05WU018932	0102	476,126	12	4	\$448,721	Yes	40	CNG
37	1998/New Flyer/C40LF	01	5FYC2LP05WU018946	0116	444,540	12	4	\$448,721	Yes	40	CNG
38	1998/New Flyer/C40LF	01	5FYC2LP05WU018963	0133	493,755	12	4	\$462,182	Yes	40	CNG
39	1998/New Flyer/C40LF	01	5FYC2LP06WU018938	0108	466,873	12	4	\$448,721	Yes	40	CNG
40	1998/New Flyer/C40LF	01	5FYC2LP06WU018941	0111	465,934	12	4	\$448,721	Yes	40	CNG
41	1998/New Flyer/C40LF	01	5FYC2LP06WU018955	0125	455,270	12	4	\$448,721	Yes	40	CNG
42	1998/New Flyer/C40LF	01	5FYC2LP06WU018969	0139	472,878	12	4	\$462,182	Yes	40	CNG
43	1998/New Flyer/C40LF	01	5FYC2LP06WU018972	0142	468,982	12	4	\$462,182	Yes	40	CNG
44	1998/New Flyer/C40LF	01	5FYC2LP07WU018933	0103	474,698	12	4	\$448,721	Yes	40	CNG
45	1998/New Flyer/C40LF	01	5FYC2LP07WU018947	0117	451,449	12	4	\$448,721	Yes	40	CNG
46	1998/New Flyer/C40LF	01	5FYC2LP07WU018950	0120	477,420	12	4	\$448,721	Yes	40	CNG
47	1998/New Flyer/C40LF	01	5FYC2LP07WU018964	0134	470,691	12	4	\$462,182	Yes	40	CNG
48	1998/New Flyer/C40LF	01	5FYC2LP08WU018939	0109	503,039	12	4	\$448,721	Yes	40	CNG
49	1998/New Flyer/C40LF	01	5FYC2LP08WU018942	0112	463,664	12	4	\$448,721	Yes	40	CNG
50	1998/New Flyer/C40LF	01	5FYC2LP08WU018956	0126	483,706	12	4	\$448,721	Yes	40	CNG
51	1998/New Flyer/C40LF	01	5FYC2LP08WU018973	0143	481,230	12	4	\$462,182	Yes	40	CNG
52	1998/New Flyer/C40LF	01	5FYC2LP09WU018934	0104	465,742	12	4	\$448,721	Yes	40	CNG
53	1998/New Flyer/C40LF	01	5FYC2LP09WU018948	0118	481,996	12	4	\$448,721	Yes	40	CNG
54	1998/New Flyer/C40LF	01	5FYC2LP09WU018951	0121	458,784	12	4	\$448,721	Yes	40	CNG
55	1998/New Flyer/C40LF	01	5FYC2LP09WU018965	0135	475,163	12	4	\$462,182	Yes	40	CNG
56	1998/New Flyer/C40LF	01	5FYC2LP0XWU018943	0113	478,350	12	4	\$448,721	Yes	40	CNG
57	1998/New Flyer/C40LF	01	5FYC2LP0XWU018957	0127	463,581	12	4	\$448,721	Yes	40	CNG

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58	1998/New Flyer/C40LF	01	5FYC2LP0XWU018960	0130	474,080	12	4	\$448,721	Yes	40	CNG
59	1998/New Flyer/C40LF	01	5FYC2LP0XWU018974	0144	472,679	12	4	\$462,182	Yes	40	CNG
60	1998/New Flyer/C40LF	01	5FYC2LP14WUO18428	0101	441,046	12	4	\$448,721	Yes	40	CNG
61	2000/New Flyer/C40LF	01	5FYC2LP10YU021099	0155	416,317	10	6	\$460,357	Yes	40	CNG
62	2000/New Flyer/C40LF	01	5FYC2LP10YU021104	0160	400,885	10	6	\$460,357	Yes	40	CNG
63	2000/New Flyer/C40LF	01	5FYC2LP11YU021094	0150	411,027	10	6	\$460,357	Yes	40	CNG
64	2000/New Flyer/C40LF	01	5FYC2LP12YU021105	0161	407,864	10	6	\$460,357	Yes	40	CNG
65	2000/New Flyer/C40LF	01	5FYC2LP13YU021095	0151	424,012	10	5	\$460,357	Yes	40	CNG
66	2000/New Flyer/C40LF	01	5FYC2LP13YU021100	0156	413,030	10	6	\$460,357	Yes	40	CNG
67	2000/New Flyer/C40LF	01	5FYC2LP14YU021090	0146	398,508	10	5	\$460,357	Yes	40	CNG
68	2000/New Flyer/C40LF	01	5FYC2LP14YU021116	0162	406,093	10	6	\$460,357	Yes	40	CNG
69	2000/New Flyer/C40LF	01	5FYC2LP15YU021096	0152	408,169	10	6	\$460,357	Yes	40	CNG
70	2000/New Flyer/C40LF	01	5FYC2LP15YU021101	0157	423,321	10	6	\$460,357	Yes	40	CNG
71	2000/New Flyer/C40LF	01	5FYC2LP16YU021091	0147	407,309	10	6	\$460,357	Yes	40	CNG
72	2000/New Flyer/C40LF	01	5FYC2LP16YU021107	0163	420,466	10	6	\$460,357	Yes	40	CNG
73	2000/New Flyer/C40LF	01	5FYC2LP16YU021110	0166	416,336	10	6	\$460,357	Yes	40	CNG
74	2000/New Flyer/C40LF	01	5FYC2LP17YU021097	0153	411,577	10	5	\$460,357	Yes	40	CNG
75	2000/New Flyer/C40LF	01	5FYC2LP17YU021102	0158	411,362	10	6	\$460,357	Yes	40	CNG
76	2000/New Flyer/C40LF	01	5FYC2LP18YU021092	0148	416,315	10	5	\$460,357	Yes	40	CNG
77	2000/New Flyer/C40LF	01	5FYC2LP18YU021108	0164	409,788	10	6	\$460,357	Yes	40	CNG
78	2000/New Flyer/C40LF	01	5FYC2LP19YU021098	0154	428,759	10	5	\$460,357	Yes	40	CNG
79	2000/New Flyer/C40LF	01	5FYC2LP19YU021103	0159	430,854	10	6	\$460,357	Yes	40	CNG
80	2000/New Flyer/C40LF	01	5FYC2LP1XYU021093	0149	407,012	10	6	\$460,357	Yes	40	CNG
81	2000/New Flyer/C40LF	01	5FYC2LP1XYU021109	0165	418,590	10	6	\$460,357	Yes	40	CNG
82	2002/New Flyer/C40LF	01	5FYC2LP102U024513	0176	353,830	8	8	\$459,687	Yes	40	CNG
83	2002/New Flyer/C40LF	01	5FYC2LP112U024505	0168	340,018	8	8	\$459,687	Yes	40	CNG
84	2002/New Flyer/C40LF	01	5FYC2LP112U024519	0182	347,162	8	8	\$459,687	Yes	40	CNG
85	2002/New Flyer/C40LF	01	5FYC2LP122U024514	0177	354,087	8	8	\$459,687	Yes	40	CNG
86	2002/New Flyer/C40LF	01	5FYC2LP132U024506	0169	348,998	8	8	\$459,687	Yes	40	CNG
87	2002/New Flyer/C40LF	01	5FYC2LP142U024515	0178	340,948	8	8	\$459,687	Yes	40	CNG
88	2002/New Flyer/C40LF	01	5FYC2LP152U024507	0170	359,720	8	8	\$459,687	Yes	40	CNG
89	2002/New Flyer/C40LF	01	5FYC2LP152U024510	0173	343,391	8	8	\$459,687	Yes	40	CNG
90	2002/New Flyer/C40LF	01	5FYC2LP162U024516	0179	344,714	8	8	\$459,687	Yes	40	CNG
91	2002/New Flyer/C40LF	01	5FYC2LP172U024508	0171	338,010	8	8	\$459,687	Yes	40	CNG

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92	2002/New Flyer/C40LF	01	5FYC2LP172U024511	0174	353,418	8	8	\$459,687	Yes	40	CNG
93	2002/New Flyer/C40LF	01	5FYC2LP182U024517	0180	348,907	8	8	\$459,687	Yes	40	CNG
94	2002/New Flyer/C40LF	01	5FYC2LP182U024520	0183	348,099	8	8	\$459,687	Yes	40	CNG
95	2002/New Flyer/C40LF	01	5FYC2LP192U024509	0172	298,964	8	8	\$459,687	Yes	40	CNG
96	2002/New Flyer/C40LF	01	5FYC2LP192U024512	0175	359,602	8	8	\$459,687	Yes	40	CNG
97	2002/New Flyer/C40LF	01	5FYC2LP1X2U024504	0167	340,096	8	8	\$459,687	Yes	40	CNG
98	2002/New Flyer/C40LF	01	5FYC2LP1X2U024518	0181	352,283	8	8	\$459,687	Yes	40	CNG
99	2002/New Flyer/C40LF	01	5FYC2LP1X2U024521	0184	340,710	8	8	\$459,687	Yes	40	CNG
100	2004/New Flyer/C40LF	01	5FYC2LP104U027169	0196	233,737	7	9	\$496,661	Yes	40	CNG
101	2004/New Flyer/C40LF	01	5FYC2LP104U027172	0199	271,414	7	9	\$496,661	Yes	40	CNG
102	2004/New Flyer/C40LF	01	5FYC2LP114U027164	0191	246,255	7	9	\$496,661	Yes	40	CNG
103	2004/New Flyer/C40LF	01	5FYC2LP124U027173	0200	232,713	7	9	\$496,661	Yes	40	CNG
104	2004/New Flyer/C40LF	01	5FYC2LP134U027165	0192	117,214	7	9	\$496,661	Yes	40	CNG
105	2004/New Flyer/C40LF	01	5FYC2LP144U027160	0187	242,326	7	9	\$496,661	Yes	40	CNG
106	2004/New Flyer/C40LF	01	5FYC2LP144U027174	0201	250,415	7	9	\$496,661	Yes	40	CNG
107	2004/New Flyer/C40LF	01	5FYC2LP154U027166	0193	222,692	6	10	\$496,661	Yes	40	CNG
108	2004/New Flyer/C40LF	01	5FYC2LP164U027158	0185	239,703	6	9	\$496,661	Yes	40	CNG
109	2004/New Flyer/C40LF	01	5FYC2LP164U027161	0188	235,249	6	9	\$496,661	Yes	40	CNG
110	2004/New Flyer/C40LF	01	5FYC2LP164U027175	0202	241,157	6	9	\$496,661	Yes	40	CNG
111	2004/New Flyer/C40LF	01	5FYC2LP174U027167	0194	229,894	6	9	\$496,661	Yes	40	CNG
112	2004/New Flyer/C40LF	01	5FYC2LP174U027170	0197	235,652	6	9	\$496,661	Yes	40	CNG
113	2004/New Flyer/C40LF	01	5FYC2LP184U027159	0186	236,506	6	9	\$496,661	Yes	40	CNG
114	2004/New Flyer/C40LF	01	5FYC2LP184U027162	0189	250,802	6	9	\$496,661	Yes	40	CNG
115	2004/New Flyer/C40LF	01	5FYC2LP184U027176	0203	227,182	6	10	\$496,661	Yes	40	CNG
116	2004/New Flyer/C40LF	01	5FYC2LP194U027168	0195	219,164	6	9	\$496,661	Yes	40	CNG
117	2004/New Flyer/C40LF	01	5FYC2LP194U027171	0198	220,362	6	9	\$496,661	Yes	40	CNG
118	2004/New Flyer/C40LF	01	5FYC2LP1X4U027163	0190	240,637	6	9	\$496,661	Yes	40	CNG
119	2004/New Flyer/C40LF	01	5FYC2LP1X4U027177	0204	250,951	6	9	\$496,661	Yes	40	CNG
120	2005/New Flyer/C40LF	01	5FYC4FP115C028043	0210	192,561	5	10	\$502,102	Yes	40	CNG
121	2005/New Flyer/C40LF	01	5FYC4FP135C028044	0211	208,482	5	10	\$502,102	Yes	40	CNG
122	2005/New Flyer/C40LF	01	5FYC4FP155C028045	0212	210,846	5	10	\$502,102	Yes	40	CNG
123	2005/New Flyer/C40LF	01	5FYC4FP158C028041	0208	194,062	5	10	\$502,102	Yes	40	CNG
124	2005/New Flyer/C40LF	01	5FYC4FP165C028040	0207	209,371	5	10	\$502,102	Yes	40	CNG
125	2005/New Flyer/C40LF	01	5FYC4FP175C028046	0213	220,029	5	10	\$502,102	Yes	40	CNG



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126	2005/New Flyer/C40LF	01	5FYC4FP185C028038	0205	207,415	5	10	\$502,102	Yes	40	CNG
127	2005/New Flyer/C40LF	01	5FYC4FP195C028047	0214	195,322	5	10	\$502,102	Yes	40	CNG
128	2005/New Flyer/C40LF	01	5FYC4FP1X5C028039	0206	201,817	5	10	\$502,102	Yes	40	CNG
129	2005/New Flyer/C40LF	01	5FYC4FP1X5C028042	0209	191,748	5	10	\$502,102	Yes	40	CNG
130	2006/New Flyer/C40LF	01	5FYC4FO105C029376	0223	161,938	4	11	\$522,950	Yes	40	CNG
131	2006/New Flyer/C40LF	01	5FYC4FP115C029368	0215	174,658	4	11	\$522,950	Yes	40	CNG
132	2006/New Flyer/C40LF	01	5FYC4FP115C029371	0218	114,770	4	11	\$522,950	Yes	40	CNG
133	2006/New Flyer/C40LF	01	5FYC4FP125C029377	0224	176,399	4	11	\$522,950	Yes	40	CNG
134	2006/New Flyer/C40LF	01	5FYC4FP125C029380	0227	153,367	4	11	\$522,950	Yes	40	CNG
135	2006/New Flyer/C40LF	01	5FYC4FP135C029369	0216	163,388	4	11	\$522,950	Yes	40	CNG
136	2006/New Flyer/C40LF	01	5FYC4FP135C029372	0219	157,904	4	11	\$522,950	Yes	40	CNG
137	2006/New Flyer/C40LF	01	5FYC4FP145C029378	0225	174,955	4	11	\$522,950	Yes	40	CNG
138	2006/New Flyer/C40LF	01	5FYC4FP145C029381	0228	150,536	4	11	\$522,950	Yes	40	CNG
139	2006/New Flyer/C40LF	01	5FYC4FP155C029373	0220	165,846	4	11	\$522,950	Yes	40	CNG
140	2006/New Flyer/C40LF	01	5FYC4FP165C029379	0226	156,933	4	11	\$522,950	Yes	40	CNG
141	2006/New Flyer/C40LF	01	5FYC4FP165C029382	0229	132,754	4	11	\$522,950	Yes	40	CNG
142	2006/New Flyer/C40LF	01	5FYC4FP175C029374	0221	167,410	4	11	\$522,950	Yes	40	CNG
143	2006/New Flyer/C40LF	01	5FYC4FP195C029375	0222	161,575	4	11	\$522,950	Yes	40	CNG
144	2006/New Flyer/C40LF	01	5FYC4FP1X5C029370	0217	164,710	4	11	\$522,950	Yes	40	CNG
145	2007/New Flyer/C40LF	01	5FYC5FP107C031788	0237	84,791	3	12	\$556,243	Yes	40	CNG
146	2007/New Flyer/C40LF	01	5FYC5FP117C031783	0232	83,364	3	12	\$556,243	Yes	40	CNG
147	2007/New Flyer/C40LF	01	5FYC5FP127C031789	0238	84,094	3	12	\$556,243	Yes	40	CNG
148	2007/New Flyer/C40LF	01	5FYC5FP137C031784	0233	87,129	3	12	\$556,243	Yes	40	CNG
149	2007/New Flyer/C40LF	01	5FYC5FP157C031785	0234	82,925	3	12	\$556,243	Yes	40	CNG
150	2007/New Flyer/C40LF	01	5FYC5FP177C031786	0235	78,686	3	12	\$556,243	Yes	40	CNG
151	2007/New Flyer/C40LF	01	5FYC5FP187C031781	0230	69,703	3	12	\$556,243	Yes	40	CNG
152	2007/New Flyer/C40LF	01	5FYC5FP197C031787	0236	83,726	3	12	\$556,243	Yes	40	CNG
153	2007/New Flyer/C40LF	01	5FYC5FP197C031790	0239	81,096	3	12	\$556,243	Yes	40	CNG
154	2007/New Flyer/C40LF	01	5FYC5FP1X7C031782	0231	81,779	3	12	\$556,243	Yes	40	CNG
155	2008/New Flyer/C40LF	01	5FYC5B158C033156	0248	30,266	2	13	\$569,217	Yes	40	CNG
156	2008/New Flyer/C40LF	01	5FYC5FB088C033152	0244	38,540	2	13	\$569,217	Yes	40	CNG
157	2008/New Flyer/C40LF	01	5FYC5FB118C033154	0246	33,374	2	13	\$569,217	Yes	40	CNG
158	2008/New Flyer/C40LF	01	5FYC5FB138C033155	0247	38,069	2	13	\$569,217	Yes	40	CNG
159	2008/New Flyer/C40LF	01	5FYC5FB148C033150	0242	35,486	2	13	\$569,217	Yes	40	CNG

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160	2008/New Flyer/C40LF	01	5FYC5FB168C033148	0240	36,523	2	13	\$569,217	Yes	40	CNG
161	2008/New Flyer/C40LF	01	5FYC5FB168C033151	0243	34,617	2	13	\$569,217	Yes	40	CNG
162	2008/New Flyer/C40LF	01	5FYC5FB178C033157	0249	35,818	2	13	\$569,217	Yes	40	CNG
163	2008/New Flyer/C40LF	01	5FYC5FB188C033149	0241	30,631	2	13	\$569,217	Yes	40	CNG
164	2008/New Flyer/C40LF	01	5FYC5FB198C033158	0250	33,343	2	13	\$569,217	Yes	40	CNG
165	2008/New Flyer/C40LF	01	5FYC5FB1X8C0133152	0245	36,411	2	13	\$569,217	Yes	40	CNG
166	2004/New Flyer/C30LF	03	5FYC2TP104U026135	0305	272,068	5	9	\$409,877	Yes	25	CNG
167	2004/New Flyer/C30LF	03	5FYC2TP104U026149	0319	278,049	5	9	\$409,877	Yes	25	CNG
168	2004/New Flyer/C30LF	03	5FYC2TP114U026144	0314	263,841	5	9	\$409,877	Yes	25	CNG
169	2004/New Flyer/C30LF	03	5FYC2TP114U026130	0300	274,629	5	9	\$409,877	Yes	25	CNG
170	2004/New Flyer/C30LF	03	5FYC2TP124U026136	0306	272,816	5	9	\$409,877	Yes	25	CNG
171	2004/New Flyer/C30LF	03	5FYC2TP134U026131	0301	279,263	5	9	\$409,877	Yes	25	CNG
172	2004/New Flyer/C30LF	03	5FYC2TP134U026145	0315	267,518	5	9	\$409,877	Yes	25	CNG
173	2004/New Flyer/C30LF	03	5FYC2TP144U026137	0307	274,393	5	9	\$409,877	Yes	25	CNG
174	2004/New Flyer/C30LF	03	5FYC2TP144U026140	0310	278,364	5	9	\$409,877	Yes	25	CNG
175	2004/New Flyer/C30LF	03	5FYC2TP154U026132	0302	265,028	5	9	\$409,877	Yes	25	CNG
176	2004/New Flyer/C30LF	03	5FYC2TP154U026146	0316	278,824	5	9	\$409,877	Yes	25	CNG
177	2004/New Flyer/C30LF	03	5FYC2TP164U026138	0308	275,100	5	9	\$409,877	Yes	25	CNG
178	2004/New Flyer/C30LF	03	5FYC2TP164U026141	0311	262,794	5	9	\$409,877	Yes	25	CNG
179	2004/New Flyer/C30LF	03	5FYC2TP174U026133	0303	268,209	5	9	\$409,877	Yes	25	CNG
180	2004/New Flyer/C30LF	03	5FYC2TP174U026147	0317	286,417	5	9	\$409,877	Yes	25	CNG
181	2004/New Flyer/C30LF	03	5FYC2TP184U026139	0309	274,956	5	9	\$409,877	Yes	25	CNG
182	2004/New Flyer/C30LF	03	5FYC2TP184U026142	0312	266,958	5	9	\$409,877	Yes	25	CNG
183	2004/New Flyer/C30LF	03	5FYC2TP194U026134	0304	269,584	5	9	\$409,877	Yes	25	CNG
184	2004/New Flyer/C30LF	03	5FYC2TP194U026148	0318	275,848	5	9	\$409,877	Yes	25	CNG
185	2004/New Flyer/C30LF	03	5FYC2TP1X4U026143	0313	280,014	5	9	\$409,877	Yes	25	CNG
186	2005/New Flyer/C30LF	03	5FYC4VP105CO27881	0320	196,480	4	10	\$409,877	Yes	25	CNG
187	2005/New Flyer/C30LF	03	5FYC4VP115CO27887	0326	192,769	4	10	\$409,877	Yes	25	CNG
188	2005/New Flyer/C30LF	03	5FYC4VP115CO27890	0329	185,375	4	10	\$409,877	Yes	25	CNG
189	2005/New Flyer/C30LF	03	5FYC4VP125CO27882	0321	185,199	4	10	\$409,877	Yes	25	CNG
190	2005/New Flyer/C30LF	03	5FYC4VP135CO27888	0327	188,224	4	10	\$409,877	Yes	25	CNG
191	2005/New Flyer/C30LF	03	5FYC4VP145CO27883	0322	182,666	4	10	\$409,877	Yes	25	CNG
192	2005/New Flyer/C30LF	03	5FYC4VP155CO27889	0328	191,956	4	10	\$409,877	Yes	25	CNG
193	2005/New Flyer/C30LF	03	5FYC4VP165CO27884	0323	195,120	4	10	\$409,877	Yes	25	CNG



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194	2005/New Flyer/C30LF	03	5FYC4VP185CO27885	0324	198,225	4	10	\$409,877	Yes	25	CNG
195	2005/New Flyer/C30LF	03	5FYC4VP1X5CO27886	0325	197,083	4	10	\$409,877	Yes	25	CNG
196	2004/Ford/E450	11	1FDXE45S04HA91565	5005	154,252	4	3	\$73,898	Yes	13	G
197	2004/Ford/E450	11	1FDXE45S04HB23737	5012	158,842	5	2	\$73,898	Yes	13	G
198	2004/Ford/E450	11	1FDXE45S04HB23740	5015	160,969	5	2	\$73,898	Yes	13	G
199	2004/Ford/E450	11	1FDXE45S04HB45012	5049	157,872	4	3	\$76,115	Yes	13	G
200	2004/Ford/E450	11	1FDXE45S14HB23746	5021	160,047	4	3	\$73,898	Yes	13	G
201	2004/Ford/E450	11	1FDXE45S14HB26629	5026	151,575	4	3	\$73,898	Yes	13	G
202	2004/Ford/E450	11	1FDXE45S14HB26632	5029	155,943	4	3	\$76,115	Yes	13	G
203	2004/Ford/E450	11	1FDXE45S14HB26646	5033	148,195	4	3	\$76,115	Yes	13	G
204	2004/Ford/E450	11	1FDXE45S14HB38943	5044	143,897	4	3	\$76,115	Yes	13	G
205	2004/Ford/E450	11	1FDXE45S24HA91566	5006	137,834	4	3	\$73,898	Yes	13	G
206	2004/Ford/E450	11	1FDXE45S24HB23738	5013	159,399	5	2	\$73,898	Yes	13	G
207	2004/Ford/E450	11	1FDXE45S24HB23741	5016	155,751	4	3	\$73,898	Yes	13	G
208	2004/Ford/E450	11	1FDXE45S34HA91561	5001	159,318	5	2	\$73,898	Yes	13	G
209	2004/Ford/E450	11	1FDXE45S34HB26633	5030	134,912	4	3	\$76,115	Yes	13	G
210	2004/Ford/E450	11	1FDXE45S34HB26647	5034	149,804	4	3	\$76,115	Yes	13	G
211	2004/Ford/E450	11	1FDXE45S34HB26650	5037	151,526	4	3	\$76,115	Yes	13	G
212	2004/Ford/E450	11	1FDXE45S34HB38944	5045	155,846	4	3	\$76,115	Yes	13	G
213	2004/Ford/E450	11	1FDXE45S44HA91567	5007	149,031	5	2	\$73,898	Yes	13	G
214	2004/Ford/E450	11	1FDXE45S44HA91570	5010	134,383	4	3	\$73,898	Yes	13	G
215	2004/Ford/E450	11	1FDXE45S44HB23739	5014	160,714	5	2	\$73,898	Yes	13	G
216	2004/Ford/E450	11	1FDXE45S44HB23742	5017	146,008	5	2	\$73,898	Yes	13	G
217	2004/Ford/E450	11	1FDXE45S44HB26625	5022	164,377	5	2	\$73,898	Yes	13	G
218	2004/Ford/E450	11	1FDXE45S54HA91562	5002	151,396	4	3	\$73,898	Yes	13	G
219	2004/Ford/E450	11	1FDXE45S54HB26648	5035	159,566	4	3	\$76,115	Yes	13	G
220	2004/Ford/E450	11	1FDXE45S54HB26651	5038	159,954	4	3	\$76,115	Yes	13	G
221	2004/Ford/E450	11	1FDXE45S54HB38945	5046	144,464	4	3	\$76,115	Yes	13	G
222	2004/Ford/E450	11	1FDXE45S64HA91568	5008	147,951	5	2	\$73,898	Yes	13	G
223	2004/Ford/E450	11	1FDXE45S64HB23743	5018	149,589	4	3	\$73,898	Yes	13	G
224	2004/Ford/E450	11	1FDXE45S64HB26626	5023	150,354	4	3	\$73,898	Yes	13	G
225	2004/Ford/E450	11	1FDXE45S64HB38940	5041	154,657	4	3	\$76,115	Yes	13	G
226	2004/Ford/E450	11	1FDXE45S74HA91563	5003	159,187	4	3	\$73,898	Yes	13	G
227	2004/Ford/E450	11	1FDXE45S74HB26649	5036	143,169	4	3	\$76,115	Yes	13	G

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228	2004/Ford/E450	11	1FDXE45S74HB26652	5039	126,981	4	3	\$76,115	Yes	13	G
229	2004/Ford/E450	11	1FDXE45S74HB45010	5047	155,807	4	3	\$76,115	Yes	13	G
230	2004/Ford/E450	11	1FDXE45S84HA91569	5009	157,484	4	3	\$73,898	Yes	13	G
231	2004/Ford/E450	11	1FDXE45S84HB23744	5019	156,964	4	3	\$73,898	Yes	13	G
232	2004/Ford/E450	11	1FDXE45S84HB26627	5024	143,443	4	3	\$73,898	Yes	13	G
233	2004/Ford/E450	11	1FDXE45S84HB26630	5027	150,867	4	3	\$73,898	Yes	13	G
234	2004/Ford/E450	11	1FDXE45S84HB26644	5031	157,544	4	3	\$76,115	Yes	13	G
235	2004/Ford/E450	11	1FDXE45S84HB38941	5042	150,275	4	3	\$76,115	Yes	13	G
236	2004/Ford/E450	11	1FDXE45S94HA91564	5004	160,045	4	3	\$73,898	Yes	13	G
237	2004/Ford/E450	11	1FDXE45S94HB23736	5011	160,078	5	2	\$73,898	Yes	13	G
238	2004/Ford/E450	11	1FDXE45S94HB26653	5040	155,924	4	3	\$76,115	Yes	13	G
239	2004/Ford/E450	11	1FDXE45S94HB45011	5048	144,726	4	3	\$76,115	Yes	13	G
240	2004/Ford/E450	11	1FDXE45SX4HB23745	5020	150,993	4	3	\$73,898	Yes	13	G
241	2004/Ford/E450	11	1FDXE45SX4HB26628	5025	136,538	4	3	\$73,898	Yes	13	G
242	2004/Ford/E450	11	1FDXE45SX4HB26631	5028	125,728	4	3	\$73,898	Yes	13	G
243	2004/Ford/E450	11	1FDXE45SX4HB26645	5032	156,633	4	3	\$76,115	Yes	13	G
244	2004/Ford/E450	11	1FDXE45SX4HB38942	5043	157,596	4	3	\$76,115	Yes	13	G
245	2004/Ford/E450	11	1FDXE5S74HA74245	5053	112,223	5	2	\$76,115	Yes	13	G
246	2005/Ford/E450	11	1FDXE45S05HA04619	5061	75,108	4	3	\$78,398	Yes	13	G
247	2005/Ford/E450	11	1FDXE45S05HA04622	5064	133,098	4	3	\$76,115	Yes	13	G
248	2005/Ford/E450	11	1FDXE45S05HB09984	5806	104,335	4	3	\$92,162	Yes	14	G
249	2005/Ford/E450	11	1FDXE45S15HA04614	5056	101,983	4	3	\$78,398	Yes	13	G
250	2005/Ford/E450	11	1FDXE45S15HA04628	5070	116,760	4	3	\$76,115	Yes	13	G
251	2005/Ford/E450	11	1FDXE45S25HA04623	5065	120,556	4	3	\$78,398	Yes	13	G
252	2005/Ford/E450	11	1FDXE45S25HB09985	5807	125,803	4	3	\$92,162	Yes	14	G
253	2005/Ford/E450	11	1FDXE45S35HA04615	5057	112,855	4	3	\$76,115	Yes	13	G
254	2005/Ford/E450	11	1FDXE45S35HB09980	5802	111,903	4	3	\$97,775	Yes	14	G
255	2005/Ford/E450	11	1FDXE45S35HB09986	5808	132,825	4	3	\$92,162	Yes	14	G
256	2005/Ford/E450	11	1FDXE45S45HA04610	5051	97,391	4	3	\$73,898	Yes	13	G
257	2005/Ford/E450	11	1FDXE45S45HA04624	5066	149,810	4	3	\$76,115	Yes	13	G
258	2005/Ford/E450	11	1FDXE45S55HA04616	5058	97,968	4	3	\$78,398	Yes	13	G
259	2005/Ford/E450	11	1FDXE45S55HB09978	5800	135,489	4	3	\$97,775	Yes	14	G
260	2005/Ford/E450	11	1FDXE45S55HB09981	5803	120,704	4	3	\$97,775	Yes	14	G
261	2005/Ford/E450	11	1FDXE45S65HA04611	5052	98,588	4	3	\$73,898	Yes	13	G

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262	2005/Ford/E450	11	1FDXE45S65HA04625	5067	144,268	4	3	\$76,115	Yes	13	G
263	2005/Ford/E450	11	1FDXE45S65HB09987	5809	125,164	4	3	\$92,162	Yes	14	G
264	2005/Ford/E450	11	1FDXE45S75HA04617	5059	80,603	4	3	\$76,115	Yes	13	G
265	2005/Ford/E450	11	1FDXE45S75HA04620	5062	83,716	4	3	\$76,115	Yes	13	G
266	2005/Ford/E450	11	1FDXE45S75HB09979	5801	113,867	4	3	\$97,775	Yes	14	G
267	2005/Ford/E450	11	1FDXE45S75HB09982	5804	113,650	4	3	\$94,927	Yes	14	G
268	2005/Ford/E450	11	1FDXE45S85HA04609	5050	86,466	4	3	\$73,898	Yes	13	G
269	2005/Ford/E450	11	1FDXE45S85HA04612	5054	108,699	4	3	\$73,898	Yes	13	G
270	2005/Ford/E450	11	1FDXE45S85HA04626	5068	141,312	4	3	\$76,115	Yes	13	G
271	2005/Ford/E450	11	1FDXE45S95HA04618	5060	83,304	4	3	\$76,115	Yes	13	G
272	2005/Ford/E450	11	1FDXE45S95HA04621	5063	89,461	4	3	\$76,115	Yes	13	G
273	2005/Ford/E450	11	1FDXE45S95HB09983	5805	142,927	4	3	\$92,162	Yes	14	G
274	2005/Ford/E450	11	1FDXE45SX5HA04613	5055	104,350	4	3	\$76,115	Yes	13	G
275	2005/Ford/E450	11	1FDXE45SX5HA04627	5069	124,429	4	3	\$76,115	Yes	13	G
276	2006/Ford/E450	11	1FDXE45S06HA53529	5074	119,424	4	3	\$73,898	Yes	13	G
277	2006/Ford/E450	11	1FDXE45S56HA51100	5071	104,926	4	3	\$73,898	Yes	13	G
278	2006/Ford/E450	11	1FDXE45S76HA51101	5072	123,737	4	3	\$73,898	Yes	13	G
279	2006/Ford/E450	11	1FDXE45S76HA53530	5075	117,566	4	3	\$73,898	Yes	13	G
280	2006/Ford/E450	11	1FDXE45S96HA53528	5073	119,706	4	3	\$73,898	Yes	13	G
281	2007/Ford/E450	11	1FDXE45S06DB13428	5084	50,221	2	5	\$80,113	Yes	14	G
282	2007/Ford/E450	11	1FDXE45S07DB00289	5815	30,452	2	5	\$103,344	Yes	14	G
283	2007/Ford/E450	11	1FDXE45S07DB00292	5818	52,520	2	5	\$103,344	Yes	14	G
284	2007/Ford/E450	11	1FDXE45S17DB00284	5810	33,656	2	5	\$102,948	Yes	14	G
285	2007/Ford/E450	11	1FDXE45S17DB13505	5095	25,309	1	6	\$80,785	Yes	14	G
286	2007/Ford/E450	11	1FDXE45S26DB13429	5085	35,247	2	5	\$80,494	Yes	14	G
287	2007/Ford/E450	11	1FDXE45S27DB00293	5819	26,148	2	5	\$103,344	Yes	14	G
288	2007/Ford/E450	11	1FDXE45S27DB13500	5090	20,786	1	6	\$80,785	Yes	14	G
289	2007/Ford/E450	11	1FDXE45S36DB03671	5076	71,962	2	5	\$75,698	Yes	14	G
290	2007/Ford/E450	11	1FDXE45S36DB13424	5080	56,365	2	5	\$75,528	Yes	14	G
291	2007/Ford/E450	11	1FDXE45S37DB00285	5811	51,869	2	5	\$96,716	Yes	14	G
292	2007/Ford/E450	11	1FDXE45S37DB13506	5096	23,012	1	6	\$80,785	Yes	14	G
293	2007/Ford/E450	11	1FDXE45S45SX7DB13504	5094	22,967	1	6	\$80,785	Yes	14	G
294	2007/Ford/E450	11	1FDXE45S47DB13496	5086	24,333	1	6	\$80,785	Yes	14	G
295	2007/Ford/E450	11	1FDXE45S47DB13501	5091	23,698	1	6	\$80,785	Yes	14	G

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296	2007/Ford/E450	11	1FDXE45S56DB13425	5081	55,356	2	5	\$75,529	Yes	14	G
297	2007/Ford/E450	11	1FDXE45S57DB00286	5812	66,162	2	5	\$96,630	Yes	14	G
298	2007/Ford/E450	11	1FDXE45S57DB13507	5097	24,889	1	6	\$80,785	Yes	14	G
299	2007/Ford/E450	11	1FDXE45S67DB13497	5087	25,505	1	6	\$80,785	Yes	14	G
300	2007/Ford/E450	11	1FDXE45S76DB13426	5082	55,478	2	5	\$75,528	Yes	14	G
301	2007/Ford/E450	11	1FDXE45S77DA58946	5099	23,344	1	6	\$80,785	Yes	14	G
302	2007/Ford/E450	11	1FDXE45S77DB00287	5813	53,935	2	5	\$100,313	Yes	14	G
303	2007/Ford/E450	11	1FDXE45S77DB00290	5816	57,347	2	5	\$97,412	Yes	14	G
304	2007/Ford/E450	11	1FDXE45S77DB13508	5098	24,750	1	6	\$80,785	Yes	14	G
305	2007/Ford/E450	11	1FDXE45S86DB13421	5077	59,398	2	5	\$75,519	Yes	14	G
306	2007/Ford/E450	11	1FDXE45S87DB13503	5093	24,516	1	6	\$80,785	Yes	14	G
307	2007/Ford/E450	11	1FDXE45S96DB13427	5083	56,178	2	5	\$80,118	Yes	14	G
308	2007/Ford/E450	11	1FDXE45S97DB00288	5814	58,669	2	5	\$103,344	Yes	14	G
309	2007/Ford/E450	11	1FDXE45S97DB00291	5817	76,108	2	5	\$97,439	Yes	14	G
310	2007/Ford/E450	11	1FDXE45SX6DB13422	5078	70,908	2	5	\$75,496	Yes	14	G
311	2007/Ford/E450	11	1FDXE45SX7DB13499	5089	24,651	1	6	\$80,785	Yes	14	G
312	2007/Ford/E450	11	1FDXE45SX7DB26382	5100	22,548	1	6	\$80,785	Yes	14	G
313	2007/Ford/E450	11	1FE45S47DB13501	5092	24,421	1	6	\$80,785	Yes	14	G
314	2007/Ford/E450	11	1FDXE45S16DB13423	5079	55,354	2	5	\$75,529	Yes	14	G
315	2007/Ford/E450	11	1FDXE45S87DB13498	5088	23,894	1	6	\$80,785	Yes	14	G
316	2002/Ford/E350	13	1FBNE31L42HB48498	4114	84,749	7	0	\$33,712	No	7-15	G
317	2003/Chevrolet/ASTRO	13	1GNNDM19X03B142022	4129	50,548	6	0	\$22,987	No	7-15	G
318	2003/Chevrolet/ASTRO	13	1GNNDM19X03B142036	4137	60,961	6	0	\$22,987	No	7-15	G
319	2003/Chevrolet/ASTRO	13	1GNNDM19X03B142344	4120	73,966	6	0	\$22,987	No	7-15	G
320	2003/Chevrolet/ASTRO	13	1GNNDM19X13B141946	4130	93,080	6	0	\$22,987	No	7-15	G
321	2003/Chevrolet/ASTRO	13	1GNNDM19X13B142661	4125	60,035	6	0	\$22,987	No	7-15	G
322	2003/Chevrolet/ASTRO	13	1GNNDM19X33B142001	4135	68,839	6	0	\$22,987	No	7-15	G
323	2003/Chevrolet/ASTRO	13	1GNNDM19X33B142077	4127	51,600	6	0	\$22,987	No	7-15	G
324	2003/Chevrolet/ASTRO	13	1GNNDM19X33B142340	4132	55,657	6	2	\$22,987	No	7-15	G
325	2003/Chevrolet/ASTRO	13	1GNNDM19X63B141960	4133	69,349	6	0	\$22,987	No	7-15	G
326	2003/Chevrolet/ASTRO	13	1GNNDM19X63B142008	4121	56,200	6	0	\$22,987	No	7-15	G
327	2003/Chevrolet/ASTRO	13	1GNNDM19X63B142073	4122	47,240	6	2	\$22,987	No	7-15	G
328	2003/Chevrolet/ASTRO	13	1GNNDM19X73B142020	4139	49,487	6	0	\$22,987	No	7-15	G
329	2003/Chevrolet/ASTRO	13	1GNNDM19X83B141989	4126	84,233	6	0	\$22,987	No	7-15	G

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330	2003/Chevrolet/ASTRO	13	1GNDM19X93B141967	4136	69,980	6	0	\$22,987	No	7-15	G
331	2003/Chevrolet/ASTRO	13	1GNDM19X93B141984	4134	65,277	6	0	\$22,987	No	7-15	G
332	2003/Chevrolet/ASTRO	13	1GNDM19XX3B141962	4128	70,078	6	0	\$22,987	No	7-15	G
333	2003/Chevrolet/ASTRO	13	1GNDM19XX3B141993	4123	64,772	6	0	\$22,987	No	7-15	G
334	2003/Chevrolet/ASTRO	13	1GNDM19XX3B142013	4124	69,966	6	0	\$22,987	No	7-15	G
335	2003/Chevrolet/ASTRO	13	1GNDM19XX3B142139	4138	68,992	6	0	\$22,987	No	7-15	G
336	2003/Chevrolet/ASTRO	13	1GNDM19XX3B142402	4131	63,631	6	0	\$22,987	No	7-15	G
337	2003/Ford/E350	13	1FBNE31L03HB48063	4148	78,642	6	0	\$25,662	No	7-15	G
338	2003/Ford/E350	13	1FBNE31L13HB48055	4140	76,654	6	0	\$25,662	No	7-15	G
339	2003/Ford/E350	13	1FBNE31L13HB48069	4154	77,446	6	0	\$25,662	No	7-15	G
340	2003/Ford/E350	13	1FBNE31L13HB48072	4157	58,252	6	0	\$25,662	No	7-15	G
341	2003/Ford/E350	13	1FBNE31L23HB48064	4149	76,490	6	0	\$25,662	No	7-15	G
342	2003/Ford/E350	13	1FBNE31L33HB48056	4141	75,370	6	0	\$25,662	No	7-15	G
343	2003/Ford/E350	13	1FBNE31L33HB48073	4158	65,944	6	0	\$25,662	No	7-15	G
344	2003/Ford/E350	13	1FBNE31L43HB48065	4150	73,261	6	0	\$25,662	No	7-15	G
345	2003/Ford/E350	13	1FBNE31L53HB48057	4142	83,480	6	0	\$25,662	No	7-15	G
346	2003/Ford/E350	13	1FBNE31L53HB48060	4145	75,055	6	0	\$25,662	No	7-15	G
347	2003/Ford/E350	13	1FBNE31L53HB48074	4159	66,650	6	0	\$25,662	No	7-15	G
348	2003/Ford/E350	13	1FBNE31L63HB48066	4151	51,884	6	0	\$25,662	No	7-15	G
349	2003/Ford/E350	13	1FBNE31L73HA19723	4113	78,263	7	0	\$32,731	No	7-15	G
350	2003/Ford/E350	13	1FBNE31L73HB48058	4143	61,326	6	0	\$25,662	No	7-15	G
351	2003/Ford/E350	13	1FBNE31L73HB48061	4146	73,844	6	0	\$25,662	No	7-15	G
352	2003/Ford/E350	13	1FBNE31L73HB48075	4160	64,619	6	0	\$25,662	No	7-15	G
353	2003/Ford/E350	13	1FBNE31L83HB48067	4152	66,709	6	0	\$25,662	No	7-15	G
354	2003/Ford/E350	13	1FBNE31L83HB48070	4155	59,972	6	0	\$25,662	No	7-15	G
355	2003/Ford/E350	13	1FBNE31L93HB48059	4144	66,654	6	0	\$25,662	No	7-15	G
356	2003/Ford/E350	13	1FBNE31L93HB48062	4147	64,577	6	0	\$25,662	No	7-15	G
357	2003/Ford/E350	13	1FBNE31L93HB48076	4161	68,599	6	0	\$25,662	No	7-15	G
358	2003/Ford/E350	13	1FBNE31LX3HB48068	4153	76,572	6	0	\$25,662	No	7-15	G
359	2003/Ford/E350	13	1FBNE31LX3HB48071	4156	73,439	6	0	\$25,662	No	7-15	G
360	2003/Ford/E350	13	1FBSS31L03HB48091	4176	64,101	6	0	\$26,482	No	7-15	G
361	2003/Ford/E350	13	1FBSS31L13HB48083	4168	62,718	6	0	\$26,482	No	7-15	G
362	2003/Ford/E350	13	1FBSS31L13HB48097	4182	90,223	6	0	\$26,482	No	7-15	G
363	2003/Ford/E350	13	1FBSS31L23HB48089	4174	75,920	6	0	\$26,482	No	7-15	G



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364	2003/Ford/E350	13	1FBSS31L23HB48092	4177	86,808	6	0	\$26,482	No	7-15	G
365	2003/Ford/E350	13	1FBSS31L33HB48084	4169	74,168	6	0	\$26,482	No	7-15	G
366	2003/Ford/E350	13	1FBSS31L43HB48093	4178	68,107	6	0	\$26,482	No	7-15	G
367	2003/Ford/E350	13	1FBSS31L53HB48085	4170	74,387	6	0	\$26,482	No	7-15	G
368	2003/Ford/E350	13	1FBSS31L63HB48077	4162	82,492	6	0	\$26,482	No	7-15	G
369	2003/Ford/E350	13	1FBSS31L63HB48080	4165	58,507	6	0	\$26,482	No	7-15	G
370	2003/Ford/E350	13	1FBSS31L63HB48094	4179	68,257	6	0	\$26,482	No	7-15	G
371	2003/Ford/E350	13	1FBSS31L73HB46273	4183	81,208	6	0	\$26,482	No	7-15	G
372	2003/Ford/E350	13	1FBSS31L73HB48086	4171	75,006	6	0	\$26,482	No	7-15	G
373	2003/Ford/E350	13	1FBSS31L83HB48078	4163	68,786	6	0	\$26,482	No	7-15	G
374	2003/Ford/E350	13	1FBSS31L83HB48081	4166	104,777	6	0	\$26,482	No	7-15	G
375	2003/Ford/E350	13	1FBSS31L83HB48095	4180	73,695	6	0	\$26,482	No	7-15	G
376	2003/Ford/E350	13	1FBSS31L93HB48090	4175	89,345	6	0	\$26,482	No	7-15	G
377	2003/Ford/E350	13	1FBSS31LX3HB48079	4164	84,159	6	0	\$26,482	No	7-15	G
378	2003/Ford/E350	13	1FBSS31LX3HB48082	4167	86,432	6	0	\$26,482	No	7-15	G
379	2003/Ford/E350	13	1FBSS31LX3HB48096	4181	73,096	6	0	\$26,482	No	7-15	G
380	2005/Chevrolet/3500	13	1GAHG39U051217371	7068	53,985	4	2	\$28,072	No	7-15	G
381	2005/Chevrolet/3500	13	1GAHG39U051218410	7069	46,438	4	2	\$29,781	No	7-15	G
382	2005/Chevrolet/3500	13	1GAHG39U051218813	7066	53,683	4	2	\$28,072	No	7-15	G
383	2005/Chevrolet/3500	13	1GAHG39U251217436	7072	56,163	4	2	\$28,072	No	7-15	G
384	2005/Chevrolet/3500	13	1GAHG39U251218960	7064	71,651	4	2	\$28,072	No	7-15	G
385	2005/Chevrolet/3500	13	1GAHG39U451218880	7067	63,767	4	3	\$29,781	No	7-15	G
386	2005/Chevrolet/3500	13	1GAHG39U551217236	7071	53,578	4	3	\$28,072	No	7-15	G
387	2005/Chevrolet/3500	13	1GAHG39U651218055	7070	53,739	4	2	\$28,072	No	7-15	G
388	2005/Chevrolet/3500	13	1GAHG39U751217528	7073	59,068	4	2	\$28,072	No	7-15	G
389	2005/Chevrolet/3500	13	1GAHG39U851217540	7074	49,463	4	2	\$29,781	No	7-15	G
390	2005/Chevrolet/3500	13	1GAHG39U851218431	7065	69,061	4	2	\$28,072	No	7-15	G
391	2005/Chevrolet/3500	13	1GAHG39UX51217989	7075	46,540	4	2	\$28,072	No	7-15	G
392	2005/Dodge/GRAND CARAVAN	13	2D4GP44L05R183745	7004	81,024	5	1	\$29,699	No	7-15	G
393	2005/Dodge/GRAND CARAVAN	13	2D4GP44L15R183754	7013	37,594	5	1	\$29,699	No	7-15	G
394	2005/Dodge/GRAND CARAVAN	13	2D4GP44L25R183746	7005	63,319	5	1	\$29,699	No	7-15	G
395	2005/Dodge/GRAND CARAVAN	13	2D4GP44L35R183741	7000	62,665	5	1	\$29,699	No	7-15	G
396	2005/Dodge/GRAND CARAVAN	13	2D4GP44L45R183747	7006	35,729	5	1	\$29,697	No	7-15	G
397	2005/Dodge/GRAND CARAVAN	13	2D4GP44L45R183750	7009	60,995	5	1	\$29,699	No	7-15	G

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398	2005/Dodge/GRAND CARAVAN	13	2D4GP44L55R183742	7001	32,071	5	1	\$29,699	No	7-15	G
399	2005/Dodge/GRAND CARAVAN	13	2D4GP44L65R183748	7007	78,970	5	1	\$29,699	No	7-15	G
400	2005/Dodge/GRAND CARAVAN	13	2D4GP44L65R183751	7010	49,593	5	1	\$29,699	No	7-15	G
401	2005/Dodge/GRAND CARAVAN	13	2D4GP44L75R183743	7002	47,657	5	1	\$29,699	No	7-15	G
402	2005/Dodge/GRAND CARAVAN	13	2D4GP44L85R183749	7008	48,105	5	1	\$29,699	No	7-15	G
403	2005/Dodge/GRAND CARAVAN	13	2D4GP44L85R183752	7011	69,035	5	2	\$29,699	No	7-15	G
404	2005/Dodge/GRAND CARAVAN	13	2D4GP44L95R183744	7003	35,475	5	1	\$29,699	No	7-15	G
405	2005/Dodge/GRAND CARAVAN	13	2D4GP44LX5R183753	7012	47,191	5	1	\$29,699	No	7-15	G
406	2005/Ford/E350XL	13	1FBNE31L05HA87767	7024	52,548	4	2	\$25,770	No	7-15	G
407	2005/Ford/E350XL	13	1FBNE31L05HA87770	7027	49,079	4	2	\$25,770	No	7-15	G
408	2005/Ford/E350XL	13	1FBNE31L05HA87784	7041	50,529	4	2	\$25,770	No	7-15	G
409	2005/Ford/E350XL	13	1FBNE31L15HA87759	7016	48,495	4	2	\$25,770	No	7-15	G
410	2005/Ford/E350XL	13	1FBNE31L15HA87762	7019	61,722	4	2	\$25,770	No	7-15	G
411	2005/Ford/E350XL	13	1FBNE31L15HA87776	7033	70,820	4	3	\$25,770	No	7-15	G
412	2005/Ford/E350XL	13	1FBNE31L15HB13213	7046	41,928	4	2	\$25,770	No	7-15	G
413	2005/Ford/E350XL	13	1FBNE31L25HA87768	7025	44,669	4	2	\$25,770	No	7-15	G
414	2005/Ford/E350XL	13	1FBNE31L25HA87771	7028	28,033	4	2	\$25,770	No	7-15	G
415	2005/Ford/E350XL	13	1FBNE31L25HA87785	7042	57,340	4	2	\$25,770	No	7-15	G
416	2005/Ford/E350XL	13	1FBNE31L35HA87763	7020	48,736	4	2	\$25,770	No	7-15	G
417	2005/Ford/E350XL	13	1FBNE31L35HA87777	7034	49,541	4	2	\$25,770	No	7-15	G
418	2005/Ford/E350XL	13	1FBNE31L35HA87780	7037	60,045	4	3	\$25,770	No	7-15	G
419	2005/Ford/E350XL	13	1FBNE31L35HB13214	7047	62,772	4	2	\$25,770	No	7-15	G
420	2005/Ford/E350XL	13	1FBNE31L45HA87769	7026	63,937	4	3	\$25,770	No	7-15	G
421	2005/Ford/E350XL	13	1FBNE31L45HA87772	7029	28,129	4	2	\$25,770	No	7-15	G
422	2005/Ford/E350XL	13	1FBNE31L55HA87764	7021	43,563	4	2	\$25,770	No	7-15	G
423	2005/Ford/E350XL	13	1FBNE31L55HA87778	7035	51,075	4	2	\$25,770	No	7-15	G
424	2005/Ford/E350XL	13	1FBNE31L55HA87781	7038	70,805	4	3	\$25,770	No	7-15	G
425	2005/Ford/E350XL	13	1FBNE31L55HB13215	7048	67,234	4	2	\$25,770	No	7-15	G
426	2005/Ford/E350XL	13	1FBNE31L65HA87773	7030	56,633	4	3	\$25,770	No	7-15	G
427	2005/Ford/E350XL	13	1FBNE31L65HB13210	7043	50,196	4	2	\$25,770	No	7-15	G
428	2005/Ford/E350XL	13	1FBNE31L75HA87765	7022	69,384	4	2	\$25,770	No	7-15	G
429	2005/Ford/E350XL	13	1FBNE31L75HA87779	7036	52,913	4	2	\$25,770	No	7-15	G
430	2005/Ford/E350XL	13	1FBNE31L75HA87782	7039	38,975	4	2	\$25,770	No	7-15	G
431	2005/Ford/E350XL	13	1FBNE31L75HB13216	7049	51,808	4	3	\$25,770	No	7-15	G

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432	2005/Ford/E350XL	13	1FBNE31L85HA87757	7014	40,747	4	2	\$25,770	No	7-15	G
433	2005/Ford/E350XL	13	1FBNE31L85HA87760	7017	55,701	4	2	\$25,770	No	7-15	G
434	2005/Ford/E350XL	13	1FBNE31L85HA87774	7031	43,432	4	2	\$25,770	No	7-15	G
435	2005/Ford/E350XL	13	1FBNE31L85HB13211	7044	57,994	4	2	\$25,770	No	7-15	G
436	2005/Ford/E350XL	13	1FBNE31L95HA87766	7023	59,292	4	2	\$25,770	No	7-15	G
437	2005/Ford/E350XL	13	1FBNE31L95HA87783	7040	44,247	4	2	\$25,770	No	7-15	G
438	2005/Ford/E350XL	13	1FBNE31L95HB07983	7050	48,034	4	2	\$25,770	No	7-15	G
439	2005/Ford/E350XL	13	1FBNE31LX5HA87758	7015	46,584	4	2	\$25,770	No	7-15	G
440	2005/Ford/E350XL	13	1FBNE31LX5HA87761	7018	70,541	4	2	\$25,770	No	7-15	G
441	2005/Ford/E350XL	13	1FBNE31LX5HA87775	7032	55,855	4	2	\$25,770	No	7-15	G
442	2005/Ford/E350XL	13	1FBNE31LX5HB13212	7045	47,201	4	2	\$25,770	No	7-15	G
443	2005/Ford/E350XL	13	1FBSS31L05HB07995	7062	52,684	4	2	\$26,543	No	7-15	G
444	2005/Ford/E350XL	13	1FBSS31L15HB07987	7054	50,020	4	2	\$25,770	No	7-15	G
445	2005/Ford/E350XL	13	1FBSS31L15HB07990	7057	50,607	4	2	\$25,770	No	7-15	G
446	2005/Ford/E350XL	13	1FBSS31L35HB07988	7055	49,746	4	2	\$25,770	No	7-15	G
447	2005/Ford/E350XL	13	1FBSS31L35HB07991	7058	73,173	4	2	\$25,770	No	7-15	G
448	2005/Ford/E350XL	13	1FBSS31L45HB13217	7063	70,290	4	3	\$26,543	No	7-15	G
449	2005/Ford/E350XL	13	1FBSS31L55HB07989	7056	54,879	4	2	\$25,770	No	7-15	G
450	2005/Ford/E350XL	13	1FBSS31L55HB07992	7059	63,207	4	2	\$26,543	No	7-15	G
451	2005/Ford/E350XL	13	1FBSS31L65HB07984	7051	66,535	4	3	\$25,770	No	7-15	G
452	2005/Ford/E350XL	13	1FBSS31L75HB07993	7060	47,056	4	2	\$26,543	No	7-15	G
453	2005/Ford/E350XL	13	1FBSS31L85HB07985	7052	65,410	4	2	\$25,770	No	7-15	G
454	2005/Ford/E350XL	13	1FBSS31L95HB07994	7061	65,804	4	2	\$26,543	No	7-15	G
455	2005/Ford/E350XL	13	1FBSS31LX5HB07986	7053	54,393	4	3	\$25,770	No	7-15	G
456	2006/Ford/E350	13	1FBNE31L06DA24676	7141	30,478	3	3	\$26,573	No	7-15	G
457	2006/Ford/E350	13	1FBNE31L06DA24693	7158	31,021	3	3	\$26,468	No	7-15	G
458	2006/Ford/E350	13	1FBNE31L06HA09278	7085	35,058	4	2	\$25,905	No	7-15	G
459	2006/Ford/E350	13	1FBNE31L06HA09295	7102	32,535	4	2	\$25,905	No	7-15	G
460	2006/Ford/E350	13	1FBNE31L06HA09300	7107	66,970	4	2	\$27,483	No	7-15	G
461	2006/Ford/E350	13	1FBNE31L16DA24668	7133	32,220	3	3	\$25,063	No	7-15	G
462	2006/Ford/E350	13	1FBNE31L16DA24671	7136	49,380	3	3	\$25,044	No	7-15	G
463	2006/Ford/E350	13	1FBNE31L16DA24685	7150	30,908	3	3	\$25,697	No	7-15	G
464	2006/Ford/E350	13	1FBNE31L16HA09306	7113	42,460	4	2	\$25,905	No	7-15	G
465	2006/Ford/E350	13	1FBNE31L16HA9273	7080	65,185	4	3	\$26,682	No	7-15	G



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466	2006/Ford/E350	13	1FBNE31L26DA24677	7142	32,984	3	3	\$26,606	No	7-15	G
467	2006/Ford/E350	13	1FBNE31L26DA24680	7145	28,412	3	3	\$25,936	No	7-15	G
468	2006/Ford/E350	13	1FBNE31L26DA24694	7159	42,328	3	3	\$25,697	No	7-15	G
469	2006/Ford/E350	13	1FBNE31L26HA09296	7103	32,912	4	2	\$25,905	No	7-15	G
470	2006/Ford/E350	13	1FBNE31L26HA09301	7108	55,922	4	2	\$26,682	No	7-15	G
471	2006/Ford/E350	13	1FBNE31L36DA24672	7137	35,025	3	3	\$26,572	No	7-15	G
472	2006/Ford/E350	13	1FBNE31L36DA24686	7151	28,725	3	3	\$26,471	No	7-15	G
473	2006/Ford/E350	13	1FBNE31L36HA09274	7081	40,251	4	2	\$25,905	No	7-15	G
474	2006/Ford/E350	13	1FBNE31L36HA09307	7114	46,724	4	2	\$27,483	No	7-15	G
475	2006/Ford/E350	13	1FBNE31L36HA09310	7117	53,868	4	2	\$25,905	No	7-15	G
476	2006/Ford/E350	13	1FBNE31L46DA24678	7143	32,601	3	3	\$25,047	No	7-15	G
477	2006/Ford/E350	13	1FBNE31L46DA24681	7146	58,819	3	3	\$25,671	No	7-15	G
478	2006/Ford/E350	13	1FBNE31L46DA24695	7160	39,738	3	3	\$26,471	No	7-15	G
479	2006/Ford/E350	13	1FBNE31L46HA09297	7104	34,550	4	2	\$25,905	No	7-15	G
480	2006/Ford/E350	13	1FBNE31L46HA09302	7109	57,981	4	3	\$26,682	No	7-15	G
481	2006/Ford/E350	13	1FBNE31L56DA02157	7149	44,786	3	3	\$25,827	No	7-15	G
482	2006/Ford/E350	13	1FBNE31L56DA24673	7138	31,189	3	3	\$25,101	No	7-15	G
483	2006/Ford/E350	13	1FBNE31L56DA24687	7152	36,142	3	3	\$26,475	No	7-15	G
484	2006/Ford/E350	13	1FBNE31L56DA24690	7155	36,842	3	3	\$25,700	No	7-15	G
485	2006/Ford/E350	13	1FBNE31L56HA09275	7082	49,699	4	2	\$25,905	No	7-15	G
486	2006/Ford/E350	13	1FBNE31L56HA09292	7099	50,619	4	3	\$25,905	No	7-15	G
487	2006/Ford/E350	13	1FBNE31L56HA09308	7115	36,209	4	2	\$25,905	No	7-15	G
488	2006/Ford/E350	13	1FBNE31L66DA24679	7144	28,760	3	3	\$25,089	No	7-15	G
489	2006/Ford/E350	13	1FBNE31L66DA24682	7147	32,648	3	3	\$26,441	No	7-15	G
490	2006/Ford/E350	13	1FBNE31L66HA09298	7105	25,302	4	2	\$25,905	No	7-15	G
491	2006/Ford/E350	13	1FBNE31L66HA09303	7110	64,680	4	2	\$26,682	No	7-15	G
492	2006/Ford/E350	13	1FBNE31L76DA24674	7139	38,003	3	3	\$26,589	No	7-15	G
493	2006/Ford/E350	13	1FBNE31L76DA24688	7153	50,795	3	3	\$25,706	No	7-15	G
494	2006/Ford/E350	13	1FBNE31L76DA24691	7156	37,401	3	3	\$26,467	No	7-15	G
495	2006/Ford/E350	13	1FBNE31L76HA09293	7100	52,111	4	3	\$25,905	No	7-15	G
496	2006/Ford/E350	13	1FBNE31L76HA09309	7116	60,641	4	2	\$25,905	No	7-15	G
497	2006/Ford/E350	13	1FBNE31L86DA24683	7148	30,488	3	3	\$26,434	No	7-15	G
498	2006/Ford/E350	13	1FBNE31L86HA09271	7078	35,097	4	2	\$25,905	No	7-15	G
499	2006/Ford/E350	13	1FBNE31L86HA09299	7106	48,422	4	2	\$25,905	No	7-15	G

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500	2006/Ford/E350	13	1FBNE31L86HA09304	7111	37,454	4	2	\$25,905	No	7-15	G
501	2006/Ford/E350	13	1FBNE31L96DA24675	7140	36,577	3	3	\$26,613	No	7-15	G
502	2006/Ford/E350	13	1FBNE31L96DA24689	7154	47,025	3	3	\$25,704	No	7-15	G
503	2006/Ford/E350	13	1FBNE31L96DA24692	7157	63,688	3	3	\$25,700	No	7-15	G
504	2006/Ford/E350	13	1FBNE31L96HA09277	7084	59,206	4	2	\$25,905	No	7-15	G
505	2006/Ford/E350	13	1FBNE31L96HA09294	7101	47,859	4	2	\$25,905	No	7-15	G
506	2006/Ford/E350	13	1FBNE31LX6DA24670	7135	43,163	3	3	\$25,101	No	7-15	G
507	2006/Ford/E350	13	1FBNE31LX6HA09269	7076	39,507	4	2	\$25,905	No	7-15	G
508	2006/Ford/E350	13	1FBNE31LX6HA09272	7079	58,187	4	3	\$25,905	No	7-15	G
509	2006/Ford/E350	13	1FBNE31LX6HA09305	7112	51,698	4	2	\$26,682	No	7-15	G
510	2006/Ford/E350	13	1FBSS31L06DA24706	7128	33,780	3	3	\$26,825	No	7-15	G
511	2006/Ford/E350	13	1FBSS31L16DA24701	7123	30,360	3	3	\$28,407	No	7-15	G
512	2006/Ford/E350	13	1FBSS31L26DA24707	7129	57,640	3	3	\$26,771	No	7-15	G
513	2006/Ford/E350	13	1FBSS31L26DA24710	7132	40,048	3	3	\$28,406	No	7-15	G
514	2006/Ford/E350	13	1FBSS31L36DA24697	7119	36,215	3	3	\$28,482	No	7-15	G
515	2006/Ford/E350	13	1FBSS31L36DA24702	7124	40,064	3	3	\$28,407	No	7-15	G
516	2006/Ford/E350	13	1FBSS31L56DA24698	7120	39,114	3	3	\$28,411	No	7-15	G
517	2006/Ford/E350	13	1FBSS31L56DA24703	7125	34,686	3	3	\$28,459	No	7-15	G
518	2006/Ford/E350	13	1FBSS31L66DA24698	7131	50,238	3	3	\$26,828	No	7-15	G
519	2006/Ford/E350	13	1FBSS31L76DA24699	7121	30,598	3	3	\$26,766	No	7-15	G
520	2006/Ford/E350	13	1FBSS31L76DA24704	7126	40,844	3	3	\$26,779	No	7-15	G
521	2006/Ford/E350	13	1FBSS31L96DA24705	7127	32,340	3	3	\$28,404	No	7-15	G
522	2006/Ford/E350	13	1FBSS31LX6DA24700	7122	56,370	3	3	\$26,765	No	7-15	G
523	2006/Ford/E350	13	1FDNE31L76HA09276	7083	26,174	4	2	\$25,905	No	7-15	G
524	2006/Ford/E350	13	1FNBE31L06HA09281	7088	30,880	4	2	\$25,905	No	7-15	G
525	2006/Ford/E350	13	1FNBE31L16HA09287	7094	30,327	4	2	\$25,905	No	7-15	G
526	2006/Ford/E350	13	1FNBE31L16HA09290	7097	35,324	4	2	\$25,905	No	7-15	G
527	2006/Ford/E350	13	1FNBE31L26HA09279	7086	36,192	4	2	\$25,905	No	7-15	G
528	2006/Ford/E350	13	1FNBE31L26HA09282	7089	41,142	4	2	\$25,905	No	7-15	G
529	2006/Ford/E350	13	1FNBE31L36HA09288	7095	57,122	4	3	\$25,905	No	7-15	G
530	2006/Ford/E350	13	1FNBE31L36HA09291	7098	39,240	4	2	\$25,905	No	7-15	G
531	2006/Ford/E350	13	1FNBE31L46HA09283	7090	43,215	4	2	\$25,905	No	7-15	G
532	2006/Ford/E350	13	1FNBE31L56HA09289	7096	65,704	4	2	\$26,682	No	7-15	G
533	2006/Ford/E350	13	1FNBE31L66HA09270	7077	57,432	4	2	\$26,682	No	7-15	G

## Appendix D - Inventories 2010

534	2006/Ford/E350	13	1FNBE31L66HA09284	7091	40,988	4	2	\$25,905	No	7-15	G
535	2006/Ford/E350	13	1FNBE31L86HA09285	7092	33,959	4	2	\$25,905	No	7-15	G
536	2006/Ford/E350	13	1FNBE31L96HA09280	7087	41,573	4	2	\$25,905	No	7-15	G
537	2006/Ford/E350	13	1FNBE31LX6HA09286	7093	36,674	4	2	\$25,905	No	7-15	G
538	2006/Ford/E350	13	1FSS31L46DA24708	7130	34,517	3	3	\$28,402	No	7-15	G
539	2006/Ford/E350	13	1FTSE34L26HA44642	7118	1,965	3	7	\$41,952	Yes	7-15	G
540	2006/Ford/E350	13	FBNE31L36DA24669	7134	34,006	3	3	\$26,541	No	7-15	G
541	2006/Ford/E350	13	IFBNE31L66DA24696	7161	26,593	3	3	\$25,697	No	7-15	G
542	2007/Chevrolet/EXRESS	13	1FAHGU39071193253	7179	17,601	2	4	\$26,661	No	7-15	G
543	2007/Chevrolet/EXRESS	13	1GAHF35U471193312	7208	18,650	2	4	\$26,984	No	7-15	G
544	2007/Chevrolet/EXRESS	13	1GAHF35U771192770	7207	30,168	2	4	\$26,977	No	7-15	G
545	2007/Chevrolet/EXRESS	13	1GAHG35U071193503	7211	17,797	2	4	\$26,977	No	7-15	G
546	2007/Chevrolet/EXRESS	13	1GAHG35U071194408	7216	18,779	2	4	\$26,976	No	7-15	G
547	2007/Chevrolet/EXRESS	13	1GAHG35U371191762	7204	17,020	2	4	\$26,970	No	7-15	G
548	2007/Chevrolet/EXRESS	13	1GAHG35U471193407	7210	21,932	2	4	\$26,970	No	7-15	G
549	2007/Chevrolet/EXRESS	13	1GAHG35U571192315	7205	17,282	2	4	\$26,979	No	7-15	G
550	2007/Chevrolet/EXRESS	13	1GAHG35U771192624	7206	20,089	2	4	\$26,976	No	7-15	G
551	2007/Chevrolet/EXRESS	13	1GAHG35U771193921	7214	29,666	2	4	\$26,976	No	7-15	G
552	2007/Chevrolet/EXRESS	13	1GAHG35U871193359	7209	13,394	2	4	\$26,970	No	7-15	G
553	2007/Chevrolet/EXRESS	13	1GAHG35U971193564	7212	20,288	2	4	\$26,970	No	7-15	G
554	2007/Chevrolet/EXRESS	13	1GAHG35U971193757	7213	22,928	2	4	\$26,983	No	7-15	G
555	2007/Chevrolet/EXRESS	13	1GAHG35U971194259	7215	15,303	2	4	\$26,970	No	7-15	G
556	2007/Chevrolet/EXRESS	13	1GAHG35U971194441	7217	21,045	2	4	\$26,983	No	7-15	G
557	2007/Chevrolet/EXRESS	13	1GAHG39U071192426	7165	31,102	2	4	\$26,670	No	7-15	G
558	2007/Chevrolet/EXRESS	13	1GAHG39U071192717	7167	15,272	2	4	\$26,664	No	7-15	G
559	2007/Chevrolet/EXRESS	13	1GAHG39U071193169	7172	15,680	2	4	\$26,655	No	7-15	G
560	2007/Chevrolet/EXRESS	13	1GAHG39U071194029	7185	27,389	2	4	\$27,454	No	7-15	G
561	2007/Chevrolet/EXRESS	13	1GAHG39U071194404	7189	18,741	2	4	\$26,661	No	7-15	G
562	2007/Chevrolet/EXRESS	13	1GAHG39U171192712	7166	20,753	2	4	\$26,658	No	7-15	G
563	2007/Chevrolet/EXRESS	13	1GAHG39U171194122	7186	24,912	2	4	\$27,466	No	7-15	G
564	2007/Chevrolet/EXRESS	13	1GAHG39U171211680	7193	34,037	2	4	\$26,660	No	7-15	G
565	2007/Chevrolet/EXRESS	13	1GAHG39U271193951	7184	33,204	2	4	\$26,661	No	7-15	G
566	2007/Chevrolet/EXRESS	13	1GAHG39U271211347	7194	21,516	2	4	\$27,453	No	7-15	G
567	2007/Chevrolet/EXRESS	13	1GAHG39U271211459	7195	20,682	2	4	\$27,459	No	7-15	G

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568	2007/Chevrolet/EXRESS	13	1GAHG39U371192064	7163	22,331	2	4	\$27,467	No	7-15	G
569	2007/Chevrolet/EXRESS	13	1GAHG39U371192856	7168	21,657	2	4	\$26,664	No	7-15	G
570	2007/Chevrolet/EXRESS	13	1GAHG39U471193210	7176	16,318	2	4	\$26,654	No	7-15	G
571	2007/Chevrolet/EXRESS	13	1GAHG39U471193675	7181	23,467	2	4	\$27,466	No	7-15	G
572	2007/Chevrolet/EXRESS	13	1GAHG39U471209907	7196	23,213	2	4	\$27,450	No	7-15	G
573	2007/Chevrolet/EXRESS	13	1GAHG39U571211584	7197	29,253	2	4	\$26,654	No	7-15	G
574	2007/Chevrolet/EXRESS	13	1GAHG39U671191670	7162	21,297	2	4	\$27,464	No	7-15	G
575	2007/Chevrolet/EXRESS	13	1GAHG39U671192267	7164	28,581	2	4	\$27,464	No	7-15	G
576	2007/Chevrolet/EXRESS	13	1GAHG39U671193189	7174	20,202	2	4	\$26,648	No	7-15	G
577	2007/Chevrolet/EXRESS	13	1GAHG39U771192861	7169	18,538	2	4	\$26,626	No	7-15	G
578	2007/Chevrolet/EXRESS	13	1GAHG39U771193184	7173	19,017	2	4	\$26,664	No	7-15	G
579	2007/Chevrolet/EXRESS	13	1GAHG39U771193847	7183	31,172	2	4	\$26,665	No	7-15	G
580	2007/Chevrolet/EXRESS	13	1GAHG39U771211876	7198	27,125	2	4	\$26,660	No	7-15	G
581	2007/Chevrolet/EXRESS	13	1GAHG39U871193033	7171	21,145	2	4	\$26,654	No	7-15	G
582	2007/Chevrolet/EXRESS	13	1GAHG39U871194358	7188	27,770	2	4	\$27,454	No	7-15	G
583	2007/Chevrolet/EXRESS	13	1GAHG39U871210218	7199	19,288	2	4	\$26,653	No	7-15	G
584	2007/Chevrolet/EXRESS	13	1GAHG39U871210350	7200	15,769	2	4	\$27,459	No	7-15	G
585	2007/Chevrolet/EXRESS	13	1GAHG39U871211756	7201	33,046	2	4	\$27,459	No	7-15	G
586	2007/Chevrolet/EXRESS	13	1GAHG39U971192991	7170	29,152	2	4	\$27,454	No	7-15	G
587	2007/Chevrolet/EXRESS	13	1GAHG39U971193221	7177	13,489	2	4	\$26,660	No	7-15	G
588	2007/Chevrolet/EXRESS	13	1GAHG39U971193834	7182	11,398	2	4	\$26,660	No	7-15	G
589	2007/Chevrolet/EXRESS	13	1GAHG39U971194207	7187	14,875	2	4	\$26,656	No	7-15	G
590	2007/Chevrolet/EXRESS	13	1GAHG39U971194451	7191	12,560	2	4	\$26,661	No	7-15	G
591	2007/Chevrolet/EXRESS	13	1GAHG39U97120468	7202	19,612	2	4	\$27,459	No	7-15	G
592	2007/Chevrolet/EXRESS	13	1GAHG39U971212088	7203	21,665	2	4	\$27,459	No	7-15	G
593	2007/Chevrolet/EXRESS	13	1GAHG39UX71193194	7175	16,740	2	4	\$26,654	No	7-15	G
594	2007/Chevrolet/EXRESS	13	1GAHG39UX71194426	7190	14,800	2	4	\$26,661	No	7-15	G
595	2007/Chevrolet/EXRESS	13	1GAHGU071211427	7192	19,633	2	4	\$26,660	No	7-15	G
596	2007/Chevrolet/EXRESS	13	1GAHGU39171193231	7178	19,388	2	4	\$26,655	No	7-15	G
597	2007/Chevrolet/EXRESS	13	1GAHGU39171193388	7180	21,700	2	4	\$26,660	No	7-15	G
598	2008/Chevrolet/EXPRESS	13	1GAHG35K081112161	7218	13,579	2	4	\$26,121	No	7-15	G
599	2008/Chevrolet/EXPRESS	13	1GAHG39K181222047	7249	3,180	1	5	\$29,231	No	7-15	G
600	2008/Chevrolet/EXPRESS	13	1GAHG39K281223692	7250	3,179	1	5	\$29,229	No	7-15	G
601	2008/Chevrolet/EXPRESS	13	1GAHG39K681223176	7251	4,756	1	5	\$29,236	No	7-15	G

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602	2008/Chevrolet/EXPRESS	13	1GAHG39K781221288	7252	4,295	1	5	\$29,231	No	7-15	G
603	2008/Chevrolet/EXPRESS	13	1GAHG39K781224174	7253	4,992	1	5	\$29,229	No	7-15	G
604	2008/Chevrolet/EXPRESS	13	1GAHG39K881222739	7254	4,649	1	5	\$29,229	No	7-15	G
605	2008/Chevrolet/EXPRESS	13	1GFHG39K881223048	7255	4,960	1	5	\$29,229	No	7-15	G
606	2008/Chevrolet/EXRESS	13	1GAH35K281114882	7220	11,858	2	4	\$26,133	No	7-15	G
607	2008/Chevrolet/EXRESS	13	1GAHG35K281111948	7219	18,861	2	4	\$26,075	No	7-15	G
608	2008/Chevrolet/EXRESS	13	1GAHG35K681112200	7221	11,366	2	4	\$26,131	No	7-15	G
609	2008/Chevrolet/EXRESS	13	1GAHG35K681112746	7222	18,310	2	4	\$26,010	No	7-15	G
610	2008/Chevrolet/EXRESS	13	1GAHG35K681113864	7223	12,725	2	4	\$26,010	No	7-15	G
611	2008/Chevrolet/EXRESS	13	1GAHG35K781112335	7224	16,232	2	4	\$26,005	No	7-15	G
612	2008/Chevrolet/EXRESS	13	1GAHG35K781114795	7225	20,848	2	4	\$26,131	No	7-15	G
613	2008/Ford/E350XL	13	1FBNE31L08DA96013	7233	9,002	1	5	\$27,379	No	7-15	G
614	2008/Ford/E350XL	13	1FBNE31L08DB20374	7236	4,440	1	5	\$28,748	No	7-15	G
615	2008/Ford/E350XL	13	1FBNE31L28DA96014	7226	10,242	1	5	\$27,374	No	7-15	G
616	2008/Ford/E350XL	13	1FBNE31L48DA96015	7227	9,271	1	5	\$27,372	No	7-15	G
617	2008/Ford/E350XL	13	1FBNE31L48DB20376	7239	4,213	1	5	\$28,768	No	7-15	G
618	2008/Ford/E350XL	13	1FBNE31L58DB20371	7240	2,115	1	5	\$28,761	No	7-15	G
619	2008/Ford/E350XL	13	1FBNE31L68DA96016	7228	12,653	1	5	\$27,372	No	7-15	G
620	2008/Ford/E350XL	13	1FBNE31L68DB20377	7241	3,403	1	5	\$28,751	No	7-15	G
621	2008/Ford/E350XL	13	1FBNE31L68DB20380	7242	3,457	1	5	\$28,927	No	7-15	G
622	2008/Ford/E350XL	13	1FBNE31L78DA96009	7231	4,088	1	5	\$27,909	No	7-15	G
623	2008/Ford/E350XL	13	1FBNE31L78DA96011	7232	5,629	1	5	\$27,379	No	7-15	G
624	2008/Ford/E350XL	13	1FBNE31L78DB20372	7243	6,460	1	5	\$28,751	No	7-15	G
625	2008/Ford/E350XL	13	1FBNE31L78DB20372	7244	5,696	1	5	\$28,749	No	7-15	G
626	2008/Ford/E350XL	13	1FBNE31L88DA96016	7229	7,916	1	5	\$27,668	No	7-15	G
627	2008/Ford/E350XL	13	1FBNE31L88DB20381	7245	8,474	1	5	\$28,752	No	7-15	G
628	2008/Ford/E350XL	13	1FBNE31L98DA96012	7235	7,159	1	5	\$27,387	No	7-15	G
629	2008/Ford/E350XL	13	1FBNE31L98DA96017	7230	13,245	1	5	\$27,372	No	7-15	G
630	2008/Ford/E350XL	13	1FBNE31L98DB20373	7246	4,252	1	5	\$28,751	No	7-15	G
631	2008/Ford/E350XL	13	1FBNE31LX8DA96018	7234	5,890	1	5	\$27,372	No	7-15	G
632	2008/Ford/E350XL	13	1FBNE31LX8DB20379	7247	4,445	1	5	\$28,751	No	7-15	G
633	2008/Ford/E350XL	13	1FBNE31LX8DB20382	7248	3,717	1	5	\$28,756	No	7-15	G
634	2008/Ford/E350XL	13	IFBNE31L28DB20375	7237	3,504	1	5	\$28,755	No	7-15	G
635	2008/Ford/E350XL	13	IFDBE31L38DB20370	7238	3,377	1	5	\$28,751	No	7-15	G

**Public Transportation  
Management System  
Owned Equipment Inventory**

**Agency/Organization:** Pierce Transit

**Date:** Dec 16, 2011

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:** 16-Dec-11

	<b>Facility Code</b>	<b>Facility Name</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments (If more than two lines, please attach a separate comment page)</b>
1.	06	Commerce Transit Center	55	19	10	\$26,634,000	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	\$5,509,500	
16	10	Base Bldg 5	94	3	20	\$5,131,500	Contains a Bus Shop
17	11	Base Bldg 1	30	21	5	\$6,118,500	
18	17	Pt Defiance Intermodal Facility	55	22	8	\$1,874,788	Owned by Metro Parks
19	19	17th & Broadway layover site	25	17	4	\$1,200,513	
20	21	Base Bldg 2	50	21	5	\$2,694,500	
21	21	Base Bldg 3	50	21	5	\$2,572,500	
22	21	CNG Refueling Station	35	14	5	\$1,250,000	

\* Replacement costs are estimates only based on available data.



## FACT SHEET

TITLE: Adoption of the 2011-2016 Transit Development Plan

DEPARTMENT: Transportation Services

ORIGINATOR: Peter Stackpole

PRECEDING ACTION: Resolution 03-049, 2004-2009 Pierce Transit Strategic Business Plan

COORDINATING DIVISION: Finance and Accounting

APPROVED FOR SUBMITTAL: \_\_\_\_\_  
Vice President

APPROVED FOR AGENDA: \_\_\_\_\_  
Chief Executive Officer                      Legal Counsel

ATTACHMENTS: Resolution

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### BUDGET INFORMATION

2011 Budget Amount  
N/A

Required Expenditure  
N/A

Impact  
N/A

Explanation: This document represents the Agency's six-year plan based on the continuation budget for the time period of 2011 through 2016.

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**BACKGROUND:** The 2011-2016 Transit Development Plan outlines Pierce Transit's intermediate term operating and capital plans for the period extending from 2011 through 2016. 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 year plan outlines a capital improvement program for routine replacement of revenue vehicles. Fixed route service hours show no increases, and the system redesign efforts are highlighted in the "Proposed Changes" section. Activities in 2011 – 2016 focus on redirecting resources to maximize efficiencies.

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 February 13, 2012. Since the plan was made available for public review and comment on January 6, 2012, 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 adopt the resolution;
- 2) Modify the program of projects; or,
- 3) Adopt the resolution as presented.

RECOMMENDATION: Adopt the 2011-2016 Transit Development Plan

**RESOLUTION NO. 12-002**

A RESOLUTION of the Board of Commissioners of Pierce Transit  
Adoption of the 2011-2016 Transit Development Plan

WHEREAS, the 2011-2016 Transit Development Plan provides guidance on issues related to service and capital facilities development, regional coordination, system performance standards, and a financial implementation strategy; and

WHEREAS, the Revised Code of Washington (RCW) chapter 35.58.2795 requires that municipal corporations, including public transportation benefit areas such as Pierce Transit, prepare and approve a Six-Year Transit Development Plan; and

WHEREAS, the Pierce Transit Board of Commissioners held a public hearing on the proposed 2011-2016 Transit Development Plan at their regular meeting on February 13, 2012,

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit that the 2011-2016 Transit Development Plan is adopted and constitutes Pierce Transit's Six-Year Transit Development Plan for the period 2011-2016.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 13<sup>th</sup> day of February 2012.

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Marilyn Strickland, Chairman  
Board of Commissioners

ATTEST:

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Treva Percival, MMC  
Clerk of the Board

2011-16 TDPres

## FACT SHEET

TITLE: Amendment of the 2012 Capital Budget and Authority to Execute Related Grant Funding Agreement with Washington State Department of Transportation

DIVISION: Finance

ORIGINATOR: Van Sawin

PRECEDING ACTION: Resolution No. 11-029, Adoption of the 2012 Agency Budget

COORDINATING DEPARTMENT: Finance

APPROVED FOR SUBMITTAL:

\_\_\_\_\_  
Vice President

APPROVED FOR AGENDA:

\_\_\_\_\_  
Chief Executive Officer

\_\_\_\_\_  
Legal Counsel

ATTACHMENTS: Resolution

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### BUDGET INFORMATION

2012 Capital Budget Amount  
\$34,960,769

Required Increase  
\$550,000

Impact  
\$550,000

EXPLANATION: The amendment adds one new capital project to the capital budget in the amount of \$550,000. \$440,000 of the required funds are available through a new grant from Washington State Department of Transportation, the remaining \$110,000 are available from Agency reserves.

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BACKGROUND: This resolution seeks authority to amend the 2012 Capital Budget from \$34,960,769 to \$35,510,769 to provide funding for the purchase of twenty (20) 15-passenger vanpools vans and to execute a new related grant from Washington State Department of Transportation that provides \$440,000 for the purchase of said vans. The additional vans will serve soldiers and civilian employees at Joint Base Lewis-McChord (JBLM) and aid in congestion mitigation in the I-5 corridor.

In the 2011-2013 Washington State Transportation Budget, Public Transportation Division (PTD) provided \$6 million to support the Vanpool Investment Program (VIP). At least \$1,600,000 of this amount must be used for vanpool grants in congested corridors. \$520,000 of the \$1.6 million is provided solely for the purchase of additional vans to serve service members and civilian employees at JBLM.

In response to the September 29, 2011, announcement regarding availability of funds in the Washington State Department of Transportation VIP, staff requested grant funding for twenty (20) JBLM expansion vanpool vans. Pierce Transit was awarded a grant of eighty percent (80%) of the cost of the vans or

FACT SHEET  
PAGE 2

\$440,000 with a required local match of twenty percent (20%) or \$110,000. Pierce Transit will use the vans to support JBLM troops and civilians, and to aid in congestion mitigation in the I-5 corridor.

JBLM has expanded exponentially over the past decade and is preparing for even more growth. By 2015, JBLM estimates it will have 70 percent more military personnel than it had in 1990. With more than 31,000 active-duty service members stationed there now, traffic became worse over the summer, extending peak travel times and resulting in the I-5 corridor experiencing its severest congestion in its history. At times, the normal drive time doubled between Olympia and Tacoma.

As a lead partner in the JBLM Growth Coordination Plan, Pierce Transit is committed to supporting JBLM. With twenty (20) 15-passenger expansion vans, Pierce Transit would be able to serve up to 300 JBLM service members and civilians. A Pierce Transit contract employee is currently dedicated to JBLM vanpool recruitment outreach. A productive working relationship has been developed between the agencies with Pierce Transit having a presence on JBLM's Commute Trip Reduction (CTR) team. The twenty expansion vans will assist both JBLM and Pierce Transit in achieving needed traffic mitigation objectives.

JBLM and Pierce Transit actively promote this benefit, which is another reason our vanpool expansion program will be readily accepted by JBLM personnel. Pierce Transit is in alignment with WSDOT's mobility goals and initiatives.

The 2012 Capital Budget approved by the Board of Commissioners in December 2011, does not include a line item for vanpool expansion vans. Therefore, an amendment of the capital budget and execution of the grant agreement is required to allow staff to proceed with the purchase of the vehicles needed to support the traffic mitigation effort with JBLM.

ALTERNATIVES: The alternative would be not to amend the 2012 Capital Budget. Pierce Transit would forego grant funding and would not be in a position to purchase the vans needed to support the traffic mitigation goals.

RECOMMENDATION: Authorize amendment of the 2012 Capital Budget and execution of a grant agreement with Washington State Department of Transportation.

**RESOLUTION NO. 12-003**

A RESOLUTION of the Board of Commissioners of Pierce Transit  
Amending the 2012 Capital Budget and Authorizing Execution of Related Grant Funding Agreement with  
Washington State Department of Transportation

WHEREAS, by Resolution No. 11-029, approved on the 12<sup>th</sup> day of December 2011, the  
Board of Commissioners of Pierce Transit adopted the 2012 Agency Budget; and

WHEREAS, Pierce Transit has been working with Joint Base Lewis McCord (JBLM) on solutions  
to their transportation needs and mitigation of traffic congestion created by the increase of soldiers and families  
stationed at the base; and

WHEREAS, promoting a vanpool program at the base is considered to be an effective way to  
support those goals; and

WHEREAS, grant funding for the purchase of twenty (20) 15-passenger vanpool vans is  
available from Washington State Department of Transportation (WSDOT); and

WHEREAS, Pierce Transit's 2012 Capital Budget does not include authority to purchase  
additional vans; and

WHEREAS, an amendment to the Capital Budget to purchase twenty (20) vans is therefore  
required in order for staff to proceed with the project; and

WHEREAS, staff recommends execution of a grant contract with WSDOT to offset eighty  
percent of cost of the required vehicles; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce  
Transit to amend the 2012 Capital Budget and to execute a grant agreement with WSDOT to provide funds for  
the JBLM Vanpool Expansion Project;

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

Section 1. The 2012 Capital Budget is herewith amended to include acquisition of twenty  
(20) vanpool vans for the estimated amount of \$550,000 for a total amended capital budget of \$35,510,769.

Section 2. The Chief Executive Officer is herewith authorized to execute a grant agreement  
with WSDOT in the amount of \$440,000 in support of the vanpool van acquisition.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held  
on the 13<sup>th</sup> day of February 2012.

ATTEST:

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Marilyn Strickland, Chair  
Board of Commissioners

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Treva Percival, MMC  
Clerk of the Board

RESOLUTION NO. 12-003

PAGE 2

Resolution – Amend 2012 Capital Budget –WSDOT funded Vanpools

**THERE IS NO  
FACT SHEET  
FOR  
RESOLUTIONS  
OF  
APPRECIATON**

**Sound Transit**



**RESOLUTION NO. 12-004**

A RESOLUTION of the Board of Commissioners of Pierce Transit

WHEREAS, on February 28, 2011, Pierce Transit experienced a catastrophic explosion of its compressed natural gas (CNG) compressors resulting in complete loss of fueling capability; and

WHEREAS, Pierce Transit had insufficient resources to ferry its fleet to alternate fueling locations on a regular basis without significant overtime costs and service disruption; and

WHEREAS, Sound Transit staff immediately took action to loan of up to 50 diesel coaches to Pierce Transit in order to minimize reliance on CNG vehicles and service disruption; and

WHEREAS, Pierce Transit has put over one quarter of a million miles on the loaned vehicles in delivering much needed service to its customers.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners, staff, and employees of Pierce Transit extend sincere appreciation for the support provided by Sound Transit's Staff and employees.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 13<sup>th</sup> day of February 2012.

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Marilyn Strickland, Chairman  
Board of Commissioners

ATTEST:

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Treva Percival, MMC  
Clerk of the Board

## FACT SHEET

TITLE: Authority to Execute a Sole Source Contract with Trapeze Software Group to Upgrade our Advanced Traveler Information System (ATIS) – the Agency Trip Planning System

DEPARTMENT: Administration

ORIGINATOR: Alberto Lara

PRECEDING ACTION: Resolution No. 11-029, Adoption of the 2012 Budget

COORDINATING DIVISION: Information Technology

APPROVED FOR SUBMITTAL: \_\_\_\_\_  
Vice President

APPROVED FOR AGENDA: \_\_\_\_\_  
Chief Executive Officer                      Legal Counsel

ATTACHMENTS: Resolution

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### BUDGET INFORMATION

2012 Budget Amount	Required Expenditure	Impact
\$78,183.00	\$78,183.00	None

Explanation: This project upgrades our Trip Planning System to provide enhanced trip planning abilities to both our Customer Services Representatives and to our customers who plan their own trips on the Pierce Transit website.

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BACKGROUND: Staff requests authority to execute a contract to upgrade our current ATIS Trip Planning System by implementing the ATIS Simple Object Access Protocol (SOAP) Interface and the ATIS Real Time System Interface (RTSI) Module with Trapeze Software Group.

The Trapeze ATIS Trip Planning System is used by our Customer Services Representatives to assist customers in planning trips using bus routes throughout the Puget Sound Region. The system provides data from our regional partners (King County Metro, Community Transit, Sound Transit, and Everett Transit) and allows trips to be planned using the bus routes of all partner Agencies. Customers can access this system directly on the Pierce Transit website and plan their trips without assistance via the Internet.

The new ATIS SOAP Interface will allow customers using the Internet to actually see the routes planned on a map – a function that is only currently available to the Customer Service Representatives. The RTSI Module provides “real-time” vehicle arrival information that is displayed on the system map for both the Customer Services Representatives and for customer’s planning their own trips via the Internet. This system allows Pierce Transit to

optimize the use of staff and equipment, and provide a much enhanced trip planning service directly to our customers.

Pierce Transit has an Interlocal Agreement with our regional partners that specifies how each partner will provide current route schedule information with each other using the Trapeze ATIS System. This is a sole source contract due to the fact that Trapeze is the only provider of this proprietary system.

A proposal was requested from Trapeze to upgrade our system with the ATIS SOAP Interface and the ATIS RTSI Module. Staff reviewed the proposal and found it to meet Pierce Transit's requirements at an acceptable cost. Pricing provided for the ATIS System Upgrade is \$62,000 with an additional \$12,960 for an annual maintenance and support agreement. Staff conducted a price comparison with our regional partners who have received similar upgrade proposals from the vendor and has found that the price proposal of Trapeze Software Group for the ATIS System Upgrade to be both fair and reasonable.

Pierce Transit has worked with Trapeze Software Group in the past to provide support for our ATIS Trip Planning System. They are familiar with our requirements and have always provided superior service.

ALTERNATIVES: The alternative would be to reject the proposal not upgrade our trip planning system.

RECOMMENDATION: Authorize execution of a contract to upgrade our Advanced Traveler Information System (ATIS) with Trapeze Software Group

## RESOLUTION NO. 12-005

1                   A RESOLUTION of the Board of Commissioners of Pierce Transit  
2 Authorizing Execution of a Sole Source Contract with Trapeze Software Group to Upgrade our Advanced Traveler  
3 Information System (ATIS) – the Agency Trip Planning System  
4

5                   WHEREAS, by Resolution No. 11-029 approved on the 12<sup>th</sup> day of December 2011, the Board  
6 of Commissioners of Pierce Transit adopted the 2011 Budget; and

7                   WHEREAS, the 2012 budget contains funds to upgrade our current Advanced Traveler  
8 Information System; and

9                   WHEREAS, The Trapeze ATIS Trip Planning System is used by our Customer Services Representatives  
10 to assist customers in planning trips using bus routes throughout the Puget Sound Region; and

11                   WHEREAS, The ATIS Simple Object Access Protocol (SOAP) Interface will allow customers using  
12 the Internet to actually see the routes planned on a map – a function that is only currently available to the Customer  
13 Service Representatives; and

14                   WHEREAS, The Real Time System Interface (RTSI) Module provides “real-time” vehicle arrival  
15 information that is displayed on the system map for both the Customer Services Representatives and for customer’s  
16 planning their own trips via the Internet; and

17                   WHEREAS, This upgrade allows Pierce Transit to optimize the use of staff and equipment, and provide  
18 a much enhanced trip planning service directly to our customers; and

19                   WHEREAS, the software is proprietary and acquisition, implementation and maintenance can  
20 only be supported by the Trapeze Software Group; and

21                   WHEREAS, Trapeze Software Group’s proposal to upgrade our current ATIS System by  
22 implementing the ATIS SOAP Interface and the ATIS RTSI Interface for the amount of \$78,183 has been  
23 evaluated by staff, is considered to be fair and reasonable and is by this reference incorporated herein; and

24                   WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce  
25 Transit to execute a sole source contract to upgrade the ATIS Trip Planning System by installing the ATIS SOAP  
26 Interface and the ATIS RTSI Interface with Trapeze Software Group;  
27

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

1                   Section 1 The Chief Executive Officer is hereby authorized to execute a sole source contract  
2 with Trapeze Software Group in the amount of \$78,183.00 for the upgrade the ATIS Trip Planning system. Said  
3 contract is to be substantially in the form of the document on file in the office of the Clerk of the Board and by  
4 this reference incorporated herein as though fully set forth.

5  
6                   ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held  
7 on the 13th day of February 2012.

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Marilyn Strickland, Chair  
Board of Commissioners

ATTEST:

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Treva Percival, MMC  
Clerk of the Board

# **2012 PIERCE TRANSIT BOARD COMMITTEES AND OTHER REPRESENTATIONS**

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## **EXECUTIVE COMMITTEE**

- Commissioner Farrell
- Commissioner Fey
- Commissioner Johnson
- Commissioner \_\_\_\_\_

Currently meets on the 3<sup>rd</sup> Thursday of the month at 3:30 pm

## **FINANCE COMMITTEE**

- Commissioner Talbert
- Commissioner McCarthy
- Commissioner \_\_\_\_\_
- Commissioner \_\_\_\_\_

Currently meets on the 2<sup>nd</sup> Thursday of the month at 3:30 pm

## **SECURITY AD-HOC COMMITTEE**

- City of Tacoma Rep.
- City of Lakewood Rep.
- Pierce County Rep.

No scheduled meeting date and time yet

## **SOUND TRANSIT**

- Commissioner McCarthy, Chair
- Commissioner Fey