

PIERCE TRANSIT BOARD MEETING

Training Center, Rainier Room

October 8, 2012

4:00 pm

AGENDA

Pages

CALL TO ORDER

ROLL CALL

APPROVAL OF VOUCHERS

1-3 **APPROVAL OF MINUTES** July 9, 2012
4-6 September 10, 2012

PUBLIC COMMENT

PRESENTATIONS

1. Touch-A-Truck Award Commissioner McCarthy

PUBLIC HEARING

Proposed 2012-2017 Transit Development Plan Peter Stackpole
Principal Planner

ACTION AGENDA

7-9 1. Adoption of the 2012-2017 Transit Development Plan Peter Stackpole

10-11 2. Adopt the CEO's 2012 Performance Evaluation
and 2012-2013 Goals & Action Plan Alberto Lara
VP of Administration

12-15 3. Amendment to the Project Budget for
Compressed Natural Gas (CNG) Station
Reconstruction and Associated Contracts Larry McCarty, Facilities
Maintenance Manager

INFORMATIONAL/DISCUSSION BOARD ITEMS

1. Financial Update Wayne Fanshier,
VP of Finance

2. Sound Transit Update Commissioners McCarthy & Strickland

ADJOURNMENT

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

CALL TO ORDER

Chair Strickland called the meeting to order at 4:11 p.m.

Commissioners present:

Marilyn Strickland, Chair of the Board, Tacoma Mayor
Jake Fey, Tacoma Councilmember
Glenn Hull, Fife Mayor Pro Tem (*representing Fife/Edgewood/Milton*)
Pat McCarthy, Pierce County Executive
Steve Vermillion, Puyallup Councilmember
Derek Young, Gig Harbor Councilmember (*4:15 pm*)
(representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom)
Don McKnight, President/Business Agent, ATU Local 758

Staff present:

Wayne Fanshier, VP Finance
Alberto Lara, VP Administration
Doug Middleton, VP Operations
Kristine Dupille, Human Resources Manager
Dan Dzyacky, Sr. Manager Transportation
Lani Fowlkes, Vanpool Assistant Manager
Randy Hendrickson, Specialized Transportation Manager
Tina Lee, Capital Planning Manager
Keith Messner, Information Technology Manager
Gisela Ratajski, Procurement Manager
Amber Simonsen, Executive Project Manager
Bill Spies, Maintenance Manager
Andee Handeland, Labor Relations Officer
Rob Harrington, Business Analyst
Justin Leighton, Public Relations Coordinator
Tom Mazzei, Network Admin Specialist
Carol Mitchell, Human Resources Program Manager
Barb Schatz, Sr. Executive Assistant/Deputy Clerk of the Board
Ashley Smith, Project Controls Assistant
Sharon Stockwell, Business Partnerships Coordinator
Treva Percival, Assistant to the CEO/Clerk of the Board

Others present:

Mike Harbour, Intercity Transit General Manager
Ken Paulson, Citizen
Raul Silva, First Transit General Manager
Martin Thies, Intercity Transit Chair
Carleen Whitworth, Citizen
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 July 2, 2012. Commissioners Fey and Vermillion **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 324627 through 325258 and wire numbers were 0981 through 0996 for a total of \$5,726,411.36.

APPROVAL OF MINUTES

Commissioners Hull and Vermillion **moved** and seconded to approve the May 14, 2012, and June 11, 2012, regular Board meeting minutes as presented by staff. Motion **carried**.

PUBLIC COMMENT

Intercity Transit Chair Martin Thies shared his support for the upcoming Proposition 1 ballot. He hopes Pierce Transit and Intercity Transit can work together along the very congested I-5 corridor between Lakewood, JBLM, and Olympia.

INFORMATIONAL/DISCUSSION BOARD ITEMS

Appointment of “For” and “Against” Committees for Ballot Proposition ~ Commissioners Fey and Young **moved** and seconded to make the Committee appointments for the Ballot Proposition. Appointed to the “For” committee: Claudia Thomas, Marilyn Strickland, and Steve Vermillion; and appointed to the “Against” committee: Ken Paulson and Robert Hill.

Chair Strickland opened the Public Comment period for these appointments.

Ken Paulson, Tacoma. He said he would like to work on the “Against” statement. But, if Robert Hill were appointed to the same committee, he would withdraw his name.

There being no further public comments, Chair Strickland closed the Public Comment period.

Motion **carried**.

Sound Transit Update ~ Chair Strickland said the Lakewood Sounder Extension was on target for a fall arrival. Sound Transit will do some summer educating regarding public safety and trains. Sound Transit has contracted with CH2M HILL to provide Alternatives Analysis services for the Tacoma Link Expansion project. She also said that Sound Transit is aware all the north and south parking garages are currently over-capacity.

Financial Update ~ VP of Finance Wayne Fanshier shared with the Commissioners a mailer that would be sent to affected SHUTTLE users. This mailer's purpose is to inform users of the recent changes to Pierce Transit's boundary, and the resulting elimination of some SHUTTLE service. Wayne also talked about the summer 2012 Report to the Community that was just published. Sales tax numbers for April 2012 are 2.01 percent below April 2011. That's 11 consecutive months of negative numbers.

EXECUTIVE SESSIONS

At 4:52 p.m., Commissioners Fey and McCarthy **moved** and seconded to adjourn to Executive Session *to review the performance of a public employee. However, subject to RCW 42.30.140, when the Board elects to take final action setting the salary of an individual employee, that action shall be taken in a meeting open to the public,* for a period not to exceed 45 minutes. Motion **carried**. Chair Strickland reconvened the meeting at 5:37 p.m.

ADJOURMENT

Chair Strickland adjourned the meeting at 5:38 p.m.

Treva Percival, MMC
Clerk of the Board

Marilyn Strickland, Chair
Board of Commissioners

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

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
MINUTES
September 10, 2012**

CALL TO ORDER

Chair Strickland called the meeting to order at 4:06 p.m.

Commissioners present:

Marilyn Strickland, Chair of the Board, Tacoma Mayor
Rick Talbert, Vice Chair of the Board, Pierce County Councilmember (4:07 pm)
Don Anderson, Lakewood Deputy Mayor
Jake Fey, Tacoma Councilmember
Glenn Hull, Fife Mayor Pro Tem (*representing Fife/Edgewood/Milton*)
Kent Keel, University Place Councilmember
Pat McCarthy, Pierce County Executive (4:18 pm)
Derek Young, Gig Harbor Councilmember
(*representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom*)
Don McKnight, President/Business Agent, ATU Local 758

Staff present:

Lynne Griffith, CEO
Wayne Fanshier, VP Finance
Alberto Lara, VP Administration
Doug Middleton, VP Operations
Lars Erickson, Public Relations Officer
Carlos Davis, Fleet Maintenance Manager
Kristine Dupille, HR Manager
Dan Dzyacky, Sr. Manager Transportation
Scott Gaines, Transit Operator Assistant Manager
Kelly Hayden, Service Planning Manager
Randy Hendrickson, Specialized Transportation Manager
Tina Lee, Capital Planning Manager
Keith Messner, Information Technology Manager
Jay Peterson, Sr. Manager Development
Cathie Reid, Budget Assistant Manager
Amber Simonsen, Executive Project Manager
Bill Spies, Maintenance Manager
Kathy Sullivant, Finance Manager
Hazel Whitish, Transportation Assistant Manager
Jerry Anderson, Systems Analyst
Mike Cissell, Transit Operator
Victoria Feiten, HR Generalist
Andee Handeland, Labor Relations Officer
Rob Harrington, Business Analyst
Justin Leighton, Public Relations Officer
Gary Polk, Transit Operator
Monnett Ross, Sr. Executive Assistant
Kathy Schaefer, Transit Operator
Barb Schatz, Sr. Executive Assistant/Acting Clerk of the Board

Lind Simonsen, Public Relations Coordinator
Isaac Tate, Transit Operator

Others present:

Tammie Cox, Citizen
Bob Drewel, Puget Sound Regional Council (PSRC) Executive Director
Dana Mackie, Citizen
Raul Silva, First Transit General Manager
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 September 6, 2012. Commissioners Fey and Anderson **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 325439 through 326260 and wire numbers were 1012 through 1023 for a total of \$5,381,558.59.

PUBLIC COMMENT

Tammie Cox, 6615 – 150th ST SW #127, Lakewood 98439. Ms. Cox said strollers take up too much space on the bus, children are allowed to scream, and Prop 1 brochures are being ignored.

PRESENTATIONS

Vision 2040 Award ~ Capital Planning Manager Tina Lee introduced PSRC Executive Director Bob Drewel who presented Pierce Transit with the Vision 2040 Award for their work with the PT Tomorrow project. PT Tomorrow was launched to design a financially sustainable transit system that the public values and uses. The new design is a strategic investment anticipated to deliver innovative service helping to make our community more livable. PT Tomorrow resulted in a set of service plans that responded to public needs. The intense efforts in this two-year process increased internal staff capabilities and strengthened community relationships that will continue to be utilized as the agency moves forward.

Operator of the Month of June – Gary Polk ~ Transit Operator Assistant Manager Scott Gaines presented Gary Polk with June's Operator of the Month Award. Mr. Polk started with Pierce Transit in 1998 and has been accident free for 13 years.

Operator of the Month of July – Mike Cissell ~ Mr. Gaines presented Mike Cissell with July's Operator of the Month Award. Mr. Cissell started with Pierce Transit in 1989 and has been accident free for 21 years. He was an Honor Roll recipient in 2011.

ACTION ITEMS

1. Commissioners Talbert and Fey **moved** and seconded to approve Resolution 12-027 **Authorizing a Master Labor Agreement with Amalgamated Transit Union, Local 758 Covering the Term of July 1, 2011 through June 30, 2014.** Motion **carried**.

INFORMATIONAL/DISCUSSION BOARD ITEMS

Executive/Finance Committee Update ~ Commissioner Talbert said the Washington State Auditor's Office conducted their Fiscal Year 2011 Pierce Transit Audit, Exit Conference. There were no findings. The committee also approved a new Contract for Industrial Janitorial Services.

Financial Update ~ VP of Finance Wayne Fanshier shared with the Commissioners that the sales tax collections for June 2012 are 2.204% **above** June 2011. The 2nd Quarter Report was distributed. Mr. Fanshier reported that Finance Assistant Manager Liz Passmore had received the Washington Finance Officers Association *Professional Finance Officer's Award* for the 21st consecutive year. The Washington State Auditor gave Pierce Transit a clean audit.

Sound Transit Update ~ Commissioner McCarthy had three items to share. 1) Mike Harbour had been selected as the Deputy CEO; 2) the Tacoma Link Expansion Alternatives Analysis has begun; and 3) the final testing of signals and crossings for the Sounder Extension to Lakewood is in progress.

STAFF/POLIY DISCUSSION

Sole Source Disclosure ~ The third quarter Sole Source Disclosure was presented.

EXECUTIVE SESSIONS

At 4:44 p.m., Commissioners Fey and Talbert **moved** and seconded to adjourn to Executive Session *to review the performance of a public employee. However, subject to RCW 42.30.140, when the Board elects to take action setting the salary of an individual employee, that action shall be taken in a meeting open to the public,* for 30 minutes. Motion **carried**. Chair Strickland reconvened the meeting at 5:14 p.m.

ADJOURMENT

Chair Strickland adjourned the meeting at 5:15 p.m.

Barbara B. Schatz, CMC
Acting Clerk of the Board

Marilyn Strickland, Chair
Board of Commissioners

FACT SHEET

TITLE: Adoption of the 2012-2017 Transit Development Plan

DEPARTMENT: Capital Planning

ORIGINATOR: Peter Stackpole

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

COORDINATING DIVISION: Transit Development

APPROVED FOR SUBMITTAL:

Vice President

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS:

Resolution

BUDGET INFORMATION

2012 Budget Amount
N/A

Required Expenditure
N/A

Impact
0

Explanation: This document represents the Agency's six-year plan for the time period of 2012 through 2017.

BACKGROUND: This Transit Development Plan (TDP) outlines Pierce Transit's intermediate operating and capital plans for the period extending from 2012 through 2017. 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 impacts of the Public Transportation Improvement Conference (PTIC) are highlighted in the "Proposed Changes" section. Activities in 2012 – 2017 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 October 8, 2012. Since the plan was made available for public review and comment on August 28, 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 2012-2017 Transit Development Plan

RESOLUTION NO. 12-

**A RESOLUTION of the Board of Commissioners of Pierce Transit
Adoption of the 2012-2017 Transit Development Plan**

WHEREAS, the 2012-2017 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 2012-2017 Transit Development Plan at their regular meeting on October 8, 2012,

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit that the 2012-2017 Transit Development Plan is adopted and constitutes Pierce Transit's Six-Year Transit Development Plan for the period 2012-2017.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 8th day of October 2012.

Marilyn Strickland, Chairman
Board of Commissioners

ATTEST:

Barbara B. Schatz, CMC
Acting Clerk of the Board

Pierce Transit

Transit Development Plan

2012 – 2017

Board of Commissioners

Marilyn Strickland
Chair, Tacoma (Mayor)

Don Anderson
Lakewood

Jake Fey
Tacoma

Glenn Hull
Fife

Kent Keel
University Place

Pat McCarthy
Pierce County Executive

Don McKnight
Union Representative

Rick Talbert
Vice Chair, Pierce County

Steve Vermillion
Puyallup

Derek Young
Gig Harbor

Chief Executive Officer
Lynne Griffith

Executive Officers

Wayne Fanshier
Vice President of Finance

Alberto Lara
Vice President of Administration

Doug Middleton
Vice President of Operations



July 27, 2012

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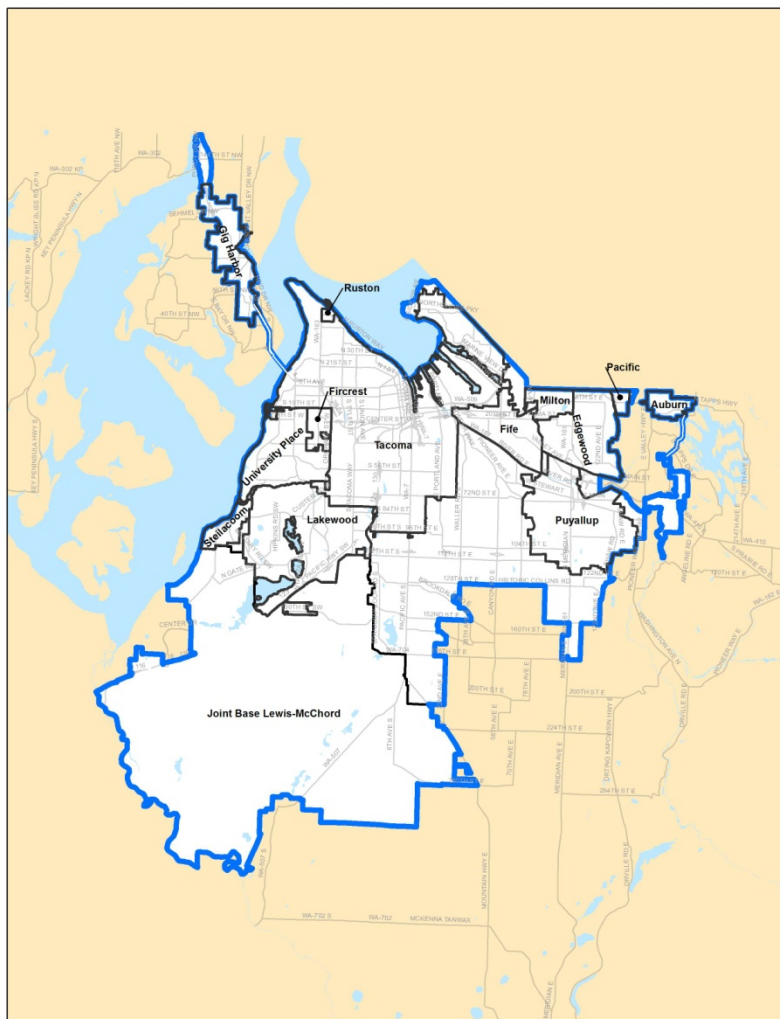
Section 1: Organization

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

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

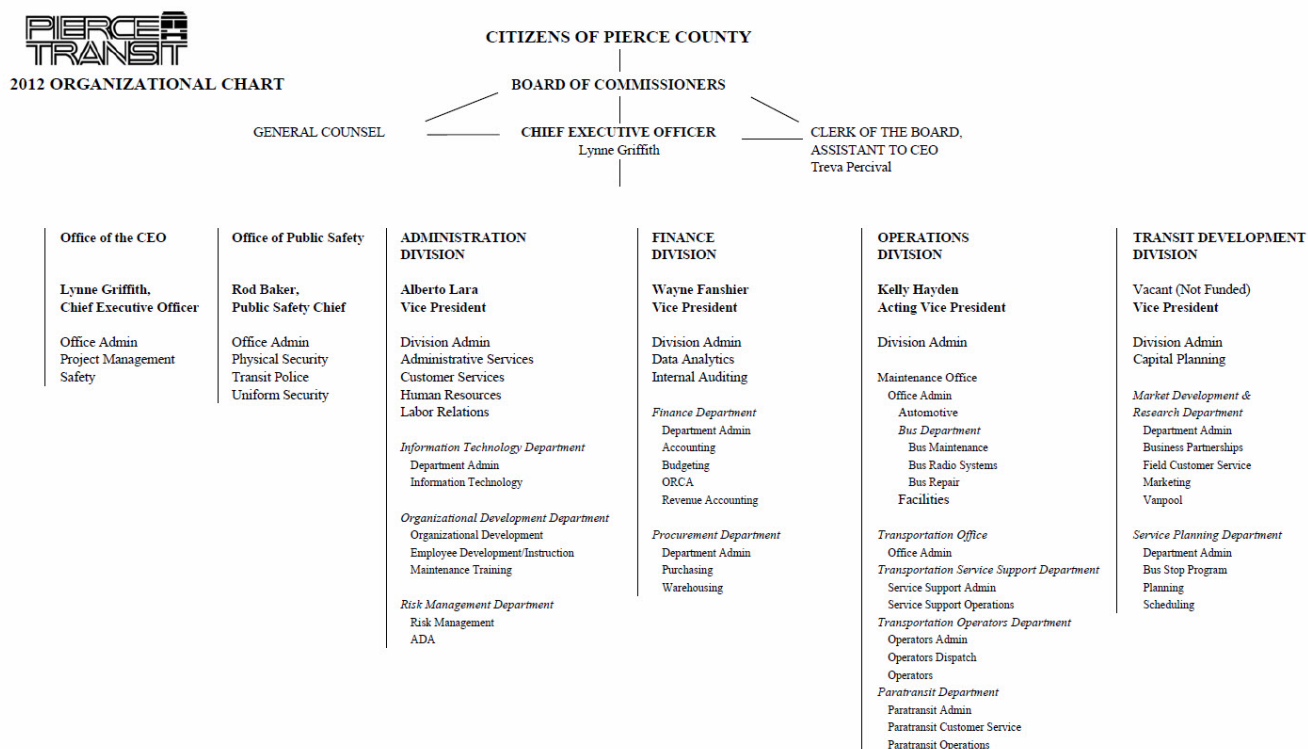
Figure 1-1
Pierce Transit Service Area



The adopted 2012 budget includes 866 positions and 842 full-time equivalent (FTE) employees. A total of 194 positions have been eliminated from the 2011 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 96th Street SW, Lakewood, Washington.

Transit Centers and Stations:

- 72nd Street Transit Center - The 72nd Street Transit Center is located on the northwest corner of E. 72nd Street and Portland Avenue E in Tacoma. This facility has a 68-stall park & ride lot and is served by five bus routes making 299 weekday trips to this facility.

- Commerce Transfer Facility - Located along Commerce Street between S. 9th and S. 13th Streets in Tacoma's downtown core, Commerce includes a customer service office (The Bus Shop), 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 approximately 2,610 bus stops in Pierce Transit's system. Pierce Transit owns 555 shelters and has more than 890 benches installed at bus stops throughout the system. Currently, 99.9% of the stops meet ADA accessibility standards (only 11 are not designated as accessible). Those that are not were established prior to the passage of the ADA and will continue to be improved within budgetary and physical limitations.

Other Facilities:

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

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

Sound Transit facilities served jointly by Pierce Transit:

- Sounder Stations at Auburn, Lakewood, 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, 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 2012:

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

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

- Trunk routes serve high volume corridors within urbanized portions of Pierce County. They operate seven days a week, providing at least twenty-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.
- 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 – 2004-2011
 (Millions of Annual Boardings)

	2004	2005	2006	2007	2008	2009	2010	2011
Pierce Transit Fixed Routes	11.87	12.11	12.35	13.22	14.87	14.18	14.00	12.00
Bus PLUS	0.012	0.064	0.061	0.091	0.124	0.081	0.051	0.035
Sound Transit Services	2.06	2.04	1.97	2.09	2.46	2.60	2.43	3.50
SHUTTLE	0.49	0.41	0.40	0.42	0.45	0.45	0.46	0.44
Vanpool	0.70	0.76	0.81	0.77	0.85	0.85	0.89	0.86
System Total	15.14	15.39	15.59	16.59	18.75	18.16	17.83	16.84 ¹

¹ The decline in ridership from 2009 – 2011 is due to the economic recession and the failure of Proposition 1 in February 2011, a collective 43% reduction in service was implemented to address the agency's budget shortfall. Please see pages 15 & 16 for more detail.

Figure 3-1

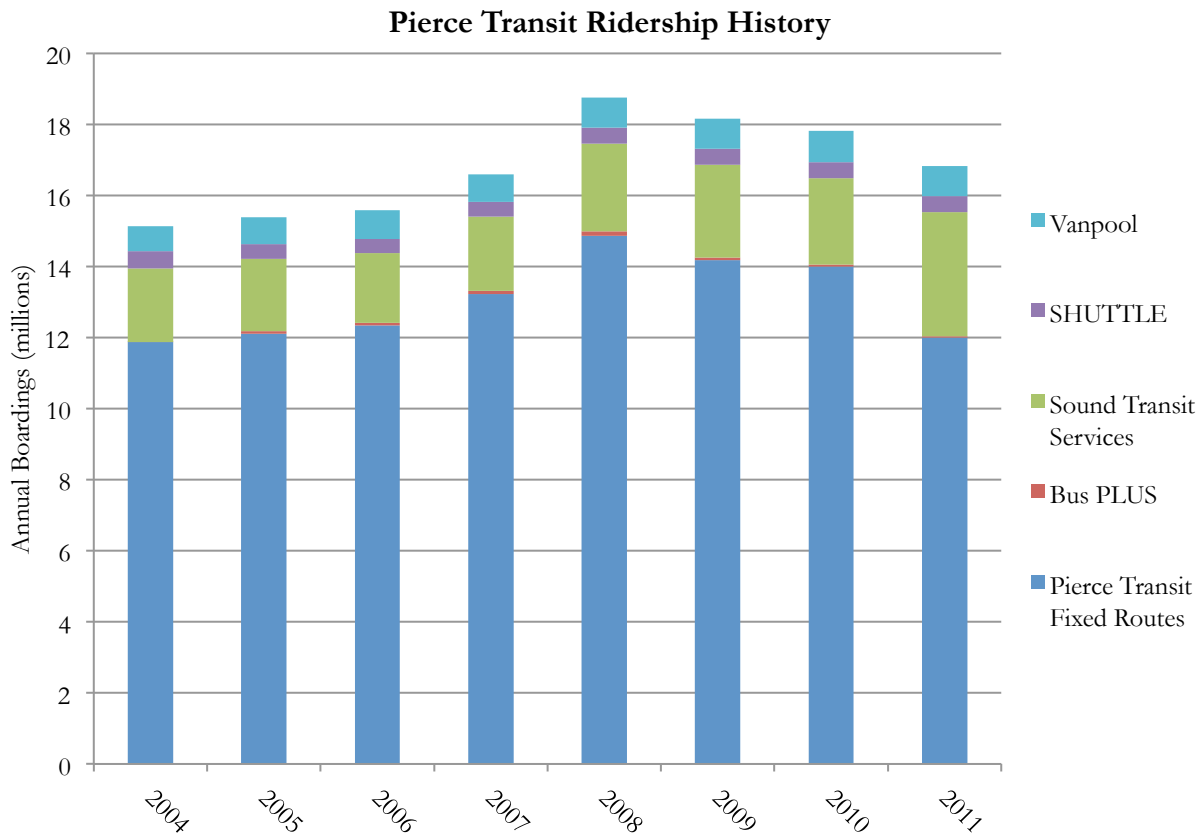
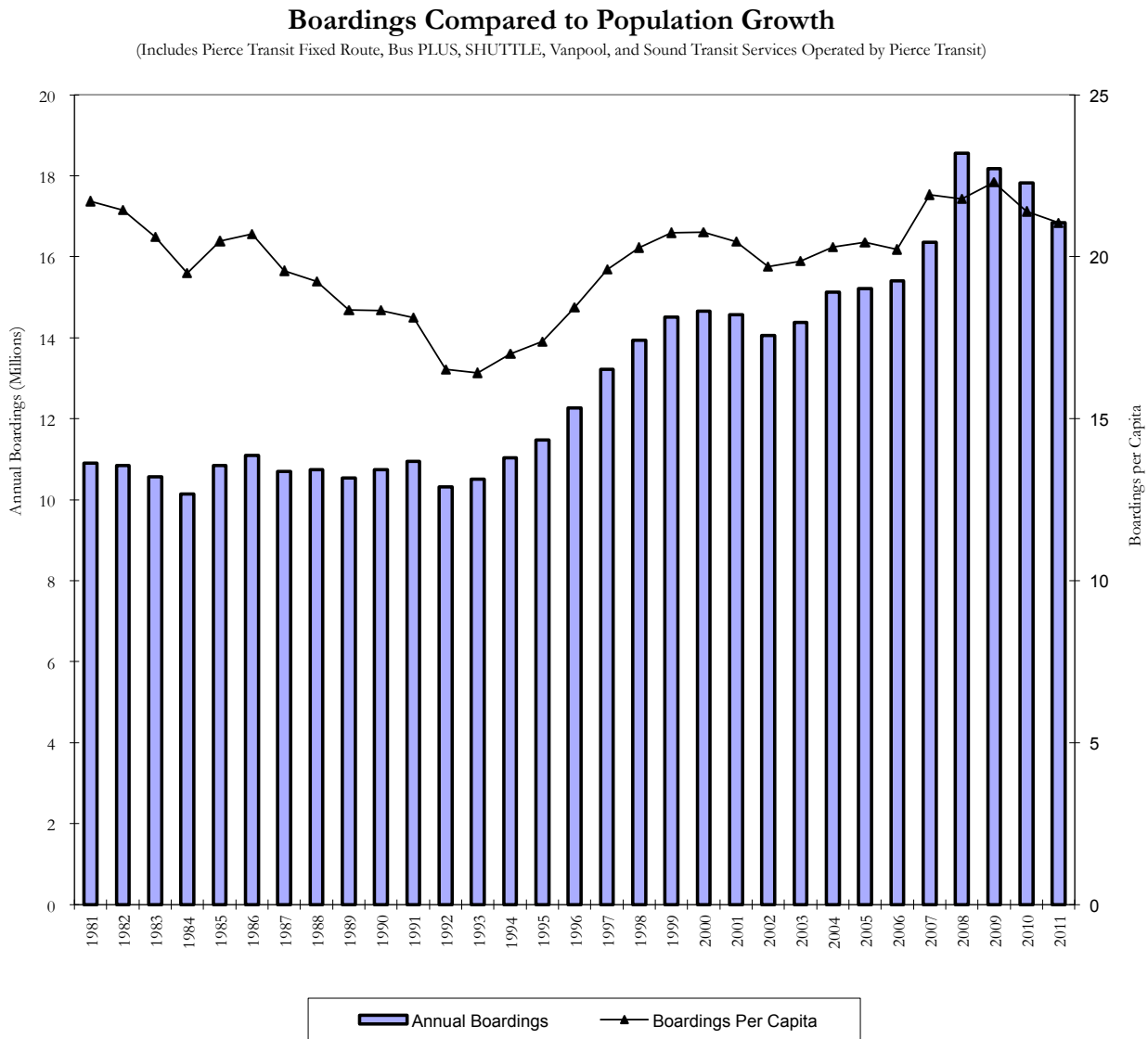


Figure 3-2 compares ridership growth on services operated by Pierce Transit, including Sound Transit routes, with the growth of the county's population. Between 1990 and 2000 ridership increased from 10.75 million to 14.64 million. This means that Pierce Transit's market penetration gradually increased 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



Local Fixed-Route Service

Local fixed-routes serve the largest number of customers and consume the largest part of Pierce Transit’s budget. Fixed route services have many advantages. They offer a predictable and dependable transit system for riders and accommodate a variety of trip purposes. They are also highly dependent on urban form. Fixed routes that operate through compact communities with a well-developed infrastructure of sidewalks, streetlights and a mix of residential and commercial activities tend to be highly effective and cost-efficient. Often such services involve less public investment than the cost of an expanded road network in the same neighborhoods. On the other hand, fixed route services that operate in low-density suburbs are generally unproductive and expensive to operate.

Local fixed-route bus service is provided on 37 routes travelling more than 16.1 million miles annually throughout Pierce County (system map illustrated in Figure 3-3). All of this service is wheelchair accessible. Pierce Transit reported 12.1 million boardings on the local fixed route system

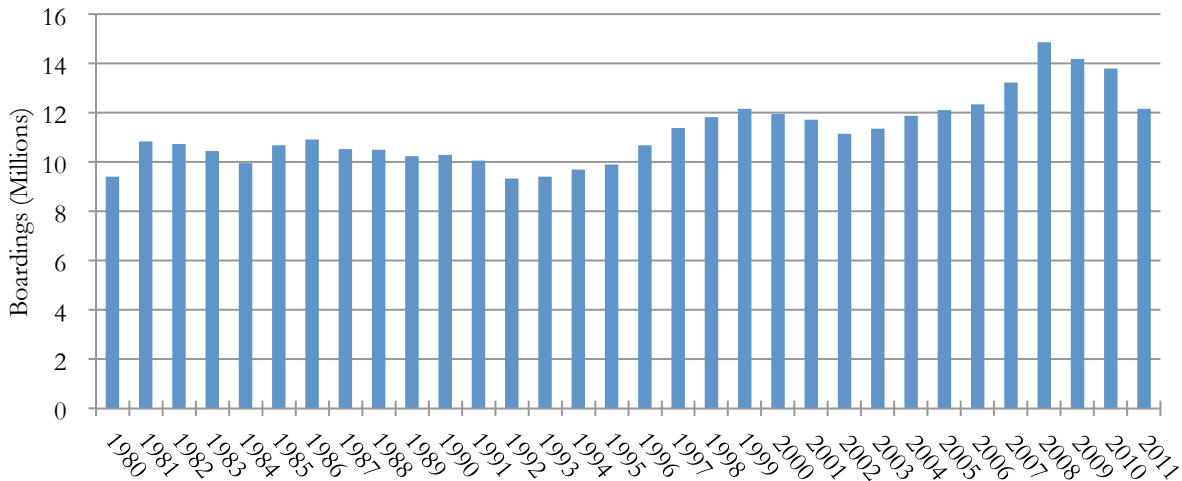
during 2011, up from a base of 9.4 million riders when Pierce Transit was first established in 1980. Figure 3-4 illustrates the growth in local fixed route ridership during that period. It does not include ridership on Pierce Transit's vanpool, SHUTTLE, or on Sound Transit's express services.

Figure 3-3
Pierce Transit Fixed Route Network



Figure 3-4

Local Fixed Route Ridership 1980 – 2011

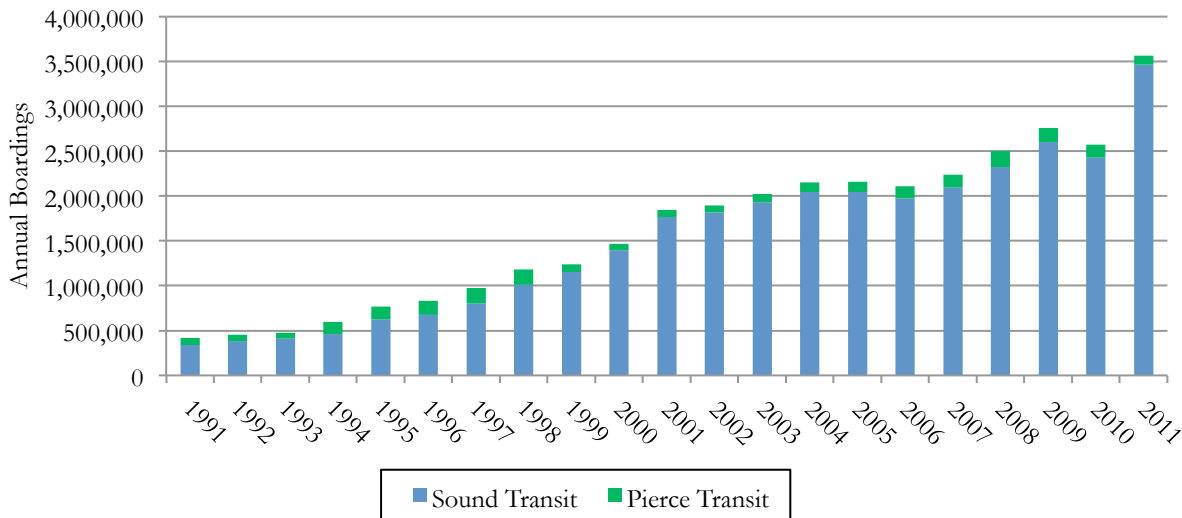


Express Service

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

Figure 3-5

Express Ridership Trends²



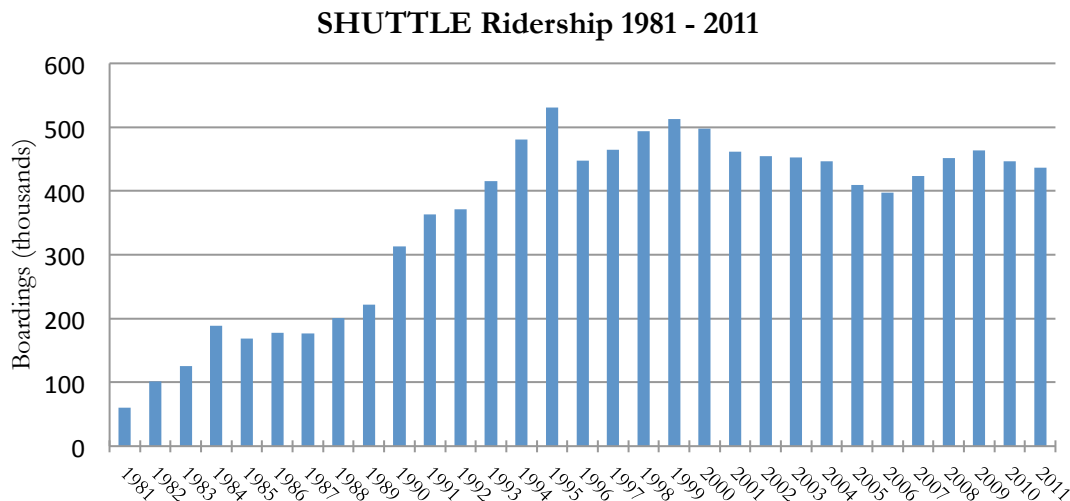
² Prior to 1999 Pierce Transit managed the Seattle Express services. Sound Transit assumed control of this service in 1999. For the sake of illustration, Seattle Express ridership from 1991 through 1999 has been allocated to Sound Transit.

SHUTTLE

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

As illustrated in Figure 3-7, the number of SHUTTLE riders has grown from 60,000 in 1981 to 437,021 in 2011. 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



Coordinated Transportation

Pierce Transit is a founding member of the Pierce County Coordinated Transportation Coalition (PCCTC) and continues to be involved in both local and regional human services transportation planning. The Coalition seeks to identify unmet transportation needs, create partnerships, and find resources to create services to fill the gaps. The target population includes individuals with disabilities, the elderly, youth between the ages of 12 and 18, low income individuals and veterans. Pierce County Community Connections sponsors a Mobility Manager position. The Mobility Manager facilitates and manages local coalition activities and planning processes. The position is grant funded through the consolidated (PSRC/WSDOT) human services competitive grant process. Current PCCTC projects include:

- **211 Washington Information Network**

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

outreach to veterans and their families. Direct connect with Pierce Transit is an area of anticipated expansion as further grant funding is available.

- **Beyond the Borders**

Beyond the Borders provides trips to and from rural Pierce County, where there is no public transit, and connects riders with Pierce Transit fixed-route buses or SHUTTLE. This grant funded service is for older adults, individuals with disabilities and people with low incomes living outside the PTBA. Pierce County Community Connections is the lead agency with Pierce Transit as a primary funder, and Paratransit Services is the broker for the rides. The service area includes: Graham, Kapowsin, McKenna, Roy, Eatonville, Orting, South Prairie, Buckley, Carbonado and Wilkeson.

- **Key Peninsula School Bus Connections Project**

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

- **KPN Volunteer Drivers**

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

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

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

- **Travel Ambassador**

The grant funded Travel Ambassador program's mission is to create informational resources and conduct training about the types of transportation options available for individuals with special needs. Targeted stakeholders include social service professionals and their clients. Pierce Transit hosts four Travel Ambassador workshops per year and conducts numerous other educational outreach activities. Catholic Community Services (CCS) is the lead agency and partners with Pierce Transit as well as the PCCTC membership. Currently this grant funded program is working on a video project to use as a training tool for safe bus system travel.

- **Bus Buddies**

This grant funded program seeks to create familiarity and comfort with bus use for elderly individuals and people with disabilities. Bus Buddies are volunteers that ride fixed route with the elderly and individuals with disabilities. CCS conducts volunteer recruitment, dispatches volunteers, as well as conducts background checks. Pierce Transit trains the Buddies.

- **Road to Independence**

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

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

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

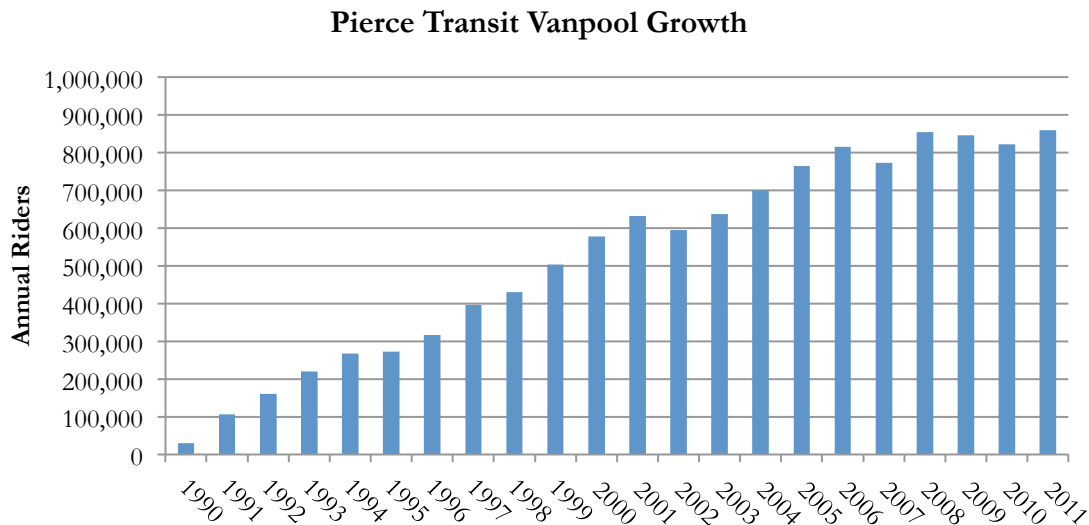
February of 2012 marked the two year anniversary of the ADHE and it is anticipated to surpass the milestone of 100,000 trips by September of 2012. Current partners include MultiCare ADH, who provides \$15/day per participant, Local Motion as transportation provider, and Pierce Transit as the primary funder and fiscal agent. The Thurston Regional Planning Council, along with WSDOT, provides grant funding for Thurston County trips. This program is a great example of what can be accomplished through participation in coordinated transportation programming and taking advantage of cost sharing opportunities.

Vanpool Services

Since its inception in 1986, the vanpool program has expanded to an active fleet of 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 72% of direct operating costs through fares. In 2011 the Pierce Transit vanpools provided approximately 859,000 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 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 Transfer Facility in Downtown Tacoma provides a central focus for transit activity and includes layover space that is used by Pierce Transit, Sound Transit and Intercity Transit vehicles.

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

- **Beyond the Borders** - Through a partnership with the Pierce County Coordinated Transportation Coalition, seniors, persons with a disabilities, and low income residents of Pierce County living outside of the Pierce Transit service area are eligible for free transportation services from their home to 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** –Intercity Transit operates Olympia - Tacoma Express service linking Pierce and Thurston counties. Intercity Transit provides three weekday routes (603, 605 & 612) and one weekend route (620) providing service to Lakewood and Tacoma from Olympia and Lacey in Thurston County.
- **King County Metro** – Pierce Transit routes 402, 500, & 501 make connections with King County Metro services at the Federal Way Transit Center. Additional connections with Metro services can be made at the Twin Lakes Park & Ride via Pierce Transit’s 62 route and at the Auburn Sounder Station via Pierce Transit’s 497 route.
- **Kitsap Transit** – Kitsap Transit provides connections from the Port Orchard Ferry to Pierce Transit routes 100 & 102 at the Purdy Park & Ride.
- **Sound Transit** – Pierce Transit provides convenient connections to Sound Transit express bus service and Sounder Commuter Rail service at several transit centers, park & ride, and Sounder stations throughout Pierce County. These include: Auburn Sounder Station, Commerce Street Transfer Area, Kimball Drive Park & Ride, Lakewood Sounder Station, Lakewood Transit Center, Narrows Park & Ride, Purdy Park & Ride, Puyallup Sounder Station, South Hill Mall Transit Center, South Hill Park & Ride, South Tacoma Sounder Station, Sumner Sounder Station (to be discontinued in September 2012), 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
Tacoma Dome Station <i>Puyallup Ave b/n E St. & G St.</i>	2,363	TCC Transit Center	95
Parkland Transit Center	62	North Gig Harbor (Kimball Drive)	306
72nd St. Transit Center	68	Holy Disciples Church <i>(Meridian & 187th) – discontinued June 2012</i>	56

Bonney Lake Park & Ride <i>(HWY 410 @ 184th Ave.)</i>	356
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Owned by Others			
Facility	Stalls	Facility	Stalls
SR 512 (WSDOT) <i>I-5/SR-512 Interchange</i>	493	North Purdy (WSDOT) <i>Purdy Dr. at 144th St.</i>	200
DuPont (Sound Transit) <i>Exit 218 at DuPont</i>	125	Tacoma Mall North (WSDOT) <i>I-5./56th (Northwest Side)</i>	48
Roy "Y" (WSDOT) <i>SR-7 at SR-507</i>	100	Tacoma Mall South (WSDOT) <i>I-5./56th (Southwest Side)</i>	44
Center Street (WSDOT) <i>SR-16 at Center</i>	75	Key Center (Private) <i>Key Center at grocery store</i>	12
Narrows (WSDOT) <i>6th Avenue at Skyline</i>	195	South Hill (Sound Transit) <i>9th St. SW at 34th Ave SW Puyallup</i>	350
South Hill (Private) <i>Elim Evangelical Church</i>	20	Puyallup Sounder (Sound Transit)	364
South Gig Harbor (WSDOT) <i>Olympic Village Shopping Ctr.</i>	34	Sumner Sounder (Sound Transit) <i>discontinued Sept. 2012</i>	286
South Purdy (WSDOT) <i>Purdy Dr at SR-16 onramp</i>	20	Tacoma Mall East (WSDOT) <i>I-5/S. 56th (Southeast Side)</i>	78

WSDOT indicates a Washington State Department of Transportation facility.

Section 5: Activities in 2011

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

Service Reductions: 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 operates in order for the agency to be financially sustainable.

The Reduction Plan reduced service to 35% by October 2, 2011 with:

- Reduced AM/PM trips on fixed route and SHUTTLE on all days of the week
- Weekend service is reduced to operate from approximately 9am–5pm
- 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 was reduced, SHUTTLE service was also reduced. Almost all routes were impacted with reduced service hours, the number of trips that operate, or service being eliminated.

This plan focused 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.

Service Reductions Process:

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. Unfortunately, the ballot measure did not pass and Pierce Transit began a comprehensive outreach campaign to inform the public about upcoming service reductions.

After the loss of Proposition 1 on February 8th Pierce Transit staff moved into working on the reduction of service. In addition to the loss at the ballot there was a fire in the Compressed Natural Gas fueling station on February 28th. The fire at the natural gas fueling station significantly reduced the agency's ability to operate the regular weekday service schedule. Staff had to find a way to provide a stable level of service while beginning the implementation of the 35% service reductions due to the agency's shortfall in sales tax and the loss at the ballot. After the fire emergency a reduced service scenario was implemented, this was approximately a 20% reduction of regular service.

In spring of 2011 the Public Involvement Team began coordination of a public hearings process. Public hearings were scheduled throughout the service area and public testimony and comments were received. Staff responded to questions about the plans in a timely fashion. Most people had specific questions about how their routes may be affected by the reductions.

In April of 2011, Pierce Transit held 5 public hearings throughout the service area and staff was available to answer questions about the plans. The public hearings were well attended and many people testified. We continued to hear concerns from our riders about the reductions, especially regarding the loss of trips in the morning and evening.

Following the public hearings staff continued to refine the reduction plans accordingly to meet the needs of the most people. Staff then took the public hearing testimony and comments to the Board of Commissioners at their regular meeting on May 9, 2011. After reviewing public testimony and comments, and hearing further public testimony at the May Board meeting, the Board directed staff to further revise the reduction plan to focus on efficiency and ridership instead of the “peanut butter” model (i.e., service spread out over a wide area). Staff went back and continued to refine the plan.

At the June Board meeting another public hearing was held to allow the public to comment on the revised plans. Over 250 people attended the June Board meeting and over 120 people testified.

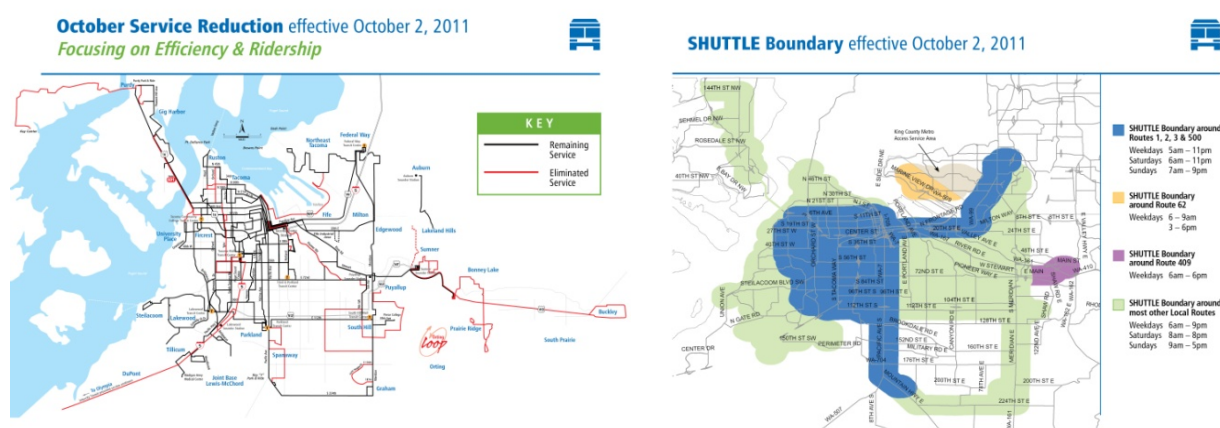
Following the hearing the Board of Commissioners adopted the Reduction Plan Focusing on Efficiency and Ridership.

Reduction Plan Focusing on Efficiency and Ridership

On Monday, May 9, 2011, the Pierce Transit Board of Commissioners approved a 20% reduction scheduled for June 12, 2011, but rejected the proposed plan for the final 15% reduction scheduled for October 2011. The Board directed staff to develop a modified plan that focuses on maximizing ridership.

In the first reduction plan there was no service east of Meridian in Puyallup, eliminating Routes 406, 407, 408 and 496. Also removed from the plan were Routes 601 and 602 to Olympia and Route 61 which eliminated service to Northeast Tacoma. Other proposed route eliminations included the Orting Loop and Routes 26, 59, 113, 220, 413, 444, 446, and 490.

Figure 5-1



The first permanent reduction of 20% of fixed-route bus service occurred on June 12, 2011. It was similar to the service levels of the emergency reduced service. In response to public comment, there were adjustments that focused on getting people to jobs and school, while reducing low ridership routes and trips. The reduction does not provide for any special event service, including the Puyallup Fair or Tacoma's Fourth of July Freedom Fair.

The reduction plan focusing on efficiency and ridership was adopted with some modifications at the June 13th Board meeting. Based on public comment, the Board directed staff to add back into the plan service to Northeast Tacoma and Route 496, a Sounder Connection from the Bonney Lake Park and Ride to the Sumner Sounder Station. Route 496 was added back into the plan until the February, 2012 service change to allow for staff to meet with Sound Transit to discuss possible partnership opportunities. Due to the low number of service hours available, a new route 62 was added to the plan to provide a connection to residents of Northeast Tacoma.

SHUTTLE Outreach and Notification Mailings:

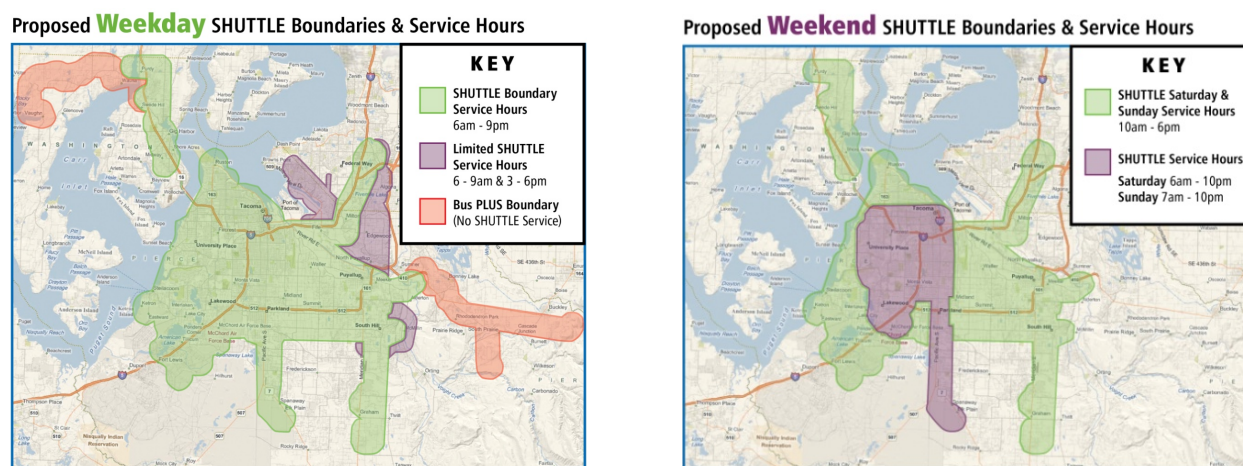
Due to the large impact on SHUTTLE customers, Pierce Transit sent three separate mailings to eligible SHUTTLE clients to inform them of the proposed changes and impacts to SHUTTLE service. Postcards were mailed to all eligible SHUTTLE clients to inform them of the proposed reductions. The postcard included information about each of the public hearings. Maps of the proposed reductions were also included so our clients could determine if they would be in or out of the SHUTTLE service area. In addition it communicated that by October 2, 2011, Pierce Transit

was reducing service up to 35%. SHUTTLE paratransit service is provided within $\frac{3}{4}$ mile of a fixed route bus service.

SHUTTLE and Fixed Route Bus service would have been reduced as follows:

- Decreased hours of service on weekdays
- Decreased weekend hours of service from about 10am-6pm
- Low-performing fixed route service eliminated
- Some low-performing fixed route bus and corresponding SHUTTLE services become Bus PLUS service

Figure 5-2



In June, a second mailing was sent to eligible SHUTTLE clients to inform them of the final service reductions based on efficiency and ridership. This letter featured an updated SHUTTLE service area map, Pierce Transit contact information and contact information for other transportation resources in Pierce County.

A third notice in the form of an official letter was mailed to all eligible SHUTTLE clients in June 2011. The letter notified them that the Board had adopted the service reductions and described the potential impact to SHUTTLE boundaries.

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 October 2012.

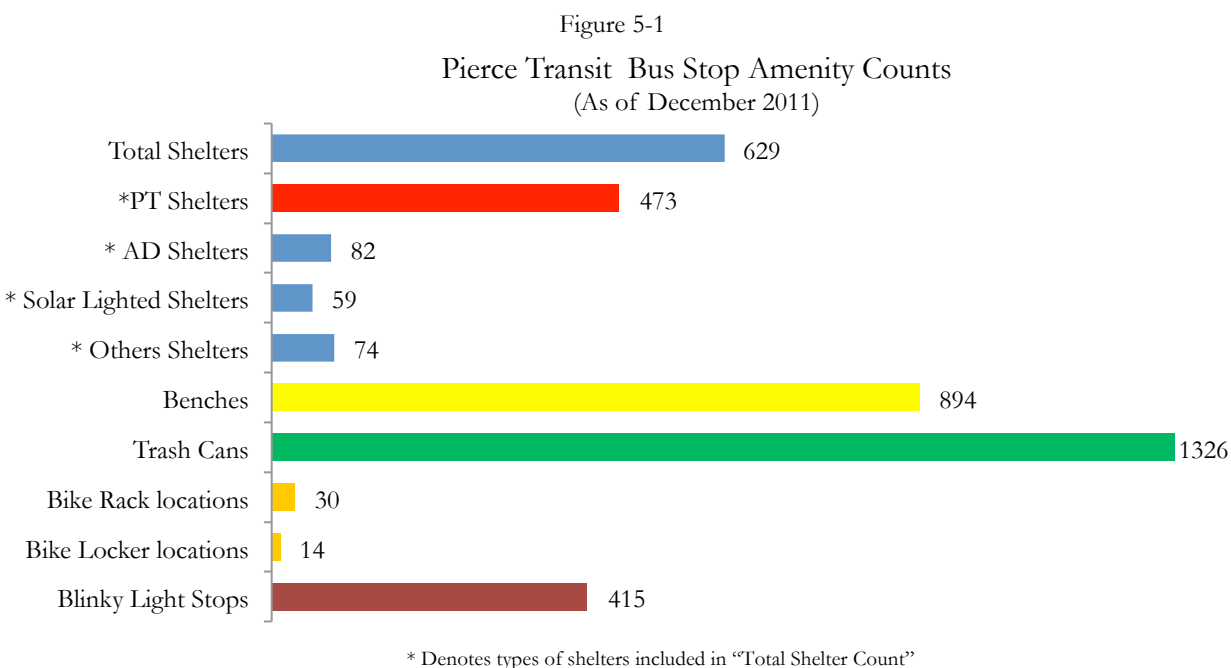
The result will be a network system of interactive traffic controls that optimize throughput within the regional center. This project delivers an intelligent signal system with state of the art

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 completed 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 176th 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 2011, Pierce Transit has a total inventory of 629 shelters, most owned and maintained by Pierce Transit. This number does not include transit centers. Approximately 20% of our stops have shelters.

Benches: 28% of our bus stops currently have a passenger bench. Pierce Transit has a total inventory of 894 benches.



Section 6: Proposed Action Strategies, 2012 - 2017

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 2011, and strategies for achieving the state's objectives for 2012 through 2017.

1. PRESERVATION

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

2011	2012-2017
Continued Effort	Continuing Effort

Preserve existing transportation service levels.

2011

- We continued to maintain our equipment and facilities.
- SHUTTLE services continued to conform to the requirements of the Americans with Disabilities Act.
- Pierce Transit fixed route services were adjusted due to financial constraints.

2012-2017

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

2011

- Pierce Transit purchased 22 replacement SHUTTLE 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.

2012-2017

- 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.

Preserve existing public transportation facilities and equipment.

2. SAFETY

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

2011	2012-2017
Continued Progress	Continuing Effort

2011

- 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.

2012-2017

- Pierce Transit will continue to pursue installation of a digital camera security system on buses as part of an agency-wide security focus. This project will increase passenger and operator security while reducing claims against Pierce Transit.
- Pierce Transit will continue to 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.

2011	2012-2017
Made Progress	Continuing Effort

2011

- 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 is an active participant in Pierce Trips, an ongoing partnership between local governments, transit, employers and schools in Pierce County to promote transportation by carpooling, vanpooling, riding the bus or train, walking, bicycling, working a compressed work week teleworking.

2012-2017

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

4. ENVIRONMENT

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

2011	2012-2017
Continued Effort	Continuing Effort

2011

- Pierce Transit staff continued to participate in planning efforts to develop and improve alternatives to single occupant vehicles.
- The majority of Pierce Transit's fleet is powered by compressed natural gas (CNG) which reduces nitrogen oxide and carbon monoxide emissions by 90 percent compared to their diesel-powered counterparts. Smog-producing hydrocarbon emissions are 80 percent lower, and CNG buses significantly reduce carbon monoxide (CO), and nitrogen oxide (NOx) emissions, and virtually eliminate particulate emissions, when compared to conventional diesel-powered vehicles. 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.

2012-2017

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

5. STEWARDSHIP

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

2011	2012-2017
Continued Effort	Continuing Effort

2011

- Continued and expanded comprehensive long-term planning efforts. Actively participated in a number of local and regional planning efforts;
- 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,
- Ongoing participation in Pierce County's Growth Management Coordinating Committee and Transportation Coordinating Committee.

2012-2017

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

Section 7: Proposed Changes, 2012 - 2017

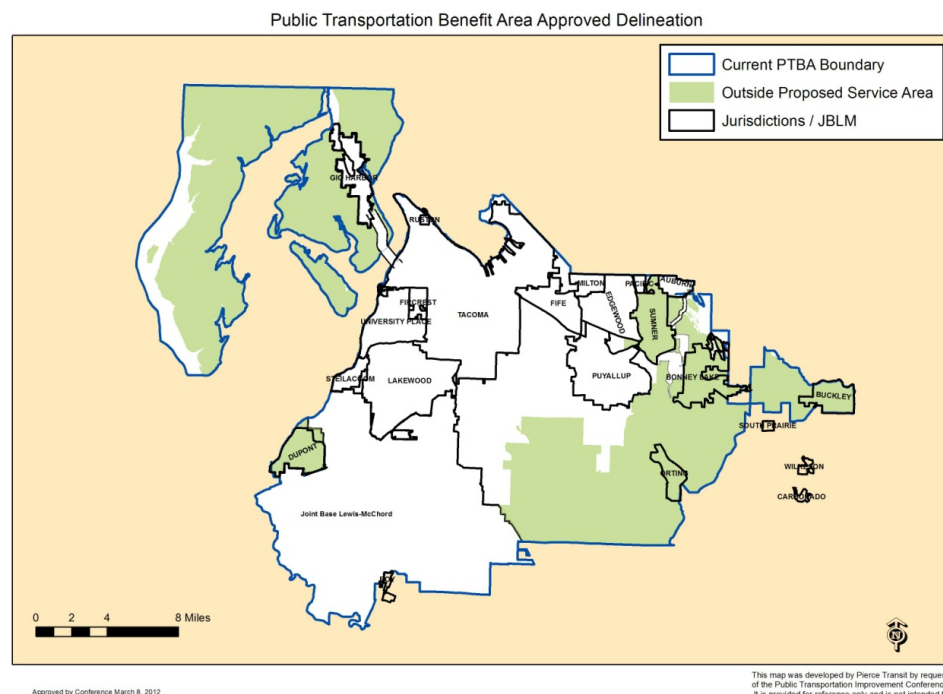
Global economic conditions have required Pierce Transit to take specific actions to ensure the Agency's fiscal integrity and continued provision of quality service to our community. Pierce Transit has experienced significant decline in sales tax collections, the Agency's primary funding source, since 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.

Public Transportation Improvement Conference:

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

On March 8, 2012 the PTIC held a public hearing on the preliminary delineation (see figure 7-1) that was put forward on January 23, 2012. After hearing testimony from over a dozen citizens the Conference convened a special meeting to deliberate the map. A motion to approve the preliminary delineation as put forward to public hearing was passed unanimously by the Conference.

Figure 7-1



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

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

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

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

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

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

Ballot Measure:

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

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

The Board determined that restoring access to essential services for seniors, the disabled, and people who rely on Pierce Transit requires asking voters to approve a ballot proposal to utilize the remaining 0.3% (three cents on a \$10 purchase) authority.

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

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.

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;
- 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

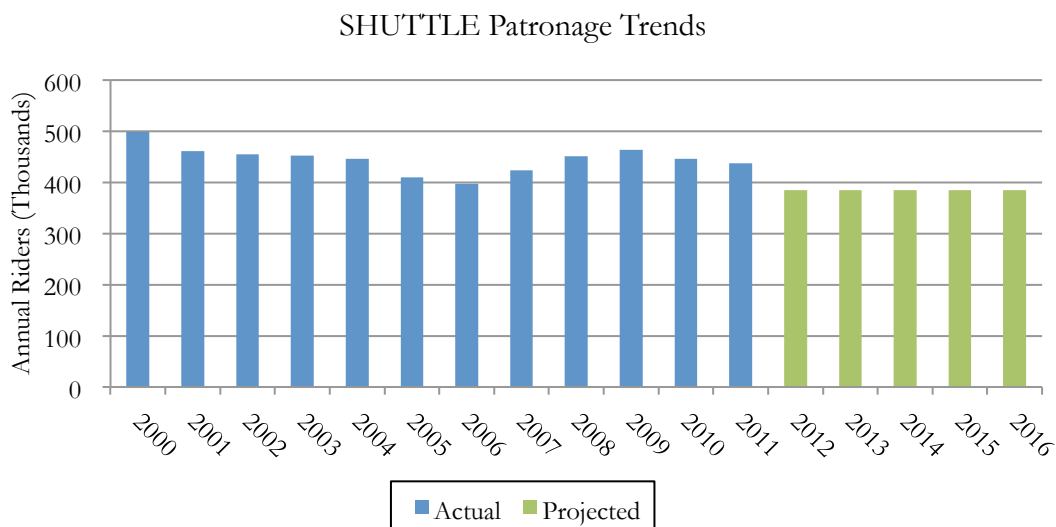
Paratransit (SHUTTLE):

In 2012, SHUTTLE is projected to have a 12-13% decline in ridership. The decline in ridership is the result of the 35% cut in fixed route service brought on by the loss of Proposition 1 in February of 2011 and the Public Transportation Improvement Conference unanimous vote to remove five cities as well as portions of unincorporated Pierce County from Pierce Transit's boundary (effective May 2012). Additionally, transitioning SHUTTLE patrons onto fixed route services and through the ongoing travel-training program contributed to the decline. This is important because it is projected to cost an average of \$50.65 to transport each SHUTTLE rider during 2012 compared with \$5.71 for local fixed route services. While SHUTTLE transports 3% of Pierce Transit's total riders, it consumes more than 16.4% 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, continued conditional eligibility implementation 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



Coordinated Transportation:

Pierce Transit is working with the state and other local service providers in the Pierce County Coordinated Transportation Project (PCCTC). 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 while at the same time lowering total program costs. These efforts will continue during 2012 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 program is anticipated to hit the 100,000 trip milestone in August 2012. The project continues into 2013, but is jeopardized by possible cuts in DSHS funding of Adult Day Health programs.

Pierce Transit service reductions in 2011 created new gaps in service for the coalition to plan for and address. PCCTC is currently engaged in revision of the PCCTC 2012-2016 plan and has conducted considerable outreach to better identify unmet needs. The new plan will also include increased emphasis on veterans' transportation, including outreach, information and referral.

One of the biggest challenges facing Pierce Transit is the continued influx of Medicaid eligible customers on to expensive ADA paratransit service. PCCTC produced an insightful report about this issue in 2010 and the WSDOT Federal Opportunities Workgroup (FOW) produced a study of this issue in 2011. The Medicaid system is fully funded to provide these trips and has statutory responsibility as well as the funding and infrastructure to manage this. Recent DSHS interpretations of existing regulations have made trip shedding more common. There appears to be no incentive for the State to share costs with transit. Legislative changes need to be pursued to ensure full reimbursement of transit for these trips.

Extending the life of retired transit vanpool and paratransit vehicles by granting the vehicles to social services organizations has proven to be an effective paratransit demand management tool for neighboring counties. Pierce Transit is poised to begin this practice by providing accessible vehicles through the Special Use Vanpool program. This type of programming creates a win/win outcome for the public as well as Pierce Transit. The community gains mobility options and Pierce Transit reduces the costs of providing service.

Pierce Transit continues to utilize 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.

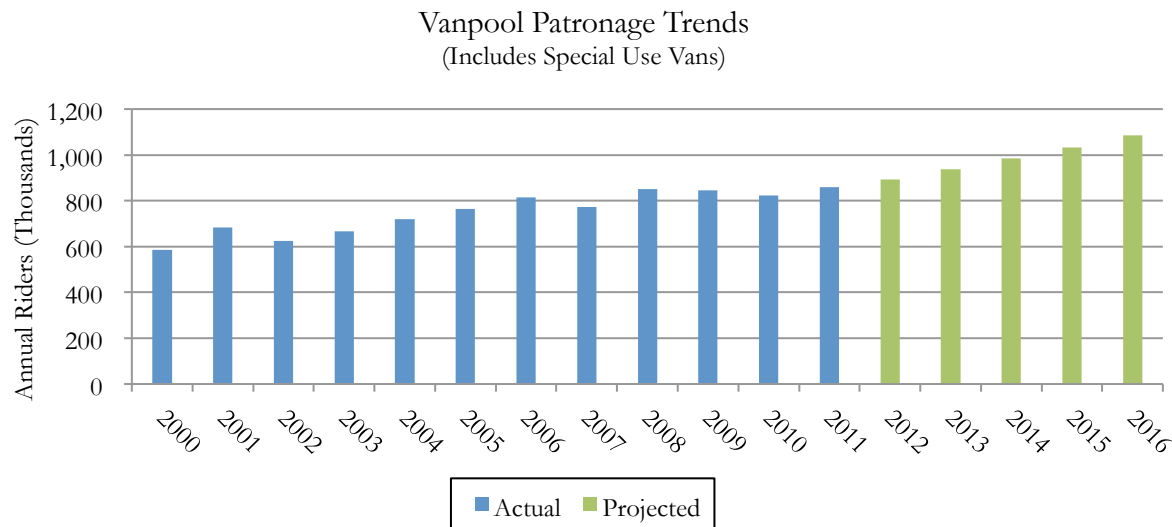
Vanpool:

Pierce Transit recognizes Vanpooling as an integral part of our public transportation mix, with 859,000 boardings, travelling over 4,600,000 miles in 2011. The program has been 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) grant funds for the purchase of 20 expansion vans. These vehicles will begin to roll out for use by Joint Base Lewis-McChord soldiers and civilians to mitigate traffic in the south I-5 corridor in July 2012. 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:

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.

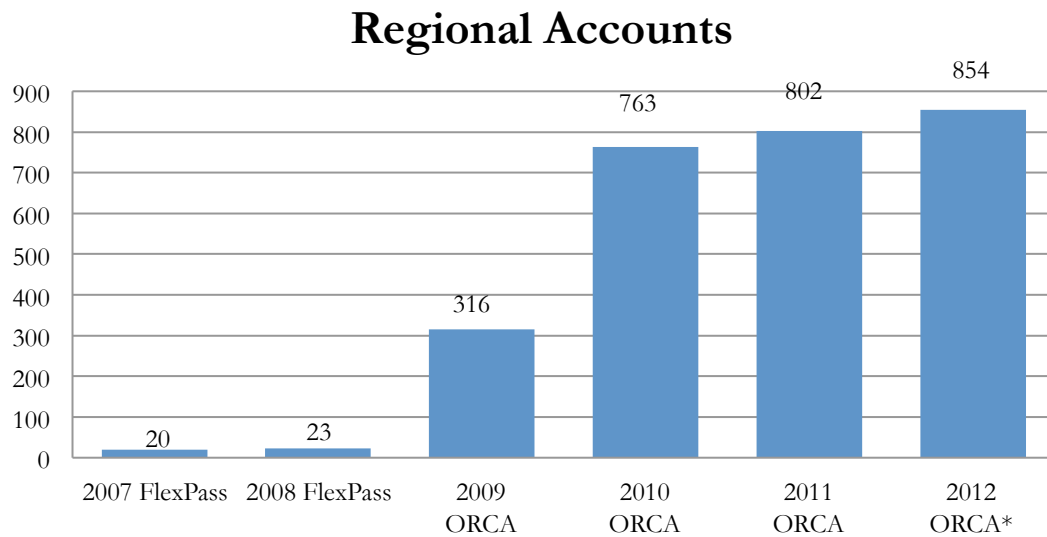
Commute trip reduction programs with major employers encourage the use of high occupancy modes to reduce single occupant vehicle trips to their worksites. Working with these employers, Pierce Transit provides assistance to employees who desire to form a vanpool or placing the employee in a current vanpool,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

Business 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 to meet their needs. Currently, over 140 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.

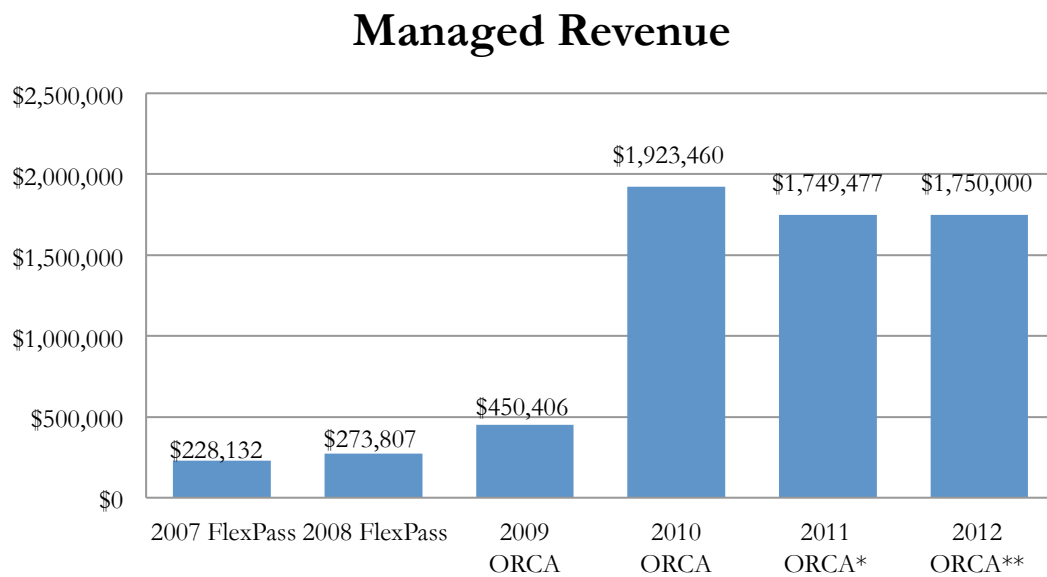
In addition to developing individual worksite transportation programs, Business Partnerships manages over 800 regional ORCA Passport accounts which began in 2007 as FlexPass. These accounts have grown from a mere 20 representing approximately \$228,000 in vanpool revenue for Pierce Transit, to 854 accounts representing \$1.75 million in both transit and vanpool revenue for Pierce Transit. Figure 7-6 and 7-7 below demonstrates this exceptional growth.

Figure 7-6



*2012, Quarter 2, year to date ORCA.

Figure 7-7



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

** On target for \$1.75 million in revenue by year end 2012.

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.

Section 8: Capital Improvement Program, 2012 - 2017

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

Revenue Vehicles

Pierce Transit currently operates a fleet of 129 buses, 321 vanpool vans, and 97 SHUTTLE vehicles. Revenue vehicles are replaced on a regular cycle. The replacement schedule meets or exceeds Federal Transit Administration requirements that a vehicle not be removed from service prior to the completion of its useful life. With recent reductions, Pierce Transit has a fixed route fleet with an average age of 6.8 years. In 2012, Pierce Transit has budgeted to replace 6 buses, 48 vanpool vans, and 27 SHUTTLE vehicles.

Fixed-route Buses: Pierce Transit operates a fleet of 129 buses (excludes Sound Transit vehicles). At present, the fleet consists of 30-foot buses and 40-foot buses. The 30-foot buses are deployed on routes appropriate to their size and greater maneuverability.

Table 8-1

Planned Bus Orders

Delivery expected to be in the year after funds are encumbered

	2012	2013	2014	2015	2016	2017
Replacement Buses	6	0	0	0	0	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 97 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

	2012	2013	2014	2015	2016	2017
Replacement Vans	27	29	0	0	0	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 321 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

	2012	2013	2014	2015	2016	2017
Replacement Vans	48	119	64	30	64	64
Expansion Vans	0	0	0	0	0	0

Passenger Facilities

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

Base Facilities

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

The main site, identified as North Base or Main Base, is a 20-acre site 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 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.

Funds are budgeted for necessary repairs and refurbishments to base facilities and systems such as the Building 4, Compressed Natural Gas (CNG) Station, methane detection system, and bus lot concrete repairs.

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.

The 2012 Capital Budget includes funds for maintenance and upgrade of several critical software and systems, as well replacement of infrastructure that has reached useful life. Some of these projects include the maintenance management system replacement, payroll system upgrade, trip planning module, telephone system, closed-circuit television system, server replacement, and limited access control software.

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

Other Projects

Other capital projects include replacement of non-revenue support vehicles (trucks, forklifts, cars, etc.), and maintenance and administrative equipment. Also continuing into 2012 is a grant-funded Transit Signal Priority project in downtown Tacoma that will provide improvements that support both transit and LINK light rail.

Section 9: Operating Revenues and Expenditures, 2012 - 2017

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.

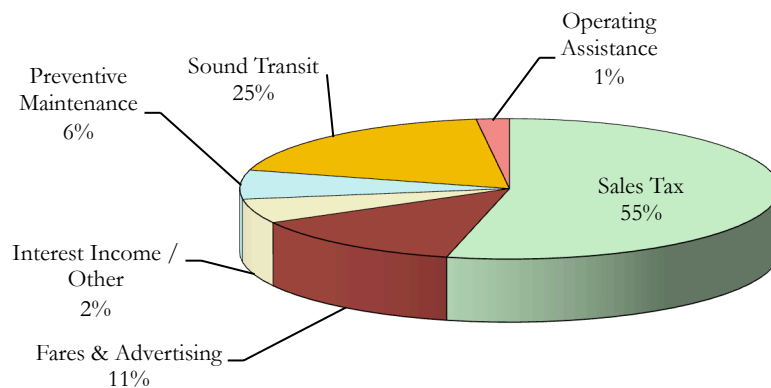
Operating Revenues

Income that supports Pierce Transit's day-to-day services and capital improvements primarily comes from sales taxes, grants, reimbursements from Sound Transit, fares, and interest. Annual operating revenues are expected to grow from \$119 million in 2011 to \$146 million in 2017. The graphics below illustrate the various revenue sources Pierce Transit utilized during 2011.

Table 9-1
Pierce Transit Operating Income
Revenue Sources – 2011 Year-End
(Millions \$)

Sales Taxes	\$65.3
Sound Transit	29.8
Fares	12.5
Other Revenues	3.4
Operating Assistance/Special Needs Program	1.1
Preventive Maintenance	6.9
	<u>\$119.0</u>

Figure 9-1
Pierce Transit Operating Income
 2011 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 2011 to \$81 million in 2017, a 24% increase.

Fare revenues are projected to provide about \$86 million in revenue over the next six years. Fare increases are planned every two years for 2013, 2015, and 2017. Sound Transit reimburses Pierce Transit for the actual costs of operating regional express services. These reimbursements will total \$217 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 2011, a total of \$1.2 million was transferred from the Operating Fund to Capital and Insurance funds.

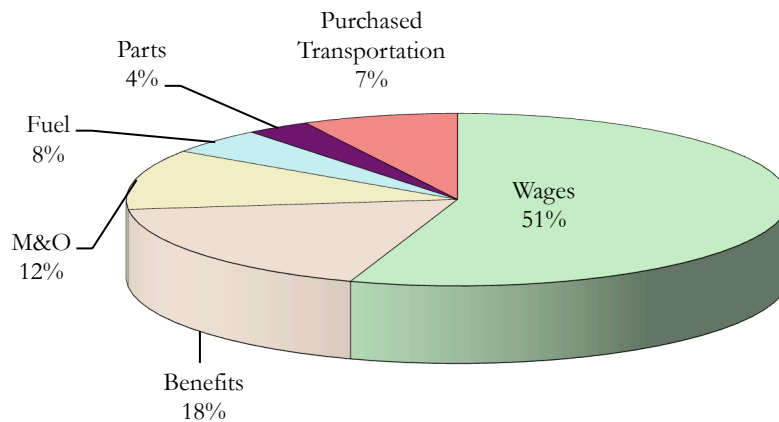
Operating Expenditures

Table 9-2 summarizes estimated expenditures by type for 2011. This information is graphically presented in Figure 9-2. Total operating expenses, excluding capital transfers, insurance, and debt service, for 2011 was \$120.4 million. Wages and benefits will account for almost 70% of this total. While operating expenses, excluding fuel costs, remain fairly constant from year to year, transfers to other funds, especially to the capital fund, have historically varied substantially depending upon the number and size of capital projects being undertaken each year.

Table 9-2
Pierce Transit Operating Expenditures
 2011 Year-End (Millions \$)

Wages	\$60.9
Benefits	21.8
M&O	14.2
Fuel	9.8
Parts	4.6
Purchased Transportation	9.1
Total Operating Expenditures	\$120.4

Figure 9-2
Pierce Transit Operating Expenditures
 2011 Year-End



Year end estimated operating costs for 2011 are approximately 92% of Pierce Transit's total expenditures. Six-year expenditures for 2012 through 2017 are \$767.7 million to support operating expenses, \$106 million for capital investments, \$18.1 million for self-insurance costs, and \$5.2 million for non-operating costs.

This financial plan assumes that costs per unit of service provided will be slightly higher than inflation because costs associated with contributions to the Public Employees Retirement System (PERS) will increase faster than inflation. Overall, operating costs are expected to increase from \$116 million in 2012 to \$139.9 million in 2017.

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 \$19.3 million in 2012 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 \$106 million. Projected 2012 funding includes projects that were funded in prior years with activity continuing into the 2012 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 \$34.5 million in federal formula funds plus \$3.5 million in federal earmarks and federal flexible funding.

Six-Year Financial Forecast

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

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

	2012	2013	2014	2015	2016	2017	Summary
<u>Operating Fund</u>							
Beginning Balance	55.5	69.0	54.4	44.8	33.2	19.3	
Revenues	131.2	125.5	129.7	133.5	138.6	146.3	804.8
Expenses (Including Debt Repayment)	116.5	120.6	125.6	130.1	135.1	139.9	767.8
Transfers to Capital Fund	0.0	16.9	11.0	12.2	14.6	14.7	69.4
Transfers to other funds	1.2	2.6	2.7	2.8	2.8	2.9	15.1
Ending Balance	69.0	54.4	44.8	33.2	19.3	8.1	
Capital Project Spending	35.0	18.2	11.1	12.3	14.7	14.7	106.0
Capital Reserve Balance	7.2	7.1	7.1	7.1	7.1	7.1	

Areas of Concern

The financial plan is sustainable at the 2012 level through 2014. 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
2012-2017 Six-Year Financial Plan
Operating Revenues & Expenditures

(Millions)	2011 Projected	2012 Budget	2013	2014	2015	2016	2017
REVENUES -							
BEGINNING WORKING CASH	\$65.490933	\$55.526367	\$69.037301	\$54.413112	\$44.839504	\$33.207835	\$19.325434
OPERATING INCOME							
FARES AND PASSES							
Local Fares	9.544778	8.839075	10.003473	10.103508	11.325921	11.469136	12.697549
Express Fares (Excludes ST)	0.096055	0.037325	0.042352	0.042776	0.047951	0.048431	0.053758
Shuttle	0.350570	0.311130	0.360027	0.370828	0.423926	0.436644	0.494272
Vanpool	2.520000	2.600000	3.027360	3.027360	3.451360	3.451360	3.875360
Subtotal- Fares and Passes	12.511403	11.787529	13.433212	13.544471	15.249158	15.405570	17.120939
SALES TAX	65.338852	65.992241	67.972008	70.011168	72.811615	76.452195	81.039327
OPER. ASSIST. CTR/VANPOOL	0.100990	0.100990	0.100990	0.100990	0.100990	0.100990	0.100990
SPECIAL NEEDS PROGRAM FUNDS	1.012155	1.012155	1.012155	1.012155	1.012155	1.012155	1.012155
INTEREST	0.094729	0.094445	0.305332	0.488759	0.383260	0.256324	0.000000
ADVERTISING							
Contract Advertising - Pierce Transit Revenue	0.700000	0.750000	0.750000	0.750000	0.750000	0.750000	0.750000
SOUND TRANSIT							
ST Express Reimb.	28.652606	30.501759	32.671848	34.498333	36.041831	37.555218	39.119870
ST TDS Reimb.	0.700000	0.717500	0.735438	0.753823	0.772669	0.791986	0.811785
Special Service	0.205020	0.210146	0.215399	0.220784	0.226304	0.231961	0.237760
Other ST Reimb.	0.200000	0.200000	0.200000	0.200000	0.200000	0.200000	0.200000
MISCELLANEOUS							
Operating Grant (5307)/Pierce County	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376	1.075376
Preventive Maint. (5307) / ADA	6.861081	6.861081	6.861081	6.861081	4.627700	4.627700	4.627700
Other Miscellaneous	1.500000	11.880000	0.200000	0.200000	0.200000	0.200000	0.200000
TOTAL OPERATING INCOME	118.952211	131.183221	125.532839	129.716940	133.451057	138.659475	146.295903
TOTAL REVENUES & WORKING CASH	\$184.443144	\$186.709588	\$194.570140	\$184.130052	\$178.290560	\$171.867310	\$165.621336

PIERCE TRANSIT
2012-2017 Six-Year Financial Plan
Operating Revenues & Expenditures

(Millions)	2011	2012	2013	2014	2015	2016	2017
	Projected	Budget					
EXPENDITURES -							
Ongoing Operations							
Wages	\$60.942718	\$54.338662	\$56.015891	\$57.457289	\$58.937007	\$60.581833	\$62.015792
Benefits	21.775649	22.055288	25.169978	27.707250	29.795418	32.146001	34.569956
M & O	14.153100	18.909233	17.973230	18.422561	18.883125	19.355990	19.839083
Fuel	9.820833	7.555636	7.622523	7.901706	8.059102	8.229548	8.386792
Parts	4.640381	3.742581	3.945031	4.043657	4.144748	4.253646	4.354576
Purchased Trans.	9.041682	8.910050	8.804264	9.005615	9.213142	9.427035	9.647491
Bridge Tolls	0.083580	0.098200	0.100655	0.103171	0.105751	0.108394	0.111104
Special Projects							
Base Expansion Operations	0.000000	0.000000	0.100000	0.100000	0.100000	0.100000	0.100000
TOTAL EXPENDITURES: w/out Debt Payment and Depreciation	120.457943	115.609650	119.731571	124.741249	129.238293	134.202447	139.024794
Non-Operating Costs							
Long-Term Debt	0.000000	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	0.860301	0.860301	0.860301	0.860301	0.860301	0.860301	0.860301
EXPENDITURES (w/ Debt & Reimbursements)	121.318244	116.469951	120.591872	125.601550	130.098594	135.062748	139.885095
CURRENT REVENUES LESS CURRENT EXPENDITURES	-2.366033	14.713270	4.940967	4.115390	3.352462	3.596727	6.410808
TRANSFERS -							
Capital Reserve	4.874800	0.000000	16.965107	11.015797	12.230433	14.642520	14.713190
Insurance	2.723733	1.202336	2.600050	2.673202	2.753698	2.836608	2.932007
Subtotal Transfers	7.598533	1.202336	19.565157	13.688999	14.984131	17.479128	18.645197
TOTAL EXPENDITURES AND TRANSFERS	128.916777	117.672287	140.157029	139.290548	145.082725	152.541876	158.530291
ENDING WORKING CASH	55.526367	69.037301	54.413112	44.839504	33.207835	19.325434	7.091045
REQUIRED CASH	20.076324	19.268275	19.955262	20.790208	21.539716	22.367075	23.170799
TOTAL EXPENDITURES & WORKING CASH	\$184.443144	\$186.709588	\$194.570140	\$184.130052	\$178.290560	\$171.867310	\$165.621336
MARGIN / (DEFICIT)	\$35.450043	\$49.769026	\$34.457850	\$24.049295	\$11.668120	-\$3.041641	-\$16.079754

PIERCE TRANSIT
2012-2017 Six-Year Financial Plan
Ending Balances

(Millions)	2011 Projected	2012 Budget	2013	2014	2015	2016	2017
OPERATING FUND							
Operating Fund Beginning Balance	65.490933	55.526367	69.037301	54.413112	44.839504	33.207835	19.325434
Revenue							
Operating Income	118.952211	131.183221	125.532839	129.716940	133.451057	138.659475	146.295903
Subtotal - Operating Revenue	118.952211	131.183221	125.532839	129.716940	133.451057	138.659475	146.295903
Expenditures							
Operating Expenditures	121.318244	116.469951	120.591872	125.601550	130.098594	135.062748	139.885095
Transfers	7.598533	1.202336	19.565157	13.688999	14.984131	17.479128	18.645197
Subtotal - Operating Expenditures	128.916777	117.672287	140.157029	139.290548	145.082725	152.541876	158.530291
Operating Fund Ending Balance	\$55.526367	\$69.037301	\$54.413112	\$44.839504	\$33.207835	\$19.325434	\$7.091045
Required Margin	20.076324	19.268275	19.955262	20.790208	21.539716	22.367075	23.170799
Margin / (Deficit)	35.450043	49.769026	34.457850	24.049295	11.668120	-3.041641	-16.079754
CAPITAL FUND							
Beginning Reserves	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
Revenue							
5307 Funding							
5307 Earned Share	6.861081	6.861081	6.861081	6.861081	4.627700	4.627700	4.627700
5307 Competitive Funds	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Less Preventive Maintenance	-6.861081	-6.861081	-6.861081	-6.861081	-4.627700	-4.627700	-4.627700
5307 Funds Available for Capital Projects	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Pierce County 5307							
5307 Revenues from Pierce Co Agreement	1.075376	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	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Federal Flex Funds - Countywide	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Earmarks - 5309	0.000000	3.481700	0.000000	0.000000	0.000000	0.000000	0.000000
Sound Transit							
Sound Transit Base Expansion	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Sound Transit - Other Capital	0.030000	0.300000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Funding							
State Funding	1.200000	0.700883	1.115645	0.000000	0.000000	0.000000	0.000000
Interest	0.019356	0.017420	0.035989	0.070670	0.070670	0.070670	0.000000
Other Capital Revenues	2.100000	11.009281	0.000000	0.000000	0.000000	0.000000	0.000000
Contributions from Other Funds							
Transfer from Operating Fund	4.874800	0.000000	16.965107	11.015797	12.230433	14.642520	14.713190
Proceeds from Bond Debt	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Total Capital Revenues & Reserves	8.224156	15.509284	18.116741	11.086467	12.301103	14.713190	14.713190

PIERCE TRANSIT
2012-2017 Six-Year Financial Plan
Ending Balances

(Millions)	2011 Projected	2012 Budget	2013	2014	2015	2016	2017
Expenditures							
Revenue Vehicles	0.068293	8.543607	5.752308	2.910304	2.480031	4.026641	4.026641
Passenger Facilities & Amenities	0.398828	6.483907	0.798142	1.978557	2.650547	2.750000	2.750000
Base Facilities	2.131929	11.306527	0.873209	1.803046	2.734951	2.714971	2.714971
Technology	0.832634	6.728517	9.847680	2.173444	3.652413	3.878225	3.878225
Other	3.833077	1.898211	0.976147	2.221116	0.783161	1.343353	1.343353
Total Capital Expenditures (Inflated)	7.264761	34.960769	18.247486	11.086467	12.301102	14.713190	14.713190
USE OF CAPITAL RESERVE	0.959395	-19.451485	-0.130746	0.000000	0.000000	0.000000	0.000000

CAPITAL RESERVE

Revenue							
Beginning Reserves	\$25.689792	\$26.649187	\$7.197702	\$7.066956	\$7.066956	\$7.066956	\$7.066956
Total Capital Revenues	8.224156	15.509284	18.116741	11.086467	12.301103	14.713190	14.713190
TOTAL CAPITAL RESERVE REVENUES & BEGINNING RESERVE	33.913948	42.158471	25.314443	18.153423	19.368059	21.780146	21.780146
Expenditures							
Capital Expenditures	7.264761	34.960769	18.247486	11.086467	12.301102	14.713190	14.713190
CAPITAL RESERVE - Req'd \$7.066956	\$26.649187	\$7.197702	\$7.066956	\$7.066956	\$7.066956	\$7.066956	\$7.066956

INSURANCE FUND

Revenue							
Beginning Balance	\$3.027898	\$3.442852	\$1.000000	\$1.000000	\$1.000000	\$1.000000	\$1.000000
ST Reimbursement	0.397419	0.100000	0.103000	0.106090	0.109273	0.112551	0.115927
Interest on Insurance Fund	0.010902	0.009812	0.005000	0.010000	0.010000	0.010000	0.000000
Transfer	2.723733	1.202336	2.600050	2.673202	2.753698	2.836608	2.932007
Expenditures							
Payments from Insurance Fund	2.717100	3.755000	2.708050	2.789292	2.872970	2.959159	3.047934
Insurance Fund Ending Balance	\$3.442852	\$1.000000	\$1.000000	\$1.000000	\$1.000000	\$1.000000	\$1.000000
TOTAL ENDING BALANCES	\$85.618407	\$77.235003	\$62.480068	\$52.906460	\$41.274791	\$27.392389	\$15.158001

Annual Ridership Report
January – December 2011

Annual Average Ridership
Route Performance Summary

PT Local Routes		Monthly Boardings		Percent Change	Pass/ Svc Hour	Avg. Weekday Boardings	
		2011	2010			2011	2010
1	6th Ave/Pacific Ave	2,161,552	2,367,471	-8.7%	32.3	6,931	7,614
2	S. 19th/Bridgeport	1,000,229	1,115,090	-10.3%	26.6	3,292	3,648
3	Lakewood	819,753	973,029	-15.8%	29.9	2,610	3,162
10	Pearl St.	213,338	246,644	-13.5%	27.8	696	824
11	Pt. Defiance	160,642	233,762	-31.3%	16.3	534	772
13	N. 30th St.	74,083	95,803	-22.7%	13.7	242	308
14	Proctor District	14,624	0		13.7	222	0
16	UPS - TCC	215,078	304,403	-29.3%	22.4	700	1,025
26	"K" St.	20,487	26,784	-23.5%	11.5	80	105
28	S. 12th Ave.	268,528	316,626	-15.2%	28.9	901	1,059
41	Portland Ave.	327,073	367,170	-10.9%	28.3	1,052	1,167
42	McKinley Ave.	219,741	277,115	-20.7%	25.3	712	905
45	Parkland	158,538	204,115	-22.3%	18.5	538	692
48	Sheridan-M St.	401,563	484,387	-17.1%	22.8	1,289	1,525
51	Union Ave.	105,918	96,823	9.4%	13.2	323	295
52	TCC-Mall	309,067	321,844	-4.0%	32.6	1,014	1,042
53	University Place	456,467	518,163	-11.9%	22.5	1,469	1,663
54	38th St.	214,690	227,897	-5.8%	26.7	707	729
55	Parkland-Mall	322,108	362,346	-11.1%	32.4	994	1,100
56	56th St.	148,089	182,046	-18.7%	26.7	456	572
57	Tacoma Mall	307,707	345,921	-11.0%	21.5	1,004	1,141
59	Manitou	6,375	17,068	-62.6%	7.7	26	68
60	Tideflats	1,552	7,364	-78.9%	8.0	7	29
61	Browns/Dash Pt	45,146	60,583	-25.5%	9.8	178	239
62	Browns/Dash Point	2,270	0		5.0	36	0
100	Gig Harbor	144,747	163,007	-11.2%	13.5	461	517

Appendix B - Operating Data | 2011

202	72nd St.	409,653	485,254	-15.6%	32.7	1,379	1,605
204	Lakewood-Pkln	438,851	592,697	-26.0%	38.3	1,399	1,939
206	Madigan	326,386	362,926	-10.1%	23.8	1,042	1,164
207	Ft. Lewis	1,874	10,500	-82.2%	7.9	8	42
212	Steilacoom	230,640	242,910	-5.1%	22.3	781	810
214	Washington	240,856	286,867	-16.0%	22.7	827	998
220	Orchard	103,058	129,310	-20.3%	17.3	329	414
300	S. Tacoma Way	317,623	343,508	-7.5%	24.9	1,026	1,078
400	Puyallup-Dwtn Tacoma	37,283	0		12.4	592	0
402	Meridian	446,893	593,410	-24.7%	20.0	1,415	1,941
406	Buckley	6,789	11,771	-42.3%	6.1	27	46
407	Prairie Ridge	9,148	15,918	-42.5%	5.4	36	63
408	Sumner/Bonney Lake	26,453	35,680	-25.9%	9.2	83	112
409	Puyallup/Sumner	121,756	163,516	-25.5%	17.6	403	552
410	112th St.	284,333	366,882	-22.5%	26.3	926	1,208
413	Wildwood	26,649	37,917	-29.7%	9.1	105	149
495	So Hill Mall - Puyallup Stn	63,787	51,034	25.0%	24.8	251	201
496	Sumner Sounder Connector	70,962	59,502	19.3%	27.6	280	234
497	Lakeland Hills	43,974	38,647	13.8%	12.3	174	152
500	Federal Way	382,771	438,886	-12.8%	25.7	1,174	1,402
501	Milton/Federal Way	183,132	226,367	-19.1%	15.4	619	764
	Uncorrelated	119,044	0			2,559	0
Total Local		12,011,279	13,808,963	-13.0%	25.0	41,907	45,075

Bus Plus							
113	Key Peninsula/Purdy	10,483	14,961	-29.9%	3.4	41	59
444	Parkland/Spanaway	15,545	23,431	-33.7%	5.1	61	92
445	South Hill/Spanaway	0	480	-100.0%	N/A	0	6
446	Canyon Rd/So Hill Mall	8,531	12,200	-30.1%	2.9	33	52
457	Mid-County	0	400	-100.0%	N/A	0	5

Appendix B - Operating Data | 2011

Total Bus Plus		34,559	51,472	-32.9%	3.8	136	214
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PT Express Routes:		Monthly Boardings		Percent Change	Pass/ Svc Hour	Avg. Weekday Boardings	
		2011	2010			2011	2010
102	Gig Harbor-Tacoma	38,901	56,902	-31.6%	10.7	154	225
490	South Hill - Tacoma	20,798	31,105	-33.1%	8.5		123
601	TCC/Lkwd/Olympia	20,165	31,246	-35.5%	10.1	80	124
603A	Tacoma/Lkwd/Olympia	23,342	29,586	-21.1%	15.2		127
Total Pierce Express		103,207	148,839	-30.7%	10.7	407	598

Total Pierce Transit		12,149,044	14,009,274	-13.3%	24.35	42,449	45,886
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ST Routes							
566	Auburn/Overlake	466,882	0		13.3	1,997	0
574	Pierce/SeaTac	645,375	618,173	4.4%	14.4	1,934	1,889
577	FedWay/Seattle	315,727	0		22.2	1,151	0
578	Puyallup/FedWay/Seattle	360,457	242,622	48.6%	12.7	1,260	889
582	Bonney Lake	0	5,707	-100.0%		0	140
586	Tacoma/U District	131,928	118,499	11.3%	11.8	519	471
590	Tacoma/Seattle	483,063	429,975	12.3%	14.7	1,894	1,705
592	Lakewood/Seattle	235,322	214,381	9.8%	10.0	924	851
593	South Tacoma/Seattle	104,065	88,367	17.8%	14.2	408	351
594	Lkwd/Tacoma/TDS/Sea	615,232	582,734	5.6%	14.7	1,656	1,561
595	Gig Harbor/Seattle	89,626	66,187	35.4%	11.8	352	263
599	Lakewood/Tacoma	7,981	19,013	-58.0%	4.8	68	75
	Extra Service - ST	10,286	31,591	-67.4%	10.4	114	0
		3,465,944	2,417,248	43.4%	13.9	12,278	8,195

Total All Services		15,614,988	16,426,522	-4.9%	20.9	54,727	54,082
Special Event Services - PT		0					
Special Event Services - ST		0					
Total Annual Ridership		15,614,988					

35% Overall Service Reduction in 2011

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

**Annual Ridership Report
January – December 2011**

Route Service Summary

PT Local Routes		Total Riders	Total Miles	Revenue Miles	Total Hours	Revenue Hours	Pass. Revenues
1	6th Ave/Pacific Ave	2,161,552	792,147	713,908	66,854	62,824	\$1,880,551
2	S. 19th/Bridgeport	1,000,229	419,571	381,340	37,666	33,753	\$870,199
3	Lakewood	819,753	301,038	264,324	27,451	24,454	\$713,185
10	Pearl St.	213,338	98,067	86,521	7,670	7,197	\$185,604
11	Pt. Defiance	160,642	124,727	98,901	9,880	8,823	\$139,759
13	N. 30th St.	74,083	57,214	48,247	5,392	5,054	\$64,452
14	Proctor District	14,624	10,898	9,770	1,067	1,029	\$12,723
16	UPS - TCC	215,078	114,349	97,870	9,593	8,639	\$187,118
26	"K" St.	20,487	12,692	10,442	1,778	1,491	\$17,824
28	S. 12th Ave.	268,528	99,149	84,988	9,287	8,630	\$233,620
41	Portland Ave.	327,073	144,624	127,473	11,545	10,522	\$284,553
42	McKinley Ave.	219,741	104,720	86,694	8,700	7,593	\$191,175
45	Parkland	158,538	100,730	87,380	8,558	7,369	\$137,928
48	Sheridan-M St.	401,563	216,161	194,985	17,600	16,070	\$349,359
51	Union Ave.	105,918	84,939	79,098	8,023	7,747	\$92,148
52	TCC-Mall	309,067	100,138	89,589	9,493	8,909	\$268,888
53	University Place	456,467	230,379	203,676	20,276	18,257	\$397,126
54	38th St.	214,690	103,149	95,419	8,033	7,565	\$186,780
55	Parkland-Mall	322,108	128,602	121,220	9,936	9,414	\$280,234
56	56th St.	148,089	64,415	60,456	5,538	5,296	\$128,838
57	Tacoma Mall	307,707	141,833	121,428	14,284	12,485	\$267,705
59	Manitou	6,375	11,631	7,539	824	524	\$5,546
60	Tideflats	1,552	3,955	2,172	195	104	\$1,350
61	Browns/Dash Pt	45,146	86,633	69,039	4,619	3,753	\$39,277
62	Browns/Dash Point	2,270	9,049	3,631	453	249	\$1,975
100	Gig Harbor	144,747	206,631	179,965	10,713	9,622	\$125,930
202	72nd St.	409,653	145,598	137,074	12,517	12,021	\$356,398
204	Lakewood-PkInd	438,851	120,557	112,555	11,472	10,979	\$381,800

Appendix B - Operating Data | 2011

206	Madigan	326,386	168,132	153,085	13,708	13,040	\$283,956
207	Ft. Lewis	1,874	4,147	2,857	237	185	\$1,630
212	Steilacoom	230,640	98,917	90,276	10,330	9,733	\$200,657
214	Washington	240,856	137,912	131,011	10,587	10,177	\$209,545
220	Orchard	103,058	85,819	81,083	5,967	5,729	\$89,660
300	S. Tacoma Way	317,623	157,204	151,131	12,755	12,285	\$276,332
400	Puyallup-Dwtn Tacoma	37,283	44,848	37,703	2,997	2,584	\$32,436
402	Meridian	446,893	341,080	292,695	22,385	20,325	\$388,797
406	Buckley	6,789	26,220	20,693	1,117	986	\$5,906
407	Prairie Ridge	9,148	32,911	24,529	1,702	1,503	\$7,959
408	Sumner/Bonney Lake	26,453	40,452	35,896	2,861	2,699	\$23,014
409	Puyallup/Sumner	121,756	123,185	109,713	6,908	6,238	\$105,927
410	112th St.	284,333	149,915	140,609	10,821	10,407	\$247,370
413	Wildwood	26,649	51,035	43,815	2,944	2,672	\$23,185
495	So Hill Mall - Puyallup Stn	63,787	33,310	9,997	2,577	1,426	\$55,495
496	Sumner Sounder Connector	70,962	66,290	18,536	2,571	1,438	\$61,737
497	Lakeland Hills	43,974	75,059	19,146	3,572	1,923	\$38,258
500	Federal Way	382,771	203,211	169,809	14,890	12,853	\$333,011
501	Milton/Federal Way	183,132	171,362	149,589	11,905	10,390	\$159,325
Uncorrelated		119,044	0	0	0	0	\$0
Total Local		12,011,279	6,044,606	5,257,880	480,247	436,966	\$10,346,244

Bus Plus							
113	Key Peninsula/Purdy	10,483	61,524	44,394	3,088	2,644	\$9,120
444	Parkland/Spanaway	15,545	35,331	30,185	3,044	2,796	\$13,524
445	South Hill/Spanaway	N/S	N/S	N/S	N/S	N/S	N/S
446	Canyon Rd/So Hill Mall	8,531	36,901	28,325	2,955	2,732	\$7,422
Mid Co	Mid-County	N/S	N/S	N/S	N/S	N/S	N/S
Total Bus Plus		34,559	133,757	102,905	9,087	8,172	\$30,066

Appendix B - Operating Data | 2011

PT Express Routes:							
102	Gig Harbor-Tacoma	38,901	87,475	43,462	3,635	2,065	\$33,844
490	South Hill - Tacoma	20,798	49,005	23,841	2,456	1,593	\$18,094
601	TCC/Lkwd/Olympia	20,165	57,117	42,321	1,990	1,476	\$28,232
603A	Tacoma/Lkwd/Olympia	23,342	41,905	33,726	1,537	1,261	\$32,679
Total Pierce Express		103,207	235,502	143,349	9,620	6,395	\$112,849
Total Pierce Transit		12,149,044	6,413,865	5,504,134	498,954	451,533	\$10,489,159
ST Routes							
566	Auburn/Overlake	466,882	963,668	554,029	35,155	25,235	\$653,635
574	Pierce/SeaTac	645,375	1,021,829	863,968	44,766	38,246	\$945,772
577	FedWay/Seattle	315,727	446,376	249,325	14,246	8,827	\$466,767
578	Puyallup/FedWay/Seattle	360,457	702,364	660,779	28,337	26,326	\$529,242
582	Bonney Lake	0	0	0	0	0	\$0
586	Tacoma/U District	131,928	392,559	174,483	11,158	5,464	\$202,953
590	Tacoma/Seattle	483,063	948,467	588,136	32,876	23,032	\$709,880
592	Lakewood/Seattle	235,322	684,179	476,522	23,573	17,009	\$347,725
593	South Tacoma/Seattle	104,065	206,540	136,495	7,317	5,025	\$153,427
594	Lkwd/Tacoma/TDS/Sea	615,232	1,056,679	1,008,078	41,977	39,921	\$900,316
595	Gig Harbor/Seattle	89,626	260,197	133,633	7,578	4,335	\$131,340
599	Lakewood/Tacoma	7,981	28,262	16,939	1,657	1,180	\$12,417
	Extra Service - ST	10,286	13,095	7,485	987	645	\$12,074
Total Sound Transit		3,465,944	6,724,216	4,869,870	249,626	195,245	\$5,065,547
Total All Routes		15,614,988	13,138,081	10,374,005	748,580	646,778	\$15,554,706

Special Event Services - PT	-
Special Event Services - ST	-
Total Annual Ridership	15,614,988

35% Overall Service Reduction in 2011

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

CAPITAL PROJECTS:			
Project	Description	Capital Cost	Benefits
Cameras on Buses (PMO 15)	Install a system of equipment for both video and audio recording on fixed route bus fleet, approx. 171 PT coaches. Includes wireless transfer of video to designated stations. This project includes the acquisition and installation of mobile data terminals in PT police vehicles.	\$4,600,000	Cameras on buses improve customer and employee safety. This type of equipment is generally perceived to deter criminal activity supporting customer satisfaction.
Purchase Additional Vanpool Vans (PMO 161)	Purchase 10 additional vanpool vehicles each year.	\$1,150,500 Over 6 years	There is enough demand to support the expansion of Pierce Transit's vanpool program by twenty vehicles each year. Budget considerations will limit the purchase of additional vehicles. Throughout the next six years, there will likely be considerable unmet demand for added vanpool vehicles. This project would fund expansion of the vanpool fleet to keep pace with demand.
South Meridian Park-and-Ride Construction (PMO 144)	Construct a 250-350 vehicle park-and-ride lot in the general vicinity of Meridian and 176 th St.	\$7,202,700	This project would provide park-and-ride access to Pierce Transit services along the Meridian east county corridor. These routes would provide connections to regional Sound Transit services.

<p>Tacoma Dome District Transit Oriented Development (TOD)</p> <p>--Air Spares TDS Transit Oriented Development Study (PMO 47)</p>	<p>Construct transit oriented facility in the vicinity of the Tacoma Dome Station.</p>	<p>Not Yet Determined</p>	<p>This project would provide development to encourage pedestrian, transit use, and to meet anticipated future demands in the Tacoma Dome District. In 2012 the City of Tacoma commenced with the 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. Project initiation would likely begin with study to identify possible alternatives and feasibility of TOD in the area.</p>
<p>Pierce Transit 2030 Base Master Plan Implementation</p>	<p>The 2030 Pierce Transit Base Master Plan was finalized in September 2011. This is a phased strategy to provide adequate capacity for M&O at the existing PT headquarters.</p> <p>--West Base Maintenance Facility (PMO 123)</p> <p>--Building 1 Expansion (PMO 130)</p>	<p>\$10,700,000</p>	<p>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.</p>
<p>Puyallup Avenue Intermodal Improvements</p> <p>--Phase 1 Options Analysis/Traffic Study (PMO 142)</p> <p>--Phase 22 PE/ED</p>	<p>Transit supportive elements along Puyallup Avenue to improve transit reliability along the corridor.</p>	<p>Phase 1 - \$58,450</p> <p>Phase 2 - Not Yet Determined</p>	<p>In 2012 the City of Tacoma added a project to their Transportation Improvement Plan programmed as the Puyallup Avenue Multimodal Improvement Project. The focus of the City's project is pedestrian and bicycle improvements. The corridor is the gateway to the multimodal Tacoma Dome Station. Transit supportive components such as possible "transit only" lane, business access transit(BAT) lanes, queue jumps or other elements are necessary to ensure transit reliable and speed are maintained. These types of features make transit service more convenient and competitive to car travel.</p>

Underground Fuel Tank Replacement	Replacement of aging underground fuel tanks at M&O base.	Not Yet Determined	Pierce Transit's M&O base opened for service in 1988. The underground fuel tanks are the original tanks and are located below the bus lot. Evaluation of the tank integrity to determine appropriate replacement cycle will protect the environment and ensure Pierce Transit is a good steward of the properties we operate and maintain.
Transit Signal Priority (TSP) Corridor Expansion	<p>In 2012 Pierce Transit will complete 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"> -Meridian from 176th to Federal Way (PMO 8) -Pacific Highway from Tacoma to Federal Way <p>Additionally key transit corridors in communities such as of Edgewood, Fife, Lakewood, University Place, Fircrest, Puyallup, Tacoma and unincorporated Pierce County could also be targeted for future TSP implementation.</p>	Not Yet Determined	TSP projects in other parts of Pierce County have improved traffic flow, reduced traffic conflicts, improved air quality and improved the reliability of transit service. This project would extend these benefits to other corridors in the service area.
Route 1 Bus Zone Enhancements (PMO 150)	Route 1 is experiencing overcrowding and delays to service due to heavy trip loads. This project will complete bus zone enhancements along the Route 1 corridor to accommodate future use of articulated buses on this service.	\$140,000	Currently during peak hour commute times, Rt 1 buses are overcrowded and passengers cannot board in some locations. Utilizing articulated buses for Route 1 service would increase seating capacity from 42 passengers per 40-foot bus to 60 passengers per 60-foot articulated coach increasing the availability of seats per trip. The current configuration of some of the bus zones along the corridor, however, cannot accommodate articulated buses with accessible boarding areas. This project will design and construct enhancements at bus zones to allow for the use of articulated buses on Rt 1.

<p>TCC Transit Center Relocation or Improvements Study (PMO 38)</p>	<p>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.</p>	<p>\$110,000</p>	<p>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 19th Street, buses experience difficulty with access 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.</p>
<p>Bus Rapid Transit (BRT)</p>	<p>Six different corridors have been suggested for potential evaluation for the initiation of BRT service:</p> <ul style="list-style-type: none"> ▪ Pacific Avenue/SR-7 from Downtown Tacoma to the Roy ‘Y.’ ▪ Meridian Avenue from Graham to Downtown Milton ▪ The general 6th Avenue Corridor from Downtown Tacoma to Mildred. ▪ Pacific Highway from the King County Line to Downtown Tacoma. ▪ SR-16 from Gig Harbor to Downtown Tacoma ▪ South Tacoma Way from Downtown Tacoma to the Lakewood Sounder Station <p>No studies have yet been performed to evaluate the feasibility or market potential of any one of these corridors.</p>	<p>Not Yet Determined</p>	<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 & Resource Study that includes lighting, HVAC and water consumption at Pierce Transit's major capital facilities and complete upgrades at key locations. All facilities should be considered, but significant potential sites include:</p> <ul style="list-style-type: none"> • Pierce Transit's Operations & Maintenance Base • Tacoma Dome Station • Commerce Transit Center • Kimball Park & Ride 	Not Yet Determined	<p>Pierce Transit has started improving efficiency of our facilities with recent lighting upgrades at our Operations & Maintenance Base. This project will continue to improve the efficiency and resource utilization of aging capital facilities by replacing out of date technology and with newer efficient components or systems. The project can save the agency financially as fewer resources such as water and energy would be utilized at these sites. Also, when lighting is a component of the project, security is also improved at the sites as the newer more efficient lights generally provide better visibility which improves on site visibility and 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>For Pierce County residents who live outside the boundary for Pierce Transit's public transit benefit area. This project would expand the boundaries of the project and accommodate more travel needs.</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. Completion of grade reduction on S. 25 th St. would be necessary
Route 4 – Lakewood / Puyallup via 112 th	Begin a new trunk route that combines routes 204 and 410, offering 15-minute headways between Lakewood and Puyallup via 112 th St.	This route would provide a Lakewood to Puyallup connection, bypassing the Parkland Transit Center with 15-minute frequency on weekdays and 30 –minute frequency on weekends. This trunk route would connect two regionally designated centers and eliminate the unnecessary diversion of service that currently exists to the Parkland Transit Center. (Some initial design funding has been received and PT is working with the County to move plans forward).
Route 5 – East Tacoma/72 nd Street	Begin a new trunk route that combines routes 41 and 202, offering 15-minute headways between Downtown Tacoma and Lakewood via Portland Ave and 72 nd Street.	This route would provide valuable transportation links that are not fully served today.
East Tacoma – Parkland Local Route Service	Extend Route 42 from its current terminus at the 72 nd & Portland Transit Center to the Parkland Transit Center.	This route extension would provide a direct link between East Tacoma and Parkland.
Shaw Road Local Fixed Route Service	Begin a new fixed route linking 176 th & Meridian with Downtown Puyallup via Shaw Road.	This route would provide fixed route service to Sunrise area residents, as well as established neighborhoods along portions of Shaw Road that are not currently served by Pierce Transit.
Hipkins Road – Steilacoom Blvd. to Veterans Hospital	Begin a new fixed route linking the Veterans Hospital with the Transit Center via Hipkins Road.	No service currently operates in the vicinity of Hipkins Road in Lakewood. This would also eliminate a significant deviation on Route 214 (Washington).
S. 84 th Street – S. Tacoma Way to McKinley	Begin a new fixed route operating along S. 84 th Street, linking Lakewood with the 72 nd & Portland Transit Center	Pierce Transit has been extending its network of east-west routes to serve major arterial streets south of Downtown Tacoma. 84 th Street is the next logical new service.
S. 96 th Street – Steele to McKinley Local Route Service	Begin a new fixed route operating along 96 th Street, linking Lakewood with the 72 nd & Portland Transit Center.	Pierce Transit has been extending its network of east-west routes to serve major arterial streets south of Downtown Tacoma. Like S. 84 th Street, 96 th Street is a logical new service.
Tacoma Mall Blvd. Local Route Service	Begin a new route that operates along Tacoma Mall Blvd.	This would provide service along a major retail corridor, as well as serving Bates Technical College.

Local Express Limited Stop Services	Begin new limited stop, frequent express type services on key corridors with high transit ridership. These express routes would offer 15-minute headways that would offer a faster connection due to their limited stop nature. These routes would be an overlay on top of the existing local fixed route service.	Express limited stop services have the benefit of offering passengers frequent trips with fewer stops thereby reaching their ultimate destination sooner than a local fixed-route trip. These services have the potential to build ridership and could ultimately be a precursor or starting point to introduce future BRT corridors. Potential corridors include Pacific (Rt 1), Bridgeport (Rt 2), Parkland-Tacoma Mall (Rt 55), TCC-Tacoma Mall (Rt 52), 112th Street (Rts 204, 410), and Meridian (Rt 402), .
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.

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

Agency/Organization: Pierce Transit
Date: August 16, 2012

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

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24	1998/New Flyer/C40LF	01	5FYC2LP02WU018936	0106	483,255	13	4	\$448,721	Yes	40	CNG
25	1998/New Flyer/C40LF	01	5FYC2LP02WU018953	0123	468,389	13	4	\$448,721	Yes	40	CNG
26	1998/New Flyer/C40LF	01	5FYC2LP02WU018967	0137	477,794	13	4	\$462,182	Yes	40	CNG
27	1998/New Flyer/C40LF	01	5FYC2LP02WU018970	0140	482,642	13	4	\$462,182	Yes	40	CNG
28	1998/New Flyer/C40LF	01	5FYC2LP03WU018945	0115	457,878	13	4	\$448,721	Yes	40	CNG
29	1998/New Flyer/C40LF	01	5FYC2LP03WU018959	0129	489,941	13	4	\$448,721	Yes	40	CNG
30	1998/New Flyer/C40LF	01	5FYC2LP03WU018962	0132	467,771	13	4	\$462,182	Yes	40	CNG
31	1998/New Flyer/C40LF	01	5FYC2LP04WU018937	0107	475,238	13	4	\$448,721	Yes	40	CNG
32	1998/New Flyer/C40LF	01	5FYC2LP04WU018940	0110	484,410	13	4	\$448,721	Yes	40	CNG
33	1998/New Flyer/C40LF	01	5FYC2LP04WU018954	0124	476,519	13	4	\$448,721	Yes	40	CNG
34	1998/New Flyer/C40LF	01	5FYC2LP04WU018968	0138	486,193	13	4	\$462,182	Yes	40	CNG
35	1998/New Flyer/C40LF	01	5FYC2LP04WU018971	0141	486,069	13	4	\$462,182	Yes	40	CNG
36	1998/New Flyer/C40LF	01	5FYC2LP05WU018932	0102	476,126	13	4	\$448,721	Yes	40	CNG
37	1998/New Flyer/C40LF	01	5FYC2LP05WU018946	0116	444,540	13	4	\$448,721	Yes	40	CNG
38	1998/New Flyer/C40LF	01	5FYC2LP05WU018963	0133	493,755	13	4	\$462,182	Yes	40	CNG
39	1998/New Flyer/C40LF	01	5FYC2LP06WU018938	0108	466,873	13	4	\$448,721	Yes	40	CNG
40	1998/New Flyer/C40LF	01	5FYC2LP06WU018941	0111	465,934	13	4	\$448,721	Yes	40	CNG
41	1998/New Flyer/C40LF	01	5FYC2LP06WU018955	0125	455,270	13	4	\$448,721	Yes	40	CNG
42	1998/New Flyer/C40LF	01	5FYC2LP06WU018969	0139	472,878	13	4	\$462,182	Yes	40	CNG
43	1998/New Flyer/C40LF	01	5FYC2LP06WU018972	0142	468,982	13	4	\$462,182	Yes	40	CNG
44	1998/New Flyer/C40LF	01	5FYC2LP07WU018933	0103	474,698	13	4	\$448,721	Yes	40	CNG
45	1998/New Flyer/C40LF	01	5FYC2LP07WU018947	0117	451,449	13	4	\$448,721	Yes	40	CNG
46	1998/New Flyer/C40LF	01	5FYC2LP07WU018950	0120	477,420	13	4	\$448,721	Yes	40	CNG
47	1998/New Flyer/C40LF	01	5FYC2LP07WU018964	0134	470,691	13	4	\$462,182	Yes	40	CNG
48	1998/New Flyer/C40LF	01	5FYC2LP08WU018939	0109	503,039	13	4	\$448,721	Yes	40	CNG
49	1998/New Flyer/C40LF	01	5FYC2LP08WU018942	0112	463,664	13	4	\$448,721	Yes	40	CNG
50	1998/New Flyer/C40LF	01	5FYC2LP08WU018956	0126	483,706	13	4	\$448,721	Yes	40	CNG
51	1998/New Flyer/C40LF	01	5FYC2LP08WU018973	0143	481,230	13	4	\$462,182	Yes	40	CNG
52	1998/New Flyer/C40LF	01	5FYC2LP09WU018934	0104	465,742	13	4	\$448,721	Yes	40	CNG
53	1998/New Flyer/C40LF	01	5FYC2LP09WU018948	0118	481,996	13	4	\$448,721	Yes	40	CNG
54	1998/New Flyer/C40LF	01	5FYC2LP09WU018951	0121	458,784	13	4	\$448,721	Yes	40	CNG
55	1998/New Flyer/C40LF	01	5FYC2LP09WU018965	0135	475,163	13	4	\$462,182	Yes	40	CNG
56	1998/New Flyer/C40LF	01	5FYC2LP0XWU018943	0113	478,350	13	4	\$448,721	Yes	40	CNG
57	1998/New Flyer/C40LF	01	5FYC2LP0XWU018957	0127	463,581	13	4	\$448,721	Yes	40	CNG

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58	1998/New Flyer/C40LF	01	5FYC2LP0XWU018960	0130	474,080	13	4	\$448,721	Yes	40	CNG
59	1998/New Flyer/C40LF	01	5FYC2LP0XWU018974	0144	472,679	13	4	\$462,182	Yes	40	CNG
60	1998/New Flyer/C40LF	01	5FYC2LP14WUO18428	0101	441,046	13	4	\$448,721	Yes	40	CNG
61	2000/New Flyer/C40LF	01	5FYC2LP10YU021099	0155	416,317	11	6	\$460,357	Yes	40	CNG
62	2000/New Flyer/C40LF	01	5FYC2LP10YU021104	0160	400,885	11	6	\$460,357	Yes	40	CNG
63	2000/New Flyer/C40LF	01	5FYC2LP11YU021094	0150	411,027	11	6	\$460,357	Yes	40	CNG
64	2000/New Flyer/C40LF	01	5FYC2LP12YU021105	0161	407,864	11	6	\$460,357	Yes	40	CNG
65	2000/New Flyer/C40LF	01	5FYC2LP13YU021095	0151	424,012	11	5	\$460,357	Yes	40	CNG
66	2000/New Flyer/C40LF	01	5FYC2LP13YU021100	0156	413,030	11	6	\$460,357	Yes	40	CNG
67	2000/New Flyer/C40LF	01	5FYC2LP14YU021090	0146	398,508	11	5	\$460,357	Yes	40	CNG
68	2000/New Flyer/C40LF	01	5FYC2LP14YU20116	0162	406,093	11	6	\$460,357	Yes	40	CNG
69	2000/New Flyer/C40LF	01	5FYC2LP15YU021096	0152	408,169	11	6	\$460,357	Yes	40	CNG
70	2000/New Flyer/C40LF	01	5FYC2LP15YU021101	0157	423,321	11	6	\$460,357	Yes	40	CNG
71	2000/New Flyer/C40LF	01	5FYC2LP16YU021091	0147	407,309	11	6	\$460,357	Yes	40	CNG
72	2000/New Flyer/C40LF	01	5FYC2LP16YU021107	0163	420,466	11	6	\$460,357	Yes	40	CNG
73	2000/New Flyer/C40LF	01	5FYC2LP16YU021110	0166	416,336	11	6	\$460,357	Yes	40	CNG
74	2000/New Flyer/C40LF	01	5FYC2LP17YU021097	0153	411,577	11	5	\$460,357	Yes	40	CNG
75	2000/New Flyer/C40LF	01	5FYC2LP17YU021102	0158	411,362	11	6	\$460,357	Yes	40	CNG
76	2000/New Flyer/C40LF	01	5FYC2LP18YU021092	0148	416,315	11	5	\$460,357	Yes	40	CNG
77	2000/New Flyer/C40LF	01	5FYC2LP18YU021108	0164	409,788	11	6	\$460,357	Yes	40	CNG
78	2000/New Flyer/C40LF	01	5FYC2LP19YU021098	0154	428,759	11	5	\$460,357	Yes	40	CNG
79	2000/New Flyer/C40LF	01	5FYC2LP19YU021103	0159	430,854	11	6	\$460,357	Yes	40	CNG
80	2000/New Flyer/C40LF	01	5FYC2LP1XYU021093	0149	407,012	11	6	\$460,357	Yes	40	CNG
81	2000/New Flyer/C40LF	01	5FYC2LP1XYU021109	0165	418,590	11	6	\$460,357	Yes	40	CNG
82	2002/New Flyer/C40LF	01	5FYC2LP102U024513	0176	353,830	9	8	\$459,687	Yes	40	CNG
83	2002/New Flyer/C40LF	01	5FYC2LP112U024505	0168	340,018	9	8	\$459,687	Yes	40	CNG
84	2002/New Flyer/C40LF	01	5FYC2LP112U024519	0182	347,162	9	8	\$459,687	Yes	40	CNG
85	2002/New Flyer/C40LF	01	5FYC2LP122U024514	0177	354,087	9	8	\$459,687	Yes	40	CNG
86	2002/New Flyer/C40LF	01	5FYC2LP132U024506	0169	348,998	9	8	\$459,687	Yes	40	CNG
87	2002/New Flyer/C40LF	01	5FYC2LP142U024515	0178	340,948	9	8	\$459,687	Yes	40	CNG
88	2002/New Flyer/C40LF	01	5FYC2LP152U024507	0170	359,720	9	8	\$459,687	Yes	40	CNG
89	2002/New Flyer/C40LF	01	5FYC2LP152U024510	0173	343,391	9	8	\$459,687	Yes	40	CNG
90	2002/New Flyer/C40LF	01	5FYC2LP162U024516	0179	344,714	9	8	\$459,687	Yes	40	CNG
91	2002/New Flyer/C40LF	01	5FYC2LP172U024508	0171	338,010	9	8	\$459,687	Yes	40	CNG

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92	2002/New Flyer/C40LF	01	5FYC2LP172U024511	0174	353,418	9	8	\$459,687	Yes	40	CNG
93	2002/New Flyer/C40LF	01	5FYC2LP182U024517	0180	348,907	9	8	\$459,687	Yes	40	CNG
94	2002/New Flyer/C40LF	01	5FYC2LP182U024520	0183	348,099	9	8	\$459,687	Yes	40	CNG
95	2002/New Flyer/C40LF	01	5FYC2LP192U024509	0172	298,964	9	8	\$459,687	Yes	40	CNG
96	2002/New Flyer/C40LF	01	5FYC2LP192U024512	0175	359,602	9	8	\$459,687	Yes	40	CNG
97	2002/New Flyer/C40LF	01	5FYC2LP1X2U024504	0167	340,096	9	8	\$459,687	Yes	40	CNG
98	2002/New Flyer/C40LF	01	5FYC2LP1X2U024518	0181	352,283	9	8	\$459,687	Yes	40	CNG
99	2002/New Flyer/C40LF	01	5FYC2LP1X2U024521	0184	340,710	9	8	\$459,687	Yes	40	CNG
100	2004/New Flyer/C40LF	01	5FYC2LP104U027169	0196	233,737	8	9	\$496,661	Yes	40	CNG
101	2004/New Flyer/C40LF	01	5FYC2LP104U027172	0199	271,414	8	9	\$496,661	Yes	40	CNG
102	2004/New Flyer/C40LF	01	5FYC2LP114U027164	0191	246,255	8	9	\$496,661	Yes	40	CNG
103	2004/New Flyer/C40LF	01	5FYC2LP124U027173	0200	232,713	8	9	\$496,661	Yes	40	CNG
104	2004/New Flyer/C40LF	01	5FYC2LP134U027165	0192	117,214	8	9	\$496,661	Yes	40	CNG
105	2004/New Flyer/C40LF	01	5FYC2LP144U027160	0187	242,326	8	9	\$496,661	Yes	40	CNG
106	2004/New Flyer/C40LF	01	5FYC2LP144U027174	0201	250,415	8	9	\$496,661	Yes	40	CNG
107	2004/New Flyer/C40LF	01	5FYC2LP154U027166	0193	222,692	7	10	\$496,661	Yes	40	CNG
108	2004/New Flyer/C40LF	01	5FYC2LP164U027158	0185	239,703	7	9	\$496,661	Yes	40	CNG
109	2004/New Flyer/C40LF	01	5FYC2LP164U027161	0188	235,249	7	9	\$496,661	Yes	40	CNG
110	2004/New Flyer/C40LF	01	5FYC2LP164U027175	0202	241,157	7	9	\$496,661	Yes	40	CNG
111	2004/New Flyer/C40LF	01	5FYC2LP174U027167	0194	229,894	7	9	\$496,661	Yes	40	CNG
112	2004/New Flyer/C40LF	01	5FYC2LP174U027170	0197	235,652	7	9	\$496,661	Yes	40	CNG
113	2004/New Flyer/C40LF	01	5FYC2LP184U027159	0186	236,506	7	9	\$496,661	Yes	40	CNG
114	2004/New Flyer/C40LF	01	5FYC2LP184U027162	0189	250,802	7	9	\$496,661	Yes	40	CNG
115	2004/New Flyer/C40LF	01	5FYC2LP184U027176	0203	227,182	7	10	\$496,661	Yes	40	CNG
116	2004/New Flyer/C40LF	01	5FYC2LP194U027168	0195	219,164	7	9	\$496,661	Yes	40	CNG
117	2004/New Flyer/C40LF	01	5FYC2LP194U027171	0198	220,362	7	9	\$496,661	Yes	40	CNG
118	2004/New Flyer/C40LF	01	5FYC2LP1X4U027163	0190	240,637	7	9	\$496,661	Yes	40	CNG
119	2004/New Flyer/C40LF	01	5FYC2LP1X4U027177	0204	250,951	7	9	\$496,661	Yes	40	CNG
120	2005/New Flyer/C40LF	01	5FYC4FP115C028043	0210	192,561	6	10	\$502,102	Yes	40	CNG
121	2005/New Flyer/C40LF	01	5FYC4FP135C028044	0211	208,482	6	10	\$502,102	Yes	40	CNG
122	2005/New Flyer/C40LF	01	5FYC4FP155C028045	0212	210,846	6	10	\$502,102	Yes	40	CNG
123	2005/New Flyer/C40LF	01	5FYC4FP158C028041	0208	194,062	6	10	\$502,102	Yes	40	CNG
124	2005/New Flyer/C40LF	01	5FYC4FP165C028040	0207	209,371	6	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	6	10	\$502,102	Yes	40	CNG
127	2005/New Flyer/C40LF	01	5FYC4FP195C028047	0214	195,322	6	10	\$502,102	Yes	40	CNG
128	2005/New Flyer/C40LF	01	5FYC4FP1X5C028039	0206	201,817	6	10	\$502,102	Yes	40	CNG
129	2005/New Flyer/C40LF	01	5FYC4FP1X5C028042	0209	191,748	6	10	\$502,102	Yes	40	CNG
130	2006/New Flyer/C40LF	01	5FYC4FO105C029376	0223	161,938	5	11	\$522,950	Yes	40	CNG
131	2006/New Flyer/C40LF	01	5FYC4FP115C029368	0215	174,658	5	11	\$522,950	Yes	40	CNG
132	2006/New Flyer/C40LF	01	5FYC4FP115C029371	0218	114,770	5	11	\$522,950	Yes	40	CNG
133	2006/New Flyer/C40LF	01	5FYC4FP125C029377	0224	176,399	5	11	\$522,950	Yes	40	CNG
134	2006/New Flyer/C40LF	01	5FYC4FP125C029380	0227	153,367	5	11	\$522,950	Yes	40	CNG
135	2006/New Flyer/C40LF	01	5FYC4FP135C029369	0216	163,388	5	11	\$522,950	Yes	40	CNG
136	2006/New Flyer/C40LF	01	5FYC4FP135C029372	0219	157,904	5	11	\$522,950	Yes	40	CNG
137	2006/New Flyer/C40LF	01	5FYC4FP145C029378	0225	174,955	5	11	\$522,950	Yes	40	CNG
138	2006/New Flyer/C40LF	01	5FYC4FP145C029381	0228	150,536	5	11	\$522,950	Yes	40	CNG
139	2006/New Flyer/C40LF	01	5FYC4FP155C029373	0220	165,846	5	11	\$522,950	Yes	40	CNG
140	2006/New Flyer/C40LF	01	5FYC4FP165C029379	0226	156,933	5	11	\$522,950	Yes	40	CNG
141	2006/New Flyer/C40LF	01	5FYC4FP165C029382	0229	132,754	5	11	\$522,950	Yes	40	CNG
142	2006/New Flyer/C40LF	01	5FYC4FP175C029374	0221	167,410	5	11	\$522,950	Yes	40	CNG
143	2006/New Flyer/C40LF	01	5FYC4FP195C029375	0222	161,575	5	11	\$522,950	Yes	40	CNG
144	2006/New Flyer/C40LF	01	5FYC4FP1X5C029370	0217	164,710	5	11	\$522,950	Yes	40	CNG
145	2007/New Flyer/C40LF	01	5FYC5FP107C031788	0237	84,791	4	12	\$556,243	Yes	40	CNG
146	2007/New Flyer/C40LF	01	5FYC5FP117C031783	0232	83,364	4	12	\$556,243	Yes	40	CNG
147	2007/New Flyer/C40LF	01	5FYC5FP127C031789	0238	84,094	4	12	\$556,243	Yes	40	CNG
148	2007/New Flyer/C40LF	01	5FYC5FP137C031784	0233	87,129	4	12	\$556,243	Yes	40	CNG
149	2007/New Flyer/C40LF	01	5FYC5FP157C031785	0234	82,925	4	12	\$556,243	Yes	40	CNG
150	2007/New Flyer/C40LF	01	5FYC5FP177C031786	0235	78,686	4	12	\$556,243	Yes	40	CNG
151	2007/New Flyer/C40LF	01	5FYC5FP187C031781	0230	69,703	4	12	\$556,243	Yes	40	CNG
152	2007/New Flyer/C40LF	01	5FYC5FP197C031787	0236	83,726	4	12	\$556,243	Yes	40	CNG
153	2007/New Flyer/C40LF	01	5FYC5FP197C031790	0239	81,096	4	12	\$556,243	Yes	40	CNG
154	2007/New Flyer/C40LF	01	5FYC5FP1X7C031782	0231	81,779	4	12	\$556,243	Yes	40	CNG
155	2008/New Flyer/C40LF	01	5FYC5B158C033156	0248	30,266	3	13	\$569,217	Yes	40	CNG
156	2008/New Flyer/C40LF	01	5FYC5FB088C033152	0244	38,540	3	13	\$569,217	Yes	40	CNG
157	2008/New Flyer/C40LF	01	5FYC5FB118C033154	0246	33,374	3	13	\$569,217	Yes	40	CNG
158	2008/New Flyer/C40LF	01	5FYC5FB138C033155	0247	38,069	3	13	\$569,217	Yes	40	CNG
159	2008/New Flyer/C40LF	01	5FYC5FB148C033150	0242	35,486	3	13	\$569,217	Yes	40	CNG

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160	2008/New Flyer/C40LF	01	5FYC5FB168C033148	0240	36,523	3	13	\$569,217	Yes	40	CNG
161	2008/New Flyer/C40LF	01	5FYC5FB168C033151	0243	34,617	3	13	\$569,217	Yes	40	CNG
162	2008/New Flyer/C40LF	01	5FYC5FB178C033157	0249	35,818	3	13	\$569,217	Yes	40	CNG
163	2008/New Flyer/C40LF	01	5FYC5FB188C033149	0241	30,631	3	13	\$569,217	Yes	40	CNG
164	2008/New Flyer/C40LF	01	5FYC5FB198C033158	0250	33,343	3	13	\$569,217	Yes	40	CNG
165	2008/New Flyer/C40LF	01	5FYC5FB1X8C0133152	0245	36,411	3	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	7	3	\$73,898	Yes	13	G
197	2004/Ford/E450	11	1FDXE45S04HB23737	5012	158,842	7	2	\$73,898	Yes	13	G
198	2004/Ford/E450	11	1FDXE45S04HB23740	5015	160,969	7	2	\$73,898	Yes	13	G
199	2004/Ford/E450	11	1FDXE45S04HB45012	5049	157,872	7	3	\$76,115	Yes	13	G
200	2004/Ford/E450	11	1FDXE45S14HB23746	5021	160,047	7	3	\$73,898	Yes	13	G
201	2004/Ford/E450	11	1FDXE45S14HB26629	5026	151,575	7	3	\$73,898	Yes	13	G
202	2004/Ford/E450	11	1FDXE45S14HB26632	5029	155,943	7	3	\$76,115	Yes	13	G
203	2004/Ford/E450	11	1FDXE45S14HB26646	5033	148,195	7	3	\$76,115	Yes	13	G
204	2004/Ford/E450	11	1FDXE45S14HB38943	5044	143,897	7	3	\$76,115	Yes	13	G
205	2004/Ford/E450	11	1FDXE45S24HA91566	5006	137,834	7	3	\$73,898	Yes	13	G
206	2004/Ford/E450	11	1FDXE45S24HB23738	5013	159,399	7	2	\$73,898	Yes	13	G
207	2004/Ford/E450	11	1FDXE45S24HB23741	5016	155,751	7	3	\$73,898	Yes	13	G
208	2004/Ford/E450	11	1FDXE45S34HA91561	5001	159,318	7	2	\$73,898	Yes	13	G
209	2004/Ford/E450	11	1FDXE45S34HB26633	5030	134,912	7	3	\$76,115	Yes	13	G
210	2004/Ford/E450	11	1FDXE45S34HB26647	5034	149,804	7	3	\$76,115	Yes	13	G
211	2004/Ford/E450	11	1FDXE45S34HB26650	5037	151,526	7	3	\$76,115	Yes	13	G
212	2004/Ford/E450	11	1FDXE45S34HB38944	5045	155,846	7	3	\$76,115	Yes	13	G
213	2004/Ford/E450	11	1FDXE45S44HA91567	5007	149,031	7	2	\$73,898	Yes	13	G
214	2004/Ford/E450	11	1FDXE45S44HA91570	5010	134,383	7	3	\$73,898	Yes	13	G
215	2004/Ford/E450	11	1FDXE45S44HB23739	5014	160,714	7	2	\$73,898	Yes	13	G
216	2004/Ford/E450	11	1FDXE45S44HB23742	5017	146,008	7	2	\$73,898	Yes	13	G
217	2004/Ford/E450	11	1FDXE45S44HB26625	5022	164,377	7	2	\$73,898	Yes	13	G
218	2004/Ford/E450	11	1FDXE45S54HA91562	5002	151,396	7	3	\$73,898	Yes	13	G
219	2004/Ford/E450	11	1FDXE45S54HB26648	5035	159,566	7	3	\$76,115	Yes	13	G
220	2004/Ford/E450	11	1FDXE45S54HB26651	5038	159,954	7	3	\$76,115	Yes	13	G
221	2004/Ford/E450	11	1FDXE45S54HB38945	5046	144,464	7	3	\$76,115	Yes	13	G
222	2004/Ford/E450	11	1FDXE45S64HA91568	5008	147,951	7	2	\$73,898	Yes	13	G
223	2004/Ford/E450	11	1FDXE45S64HB23743	5018	149,589	7	3	\$73,898	Yes	13	G
224	2004/Ford/E450	11	1FDXE45S64HB26626	5023	150,354	7	3	\$73,898	Yes	13	G
225	2004/Ford/E450	11	1FDXE45S64HB38940	5041	154,657	7	3	\$76,115	Yes	13	G
226	2004/Ford/E450	11	1FDXE45S74HA91563	5003	159,187	7	3	\$73,898	Yes	13	G
227	2004/Ford/E450	11	1FDXE45S74HB26649	5036	143,169	7	3	\$76,115	Yes	13	G

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228	2004/Ford/E450	11	1FDXE45S74HB26652	5039	126,981	7	3	\$76,115	Yes	13	G
229	2004/Ford/E450	11	1FDXE45S74HB45010	5047	155,807	7	3	\$76,115	Yes	13	G
230	2004/Ford/E450	11	1FDXE45S84HA91569	5009	157,484	7	3	\$73,898	Yes	13	G
231	2004/Ford/E450	11	1FDXE45S84HB23744	5019	156,964	7	3	\$73,898	Yes	13	G
232	2004/Ford/E450	11	1FDXE45S84HB26627	5024	143,443	7	3	\$73,898	Yes	13	G
233	2004/Ford/E450	11	1FDXE45S84HB26630	5027	150,867	7	3	\$73,898	Yes	13	G
234	2004/Ford/E450	11	1FDXE45S84HB26644	5031	157,544	7	3	\$76,115	Yes	13	G
235	2004/Ford/E450	11	1FDXE45S84HB38941	5042	150,275	7	3	\$76,115	Yes	13	G
236	2004/Ford/E450	11	1FDXE45S94HA91564	5004	160,045	7	3	\$73,898	Yes	13	G
237	2004/Ford/E450	11	1FDXE45S94HB23736	5011	160,078	7	2	\$73,898	Yes	13	G
238	2004/Ford/E450	11	1FDXE45S94HB26653	5040	155,924	7	3	\$76,115	Yes	13	G
239	2004/Ford/E450	11	1FDXE45S94HB45011	5048	144,726	7	3	\$76,115	Yes	13	G
240	2004/Ford/E450	11	1FDXE45SX4HB23745	5020	150,993	7	3	\$73,898	Yes	13	G
241	2004/Ford/E450	11	1FDXE45SX4HB26628	5025	136,538	7	3	\$73,898	Yes	13	G
242	2004/Ford/E450	11	1FDXE45SX4HB26631	5028	125,728	7	3	\$73,898	Yes	13	G
243	2004/Ford/E450	11	1FDXE45SX4HB26645	5032	156,633	7	3	\$76,115	Yes	13	G
244	2004/Ford/E450	11	1FDXE45SX4HB38942	5043	157,596	7	3	\$76,115	Yes	13	G
245	2004/Ford/E450	11	1FDXE5S74HA74245	5053	112,223	7	2	\$76,115	Yes	13	G
246	2005/Ford/E450	11	1FDXE45S05HA04619	5061	75,108	6	3	\$78,398	Yes	13	G
247	2005/Ford/E450	11	1FDXE45S05HA04622	5064	133,098	6	3	\$76,115	Yes	13	G
248	2005/Ford/E450	11	1FDXE45S05HB09984	5806	104,335	6	3	\$92,162	Yes	14	G
249	2005/Ford/E450	11	1FDXE45S15HA04614	5056	101,983	6	3	\$78,398	Yes	13	G
250	2005/Ford/E450	11	1FDXE45S15HA04628	5070	116,760	6	3	\$76,115	Yes	13	G
251	2005/Ford/E450	11	1FDXE45S25HA04623	5065	120,556	6	3	\$78,398	Yes	13	G
252	2005/Ford/E450	11	1FDXE45S25HB09985	5807	125,803	6	3	\$92,162	Yes	14	G
253	2005/Ford/E450	11	1FDXE45S35HA04615	5057	112,855	6	3	\$76,115	Yes	13	G
254	2005/Ford/E450	11	1FDXE45S35HB09980	5802	111,903	6	3	\$97,775	Yes	14	G
255	2005/Ford/E450	11	1FDXE45S35HB09986	5808	132,825	6	3	\$92,162	Yes	14	G
256	2005/Ford/E450	11	1FDXE45S45HA04610	5051	97,391	6	3	\$73,898	Yes	13	G
257	2005/Ford/E450	11	1FDXE45S45HA04624	5066	149,810	6	3	\$76,115	Yes	13	G
258	2005/Ford/E450	11	1FDXE45S55HA04616	5058	97,968	6	3	\$78,398	Yes	13	G
259	2005/Ford/E450	11	1FDXE45S55HB09978	5800	135,489	6	3	\$97,775	Yes	14	G
260	2005/Ford/E450	11	1FDXE45S55HB09981	5803	120,704	6	3	\$97,775	Yes	14	G
261	2005/Ford/E450	11	1FDXE45S65HA04611	5052	98,588	6	3	\$73,898	Yes	13	G

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

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296	2007/Ford/E450	11	1FDXE45S56DB13425	5081	55,356	5	5	\$75,529	Yes	14	G
297	2007/Ford/E450	11	1FDXE45S57DB00286	5812	66,162	5	5	\$96,630	Yes	14	G
298	2007/Ford/E450	11	1FDXE45S57DB13507	5097	24,889	5	6	\$80,785	Yes	14	G
299	2007/Ford/E450	11	1FDXE45S67DB13497	5087	25,505	5	6	\$80,785	Yes	14	G
300	2007/Ford/E450	11	1FDXE45S76DB13426	5082	55,478	5	5	\$75,528	Yes	14	G
301	2007/Ford/E450	11	1FDXE45S77DA58946	5099	23,344	5	6	\$80,785	Yes	14	G
302	2007/Ford/E450	11	1FDXE45S77DB00287	5813	53,935	5	5	\$100,313	Yes	14	G
303	2007/Ford/E450	11	1FDXE45S77DB00290	5816	57,347	5	5	\$97,412	Yes	14	G
304	2007/Ford/E450	11	1FDXE45S77DB13508	5098	24,750	5	6	\$80,785	Yes	14	G
305	2007/Ford/E450	11	1FDXE45S86DB13421	5077	59,398	5	5	\$75,519	Yes	14	G
306	2007/Ford/E450	11	1FDXE45S87DB13503	5093	24,516	5	6	\$80,785	Yes	14	G
307	2007/Ford/E450	11	1FDXE45S96DB13427	5083	56,178	5	5	\$80,118	Yes	14	G
308	2007/Ford/E450	11	1FDXE45S97DB00288	5814	58,669	5	5	\$103,344	Yes	14	G
309	2007/Ford/E450	11	1FDXE45S97DB00291	5817	76,108	5	5	\$97,439	Yes	14	G
310	2007/Ford/E450	11	1FDXE45SX6DB13422	5078	70,908	5	5	\$75,496	Yes	14	G
311	2007/Ford/E450	11	1FDXE45SX7DB13499	5089	24,651	5	6	\$80,785	Yes	14	G
312	2007/Ford/E450	11	1FDXE45SX7DB26382	5100	22,548	5	6	\$80,785	Yes	14	G
313	2007/Ford/E450	11	1FEEX45S47DB13501	5092	24,421	5	6	\$80,785	Yes	14	G
314	2007/Ford/E450	11	1FDXE45S16DB13423	5079	55,354	5	5	\$75,529	Yes	14	G
315	2007/Ford/E450	11	1FDXE45S87DB13498	5088	23,894	5	6	\$80,785	Yes	14	G
316	2002/Ford/E350	13	1FBNE31L42HB48498	4114	84,749	9	0	\$33,712	No	7-15	G
317	2003/Chevrolet/ASTRO	13	1GNNDM19X03B142022	4129	50,548	8	0	\$22,987	No	7-15	G
318	2003/Chevrolet/ASTRO	13	1GNNDM19X03B142036	4137	60,961	8	0	\$22,987	No	7-15	G
319	2003/Chevrolet/ASTRO	13	1GNNDM19X03B142344	4120	73,966	8	0	\$22,987	No	7-15	G
320	2003/Chevrolet/ASTRO	13	1GNNDM19X13B141946	4130	93,080	8	0	\$22,987	No	7-15	G
321	2003/Chevrolet/ASTRO	13	1GNNDM19X13B142661	4125	60,035	8	0	\$22,987	No	7-15	G
322	2003/Chevrolet/ASTRO	13	1GNNDM19X33B142001	4135	68,839	8	0	\$22,987	No	7-15	G
323	2003/Chevrolet/ASTRO	13	1GNNDM19X33B142077	4127	51,600	8	0	\$22,987	No	7-15	G
324	2003/Chevrolet/ASTRO	13	1GNNDM19X33B142340	4132	55,657	8	2	\$22,987	No	7-15	G
325	2003/Chevrolet/ASTRO	13	1GNNDM19X63B141960	4133	69,349	8	0	\$22,987	No	7-15	G
326	2003/Chevrolet/ASTRO	13	1GNNDM19X63B142008	4121	56,200	8	0	\$22,987	No	7-15	G
327	2003/Chevrolet/ASTRO	13	1GNNDM19X63B142073	4122	47,240	8	2	\$22,987	No	7-15	G
328	2003/Chevrolet/ASTRO	13	1GNNDM19X73B142020	4139	49,487	8	0	\$22,987	No	7-15	G
329	2003/Chevrolet/ASTRO	13	1GNNDM19X83B141989	4126	84,233	8	0	\$22,987	No	7-15	G

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330	2003/Chevrolet/ASTRO	13	1GNDM19X93B141967	4136	69,980	8	0	\$22,987	No	7-15	G
331	2003/Chevrolet/ASTRO	13	1GNDM19X93B141984	4134	65,277	8	0	\$22,987	No	7-15	G
332	2003/Chevrolet/ASTRO	13	1GNDM19XX3B141962	4128	70,078	8	0	\$22,987	No	7-15	G
333	2003/Chevrolet/ASTRO	13	1GNDM19XX3B141993	4123	64,772	8	0	\$22,987	No	7-15	G
334	2003/Chevrolet/ASTRO	13	1GNDM19XX3B142013	4124	69,966	8	0	\$22,987	No	7-15	G
335	2003/Chevrolet/ASTRO	13	1GNDM19XX3B142139	4138	68,992	8	0	\$22,987	No	7-15	G
336	2003/Chevrolet/ASTRO	13	1GNDM19XX3B142402	4131	63,631	8	0	\$22,987	No	7-15	G
337	2003/Ford/E350	13	1FBNE31L03HB48063	4148	78,642	8	0	\$25,662	No	7-15	G
338	2003/Ford/E350	13	1FBNE31L13HB48055	4140	76,654	8	0	\$25,662	No	7-15	G
339	2003/Ford/E350	13	1FBNE31L13HB48069	4154	77,446	8	0	\$25,662	No	7-15	G
340	2003/Ford/E350	13	1FBNE31L13HB48072	4157	58,252	8	0	\$25,662	No	7-15	G
341	2003/Ford/E350	13	1FBNE31L23HB48064	4149	76,490	8	0	\$25,662	No	7-15	G
342	2003/Ford/E350	13	1FBNE31L33HB48056	4141	75,370	8	0	\$25,662	No	7-15	G
343	2003/Ford/E350	13	1FBNE31L33HB48073	4158	65,944	8	0	\$25,662	No	7-15	G
344	2003/Ford/E350	13	1FBNE31L43HB48065	4150	73,261	8	0	\$25,662	No	7-15	G
345	2003/Ford/E350	13	1FBNE31L53HB48057	4142	83,480	8	0	\$25,662	No	7-15	G
346	2003/Ford/E350	13	1FBNE31L53HB48060	4145	75,055	8	0	\$25,662	No	7-15	G
347	2003/Ford/E350	13	1FBNE31L53HB48074	4159	66,650	8	0	\$25,662	No	7-15	G
348	2003/Ford/E350	13	1FBNE31L63HB48066	4151	51,884	8	0	\$25,662	No	7-15	G
349	2003/Ford/E350	13	1FBNE31L73HA19723	4113	78,263	8	0	\$32,731	No	7-15	G
350	2003/Ford/E350	13	1FBNE31L73HB48058	4143	61,326	8	0	\$25,662	No	7-15	G
351	2003/Ford/E350	13	1FBNE31L73HB48061	4146	73,844	8	0	\$25,662	No	7-15	G
352	2003/Ford/E350	13	1FBNE31L73HB48075	4160	64,619	8	0	\$25,662	No	7-15	G
353	2003/Ford/E350	13	1FBNE31L83HB48067	4152	66,709	8	0	\$25,662	No	7-15	G
354	2003/Ford/E350	13	1FBNE31L83HB48070	4155	59,972	8	0	\$25,662	No	7-15	G
355	2003/Ford/E350	13	1FBNE31L93HB48059	4144	66,654	8	0	\$25,662	No	7-15	G
356	2003/Ford/E350	13	1FBNE31L93HB48062	4147	64,577	8	0	\$25,662	No	7-15	G
357	2003/Ford/E350	13	1FBNE31L93HB48076	4161	68,599	8	0	\$25,662	No	7-15	G
358	2003/Ford/E350	13	1FBNE31LX3HB48068	4153	76,572	8	0	\$25,662	No	7-15	G
359	2003/Ford/E350	13	1FBNE31LX3HB48071	4156	73,439	8	0	\$25,662	No	7-15	G
360	2003/Ford/E350	13	1FBSS31L03HB48091	4176	64,101	8	0	\$26,482	No	7-15	G
361	2003/Ford/E350	13	1FBSS31L13HB48083	4168	62,718	8	0	\$26,482	No	7-15	G
362	2003/Ford/E350	13	1FBSS31L13HB48097	4182	90,223	8	0	\$26,482	No	7-15	G
363	2003/Ford/E350	13	1FBSS31L23HB48089	4174	75,920	8	0	\$26,482	No	7-15	G

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364	2003/Ford/E350	13	1FBSS31L23HB48092	4177	86,808	8	0	\$26,482	No	7-15	G
365	2003/Ford/E350	13	1FBSS31L33HB48084	4169	74,168	8	0	\$26,482	No	7-15	G
366	2003/Ford/E350	13	1FBSS31L43HB48093	4178	68,107	8	0	\$26,482	No	7-15	G
367	2003/Ford/E350	13	1FBSS31L53HB48085	4170	74,387	8	0	\$26,482	No	7-15	G
368	2003/Ford/E350	13	1FBSS31L63HB48077	4162	82,492	8	0	\$26,482	No	7-15	G
369	2003/Ford/E350	13	1FBSS31L63HB48080	4165	58,507	8	0	\$26,482	No	7-15	G
370	2003/Ford/E350	13	1FBSS31L63HB48094	4179	68,257	8	0	\$26,482	No	7-15	G
371	2003/Ford/E350	13	1FBSS31L73HB46273	4183	81,208	8	0	\$26,482	No	7-15	G
372	2003/Ford/E350	13	1FBSS31L73HB48086	4171	75,006	8	0	\$26,482	No	7-15	G
373	2003/Ford/E350	13	1FBSS31L83HB48078	4163	68,786	8	0	\$26,482	No	7-15	G
374	2003/Ford/E350	13	1FBSS31L83HB48081	4166	104,777	8	0	\$26,482	No	7-15	G
375	2003/Ford/E350	13	1FBSS31L83HB48095	4180	73,695	8	0	\$26,482	No	7-15	G
376	2003/Ford/E350	13	1FBSS31L93HB48090	4175	89,345	8	0	\$26,482	No	7-15	G
377	2003/Ford/E350	13	1FBSS31LX3HB48079	4164	84,159	8	0	\$26,482	No	7-15	G
378	2003/Ford/E350	13	1FBSS31LX3HB48082	4167	86,432	8	0	\$26,482	No	7-15	G
379	2003/Ford/E350	13	1FBSS31LX3HB48096	4181	73,096	8	0	\$26,482	No	7-15	G
380	2005/Chevrolet/3500	13	1GAHG39U051217371	7068	53,985	6	2	\$28,072	No	7-15	G
381	2005/Chevrolet/3500	13	1GAHG39U051218410	7069	46,438	6	2	\$29,781	No	7-15	G
382	2005/Chevrolet/3500	13	1GAHG39U051218813	7066	53,683	6	2	\$28,072	No	7-15	G
383	2005/Chevrolet/3500	13	1GAHG39U251217436	7072	56,163	6	2	\$28,072	No	7-15	G
384	2005/Chevrolet/3500	13	1GAHG39U251218960	7064	71,651	6	2	\$28,072	No	7-15	G
385	2005/Chevrolet/3500	13	1GAHG39U451218880	7067	63,767	6	3	\$29,781	No	7-15	G
386	2005/Chevrolet/3500	13	1GAHG39U551217236	7071	53,578	6	3	\$28,072	No	7-15	G
387	2005/Chevrolet/3500	13	1GAHG39U651218055	7070	53,739	6	2	\$28,072	No	7-15	G
388	2005/Chevrolet/3500	13	1GAHG39U751217528	7073	59,068	6	2	\$28,072	No	7-15	G
389	2005/Chevrolet/3500	13	1GAHG39U851217540	7074	49,463	6	2	\$29,781	No	7-15	G
390	2005/Chevrolet/3500	13	1GAHG39U851218431	7065	69,061	6	2	\$28,072	No	7-15	G
391	2005/Chevrolet/3500	13	1GAHG39UX51217989	7075	46,540	6	2	\$28,072	No	7-15	G
392	2005/Dodge/GRAND CARAVAN	13	2D4GP44L05R183745	7004	81,024	6	1	\$29,699	No	7-15	G
393	2005/Dodge/GRAND CARAVAN	13	2D4GP44L15R183754	7013	37,594	6	1	\$29,699	No	7-15	G
394	2005/Dodge/GRAND CARAVAN	13	2D4GP44L25R183746	7005	63,319	6	1	\$29,699	No	7-15	G
395	2005/Dodge/GRAND CARAVAN	13	2D4GP44L35R183741	7000	62,665	6	1	\$29,699	No	7-15	G
396	2005/Dodge/GRAND CARAVAN	13	2D4GP44L45R183747	7006	35,729	6	1	\$29,697	No	7-15	G
397	2005/Dodge/GRAND CARAVAN	13	2D4GP44L45R183750	7009	60,995	6	1	\$29,699	No	7-15	G

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398	2005/Dodge/GRAND CARAVAN	13	2D4GP44L55R183742	7001	32,071	6	1	\$29,699	No	7-15	G
399	2005/Dodge/GRAND CARAVAN	13	2D4GP44L65R183748	7007	78,970	6	1	\$29,699	No	7-15	G
400	2005/Dodge/GRAND CARAVAN	13	2D4GP44L65R183751	7010	49,593	6	1	\$29,699	No	7-15	G
401	2005/Dodge/GRAND CARAVAN	13	2D4GP44L75R183743	7002	47,657	6	1	\$29,699	No	7-15	G
402	2005/Dodge/GRAND CARAVAN	13	2D4GP44L85R183749	7008	48,105	6	1	\$29,699	No	7-15	G
403	2005/Dodge/GRAND CARAVAN	13	2D4GP44L85R183752	7011	69,035	6	2	\$29,699	No	7-15	G
404	2005/Dodge/GRAND CARAVAN	13	2D4GP44L95R183744	7003	35,475	6	1	\$29,699	No	7-15	G
405	2005/Dodge/GRAND CARAVAN	13	2D4GP44LX5R183753	7012	47,191	6	1	\$29,699	No	7-15	G
406	2005/Ford/E350XL	13	1FBNE31L05HA87767	7024	52,548	6	2	\$25,770	No	7-15	G
407	2005/Ford/E350XL	13	1FBNE31L05HA87770	7027	49,079	6	2	\$25,770	No	7-15	G
408	2005/Ford/E350XL	13	1FBNE31L05HA87784	7041	50,529	6	2	\$25,770	No	7-15	G
409	2005/Ford/E350XL	13	1FBNE31L15HA87759	7016	48,495	6	2	\$25,770	No	7-15	G
410	2005/Ford/E350XL	13	1FBNE31L15HA87762	7019	61,722	6	2	\$25,770	No	7-15	G
411	2005/Ford/E350XL	13	1FBNE31L15HA87776	7033	70,820	6	3	\$25,770	No	7-15	G
412	2005/Ford/E350XL	13	1FBNE31L15HB13213	7046	41,928	6	2	\$25,770	No	7-15	G
413	2005/Ford/E350XL	13	1FBNE31L25HA87768	7025	44,669	6	2	\$25,770	No	7-15	G
414	2005/Ford/E350XL	13	1FBNE31L25HA87771	7028	28,033	6	2	\$25,770	No	7-15	G
415	2005/Ford/E350XL	13	1FBNE31L25HA87785	7042	57,340	6	2	\$25,770	No	7-15	G
416	2005/Ford/E350XL	13	1FBNE31L35HA87763	7020	48,736	6	2	\$25,770	No	7-15	G
417	2005/Ford/E350XL	13	1FBNE31L35HA87777	7034	49,541	6	2	\$25,770	No	7-15	G
418	2005/Ford/E350XL	13	1FBNE31L35HA87780	7037	60,045	6	3	\$25,770	No	7-15	G
419	2005/Ford/E350XL	13	1FBNE31L35HB13214	7047	62,772	6	2	\$25,770	No	7-15	G
420	2005/Ford/E350XL	13	1FBNE31L45HA87769	7026	63,937	6	3	\$25,770	No	7-15	G
421	2005/Ford/E350XL	13	1FBNE31L45HA87772	7029	28,129	6	2	\$25,770	No	7-15	G
422	2005/Ford/E350XL	13	1FBNE31L55HA87764	7021	43,563	6	2	\$25,770	No	7-15	G
423	2005/Ford/E350XL	13	1FBNE31L55HA87778	7035	51,075	6	2	\$25,770	No	7-15	G
424	2005/Ford/E350XL	13	1FBNE31L55HA87781	7038	70,805	6	3	\$25,770	No	7-15	G
425	2005/Ford/E350XL	13	1FBNE31L55HB13215	7048	67,234	6	2	\$25,770	No	7-15	G
426	2005/Ford/E350XL	13	1FBNE31L65HA87773	7030	56,633	6	3	\$25,770	No	7-15	G
427	2005/Ford/E350XL	13	1FBNE31L65HB13210	7043	50,196	6	2	\$25,770	No	7-15	G
428	2005/Ford/E350XL	13	1FBNE31L75HA87765	7022	69,384	6	2	\$25,770	No	7-15	G
429	2005/Ford/E350XL	13	1FBNE31L75HA87779	7036	52,913	6	2	\$25,770	No	7-15	G
430	2005/Ford/E350XL	13	1FBNE31L75HA87782	7039	38,975	6	2	\$25,770	No	7-15	G
431	2005/Ford/E350XL	13	1FBNE31L75HB13216	7049	51,808	6	3	\$25,770	No	7-15	G

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432	2005/Ford/E350XL	13	1FBNE31L85HA87757	7014	40,747	6	2	\$25,770	No	7-15	G
433	2005/Ford/E350XL	13	1FBNE31L85HA87760	7017	55,701	6	2	\$25,770	No	7-15	G
434	2005/Ford/E350XL	13	1FBNE31L85HA87774	7031	43,432	6	2	\$25,770	No	7-15	G
435	2005/Ford/E350XL	13	1FBNE31L85HB13211	7044	57,994	6	2	\$25,770	No	7-15	G
436	2005/Ford/E350XL	13	1FBNE31L95HA87766	7023	59,292	6	2	\$25,770	No	7-15	G
437	2005/Ford/E350XL	13	1FBNE31L95HA87783	7040	44,247	6	2	\$25,770	No	7-15	G
438	2005/Ford/E350XL	13	1FBNE31L95HB07983	7050	48,034	6	2	\$25,770	No	7-15	G
439	2005/Ford/E350XL	13	1FBNE31LX5HA87758	7015	46,584	6	2	\$25,770	No	7-15	G
440	2005/Ford/E350XL	13	1FBNE31LX5HA87761	7018	70,541	6	2	\$25,770	No	7-15	G
441	2005/Ford/E350XL	13	1FBNE31LX5HA87775	7032	55,855	6	2	\$25,770	No	7-15	G
442	2005/Ford/E350XL	13	1FBNE31LX5HB13212	7045	47,201	6	2	\$25,770	No	7-15	G
443	2005/Ford/E350XL	13	1FBSS31L05HB07995	7062	52,684	6	2	\$26,543	No	7-15	G
444	2005/Ford/E350XL	13	1FBSS31L15HB07987	7054	50,020	6	2	\$25,770	No	7-15	G
445	2005/Ford/E350XL	13	1FBSS31L15HB07990	7057	50,607	6	2	\$25,770	No	7-15	G
446	2005/Ford/E350XL	13	1FBSS31L35HB07988	7055	49,746	6	2	\$25,770	No	7-15	G
447	2005/Ford/E350XL	13	1FBSS31L35HB07991	7058	73,173	6	2	\$25,770	No	7-15	G
448	2005/Ford/E350XL	13	1FBSS31L45HB13217	7063	70,290	6	3	\$26,543	No	7-15	G
449	2005/Ford/E350XL	13	1FBSS31L55HB07989	7056	54,879	6	2	\$25,770	No	7-15	G
450	2005/Ford/E350XL	13	1FBSS31L55HB07992	7059	63,207	6	2	\$26,543	No	7-15	G
451	2005/Ford/E350XL	13	1FBSS31L65HB07984	7051	66,535	6	3	\$25,770	No	7-15	G
452	2005/Ford/E350XL	13	1FBSS31L75HB07993	7060	47,056	6	2	\$26,543	No	7-15	G
453	2005/Ford/E350XL	13	1FBSS31L85HB07985	7052	65,410	6	2	\$25,770	No	7-15	G
454	2005/Ford/E350XL	13	1FBSS31L95HB07994	7061	65,804	6	2	\$26,543	No	7-15	G
455	2005/Ford/E350XL	13	1FBSS31LX5HB07986	7053	54,393	6	3	\$25,770	No	7-15	G
456	2006/Ford/E350	13	1FBNE31L06DA24676	7141	30,478	5	3	\$26,573	No	7-15	G
457	2006/Ford/E350	13	1FBNE31L06DA24693	7158	31,021	5	3	\$26,468	No	7-15	G
458	2006/Ford/E350	13	1FBNE31L06HA09278	7085	35,058	5	2	\$25,905	No	7-15	G
459	2006/Ford/E350	13	1FBNE31L06HA09295	7102	32,535	5	2	\$25,905	No	7-15	G
460	2006/Ford/E350	13	1FBNE31L06HA09300	7107	66,970	5	2	\$27,483	No	7-15	G
461	2006/Ford/E350	13	1FBNE31L16DA24668	7133	32,220	5	3	\$25,063	No	7-15	G
462	2006/Ford/E350	13	1FBNE31L16DA24671	7136	49,380	5	3	\$25,044	No	7-15	G
463	2006/Ford/E350	13	1FBNE31L16DA24685	7150	30,908	5	3	\$25,697	No	7-15	G
464	2006/Ford/E350	13	1FBNE31L16HA09306	7113	42,460	5	2	\$25,905	No	7-15	G
465	2006/Ford/E350	13	1FBNE31L16HA9273	7080	65,185	5	3	\$26,682	No	7-15	G

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466	2006/Ford/E350	13	1FBNE31L26DA24677	7142	32,984	5	3	\$26,606	No	7-15	G
467	2006/Ford/E350	13	1FBNE31L26DA24680	7145	28,412	5	3	\$25,936	No	7-15	G
468	2006/Ford/E350	13	1FBNE31L26DA24694	7159	42,328	5	3	\$25,697	No	7-15	G
469	2006/Ford/E350	13	1FBNE31L26HA09296	7103	32,912	5	2	\$25,905	No	7-15	G
470	2006/Ford/E350	13	1FBNE31L26HA09301	7108	55,922	5	2	\$26,682	No	7-15	G
471	2006/Ford/E350	13	1FBNE31L36DA24672	7137	35,025	5	3	\$26,572	No	7-15	G
472	2006/Ford/E350	13	1FBNE31L36DA24686	7151	28,725	5	3	\$26,471	No	7-15	G
473	2006/Ford/E350	13	1FBNE31L36HA09274	7081	40,251	5	2	\$25,905	No	7-15	G
474	2006/Ford/E350	13	1FBNE31L36HA09307	7114	46,724	5	2	\$27,483	No	7-15	G
475	2006/Ford/E350	13	1FBNE31L36HA09310	7117	53,868	5	2	\$25,905	No	7-15	G
476	2006/Ford/E350	13	1FBNE31L46DA24678	7143	32,601	5	3	\$25,047	No	7-15	G
477	2006/Ford/E350	13	1FBNE31L46DA24681	7146	58,819	5	3	\$25,671	No	7-15	G
478	2006/Ford/E350	13	1FBNE31L46DA24695	7160	39,738	5	3	\$26,471	No	7-15	G
479	2006/Ford/E350	13	1FBNE31L46HA09297	7104	34,550	5	2	\$25,905	No	7-15	G
480	2006/Ford/E350	13	1FBNE31L46HA09302	7109	57,981	5	3	\$26,682	No	7-15	G
481	2006/Ford/E350	13	1FBNE31L56DA02157	7149	44,786	5	3	\$25,827	No	7-15	G
482	2006/Ford/E350	13	1FBNE31L56DA24673	7138	31,189	5	3	\$25,101	No	7-15	G
483	2006/Ford/E350	13	1FBNE31L56DA24687	7152	36,142	5	3	\$26,475	No	7-15	G
484	2006/Ford/E350	13	1FBNE31L56DA24690	7155	36,842	5	3	\$25,700	No	7-15	G
485	2006/Ford/E350	13	1FBNE31L56HA09275	7082	49,699	5	2	\$25,905	No	7-15	G
486	2006/Ford/E350	13	1FBNE31L56HA09292	7099	50,619	5	3	\$25,905	No	7-15	G
487	2006/Ford/E350	13	1FBNE31L56HA09308	7115	36,209	5	2	\$25,905	No	7-15	G
488	2006/Ford/E350	13	1FBNE31L66DA24679	7144	28,760	5	3	\$25,089	No	7-15	G
489	2006/Ford/E350	13	1FBNE31L66DA24682	7147	32,648	5	3	\$26,441	No	7-15	G
490	2006/Ford/E350	13	1FBNE31L66HA09298	7105	25,302	5	2	\$25,905	No	7-15	G
491	2006/Ford/E350	13	1FBNE31L66HA09303	7110	64,680	5	2	\$26,682	No	7-15	G
492	2006/Ford/E350	13	1FBNE31L76DA24674	7139	38,003	5	3	\$26,589	No	7-15	G
493	2006/Ford/E350	13	1FBNE31L76DA24688	7153	50,795	5	3	\$25,706	No	7-15	G
494	2006/Ford/E350	13	1FBNE31L76DA24691	7156	37,401	5	3	\$26,467	No	7-15	G
495	2006/Ford/E350	13	1FBNE31L76HA09293	7100	52,111	5	3	\$25,905	No	7-15	G
496	2006/Ford/E350	13	1FBNE31L76HA09309	7116	60,641	5	2	\$25,905	No	7-15	G
497	2006/Ford/E350	13	1FBNE31L86DA24683	7148	30,488	5	3	\$26,434	No	7-15	G
498	2006/Ford/E350	13	1FBNE31L86HA09271	7078	35,097	5	2	\$25,905	No	7-15	G
499	2006/Ford/E350	13	1FBNE31L86HA09299	7106	48,422	5	2	\$25,905	No	7-15	G

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500	2006/Ford/E350	13	1FBNE31L86HA09304	7111	37,454	5	2	\$25,905	No	7-15	G
501	2006/Ford/E350	13	1FBNE31L96DA24675	7140	36,577	5	3	\$26,613	No	7-15	G
502	2006/Ford/E350	13	1FBNE31L96DA24689	7154	47,025	5	3	\$25,704	No	7-15	G
503	2006/Ford/E350	13	1FBNE31L96DA24692	7157	63,688	5	3	\$25,700	No	7-15	G
504	2006/Ford/E350	13	1FBNE31L96HA09277	7084	59,206	5	2	\$25,905	No	7-15	G
505	2006/Ford/E350	13	1FBNE31L96HA09294	7101	47,859	5	2	\$25,905	No	7-15	G
506	2006/Ford/E350	13	1FBNE31LX6DA24670	7135	43,163	5	3	\$25,101	No	7-15	G
507	2006/Ford/E350	13	1FBNE31LX6HA09269	7076	39,507	5	2	\$25,905	No	7-15	G
508	2006/Ford/E350	13	1FBNE31LX6HA09272	7079	58,187	5	3	\$25,905	No	7-15	G
509	2006/Ford/E350	13	1FBNE31LX6HA09305	7112	51,698	5	2	\$26,682	No	7-15	G
510	2006/Ford/E350	13	1FBSS31L06DA24706	7128	33,780	5	3	\$26,825	No	7-15	G
511	2006/Ford/E350	13	1FBSS31L16DA24701	7123	30,360	5	3	\$28,407	No	7-15	G
512	2006/Ford/E350	13	1FBSS31L26DA24707	7129	57,640	5	3	\$26,771	No	7-15	G
513	2006/Ford/E350	13	1FBSS31L26DA24710	7132	40,048	5	3	\$28,406	No	7-15	G
514	2006/Ford/E350	13	1FBSS31L36DA24697	7119	36,215	5	3	\$28,482	No	7-15	G
515	2006/Ford/E350	13	1FBSS31L36DA24702	7124	40,064	5	3	\$28,407	No	7-15	G
516	2006/Ford/E350	13	1FBSS31L56DA24698	7120	39,114	5	3	\$28,411	No	7-15	G
517	2006/Ford/E350	13	1FBSS31L56DA24703	7125	34,686	5	3	\$28,459	No	7-15	G
518	2006/Ford/E350	13	1FBSS31L66DA24698	7131	50,238	5	3	\$26,828	No	7-15	G
519	2006/Ford/E350	13	1FBSS31L76DA24699	7121	30,598	5	3	\$26,766	No	7-15	G
520	2006/Ford/E350	13	1FBSS31L76DA24704	7126	40,844	5	3	\$26,779	No	7-15	G
521	2006/Ford/E350	13	1FBSS31L96DA24705	7127	32,340	5	3	\$28,404	No	7-15	G
522	2006/Ford/E350	13	1FBSS31LX6DA24700	7122	56,370	5	3	\$26,765	No	7-15	G
523	2006/Ford/E350	13	1FDNE31L76HA09276	7083	26,174	5	2	\$25,905	No	7-15	G
524	2006/Ford/E350	13	1FNBE31L06HA09281	7088	30,880	5	2	\$25,905	No	7-15	G
525	2006/Ford/E350	13	1FNBE31L16HA09287	7094	30,327	5	2	\$25,905	No	7-15	G
526	2006/Ford/E350	13	1FNBE31L16HA09290	7097	35,324	5	2	\$25,905	No	7-15	G
527	2006/Ford/E350	13	1FNBE31L26HA09279	7086	36,192	5	2	\$25,905	No	7-15	G
528	2006/Ford/E350	13	1FNBE31L26HA09282	7089	41,142	5	2	\$25,905	No	7-15	G
529	2006/Ford/E350	13	1FNBE31L36HA09288	7095	57,122	5	3	\$25,905	No	7-15	G
530	2006/Ford/E350	13	1FNBE31L36HA09291	7098	39,240	5	2	\$25,905	No	7-15	G
531	2006/Ford/E350	13	1FNBE31L46HA09283	7090	43,215	5	2	\$25,905	No	7-15	G
532	2006/Ford/E350	13	1FNBE31L56HA09289	7096	65,704	5	2	\$26,682	No	7-15	G
533	2006/Ford/E350	13	1FNBE31L66HA09270	7077	57,432	5	2	\$26,682	No	7-15	G

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534	2006/Ford/E350	13	1FNBE31L66HA09284	7091	40,988	5	2	\$25,905	No	7-15	G
535	2006/Ford/E350	13	1FNBE31L86HA09285	7092	33,959	5	2	\$25,905	No	7-15	G
536	2006/Ford/E350	13	1FNBE31L96HA09280	7087	41,573	5	2	\$25,905	No	7-15	G
537	2006/Ford/E350	13	1FNBE31LX6HA09286	7093	36,674	5	2	\$25,905	No	7-15	G
538	2006/Ford/E350	13	1FSS31L46DA24708	7130	34,517	5	3	\$28,402	No	7-15	G
539	2006/Ford/E350	13	1FTSE34L26HA44642	7118	1,965	5	7	\$41,952	Yes	7-15	G
540	2006/Ford/E350	13	FBNE31L36DA24669	7134	34,006	5	3	\$26,541	No	7-15	G
541	2006/Ford/E350	13	IFBNE31L66DA24696	7161	26,593	5	3	\$25,697	No	7-15	G
542	2007/Chevrolet/EXRESS	13	1FAHGU39071193253	7179	17,601	4	4	\$26,661	No	7-15	G
543	2007/Chevrolet/EXRESS	13	1GAHF35U471193312	7208	18,650	4	4	\$26,984	No	7-15	G
544	2007/Chevrolet/EXRESS	13	1GAHF35U771192770	7207	30,168	4	4	\$26,977	No	7-15	G
545	2007/Chevrolet/EXRESS	13	1GAHG35U071193503	7211	17,797	4	4	\$26,977	No	7-15	G
546	2007/Chevrolet/EXRESS	13	1GAHG35U071194408	7216	18,779	4	4	\$26,976	No	7-15	G
547	2007/Chevrolet/EXRESS	13	1GAHG35U371191762	7204	17,020	4	4	\$26,970	No	7-15	G
548	2007/Chevrolet/EXRESS	13	1GAHG35U471193407	7210	21,932	4	4	\$26,970	No	7-15	G
549	2007/Chevrolet/EXRESS	13	1GAHG35U571192315	7205	17,282	4	4	\$26,979	No	7-15	G
550	2007/Chevrolet/EXRESS	13	1GAHG35U771192624	7206	20,089	4	4	\$26,976	No	7-15	G
551	2007/Chevrolet/EXRESS	13	1GAHG35U771193921	7214	29,666	4	4	\$26,976	No	7-15	G
552	2007/Chevrolet/EXRESS	13	1GAHG35U871193359	7209	13,394	4	4	\$26,970	No	7-15	G
553	2007/Chevrolet/EXRESS	13	1GAHG35U971193564	7212	20,288	4	4	\$26,970	No	7-15	G
554	2007/Chevrolet/EXRESS	13	1GAHG35U971193757	7213	22,928	4	4	\$26,983	No	7-15	G
555	2007/Chevrolet/EXRESS	13	1GAHG35U971194259	7215	15,303	4	4	\$26,970	No	7-15	G
556	2007/Chevrolet/EXRESS	13	1GAHG35U971194441	7217	21,045	4	4	\$26,983	No	7-15	G
557	2007/Chevrolet/EXRESS	13	1GAHG39U071192426	7165	31,102	4	4	\$26,670	No	7-15	G
558	2007/Chevrolet/EXRESS	13	1GAHG39U071192717	7167	15,272	4	4	\$26,664	No	7-15	G
559	2007/Chevrolet/EXRESS	13	1GAHG39U071193169	7172	15,680	4	4	\$26,655	No	7-15	G
560	2007/Chevrolet/EXRESS	13	1GAHG39U071194029	7185	27,389	4	4	\$27,454	No	7-15	G
561	2007/Chevrolet/EXRESS	13	1GAHG39U071194404	7189	18,741	4	4	\$26,661	No	7-15	G
562	2007/Chevrolet/EXRESS	13	1GAHG39U171192712	7166	20,753	4	4	\$26,658	No	7-15	G
563	2007/Chevrolet/EXRESS	13	1GAHG39U171194122	7186	24,912	4	4	\$27,466	No	7-15	G
564	2007/Chevrolet/EXRESS	13	1GAHG39U171211680	7193	34,037	4	4	\$26,660	No	7-15	G
565	2007/Chevrolet/EXRESS	13	1GAHG39U271193951	7184	33,204	4	4	\$26,661	No	7-15	G
566	2007/Chevrolet/EXRESS	13	1GAHG39U271211347	7194	21,516	4	4	\$27,453	No	7-15	G
567	2007/Chevrolet/EXRESS	13	1GAHG39U271211459	7195	20,682	4	4	\$27,459	No	7-15	G

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

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

**Public Transportation
Management System
Owned Equipment Inventory**

Agency/Organization: Pierce Transit

Date: Aug 16, 2012

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-Aug-12

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments (If more than two lines, please attach a separate comment page)
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
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: Adopt the CEO's 2012 Performance Evaluation
and 2012-2013 Goals & Action Plan

DIVISION: Administration

ORIGINATOR: Alberto Lara, Vice President
Administration

PRECEDING ACTION: Resolution 06-014 Appointing Linda M. (Lynne) Griffith to the
Position of Chief Executive Officer

COORDINATING DIVISION:

APPROVED FOR SUBMITTAL: _____
Vice President

APPROVED FOR AGENDA: _____
Chief Executive Officer Legal Counsel

ATTACHMENTS: Resolution

BUDGET INFORMATION

2012 Budget Amount	Required Expenditure	Impact Negative Difference of
\$0	\$0	\$0

Explanation: None

BACKGROUND: In light of the ongoing financial situation affecting Pierce Transit, the Board, at the request of the CEO, deemed it appropriate to offer no salary increase, changes in benefits, or cost of living adjustment to the CEO again this year. This action is not a reflection of the Board's assessment of the CEO's performance during the evaluation period. In fact, the Board found that the CEO met or exceeded expectations on all performance standards and goals.

ALTERNATIVE(S): The alternative would be to forego or delay adoption of the CEO's 2012 performance evaluation and 2012-2013 goals and action plan.

RECOMMENDATION: The CEO's 2012 performance evaluation and 2012-2013 goals and action plan reflect the Board's performance expectations and strategic vision. Adoption by the Board will enable the organization to focus its resources and attention on the organizational initiatives that matter in a dynamic political and economic environment. Therefore, it is staff's recommendation that the CEO's 2012 performance evaluation and the CEO's 2012-2013 goals and action plan be approved by the Board as presented.

RESOLUTION NO. 12-

A RESOLUTION of the Board of Commissioners of Pierce Transit
Adopting the 2012 Performance Evaluation and 2012-2013 Goals and Action Plan
For the Chief Executive Officer

WHEREAS, the Board of Commissioners of Pierce Transit (Board), on September 10, 2012, completed its 2012 evaluation of the Chief Executive Officer's (CEO's) performance for the period of April 17, 2011, through April 16, 2012; and

WHEREAS, the Board approved the CEO's 2012-2013 goals and action plan as part of the CEO's 2012 performance evaluation; and

WHEREAS, having completed the CEO's 2012 performance evaluation, the Board recommends adoption of the performance evaluation, goals and action plan; and

WHEREAS, at the request of the CEO, the Board recommends no salary increase, changes in benefits, or cost of living adjustment to the CEO again this year. This recommendation is not a reflection of the Board's assessment of the CEO's performance during the evaluation period. In fact, the Board found that the CEO met or exceeded expectations on all performance standards and goals:

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

Section 1. The Board hereby adopts the CEO's performance evaluation for the period of April 17, 2011, through April 16, 2012, and adopts the CEO's 2012-2013 goals and action plan.

Section 2. The CEO Linda M. (Lynne) Griffith shall receive no adjustments to base salary or benefits for 2012, including no cost of living increase for 2012.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 8th day of October, 2012.

Marilyn Strickland, Chair
Board of Commissioners

ATTEST:

Barbara B. Schatz, CMC
Acting Clerk of the Board

FACT SHEET

TITLE: Amendment to the Project Budget for Compressed Natural Gas (CNG) Station Reconstruction and Associated Contracts

DEPARTMENT: Maintenance Facilities

ORIGINATOR: Bill Spies

PRECEDING ACTION: Resolution No. 11-029, Adoption of the 2012 Budget; Resolution No. 11-026, Ratification of Contracts Awarded Under the Compressed Natural Gas (CNG) Station Emergency Declaration; Resolution No. 11-007, Ratification of Declaration of Emergency Related to the Explosion at Pierce Transit's Compressed Natural Gas (CNG) Fueling Station; Resolution No. 10-033, Adoption of the 2011 Budget; Resolution No. 11-017, Amendment to the 2011 Capital Budget

COORDINATING DIVISION: Facilities Maintenance, Procurement, Risk Management

APPROVED FOR SUBMITTAL:

Vice President

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS: Resolution

BUDGET INFORMATION

Original Project
Budget Amount
\$3,220,274

Required Expenditure
\$3,976,833

Impact
\$756,559

Explanation: The required expenditures represent field change orders as well as project contingency. These orders were necessary to complete the project without delays and to mitigate additional operational costs for CNG fueling in Seattle. These additional costs will be submitted for reimbursement through the active insurance claim for rebuilding the CNG fueling station.

BACKGROUND: This resolution requests an amendment from the Board of Commissioners for unavoidable increased costs to complete the Compressed Natural Gas (CNG) Fueling Station without delay.

On February 28, 2011, a fire at Pierce Transit's CNG fueling station caused extensive damage and resulted in our inability to fuel our CNG fleet of coaches on site, significantly affecting our operations and our ability to provide service. Therefore, in accordance with RCW 39.04.280, the Chief Executive Officer issued an Emergency Declaration which was ratified by the Pierce Transit Board of Commissioners on March 14, 2011. The Emergency Declaration suspends standard procurement requirements in order to expedite necessary contracts.

Since then, unforeseen conditions have been encountered, which resulted in cost increases, schedule delays, change orders, and contract amendments to the project. The change orders were approved in the field in order to avoid delays and to bring the station back on line as quickly as possible. These unforeseen conditions ranged from unsuitable soils requiring over-excavation to address structural compaction; relocation of existing underground fuel storage tank vent lines; rewiring main electrical feeders to one existing CNG compressor; rewiring of fire detection equipment; complications in establishing system grounding requirements; and numerous electrical revisions based on updated drawings from the equipment manufacturer.

The individual change orders have been reviewed by staff, the Project Engineer, and the Project Oversight Manager and were found to be fair and reasonable. The critical and most cost significant change orders are as follows:

- a) Construction – EFS West submitted six change orders for a total amount of \$472,335.
- b) CNG Project Oversight Manager – ProDims (previously known as Project Dimensions) submitted seven contract amendments for a total amount of \$261,908.

The initial approved budget for this project was \$3,220,274. The estimated change order increase of \$756,559 for a revised project budget total of \$3,976,833. Expenses and adjustments related to the CNG Station fire will be submitted to our insurance carrier and will be reimbursed as insurance coverage allows.

ALTERNATIVES: There is no alternative. These orders were necessary to complete the project without delays in order to mitigate additional operational costs by restoration of onsite fueling for our fleet.

RECOMMENDATION: Approve the amendment to the 2012 Budget for Compressed Natural Gas (CNG) Station Reconstruction.

RESOLUTION NO. 12-

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing Amendment to the Project Budget for
CNG Station Reconstruction and Associated Contracts

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

WHEREAS, by Resolution No. 11-026, approved on the 14th day of November, 2011, the Board of Commissioners of Pierce Transit ratified the contracts awarded under the Compressed Natural Gas (CNG) Station Emergency Declaration; and

WHEREAS, by Resolution No. 11-007, approved on the 14th day of March, 2011, the Board of Commissioners of Pierce Transit ratified the Declaration of Emergency Related to the Explosion at Pierce Transit's Compressed Natural Gas (CNG) Station; and

WHEREAS, by Resolution No. 10-033, approved on the 13th day of December, 2010, the Board of Commissioners of Pierce Transit adopted the 2011 Budget; and

WHEREAS, by Resolution No. 11-017, approved on the 8th day of August, 2011, the Board of Commissioners of Pierce Transit amended the 2011 Capital Budget; and

WHEREAS, unforeseen conditions have been encountered that are resulting in cost changes and change orders to the project contracts estimated to be the amount of \$756,559; and

WHEREAS, the budget contains funds for the CNG Fueling Station; and

WHEREAS, additional funds are required to cover increased costs to complete reconstruction of the CNG Fueling Station; and

WHEREAS, expenses and adjustments related to the CNG Station reconstruction will be submitted to Pierce Transit's insurance carrier and may be reimbursed; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce Transit to amend the Project Budget to provide increased funds for the completion of reconstruction of the CNG Fueling Station in the amount of 756,559;

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

3 Section 1 The 2012 Budget is herewith amended to reflect an increase of
4 \$756,559 for a new total budget of \$3,976,833 by the Board of Commissioners of Pierce
5 Transit.

6 ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting
7 thereof held on the 8th day of October, 2012.

Marilyn Strickland, Chair
Board of Commissioners

ATTEST:

Barbara B. Schatz, CMC
Acting Clerk of the Board

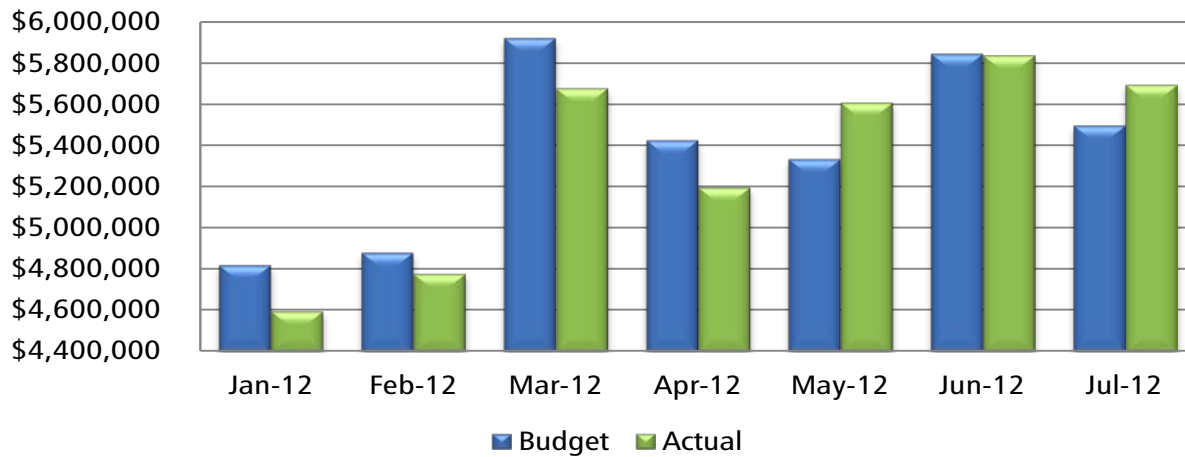


Monthly Financial & Performance Dashboard

August 2012
As of September 28, 2012

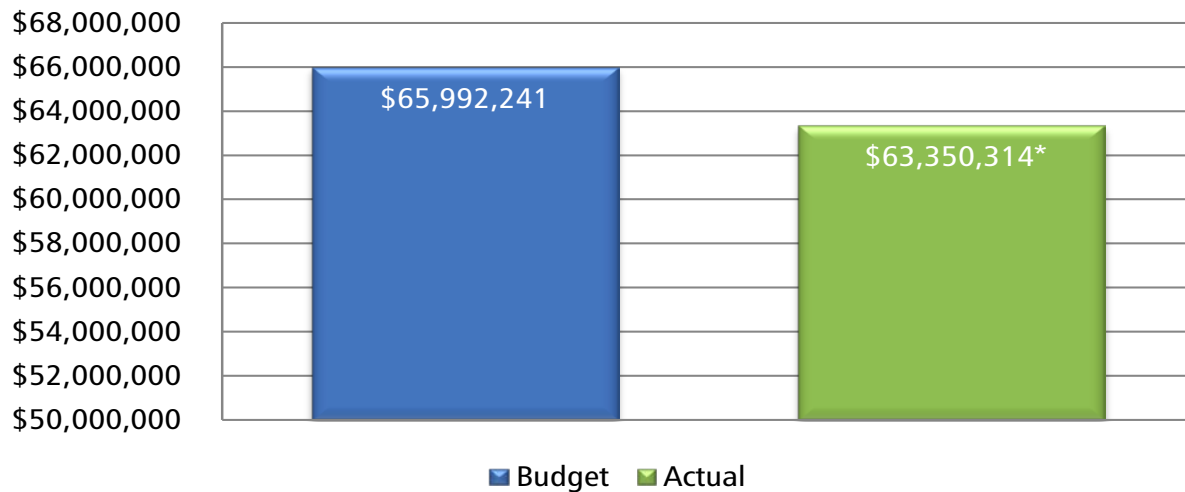


Sales Tax Budget vs Actual Collections 2012



- Revenues collected reflect a two month lag for distribution.

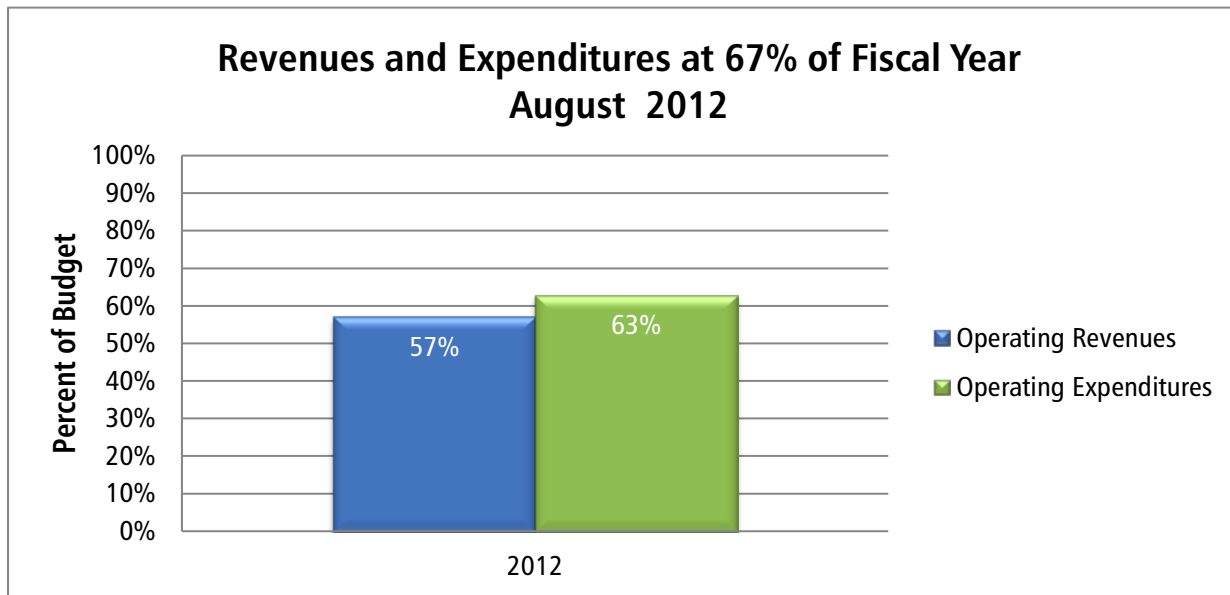
2012 Projected YE Sales Tax Revenue



*2012 year end projected actual reflects reductions in sales tax revenues as a result of the PTIC.

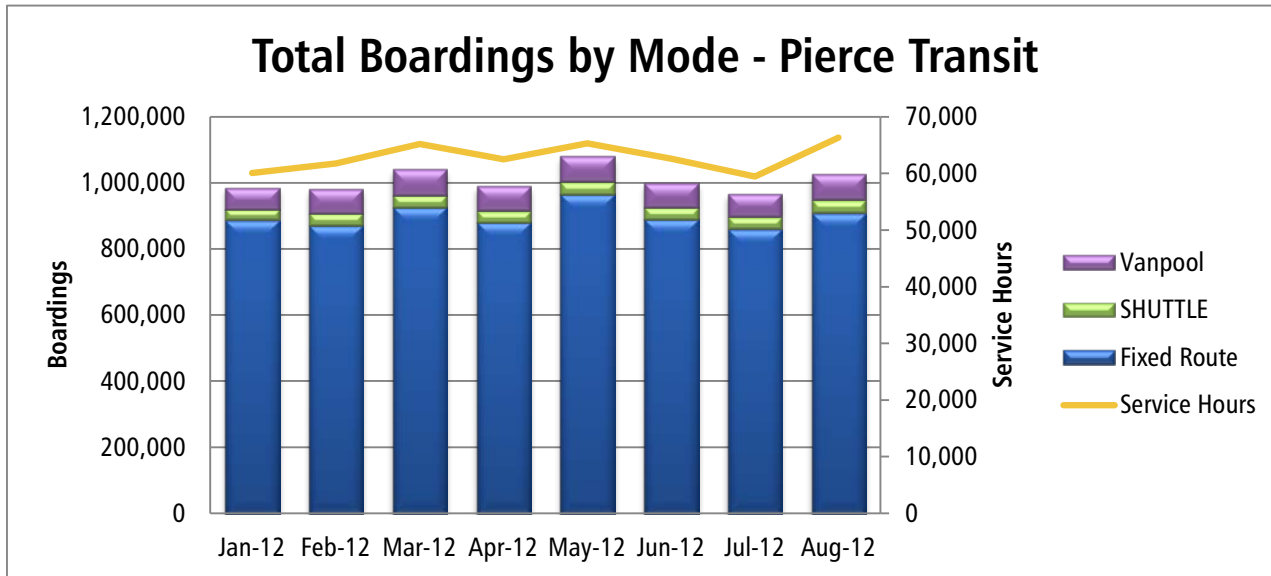
- 2012 year end sales tax projections are currently estimated to be \$2,641,927 below budgeted amounts.

Revenues and Expenditures



- Actual revenues continue to be below budgeted amounts –
 - Impact of the PTIC reductions on sales tax collections will begin in October 2012.
 - Preventive maintenance grant funds not yet received.
 - Land sales have not yet occurred.
- With increasing efforts for cost efficiencies, expenditures are below budgeted amounts.

Boardings



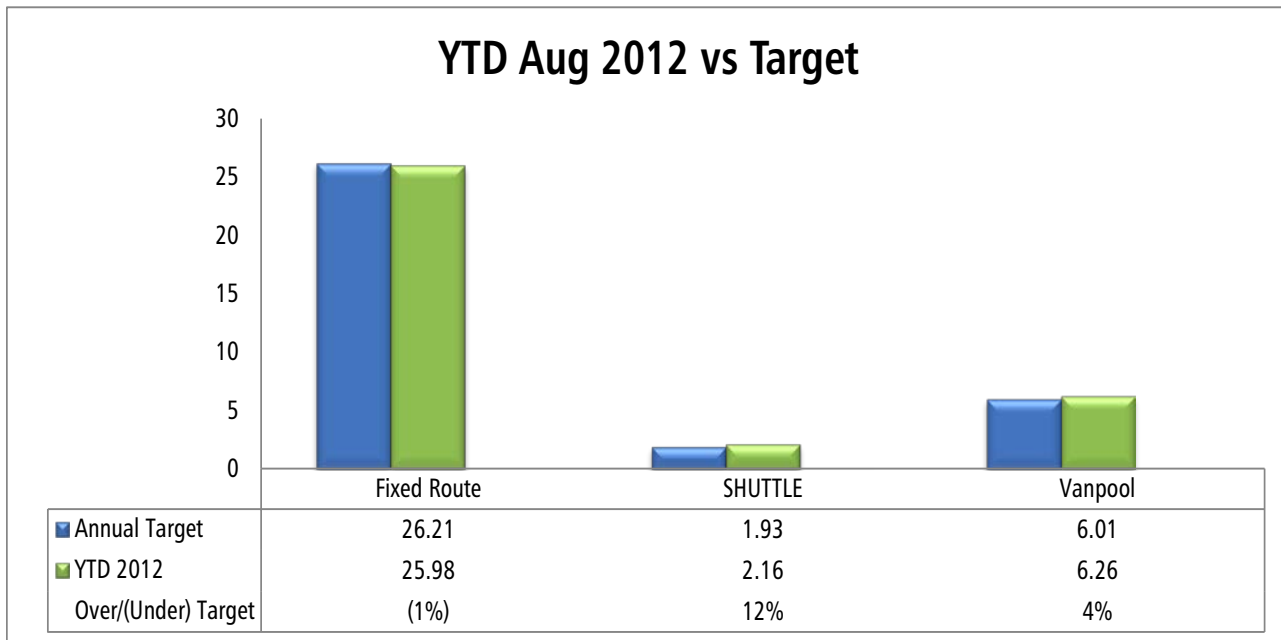
**Excludes Sound Transit

Pierce Transit	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	YTD
Vanpool	65,899	73,994	78,833	74,821	77,682	73,168	69,414	77,436	591,247
SHUTTLE	30,964	35,947	36,506	35,871	37,444	35,210	35,417	37,807	285,166
Fixed Route	888,267	871,299	925,254	879,348	965,912	889,625	861,715	909,955	7,191,375
Total	985,130	981,240	1,040,593	990,040	1,081,038	998,003	966,546	1,025,198	8,067,788
% of Target	97%	96%	102%	97%	106%	98%	95%	101%	99%

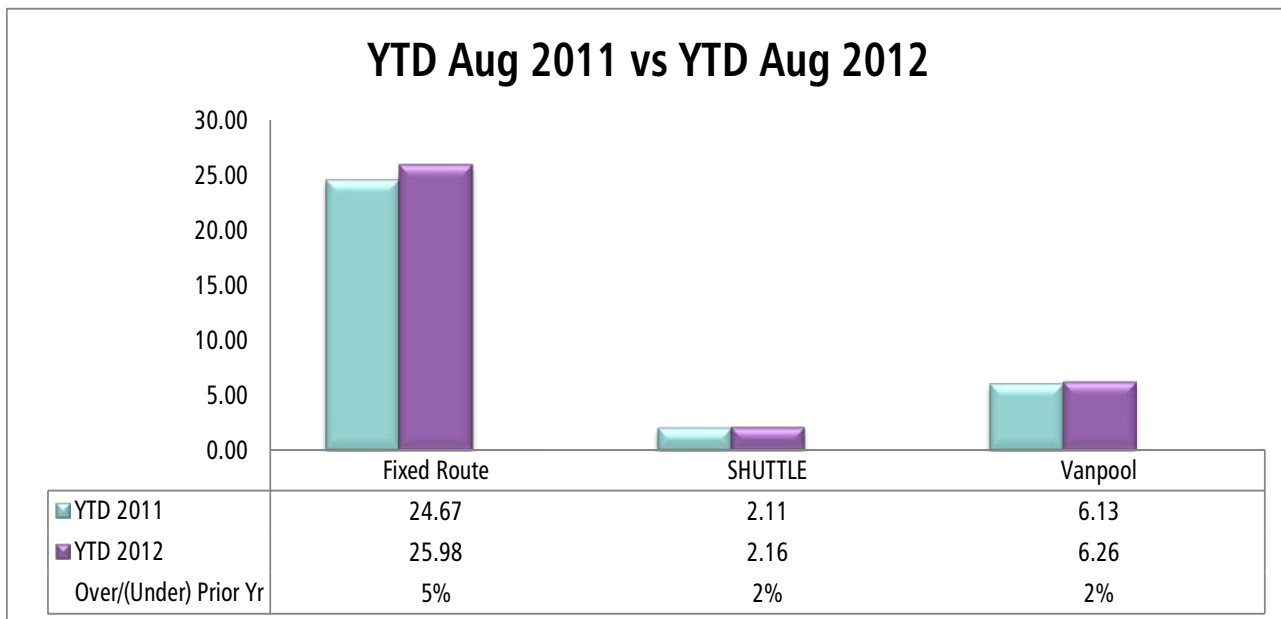
Boardings: The total number of people boarding a Pierce Transit vehicle during a given period.

- New targets were established in 2012 due to service reduction.
- Monthly target is 1,017,406 boardings.

Passengers per Service Hour



**Excludes Sound Transit



**Excludes Sound Transit

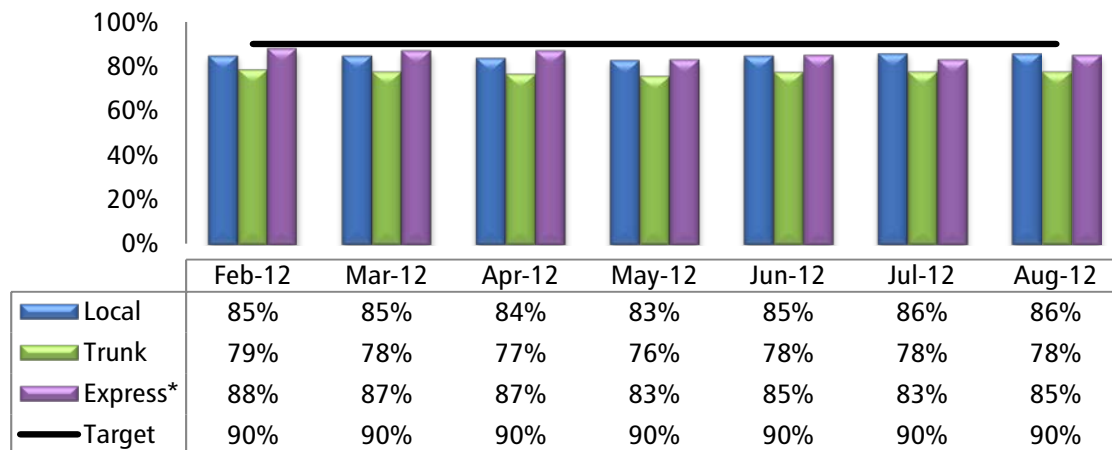
Passengers per Service Hour: The total boardings reported during the month divided by the total service hours.

- Increased passengers per service hours as compared to prior year through use of route planning efforts.
- Annual targets have been achieved or exceeded in all categories except Fixed Route; however, fixed route is up as compared to 2011.

On Time Performance

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

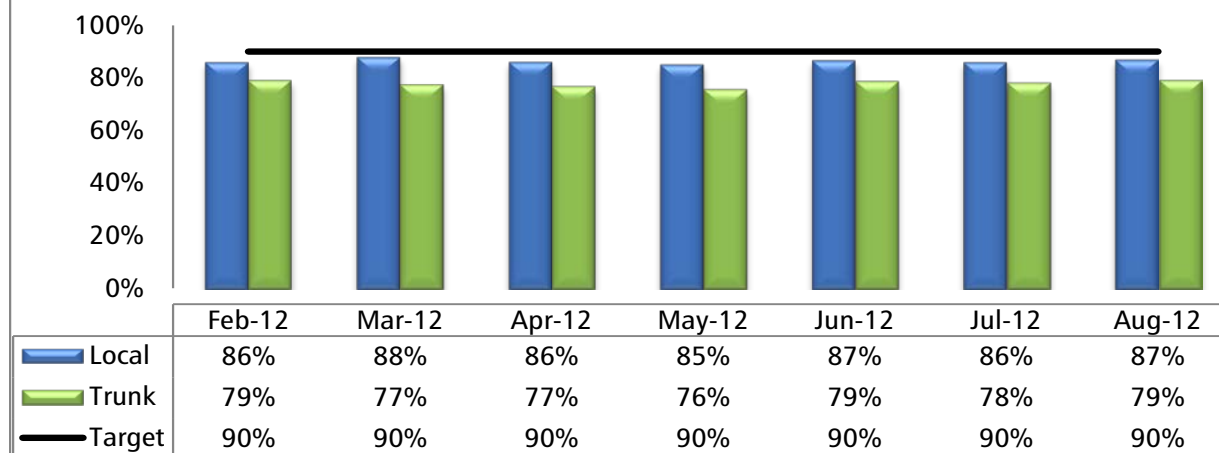
On Time Performance - Weekday**



**Excludes Sound Transit

*Adjusted for estimated time points

On Time Performance - Weekend**



**Excludes Sound Transit

- Due to the CNG incident in February 2011, we have introduced the use of old Sound Transit buses, which are configured differently leading to longer dwell times. Use of those ST buses was discontinued April 30, 2012. (Dwell time – The scheduled time a vehicle is allowed to discharge and take on passengers at a stop, including opening and closing doors.)
- Service reductions have led to more passengers per bus also extending dwell times.