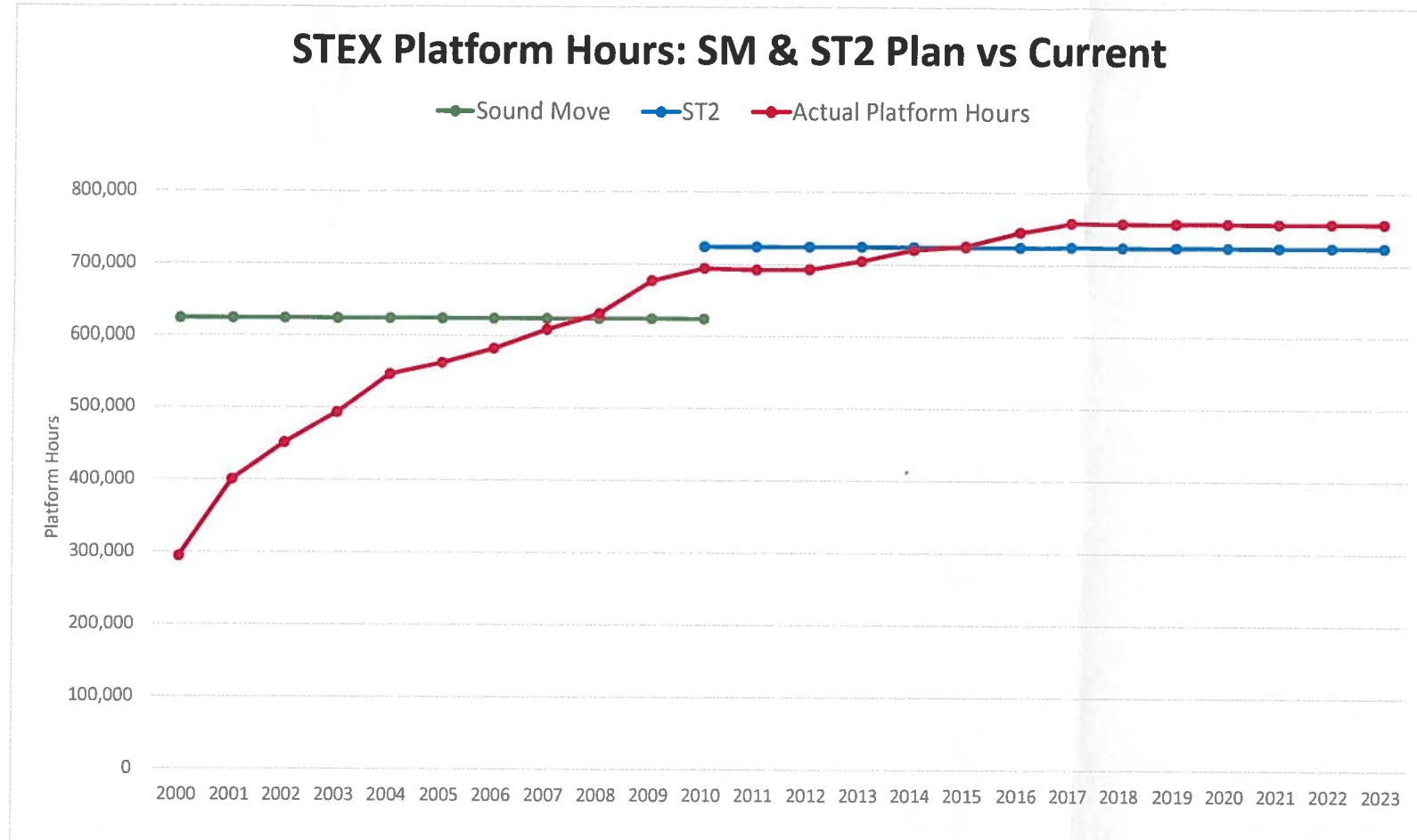
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sound Move	624,000	624,000	624,000	624,000	624,000	624,000	624,000	624,000	624,000	624,000	624,000													
Increase											100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
ST2											724,000	724,000	724,000	724,000	724,000	724,000	724,000	724,000	724,000	724,000	724,000	724,000	724,000	724,000
Actual Platform Hours	294,113	400,512	451,283	493,488	546,287	562,161	582,319	608,610	630,621	676,520	693,958	691,796	692,393	704,166	720,053	725,161	744,959	757,209	757,209	757,209	757,209	757,209	757,209	757,209

SM Platform Hours: 624,000
http://m.soundtransit.org/sites/default/files/documents/pdf/about/COP/Reports/200504_COP_SoundMoveYear8.pdf

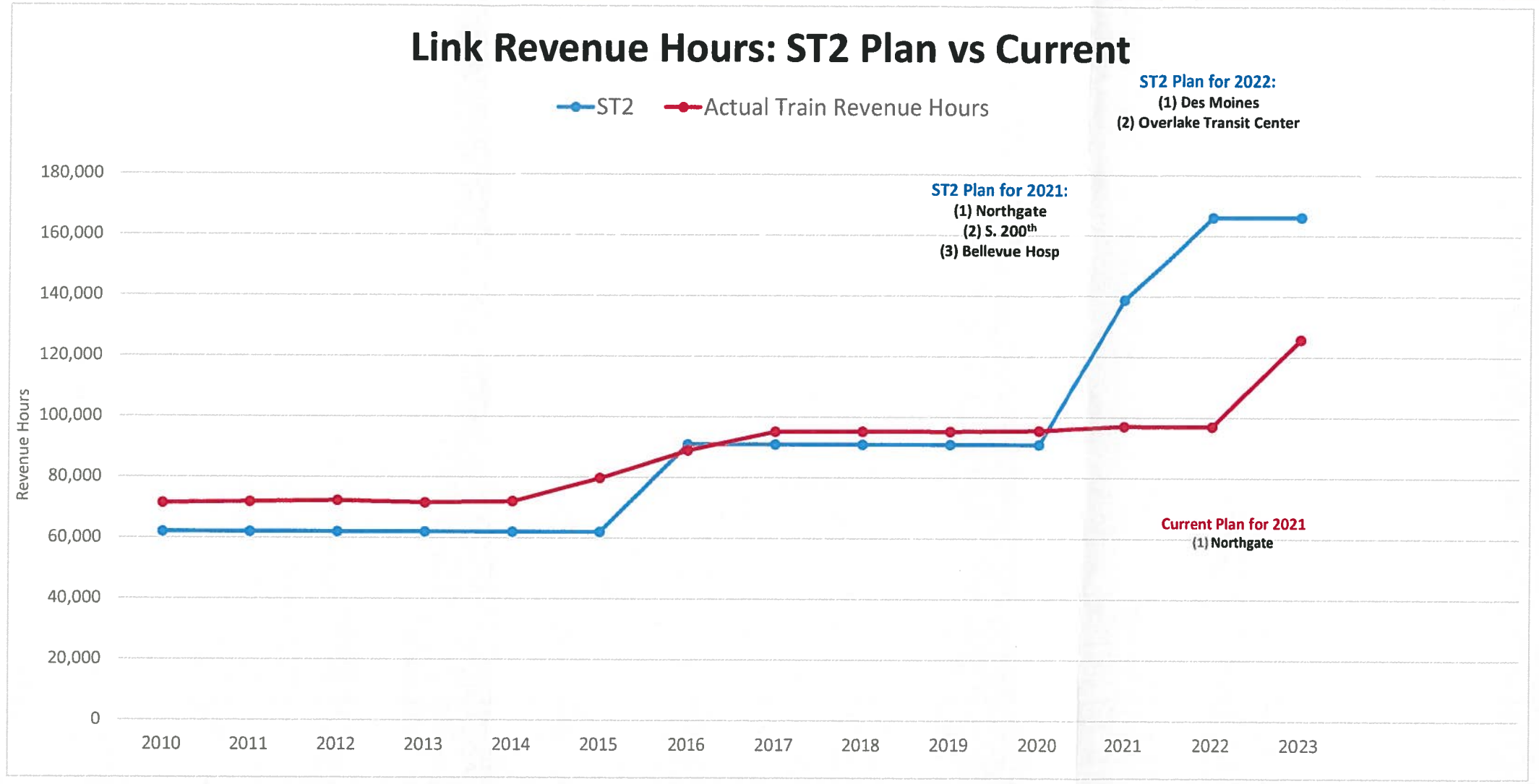
ST2 Platform Hours: I-O ST2 O.5 11-10-08. Tab "ST2 REX O&M." Estimates 100,002 additional hours for ST2. Cost estimate is pretty close to STEX O&M estimate in ST2 Appendix A.

Actual Platform :
2000-2002: Operating Plan with confirmation (Draft 2007 Model Nov 28 ST2.xls)
2003: 2006 Budget
2004 - 2005: Bus Fleet Management Plan 2008
2006 - 2007: 2008 Budget
2008-2009: 2010 Budget
2010 - 2013: 2016 STEX Ops Model (created by Al McCoy)
2014 - 2023: 2016 Draft SIP



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023			
ST2	62,000	62,000	62,000	62,000	62,000	62,000	91,000	91,000	91,000	91,000	91,000	138,810	166,180	166,180			
Actual Train Revenue Hours	71,499	71,838	72,240	71,551	72,032	79,767	88,955	95,252	95,322	95,322	95,602	97,101	97,101	125,750			

Sources:

ST2 Planned Train Revenue Hours: Used ST2 Financial Plan for Central Link/ U Link hours 2010 to 2021. (Central Link will require 62,000 annual train hours in 2010. The entire Airport to University Link will require 91,000 annual train hours.) Hours from 2021 to 2040 are from excel financial model "FM ST2 Base 3-10-09." This is closest spreadsheet I could find to vote that includes hours. The ST2 costs presented are consistent with the subarea O&M costs in the ST2 financial plan.

Actual Train Revenue Hours:
2010 - 2013: 2016 Light Rail Ops Model
2014 - 2020 - Draft 2016 SIP & 2016 Light Rail Ops Model