

Meeting Location: Teleconference
Phone: 253-215-8782
Meeting ID: 87339092463

Virtual Meeting Participation Information:

Due to the COVID-19 Pandemic and the Governor Proclamation 20-28 that is in effect, a physical meeting location will not be provided for this meeting. The public is welcome to attend the meeting by calling 1-253-215-8782 or 1-669-900-6833 and entering Meeting ID No. 87339092463, or by accessing the link below via computer at <https://us02web.zoom.us/j/87339092463>.

Call to Order

Roll Call

Special Business

1. Welcoming Deputy Mayor John Palmer from the City of Puyallup to the Pierce Transit Board (representing the cities of Edgewood and Puyallup)
2. Recognition of Commissioner Daryl Eiding for his Service on the Board
3. Chair Appointments to the Service Delivery and Capital Committee and the Combined Communications Network Committee

Presentations

Denise Edington
CTAG Member

1. Community Transportation Advisory Group Quarter 4 Update

Public Comment (*Citizens wishing to provide comment will be given three minutes to comment on any transit-related matters regardless of whether it is an agenda item or not. The Chair, at his or her discretion, may reduce the comment time allowed to allow sufficient time for the Board to conduct business.*)

Consent Agenda

(Items listed below were distributed to Commissioners in advance for reading and study and are enacted with one motion. Item(s) may be moved to the Action Agenda at the request of a Commissioner.)

1. Approval of Vouchers, November 1, 2020 through November 30, 2020
2. Approval of Minutes, October 29, November 9, 2020 Board Meetings

3. FS 2020-057, Authorization to Execute Contract No. 1038 with Wood Harbinger for Design Consulting Services to Replace the Security and Emergency Warning System and Related Security Enhancements
4. FS 2020-058, Authority to Execute a Three-Year Microsoft Premier Support Agreement with Microsoft Premier Services Support Agreement
5. FS 2020-059, Authority to Execute a Three-Year Microsoft Enterprise Services License Agreement with Software House International
6. FS 2020-060, Authority to Execute Contract No. 1100 with Pease & Sons, Inc., for the Building 4 Interior/Exterior Improvements
7. FS 2020-061, Authority to Execute Amendment No. 2 to Contract No. PT-23-19 with IBI Group for Implementation Support for the Computer Aided Dispatch/Automated Vehicle Location System Replacement Project
8. FS 2020-062, Ratification of an Emergency Interlocal Agreement with the Pierce County Sheriff's Department for the Use of Two, 12 Passenger Vans
9. FS 2020-063, Authorization to Execute a Memorandum of Understanding with the City of Tacoma, Tacoma Public Utilities, Pierce County, and Washington State Department of Transportation (WSDOT) for Project No. 563 Bus Rapid Transit (BRT) Pacific Avenue/State Route 7 Corridor Project

Action Agenda

1. FS 2020-064, Adoption of Continuing Budget for Calendar Year 2021
Brett Freshwaters
Executive Director of Finance
2. FS 2020-065, [Presentation] Authority to Implement Service Growth Plan Due to COVID-19, Effective March 21, 2021
Lindsey Sehmel
Principal Planner - Scheduling
3. FS 2020-066, [Presentation] Adopting Pierce Transit's Destination 2040 Long Range Plan Update
Duane Wakan
Senior Planner
4. FS 2020-067, Authorizing Revisions to Pierce Transit's Environmental Policy and Procedures Pursuant to the State Environmental Policy Act (SEPA) Requirements
Duane Wakan
Senior Planner
5. FS 2020-068, [Presentation] Authority to Execute Contract No. 1065 with Clever Devices to Replace the Current Computed Aided Dispatch/Automated Vehicle Location System
Usame Dahir
Sr. Project Manager

6. FS 2020-055, [Presentation] Adopting a New Transit Advertising Policy and Repealing Previous Resolutions that Established Prior Transit Advertising Policies and Revisions

Kathy Walton
Marketing Supervisor

Executive Session

Staff Updates/Discussion

1. CEO's Report

CEO Dreier

Informational Board Items

1. Chair Report
2. Sound Transit Update
3. PSRC Transportation Policy Board Update
4. Commissioners' Comments

Chair Woodards

Commissioners Keel, Dammeier or
Woodards

Commissioner Anderson

Adjournment

American Disability Act (ADA) accommodations are available with a 72-hour notice. Please contact the Clerk's office at 253-581-8066 for special accommodations.



Consent Agenda

PIERCE TRANSIT
Board Payments Over \$50,000
Payments From: Nov 1, 2020 to Nov 30, 2020
Cash and Investment Balance: \$146,180,575.00

Payment Numbers CK 00374916 through CK 00375094
 Wire Numbers EFT 00005826 through EFT 00006069
 No Advance Travel Checks
 Total \$5,550,302.77

Payments in Excess of \$50,000 are as follows:

Operating Fund

Check	Vendor	Item/Service	Amount
CHK 00375030	WA ST DEPT OF L&I - ELEVATOR	SELF INS RPT Q320	48,947.75
CHK 00375069	PIERCE COUNTY BUDGET & FINANCE	Policing Services 11/20	304,400.64
CHK 00375090	SWIFTLY	MAIN REALTME 11/19/20-11/18/21	143,000.00
EFT 00005826	GREAT WEST RETIREMENT	PP 23 2020 Empower	52,804.63
EFT 00005827	ICMA RETIREMENT	PP 23 2020 ICMA	152,690.95
EFT 00005833	ASSOCIATED PETROLEUM	DIESEL USAGE	60,122.77
EFT 00005837	BRIDGESTONE AMERICA	DAMAGED TIRES TAB7484 09/20	63,581.50
EFT 00005877	SOUND TRANSIT	ST Farebox October 2020	50,893.91
EFT 00005883	STRATAGEN SYSTEMS, INC.	SUPP ADEPT 01/01-10/31/21	70,792.09
EFT 00005938	SOUND TRANSIT	CLAIMS ST JAN-AUG 2020	127,222.54
EFT 00005956	US BANK CORPORATE PAYMENT SYST	MISC BUSN EXPENSES	52,075.89
EFT 00005957	AWC	AWC BGLI Nov 20	1,152,837.86
EFT 00005967	COST MANAGEMENT SERVICES INC	CNG USAGE 10/20	70,751.12
EFT 00005972	FIRST TRANSIT	FARE RECOVERY 10/20	426,802.86
EFT 00006020	GREAT WEST RETIREMENT	PP 24 2020 Empower	53,458.55
EFT 00006021	ICMA RETIREMENT	PP 24 2020 ICMA	151,766.90
Payments for Fund 1 Total			\$2,982,149.96

Self Insurance Fund

Check	Vendor	Item/Service	Amount
CHK 00375030	WA ST DEPT OF L&I - ELEVATOR	SELF INS RPT Q320	62,005.61
Payments for Fund 4 Total			\$62,005.61

Capital Fund

Check	Vendor	Item/Service	Amount
EFT 00005841	CONSTRUCT, INC.	Arch Demo Commerce 10/20	135,000.00
EFT 00005917	GRANITE CONSTRUCTION COMPANY	PRECONSTR BRT 09/20	51,698.31
EFT 00005956	US BANK CORPORATE PAYMENT SYST	Commerce St Site Dev. Permit	6,190.40
EFT 00005966	COMMONSTREET CONSULTING LLC	ACQUISITION BRT 10/20	78,064.35
EFT 00006018	WSP USA, INC.	DESIGN BRT 09/20	519,409.23
Payments for Fund 9 Total			\$790,362.29

Total Payments in Excess of \$50,000.00

\$3,834,517.86

Pierce Transit
Payment Certification for Nov 30, 2020
Payments Nov 1, 2020 to Nov 30, 2020
Payment Numbers CK 00374916 through CK 00375094
Wire Numbers EFT 00005826 through EFT 00006069

Bank ID	Check Numbe	Check Date	Amount	Vendor Name
01	CHK	00374916	11/05/2020	1,952.79 20/10 PRODUCTS, INC
01	CHK	00374917	11/05/2020	9,521.29 ALL PRO BUILDING MAINTENANCE
01	CHK	00374918	11/05/2020	51.00 AT&T
01	CHK	00374919	11/05/2020	27.47 AT&T
01	CHK	00374920	11/05/2020	278.39 AT&T
01	CHK	00374921	11/05/2020	80.08 AT&T
01	CHK	00374922	11/05/2020	1,050.00 ATU LOCAL 758 CORP
01	CHK	00374923	11/05/2020	426.75 BEN'S CLEANER SALES INC
01	CHK	00374924	11/05/2020	37.50 CALIFORNIA STATE DISBURSEMENT
01	CHK	00374925	11/05/2020	63.35 CENTURY LINK
01	CHK	00374926	11/05/2020	911.60 CHAPTER 13 TRUSTEE
01	CHK	00374927	11/05/2020	1,003.85 CITY TREASURER - TPU
01	CHK	00374928	11/05/2020	32,138.20 CITY TREASURER - TPU
01	CHK	00374929	11/05/2020	290.16 CITY TREASURER - TPU
01	CHK	00374930	11/05/2020	2,921.66 CLF WAREHOUSE
01	CHK	00374931	11/05/2020	765.25 CLINICAL REFERENCE LABORATORY
01	CHK	00374932	11/05/2020	4,800.49 COLONIAL SUPPLEMENTAL LIFE
01	CHK	00374933	11/05/2020	150.24 COMCAST
01	CHK	00374934	11/05/2020	395.59 COMCAST
01	CHK	00374935	11/05/2020	43.34 COMM ON POLITICAL EDUCATION
01	CHK	00374936	11/05/2020	705.16 CREATIVE BUS SALES
01	CHK	00374937	11/05/2020	667.20 DAILY JOURNAL OF COMMERCE INC
01	CHK	00374938	11/05/2020	384.00 DONALD L ANDERSON
01	CHK	00374939	11/05/2020	50.00 EMPLOYMENT SECURITY DEPA
01	CHK	00374940	11/05/2020	10.98 FEDERAL EXPRESS CORP
01	CHK	00374941	11/05/2020	142.25 FRUITLAND MUTUAL WATER COMPANY
01	CHK	00374942	11/05/2020	531.31 GENES TOWING CORP
01	CHK	00374943	11/05/2020	157.92 HARBOR FREIGHT TOOLS
01	CHK	00374944	11/05/2020	545.69 HAWAII STATE TAX COLLECTOR
01	CHK	00374945	11/05/2020	186.13 HOME DEPOT CREDIT SERVICES
01	CHK	00374946	11/05/2020	808.50 IAM & AW
01	CHK	00374947	11/05/2020	7,677.37 IBI GROUP A CALIFORNIA PARTNER
01	CHK	00374948	11/05/2020	220.00 INTERNAL REVENUE SERVICE
01	CHK	00374949	11/05/2020	220.00 INTERNAL REVENUE SERVICE
01	CHK	00374950	11/05/2020	67.40 KEVIN FOSTER
01	CHK	00374951	11/05/2020	3,771.25 KING COUNTY FINANCE
01	CHK	00374952	11/05/2020	2,500.00 KING BROADCASTING CO
01	CHK	00374953	11/05/2020	9,187.65 LEGEND DATA SYSTEMS -LEGEND ID
01	CHK	00374954	11/05/2020	574.59 LOWE'S COMPANIES INC
01	CHK	00374955	11/05/2020	14,267.78 MACHINISTS HEALTH &
01	CHK	00374956	11/05/2020	1,140.00 MICHAEL G MALAIER
01	CHK	00374957	11/05/2020	167.50 MISSOURI FAMILY SUPPORT PAYMEN
01	CHK	00374958	11/05/2020	167.78 MVP POSTER
01	CHK	00374959	11/05/2020	1,011.91 NATIONAL AUTO PARTS WAREHOUSE
01	CHK	00374960	11/05/2020	136.40 NH DEPT OF H & HS
01	CHK	00374961	11/05/2020	215.99 NORBAR TORQUE TOOLS
01	CHK	00374962	11/05/2020	1,744.60 NORTHWEST IAM BENEFIT TRUST
01	CHK	00374963	11/05/2020	896.82 NYS CHILD SUPPORT PROCESSING
01	CHK	00374964	11/05/2020	341.39 PACIFIC TORQUE
01	CHK	00374965	11/05/2020	45,000.00 PIERCE COUNTY BUDGET & FINANCE
01	CHK	00374966	11/05/2020	95.75 PUGET SOUND ENERGY
01	CHK	00374967	11/05/2020	4,857.00 RESCUE MISSION
01	CHK	00374968	11/05/2020	1,093.84 REX PEGG FABRICS INC
01	CHK	00374969	11/05/2020	7.47 ROSEN SUPPLY
01	CHK	00374970	11/05/2020	894.66 RPAI US MANAGEMENT LLC
01	CHK	00374971	11/05/2020	198.75 SHERWIN-WILLIAMS (LKWD, CEDR)
01	CHK	00374972	11/05/2020	478.07 SMITH FIRE SYSTEMS INC
01	CHK	00374973	11/05/2020	119.24 SNAP-ON TOOLS - Robert Mustain
01	CHK	00374974	11/05/2020	373.36 SONITROL PACIFIC
01	CHK	00374975	11/05/2020	500.00 SOURCE PANEL
01	CHK	00374976	11/05/2020	134.68 STEVE ADAMS
01	CHK	00374977	11/05/2020	199.00 SWARNER COMMUNICATIONS
01	CHK	00374978	11/05/2020	579.76 TACOMA DAILY INDEX
01	CHK	00374979	11/05/2020	4,689.62 TACOMA MALL PARTNERSHIP
01	CHK	00374980	11/05/2020	593.35 TX CHILD SUPPORT SDU
01	CHK	00374981	11/05/2020	72.30 TRANSLITE ENTERPRISES
01	CHK	00374982	11/05/2020	1,356.04 UNITED SITE SERVICES (Everson)
01	CHK	00374983	11/05/2020	806.17 UNITED WAY OF PIERCE COUNTY
01	CHK	00374984	11/05/2020	1,035.59 WALTER E NELSON CO.
01	CHK	00374985	11/05/2020	60.92 WURTH USA INC
01	CHK	00374986	11/12/2020	53.00 ADRIAN BOYCE
01	CHK	00374987	11/12/2020	819.72 ALIGNMENT ON WHEELS INC

01	CHK	00374988	11/12/2020	9,011.00 AT&T
01	CHK	00374989	11/12/2020	617.62 CENTURY LINK
01	CHK	00374990	11/12/2020	77.76 CENTURY LINK
01	CHK	00374991	11/12/2020	26,293.33 CITY OF FEDERAL WAY
01	CHK	00374992	11/12/2020	6,151.32 CITY TREASURER - TPU
01	CHK	00374993	11/12/2020	140.24 COMCAST
01	CHK	00374994	11/12/2020	155.18 COMCAST
01	CHK	00374995	11/12/2020	171.83 COMCAST
01	CHK	00374996	11/12/2020	150.18 COMCAST
01	CHK	00374997	11/12/2020	1,747.41 CUDA WASHINGTON
01	CHK	00374998	11/12/2020	1,024.36 DM RECYCLING CO INC
01	CHK	00374999	11/12/2020	504.17 FASTENAL
01	CHK	00375000	11/12/2020	5.36 FEDERAL EXPRESS CORP
01	CHK	00375001	11/12/2020	1,328.29 GENES TOWING CORP
01	CHK	00375002	11/12/2020	169.08 GILCHRIST CHEVROLET
01	CHK	00375003	11/12/2020	75.42 GILLIG LLC
01	CHK	00375004	11/12/2020	4,759.13 HAROLD LEMAY ENTERPRISES
01	CHK	00375005	11/12/2020	378.00 HAUGEN GRAPHICS
01	CHK	00375006	11/12/2020	7,586.86 HULTZ BHU ENGINEERS INC.
01	CHK	00375007	11/12/2020	603.62 JOHNSTONE SUPPLY
01	CHK	00375008	11/12/2020	256.00 KENT KEEL
01	CHK	00375009	11/12/2020	40,891.19 LAKEVIEW LIGHT & POWER CO
01	CHK	00375010	11/12/2020	203.75 LEMAY MOBILE SHREDDING
01	CHK	00375011	11/12/2020	711.33 LEVEL 3 (CENTURY LINK)
01	CHK	00375012	11/12/2020	4,803.41 LEVEL 3 (CENTURY LINK)
01	CHK	00375013	11/12/2020	50.95 NATIONAL AUTO PARTS WAREHOUSE
01	CHK	00375014	11/12/2020	300.00 NATIONAL SAFETY COUNCIL
01	CHK	00375015	11/12/2020	142.76 O'REILLY AUTO PARTS
01	CHK	00375016	11/12/2020	98.41 PACIFIC TORQUE
01	CHK	00375017	11/12/2020	40.22 PAPE KENWORTH NORTHWEST
01	CHK	00375018	11/12/2020	425.54 PENINSULA LIGHT
01	CHK	00375019	11/12/2020	5,401.43 PIERCE COUNTY BUDGET & FINANCE
01	CHK	00375020	11/12/2020	192.85 POWDER COATING SYSTEMS
01	CHK	00375021	11/12/2020	1,040.82 PURCELL TIRE & RUBBER COMPANY
01	CHK	00375022	11/12/2020	96.71 RAINIER SUPPLY
01	CHK	00375023	11/12/2020	426.91 REX PEGG FABRICS INC
01	CHK	00375024	11/12/2020	40.82 RIGHT WAY SPRING
01	CHK	00375025	11/12/2020	3,775.00 SINCLAIR TELEVISION MEDIA INC
01	CHK	00375026	11/12/2020	700.00 SRS LLC
01	CHK	00375027	11/12/2020	122.32 TERMINIX COMMERCIAL
01	CHK	00375028	11/12/2020	116.81 TERMINIX COMMERCIAL
01	CHK	00375029	11/12/2020	806.51 UNITED SITE SERVICES (Everson)
01	CHK	00375030	11/17/2020	110,953.36 WA ST DEPT OF L&I - ELEVATOR
01	CHK	00375031	11/19/2020	29.24 AT&T
01	CHK	00375032	11/19/2020	65.51 AT&T
01	CHK	00375033	11/19/2020	47,221.91 ATU LOCAL 758 CORP
01	CHK	00375034	11/19/2020	90.94 BUNCE RENTALS INC
01	CHK	00375035	11/19/2020	29.66 C C'S CLASSY CHASSIS CAR WASH
01	CHK	00375036	11/19/2020	37.50 CALIFORNIA STATE DISBURSEMENT
01	CHK	00375037	11/19/2020	7,559.04 CENTURY LINK
01	CHK	00375038	11/19/2020	911.60 CHAPTER 13 TRUSTEE
01	CHK	00375039	11/19/2020	55.83 CHRISTOPHER HUDKINS
01	CHK	00375040	11/19/2020	9,222.55 CITY TREASURER - TPU
01	CHK	00375041	11/19/2020	150.50 CITY TREASURER - TPU
01	CHK	00375042	11/19/2020	900.39 CLF WAREHOUSE
01	CHK	00375043	11/19/2020	150.18 COMCAST
01	CHK	00375044	11/19/2020	150.24 COMCAST
01	CHK	00375045	11/19/2020	5,775.31 COMCAST
01	CHK	00375046	11/19/2020	97.72 CONSOLIDATED ELECTRICAL DIST
01	CHK	00375047	11/19/2020	675.32 CREDIT INTERNATIONAL CORP
01	CHK	00375048	11/19/2020	1,510.00 CURVED GLASS COMPANY
01	CHK	00375049	11/19/2020	94.01 DISH
01	CHK	00375050	11/19/2020	38.00 EQUUS WORKFORCE SOLUTIONS
01	CHK	00375051	11/19/2020	5.36 FEDERAL EXPRESS CORP
01	CHK	00375052	11/19/2020	50.00 FORMFOX, INC.
01	CHK	00375053	11/19/2020	1,195.46 GENES TOWING CORP
01	CHK	00375054	11/19/2020	115.48 GILCHRIST CHEVROLET
01	CHK	00375055	11/19/2020	180.60 HARBOR FREIGHT TOOLS
01	CHK	00375056	11/19/2020	469.89 HAWAII STATE TAX COLLECTOR
01	CHK	00375057	11/19/2020	220.00 INTERNAL REVENUE SERVICE
01	CHK	00375058	11/19/2020	231.76 LAKEWOOD WATER DISTRICT
01	CHK	00375059	11/19/2020	3,167.10 LEVEL 3 (CENTURY LINK)
01	CHK	00375060	11/19/2020	1,140.00 MICHAEL G MALAIER
01	CHK	00375061	11/19/2020	167.50 MISSOURI FAMILY SUPPORT PAYMEN
01	CHK	00375062	11/19/2020	7,030.00 MULTICARE HEALTH SYSTEM
01	CHK	00375063	11/19/2020	220.24 MVP POSTER
01	CHK	00375064	11/19/2020	136.40 NH DEPT OF H & HS
01	CHK	00375065	11/19/2020	896.82 NYS CHILD SUPPORT PROCESSING
01	CHK	00375066	11/19/2020	429.93 OFFICE DEPOT CORP
01	CHK	00375067	11/19/2020	49.18 PAPE KENWORTH NORTHWEST
01	CHK	00375068	11/19/2020	47.25 PATRICK STAFFORD

01	CHK	00375069	11/19/2020	304,400.64 PIERCE COUNTY BUDGET & FINANCE
01	CHK	00375070	11/19/2020	976.26 PURCELL TIRE & RUBBER COMPANY
01	CHK	00375071	11/19/2020	185.77 RUSSELL LOWE
01	CHK	00375072	11/19/2020	593.35 TX CHILD SUPPORT SDU
01	CHK	00375073	11/19/2020	127.03 ULINE
01	CHK	00375074	11/19/2020	1,112.05 UNITED SITE SERVICES (Everson)
01	CHK	00375075	11/19/2020	806.17 UNITED WAY OF PIERCE COUNTY
01	CHK	00375076	11/19/2020	42,116.79 VOYAGER FLEET SYSTEMS INC
01	CHK	00375077	11/19/2020	75.00 WA ST CRIMINAL JUSTICE TRAINING
01	CHK	00375078	11/24/2020	86.26 CITIZENS FOR A HEALTHY BAY
01	CHK	00375079	11/24/2020	606.48 CITY TREASURER - TPU
01	CHK	00375080	11/24/2020	652.81 CLF WAREHOUSE
01	CHK	00375081	11/24/2020	398.49 GENES TOWING CORP
01	CHK	00375082	11/24/2020	505.70 GILCHRIST CHEVROLET
01	CHK	00375083	11/24/2020	33.70 HARBOR FREIGHT TOOLS
01	CHK	00375084	11/24/2020	1,445.00 MULTICARE HEALTH SYSTEM
01	CHK	00375085	11/24/2020	128.93 NATIONAL AUTO PARTS WAREHOUSE
01	CHK	00375086	11/24/2020	7,349.11 NORTHWEST PLAYGROUND EQUIPMENT
01	CHK	00375087	11/24/2020	6,250.00 PREMIER MEDIA GROUP
01	CHK	00375088	11/24/2020	426.51 PUGET SOUND ENERGY
01	CHK	00375089	11/24/2020	4,331.73 REX PEGG FABRICS INC
01	CHK	00375090	11/24/2020	143,000.00 SWIFTLY
01	CHK	00375091	11/24/2020	4,500.00 THE BUS COALITION
01	CHK	00375092	11/24/2020	1,665.86 UNITED SITE SERVICES (Everson)
01	CHK	00375093	11/24/2020	13,008.47 VERIZON WIRELESS
01	CHK	00375094	11/24/2020	8,345.77 WESTERN SYSTEMS, INC.
01	EFT	00005826	11/05/2020	52,804.63 GREAT WEST RETIREMENT
01	EFT	00005827	11/05/2020	152,690.95 ICMA RETIREMENT
01	EFT	00005828	11/05/2020	15,631.90 NAVIA BENEFIT SOLUTIONS
01	EFT	00005829	11/05/2020	7,691.99 TACOMA EMPLOYEES RETIREMENT SY
01	EFT	00005830	11/05/2020	6,191.54 WA ST CHILD SUPPORT REGISTRY
01	EFT	00005831	11/05/2020	1,905.76 A & E IMAGING
01	EFT	00005832	11/05/2020	28,990.00 ACI CUSTODIAL INC
01	EFT	00005833	11/05/2020	60,122.77 ASSOCIATED PETROLEUM
01	EFT	00005834	11/05/2020	10,524.19 ATWORK! COMMERCIAL ENTERPRISES
01	EFT	00005835	11/05/2020	6,408.34 BATTERY SYSTEMS
01	EFT	00005836	11/05/2020	49.10 BRAUN CORPORATION
01	EFT	00005837	11/05/2020	63,581.50 BRIDGESTONE AMERICA
01	EFT	00005838	11/05/2020	159.44 CINTAS FIRE PROTECTION
01	EFT	00005839	11/05/2020	3,750.00 KIRO-TV INC
01	EFT	00005840	11/05/2020	121.46 COMMERCIAL BRAKE & CLUTCH
01	EFT	00005841	11/05/2020	135,000.00 CONSTRUCT, INC.
01	EFT	00005842	11/05/2020	9,145.67 CUMMINS INC
01	EFT	00005843	11/05/2020	250.00 CYBERSOURCE CORP.
01	EFT	00005844	11/05/2020	334.00 DRUG FREE BUSINESS
01	EFT	00005845	11/05/2020	1,512.67 ELTEC SYSTEMS LLC
01	EFT	00005846	11/05/2020	128.92 FRANK GOFINCH (EMPLOYEE)
01	EFT	00005847	11/05/2020	2,650.91 GTT COMMUNICATIONS
01	EFT	00005848	11/05/2020	49,388.43 GILLIG LLC
01	EFT	00005849	11/05/2020	816.32 GRAINGER
01	EFT	00005850	11/05/2020	2,083.34 GREATER TACOMA COMMUNITY FOUND
01	EFT	00005851	11/05/2020	188.07 GROENEVELD LUBRICATION SOLUTIO
01	EFT	00005852	11/05/2020	1,380.82 HERITAGE-CRYSTAL CLEAN LLC
01	EFT	00005853	11/05/2020	2,476.12 IWG TOWERS ASSETS I LLC
01	EFT	00005854	11/05/2020	136.42 JARED MILES
01	EFT	00005855	11/05/2020	134.80 JEFFREY W DYKES
01	EFT	00005856	11/05/2020	14,704.77 JENCO DEVELOPMENT
01	EFT	00005857	11/05/2020	257.43 LARSCO INC
01	EFT	00005858	11/05/2020	85.72 LARSEN SIGN COMPANY
01	EFT	00005859	11/05/2020	1,026.94 LEGACY TELECOMMUNICATIONS, INC
01	EFT	00005860	11/05/2020	25.64 MCGUIRE BEARING CO
01	EFT	00005861	11/05/2020	566.36 MOHAWK MFG & SUPPLY
01	EFT	00005862	11/05/2020	100.32 MOOD MEDIA
01	EFT	00005863	11/05/2020	512.00 NANCY HENDERSON
01	EFT	00005864	11/05/2020	1,430.00 NAVIA BENEFIT SOLUTIONS
01	EFT	00005865	11/05/2020	50.28 NEOPART TRANSIT LLC
01	EFT	00005866	11/05/2020	9,891.00 NORTHWEST PLASTICS, INC
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01	EFT	00005868	11/05/2020	2,211.71 PACIFIC POWER PRODUCTS
01	EFT	00005869	11/05/2020	18.41 PACIFIC WELDING SUPPLY INC
01	EFT	00005870	11/05/2020	1,401.23 TEEPLE PRODUCTIONS LLC
01	EFT	00005871	11/05/2020	531.05 PROTERRA INC
01	EFT	00005872	11/05/2020	6,630.20 QBSI-XEROX
01	EFT	00005873	11/05/2020	147.83 RED WING SHOE STORE
01	EFT	00005874	11/05/2020	3,452.27 RIGHT! SYSTEMS INC
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01	EFT	00005877	11/05/2020	50,893.91 SOUND TRANSIT
01	EFT	00005878	11/05/2020	500.00 MARK W MEROD
01	EFT	00005879	11/05/2020	186.96 SOUTH TACOMA GLASS
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01	EFT	00006034	11/24/2020	517.51	DRIVELINES NW INC
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01	EFT	00006038	11/24/2020	21,801.04	GILLIG LLC
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01	EFT	00006041	11/24/2020	8,530.77	GRAYBAR ELECTRIC
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01	EFT	00006052	11/24/2020	146.33	SEATTLE AUTOMOTIVE DIST.
01	EFT	00006053	11/24/2020	649.00	SITECRAFTING INC.
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01	EFT	00006061	11/24/2020	5,380.16	TECHNICAL SECURITY INTEGRATION
01	EFT	00006062	11/24/2020	23,398.78	THE AFTERMARKET PARTS CO LLC
01	EFT	00006063	11/24/2020	352.77	THERMO KING NW INC
01	EFT	00006064	11/24/2020	51.84	TITUS WILL FORD INC
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01	EFT	00006068	11/24/2020	2,934.36	WESTERN PETERBILT
01	EFT	00006069	11/24/2020	1,997.29	WSP USA, INC.

Total Payments

\$5,550,340.77

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
SPECIAL BOARD MEETING
MINUTES**

October 29, 2020

CALL TO ORDER

Chair Woodards called the virtual Special Board meeting to order at 4:03 p.m.

ROLL CALL

Commissioners present:

Victoria Woodards, Chair of the Board, Mayor of the City of Tacoma
Nancy Henderson, Town of Steilacoom Councilmember
(representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom)
Daryl Eiding, City of Edgewood Mayor *(representing Fife/Milton//Edgewood)*
Kent Keel, City of University Councilmember
Don Anderson, City of Lakewood Mayor
Robin Farris, Puyallup City Councilmember

Commissioners excused;

Bruce Dammeier, Pierce County Executive
Conor McCarthy, City of Tacoma Councilmember
Marty Campbell, Vice Chair of the Board, Pierce County Councilmember

Staff present:

Sue Dreier, Chief Executive Officer
Aaron Millstein, General Counsel from K&L Gates
Brittany Carbullido, Executive Assistant to CEO/Deputy Clerk of the Board
Deanne Jacobson, Clerk of the Board

Opening Remarks and Housekeeping Items

Chair Woodards welcomed Board Members, staff, and citizens to the virtual meeting and provided instructions for participation to attendees.

CONSENT AGENDA

(Items listed below were distributed to commissioners in advance for reading and study and are enacted with one motion. Item(s) may be moved to the Action Agenda at the request of a Commissioner.)

Commissioners Anderson and Eiding **moved** and seconded to approve the consent agenda as presented.

Motion **carried**, 5-0.

1. Approval of Vouchers, September 1, 2020 through September 31, 2020.

Operating Fund #10
Self-Insurance Fund #40
Capital Fund #90
Payment Nos. 374496 through 374682
Wire Nos. 5304 through 5520
No Advance Travel Checks
Total \$7,332,705.54

2. Minutes: September 14, 2020 regular meeting.
3. FS 2020-045, authorized the Chief Executive Officer to enter into and execute Amendment No. 3, Contract No. PT-07-16, with Summit Law Group to increase the contract amount by \$250,000, for a total contract amount to not exceed \$750,000, for Labor Negotiations & Labor/Contract Relations Services through August 31, 2021.
4. FS 2020-046, authorized the Chief Executive Officer to enter into and execute Amendment No. 3 with Gene's Towing extending the contract by eleven months to September 30, 2021 and increasing the contract amount by \$140,000 for a total not to exceed contract amount of \$377,706.22.
5. FS 2020-047, authorized the Chief Executive Officer to enter into and execute Amendment No. 2 with Granite Construction, Pre-Construction Agreement No. PT-68-19, to increase the original contract authority amount by \$637,365.00 to cover the potholing work down the State Route 7 Corridor for a new contract amount of \$1,787,968.00.
6. FS 2020-048, authorized the Chief Executive Officer to enter into and execute Amendment No. 3 with Hultz/BHU Engineers, Master Contract No. PT-12-18, increasing the original contract authority amount by \$78,142.37 for Construction Support Services for a total not to exceed amount of \$566,332.69.
7. FS 2020-049, authorized the Chief Executive Officer to enter into and execute Amendment No. 5 with Parametrix, Contract No. PT-18-19, to increase the existing contract amount by \$504,727.00, plus a contingency amount of \$100,945.00, to provide additional Advisory Services for the BRT Pacific Ave/SR 7 Corridor Project for a new contract authority amount of \$1,274,817.

PRESENTATIONS

1. Overview of Pierce Transit's Disadvantaged Business Enterprise (DBE) Program

Executive Director of Finance Brett Freshwaters kicked off the presentation and noted that Pierce Transit would like to implement its own informal DBE program outside of the Federal Transportation Administration's program that would apply to broader projects.

Procurement Manager Linda Shilley covered the remainder of the presentation and reported that Pierce Transit's current DBE program has been approved by the Federal Transportation Administration (FTA), but it only applies to contracts that receive FTA funds.

Ms. Shilley reviewed/compared DBE statistics from other peer transit agencies and reviewed Pierce Transit's current outreach policy/program for DBE businesses. She also reviewed FTA funding percentages and goals for DBE business for years 2016-2020 and recent results for non-FTA funded public works contracts.

Ms. Shilley concluded her presentation by reviewing staff's recommendation for enhancing its current DBE program.

A short question and answer period ensued, with the Board recommending the following suggestions for consideration:

- Reduce limits and liabilities to incentivize smaller businesses to apply
- Create a small focus group to remove barriers in our policy and report back to the Board about what barriers could be removed.

PUBLIC COMMENT

No public comment was provided.

STAFF UPDATE/DISCUSSIONS

CEO's Report – CEO Dreier reported on the following information:

- Welcomed Commissioner Keel to the meeting. (*Commissioner Keel arrived at 4:30 p.m.*)
- Reported on recent communications that were sent to property owners who will be affected by the BRT line and reported that staff will begin working closely with the businesses that are affected by the BRT.
- Reported that Pierce Transit has begun its partnership with Transit App and explained how the App functions and explained the type of information it provides to customers, highlighting that it gives real time information and it gives information about the level of crowdedness on the bus to help with social distancing measures.
- Announced that two new Board Members will be joining the Pierce Transit Board on November 9, 2020 – Mayor Kim Roscoe from the City of Fife, and Kristina Walker from the City of Tacoma.
- Reviewed the November 9, 2020, Board agenda and reported that there is a lot of business to cover and to expect a long meeting.

INFORMATIONAL BOARD ITEMS

Chair Report – No report.

Sound Transit Update – No update.

PSRC Transportation Policy Update

Commissioner Anderson provided an update and reported that the Transportation Policy Board is moving forward with a five-year plan that is going to the full body for vote. He noted that discussions are still moving forward about the equitable distribution of transit dollars to agencies, but he still sees that King County will continue to receive a higher percentage.

Commissioners' Comments – No Comments.

SPECIAL BUSINESS

Chair Woodards recognized outgoing Commissioners Nancy Henderson from the Town of Steilacoom (representing the cities and towns of Fircrest, Gig Harbor, Ruston, Steilacoom, Pacific and Auburn) and Robin Farris from the City of Puyallup for their service on the Board and talked about their contributions on the Board. [Commissioners Farris and Henderson were presented with a certificate of appreciation for their service.]

Members of the Board thanked both outgoing members and commended them for their contributions to the Board and wished them well.

Commissioner Farris noted that the Cities of Puyallup and Edgewood are in the process of working on resolving the Board representation matter and she asked for confirmation as to whether there would need to be a change to Pierce Transit Bylaws to allow for a primary and alternate member.

General Counsel Aaron Millstein confirmed that the Bylaws currently do not support alternate members from the standpoint that if the primary representative cannot attend a Pierce Transit Board meeting, then the alternate member would then attend the meeting. He stated that under the current Bylaws the entities can alternate between each other as separate appointments.

Commissioners Farris and Henderson noted that they enjoyed serving on the Board and provided endearing comments about working with the fellow commissioners and Pierce Transit staff.

EXECUTIVE SESSION

At 4:53 p.m., Chair Woodards recessed the meeting into executive session to evaluate the performance of a public employee, pursuant to RCW 42.30.110 (g). She noted that the Board is expected to act on this matter when it returns to open session. [*Commissioner Anderson left the meeting after the Executive Session.*]

RECONVENE TO OPEN SESSION

Chair Woodards reconvened the meeting at 5:25 p.m. and noted that the Board will not take any formal action today on the matter discussed in Executive Session but plans to address the matter at the November 9, 2020 Board meeting.

Commissioner Keel shared a story about CEO Sue Dreier going the extra mile to help a customer retrieve his wallet that was left on the bus, noting that this individual was his son. He commended her for taking the time to serve a customer that would typically be handled by other Pierce Transit employees and for caring to make sure he got his wallet.

ADJOURNMENT

Commissioners Henderson and Keel moved and seconded to adjourn the meeting at 5:28 p.m.

Motion **carried**, 5-0.

Deanne Jacobson
Clerk of the Board

Victoria Woodards, Chair
Board of Commissioners

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
REGULAR BOARD MEETING
MINUTES**

November 9, 2020

CALL TO ORDER

Vice Chair Campbell called the virtual Regular Board meeting to order at 4:07 p.m.

ROLL CALL

Commissioners present:

Marty Campbell, Vice Chair of the Board, Pierce County Councilmember
Kent Keel, City of University Councilmember
Conor McCarthy, City of Tacoma Councilmember
Kim Roscoe, Mayor of Fife (representing Fife/Milton/ Pacific/Auburn/Gig Harbor/
Ruston/Steilacoom
Kristina Walker, City of Tacoma Councilmember
Victoria Woodards, Chair of the Board, Mayor of the City of Tacoma

Commissioners excused:

No representative (*representing Puyallup/Edgewood*)
Don Anderson, City of Lakewood Mayor
Bruce Dammeier, Pierce County Executive

Staff present:

Sue Dreier, Chief Executive Officer
Aaron Millstein, General Counsel from K&L Gates
Brittany Carbullido, Executive Assistant to CEO/Deputy Clerk of the Board
Deanne Jacobson, Clerk of the Board

Opening Remarks and Housekeeping Items

Chair Woodards welcomed Board Members, staff and citizens to the virtual meeting and provided instructions for participation to attendees.

Welcome New Commissioners

On behalf of the Board of Commissioners, Chair Woodards welcomed to the Board Councilmember Kristina Walker from the City of Tacoma and Mayor Kim Roscoe from the City of Fife, who represents the cities/towns of Fife, Milton, Pacific, Auburn, Gig Harbor, Steilacoom and Ruston.

PRESENTATIONS

1. Sound Transit Program Realignment Update

Chief Executive Officer of Sound Transit Peter Rogoff presented on the item and reported on the following items:

- Reviewed projects currently under construction and noted that there will be delays;
- Reviewed capital projects that are expected to be delivered on time;
- Reviewed the total rail expansion that includes projects in ST2 and ST3;
- Reviewed capital projects specific to Pierce County;
- Reviewed potential revenue loss due to COVID-19 pandemic;
- Reviewed Sound Transit Board criteria for re-evaluating projects;
- Reviewed realignment timeline;
- Unknowns at this time – how long the recession will last.

Commissioner Keel reported that he would like to have Mr. Rogoff return to give additional updates in July and at the end of 2021 (*Mayor Woodards arrived at 4:30 p.m.*).

PUBLIC COMMENT

Vice Chair Campbell provided participation instructions to the public and opened public comment. The following individuals spoke:

- Julian Wheeler, Chair of the Pierce County Accessible Community Advisory Committee (PC ACAC), thanked the Pierce Transit Board for their work and invited those interested to attend the next PC ACAC meeting. He spoke about how the PC ACAC may be able to help with funding for certain types of projects that don't make it through the Pierce Transit Budget process for 2021.

Vice Chair Campbell closed public comment.

PUBLIC HEARING NO. 1

Destination 2040 Long Range Plan Update

Senior Planner Duane Wakan gave an overview of the proposed Plan and reported on the following:

- Reviewed the purpose of the 2040 Long Range Plan.
- Compared its purpose in relationship to the Transit Development Plan.
- The Plan includes non- motorized modes such as bikes and pedestrian traffic.
- The Plan includes scenarios of service based on a .9 percent sales tax collection rate.
- Articulates new routes which includes four additional BRT routes.
- .9 percent sales tax rate would increase daily ridership by approximately 47 percent.
- Reviewed survey results where the main themes received included the following:
 - More frequent service;
 - New routes;
 - Late night service; and
 - Weekend service;
 - Feedback from partners recommended that staff work with legislators to diversify public transit funds.
- The Long Range Plan is scheduled for adoption at the December 14, 2020, Board Meeting.

- Pierce Transit is accepting written comments through December 10, 2020 through the on-line portal.

Vice Chair Campbell opened the public hearing at 4:47 p.m. and provided participation instructions to the public.

No public comments were provided, and the public hearing was closed at 4:48 p.m.

PUBLIC HEARING NO. 2
Proposed State Environmental Policy Act (SEPA)

Senior Planner Duane Wakan gave an overview of the proposed policy and reported on the following:

- Reported that SEPA has been in effect since 1971 and it is part of the process in which governmental agencies make environmental decisions on projects.
- Pierce Transit’s SEPA policy was last updated in 1994.
- Each governmental agency must have its own SEPA procedure consistent with statewide rules and it applies to the following:
 - Permitting;
 - Capital Projects; and
 - Long Range Plan
- Pierce Transit will receive written comments on the proposed policy through December 10, 2020, and
- Adoption of the SEPA policy is expected to occur at the December 14, 2020 Board meeting.

Vice Chair Campbell opened the public hearing at 4:55 p.m. and provided participation instructions to the public.

No public comments were provided, and the public hearing was closed at 4:55 p.m.

CONSENT AGENDA

(Items listed below were distributed to Commissioners in advance for reading and study and are enacted with one motion. Item(s) may be moved to the Action Agenda at the request of a Commissioner.)

Commissioners Keel and McCarthy **moved** and seconded to approve the consent agenda as presented.

Motion **carried**, 6-0.

1. Approval of Vouchers, October 1, 2020 to October 31, 2020
 Operating Fund #10
 Self-Insurance Fund #40
 Capital Fund #90
 Payment Nos. 374683 through 374915
 Wire Nos. 5521 through 5825

No Advance Travel Checks
Total \$8,978,309.98

2. 3rd Quarter 2020 Report to Board of Commissioners
 - Sole Source Contracts Over \$10,000
 - Contracts and Amendments - \$100,000 to \$200,000
3. Minutes: October 12, 2020 regular meeting.
4. FS 2020-050, authorized the Chief Executive Officer to execute a two-year extension agreement with Conduent Transportation Solutions, Inc., for CAD/AVL hardware and software support in an amount not to exceed \$873,480.
5. FS 2020-051, approved Resolution No. 2020-019, adopting the 2021 Federal and State Legislative Priorities in substantially the same form as presented in Exhibits A and B.
6. FS 2020-052, authorized the Chief Executive Officer to enter into and execute a new three-year Memorandum of Agreement Between Pierce County and Pierce Transit Supporting Beyond the Borders Special Needs Transportation in an amount not to exceed \$560,000.
7. FS 2020-056, authorized the Chief Executive Officer to enter into and execute Amendment No. 3 with Technical Security Integration, Contract No. PT-54-19, to increase the contract amount by \$145,000 for physical security system testing and maintenance services through September 30, 2021 for a total not to exceed contract amount of \$287,859.40.

ACTION AGENDA

1. A Resolution of the Pierce Transit Board of Commissioners Commemorating Pierce Transit's 40 Years of Public Service in the South Sound

Mayor Woodards read aloud the resolution commemorating 40 years of service in the South Sound.

She opened the floor for remarks and the following Board Members commented:

Commissioner Keel reported that he was one of the first citizens to ride the bus in the Hilltop area 40 years ago and spoke highly about how Pierce Transit has progressed in the South Sound community by serving as a lifeline to many. He thanked staff and the operators for providing the service.

Chair Woodards noted that she recalls taking the bus while she was a junior in high school. She stated that she was grateful to the employees who provide this service and that the service that Pierce Transit provides to the community is a lifeline to many in Tacoma.

Councilmember Roscoe announced that she is glad to be part of the Pierce Transit Board and appreciates the Pierce Transit ballcap that she received. She stated that public transportation is a part of her household and she congratulated the Agency for 40 years of service to the community.

CEO Sue Dreier announced that all members should have received a box with celebratory items in honor of Pierce Transit's 40 years of service in the South Sound. She noted that the 40-year celebration was coordinated this year with the Agency's annual tradition of honoring its employees during Transit Team Appreciation Day (TTAD). Ms. Dreier thanked employees for their work and service.

Commissioners Woodards and Keel moved and seconded to adopt Resolution No. 2020-020, commemorating Pierce Transit's 40 years of public transportation service in the South Sound.

Motion carried, 6-0.

2. FS 2020-053, Authority to Execute Contract No. 1084 to United Energy Trading, LLC, to Supply Compressed Natural Gas (CNG) Fuel for the Operation of Coaches

Executive Director of Facilities and Maintenance Frank Castro presented on the item. He discussed the bid process and reported that United Energy Trading, LLC., was low bid and that the price of CNG will be locked in for a period of three years.

Mr. Castro and Fleet Manager Adam Davis responded to general questions and confirmed that Pierce Transit does not anticipate a reduction in the amount of CNG fuel it will need to operate service.

Commissioners Roscoe and Woodards moved and seconded to authorize the Chief Executive Officer to enter into and execute Contract No. 1084 with United Energy Trading, LLC, to supply compressed natural gas (CNG) for a period of up to six years and for an authorized total to not exceed \$8,100,000.00, acknowledging that costs will fluctuate based on annual usage and price fluctuations.

Motion carried, 6-0.

3. FS 2020-054, Authorizing the Chief Executive Officer to Issue to the Combined Communications Network (CCN) Executive Board a Notice of Intent to Withdraw from the Joint Venture Partnership with Pierce County to Jointly Own, Maintain, Operate, and Govern a Shared Single County Wide Communication System for the Pierce Transit System and the County's Public Safety Programs; and Directing Staff to Develop an Exit Plan for Formal Board Approval

Executive Director of Facilities and Maintenance Frank Castro presented on the item and explained the basis for the CCN partnership. He reported that Pierce Transit is in the process of implementing a new Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system that will greatly diminish the need for Pierce Transit to remain a partner of the CCN. The new CAD/AVL system is expected to be in place by December 2022.

CEO Dreier provided further information about the CCN partnership and acknowledged that Pierce County Executive Bruce Dammeier understands that Pierce Transit needs to move off the system. She reviewed costs and fee impacts to the Agency for being a partner of the system and discussed the lengthy process for divesting from the partnership, noting

that Pierce Transit's role in the CCN will eventually be reduced to a Subscriber of the system.

Ms. Dreier reported that next steps will include a full accounting and reconciliations of Pierce Transit's assets, and she confirmed that Pierce Transit's Public Safety Department will continue to utilize radios through the CCN system.

Ms. Dreier responded to general questions about overall costs of the partnership (*Commissioner McCarthy left the meeting at 5:28 p.m.*) and confirmed that a radio system independent of the CCN will be attainable upon the implementation of the new CAD/AVL system expected to occur in December 2022.

Commissioner Keel noted the importance that the Board see the reconciliation of the assets.

Commissioner Woodards and Keel **moved** and seconded to approve Resolution No. 2020-021, authorizing the Chief Executive Officer to 1) provide advance notice to the CCN Executive Board on or before November 30, 2020 of Pierce Transit's intent to withdraw from the Joint Partnership with Pierce County to Jointly Own, Maintain, Operate and Govern a Shared Single County Wide Communication System for the Pierce Transit System and the County's Public Safety Programs; and 2) Direct staff to work in collaboration with Pierce County personnel to develop and provide to the CCN Executive Board and Pierce Transit Board by end of Quarter 3 of 2021 an exit plan and assessment and cost analysis of the shared assets as defined in Section 14 of the "CCN Governing Agreement."

Motion **carried**, 5-0.

4. FS 2020-055, Adopting a New Transit Advertising Policy and Repealing Previous Resolutions that Established Prior Transit Advertising Policies and Revisions

Marketing Assistant Manager Kathy Walton and Legal Counsel Jessica Skelton from Pacifica Law Group provided an overview of the proposed advertising policy and responded to questions.

Ms. Walton confirmed that Pierce Transit's advertising policy was last updated in 2013 and it currently poses some challenges, noting that it does not directly address cannabis products, e-cigarettes, contains difficult language to interpret and does not clearly provide for Pierce Transit's use of advertising spaces for its own purposes.

Ms. Walton reviewed the types of ads that are currently permitted and historical advertising revenues by category, i.e., government, nonprofit, commercial, and religious. She noted that the proposed policy would only allow commercial, Pierce Transit, and governmental ads, and would eliminate non-profit organizations from advertising. The new policy would also eliminate confusing language about public service announcements, clearly prohibit cannabis, e-cigarette and vaping products, exclude religious advertisements, and streamline the review process.

A discussion ensued about non-profit agencies being prohibited from advertising, with several of the commissioners expressing concern about this.

EXECUTIVE SESSION

At 5:55 p.m., Vice Chair Campbell recessed the meeting into executive session for approximately 20 minutes, with an estimated return time of 6:17 p.m., to discuss two matters: Legal risks pursuant to RCW 42.30.110 (1) (i) (iii), and to Review the Performance of a Public Employee, pursuant to RCW 42.30.110 (g). It is expected that the Board will take formal action when it returns to open session.

At 6:17 p.m., Vice Chair Campbell extended the executive session 15 minutes and announced the extension to attendees.

At 6:33 p.m., Vice Chair Campbell extended the executive session to 6:45 p.m. and announced the extension to attendees.

RECONVENE

The regular meeting was reconvened into open session at 6:46 p.m.

Vice Chair Campbell announced that the Board will not take any action on the Transit Advertising Policy today and directed staff to bring back the policy to the December 14, 2020 Board Meeting.

Vice Chair Campbell reported that the Board discussed the CEO's performance in Executive Session.

Commissioners Campbell and Keel **moved** and seconded to accept the CEO's 2019-2020 Composite Evaluation in accordance with the discussion of the CEO's performance which was held in Executive Session and increase the CEO's salary by 3 percent.

The Commissioners thanked Ms. Dreier for her good work in leading the Agency, noting they enjoy working with her. They also highlighted their appreciation for her innovation and communication with the Board and with the community.

Ms. Dreier thanked the Board and noted that she is grateful to the Board and for the opportunity to lead Pierce Transit.

Motion **carried**, 5-0.

STAFF UPDATES/DISCUSSION

CEO's Report – No report.

INFORMATIONAL BOARD ITEMS

Chair Report

Chair Woodards reported that due to the recent changes to the Board composition, there are now vacancies on the Service Delivery and Capital Committee, the Executive Finance Committee and

the Combined Communications Network committee. She expects to be making appointments to these committees at the December 14 Board meeting.

Sound Transit Update – No update.

PSRC Transportation Policy Board Update – No update.

Commissioner Comments

Chair Woodards and Vice Chair Campbell welcomed Commissioners Kim Roscoe and Kristina Walker to the Board.

ADJOURNMENT

Commissioners Campbell and Keel **moved** and seconded to adjourn the meeting at 6:57 p.m.

Motion **carried**, 5-0.

Deanne Jacobson
Clerk of the Board

Victoria Woodards, Chair
Board of Commissioners

TITLE: Authorization to Execute Contract No. 1038 with Wood Harbinger for Design Consulting Services to Replace the Security and Emergency Warning System and Related Security Enhancements

DIVISION: Finance

SUBMITTED BY: Hope Gibson, Senior Project Manager

RELATED ACTION:

Fact sheet 2019-037 Housekeeping – Authorization to Amend the 2019 Capital Budget to Combine Two Project Budgets into one Security and Emergency Warning System Project Budget.

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Employee

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: 452

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 390,000	The total project budget is \$2,183,143. This expenditure includes the design contract amount of \$354,588, plus \$35,412 in contingency.
Grant/Other Amounts	\$ 0	
Total Expenditure	\$ 390,000	

BACKGROUND:

Many components of Pierce Transit's Security System installed under prior, site-specific efforts are now aging, which makes it an ideal time to address security at a system-wide level. This project has been structured to take a comprehensive approach that will offer the advantage of economy-of-scale, as well as maximize consistency and compatibility among the different features.

The scope of the project includes updating and integrating security features in several buildings on the main campus as well as at multiple transit centers. Many features in the existing system are nearing the end of their useful life. This project will address the current system's shortcomings and create an updated system to provide for the security of staff and the public.

This contract is for design work related to upgrading the existing CCTV and card access systems on the agency's main campus and at transit centers and integrating these sub-subsystems to the ongoing upgrade Emergency Warning System (EWS) platform.

Enhancing the system's security across all sites will not be achieved in one step. The dynamic state of our inventory of buildings will require some flexibility in pursuing this ultimate goal. A primary example is the need to exclude the new Maintenance facility currently in the preliminary design phase. The schedule for the build out of the new facility is still in development. To avoid delays, the security system in that building will be addressed at a later date.

By contrast, the Fuel and Wash building, currently in 90% design, will be included in this contract. The progress of that building's construction will determine whether or not the security features designed for it will be bid as part of the security system project.

The Spanaway Transit Center, currently in 30% design, is also included in this scope of work, with the understanding that if there are unanticipated project delays with the transit center, the installation of the system at that site may be removed prior to releasing an invitation for bid for the security system installation.

The contract is for the design of the Security Enhancements portion of the overall work and it expires June 30, 2023. (The EWS component is being pursued via a Job Order Contract, which will speed up its implementation.)

Pierce Transit conducted a Request for Qualifications for design and engineering services for the project and received two responses. Wood Harbinger was deemed the most qualified to complete the necessary evaluation, design and engineering needed to compile bid ready specifications.

STAFF RECOMMENDATION:

Staff recommends that Wood Harbinger is hired to complete the design for the Security Systems Replacement.

ALTERNATIVES:

Do not authorize the contract with Wood Harbinger. This is not recommended as the condition of multiple elements of the existing security system are close to the end of their useful life. It is in the best interest of the agency to award this contract in order to proceed with the process of completing an update to the security system in order to better protect employees and the public.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to enter into and execute contract No. 1038 with Wood Harbinger for consulting work to support the Security Enhancements Lifecycle project in the not to exceed amount of \$390,000.

TITLE: Authority to Execute a Three-Year Microsoft Premier Support Agreement with Microsoft Premier Services Support Agreement
 DIVISION: Finance
 SUBMITTED BY: Keith Messner, CTO

RELATED ACTION: N/A

ATTACHMENTS: N/A
 RELATION TO STRATEGIC PLAN: Internal

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: Network Infrastructure Replacement 2020

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 1,004,091 with tax	Costs including tax are \$334,697 in 2021, \$334,697 in 2022 and \$334,697 in 2023. Funds will be budgeted accordingly in the Operating budgets for 2021-2023.
Grant/Other Amounts	\$ 0	
Total Expenditure	\$ 1,004,091 with tax	

BACKGROUND:

Staff requests authority to enter into a Microsoft Premier Support Agreement for 2021 through 2023. This agreement also provides tier 3 support for all Agency Microsoft servers – on which all Agency Core Business Systems operate (except for the Agency Trip Planner).

Our current Microsoft Premier Services Agreement expires on January 19th, 2020. Entering into a new agreement will provide unlimited Support Assistance; unlimited Problem Resolution Support; Third Tier Support for all server and Windows applications including our Voice Over IP (VOIP) telephone system; and Unlimited Access to the Premier Online training.

Microsoft is the only provider of these services. They offer two methods of providing this support:

- Pay on a per incident basis – waiting in an incident queue for each incident on a first come basis with all other support calls coming into Microsoft – charge is now over \$500 per hour.
- Enter into a Support Agreement with Microsoft Premier with priority support.

Based upon the usage and needs of Pierce Transit, the Support Agreement offers more value than paying on a per incident basis. The Support Agreement also adds a level of insurance in case of system hacking and minimizes potential downtime.

STAFF RECOMMENDATION:

Authorize execution of the three-year Microsoft Premier Support Agreement with Microsoft Premier Services.

ALTERNATIVES:

Do not enter into a new agreement with Microsoft Premier. This would require us to pay Microsoft on a per incident basis with no priority support. Having no support agreement in place could leave us with no support for undetermined lengths of time for our critical Microsoft Core Systems or Microsoft Servers.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to execute a three-year Microsoft Premier Support Agreement with Microsoft Premier Services in an amount not to exceed \$1,004,091.

TITLE: Authority to Execute a Three-Year Microsoft Enterprise Services License Agreement with Software House International

DIVISION: Finance

SUBMITTED BY: Keith Messner, CTO

RELATED ACTION: N/A

ATTACHMENTS: NA

RELATION TO STRATEGIC PLAN: Internal

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: NA

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 2,220,291	Costs, including tax, are \$740,097 per year for 2021, 2022 and 2023. Funds will be budgeted in the M&O budgets for 2021-2023.
Grant/Other Amounts	\$ 0	
Total Expenditure	\$ 2,220,291	

BACKGROUND:

Our current Microsoft Enterprise Agreement expires on March 31, 2021. Entering into a new agreement will ensure the appropriate technologies are licensed for agency infrastructure, productivity and communications. The technology licensed in the agreement includes the operating systems that run on our client and server computers, databases for holding and analyzing agency data, and provides access to collaboration and communication software in Office 365. Most of the Agency Core Systems require the use of Microsoft products to operate. In addition, Office 365 is a world class Communication and Collaboration platform enabling the Agency to perform its vital work.

Software House International (SHI) is one of three approved resellers in Washington State and has provided the best pricing.

STAFF RECOMMENDATION:

Authorize execution of the three-year Microsoft Enterprise Services License Agreement with Software House International.

ALTERNATIVES:

Do not enter into a new agreement. This would require purchasing non-discounted individual licenses for non-subscription technology each time an upgrade was performed, or new services added. Also, Office 365 licensing would be renewed without the deep discounts provided in the agreement. This alternative would cost significantly more as most of the agency data and agency core systems are built on Microsoft technologies.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to execute a three-year Microsoft Enterprise Services License Agreement with Software House International in an amount not to exceed \$2,220,291.

TITLE: Authority to Execute Contract No. 1100 with Pease & Sons, Inc., for the Building 4 Interior/Exterior Improvements

DIVISION: Finance

SUBMITTED BY: Doug Dickinson, Sr. Project Manager

RELATED ACTION:

Fact Sheet 2018-065, Authorized the CEO to Execute a Master On-Call Contract with S.M. Stemper Architects, PLLC, to Provide Engineering Consulting Services.

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Financial

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: 345 Bldg. 4 Modifications

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 997,277	Funds for construction are part of the total budget amount of \$1,925,714 for the Building 4 Modification Projects, supported by an FTA grant with a balance of \$69,129. Award a contract to Pease & Sons, Inc. in the amount of \$1,051,244.05 (inclusive of taxes) plus a contingency of \$15,161.95 for an authorized expenditure of \$1,066,406.
Grant	\$ 69,129	
Total Expenditure	\$ 1,066,406	

BACKGROUND:

The Maintenance and Operations Base Administration Building (Building 4) was built in 1985 to the typical standards and codes of the time. Since then, the Building has had several extensive and minor remodels and reconfigurations; each of which have modified the central heating, ventilation and air conditioning (HVAC) system(s) to some extent without taking a building and system wide look at the downstream effect. As a result, the HVAC system overall is outdated and inefficient, with significant variations in heating and cooling effectiveness for different building zones. Other infrastructure components of the building that require updating include the ceiling tiles and suspension system, the main lobby area (including front desk ADA compliance), and the rooftop mechanical penthouse.

In 2019, Pierce Transit executed two task orders with its on-call engineering firm, Stemper Architectural Collaborative. The task orders directed Stemper to review and assess the HVAC systems from a building wide needs and make recommendations to improve its efficiency and comfort, as well as use previous recommendations and develop a bid ready package for maintenance and improvement upgrades to the interior and exterior of Building 4. The maintenance

and improvements include renovation of the Main Lobby area, seismic upgrades of suspended ceiling systems, replace the HVAC system, and recoat the exterior mechanical penthouse. This bid package will complete this project and fully utilize remaining funds. Previous phases include elevator refurbishment and other infrastructure work. Additional work in future Building 4 projects may include lighting upgrades to LED fixtures and exterior coatings.

The Request for Bids (RFB) was advertised in October 2020 and posted on Pierce Transit's website, Builder's Exchange Washington, Tacoma Daily Index and Daily Journal of Commerce. Pierce Transit received eight (8) bids. The responsive low bid contractor was Pease & Sons, Inc.

STAFF RECOMMENDATION:

Authorize the Chief Executive Officer to execute Contract No. 1100 with Pease & Sons, Inc. for the Building 4 Interior/Exterior Improvements Project.

ALTERNATIVES:

1. Do not make improvements. This is not recommended; the existing condition of the HVAC will continue to degrade and increase the chance of extended breakdowns.
2. Re-advertise. This alternative is also not recommended. Pierce Transit received eight (8) proposals most within the Engineers estimate. Re-advertising would probably not result in a better outcome.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to execute Contract No. 1100 with Pease & Sons, Inc. for the Building 4 Interior/Exterior Improvements for a total not to exceed amount of \$1,066,406.

TITLE: Authority to Execute Amendment No. 2 to Contract No. PT-23-19 with IBI Group for Implementation Support for the Computer Aided Dispatch/Automated Vehicle Location System Replacement Project
 RELATED ACTION: N/A

DIVISION: Finance

SUBMITTED BY: Usame Dahir, Sr. Project Manager

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Financial

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: 573

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Original Contract	\$ 187,640	The existing contract with IBI Group requires additional funds for implementation support for the CAD/AVL System Replacement project.
Amendment No. 1	\$ 12,350	
Amendment No. 2	\$ 58,292	
Total Not to Exceed	\$ 258,282	
Contract Amount		

BACKGROUND:

IBI Group has been an integral part of Pierce Transit’s vendor selection process to replace our current Computer Aided Dispatch/Automated Vehicle Location (CAD/AVL) system. Their work has included assistance with developing the needs assessment, technical requirements, RFP preparation and pre-contract award services.

Amendment No. 2 will allow IBI to continue working with Pierce Transit and to provide their expertise during the implementation phase of the project. IBI Group is the premier consultant firm in the Intelligent Transportation Systems (ITS) space, with expertise in assisting agencies like Pierce Transit. The scope of work for Amendment No. 2 includes system design support as well as testing and system acceptance during the implementation phase of the project and the contract will remain in effect through December 31, 2022.

STAFF RECOMMENDATION:

Staff recommends the contract be amended to assist Pierce Transit with the implementation phase of the CAD/AVL System Replacement Project.

ALTERNATIVES:

Do not authorize Amendment No. 2 with IBI Group. This is not recommended as Pierce Transit requires IBI's expertise during this critical phase of the project. Without IBI's assistance, there is increased potential of encountering project cost overruns, design challenges or schedule delays.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to execute Amendment No. 2 to Contract No. PT-23-19 with IBI Group to increase the amount of the contract by \$58,292.00 for a revised not to exceed amount of \$258,282.00.

TITLE: Ratification of an Emergency Interlocal Agreement with the Pierce County Sheriff's Department for the Use of Two, 12 Passenger Vans

DIVISION: Service Delivery & Support

SUBMITTED BY: Mike Griffus

RELATED ACTION: N/A

ATTACHMENTS:

RELATION TO STRATEGIC PLAN: N/A

Exhibit A, Declaration of Emergency
Exhibit B, Interlocal Agreement

BUDGET INFORMATION: N/A

BACKGROUND:

On November 3, 2020, the Pierce County Sheriff's Department contacted Pierce Transit requesting the use of two, 12 passenger vans to transport corrections bureau staff to and from the Tacoma jail. This request was in preparation of public unrest anticipated that evening due to election results.

On November 4, 2020, the Chief Executive Officer signed a Declaration of Emergency and an Interlocal Agreement with Pierce County Sheriff's Department to loan the requested vans.

STAFF RECOMMENDATION:

Staff seeks ratification of the Interlocal Agreement with the Pierce County Sheriff's Department to provide 2 passenger vans from November 3rd through November 9th.

PROPOSED MOTION:

Move to: Ratify the Interlocal Agreement that was executed by the Chief Executive Officer on November 3, 2020, for the Pierce County Sheriff's Department use of two, 12 passenger vans from November 3rd through November 9th for anticipated public unrest due to the election results.

TO: Sue Dreier, Chief Executive Officer

FROM: Mike Griffus, Chief Operations Officer

DATE: November 4, 2020

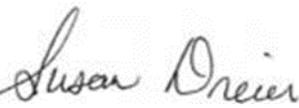
SUBJECT: Request to Declare An Emergency Status to Enter into an Interlocal Agreement prior to Pierce Transit Board approval.

On November 3, 2020, the Pierce County Sheriff's Department contacted Chief Jim Kelly requesting the use of two 12 passenger vans to transport corrections bureau staff to and from the Tacoma jail. The request was in preparation of public unrest due to election results. This is at no cost to Pierce Transit.

The ILA has been signed by both parties and is ready to be presented to the Board at the next meeting for ratification.

Approved Declaration of Emergency Status to Enter into an Interlocal Agreement prior to Pierce Transit Board approval.

Authorized by:



Title: Chief Executive Officer



**INTERLOCAL MUTUAL AID AGREEMENT FOR VEHICLE USE
BETWEEN PIERCE COUNTY SHERIFF'S DEPARTMENT
CORRECTIONS BUREAU AND PIERCE TRANSIT**

This agreement ("Agreement") is made by and between Pierce County Public Transportation Benefit Area Corporation ("Pierce Transit") and Pierce County Sheriff's Department Corrections Bureau ("Sheriff's Department"), referred to hereinafter individually as "Party" or collectively as the "Parties."

RECITALS

Whereas, the Sheriff's Department is in need of two (2) passenger vans ("Vehicles") to transport corrections bureau staff to and from the jail located at 910 Tacoma Avenue South, Tacoma, on a temporary basis; and

Whereas, Pierce Transit has available and is willing to provide the Vehicles on a temporary basis at no cost.

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

PURPOSE OF AGREEMENT

The purpose of this Agreement is to enter into an Interlocal Mutual Aid Agreement for Pierce Transit to provide vehicles #7502 and 7380 to the Sheriff's Department to assist in transporting corrections bureau staff as described above. The Sheriff's Department shall provide the drivers of the Vehicles.

The Sheriff's Department may use the Vehicles for an estimated duration of 6 days pursuant to the terms and conditions herein. Nothing in this agreement should be construed to transfer ownership of the Vehicle to the Sheriff's Department.

PERIOD OF AGREEMENT

This Agreement covers the time period from November 3, 2020 and runs through November 9, 2020, unless otherwise agreed to or extended in writing by the Parties.

OTHER TERMS AND CONDITIONS

It is understood and agreed that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other person or entity. No partnership is formed as a result of this Agreement. No employees or agents of one Party shall be deemed, or represent themselves to be, employees, agents, contractors or subcontractors of the other Party.

Each Party shall comply and shall ensure that its employees or agents comply with all federal, state and local laws, regulations, and ordinances applicable to the use of the Vehicle at issue in this Agreement.

The Sheriff's Department shall fully defend, indemnify, and hold harmless Pierce Transit, its elected officials, officers, officials, employees and agents while acting within the scope of their employment as such, from any and all damage, costs, claims, judgments, and/or awards of damages, arising out of or in any way resulting from the Sheriff's Department's use of the subject Vehicles. The Sheriff's Department agrees that it is fully responsible for the acts and omissions of its own employees and agents.

The Sheriff's Department is self-insured for commercial general liability and automobile liability and will accept primary, full, and complete responsibility for defense and indemnity of Pierce Transit as if Pierce Transit were an additional insured of the Sheriff's Department.

The Sheriff's Department agrees to accept all responsibility for any property damage to the Vehicles and will pay for any required repairs and maintenance related to the use of the Vehicles under this agreement. Furthermore, the Sheriff's Department agrees to thoroughly clean and disinfect the interior of the Vehicles prior to returning them to Pierce Transit.

The Sheriff's Department will, within twenty-four (24) hours, report to Pierce Transit any incident, accident and/or claim occurring or arising out of use of the Vehicles. In the event of any such incident, accident, or claim, the Parties shall maintain complete and accurate records of any such known incident, accident or claim. Such records shall be maintained by each Party for a minimum term of six (6) years. Each of the Parties will cooperate with one another in the investigation and/or defense of any incident, claim or lawsuit arising under this Agreement, to the extent allowed by law, however no Party shall be required to reveal any matters protected by attorney-client privilege except as may be required by law.

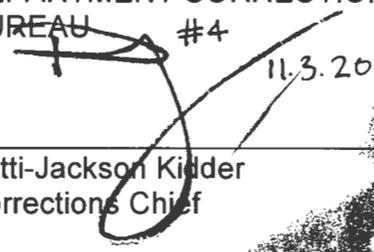
Dated this 3rd day of November 2020

PIERCE TRANSIT



Susan Dreier
Chief Executive Officer

PIERCE COUNTY SHERIFF'S
DEPARTMENT CORRECTIONS
BUREAU #4



Patti-Jackson Kidder
Corrections Chief

11.3.20

TITLE: Authorization to Execute a Memorandum of Understanding with the City of Tacoma, Tacoma Public Utilities, Pierce County, and Washington State Department of Transportation (WSDOT) for Project No. 563 Bus Rapid Transit (BRT) Pacific Avenue/State Route 7 Corridor Project

DIVISION: Finance

SUBMITTED BY: Monica Adams, Senior Project Manager

RELATED ACTION: N/A

ATTACHMENTS: Exhibit A, Proposed MOU

RELATION TO STRATEGIC PLAN: Customer

BACKGROUND:

Pierce Transit, WSDOT, Pierce County, and the City of Tacoma recognize that it will require cooperative, joint efforts between the parties to successfully complete the BRT Project, including, but not limited to, complete the design, property right-of-way acquisition, and construction, funding, planning, environmental review, environmental compliance, site development, permitting, utility relocation, construction management and administration of the BRT Project. Likewise, the parties recognize the ongoing operation and maintenance responsibilities of the roadway facility upon completion of the BRT Project will require cooperative and joint efforts between the parties. The intent of this MOU is to establish the expectations and responsibilities of the parties for the BRT Project and the ongoing operation and maintenance following completion of the BRT Project.

The Parties understand and acknowledge that this MOU merely constitutes a statement of their mutual intentions and a recital of their discussions in connection with the transactions contemplated by this MOU and therefore does not constitute a binding agreement upon any party. This MOU shall not create or otherwise give rise to, and there shall not exist, any binding legal obligation on either party to consummate the transactions contemplated.

ALTERNATIVES:

Do not approve the MOU. This is not recommended. The project cannot move forward without the MOU in place. It would also detract from the spirit of partnership and cooperation that staff have worked for months to achieve.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to enter into and execute a Memorandum of Understanding with the City of Tacoma, Tacoma Public Utilities, Pierce County, and WSDOT for Project No. 563 Bus Rapid Transit (BRT) Pacific Avenue/State Route 7 Corridor Project.

MEMORANDUM OF UNDERSTANDING
BETWEEN
PIERCE TRANSIT, THE CITY OF TACOMA, PIERCE COUNTY
AND
THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
FOR THE
PACIFIC AVENUE BUS RAPID TRANSIT CORRIDOR PROJECT

THIS Memorandum of Understanding (“**MOU**”) is made and entered into this ____ day of _____, 2020, between the Pierce County Public Transportation Benefit Area (hereinafter “**Pierce Transit**”), a municipal corporation, formed under authority of Chapter 36.57A Revised Code of Washington, the City of Tacoma (hereinafter “**City**”), a municipal corporation operating under the laws of the state of Washington, Pierce County (hereinafter “**County**”), a municipal corporation operating under the laws of the state of Washington, and the Washington State Department of Transportation, (hereinafter “**WSDOT**”), hereafter referred to collectively as the “**Parties**” or individually as a “**Party**.” This MOU concerns the Pacific Avenue Bus Rapid Transit Corridor Project (hereinafter (“**BRT Project**”) as more specifically described herein.

BACKGROUND

- A. The Pacific Avenue corridor is currently served by Pierce Transit’s Route 1, which runs between downtown Tacoma and the community of Spanaway via Pacific Avenue and has an estimated daily ridership of more than 3,500 passengers.
- B. In 2017, Pierce Transit launched a feasibility study for construction and implementation of a Bus Rapid Transit (“BRT”) system along Pierce Transit’s current Route 1 which would encompass approximately 14.4 linear miles of which approximately 10.8 miles are within the limits of the Washington State Highway 7 (SR 7) between the community of Spanaway to downtown Tacoma, as generally depicted in Exhibit A. Of that 10.8 miles of the BRT Project that is along SR 7 approximately 3.8 miles are within the incorporated city limits of Tacoma and therefore under the jurisdiction of both the City and WSDOT as specified by RCW 47.24.020. Of the remaining approximately 7 miles of SR 7 outside of the incorporated city limits of Tacoma it is under the jurisdiction of WSDOT with any portion of the BRT Project that is outside of the SR 7 right-of-way under the jurisdiction of the County.
- C. The proposed BRT Project is intended to encourage transit ridership and expected to increase opportunities for mixed-use development and greater density along the

corridor, improve job/workforce balance, improve the safe and efficient flow of traffic on the roadway and enhance safe access to and from the roadway, and encourage more active lifestyles through enhancements to infrastructure that supports first-last mile connections.

- D. Representatives of Pierce Transit, the City, the County, Sound Transit, WSDOT, and the Puget Sound Regional Council have formed a Technical Advisory Committee (“TAC”) to assist with BRT System planning and technical analysis of the BRT Project. The list of TAC members is provided in Appendix D.
- E. Pierce Transit has engaged the community with a comprehensive outreach approach, including 12 open houses, online open houses, mailers, social media, a dedicated project website, a station location mapping tool, and grassroots outreach to neighborhood groups and businesses along the corridor.
- F. Pierce Transit has pledged to work with the Parties and the community to provide acceptable mitigation through the environmental review and design process.
- G. The Parties acknowledge and understand that Sound Transit and the City are currently evaluating potential options for the new Central Link Light Rail Station that will be located in the Tacoma Dome District, and that Pierce Transit has committed to partnering with the City on a comprehensive subarea/corridor plan along Pacific Avenue that will evaluate land use, urban design, streetscape, accessibility, connectivity, environmental, and capital needs along this corridor.
- H. The City, pursuant to Resolution No. 40269, has expressed its general support for the BRT Project, including the Pacific Avenue and East 26th Street alignment, with the understanding that Pierce Transit will include additional analysis early in the next phases to ensure the BRT Project appropriately balances the shared goals of Pierce Transit, the City, and the community to improve transit access and service while promoting livability, walkability, and transit-oriented compact development along this urban corridor.
- I. Pierce Transit plans to update Transit Signal Priority Equipment in support of the BRT Project as required by the Federal Transit Administration (the “FTA”) under the federal definition of a Small Starts BRT.
- J. Pierce Transit has selected the locally preferred alternative for the project and is in the process of completing preliminary engineering and the federal and state required environmental review for the BRT Project.
- K. Pierce Transit, WSDOT, Pierce County and the City recognize that it will require cooperative, joint efforts between the Parties to complete the design, right-of-way acquisition, and construction of the BRT Project. Additionally, the Parties recognize that following completion of the BRT Project, the ongoing operation and maintenance responsibilities of the roadway facility will need to be clearly identified and documented by written agreements. The Parties further recognize that BRT Project agreements among the Parties will be instrumental in successfully

completing the BRT Project. To help accomplish this the Parties recognize that it is in the Parties' best interests to enter into this MOU to clearly state the Parties' expectations about the roles, responsibilities and obligations of the Parties with respect to the BRT Project and to identify the future agreements necessary to complete the BRT Project as well as the ongoing operation and maintenance responsibilities of the roadway facility upon completion of the BRT Project.

NOW, THEREFORE, the Parties desire to set forth below their mutual understanding and intent with respect to the BRT Project:

1. Intent. Pierce Transit, WSDOT, Pierce County, and the City recognize that it will require cooperative, joint efforts between the Parties to successfully complete the BRT Project, including, but not limited to, complete the design, property right-of-way acquisition, and construction, funding, planning, environmental review, environmental compliance, site development, permitting, utility relocation, construction management and administration of the BRT Project. Likewise, the Parties recognize the ongoing operation and maintenance responsibilities of the roadway facility upon completion of the BRT Project will require cooperative and joint efforts between the Parties. The intent of this MOU is to establish the expectations and responsibilities of the Parties for the BRT Project and the ongoing operation and maintenance following completion of the BRT Project.

The Parties understand and acknowledge that this MOU merely constitutes a statement of their mutual intentions and a recital of their discussions in connection with the transactions contemplated by this MOU and therefore does not constitute a binding agreement upon any Party. This MOU shall not create or otherwise give rise to, and there shall not exist, any binding legal obligation on either party to consummate the transactions contemplated hereby.

2. Definitions. For purposes of this MOU the terms, phrases, words (collectively the "Words") and their derivations as used herein shall have the meanings given herein. Words not defined herein shall be given their common and ordinary meaning. When not inconsistent with the context, words used in the present tense include the future, words in the plural include the singular, and words in the singular include the plural.

"BRT Project" shall mean and refer to all work related to the design, right-of-way acquisition and construction of the Improvements between Spanaway to downtown Tacoma for the Pacific Avenue Bus Rapid Transit/SR 7 Corridor Project as approved by the Pierce Transit Board as the Local Preferred Alternative (LPA) on July 9, 2018 and April 8, 2019, respectively, and the Tacoma City Council through a resolution expressing general support and preference for the Hybrid Alternative Design for Pierce Transit's first Bus Rapid Transit line on April 2, 2019. The BRT Project also refers to all City Utility Relocation Work, WSDOT and Pierce County Utility Relocation Work, and Environmental Standards compliance. The installation of Transit Signal Priority Equipment, which supports the BRT project, is an independent project..

"City Utility Relocation Work" shall mean and refer to all labor, equipment and material necessary to commence and complete the permanent or temporary removal,

relocation, adjustment, modification, or protection in place (collectively referred to as “Relocation”) of City Utility Systems to accommodate the BRT Project. Such work shall mean and include, but is not limited to, design development, design review, coordination of design review, permitting, contractor selection, construction, construction management and administration, coordination of utility system service outages and bypasses, and coordination of disconnections and reconnections, together with any Site Development Services, Construction Services, Inspection Services and Permitting Services directly related to relocation of City Utility Systems to accommodate the BRT Project.

“City Utility System(s)” shall mean and refer collectively or individually to any of the Tacoma Public Utilities and Environmental Services Utility Systems, public works street light and traffic signal systems and City communications systems.

“Construction Services” shall mean and refer to the use of City or County staff to install infrastructure for any City or County Utility Systems.

“County Utility Relocation Work” shall mean and refer to all labor, equipment and material necessary to commence and complete the permanent or temporary removal, relocation, adjustment, modification, or protection in place (collectively referred to as “Relocation”) of County Utility Systems to accommodate the BRT Project. Such work shall mean and include, but is not limited to, design development, design review, coordination of design review, permitting, contractor selection, construction, construction management and administration, coordination of utility system service outages and bypasses, and coordination of disconnections and reconnections, together with any Site Development Services, Construction Services, Inspection Services and Permitting Services directly related to relocation of County Utility Systems to accommodate the BRT Project.

“County Utility System(s)” shall, for purposes of this Memorandum of Understanding, mean and refer to the sanitary and storm water utility systems owned and operated by the County, and the pedestrian lighting system owned by the County and maintained by WSDOT.

“Design Document(s)” shall mean the Project narratives, schedules, basis of design, plans, and specifications for the construction of the BRT Project illustrating and describing the refinement of the design of the facilities to be constructed, establishing the scope, relationship, forms, size and appearance of the facilities by means of plans, sections and elevations, typical construction details, location, alignment, materials, and equipment layouts. The Design Documents shall include specifications that identify utilities, major material and systems, Public Right-of-Way improvements, restoration and repair, and establish in general their quality levels. Refer to Exhibits B (WSDOT Design Documentation Approval Requirements) & C (City Design Documents) for required documentation.

“Design Review Services” shall mean, as applicable, City, WSDOT, or County review of design document submittals by Pierce Transit, (1) in the City, WSDOT’S, or

County's regulatory capacity for compliance with applicable laws, regulations and standards, and/or (2) to protect the public infrastructure. Design Review Services includes review of Design Documents to determine, (a) compatibility of the proposed BRT Project improvements with the use of the public rights-of-way for vehicular and pedestrian transportation, (b) that the proposed BRT Project improvements will not present a danger to or interfere with public travel upon the Public Rights-of-Way, (c) that the public rights-of-way are protected and preserved, (d) that there exists sufficient capacity within the public rights-of-way to accommodate the proposed BRT Project improvements, and (e) that the proposed BRT Project improvements will not impair present or planned operation or construction of illumination, sanitary sewer, storm sewer, water, power, cable and telecommunication utility systems.

"Environmental Services Utility Systems" shall, for purposes of this Memorandum of Understanding, mean and refer to the sanitary and storm water utility systems owned and operated by the City.

"Environmental Standards" means all federal, state and local environmental laws and ordinances and all regulations promulgated thereunder, whether currently in effect or enacted or amended from time to time in the future (to the extent that compliance with future laws or amendments is legally required) including, but not limited to, the Endangered Species Act, the Resource Conservation and Recovery Act at 42 U.S.C. § 6921 et seq., the Comprehensive Environmental Response, Compensation, and Liability Act at 42 U.S.C. § 9601 et seq., the Clean Air Act at 42 U.S.C. § 7401 et seq., the Federal Water Pollution Control Act, as amended at 33 U.S.C. 1318, the Toxic Substances Control Act at 15 U.S.C. § 2601 et seq., the Shoreline Management Act, Ch. 90.58 RCW, the Hazardous Waste Management Act, Ch. 70.105 RCW, the Clear Air Act, Ch. 70.94 RCW, the Water Pollution Control Act, Ch. 90.48 RCW, and the Model Toxic Substances Control Act at RCW 70.105.D, et seq., the Clean Water Act, 33 U.S.C. § 1251 et seq., and also including, but not limited to, any guidelines, levels and standards currently in effect or enacted or amended from time to time in the future (to the extent that compliance with future laws or amendments is legally required) by the applicable federal, state or local regulatory authority for addressing any contamination of any sort.

"Improvements" shall mean all facilities installed, constructed, improved or located in, under, on and upon the Public Right-of-Way or other property as part of this BRT Project including but not limited to: electrical substations, conduit, wire, fiber optics, electronics, mechanical systems, buildings, walls, bus shelters, piping, utilities, seating, fencing, fixtures, equipment, landscaping, fencing, and signage; however, in no event shall the term "Improvements" be deemed to include any portion of movable personal property.

"Inspection Services" shall mean all labor, equipment and material necessary for the City, WSDOT, or County to monitor the BRT Project, (1) in the City, WSDOT's, or County's regulatory capacity to ensure compliance with applicable laws, regulations and standards, and/or (2) in furtherance of the City's right under RCW 47.24.020 and WAC 468-18-050.

“Pacific Avenue BRT Corridor” means the surface street route along SR 7 Pacific as shown in Exhibit A

“Permit” shall mean a permit issued by either a City Official in accordance with the Tacoma Municipal Code and applicable Laws authorizing the permittee to perform certain acts, or a permit issued by WSDOT or Pierce County. A permit includes, by way of example, but is not limited to, a sanitary sewer permit, building permit, survey permit, geotechnical exploration permit, fire permit, demolition permit, street cut permit, a barricade permit, a street closure permit, an excavation permit, a clearing and grading permit, binding site plans, conditional uses, shoreline substantial development permits, site plan review, permits or approvals required by critical area ordinances, and a work order permit.

“Permitting Services” shall mean the work performed by the City, WSDOT, or County in its governmental capacity, in response to an application for a Permit or other approval, to process the application to determine compliance with regulatory requirements and standards and the sufficiency of the application for Permit approval.

“Private Utility Relocation Work” shall mean and refer to all labor, equipment and material necessary to commence and complete the permanent or temporary removal, relocation, adjustment, modification, or protection in place (collectively referred to as “Relocation”) of non-City and non-County Utility Systems to accommodate the BRT Project. Such work shall mean and include, but is not limited to, design development, design review, coordination of design review, permitting, contractor selection, construction, construction management and administration, coordination of utility system service outages and bypasses, and coordination of disconnections and reconnections, together with any Site Development Services, Construction Services, Inspection Services and Permitting Services directly related to relocation of non-City and non-County Utility Systems to accommodate the Project.

“Right-of-Way Acquisition” shall mean and refer to all work performed on the BRT Project to acquire the necessary right-of-way needed for the BRT Project, including relocation of impacted property owners if required. All such work shall be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (hereinafter referred to as the Uniform Relocation Act or “URA”). The URA is a federal statute that sets forth the requirements for appraisals, acquisitions, and relocation assistance for projects with federal funding participation. WSDOT shall have final and sole determination of compliance with the URA for any right-of-way acquisitions and/or relocations along the SR 7 highway corridor. Pierce Transit will comply with all applicable state and federal requirements for property acquisition and relocation assistance.

“Site Development Services” shall mean and refer to work performed by the City, WSDOT, or County necessary to provide regulatory oversight for the BRT Project, or individual components thereof, which work shall include, but not be limited to, pre-application services, Permitting Services, Design Review Services, coordination of

design review and permitting, and Inspection Services. Site Development Services do not include project administration or project management.

“Tacoma Public Utility Systems” or “TPU Systems” shall, for purposes of this Memorandum of Understanding, mean and refer to the power (aka: Tacoma Power) and water (aka: Tacoma Water) utility systems owned and operated by the Tacoma, inclusive of cable and communications infrastructure.

“Utility Corridor Acquisition” shall mean and refer to the acquisition of all any and all property rights of every type and nature necessary, expedient or required by the City, WSDOT, or County for the completion of “City Utility Relocation Work”, “County Utility Relocation Work”, “Construction Services”, “WSDOT Utility Relocation Work”, and the security of “City Utility System(s)”, and County Utility System(s) as defined herein.

“WSDOT Development Services” shall mean the WSDOT Olympic Region Development Services Office and refer to work performed or provided by WSDOT necessary for the Project, or individual components thereof, which work shall include, but not be limited to, coordinating with the various WSDOT offices and services that will be involved with the BRT Project such as design review and right-of-way acquisition. WSDOT Development Services does not include construction inspection or project management.

“WSDOT Utility Relocation Work” shall mean and refer to all labor, equipment and material necessary to commence and complete the permanent or temporary removal, relocation, adjustment, modification, or protection in place (collectively referred to as “Relocation”) of Utility Systems within WSDOT owned state highway right-of-way to accommodate the BRT Project. Such work shall mean and include, but is not limited to, design development, design review, coordination of design review, permitting, contractor selection, construction, construction management and administration, coordination of utility system service outages and bypasses, and coordination of disconnections and reconnections, together with any WSDOT review, preparation, and approval and processing of any WSDOT Utility Permits, Franchises and amendments thereto including WSDOT inspection of any Utility Systems within WSDOT owned state highway right-of-way to accommodate the BRT Project.

“WSDOT Utility Systems” shall, for purposes of this Memorandum of Understanding, mean and refer to any utilities, sanitary and storm water utility systems that are within WSDOT owned state highway right-of-way as allowed by a WSDOT Utility Permit or Franchise, including amendments.

4. Objectives; Intent and Relations.

4.1 Common Objectives. The Parties have the following common objectives:

- Help reduce transit travel time and increase on-time trip performance along the Pacific Avenue BRT Corridor.

- Attract, together with other transit enhancements, more riders to transit, thus reducing the number of vehicles using the corridor, in turn reducing traffic congestion and pavement wear-and-tear due to vehicular traffic.
- Collaboratively develop a design, right-of-way acquisition, review, approval and construction schedule with the City, WSDOT, County, and Pierce Transit.
- Provide review of necessary design documents and Permits and approvals in support of the Project development consistent with legal requirements.
- Minimize conflicts regarding Permits and approvals.
- Maximize predictability in implementing City, WSDOT, and County requirements.
- Integrate the BRT Project with existing or planned infrastructure and development, including other transit facilities, vehicular transportation facilities, bicycle and pedestrian facilities, public facilities, and private facilities; and develop operational plans that minimize BRT Project impacts and costs.
- Build effective, ongoing intergovernmental cooperation between the Parties.
- Ensure that appropriate notice and reasonable timelines are provided to the Parties for review and processing of documents.
- Ensure that the BRT Project is compliant with all current Americans with Disabilities Act (ADA) Regulations.
- Minimize adverse impacts such as traffic control impacts that are inherent to any highway or roadway improvement project that is constructed on a facility where it is paramount to keep traffic moving in a safe and efficient manner and preserve the continuity of business operations including mitigating as feasible any loss of parking that currently serves local commercial activities.

4.2 Pierce Transit Objectives. Pierce Transit's objectives also include the following:

- Collaborate collectively with City, County and WSDOT to understand the jurisdictional permitting and approval processes and develop the design review and construction schedule.
- Obtain pre-application review of BRT Project elements for building and fire code issues, as well as any potential of street or right-of-way acquisitions, vacations, easements or use agreements.

- To the extent allowable by law, obtain expedited processing of necessary Permits and approvals, and, if necessary, street or right-of-way vacations, easements, use agreements and utility relocations.
- Understand City, County and WSDOT codes, specifications, processes, policies and procedures that relate to the BRT Project's construction, and minimize conflicts regarding Permits and approvals.

4.3 City Objectives. The City's objectives also include the following:

- Preserve the City's role in BRT Project development decisions.
- Fulfill its responsibility to enforce state and local regulations, building code, fire code, health and safety regulations, traffic management regulations, and other regulations.
- Enhance overall transportation system efficiency and people-moving capacity.
- Foster alternative transportation modes to reduce dependence on single occupancy vehicles and decrease parking demand.
- Anticipate and respond to Pierce Transit's priorities and Permit needs to help expedite Permit review.
- Ensure Pierce Transit responsiveness to construction-related code and procedural requirements.
- Provide constructive input into design considerations through the BRT Project development decisions.
- Provide sufficient resources to meet the specific needs of the BRT Project including design review, inspection, and utility relocation activities (engineering thru construction) in timely manners.
- Address community concerns during BRT Project development and permitting.
- Ensure that the BRT Project coordinates with all other projects and community outreach efforts in and near the BRT Project area and fully considers and addresses community concerns to the extent possible.
- Ensure the parcel and right-of-way acquisition for the BRT Project is transparent and conducted to meet the needs of both the City and Pierce Transit (see Exhibit E).

4.4 WSDOT Objectives. WSDOT's objectives also include the following:

- Preserve the WSDOT's role in BRT Project development decisions.
- Ensure the BRT Project follows and adheres to WSDOT policies and procedures in the development of the design for any work on the SR 7 state highway right-of-way, including but not limited to WSDOT Design Approval (DA), Project Development Approval (PDA), Plan for Approval (PFA), and state highway right-of-way plan preparation. Refer to "Exhibit B" (WSDOT Design Documentation Requirements).
- Ensure the BRT Project follows and adheres to WSDOT policies and procedures in the acquisition of any right-of-way needed along the portion of Pacific Avenue that is also SR 7, including compliance with the requirements of the Uniform Relocation Act (URA).
- Fulfill its responsibility, if any, to enforce any applicable federal, state, and local regulations, building code, fire code, health and safety regulations, traffic management regulations, and other regulations as it relates to any work performed on SR 7 state owned highway right-of-way.
- Ensure costs to WSDOT are minimized by Pierce Transit agreeing to reimburse WSDOT for its efforts to participate with the BRT Project including, but not limited to, the design, right-of-way acquisition, and any construction inspection of any work performed on SR 7.
- Ensure the BRT Project has robust and effective public outreach led by Pierce Transit.
- Minimize traffic impacts along SR 7 during the construction of the BRT Project due to a well-coordinated and effective planning and construction scheduling and implementation of the construction activities.
- Enhance overall transportation system efficiency and people-moving capacity.
- Ensure the BRT Project has thorough and well prepared traffic control plans that take into account as much of the various work operations as can be anticipated in advance of the BRT Project going to construction.
- Provide added emphasis on the implementation of any traffic control due to the work areas being almost exclusively in or directly adjacent to SR 7 highway traffic.
- Foster alternative transportation modes (multi-modal) to reduce dependence on single occupancy vehicles and decrease parking demand.
- Anticipate and respond to Pierce Transit's priorities and Permit needs to help expedite Permit review.

- Ensure Pierce Transit responsiveness to construction-related code and procedural requirements.
- Provide constructive input into design considerations through the BRT Project development decisions.
- Provide sufficient resources to meet the specific needs of the BRT Project including design review, right-of-way plan revision and real estate acquisition support, inspection, and utility relocation activities (engineering thru construction) in timely manners.
- Ensure Pierce Transit addresses community concerns during BRT Project development and permitting.
- Ensure that the BRT Project coordinates with all other projects and community outreach efforts in and near the BRT Project area.

4.5 County Objectives. The County's objectives also include the following:

- Preserve the County's role in BRT Project development decisions.
- Fulfill its responsibility to enforce state and local regulations, building code, fire code, health and safety regulations, traffic management regulations, and other regulations as it relates to any work performed in unincorporated Pierce County and outside the SR 7 WSDOT highway right-of-way.
- Enhance overall transportation system efficiency and people-moving capacity.
- Foster alternative transportation modes to reduce dependence on single occupancy vehicles and decrease parking demand.
- Anticipate and respond to Pierce Transit's priorities and Permit needs to help expedite Permit review.
- Ensure Pierce Transit responsiveness to construction-related code and procedural requirements.
- Provide constructive input into design considerations through the BRT Project development decisions.
- Provide sufficient resources to meet the specific needs of the BRT Project including design review, inspection, and utility relocation activities (engineering thru construction) in timely manners.
- Address citizen concerns during BRT Project development and permitting.

- Ensure that the BRT Project coordinates with all other projects and citizen outreach efforts in and near the BRT Project area.
- Ensure the BRT Project follows and adheres to County policies and procedures in the development of the design for any work in the County right-of-way.
- Ensure costs to the County are minimized by Pierce Transit agreeing to reimburse the County for its efforts to participate with the BRT Project including the design, right-of-way acquisition, and any construction inspection of any work performed County owned right-of-way.
- Ensure the BRT Project has robust and effective public outreach led by Pierce Transit.
- Minimize traffic impacts to County roads during the construction of the project due to a well-coordinated and effective planning and construction scheduling and implementation of the construction activities.

5.0 Environmental Policy Compliance. Pierce Transit is the lead agency for compliance with the State Environmental Policy Act, RCW Chapter 43.21C (“SEPA”). Pierce Transit represents that it will complete a substantive and procedural environmental review for the BRT Project in accordance with SEPA requirements with the publication of the documents, as listed below.

5.1. Pierce Transit BRT SEPA Determination.

5.2 Pierce Transit BRT NEPA Documented Categorical Exclusion (DCE).

The estimated date of completion for the SEPA review is June 2021. Pierce Transit is currently completing the project’s NEPA Documented Categorical Exclusion in close coordination with the Federal Transit Administration, with an excepted Final DCE Worksheet and attachments due in November 2020.

The environmental review enables the City’s issuance of permits for the proposed BRT Project and addresses environmental mitigation. The City acknowledges that no additional mitigation of environmental impacts is required under SEPA. WSDOT will use and rely upon the existing environmental documents to satisfy its SEPA responsibilities, consistent with WAC 197-11-600 and 197-11-340 provided Pierce Transit agrees the SEPA completed for the BRT Project includes all the work proposed on SR 7 state owned highway right-of-way, including any County right-of-way that will be acquired by WSDOT, and if the design changes such that modifications are needed to SEPA, Pierce Transit will lead that effort to update the SEPA determination.

6. Agreements. In furtherance of the objectives of the Parties and the completion of the BRT Project, the Parties anticipate that one or more agreements will be

necessary setting forth the Parties' roles, responsibilities and obligations relative to the BRT Project, which agreement(s) will govern the following scope:

- 6.1. City Services. Establishing the basis for the City providing Site Development Services to Pierce Transit.
- 6.2. Allocation of Costs. Establishing the basis for allocation of costs for the BRT Project and City Utility Relocation Work.
- 6.3. TPU Design Services for Utility Relocation. Establishing the basis for TPU providing design services for the relocation of TPU (Water and Power) Utility Relocation Work.
- 6.4. City Utility Relocation. Establishing the basis for commencement and completion of City Utility Relocation Work.
- 6.5. County Utility System(s) Relocation. Establishing the basis for commencement and completion of County Utility System(s) Relocation Work.
- 6.6. Private Utility Relocation. Establishing the basis for commencement and completion of Private Utility Relocation Work.
- 6.7. Right-of-Way Use. Establishing the basis for Pierce Transit use and occupancy of the Pacific Avenue BRT Corridor for construction, installation, maintenance, repair and operation of the BRT System.
- 6.8. Dedication of Improvements. Establishing the basis for dedication and acceptance of civil infrastructure improvements with the Pacific Avenue BRT Corridor that, upon completion of construction, will not remain the property of Pierce Transit.
- 6.9. WSDOT Design Review. Establishing the basis for WSDOT design review and approval.
- 6.10. County Design Review. Establishing the basis for County design review and approval.
- 6.11. WSDOT Right-of-Way Acquisition and/or Relocation Processing. Establishing the basis for any right-of-way acquisition and/or relocation assistance needed along the SR 7 corridor following the Uniform Relocation Act (URA).
- 6.12. WSDOT Construction Agreement. Establishing the parameters to allow Pierce Transit to construct the BRT project.
- 6.13. Operations and Maintenance. Multi-agency agreement establishing the basis for Pierce Transit day-to-day operations and maintenance within the Pacific Avenue BRT Corridor.

6.14. Environmental Standards Compliance. Establishing the basis for allocation of responsibility for the compliance with Environment Standards.

6.15 City Construction Agreement. Establishing the basis for construction oversight and inspection services for the BRT Project.

6.16 TPU Construction Agreement. Establishing the basis for construction oversight and inspection services for the BRT Project.

6.17 WSDOT Construction Agreement. Establishing the basis for construction oversight and inspection services for the BRT Project.

6.16 TPU Construction Agreement. Establishing the basis for construction oversight and inspection services for the BRT Project.

6.17 Other Agreements. Agreements for any other issues that may arise requiring memorialization of the rights and obligations of the parties.

7. Funding and Cost Allocation.

7.1 The total cost for the BRT Project is estimated to be \$170 million. Sound Transit has allocated \$60 million to the BRT Project using funds from Sound Transit 3, a ballot measure approved in 2016. Another \$30 million of state, federal, and local funds have been allocated, and Pierce Transit anticipates that another \$75 million will be allocated from federal grants.

7.2 All BRT Project costs will be funded by Pierce Transit, including but not limited to, all right-of-way acquisition costs, utility relocation costs, Party design review costs, and Party construction oversight costs.

7.3 Ongoing operation and maintenance costs for the BRT system and highway shall be set forth in an operations and maintenance agreement with both the City and WSDOT. Whether that is one agreement or separate City and WSDOT agreements will be determined later.

8. Mutual Cooperation and Coordination. The Parties acknowledge and agree that services provided by the City, County and WSDOT are dependent upon and interrelated to the mutual cooperation of the Parties, and their consultants/contractors where applicable; the timely and prompt submittal and review of complete and accurate information, records, documents, and schedules; and the timely and prompt response to requests for information and consultation. In furtherance thereof, the Parties agree as follows:

8.1 The Parties will work cooperatively through an organizational/decision making structure consisting of (1) a Policy Committee, (2) a Steering Committee, and (3) a Technical Advisory Committee. The Designated Representatives identified in Section 9 below have been designated to be their initial agency contact for Project coordination and communication, including scheduling, obtaining information,

responding to requests, and dispute resolution.

8.2 The Policy Committee is composed of the City Manager, the County Executive, CEO of Pierce Transit and WSDOT Olympic Region Administrator. The Policy Committee will meet when necessary to determine issues of general policy.

8.3 The Steering Committee is composed of the City Department Directors for Public Works, Environmental Services, Community & Economic Development, and Planning and Development Services and the City's Government Relations Officer, the County Planning and Public Works Director and Transportation Improvement Manager, the WSDOT Olympic Region Planning and Program Manager and HQ Public Transportation Division Capital Projects & Development Engineer, and for Pierce Transit the BRT Project Manager and the Planning Manager. The Steering Committee will meet when necessary to provide direction to the Technical Committee on matters such as design and construction issues and community involvement plans.

8.4 The Technical Committee is composed of assigned staff from each Party. The Technical Committee will meet when necessary to coordinate staff-level work on the BRT Project.

8.5 BRT Project Schedule; Updates. To assist the City, County and WSDOT with resource planning, Pierce Transit will provide the Parties with a BRT Project schedule that includes the BRT Project design review phase submittal dates and will provide monthly (or more frequent if available) schedule updates. Once the construction project is awarded a construction schedule shall be submitted to the City, County, and WSDOT weekly showing a three-week look ahead.

9. Designated Representatives. The Parties agree to assign the following designated representatives of the Parties

9.1 Designated Representatives Assigned.

Pierce Transit's Designated Representative is identified as:

Sean Robertson, Sr. Construction Project Manager
Pierce Transit
3701 96th St SW
Lakewood, WA 98499
Email: srobertson@piercetransit.org
Phone: (253) 983-3359

The City of Tacoma's Designated Representative is identified as:

Stephanie E. Brock, P.E.
Major Projects Group
747 Market Street, Rm 620
Tacoma, WA 98402

sbrock@cityoftacoma.org
253-314-4914

Washington State Department of Transportation's Designated Representative is identified as:

Joseph J. Perez
Olympic Region Planning and Program Manager
5720 Capitol Boulevard SE
Olympia, WA 98504
perezj@wsdot.wa.gov
[\(360\)357-2607](tel:(360)357-2607)

Pierce County's Designated Representative is identified as:

Kerry Obermire, Transportation Improvement Section
Planning & Public Works – Office of the County Engineer
2702 South 42nd Street, Suite 109
Tacoma, WA 98409-7315
kerry.obermire@piercecountywa.gov
(253) 798-2286

9.2 Each Designated Representative shall be responsible for BRT Project coordination, design coordination, scheduling and communication in support of the implementation of the obligations imposed by this Memorandum of Understanding and any other agreement of the parties related to the BRT Project. The Designated Representatives shall meet and confer in good faith, exchange information and maintain open communication to facilitate the coordinated development of the BRT Project. The Designated Representatives may receive notice at the above stated addresses. Each Party may unilaterally change their notification address in this section by written notice to the other Party. Either Party may change the Designated Represented only with 30 calendar day advanced written notice to the other Party.

9.3 The City, County, and WSDOT will assign supporting design review and construction inspection staff. The City and County Designated Representative will provide central coordination of all Design Submittal reviews and comments from all involved departments and utilities. The Designated Representative will facilitate resolution of any inconsistencies among review comments from the City and County departments and utilities and will provide Pierce Transit with consolidated review, comments, and decisions consistent with the timelines agreed to by the Parties. In addition to these tasks, the Designated Representative will participate in regularly scheduled project-level coordination meetings, and be responsible for identifying and disclosing to Pierce Transit as soon as practicable upon becoming aware of any other projects or proposals (e.g. utility projects, transportation projects, private development projects) that have the potential to conflict or interfere with the expeditious design and construction of the BRT Project; provided that, such obligation shall not give rise to or form the basis for liability of the City, County or WSDOT, or their officials, employees,

or agents, any claims, damages, costs, or attorneys fees arising out of or related to any such conflict or interference with the design or construction of the BRT Project.

9.4 The Pierce Transit Designated Representative will provide central coordination for BRT Project Design Submittals and BRT Project coordination. In addition to these tasks, the Pierce Transit Designated Representative will participate in regularly scheduled project-level coordination meetings. The Pierce Transit Designated Representative will ensure that all review comments are addressed and that responses to comments are coordinated between all Pierce Transit departments and the consultant team. The Pierce Transit Designated Representative will also be responsible for ensuring that the City, County and WSDOT are informed as soon as practicable of any changes required to the budget, scope or schedule of the BRT Project that may impact the Parties.

10. Design Standards for Public Facilities/City and County Utility Systems.

Whenever Pierce Transit designs, constructs, installs, modifies, repairs, relocates or reconstructs Improvements, infrastructure, City Utility Systems or County Utility Systems within the public rights-of-way or easements, when such Improvements, infrastructure or Utility Systems are publicly owned or will be dedicated to public ownership (the "Public Improvements"), such Public Improvements shall conform to the applicable design standards for the jurisdiction and the Utility System owner when applicable in which the Public Improvements are located.

11. Execution.

The Parties have executed this MOU as of the day and year first above written; provided that, in the event no date is stated above, the MOU shall be effective upon the last date set forth below.

PIERCE TRANSIT

CITY OF TACOMA

Chief Executive Officer

Elizabeth Pauli, City Manager

Date: _____

Date: _____

Pierce Transit Legal Counsel

Jackie Flowers, Director of Utilities

Date: _____

**WASHINGTON STATE
DEPARTMENT OF
TRANSPORTATION**

Chris Robinson, Power Superintendent

John Wynands, P.E.,
Regional Administrator

Kurtis D. Kingsolver, P.E.,
Director Public Works

PIERCE COUNTY

Bruce Dammeier
Pierce County Executive

Scott Dewhirst, Water Superintendent

Director,
Planning and Public Works

Approved as to form:

Chief Deputy City Attorney

Finance Director

Approved as to form:

Deputy Prosecuting Attorney

Attachments:

- Exhibit A – General Depiction of BRT Project**
- Exhibit B - Pierce Transit SR 7 BRT Project WSDOT Design Documentation Approval Requirements**
- Exhibit C – City of Tacoma Design Standards/Checklists**
- Exhibit D – Technical Advisory Committee Members**
- Exhibit E - BUS RAPID TRANSIT PROJECT – Real Property Acquisitions**

Exhibit A



Exhibit B

DRAFT Pierce Transit SR 7 BRT Project *WSDOT Design Documentation Approval Requirements*

Purpose of this document

The Pierce Transit sponsored SR7 Bus Rapid Transit (BRT) project will make significant changes to SR7, creating the need for thorough documentation that follows the Design Manual guidance. The approach taken here is modeled after the approach taken by WSDOT with Sound Transit projects doing significant work within WSDOT right-of-way. The purpose of this guidance is to provide a framework for the process that leads to Design Approval and Project Development Approval, resulting in the project's Design Documentation Package (DDP).

The DDP checklist referenced in the Design Manual has been adapted for this particular project (see Figure 1). In general, "engineering related" items listed on the DDP checklist will be required to be a part of the DDP. Project management related items on the DDP may be requested to be included as "informational only" items, meaning that they will not affect approval.

For this project, when we refer to the DDP it will be synonymous with the list of items required for Design Approval along with those items required for PDA.

Design Approval (DA)

See Figure 1 for a list of items required for Design Approval.

Utilizing Design Approval as a relatively early milestone can provide a risk-mitigation measure for both the project team and WSDOT. It can be used to insure that Pierce Transit and WSDOT have early mutual understanding and agreement on critical, fundamental components. The Design Approval package includes a Basis of Design. More information on the Basis of Design (BOD) may be found at:

<https://www.wsdot.wa.gov/Design/Support.htm>

Note that Design parameter sheets are critical to documenting fundamental decisions such as choosing lane and shoulder widths using the mode/function/performance approach.

Pierce Transit is required to obtain Design Approval (DA) prior to submitting 60% design plans. Upon approval, this DA is effective for three years and locks in the design policy, after which it must be updated with new approvals. The DA may be approved prior to NEPA. The DA will be signed by the initiating Engineer of Record (either consultant or Pierce Transit) and the WSDOT Project Development Engineer.

Project Development Approval (PDA)

See Figure 1 for a list of items required for Project Development Approval. The Project Development Approval package will be signed by the initiating Engineer of

Record (either consultant or Pierce Transit) and the WSDOT Project Development Engineer. The PDA approval is good for three years.

Design Documentation Package (DDP) (active during entire design effort but finished prior to Advertisement for bids)

The Design Documentation Package documents and explains the design decisions and process that was followed. The DDP is retained for 75 years by WSDOT. The DDP will be updated to reflect the latest project information.

WSDOT will work with Pierce Transit to make sure the DDP package is complete and archived.

Miscellaneous Documentation Considerations

Value Engineering (VE): VE is specifically called for in the Design Manual, but since costs are under the control and responsibility of Pierce Transit, it will be up to Pierce Transit to determine if and/or when a VE study is needed. WSDOT oversight following the Design Manual process will be needed for the VE elements that are highway-specific.

Cost Estimation Validation Process (CEVP): CEVP is specifically called for in the Design Manual, but since costs are under the control and responsibility of Pierce Transit, it will be up to Pierce Transit to determine if and/or when a CEVP study is needed.

Design & Construction Schedule for Approval: The project design and construction schedule will be initiated, updated, and managed by Pierce Transit, and so no approval by WSDOT will be needed. Coordination of schedules and milestone dates with other WSDOT projects will be required.

Construction Permits from external agencies: Pierce Transit will obtain all the permits required for construction from external agencies, so this item will not be considered as part of the WSDOT design process.

Other WSDOT documents may include, but not be limited to, Air Space Lease (ASL), Temporary Construction Easements (TCE), General Permits for miscellaneous needs, Utility Permit and/or Franchise amendments, Operations & Maintenance (O&M) agreements, Construction Agreement, and Access Connection Permits (ACP's).

Figure 1 Required DDP Elements

Description	DM Ref.	Include in this project?
DESIGN APPROVAL DOCUMENTS		
Stamped Cover Sheet *	300.04(1)	YES
Design Approval Memorandum Describing the Project	300.04(1)	YES
Project Vicinity Map	PPM 400.06(4)	YES
Project Summary Documents Project Definition, Project Change Requests, Environmental Review Summary	300.06(1)	NO
Basis of Design (BOD) *	300.06(2), 1100.10(1)	YES
Alternatives Comparison Table	1104.03	YES
Design Parameter Sheets	1100.10(4)	YES
Safety Analysis or Crash Analysis Report *	321.04 321.05	YES, may be included in other analysis/reports
Design Analysis *	300.06(4), 1106.07	YES
List of Past Design Analyses (deviations) (Contact your ASDE for list)	300.04(1)	NO
List of Past Maximum Extent Feasible (MEF) (Contact your ASDE for list)	1510.5(2)	NO – not applicable for this corridor
Interchange and/or Intersection Plans See region Channelization Plan Checklist	1360.07, 1310.07(2),	YES
Alignment Plans and Profiles If significantly modified	300.04(1), 1210.06, 1220.06	YES
Basis of Estimate (BOE) with Cost Estimate Compare to budget	300.06(3)	Informational Only
PROJECT DEVELOPMENT APPROVAL DOCUMENTS		
Stamped Cover Sheet*	300.04(2)	YES
Project Development Approval Memorandum Describing the Project	300.04(2)	YES

Description	DM Ref.	Include in this project?
Project Vicinity Map	PPM 400.06(4)	YES
Any Design Approval items listed above that have been revised or added	300.04(1)	YES
NEPA Approvals	300.02(1), 300.06(1)(b)	YES
SEPA Approvals	300.02(1), 300.06(1)(b)	YES

PROJECT DEVELOPMENT APPROVAL DOCUMENTS (con't)		
Description	DM Ref.	Comments
Maximum Extent Feasible (MEF) *	1510.05(1)	YES
Intersection Control Evaluation (ICE)*	321.05(2), 1300.05(1)	YES
Signals Permit	1330.02(1)	NO – Traffic office retains
Median Crossover Approval	1370.04	NO – not applicable
Traffic Analysis	320	YES
Fencing	560	NO
Additional Illumination	1040.05	NO
ITS Systems Engineering Documentation	1050.05	NO
Roadside Clear Zone inventory	1600.02	YES
Barrier Length of Need Calculations	1610.03(5)	YES
Public Art Plan	950.05(1)	NO
Bridge Vertical Clearance	720.03(5)(c)(1) Exhibit 720-3	YES – if applicable
Geological Reports	610.04	YES
Materials/Surface Reports	610, 620	YES
Hydraulics Report *	800 & HM	YES
Railroad Crossing Evaluation Team Findings	1330.045(7)(b)	NO (assume no railroad crossings in project)

	1350.04	
Railroad Grade Crossing Petitions and WUTC Orders	1350.10	NO (assume no railroad crossings in project)
MUTCD Request for Experimentation	1330.07	YES
Pedestrian Facilities	1510	Document compliance w/ ch.1510 elements
Value Engineering Recommendation Approval Form	310.03(1)	Informational Only
Justifications/Design Decisions (Subjects range throughout the DM)	Multi	YES

For items with an asterisk (*), include the original, approved document

Figure 1 utilized the DDP checklist from:

<https://www.wsdot.wa.gov/Design/Support.htm>

Abbreviations:

- Multi = Subjects range throughout the Design Manual
- DM = Design Manual
- EM = Environmental Manual
- HM = Hydraulics Manual
- PPM = Plans Preparation Manual

Design Manual Excerpts

300.01 General Excerpt

For local agency and developer projects on state highways, design documentation is also needed. It is retained by the region office responsible for the project oversight, in accordance with the WSDOT records retention policy. All participants in the design process are to provide the appropriate documentation for their decisions. See 300-04(3) for information about the approval process and authority. For more information about these types of projects, see the [Local Agency Guidelines](#) and [Development Services Manual](#) available at the Publications Services Index website:

🔗 www.wsdot.wa.gov/Publications/Manuals/index.htm

300.03(3) PROJECT FILE AND DESIGN DOCUMENTATION PACKAGE EXCERPT

The **Design Documentation Package (DDP)** is a part of the Project File and preserves the decision documents generated during the design process. In each package, a summary (list) of the documents included is recommended. The DDP documents and explains design decisions, design criteria, and the design process that was followed. The DDP is retained in a permanent retrievable file for a period of 75 years, in accordance with WSDOT records retention policy.

The Basis of Design, Design Parameters, Alternatives Comparison Table, and Design Analyses are tools developed to document WSDOT practical design and decisions. Retain these in the DDP.

Refer to the remainder of this chapter and DDP checklist for documents to be preserved in the DDP. See Design Documentation Package Checklist here:

🔗 www.wsdot.wa.gov/Design/Support.htm

300.04(3) Local Agency and Developer Services Approvals

Local agencies or developers proposing projects for construction on state highways, or within WSDOT jurisdiction on city streets that serve as part of state highways per RCW 47.24, are required to document design decisions using the WSDOT design documentation policy (see 300.03) and as follows. The local agency or developer is required to document all decisions that change one or more design elements (see 1105.02) using the Basis of Design. Documentation is submitted to WSDOT for review and approval according to Exhibit 300-5. Where FHWA approval is indicated, WSDOT will forward submitted information to FHWA for their approval and transmit FHWA's approval, comments, and/or questions back to the submitter.

In cases where design decisions are imposed on the local agency or developer by WSDOT or FHWA, in order to secure their approval, those specific decisions are to be documented by WSDOT. Note that the requirement to submit a Basis of Design for approval may be waived by the approving authority designated in Exhibit 300-5, based on the criterion in 1100.10(1)(a). When a Region is the approval authority for the BOD and is considering an exemption, the Region approving authority can assume the role of the Assistant State Design Engineer to determine if an exemption is appropriate. For more information about the Basis of Design, see Chapters 1100 through 1106.

EXHIBIT C

CITY OF TACOMA DESIGN STANDARDS/CHECKLISTS

City of Tacoma Right-of-Way Design Manual:

https://www.cityoftacoma.org/government/city_departments/public_works/engineering/city_of_tacoma_right_of_way_design_manual

City of Tacoma Planning and Development Services Work Order Submittal Checklist:

<http://tacomapermits.org/wp-content/uploads/2015/06/Work-Order-Document-Checklist.docx>

EXHIBIT D

Pacific Ave/SR7 Corridor BRT Technical Advisory Committee Members

Name	Project Role (TL: Task Lead/Key Project Staff)	Representing	Email Address	Phone Number
Sean Robertson	PMO Senior Project Manager (TL)	Pierce Transit	srobertson@piercetransit.org	253-983-3359
Tina Lee	Planning Manager (TL)	Pierce Transit	tlee@piercetransit.org	253-589-6887
Janine Robinson	Senior Planner - Property Acquisition	Pierce Transit	jrobinson@piercetransit.org	253-984-8156
Kim McGilvery	BRT Project Public Involvement & Outreach Coordinator	Pierce Transit	kmcgilvery@piercetransit.org	253-581-8038
Lindsey Sehmel	Principal Planner - Scheduling	Pierce Transit	lsehmel@piercetransit.org	253-581-8079
Alexandra Mather	Government & Community Relations Officer	Pierce Transit	amather@piercetransit.org	253-983-3358
Rebecca Japhet	Communications Manager	Pierce Transit	rjaphet@piercetransit.org	253-984-8213
Ryan Wheaton	Executive Director - Planning & Community Development	Pierce Transit	rwheaton@piercetransit.org	253-983-3304
Cody Bakken	CTAG Representative	Pierce Transit	cbakken@piercetransit.org	503-309-8257
Eric Chipps	Senior Planner	Sound Transit	eric.chipps@soundtransit.org	206-398-5020
(Vacant)	(Alternate)	Sound Transit		
Shawn Phelps	Senior Transportation Planner	Pierce County	sphelps@co.pierce.wa.us	253-798-3552
Brian Churchill	Associate Traffic Engineer	Pierce County	brian_churchill@piercecountywa.gov	253-798-2259
Sarah Gutschow	Senior Planner	Puget Sound Regional Council MPO	sgutschow@psrc.org	206-587-4822
Jean Kim	Associate Planner (Alternate)	Puget Sound Regional Council MPO	jkim@psrc.org	206-971-3052
Allan Belton	President	Pacific Lutheran University	allan.belton@plu.edu	253-535-7101
James Sinding	Auxiliary Services Manager (Finance Office)	University of Washington -Tacoma	jmses7@uw.edu	253-682-5926
Patricia Beard	Project Manager - Economic Development Services Division	City of Tacoma	pbeard@ci.tacoma.wa.us	253-591-5039
Kristin Ely	Program Development Specialist (Alternate)	City of Tacoma	kely@ci.tacoma.wa.us	253-591-5053
Elliott Barnett	Urban Planner	City of Tacoma	elliott_barnett@ci.tacoma.wa.us	253-591-5389
Stephanie Brock	Senior Principal Engineer / Large Projects Lead (TL)	City of Tacoma	sbrock@ci.tacoma.wa.us	253-573-2315
Dana Brown	Assistant Division Manager - Public Works Engineering	City of Tacoma	dbrown2@ci.tacoma.wa.us	253-591-5718
Mazedur Hossain	Senior Transportation Engineer	City of Tacoma	mhossain@ci.tacoma.wa.us	253-591-5523
Liz Kaster	Senior Planner & Active Transportation Coordinator	City of Tacoma	lkaster@ci.tacoma.wa.us	253-591-5380
Dan Hansen	Traffic Engineer/Permit Review	City of Tacoma	DHansen1@ci.tacoma.wa.us	253-591-5529
Joshua Diekman	Traffic Assistant Manager	City of Tacoma	jdiekman@ci.tacoma.wa.us	
Wits Norberg	Signals/Traffic Design	City of Tacoma	knorberg@ci.tacoma.wa.gov	253-591-5404
Larry Criswell	Private Development Staff	City of Tacoma	lcriswell@cityoftacoma.org	
Teague Pasco	Senior Real Estate Specialist	City of Tacoma	tpasco@cityoftacoma.org	253-591-5570
Jeff Petterson	Capital Projects Engineer - Public Transportation Division	WSDOT	petterj@wsdot.wa.gov	360-705-7917
Dale Severson	Development Services Engineer	WSDOT	severson@wsdot.wa.gov	360-357-2736
Manuel Abarca	Traffic Design Engineer - Olympic Region	WSDOT	abarcam@wsdot.wa.gov	360-764-9231
Joe Perez	Program Management & Planning - Olympic Region	WSDOT	perezj@wsdot.wa.gov	360-357-2607
Lois Gilchrist	Real Property	WSDOT	gilchrl@wsdot.wa.gov	360-704-3259
Derek Oh	Regional Engineer - FTA Project Coordination	FTA	derek_oh@dot.gov	206-220-4319
John Witmer	Community Planner - FTA Project Coordination (Alternate)	FTA	john.witmer@dot.gov	206-220-7964
Joe Rempke	TPWR T&D Line Eng	Tacoma Public Utilities	jrempe@cityoftacoma.org	
Dave Rosholm	TPU Account Executive	Tacoma Public Utilities	drosholm@cityoftacoma.org	(253) 341-0953
Christopher Hemmer	Design & Cost Estimate Lead (TL)	WSP	chris.hemmer@wsp.com	503-417-9353
Cara Belcher	Project Lead	WSP	cara.belcher@wsp.com	503-516-0365
Chelsea Morrison	North Lead	WSP	chelsea.morrison@wsp.com	206-267-6858
Yingle Jiang	South Lead	WSP	Yingle.jiang@wsp.com	206-254-7965

EXHIBIT E**BUS RAPID TRANSIT PROJECT
Real Property Acquisitions**

This Exhibit sets forth the general terms under which the City and Pierce Transit will handle transactions involving real property acquisitions, segregations, and conveyances related to the proposed BRT Project.

Background

The BRT Project may require acquisition of additional rights of way and easements from private property owners adjacent the Project alignment. In those cases, Pierce Transit has agreed to acquire the necessary property and/or property rights for the Project and has retained a third party acquisition consultant to assist Pierce Transit in negotiating with property owners. Pierce Transit will negotiate with owners, pay compensation, conduct relocation, and acquire the necessary parcels for the Project as needed.

After completion of the BRT Project, all acquired parcels to be incorporated into City right of way will be conveyed to the City by Pierce Transit in fee, as the City requires that any new right of way located within the City's jurisdictional boundaries be conveyed to the City for roadway purposes in fee.

Pierce Transit will work with their consultant to acquire real estate needed for the BRT Project, including but not limited to, obtaining title reports, engineering designs, surveys, appraisals, legal exhibits, permitting, parcel acquisitions/relocations, clearing encroachments, clearing title encumbrances and construction.

The City desires to work with Pierce Transit in cooperation and partnership and assist in implementing Pierce Transit's proposed plan for BRT-related realignment and improvement of Pacific Avenue and adjacent right of way and agrees to maintain the same upon BRT Project completion.

Pierce Transit and the City agree on the following terms for potential parcel acquisition for the Project, including conveyance of any surplus property interests to Pierce Transit:

1. Pierce Transit will submit a final and complete Right of Way Plan showing all acquisitions and relocations required for the BRT Project for City review, prior to acquisition. The City will review the Right of Way Plan and verify that the real property rights to be acquired, and subsequently transferred to the City, are necessary for the maintenance and operation of the road right of way prism, including the BRT infrastructure. Upon completion of the BRT Project, Pierce Transit will provide the City with record drawings, showing

the exact dimensions, geometry and location of all elements of the constructed improvements and land rights acquired.

2. Pierce Transit and/or its acquisition consultant will negotiate with owners, pay compensation, clear title, and acquire the rights of way, easements, or full parcels necessary for the BRT Project as shown on the Right of Way Plan, if any.
3. The acquisition of property rights necessary for the BRT Project will be in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 *et seq.*) (Uniform Act), the Washington State Department of Transportation Right of Way Manual, and Local Agency Guidelines, as applicable.
4. Some or all real property rights acquired by Pierce Transit for the BRT Project will be transferred to the City to be owned, maintained and operated as right of way and/or easements for public works infrastructure and utilities. All right of way property will be conveyed to the City by Pierce Transit in fee, under acceptable title as determined by and in the sole discretion of the City, on forms that have been reviewed and approved by the City. Any other property rights that may be necessary for the Project (e.g., easements) will be conveyed to the City under acceptable title as determined by and in the sole discretion of the City on forms that have been reviewed and approved by the City.
5. The City will accept BRT Project parcels under a “pseudo” surplus status and simultaneously identify portions of the land necessary for the maintenance of the road right of way prism. The City will retain only those parcels needed for operation and maintenance of realigned City rights of way including the BRT infrastructure. This property will include right of way, easements or full parcels as shown on the Right of Way Plan, which will have been previously approved by the City, per Paragraph #1, above. Pierce Transit and the City acknowledge that additional right of way may be identified for acquisition during the course of negotiations. Such instances will be dealt with on a case by case basis, and both Pierce Transit and the City commit to work together to address these instances in a timely manner.
6. The City, in accepting fee title to parcels in a “pseudo” surplus status, intends to limit its ownership to those areas determined to be necessary, by and in the sole discretion of the City, for the maintenance and operation of the roadway prism including utility facilities and BRT infrastructure. Any accepted real property outside the roadway prism that is surplus to the Project will not be subject to a formal City street vacation process unless otherwise identified as City right of way.
7. The City will convey any real property surplus to the Project to Pierce Transit by Quit Claim Deed. Conveyance of surplus property will include, and be

subject to, such easements as are necessary for the continued operation and maintenance of the right of way including City roadway, utility and BRT infrastructure.

Primary Staff Contact Information

Contact Information for Pierce Transit

Name: Janine Robinson
Title: Senior Planner
Address: 3701 96th St. SW, Lakewood, WA 98499
Telephone: (253) 984-8156
E-mail: jarobinson@piercetransit.org

Contact Information for City

Name: Susie Rogers
Title: Sr. Real Estate Officer
Department: Public Works
Division: Facilities Management
Section: Real Property Services
Address: 747 Market ST, STE 737, Tacoma, WA 98402
Telephone: (253) 591-5566
E-mail: srogers@cityoftacoma.org



Action Agenda

TITLE: Adoption of a Continuing Budget for Fiscal Year 2021

DIVISION: Finance

SUBMITTED BY: Brett Freshwaters, Executive Director of Finance & IT (CFO)

RELATED ACTION:

Resolution No. 2019-041, Adoption of the Annual Budget for Fiscal Year 2020
 Resolution No. 2020-015, Establishing a New Classification and Compensation System for Non-Represented Employees and Amending Sections 1.0, 3.0, 4.0, and 7.0 of the Personnel Manual Relating to Classification and Compensation

ATTACHMENTS: Proposed Resolution

RELATION TO STRATEGIC PLAN: Financial

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: N/A

Operating & Insurance Budget

Capital Budget

		EXPLANATION:
Operating	\$ 155,163,407	Adopt a continuing budget for fiscal year 2021.
Insurance	\$ 2,891,330	

BACKGROUND:

The 2021 budget process was scheduled to be completed on a normal timeline, with adoption in December, until the Coronavirus Disease-2019 (Covid-19) pandemic altered the trajectory of the economy and added considerable uncertainty to revenue projections.

Pierce Transit has delayed the development of the 2021 annual budget to allow more time to evaluate revenue projections and adjust expenditures in order to ensure a balanced budget. The Federal Cares Act funding has provided temporary funds in 2020 to help bridge the revenue gap. However, continued uncertainty about the impact of the COVID-19 virus on the economy and speed with which a vaccine will be developed and distributed means that revenue assumptions could change significantly from month to month. Therefore, staff proposes to revise the traditional budget calendar and delay the Board review and approval process to the first quarter of 2021. Staff will have a final 2021 budget recommendation ready for adoption no later than the March Board meeting.

The current 2020 Budget authorization is for the calendar year 2020. The 2020 Budget was reviewed, adopted, and amended by the Board of Commissions to its current form and content. The 2020 Amended Budget may be continued in its current form. The Operating Budget is \$155,163,407 and the Insurance Budget is \$2,891,330. Budget positions are authorized up to 993 positions with attendant wage increases. The Capital Budget is approved by project for life-to-date expenditures and unspent funds are automatically carried over to the following budget year, therefore re-authorization is not necessary to continue capital fund expenditures.

STAFF RECOMMENDATION:

Authorize adoption of the 2020 Continuing Budget for fiscal year 2021, until such time as a new 2021 Budget is adopted.

ALTERNATIVES:

Modify the 2020 budget prior to adopting a Continuing Resolution. The Board may at any time throughout the budget year make modifications to the budget. This is not recommended since the new budget will be in place in the first quarter of 2021.

PROPOSED MOTION:

Move to: Approve Resolution No. 2020-023 adopting the 2020 Continuing Annual Budget for Fiscal Year 2021 with attendant wage adjustments and approval of 993 positions until such time as a new budget is adopted.

1
2 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on the 14th
3 day of December 2020.

4
5 PIERCE TRANSIT

6
7
8 _____
9 Victoria Woodards, Chair
10 Board of Commissioners
11

12 ATTEST/AUTHENTICATED

13
14 _____
15 Deanne Jacobson, CMC
16 Clerk of the Board

TITLE: Authority to Implement Service Growth Plan Due to COVID-19, Effective March 21, 2021

DIVISION: Planning & Community Development

RELATED ACTION: None

SUBMITTED BY: Lindsey Sehmel, AICP, Principal Planner - Scheduling

ATTACHMENTS:

RELATION TO STRATEGIC PLAN: Financial

Proposed Resolution
Exhibit A, Proposed Service Change Recommendation

BUDGET INFORMATION: N/A

BACKGROUND:

Pierce Transit anticipates uncertainty in upcoming sales tax revenues due to COVID-19 and needs to plan accordingly with the fixed route service to ensure we maintain a level of reliable service as the region recovers from the economic impact the pandemic has caused. Since March 13, 2020, the Scheduling Division has completed five service changes (March 22nd, March 29th, April 6th, May 24th, Sep 21st) to address social distancing, reduction of riders, and maintaining community connections for essential trips. Based on early financial estimates, we developed the annual operational service hours at 450,000 for the September 2020 service change, which is 10% less than we operated prior to the COVID Pandemic. This restoration of hours on Sundays beginning March 21, 2021 takes us to 475K annual service hours, or 5% below the pre-COVID levels.

STAFF RECOMMENDATION:

The Planning and Community Development Division along with the Executive Team recommend the service levels outlined in Exhibit A. This service proposal continues to provide the greatest amount of Sunday trips and preserving service to all communities. To provide the greatest amount of service in March, Planning has not scheduled any hours allocated for social distancing in the recommendation.

ALTERNATIVES:

Planning developed and worked closely with the Executive Team to ensure the allocation of the hours available were being best utilized based on the data and information we have on pass-ups and overcrowding issues. We are recommending the best alternative based on the impact to riders, the impact to the communities we serve, and the route productivity. The Board may choose to:

- Adopt the service level proposal;
- Adopt the service level proposal with adjustments; or
- Do not adopt the service level proposal and maintain the current service level.

PROPOSED MOTION:

Move to: Approve Resolution No. 2020-024, authorizing the implementation of the service restoration outlined in Exhibit A to become effective March 21, 2021.

RESOLUTION NO. 2020-024

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Authorizing the Implementation of the Service
2 Restoration Plan Effective March 21, 2021 Associated with the Ongoing COVID-19 Pandemic
3

4 WHEREAS, due to the rapid spread of COVID-19 through Washington State, Governor Inslee issued a
5 stay at home order on March 26, 2020; and

6 WHEREAS, Pierce Transit has been significantly impacted by the COVID-19 Pandemic by reductions in
7 ridership as well as loss of local sales tax revenue; and

8 WHEREAS, to maintain fixed route and shuttle service within estimated budget shortfalls, Pierce
9 Transit reduced planned annual service hours by ten percent (10%) for the September service change, which
10 reduced the costs of operating transit service and insured a balanced budget by December 2020; and

11 WHEREAS, Service Delivery and Scheduling departments worked closely in late March 2020 to develop
12 multiple service changes to address the frequent adjustments experienced early in the COVID-19 pandemic;
13 and

14 WHEREAS, throughout the development of the March 2021 service restoration package, Service
15 Delivery, Planning and the broader Executive Team worked closely to identify the best approach to restore
16 services to meet the needs of the riders on Sundays based on ridership and route productivity; and

17 WHEREAS, pursuant to Pierce Transit Code Chapter 1.60 a Major Service Change is defined as any
18 adjustments that exceed a 12-month period and impact twenty percent (20%) of service miles and/or twenty
19 percent (20%) of service hours; and

20 WHEREAS, community input due to COVID-19 has been limited regarding transit service proposals, and
21 Staff will prepare for a public hearing and presentation prior to the implementation of the March 2021 Service
22 Change to meet the requirements of the Pierce Transit Code as it is necessary to continue forward with these
23 levels of service on some routes due to budget shortfalls; and

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

25 Section 1. The Board of Commissioners authorizes the implementation of the March 21, 2021
26 Service Restoration Plan, attached hereto as Exhibit A, as its December 14, 2020, Board meeting, effective
27 March 21, 2021.

28 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
29 the 14th day of December 2020.

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Victoria Woodards, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

Deanne Jacobson, CMC
Clerk of the Board



Route	Day Type	Pre-COVID Trips (3/22/2020 SVC)	Reduction Plan Trips September 2020	Restoration Plan Trips March 2021	Route Modification Details
1	Weekdays	119	119	119	Back to 30 minute frequencies, Full Restoration
	Saturdays	84	84	84	
	Sundays	58	29	58	
2	Weekdays	91	91	91	Back to 30 minute frequencies; Full Restoration
	Saturdays	62	62	62	
	Sundays	45	29	45	
3	Weekdays	64	64	64	
	Saturdays	60	60	60	
	Sundays	31	31	31	
4	Weekdays	66	59	59	Service ends at 8PM Hourly Service
	Saturdays	44	28	28	
	Sundays	23	23	23	
10	Weekdays	58	58	58	Two Hour Frequency AM, 60 minute Frequency PM
	Saturdays	22	22	22	
	Sundays	18	8	14	
11	Weekdays	57	51	51	No service after 7:40 - One daytime trip removed Two Hour Frequency - Shortened Span
	Saturdays	22	22	22	
	Sundays	19	9	9	
13	Weekdays	27	8	8	Directional Service for Peak Load Trips - AM retained Eastbound; PM Retained Westbound
	Saturdays	-	-	-	
	Sundays	-	-	-	
16	Weekdays	55	55	55	Two Hour Frequency - Shortened Span
	Saturdays	30	30	30	
	Sundays	20	10	10	
28	Weekdays	54	54	54	60 Minute Frequency Restored (first trip 2 hour)
	Saturdays	24	24	24	
	Sundays	15	8	13	
41	Weekdays	59	59	59	60 Minute Frequency Restored (first trip 2 hour)
	Saturdays	29	29	29	
	Sundays	22	11	20	
42	Weekdays	57	57	57	60 Minute Frequency Restored (first trip 2 hour)
	Saturdays	21	21	21	
	Sundays	20	10	18	
45	Weekdays	56	56	56	60 Minute Frequency Restored (first trip 2 hour)
	Saturdays	18	18	18	
	Sundays	18	9	15	
48	Weekdays	59	59	59	60 Minute Frequency Restored (first trips 2 hour), Span Increased SB
	Saturdays	26	26	26	
	Sundays	24	12	20	
52	Weekdays	57	57	57	Two Hour Frequency AM, 60 minute Frequency PM, Span Increased PM WB
	Saturdays	40	40	40	
	Sundays	20	10	16	
53	Weekdays	58	58	58	Two Hour Frequency AM, 60 Minute Frequency PM, Span Increased PM
	Saturdays	20	20	20	
	Sundays	19	10	16	
54	Weekdays	57	57	57	60 Minute Frequency, Span Increased PM
	Saturdays	24	24	24	
	Sundays	22	10	20	
55	Weekdays	58	58	58	60 Minute Frequency
	Saturdays	42	42	42	
	Sundays	22	10	20	
57	Weekdays	56	56	56	60 Minute Frequency (first trip 2 hour), Span Increased PM
	Saturdays	24	24	24	
	Sundays	20	10	18	
63	Weekdays	9	4	4	Two AM Trips and Two PM Trips Retained (Continues current schedule as of May 24th)
	Saturdays	-	-	-	
	Sundays	-	-	-	
100	Weekdays	28	28	28	Two Hour Frequency, Span Increased PM
	Saturdays	18	18	18	
	Sundays	16	8	10	
102	Weekdays	12	0	0	Service Cut - Alternative Connections available
	Saturdays	-	-	-	
	Sundays	-	-	-	
202	Weekdays	55	55	55	Hourly Frequency - Increased Span PM
	Saturdays	45	45	45	
	Sundays	44	22	36	
206	Weekdays	62	62	62	60 Minute Frequency (first trip NB 2 hour), Span Increased PM
	Saturdays	46	46	46	
	Sundays	33	11	21	
212	Weekdays	55	55	55	Hourly Service 60 Minute Frequency (first trip WB / last trip EB 2 hour frequency)
	Saturdays	40	23	23	
	Sundays	19	10	16	
214	Weekdays	59	50	50	Hourly frequency at 3pm - No service after 8:45PM Trip 60 Minute Frequency (first trip 2 hour)
	Saturdays	25	25	25	
	Sundays	19	10	16	
400	Weekdays	44	44	44	
	Saturdays	-	-	-	
	Sundays	-	-	-	
402	Weekdays	53	31	31	Hourly frequency all day - No span adjustments 60 Minute Frequency (first trip NB / last trip SB 2 hour frequency)
	Saturdays	25	25	25	
	Sundays	19	10	16	
409	Weekdays	27	17	17	Span adjustment - Service operates 9 am to 6 pm based on peak load data 60 Minute Frequency, Span Increased AM and PM
	Saturdays	19	19	19	
	Sundays	19	9	18	
425	Weekdays	32	12	12	AM and PM Span cut - hourly service from 11 am to 4 pm based on load data Span remains - 2 hour service frequency
	Saturdays	34	10	10	
	Sundays	-	-	-	
497	Weekdays	18	18	18	
	Saturdays	-	-	-	
	Sundays	-	-	-	
500	Weekdays	60	60	60	
	Saturdays	46	46	46	
	Sundays	32	32	32	
501	Weekdays	32	30	30	PM Span reduced by one trip each direction. Last trip at 7:30 60 Minute Frequency (first trip 2 hour frequency)
	Saturdays	23	23	23	
	Sundays	19	10	16	

March 2021

Service Change Update

+11,636 annualized service hours



Recommendation

- Add 10,350 annualized hours to Sunday, bringing us to 95% of pre-COVID level
- Reserve 1,285 annual service hours for OTP and other enhancements for 2021 Fiscal year.
- No Weekday or Saturday adjustments due to limited amount of service hours available.

Operations Feedback

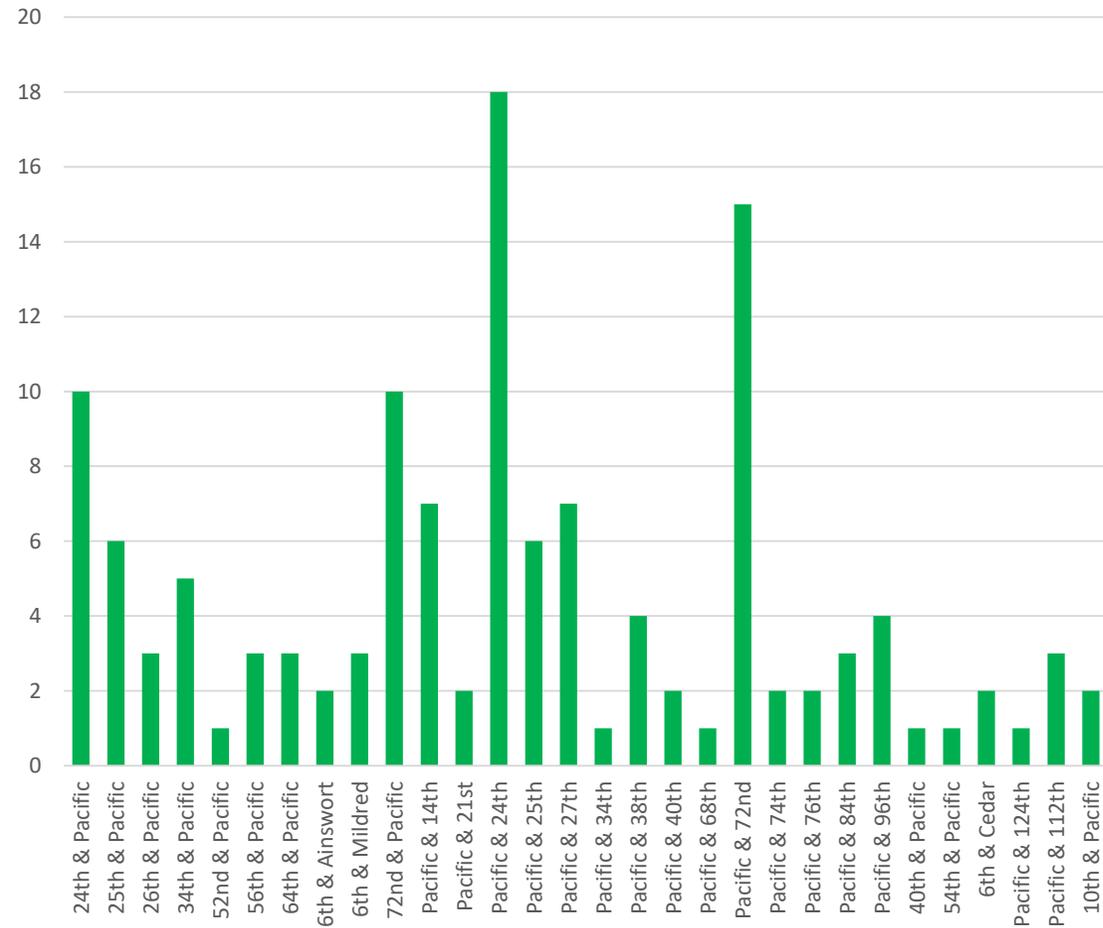
- Operator Surveys
 - Route 1 – Restore
 - Route 2 – Restore and Hourly on Route 53
 - Request service later in day vs more frequency
 - Replace some MCIs on weekends with artics to facilitate wheelchair movements?
 - Route 10, 52 & 53
 - Later service
 - Breaktime on Route 1
 - Route 425 layover at South Hill Transit Center instead of DT Puyallup
- Additional feedback
 - Span - look at the PM first
 - Frequency to address crowding on the route 1
 - Route 400 service: no good Tacoma/Puyallup connection on Sunday

March Directive

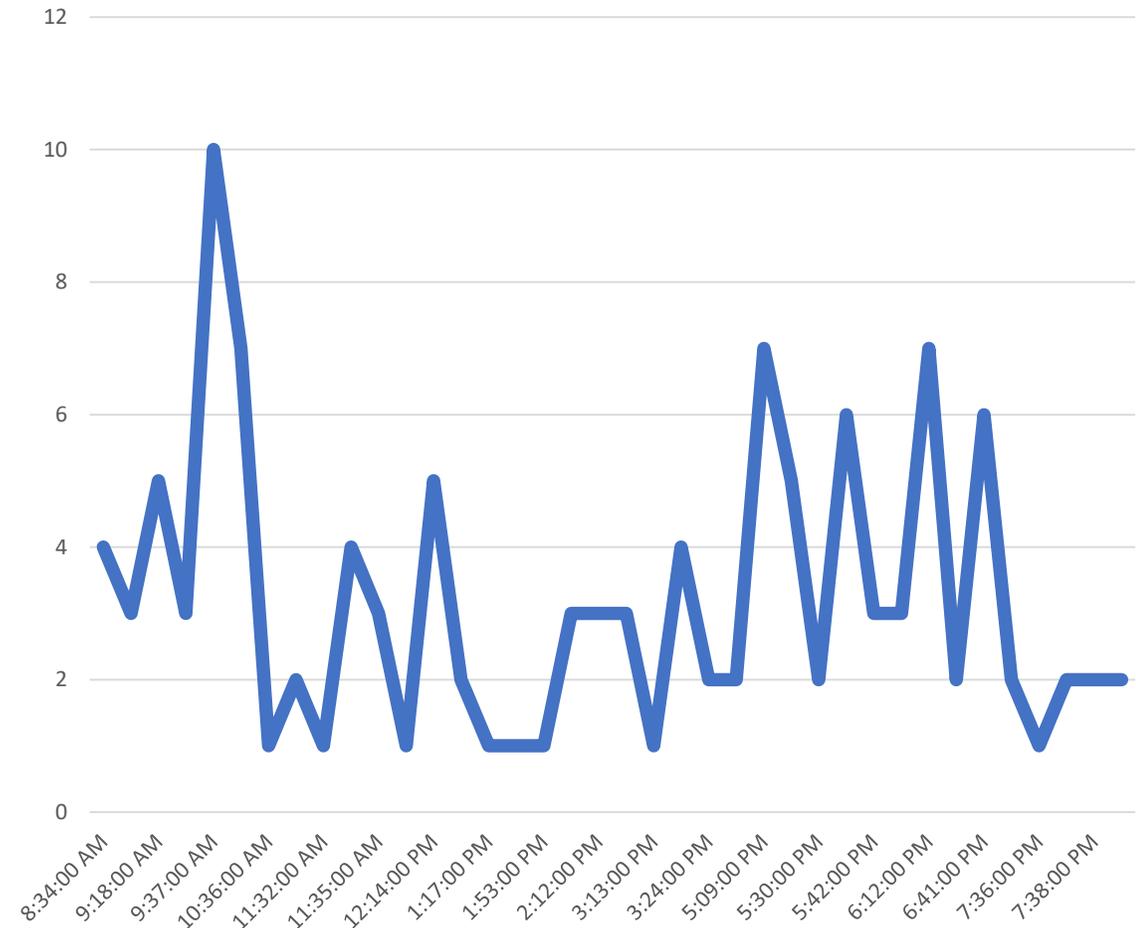
- Equity
 - Prioritize returning service to underserved communities
- Ridership Impact
 - Pass-ups
- Not exceed 475,000 annual service hours
 - 11,636 service hours available
 - All recovery hours will be allocated in March 2021
 - Pt Ruston Deviation/Termination
 - Route 10 or Route 11
 - Approximately 1,500-2,000 service hours for deviation
 - Approximately save of 800 annual service hours to terminate Route 11 at Point Ruston

Sunday

Approx. Pass-ups by Location (Route 1, Sundays)

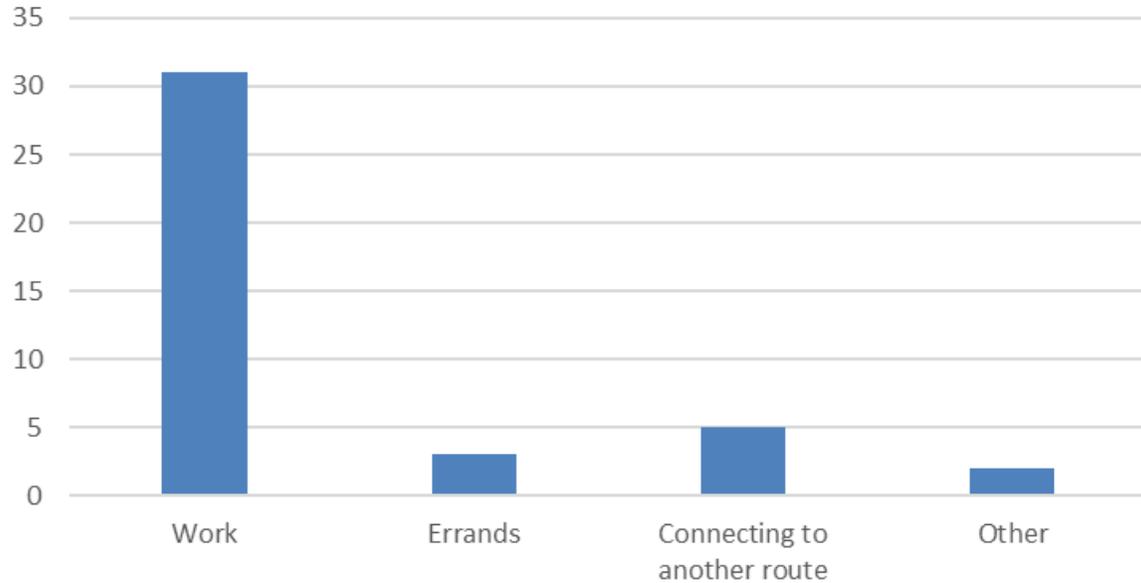


Approx. Pass-ups by Time of Day (Sundays)

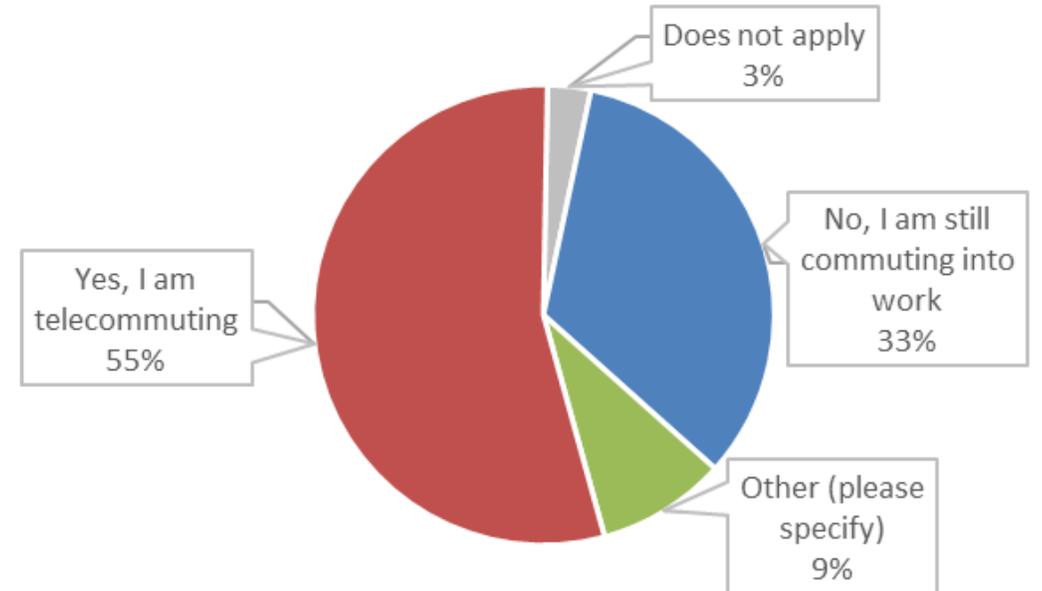


Route Survey 100 & 102

Reasons for taking Route 102:



Has your commute changed since the start of COVID-19?



Sunday Adjustments

All mainline routes back to pre-COVID

- Route 1 – Returned 29 trips
- Route 2 – Returned 16 trips

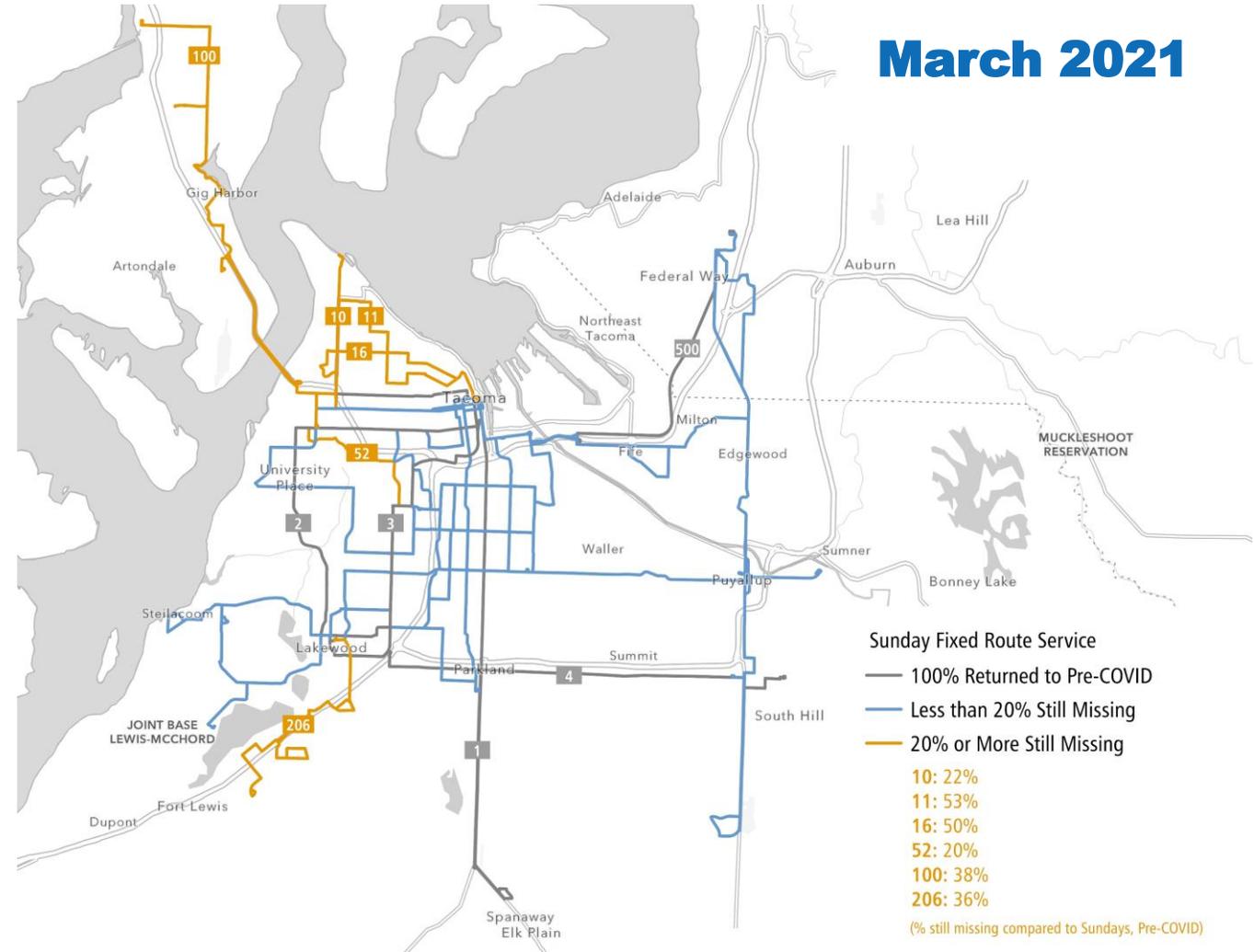
Routes with no changes proposed

- Route 3*
- Route 4*
- Route 11
- Route 16
- Route 500*

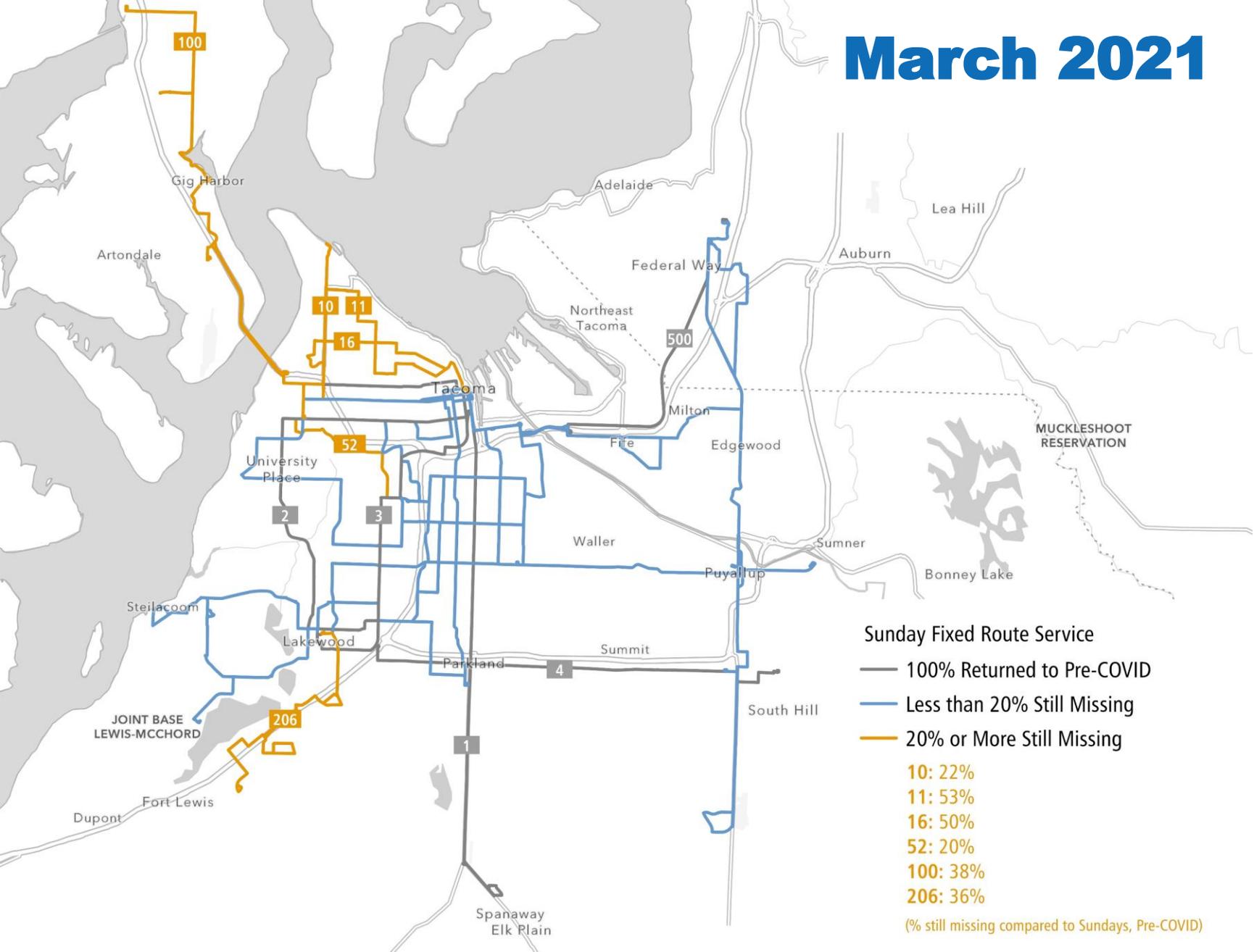
10,350 annual service hours added

**Already operating at pre-COVID service level*

March 2021



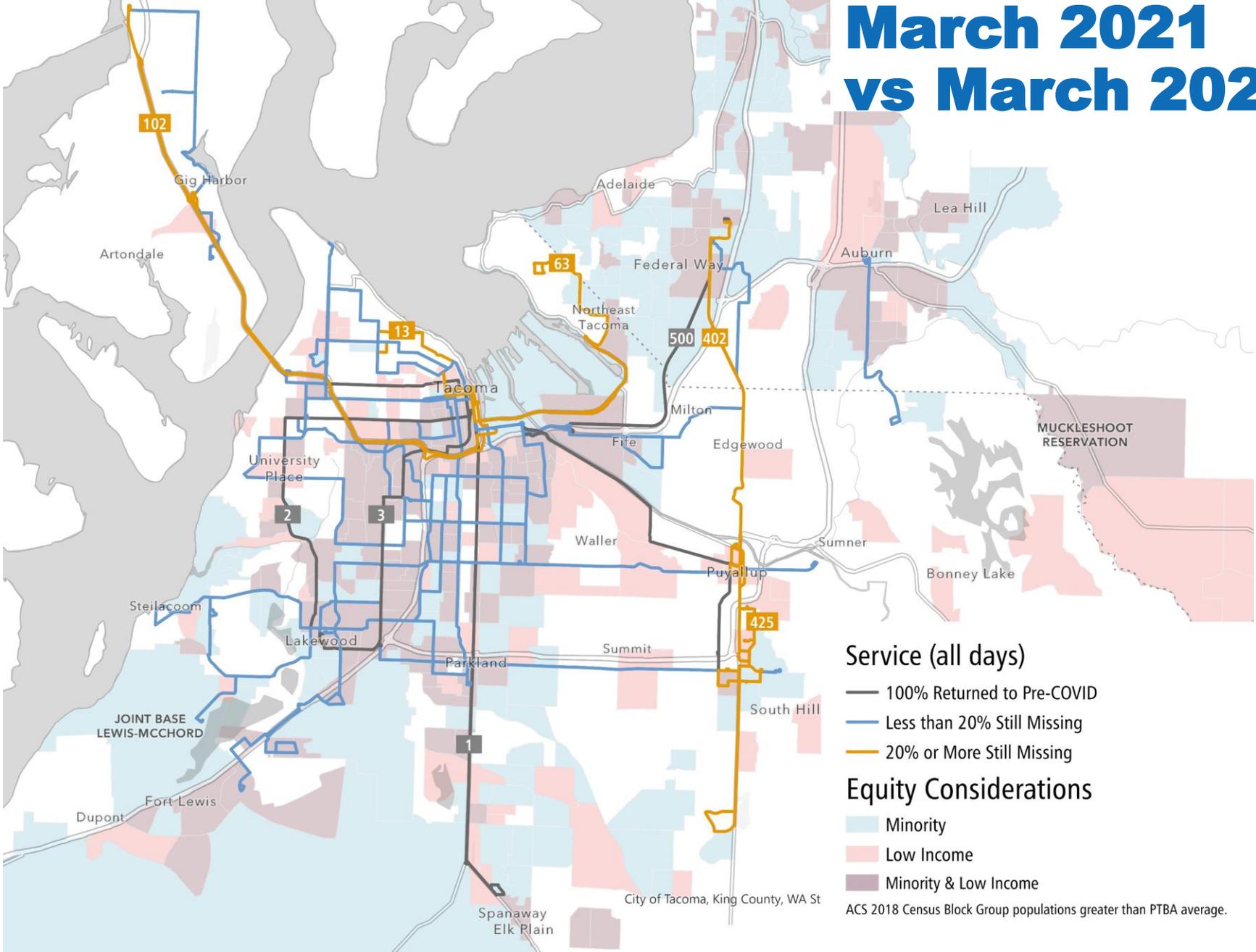
March 2021



Recommendation

- Add 10,350 annualized hours to Sunday, bringing us to 95% of pre-COVID level
- Reserve 1,285 annual service hours for OTP and other enhancements for 2021 Fiscal year.
- No Weekday or Saturday adjustments due to limited amount of service hours available.

March 2021 vs March 2020



Service (all days)

- 100% Returned to Pre-COVID
- Less than 20% Still Missing
- 20% or More Still Missing

Equity Considerations

- Minority
- Low Income
- Minority & Low Income

ACS 2018 Census Block Group populations greater than PTBA average.

TITLE: Adopting Pierce Transit's Destination 2040 Long Range Plan Update

DIVISION: Planning & Community Development

RELATED ACTION:

SUBMITTED BY: Duane Wakan, Senior Planner

Resolution 16-009, Adopting the Destination 2040 Long Range Plan

ATTACHMENTS:

RELATION TO STRATEGIC PLAN: Customer

Proposed Resolution

Exhibit A, Destination 2040 Long Range Plan Update

Exhibit B Letters from Regional Partners

BUDGET INFORMATION: N/A

BACKGROUND:

This Update to the Destination 2040 Long Range Plan of 2016 was designed to refocus the Agency's goals and objectives for growth in fixed route service hours and other public transportation options. However, this Update offers a "fiscally constrained vision" that is more closely tied to realistic service hour growth scenarios than what were proposed under the original Long Range Plan. To that end, this Update demonstrates what fixed route services and coverage a full funding level (at 0.9% sales tax rate within the service area boundaries of Pierce County or PTBA) scenario would offer, based on a 735,000 annual service hours target or 47 percent increase over the 500,130 annual service hours in effect before the novel Coronavirus impacts. Since Pierce Transit is currently providing all the fixed route bus service it can at current funding levels, it is important to still have a plan in place for growth that could be rapidly implemented if additional operating revenues were to become available through some funding stream.

The Destination Long Range Plan Update open public comment and review period lasted 147 days from February 5 through June 30, 2020. In addition, the Board of Commissioners held a public hearing as part of its regular meeting on November 9, 2020. The Agency also engaged with numerous planning partners throughout the process, as well as soliciting public input through social media, interactive maps, online surveys or comment forms, and open houses in Lakewood, Puyallup, and Tacoma. Most recently, four (4) letters were received outlining short and long-range recommendations to the plan and are provided in Exhibit B. After careful consideration, Staff is recommending moving forward with the plan as currently presented, however, staff remains committed to carry forward important and noteworthy suggestions made by our partner agencies when we develop 2050 long-range plans.

STAFF RECOMMENDATION:

Authorize adopting the Pierce Transit Destination 2040 Long Range Plan Update and Appendices as presented in Exhibit A.

ALTERNATIVES:

Do not adopt as proposed. This is not recommended as, once adopted, the Destination 2040 Update will be further utilized as the template or guiding document as transit agencies statewide begin Horizon Year 2050 long range planning documents to align with the Puget Sound Regional Council's Vision 2050 Plan. Furthermore, the Update will be used to provide various options for improving and expanding the existing fixed route network if additional funding were to eventually become available to support public transit services operated within Pierce County.

PROPOSED MOTION:

Move to: Approve Resolution No. 2020-025, adopting Pierce Transit's Destination 2040 Long Range Plan Update and Appendices in substantially the same form as presented in Exhibit A.

RESOLUTION NO. 2020-025

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Adopting the Agency's
2 Destination 2040 Long Range Plan Update of 2020
3

4 WHEREAS, The Board of Commissioners of Pierce Transit approved Resolution No. 16-009 on April 11,
5 2016, adopting the Destination 2040 Long Range Plan; and

6 WHEREAS, this Update to the Destination 2040 Long Range Plan provides guidance on issues related
7 to growth in service hours under three fiscally constrained fixed-route scenarios, regional coordination, and is
8 based on Pierce County population and employment projections through 2050; and

9 WHEREAS, the Revised Code of Washington (RCW) Chapter 47.06.040 notes that the plans developed
10 under each component of the Statewide Multimodal Transportation Plan must be consistent with the state
11 transportation policy plan and with each other, reflect public involvement, be consistent with regional
12 transportation planning, high capacity transportation planning, and local comprehensive plans prepared
13 under chapter 36.70A RCW, and include analysis of intermodal connections and choices. A primary emphasis
14 for these plans shall be the relief of congestion, the preservation of existing investments and downtowns,
15 ability to attract or accommodate planned population and employment growth; and

16 WHEREAS, Pierce Transit held three open houses for community outreach (in Puyallup on January 22,
17 2020; in Lakewood on January 28, 2020; and Tacoma on January 30, 2020) and provided multiple City and
18 Planning Council presentations throughout the Public Transportation Benefit Area (PTBA) regarding the
19 Destination 2040 Long Range Plan Update; and

20 WHEREAS, the agency conducted a robust and interactive public involvement campaign where 270
21 comments were received via a survey on the Agency's website, plus 160 comments received through an
22 online mapping tool; and

23 WHEREAS, the agency initially allowed public comment and feedback to the plan for 147 days (Feb 5 –
24 June 30, 2020) and received four (4) agency letters of support; and

25 WHEREAS, the agency determined that this proposal will not have a probable significant adverse
26 impact on the environment and is categorically exempt under WAC 468.12.800(3), and an environmental
27 impact statement (EIS) is not required under RCW 43.21C.030(2)(c); and

28 WHEREAS, the Pierce Transit Board of Commissioners were briefed on proposed service increase and
29 expansion options from the Destination 2040 Long Range Plan Update at their special meeting on March 5,
30 2020; and

DESTINATION 2040

Pierce Transit • Long Range Plan Update

April 10, 2020

Acknowledgements

This Long Range Plan Update represents the involvement of many dedicated individuals. We thank them for their support in creating this updated vision.

Pierce Transit Board of Commissioners

Chair: Victoria Woodards, *Mayor of Tacoma*
Vice Chair: Marty Campbell, *Pierce County Council*
Don Anderson, *Mayor of Lakewood*
Daryl Eiding, *Mayor of Edgewood*
Bruce Dammeier, *Pierce County Executive*
Robin Farris, *Puyallup City Council*
Nancy Henderson, *Town of Steilacoom*
Kent Keel, *Mayor of University Place*
Conor McCarthy, *Tacoma City Council*

Our Transit and Transportation Agency Partners

Intercity Transit
King County Metro Transit
Kitsap Transit
Pierce County
Puget Sound Regional Council
Sound Transit
Washington State Department of Transportation

Pierce Transit Staff

Darin L. Stavish, *Project Manager*
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Alicia Bradshaw, *Planner Analyst*
Mark Eldridge, *Senior Program Administrator/ORCA*
Penny Grellier, *Community Development Administrator*
Max Henkle, *Senior Planner*
Tina Lee, *Planning Manager*
Janine Robinson, *Senior Planner*
Lindsey Sehmel, *Principal Planner/Scheduling*

Consultant Team

3 Square Blocks, *Project Manager and Designer*
Arup, *Technical Advisor and Editor*

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Appendices



Introduction

WHAT DOES PIERCE TRANSIT HOPE TO ACHIEVE WITH THIS UPDATE?

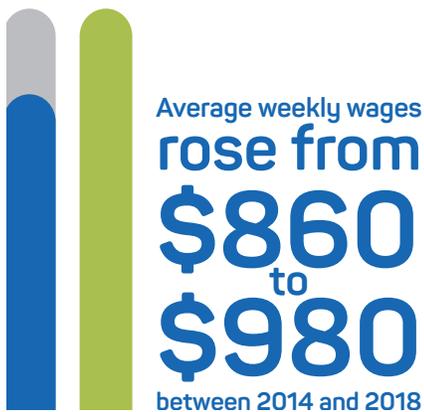
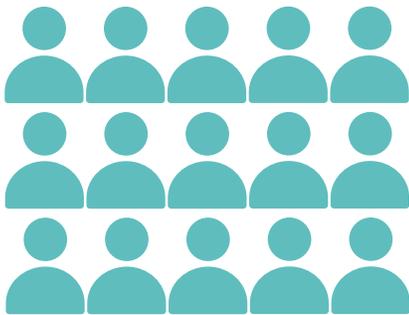
Introduction, Purpose, Goals and Objectives

In 2016, Pierce Transit finalized and adopted its first Long Range Plan, Destination 2040. Its objective was to create “a comprehensive guiding document of the Agency’s vision for providing dependable, safe, efficient, and fully integrated public transportation services throughout the South Sound Region of today, tomorrow, and beyond.” Since that time, the agency has gone through many positive changes and feels the Long Range Plan is due for a minor update to refocus its goals and objectives. But unlike the inaugural document, this update offers a “fiscally constrained vision” that is more closely tied to realistic service-hour growth scenarios than the four annual growth rate scenarios (at 2.0%, 2.5%, and two versions at 3.0%; both within and beyond the current service area boundaries) proposed under the Destination 2040 Long Range Plan. To that end, this Update will show what fixed route services and coverage a full funding level (i.e., at a 0.9% sales tax rate within the service area boundaries of Pierce County) scenario would offer, based on a 735,000 annual service hours target or 47% increase over the 500,130 annual service hours in effect today. Since Pierce Transit is currently providing all the fixed route bus service it can at current funding levels, it is important to still have a plan in place for growth that could be rapidly implemented if additional operating revenues were to ever become available through taxation.

Pierce County
7.5%
 population increase
 between 2014 and 2018



15%
 of the region's
 new jobs
 are in Pierce County



Over the lifetime of the Long Range Plan, Pierce Transit will need to create the capacity to carry more riders each year through the horizon year of 2040 and beyond. And capacity is only one element of meeting growing demand. Increasingly, the expectation is that the local transit agency will provide easy and fully integrated access to mainline or regional transit services. The new services must be provided effectively, in keeping with Pierce Transit's riders' increasingly high expectations.

Pierce County, Washington, continues to experience rapid growth, resulting in increased traffic congestion and ever longer commutes; locally and regionally. The Tacoma-Lakewood-Puyallup area is a rapidly changing landscape with new homes, businesses, and employment opportunities sprouting up much faster than the current surface transportation infrastructure can handle. That is one of the many reasons why the time is now for Pierce Transit to plan for an even more Frequent, Accessible, Intelligent, Reliable, and Safe transit system – think FAIRS!

According to data compiled by the Puget Sound Regional Council Metropolitan Planning Organization, Pierce County is indeed expanding its population and employment base, as demonstrated by the following statistics:

- From 2014 to 2018, the US Census estimates the county grew by 62,379 residents (a 7.5% increase).¹
- In June of 2018 there were over 2.1 million jobs in the four-county region, an increase of almost 280,000 jobs (a 15.2% change). Of those, Pierce County added almost 42,000 jobs (15% of the regional increase).²
- Average weekly wages in Pierce County rose from \$860 to \$980 between June 2014 and June 2018 (a 13.2% change).

Pierce Transit is also one of the few transit agencies experiencing growth in fixed route ridership (8.65 million in 2018 compared to 8.54 million boardings in 2017). While that growth has been marginal, it held steady in 2019 and demonstrates a need to again reevaluate the system as we enter a new decade. As part of that work, the list of current and future (proposed) fixed routes has been revised and updated, as shown in Appendix A. Just as in 2015, the “vision” network was modeled by the Puget Sound Regional Council for ridership and the results are included in Appendix B.

1 Source: United States Census Bureau – American FactFinder data on Pierce County, Washington Population Projections: 2010-2018.

2 Source: Puget Sound Regional Council “Puget Sound Trends” presentation to Regional Staff Committee, April 18, 2019.

It is widely assumed that no other project will propel that growth in ridership than the agency's inaugural Bus Rapid Transit corridor, scheduled for opening for revenue service in September 2023. What was only a vision in 2016 for the majority of the current Route 1 (i.e., 14.4 out of 19.6 miles)—along Pacific Avenue/State Route 7 from downtown Tacoma to Spanaway—is now a reality. As part of the agency's vision for BRT, this Long Range Plan Update will introduce four additional corridors that will be evaluated for the feasibility of upgrading to high capacity transit over time. That information is provided in Section 7.

Notable Changes Since 2016

As mentioned, much has happened within the region, Tacoma-Lakewood-Puyallup area and at Pierce Transit since 2016. There have also been major advances in technology and new business models, along with new local land use plans for transit supportive growth and infill development that did not exist as recently as four years ago when the inaugural LRP was being finalized. Those changes and their impacts to the agency—whether direct or indirect—are shown in the timeline below and further described throughout the document.

A LOT HAS CHANGED SINCE DESTINATION 2040 LAID OUT A FUTURE FOR PIERCE TRANSIT...

2016	2017	2018	2019	2020
<ul style="list-style-type: none"> Pierce Transit 2040 Long Range Plan April 2016 Sound Transit 3 passed November 2016 	<ul style="list-style-type: none"> New comprehensive fixed route network introduced March 2017 Centers and corridors designated for mixed-use, transit supportive density 	<ul style="list-style-type: none"> Emerging technologies: autonomous and driverless vehicles Maintenance and Operations Base Improvement projects budgeted and underway 	<ul style="list-style-type: none"> Design starts on Pierce County's first Bus Rapid Transit project Fall 2019 Lyft first- and last-mile contract ends December 2019 	<ul style="list-style-type: none"> Draft update released for review at public open houses January 2020 Long Range Plan Update finalized April 2020

Inaugural High Capacity Transit Route Feasibility Study Begins

In February 2017, the agency hired WSP-Parsons Brinckerhoff to conduct a High Capacity Transit Feasibility Study for the 14.4-mile Pacific Avenue/SR 7 corridor from downtown Tacoma to Spanaway. High Capacity Transit systems are designed to carry larger numbers of riders with greater speed, reliability, and frequency than a standard bus. HCT includes rail modes, such as light rail and streetcar, and Bus Rapid Transit (BRT), which emulates light rail using rubber-tired vehicles. Working in close partnership with the City of Tacoma, Pierce County, WSDOT, Puget Sound Regional Council, and Sound Transit, the multi-year study was intended to:

- Identify cost-effective enhancements that will increase transit ridership by improving the speed, reliability, and comfort of the service;
- Better connect the southern end of the Pierce Transit service area (Spanaway) to downtown Tacoma, a designated Regional Growth Center;
- Support local and regional goals of stimulating urban infill projects through compact land use, transit oriented development (TOD), plus targeted growth in employment throughout the corridor; and
- Improve safety for pedestrians, bicyclists, and other corridor users.

After soliciting comments from the public at two rounds of open houses, held at four locations in September and November 2017, the consultant completed a Mode Evaluation Report which compared four HCT modes to the “No Build” option and how they would best meet the 12 Purpose and Need statement goals, as shown in Figure 1–1.

Based on this analysis, as well as partnering agency, public, and stakeholder input, the project team recommended Bus Rapid Transit (BRT) as the high capacity transit mode that best meets the project goals. The BRT mode rated either a 5 or 4 for 11 out of the 12 goals, as shown in Figure 1-1. In addition, BRT had been previously assumed to be the best mode for this corridor and this analysis supports that assumption. BRT is the most appropriate mode given the current and expected level of ridership and best meets the nexus of existing land use and population distribution with the goals for improved transit speed and reliability, plus future investment along the corridor. Enhanced stations will improve the passenger experience and other corridor upgrades will improve transit speed and reliability as compared to the existing fixed route service. Additionally, while stop spacing will be increased from the existing service (to approximately ½-mile between stations), BRT still offers an access profile that fits the context of the existing land use and population distribution.

Figure 1–1: Results of Modal Evaluation

PURPOSE AND NEED GOALS		NO BUILD (CURRENT SERVICE)	ENHANCED BUS	BUS RAPID TRANSIT	STREETCAR	LIGHT RAIL TRANSIT
1	The project will increase transit ridership by reducing transit travel time, improving trip reliability, increasing service frequency, and enhancing transit’s comfort, convenience and image.	○	◐	◑	◒	◓
2	The project will provide cost-effective transit service in the Study Corridor.	◑	◒	◓	◔	○
3	The project will increase transit capacity to meet current and projected transit travel demand.	○	◐	◑	◒	◓
4	The transit service will be accessible to all populations, including minorities, people with low income levels, and those that are transit dependent.	◓	◔	◑	◒	◐
5	The project will promote environmental stewardship and sustainability by reducing greenhouse gas emissions and supporting smart growth.	○	◐	◑	◓	◓
6	The project will improve access to the Study Corridor transit service for pedestrians and bicyclists.	○	◐	◑	◒	◐
7	The project will provide improved connections with other local or regional travel modes.	○	◐	◓	◓	◑
8	The project will have a high likelihood of funding through identified grant programs and new funding sources.	○	◔	◑	◒	◔
9	Enhance safety and security for transit patrons and public health overall.	○	◐	◑	◒	◑
10	The project will support planned local and regional growth and corridor revitalization efforts	◔	◐	◑	◒	◓
11	The project will be consistent with adopted local and regional transportation plans.	○	◐	◓	○	○
12	The project will minimize adverse impacts to other travel modes and adjacent property.	◓	◔	◐	◔	◔
Total Score		24	41	49	42	40
Average Score by Goal		2.1	3.4	4.1	3.5	3.3

Average score calculated by assigning numerical values as follows: ○ = 1 ◔ = 2 ◐ = 3 ◑ = 4 ◓ = 5

←————— More Effective —————→
Less Effective

While many noteworthy accomplishments were achieved under the consultant contract, the biggest milestone of 2018 was moving the proposed High Capacity Transit Feasibility Study for Pacific Avenue/State Route 7 into a reality as the agency's first 14.4-mile Bus Rapid Transit corridor project. In July 2018, Pierce Transit's Board of Commissioners adopted the mode (Bus Rapid Transit), alignment, and project termini as detailed below.

The route for the project is shown in Figure 1–2. The alignment is in a generally north/south orientation between Spanaway to the south and the Commerce Street Transit Center in downtown Tacoma to the north. A majority of the route is along Pacific Avenue/SR 7, which is a Washington State Route south of 38th Avenue. At the south end of downtown Tacoma, the BRT service will deviate to serve the Tacoma Dome Station, which is a major transit center with connections to other bus service and Sounder train service to Seattle. In the future, the Tacoma Dome Station will also include connections to Tacoma Dome Link Extension light rail, as it continues south from Angle Lake to Kent/Des Moines, Federal Way, Fife, and East Tacoma. Within downtown Tacoma, the BRT service will primarily operate on Market Street and Jefferson Avenue, terminating at the Commerce Street Transit Center, which provides connections to most of Pierce Transit's bus routes.

Bus Rapid Transit System Features

The Pacific Avenue/State Route 7 project is a full-featured BRT service that will include the following elements:

- Enhanced stations with raised platforms for near-level boarding, shelters, lighting, security cameras, and other passenger amenities
- Off-board fare collection to allow for all-door boarding
- Real-time passenger information at all stations (e.g., “Next bus arriving in 3 minutes”)
- Transit Signal Prioritization
- Exclusive median running transit lanes and curbside Business Access and Transit (BAT) lanes located at key congested traffic areas
- Articulated buses with door ramps, rear-facing wheelchair bays, and on-board bicycle storage
- Unique branding and identification systemwide

The Preliminary Engineering/Design phase is underway with construction scheduled to begin in 2021. The project should be ready for revenue service as part of the September 2023 service change. Other current fixed route corridors under consideration for HCT or BRT are discussed in Section 6.

Figure 1-2: Pierce Transit's First Bus Rapid Transit Corridor



Source: Pierce Transit

Figure 1–3: BRT Station Concept



Source: PIVOT Architecture

Fixed Route Network Restructured and Launched—March 2017

In 2016, Pierce Transit hired the consulting firm Nelson\Nygaard to conduct a Comprehensive Local Fixed Route Analysis. The work began in earnest in 2016 when The Board of Commissioners approved a plan to restore 59,000 annual service hours from September 2016 through September 2017. *2016 Route Analysis: Moving Forward* was the name of a public facing campaign for the agency’s comprehensive study of its existing bus service, including gathering the public’s ideas via open houses and an online interactive “Build your own system” comments or suggestions tool for where Pierce Transit should prioritize transit investments in the immediate future. There were 861 responses, of which the top three desired improvements were:

1. Provide more frequent service on weekdays (i.e., increase headways)
2. Provide earlier and later service on weekdays (i.e., increase span of service)
3. Introduce service to new areas

Figure 1–4 presents the full list of potential improvements available in the survey, as well as the percent of respondents who defined them as priorities.

Figure 1–4: 2016 Route Analysis: Moving Forward

How did we get here? By taking your priorities into account.

Strategy	Description	Y	N	Percent "Yes"*
Provide more frequent service on weekdays	Routes operate more frequently than they do today. For example, a route that currently runs every 30 minutes would run every 15 minutes.	591	270	69%
Provide earlier and later service on weekdays	Routes run earlier and later than they do today. For example, a route that currently runs between 6am-8pm would run between 5am-10pm.	568	293	66%
Introduce service to new areas	Expand service to areas or destinations that are currently unserved.	445	416	52%
Provide more frequent service on weekends	Routes operate more frequently on Saturdays and Sundays. For example, a route that currently runs every 60 minutes would run every 30 minutes.	422	439	49%
Provide earlier and later service on weekends	Route run earlier and later than they do today. For example, a route that currently runs between 9am-7pm would run between 8am-9pm.	411	450	48%
Provide real-time info at bus stops	Real-time bus arrival information signs would be provided to allow riders to see when the next bus is coming.	330	531	38%
Provide more direct service to downtown Tacoma	More service is added and routes are reconfigured to improve access and reduce the number of transfers to reach downtown Tacoma.	319	542	37%
Reduce travel time by removing stops	Routes have fewer stops, resulting in higher speeds and reduced travel time. Average walk distance to a transit stop would be increased.	312	549	36%
Add more bus service to rail stations	The number of bus trips to Sounder Stations for regional connectivity to Sounder trains and Sound Transit Express buses would be increased.	305	556	35%
More shelters at bus stops	More shade and shelter at bus stops improve conditions when waiting for the bus and attract new customers.	303	558	35%
Improve lighting at bus stops	Illuminated bus stops provide improved customer security and operational safety.	289	572	34%
Provide more community-based circulator service	Increase the number of local circulator services, for example the Puyallup Connector and Gig Harbor Trolley.	216	645	25%
Wi-Fi on bus	Offer free Wi-Fi internet service onboard to improve passenger experience.	199	662	23%
More benches at bus stops	More benches at bus stops improve conditions when waiting for the bus and attract new customers.	193	668	22%
Install bike racks at bus stops	Additional bike racks at stops to encourage ridership and free bike capacity on buses.	135	726	16%

Priority 1



Priority 2



Buses that come more often during weekdays was the highest priority. Buses that run earlier and later on weekdays was the second priority.

* As of 2016-08-16. Number of Build Your Own System responses = 861

Source: Pierce Transit

Based on these results and information, the project team then created two alternatives for consideration and implementation under the March 2017 service change:

- **Alternative 1: Upgrade Existing Network**—This alternative focused on the directive to add back service to Pierce Transit’s existing fixed route network. The top priorities for additional investment under this alternative were to ensure that all urban routes had 30-minute peak service along with 30-minute midday service. Without any route consolidation, the addition of 35,000 annual service hours would have allowed for frequency improvements for 13 routes. Twenty-one urban routes (i.e., Routes 1 through 57) would also have been improved to frequencies of 30 minutes or better. However, no weekday evening or any weekend improvements in span or frequency were feasible in Alternative 1 as all resources would have been required for frequency improvements.
- **Alternative 2: Restructure Service**—This alternative combined a system structure that reduced route duplication with frequency and span improvements. Like Alternative 1, it would invest an additional 35,000 hours of service. While coverage would have been reduced in some areas, passengers would have benefited from all-day 30-minute frequencies, from 6:00 am to 6:00 pm, on all four trunk routes plus 17 urban routes, as well as a longer span of weekday service; until 10:00 pm.

After careful deliberation at their December 2016 meeting, the Board of Commissioners selected Alternative 2 with a few moderations. Figure 1–5 depicts each route analyzed, including any changes where applicable, as implemented on March 12, 2017.

Figure 1–5: Pierce Transit Fixed Routes Modified under Final Alternative 2 (March 2017)

ROUTE NO.	NAME	NO CHANGES	FREQUENCY, SPAN, OR RUN TIME IMPROVEMENTS	MODIFIED ALIGNMENT OR ROUTING	ELIMINATED
1	6th Avenue—Pacific Avenue		●		
2	S 19th Street—Bridgeport Way	●			
3	Lakewood—Tacoma			●	
4	Lakewood—South Hill		●	●	
10	Pearl Street		●	●	
11	Point Defiance		●	●	
13	N. 30th Street			●	
14	Proctor District				●
16	North End		●	●	
28	S 19th Street—Bridgeport Way W		●		
41	S 56th Street—Salishan		●	●	
42	McKinley Avenue		●		
45	Yakima		●		
48	Sheridan—M Street		●	●	
51	Union Avenue				●
52	Fircrest—Tacoma Community College		●		
53	University Place		●	●	
54	S 38th Street—Portland Avenue		●	●	
55	Tacoma Mall		●		
56	56th Street				●
57	Union Avenue—S 19th Street—Hilltop		●		
63	Northeast Tacoma Express	●			
100	Gig Harbor	●			
102	Gig Harbor—Tacoma Express	●			
202	S 72nd Street		●		
206	Pacific Highway—Tillicum—Madigan		●	●	
212	Steilacoom		●		
214	Washington		●		
300	S Tacoma Way				●
400	Puyallup—Downtown Tacoma		●		
402	Meridian		●		
409	Puyallup—S 72nd Street	●			
497	Lakeland Hills Express	●			
500	Federal Way		●		
501	Milton—Federal Way		●		

Note The two season trolley routes existing at the time (15 and 101) as well as the Puyallup Connector (425) are not included as there were no changes to any of the three.

New, Emerging Technologies and Trends

Autonomous vehicles

As in all other sectors of the economy, technology is quickly changing in the provision of transportation and mobility. One very promising example of a still-developing technology is the diverse area of autonomous or driverless vehicles. Autonomous buses have the potential to significantly reduce the cost of delivering bus service, opening the door for the savings to be invested in offering transit passengers even more service, such as additional routes and connections, and more frequency. In the same way, transportation network companies (e.g., mobility-on-demand providers, such as Uber and Lyft) with which Pierce Transit service connects, could economically put more driverless vehicles on the road, making transfers for the first- and last-mile or shorter segments of a trip easier.

Autonomous vehicles may transform Pierce County centers and the ways in which mobility users get around in them, resulting in regions with higher levels of mobility overall. Large-scale, successful deployment of driverless vehicles could dramatically reduce congestion, reduce emissions and accidents, and transform stressful peak hour commuting into more productive time.

There are many other examples of beneficial technologies developing now with the promise of delivering powerful new benefits to travelers. Evolving technologies over which Pierce Transit could have total or shared control appear in Figure 1–6.

Environmental Responsibility and Stewardship

Looking to the future, Pierce Transit may wish to adopt more environmentally sustainable practices for the light and heavy maintenance of their transit fleets and non-revenue vehicles, as well as modifications that will render their operating base facilities more “green.” In addition to switching the fleet to zero emission vehicles, possible resource conservation and carbon mitigation changes that could be implemented include:

- Maximizing the area of solar power collection
- Replacing existing building systems with a biomass boiler
- Rainwater harvesting
- Natural daylighting
- Green roof area, or reflective “cool” roof
- Cleaning and refining lubricants for re-use

- Planning for bus bases’ convertibility to an eventual “zero-emissions” fleet
- Utilizing sustainably-sourced mass timber for building renovations/additions

Pierce Transit’s Commitment to utilizing green technologies and strategies, as adopted August 2018, is provided in Appendix G.

Some transit bases around the world have even constructed wind turbines on their property to provide power to offices, maintenance equipment, yard lighting, and vehicle battery charging. The results of these conservation and mitigation strategies can include significant beneficial changes in carbon emissions, water use, and consumption of all energy, regardless of source.

Figure 1–6: New Technologies

	UNDER PIERCE TRANSIT’S DIRECT CONTROL	ACHIEVED THROUGH PARTNERSHIPS
CAPITAL IMPROVEMENTS	Electric vehicle charging stations Electric/battery powered transit vehicles	Project capital funding Intelligent (predictive and responsive) systems <ul style="list-style-type: none"> • Smart technology • Smart infrastructure Integrated corridor management Mobility-as-a-Service
PROGRAMS	Demand-responsive mobility Transportation system management	Automated/remote fare payment Improved real-time trip planning information Operations funding Ride-hailing (at transit stations/stops) Shared vehicles Intelligent (predictive and responsive) systems <ul style="list-style-type: none"> • Smart energy • Smart mobility • Smart logistics Travel demand management Data utilization and management Integrated corridor management Mobility-as-a-Service
POLICIES	Policies affecting mode choice Policies affecting the cost of mobility Policies affecting equity	Carbon pricing Mobility pricing Mobility-as-a-Service

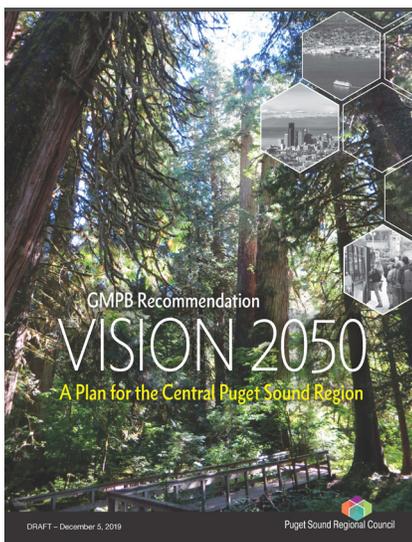
Puget Sound Regional Council’s Vision 2050 Plan— Regional Growth Strategy: Transit Focused Growth Alternative ³

The Puget Sound Regional Council Metropolitan Planning Organization’s VISION 2050 is a shared strategy for how and where the central Puget Sound region can grow to a forecast of 5.8 million people and 3.4 million jobs by the year 2050. The Regional Growth Strategy considers how the region can distribute the forecasted growth, primarily within the designated urban growth area, and support development near high capacity transit in the region. The strategy is a description of a preferred pattern of urban growth that has been designed to minimize environmental impacts, support economic prosperity, advance social equity, promote affordable housing choices, improve mobility, and make efficient use of new and existing infrastructure.

VISION 2050 envisions a future where the region:

- Maintains stable urban growth areas.
- Focuses the great majority of new population and employment within urban growth areas.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Within urban growth areas, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of jobs, housing, services, and other activities.
- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

PSRC Vision 2050 Plan



Source: Puget Sound Regional Council

Focusing Growth Near Transit and in Regional Centers

The emphasis on the development of centers throughout the region is at the heart of VISION 2050’s approach to growth management. Regional growth centers are locations characterized by compact, pedestrian-oriented development, with a mix of office, commercial, civic, entertainment, and residential uses. Regional growth centers are envisioned as major focal points of higher-density population and employment, served with efficient

³ Source: Draft VISION 2050, Regional Growth Strategy, July 2019, pp. 23–46.

multimodal transportation infrastructure and services. The Regional Centers Framework establishes two types of regional growth centers—metro growth centers and urban growth centers—and sets criteria and growth expectations for them. Metro growth centers are the densest and most connected places in the region and are expected to accommodate higher levels of growth.

Mixed-use centers of different sizes and scales—including large designated regional growth centers, countywide centers, local downtowns, and other local centers—are envisioned for all of the region's cities. Concentrating growth in mixed-use centers of different scales allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impacts of urban growth.

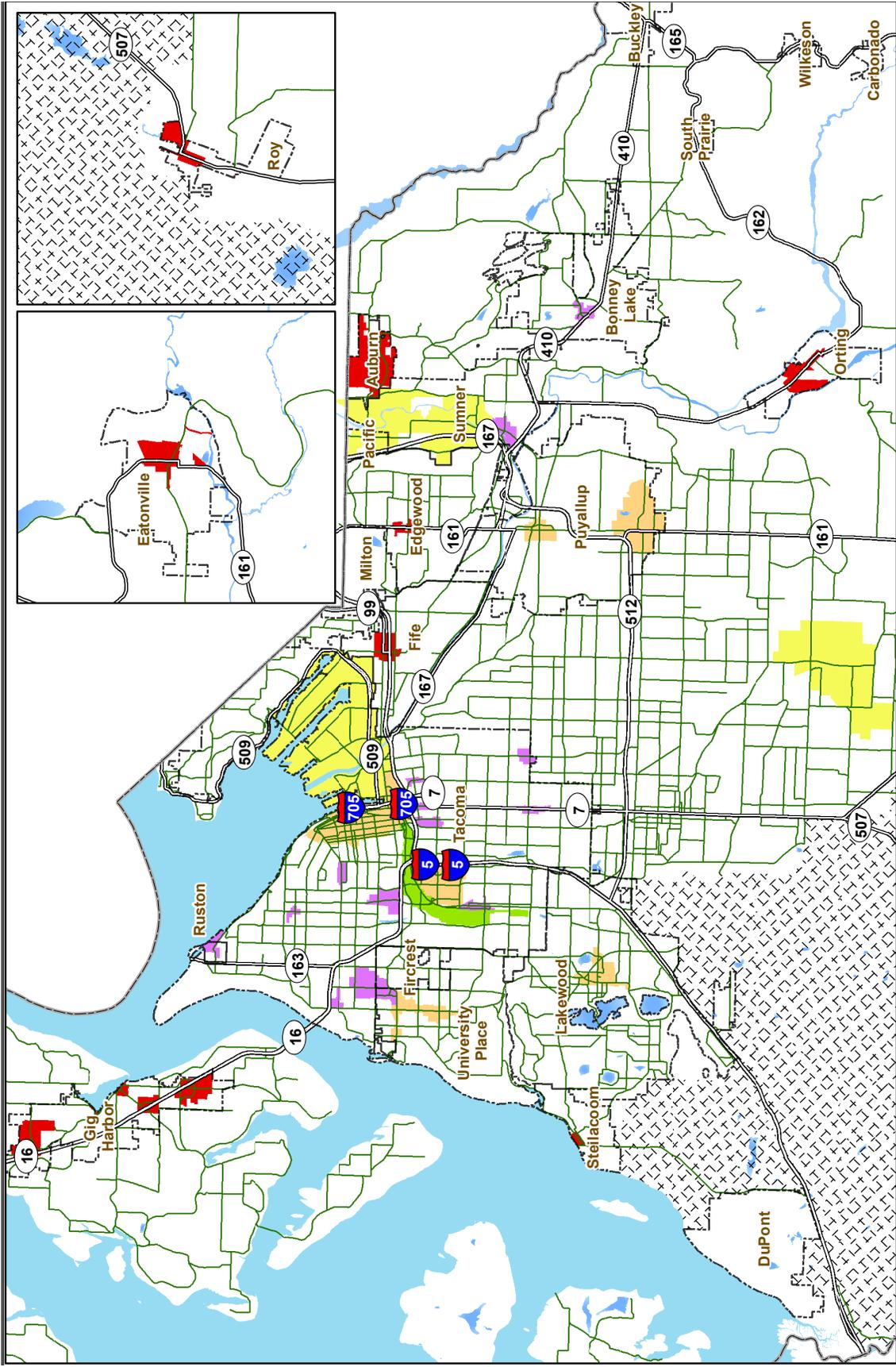
The region also contains manufacturing/industrial centers with two located in Pierce County; the Port of Tacoma and Frederickson. As shown in Figure 1-7, these are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/industrial centers are intended to continue to accommodate a significant amount of regional employment. The Regional Centers Framework establishes two types of regional manufacturing/industrial centers—industrial employment centers and industrial growth centers—and establishes different criteria and growth expectations for these centers. Unlike regional growth centers, these areas are not appropriate for residential growth.



Access to High Capacity Transit

The central Puget Sound region is investing heavily in its high capacity transit system, greatly expanding light rail, bus rapid transit, and passenger ferry service. Since the initial Regional Growth Strategy in VISION 2040 was adopted, the region's voters approved two major Sound Transit ballot measures, and other transit agencies have significantly expanded planning for high capacity transit. VISION 2050 incorporates a renewed focus on locating growth near current and future high capacity transit facilities. Rail, ferry, and bus rapid transit station areas are ideal for increased density, new residences, and businesses—referred to as transit-oriented development. Allowing for greater employment and population growth within walking distance to high capacity transit promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high capacity transit.

Figure 1-7: Interim Regional Centers, Countywide Centers, and Centers of Local Importance – Pierce County, Washington



Interim Regional Centers, Countywide Centers, and Centers of Local Importance for 2020 Funding Competition

Pierce County

Legend	
	Municipal Area
	JBLM/Camp Murray
	Regional Growth Center
	Candidate Regional Manufacturing Industrial Center
	Regional Manufacturing Industrial Centers
	Countywide Centers
	Centers of Local Importance

High Capacity Transit Communities

High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and Bus Rapid Transit facilities. High Capacity Transit Communities also includes urban unincorporated areas planned for annexation or incorporation and with existing or planned access to high capacity transit. As the region’s transit system grows, these 32 communities play an increasingly important role as hubs for employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

The Regional Growth Strategy calls for the 32 High Capacity Transit Communities to accommodate 21% of the region’s population growth and 13% of its employment growth by the year 2050. Policy MPP-RGS-7 is provided below. Of the 32, the five within Pierce County are: DuPont, Fife, Fircrest, Sumner, and Tacoma Potential Annexation Area (PAA). Potential Annexation Areas are those areas in urban unincorporated Pierce County that various cities have identified for future annexation. The PAA “status,” combined with existing or planned HCT (including BRT) are the criteria for classifying those areas as “HCT Communities,” which have higher growth allocations than “Urban Unincorporated” areas.

Figure 1–8: Typical light rail car and platform



Image provided by Sound Transit

MPP-RGS-7

Attract 65% of the region’s residential and 75% of the region’s employment growth to high capacity transit station areas to realize the multiple public benefits of compact growth around high capacity transit investments. As jurisdictions plan for growth targets, focus development near high capacity transit to achieve the regional goal.

Regional Growth Strategy by the Numbers

The primary emphasis of the Regional Growth Strategy is on the shares of growth among regional geographies. The Regional Growth Strategy was developed using the PSRC macroeconomic forecasts for the year 2050 and Office of Financial Management assumptions about the relative shares of growth to each county. These numbers will change marginally in future rounds of regional forecasts, so, when looking at the numbers, the percentages of regional and county growth may be more useful for local planning than the specific numbers contained in the forecasts. Figure 1–9 depicts population and employment growth in Pierce County through 2050 under six of the nine types of geographies, based on their size, function, and access to high capacity transit.

Metropolitan Cities and Core Cities include cities that have designated regional growth centers. Most are connected to the region’s high capacity transit system. These two groups of cities are and will be the most intensely urban places in the region.

Figure 1–9: Pierce County Population and Employment Growth Allocations: 2017–2050 (Draft Preferred Alternative)

	METROPOLITAN CITIES	CORE CITIES	HCT COMMUNITIES	CITIES AND TOWNS	URBAN UNINCORP. AREAS	RURAL AREAS	TOTALS
POPULATION GROWTH	38% 137,000	23% 85,000	21% 77,000	7% 25,000	8% 29,000	3% 11,000	364,000
EMPLOYMENT GROWTH	48% 94,000	23% 44,000	15% 28,000	6% 13,000	6% 12,000	2% 3,000	195,000

Source: Draft VISION 2050, Regional Growth Strategy, July 2019

High Capacity Transit Communities are cities and unincorporated areas that are connected to a regional high capacity transit system. These urban unincorporated areas are also planned for annexation or incorporation.

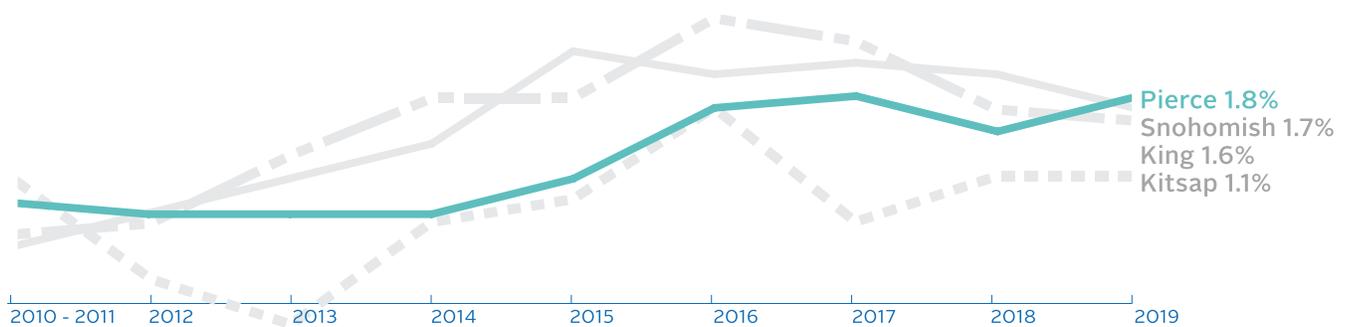
Cities and Towns have smaller downtown and local centers, which may be served by local transit.

Urban Unincorporated Areas capture a wide variety of urban lands, both lightly and heavily developed. These areas may be served by local transit but are not yet planned for annexation or incorporation and/or high capacity transit.

Rural Areas and **Natural Resources Lands** describe the different types of unincorporated areas outside the urban growth area and include very low-density housing, working landscapes, and open space.

In 2019 the four-county Puget Sound region grew by 68,740 over the previous year—that's an increase of 188 new residents per day!

Figure 1–10: Population Growth Rate for Central Puget Sound Counties 2010–2019



Source: Draft VISION 2050, Regional Growth Strategy, July 2019

RISKS FACING PIERCE TRANSIT OVER THE NEXT 20 YEARS

RISK OF DEMAND

Although travel demand generally, and transit demand specifically, have grown the previous 20 years, the rate of change on so many social dimensions make it difficult to predict how the public's demand for Pierce Transit's services—versus new and modified alternative modes of transport—will grow.

RISKS OF DEMOGRAPHIC CHANGE

AGING POPULATION The inevitable aging of the population, already well underway, will change both the quantity and qualities of services that Pierce Transit riders will need.

HOUSEHOLD SIZE Smaller household sizes will change the density and location of new development. It will present challenges to meeting the needs of existing and new residential development, especially as the urbanized areas of Pierce County transition to much higher density land uses.

POPULATION/EMPLOYMENT RATIO

DIGITAL DIVIDE between age, cultural, language, and income groups.

INTELLECTUAL CAPITAL Populations with skills, relationships, and potential productive/creative energy are attracted to regions with excellent, accessible public transport services and great mobility, overall.

INCOME INEQUALITY Inequality denies some citizens opportunities for advancement, partially excluding them from a socially and economically productive life. Public transport plays an important role in mitigating these challenges for lower income populations, providing them greater opportunities for social/public events, education, healthcare, and access to jobs or recreational activities.

RISK OF CONSUMER BEHAVIOR

The rapid pace of change on micro- and macro-transport system hardware and software is likely to affect the behavior of transport consumers in unpredictable ways. As difficult as it will be to future-proof public transport investments, it will be immensely more difficult to mitigate the risk of evolving human attitudes and expectations. An example of a known-unknown is future access to a car. What will be the rate of car ownership versus car sharing versus ride hailing as multiple technologies evolve?

RISK OF CLIMATE CHANGE AND THE NEED FOR RESILIENCE

The speed and extent of climate-related impacts on transportation infrastructure remain uncertain. What is certain is that new facilities and services must be sited and designed for resilience in the face of change from many directions. For Pierce Transit, resilience is the capacity to survive and

thrive when natural and human pressures are encountered. Resilience is both proactive and reactive; resilience planning must recognize the complex and interdependent effects of climate change. Facing the cost of ultimate resilience might prove a challenge.

RISK OF OBSOLESCENCE AND THE RATE OF INNOVATION

Some recent technological innovations were obsolete in the time it took for transport providers to recognize their potential value and implement them. For Pierce Transit, this is a genuine program and cost risk. Pierce Transit must be convinced of the enduring benefit and longevity of new technologies before investing the millions of dollars that new systems and equipment often cost when introduced and implemented across an entire transit agency.

RISK OF ENERGY SECURITY AND SUPPLY (RESILIENCE)

The availability of alternative fuels and power will impact the cost of transport and have the potential to fundamentally change transport economics. This risk must be considered for normal, scheduled operations, as well as during extraordinary events which might disrupt the delivery of fuel and power.

RISK OF I-976 IMPACTS

Washington Initiative 976 (frequently called \$30 Motor Vehicle Tabs Initiative) was passed by the voters of Washington on November 5, 2019. By its passage, the Initiative does the following:

- Limits annual license fees to \$30 for vehicles less than 10,000 lbs.
- Bases vehicle taxes on the Kelley Blue Book value
- Repeals authorization for certain Regional Transit Authorities (such as Sound Transit) to impose motor vehicle excise taxes.

It is unknown how this initiative will effect Pierce Transit and its riders. WSDOT's transportation accounts, from which Pierce Transit receives both capital and operating funds, will experience a loss of \$451 million out of \$6.7 billion from the 2019-21 biennial budget. Following the November 2019 election, the Governor directed WSDOT to postpone the funding of projects not yet underway. The postponed projects included public transit projects. Currently, no Pierce Transit capital projects are among the State's postponed projects; however, WSDOT has been clear that additional projects may be affected by legislative amendments to the 2019-21 transportation budget to reflect passage of I-976. Additionally, all new grant-funded project solicitations will be on hold until the Legislature acts.

2

Assessment of **CURRENT CONDITIONS**

Facilities

Lakewood Headquarters

After updating its Base Master Plan in 2017, Pierce Transit learned from the comprehensive analysis that its Lakewood, Washington, headquarters campus cannot accommodate the additional revenue vehicles and employees needed to expand its fixed route, regional express, paratransit, and Vanpool service options as it is currently configured. When it was designed back in the late 1980s, it didn't consider how to efficiently and safely accommodate 60-foot articulated coaches, such as what is used for Sound Transit Express currently plus Pierce Transit Bus Rapid Transit beginning in 2023. It is therefore undergoing a complete redesign.

Pierce Transit is moving forward with flexible, phased improvements to its Lakewood Maintenance and Operations Base. Funding for the early improvements has been phased in the 6-year capital budget, with a funding partnership with Sound Transit and additional funds being sought through grants. The Lakewood (headquarters) Base serves the entire bus fleet of Pierce Transit, as well as over 100 Sound Transit vehicles that are operated and maintained alongside Pierce Transit buses. The intent of both agencies is to continue this positive relationship for as long as it is feasible and beneficial to both transit agency partners. The plan's implementation includes phased expansion, reconfiguration, and refurbishment, intended to improve safety, vehicle circulation, and increase efficiency and capacity for the maintenance and operation of all vehicle types. This capital investment in the base will serve the agency well into the future by addressing capacity issues as the various revenue service fleets and diverse vehicle types are planned to grow over time.

Pierce Transit’s 2020 Budget has \$88.3 million programmed for the Maintenance and Operations Base Improvements (MOBI) project from 2019 through 2024. The MOBI project will update the 30-year old base to provide safe operating space and facilities for the next 30 years. This is a multi-year project that will bring the older facilities up to current code requirements, install new and innovative bus maintenance solutions, and provide space for a changing fleet composition (e.g., adding electric buses to the fleet plus 60-foot articulated coaches for BRT) and growth into the foreseeable future.

Grant revenues of \$14.5 million will assist with implementation of the MOBI project, with additional grants or other funding sources needed to fully implement the capital needs for Pierce Transit’s base facilities.

Pierce Transit’s Maintenance and Operations Base Improvements (MOBI) project will generally provide additional capacity for projected fleet growth through 2040 and enable Pierce Transit to maximize building and land use by expanding and improving core functions of bus maintenance, building facilities, parking, safety, transit vehicle circulation, and service within the original 1988 maintenance base site. Peripheral parcels acquired by Pierce Transit since 1988 will be expanded or reconfigured to host other functions of the Base including parking, facilities maintenance, service supervision, and Vanpool.

The Base Improvements project site consists of four primary areas: Main Base, South Base, West Base, and Building 6 (9622 40th Avenue SW) sites in Lakewood, Washington. The four primary areas of the Base are described below along with descriptions of proposed improvements in each area.

MAIN BASE

Proposed improvements of the Main Base include:

- Restriping and expansion of bus parking;
- Reconfiguration of bus entries off 96th Street SW;
- Relocation of utility connection between facilities;
- Addition of maintenance bays, paint bays, a van repair bay, and reconfiguration of Building 1;
- Demolition and relocation of the functions in Building 2 (Facilities Maintenance and Bus Wash) and Building 3 (Fare Collection and Fueling);
- Construct a new Fuel and Wash Facility;
- Demolish employee parking and construct new parking for

SHUTTLE, fleet, and non-revenue vehicles;

- Construct new employee parking and expanded visitor parking adjacent to Building 4;
- Construct charging system and battery storage for Electric Bus Fleet;
- Construct new detail clean and quick fix area;
- Construct 96th Street SW frontage improvements as required by the City of Lakewood;
- Improved site / safety lighting

SOUTH BASE

Proposed improvements of the South Base include:

- Restriping and expansion of parking;
- Addition of employee electric vehicle charging;
- Improved site / safety lighting

WEST BASE

Proposed improvements of the West Base include:

- Demolition of existing Buildings 7 and 8 and other site features;
- Construct ramp between West Base and Main Base;
- Construct new facilities maintenance/IT storage/service supervisor building;
- Construct new employee and non-revenue vehicle circulation, parking, entrances, and new facilities maintenance service yard;
- Construct 39th Avenue Court SW frontage improvements to the extent required by the City of Lakewood

BUILDING 6

Proposed functions of Building 6 include:

- Continued hosting of Vanpool program;
- Temporary hosting of groups displaced by construction elsewhere on Base;
- Permanent locations of other maintenance and operations functions— to be determined.

Passenger-Facing Facilities

- Transit Centers
- Transit Stations
- Park-and-Ride Lots

Pierce Transit owns and operates six transit centers, where several routes connect with coordinated transfer points. Each facility offers sheltered waiting areas, and most are located near a major community activity center. While not offering timed transfers, the Commerce Street Transfer Facility in downtown Tacoma (between S. 9th and S. 11th Streets) 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 also operates a network of Park-and-Ride facilities that are located throughout Pierce County. There are currently 5,235 parking spaces available, a majority at facilities owned or operated by Pierce Transit, Sound Transit, or WSDOT. On average, 82% of the county's Park-and-Ride lots' parking stalls were occupied on any given weekday in 2018. However, transportation and transit planning professionals or academics all agree that parking supply for commuters in the future could be greatly reduced, not only due to car sharing programs but autonomous vehicles or AVs. As Urban & Regional Planning Professor Tim Chapin at Florida State University notes in the April 2017 edition of *Planning* magazine, "A major opportunity rests on what to do with the superfluous parking found in most cities and suburban areas. As far less parking is required once AVs have taken over, and because parking can be disconnected from almost all land uses, the form and location of parking will change. Downtown areas and high-density nodes (such as where Tacoma Dome Station is located) might construct off-site parking reserves, akin to those found in airports. The ubiquitous surface parking lots sitting outside typical office and retail developments will no longer be required, freeing much of this land up for other uses." Doctor Chapin posits, "This existing auto-dominated land can be redeveloped into a place that serves humans first and vehicles second." This is exactly what the City of Tacoma envisions for the area surrounding Tacoma Dome Station and the adjacent Puyallup Avenue corridor.

In July 2019, Pierce Transit launched a pilot program to sell parking permits for a reserved or guaranteed spot in one of the two Tacoma Dome Station garages, in order to encourage transit usage among its multiple options offered at the station. To hold a permit, commuters must ride a bus, vanpool, or Sounder train from the station at least 12 times per month. Permit holders must also reside within the Pierce Transit service area. Considering that Tacoma Dome Station regularly operates at well over 90% capacity

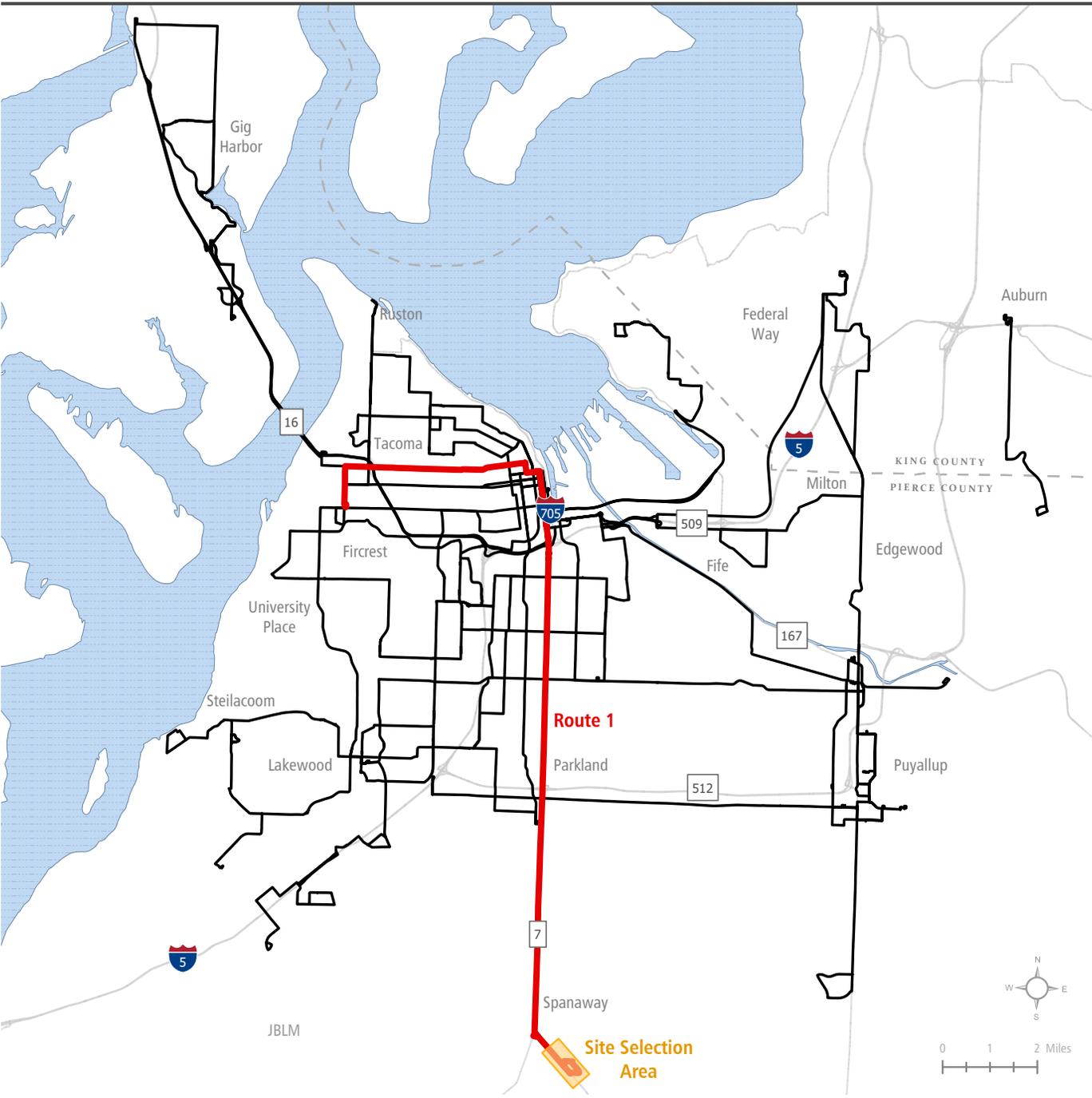
during the week, charging for parking at major commuter hubs or transit centers is likely to soon become the norm throughout the Central Puget Sound Region, especially those with Sound Transit’s Sounder commuter rail or Link light rail service.

As the areas around high capacity and frequent transit continue to densify, reevaluating the need for surface parking lots, especially those operating well below capacity, is something Pierce Transit will continue in the future. With many parts of the City of Tacoma and Pierce County being rezoned for high density, mixed use development, a better use of these surface parking lots could potentially be to convert them to residential or commercial infill projects—or both. In many cases, the transit is already in place, such as at Tacoma Community College where a major transit oriented infill development project is being planned on a currently underutilized 7-acre parcel directly across the street, known as the James Center North project. This project is highlighted in Section 4. Other high capacity transit supportive infill development opportunities will soon exist along the Pacific Avenue/SR 7 corridor, once Pierce County formally adopts its Centers and Corridors strategy for the Parkland-Spanaway-Midland Community. Meridian East/SR 161 in Puyallup is also ripe for higher density redevelopment, as noted in the South Hill Community Plan. This proposal was highlighted in Section 1.

New Spanaway Transit Center & Park-and-Ride

Pierce Transit has a new transit center with a Park-and-Ride option coming to Spanaway in 2022 at the location shown in Figure 2–1. The Spanaway Transit Center facility will include passenger boarding areas, a bus turnaround, operator comfort station, enhanced security features, and up to 250 parking stalls for transit patrons. It will serve as the southern terminus of the current Route 1 and for the planned Pacific Avenue/SR 7 Bus Rapid Transit system when it begins operating in 2023. Both planning partners at Sound Transit and Pierce County agree that this facility could be a catalyst for transit-supportive growth and infill development in the entire corridor as well. The facility is planned to be built adjacent to the new Mountain Highway Towne Center. The transit center will complement the County’s efforts to create this new Towne Center with its central gathering places for the community to access services and amenities, as well as additional multi-family housing options, such as apartments and townhomes. While negotiations for the parcel are still underway, the proposed location is shown in Figure 2–1.

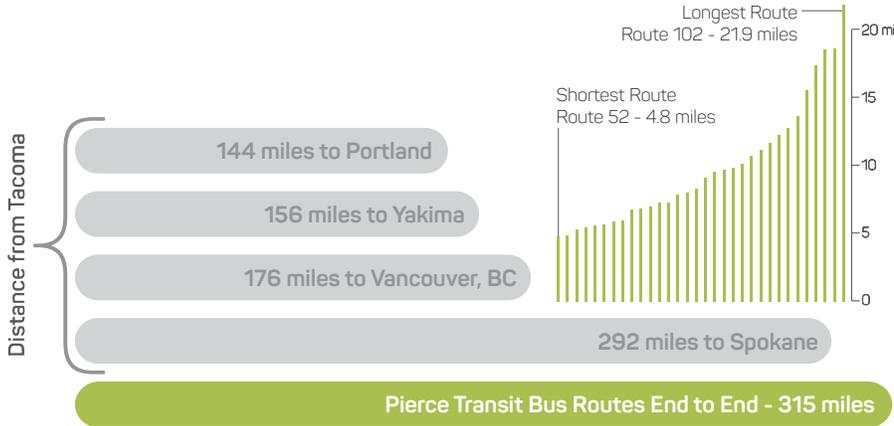
Figure 2-1: Site for New Spanaway Transit Center & Park-and-Ride



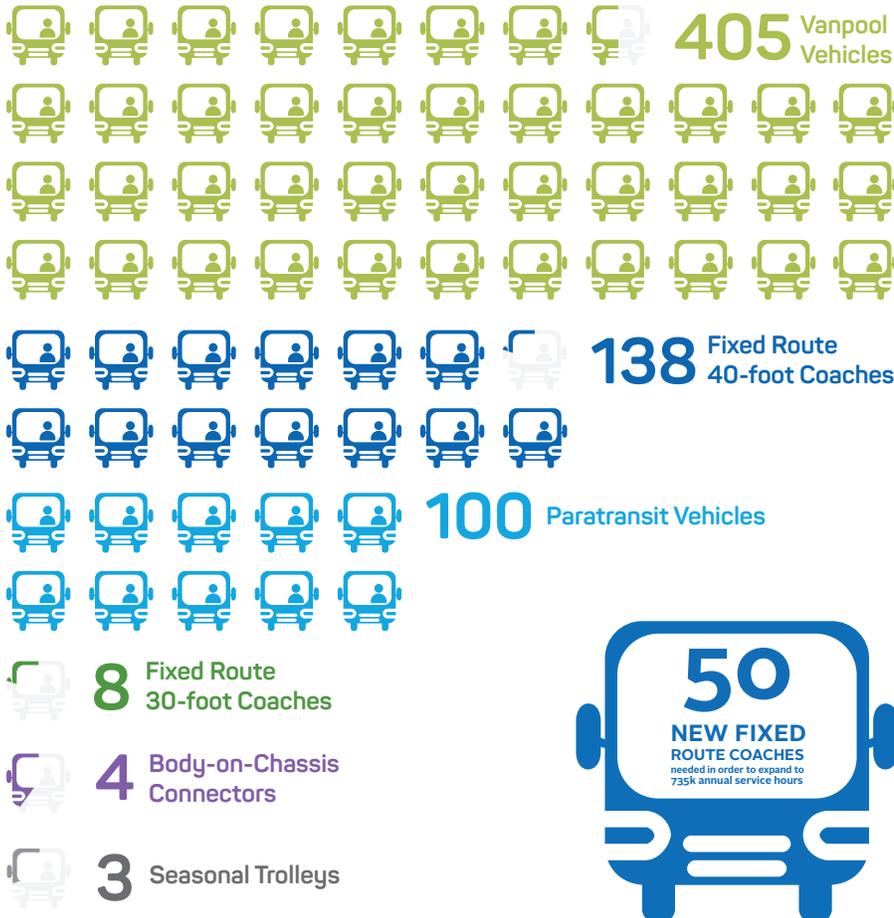
Source: Pierce Transit

Operations

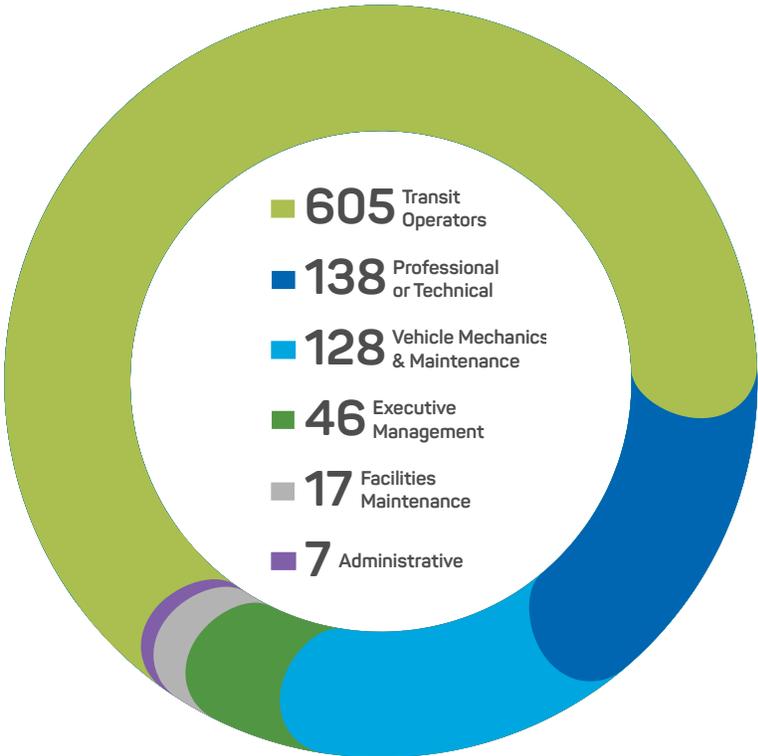
The Fixed Route Network End-to-End



Current Revenue Vehicles Fleet

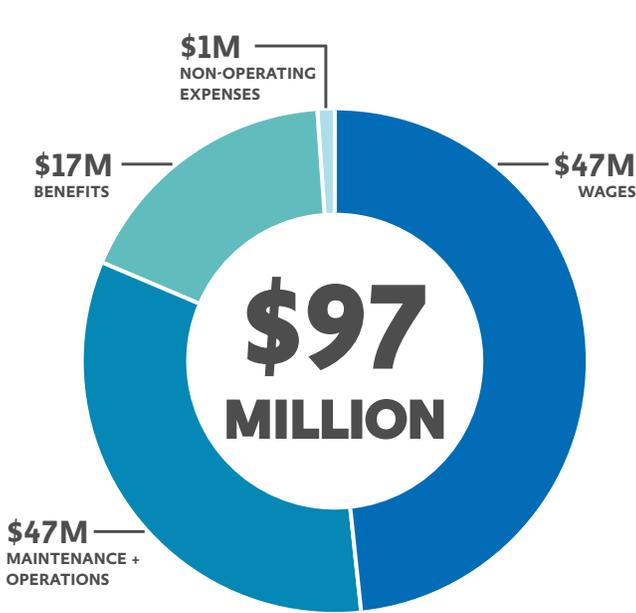


Current Employees by Classification

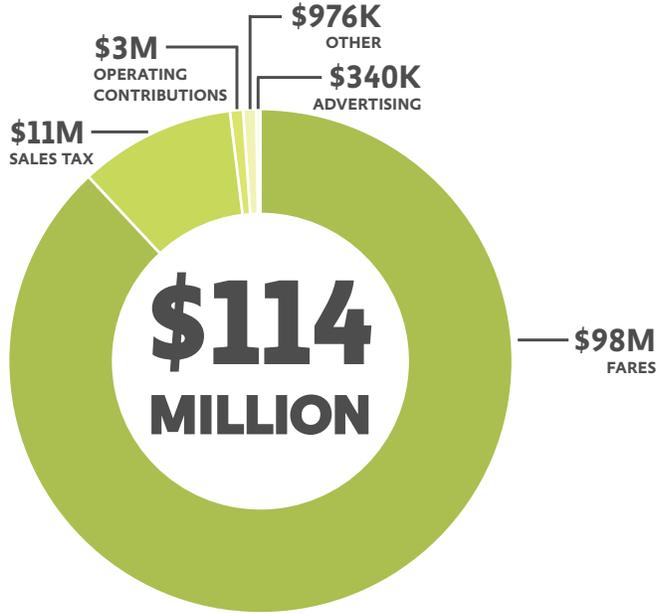


System Performance and Finance

2019 Expenditures and Revenues (excluding Sound Transit)



2019 OPERATING EXPENDITURES



2019 OPERATING REVENUES

Access and Coverage Gaps within Current System (PTBA) Boundaries

The agency recognizes that there are still access and coverage gaps within the current system area boundaries or Pierce County Public Transportation Benefit Area (PTBA). Bus stops and walking distances to them (i.e., ¼ to ½-mile) as of July 2019 are depicted in Figure 2–2. Darker shading indicates a quarter-mile and lighter shading indicates a half mile walk from the nearest bus stop. According to this analysis, nearly 73% of people living in the Pierce Transit service area (i.e., the area in white on the map) live within a half-mile walk from a bus stop.

While this visualization depicts a web of access to public transportation, it also exposes gaps within the system. Many areas and communities in Pierce County still lack direct access to bus stops and other transportation services. As the South Sound region continues to experience population growth, it is increasingly important to meet everyone's transportation needs, especially for those who may choose to not drive a car. In addition, public transit requires less land and produces fewer emissions than single-occupancy vehicles, and it enables people who cannot drive to participate in economic activities, such as education and employment. Filling the gaps in Pierce Transit's fixed route network is one way of supporting the region's environmental stewardship and economic prosperity goals.

The majority of the population in the Pierce County service area live within walking distance of a bus stop.

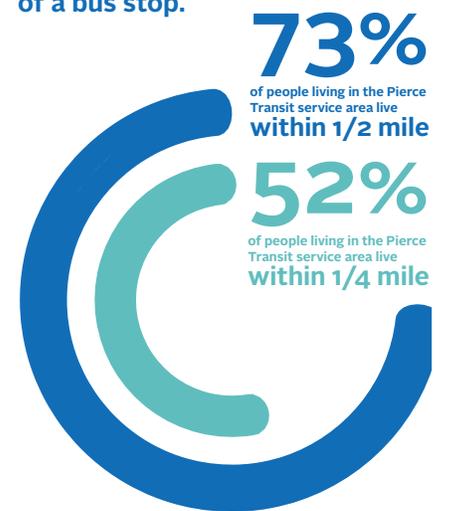
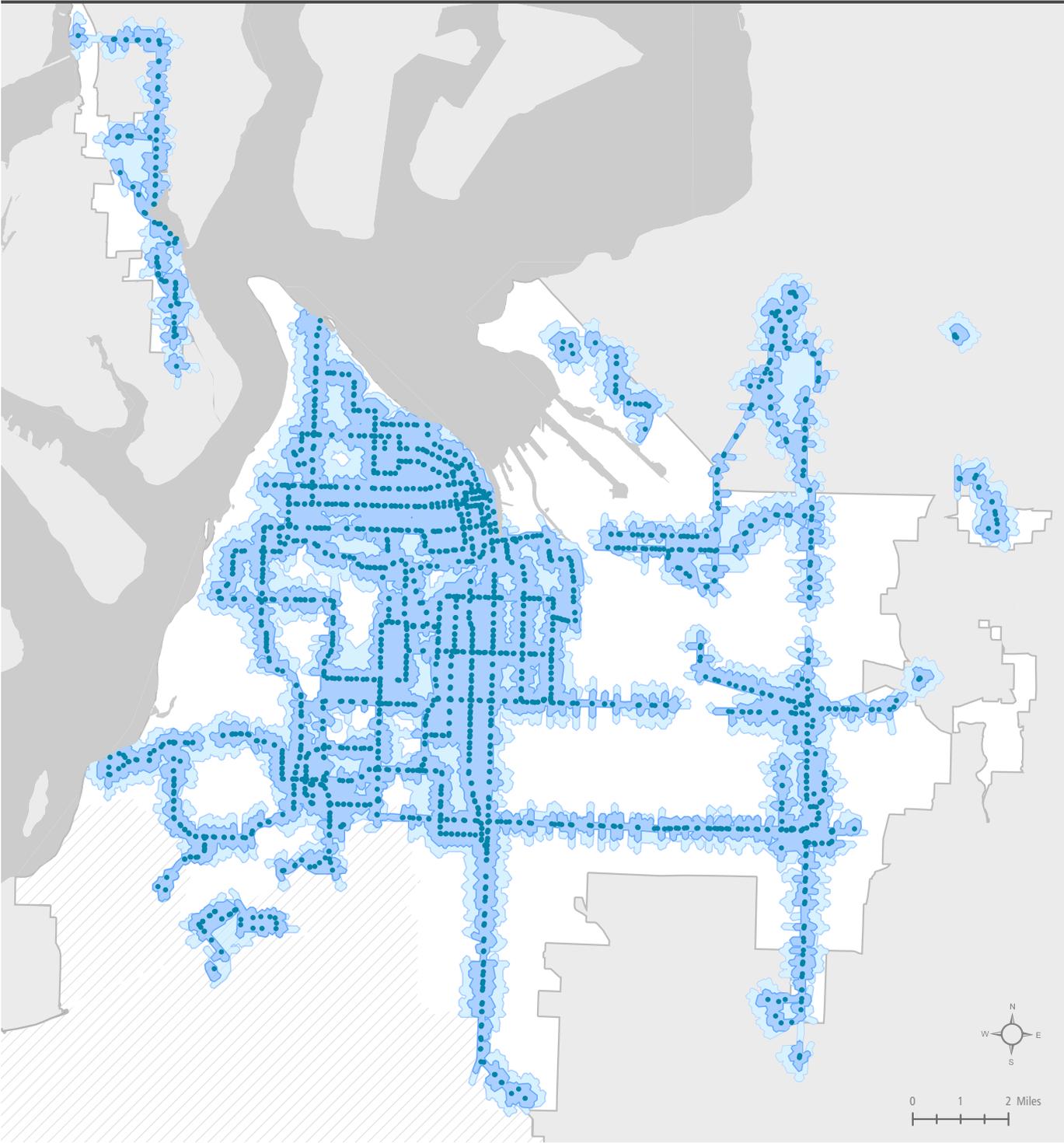


Figure 2–2: Fixed Route Bus Stop Service Area



Bus Stop Service Area

This map illustrates areas within walking distance of Pierce Transit's bus stops. This covers approximately 30% of the Pierce County Public Transportation Benefit Area (PTBA).

- PTBA Boundary
- Bus Stops
- 0.5 mile
- 0.25 mile

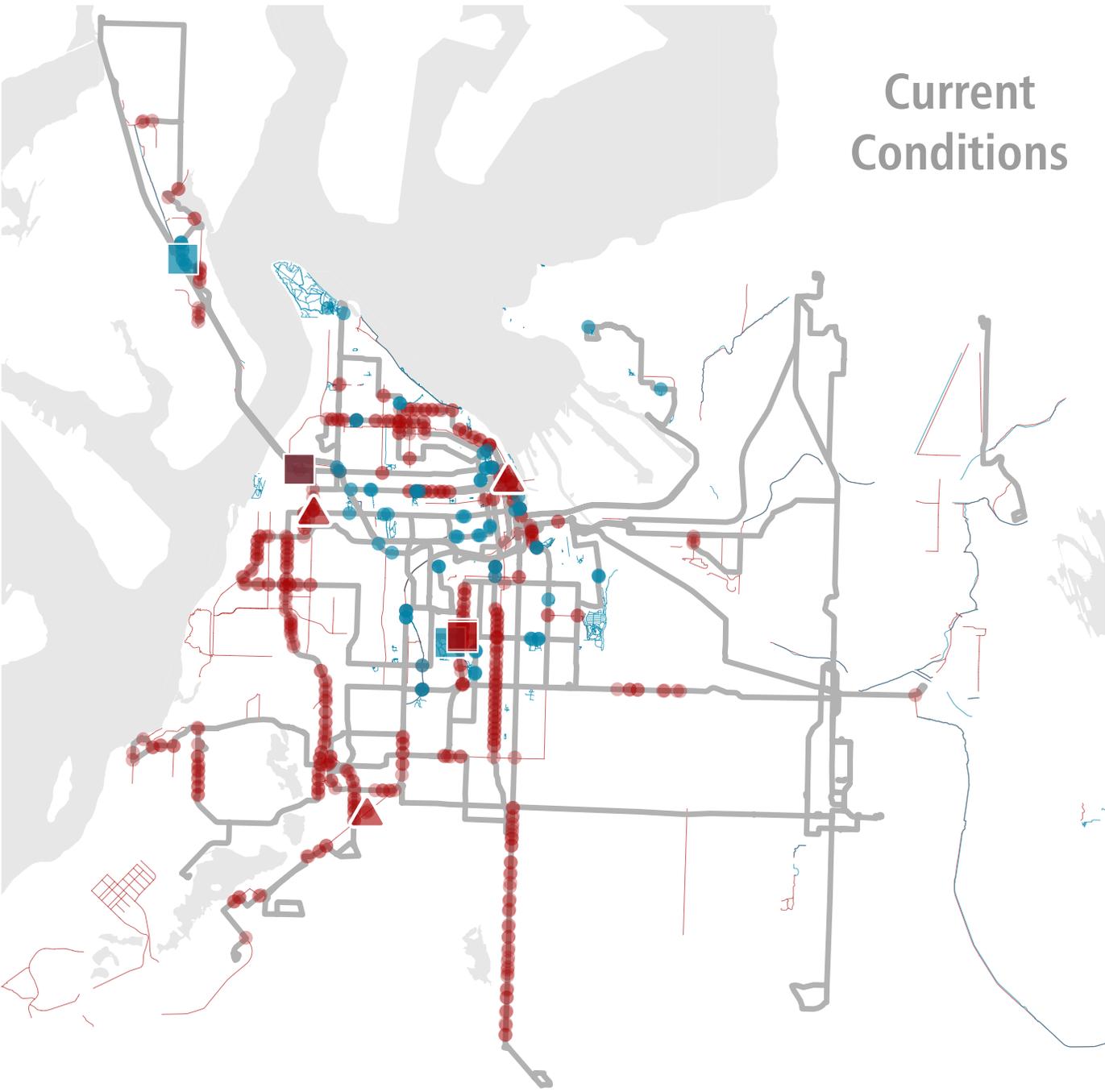
Active Transportation Network and Non-Motorized Access to Transit

One idea for better integrating transit into the local surface transportation network would be to identify non-motorized or active transportation facilities, such as recreational trails and dedicated bicycle lanes, that directly connect to Pierce Transit bus routes, ideally at transit or transfer centers, stations, and Park-and-Ride lots. As younger generations consider moving to any metropolitan area in the nation, many are attracted to cities and counties where using transit along with non-motorized mobility options are realistic, safe, and seamlessly connected. Ideally, one could live there without relying solely on a privately-owned automobile to get around. Non-motorized and active transportation access points are depicted in Figures 2–3 and 2–4.

Non-motorized or active transportation refers to walking and smaller-wheeled transportation modes including bicycles, wheelchairs, and scooters. These modes play an important role in any transportation system. Among other benefits, non-motorized trips require less space, have lower infrastructure and operational costs, produce fewer emissions, and provide health benefits and a more affordable form of transportation to their users.

This map uses bikeways (i.e., bike lanes and paths) and pedestrian trails to depict non-motorized access to Pierce Transit facilities. Presently, only 3% of Pierce Transit bus stops are within 100 feet of a pedestrian trail and 20% are within 100 feet of a bikeway. However, with plans for route, bikeway, and pedestrian trail expansion, proportions may increase to 5% and 38% respectively. Park-and-Rides and transit centers with non-motorized transportation access also have the potential to increase from 33% to 40%. By connecting non-motorized paths and trails with public transportation, Pierce Transit's routes and facilities help to support a stronger network of regional transportation options overall.

Figure 2-3: Current Conditions for Bike Lanes, Paths, and Pedestrian Trails

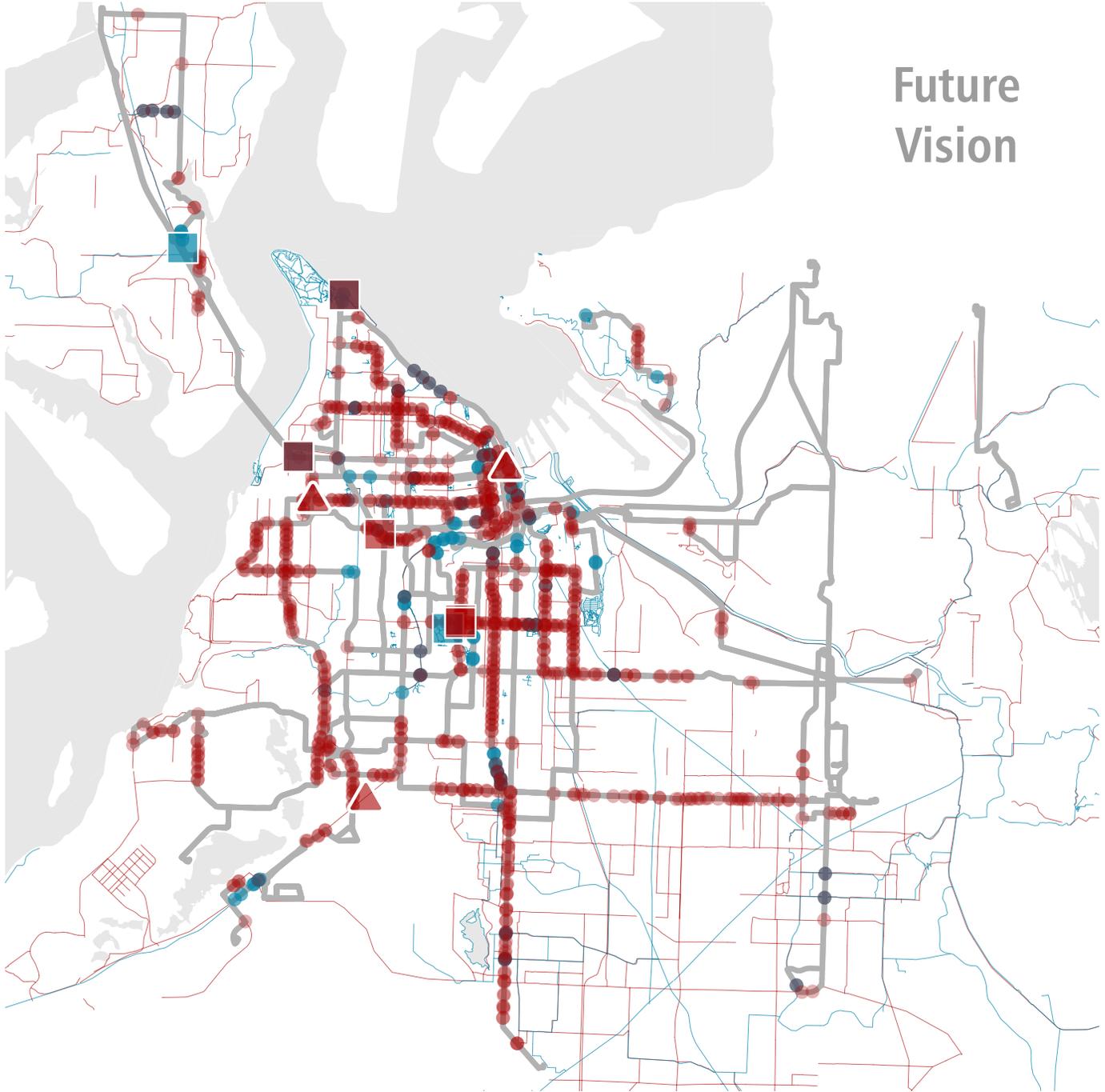


 **Bike Lanes & Paths & Pedestrian Trails** 
Connections to Pierce Transit

Current and planned bikeway and trail data courtesy of City of Tacoma, Metro Parks Tacoma, and Pierce County.

- Bus Routes
- Connected:**
- Bus Stop
- Park and Ride
- ▲ Transit Center

Figure 2-4: Future Vision for Bike Lanes, Paths, and Pedestrian Trails



Future Vision



Bike Lanes & Paths & Pedestrian Trails
Connections to Pierce Transit



Current and planned bikeway and trail data courtesy of City of Tacoma, Metro Parks Tacoma, and Pierce County.

- Bus Routes
- Connected:**
- Bus Stop
- Park and Ride
- ▲ Transit Center

WSDOT Active Transportation Plan Update

What is active transportation?

It is human-scale transportation. It is getting from one place to another using active means of travel such as walking, biking, and rolling. It includes use of motorized personal mobility devices such as skateboards, scooters, and electric-assist bicycles.

What is the Active Transportation Plan?

WSDOT is updating its 2008 Washington State Bicycle Facilities and Pedestrian Walkways Plan, and expects to release the draft Active Transportation Plan Update (ATP) in 2020 for public review and comment.

What will the Plan address?

- Analyzing connections, gaps and barriers: What enables people of all ages and abilities to get from here to there safely?
- Prioritizing changes to WSDOT right-of-way and important connections on local systems to work toward complete, comfortable connections for all.
- Connecting active transportation networks to transit, ferries, rail, air
- Managing Assets: What do we own and how well does it serve a safe, accessible, connected network?
- Understanding funding and policy: What do we need to make progress?
- Measuring performance: How do we track and report meaningful progress?

Public Outreach

Through the fall and winter of 2019, WSDOT engaged the public and stakeholders across the state to provide vision, policy direction, and actionable strategies for WSDOT and partner agencies. The ATP will help guide and implement investments and policies for increased access, safety, and mobility to enable Washingtonians of all ages and abilities to walk, bike and roll. For more information, visit www.wsdot.wa.gov/travel/commute-choices/bike/plan

3

A Coordinated TRANSIT SYSTEM

Pierce Transit faces big challenges over the next 20 years in coordinating their multimodal network with the diverse transportation system operators that interact with Pierce Transit services. These required interactions include:

- Automobiles and Trucks, Ferries, Passenger Rail, Planning, Programs, Policies, Funding, and Tolling
- Intercity Transit
- King County Metro
- Kitsap Transit
- Sound Transit
- Tacoma Dome Link Extension LRT, Tacoma Link streetcar, Regional Express bus, Sounder commuter rail, Stride BRT
- Transportation Network Companies
- Washington State Department of Transportation



Interagency and Transit Systems Coordination

As the Puget Sound Regional Council recently noted, “the Central Puget Sound region is growing—and so is congestion. The four-county region added 188 people a day last year.” Transit providers in the Central Puget Sound region are investing in faster, more frequent and reliable services, and in order to realize those improvements and further benefit transit riders, all transit services must be fully integrated into one easy-to-use and seamless network that makes travel via transit as convenient and time-competitive as driving. Full transit service integration includes:

- Funding for operations and improvements
- Infrastructure planning and design
- Listening to communities to understand and define needs
- Providing real-time customer information
- Route planning
- Service provision
- Setting and collection of fares (e.g., ORCA)
- Sharing of physical space, when necessary

Fully integrating transit systems across multiple providers and services will require open and real-time sharing of vast amounts of traveler data. Pierce Transit will have to address the challenge of achieving seamless integration and a streamlined experience for riders, while protecting their data privacy.

Next Generation ORCA Project

Building on Success

Since 2009, “One Regional Card for All” or ORCA has created seamless fare payment, so people can travel easily on the region’s buses, trains, streetcars, and ferries. To date, ORCA has:

- Over 400,000 weekday boardings
- Over a million cards in circulation
- 1,800 accounts serving employers, schools, and other institutions
- Over 125 retail store locations and 100 ticket vending machines
- Improved regional mobility for customers
- One of the highest service attribute ratings across the region



Public transit agencies throughout Central Puget Sound are developing the next generation of ORCA. The new ORCA will improve the customer experience by offering new payment options, maintaining customer data security, and adapting to changing technologies.

In 2015, ORCA customers and transit riders were asked to comment on the ORCA system. Over 2,600 people responded. Customers confirmed that ORCA has made traveling throughout the region easier. Based on the survey feedback received, the ORCA project team will maintain the aspects that customers like and ensure the next generation ORCA:

- Offers a mobile app to manage transit passengers’ accounts and pay their fares
- Instantly loads value and products to an ORCA account
- Offers more retail locations to buy ORCA cards and add value
- Features an improved website that makes it easier to manage their account

When will next generation ORCA launch?

- The new ORCA will come online in phases, beginning in 2021.
- Program phases include design, development, testing, installation, and operations.
- The project team will continue to procure other pieces of the system and identify new retail partners.

- Ensuring a smooth transition requires significant coordination between the seven Puget Sound transit agencies that make up the ORCA network, including Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, and Washington State Ferries.
- All seven agencies must transition to the new system while continuing to offer seamless travel throughout the region.

Central Puget Sound Area Transit Network

Sound Transit 3 Implications

The third phase of the central Puget Sound region's high capacity transit system, Sound Transit 3, as passed in the November 2016 general election, is in the early stages of implementation. The ST3 system enhancements that most directly and significantly affect Pierce Transit service include:

- The southward expansion of the Link light rail system to Federal Way, South Federal Way, and Tacoma Dome Station (opening 2030)
- The extension of Sounder commuter rail south to DuPont, including a station at Tillicum to serve Joint Base Lewis-McChord (opening 2036)
- The westward extension of the Tacoma Link streetcar system from the Hilltop District to Tacoma Community College (opening 2039)

These additions to the transit network in the Pierce Transit district create even more connections, options, and travel advantages to Pierce County residents, by adding and improving high capacity transit services within the South Sound.

The ST3 transit projects and services will prove a benefit to Pierce Transit riders because ST3 adds and improves high capacity transit services within the Pierce Transit service area, frequently in some of the highest ridership bus corridors. ST3 will support the Pierce Transit fixed route network through:

- Improved connections between frequent transit services;
- New connections to the multi-county, regional transit systems;
- Increased attractiveness of transit corridors, as places to live and for employers to locate, likely contributing to higher land values;

- Supporting higher-density and more pedestrian-friendly development, both of which contribute to higher transit ridership and efficiency; and
- Contribution to lower auto ownership rates and higher incomes throughout the county.

In 2024, just a few years after this Long Range Plan Update’s adoption, and following the opening of the Link light rail extension south from Angle Lake to Federal Way, a Pierce Transit rider would have the option of continuing to choose express buses to reach central Seattle. But, because of the investments in the Pierce Transit network, additional travel choices would become available to riders making trips other than just one-seat rides to central Seattle. For example:

- Via transfers from bus to the very frequent, all day/evening Link light rail, riders will have direct access to all light rail stations north of Federal Way, serving major activity centers such as:
 - › Highline Community College
 - › Sea-Tac Airport
 - › The Stadium area in south downtown Seattle (SoDo)
 - › King Street Station (transfers to Amtrak, Sounder) and the International District
 - › The University of Washington campus (and University District surrounding it)
- Via cross-platform transfers to the East Link service, riders will have fast light rail connections to:
 - › Downtown Bellevue
 - › Redmond Technology Center
 - › Downtown Redmond
- Via transfer at 145th Street Station, access to the 145th Street/SR 522 Stride Bus Rapid Transit line
- Via transfer at Lynnwood Link Station, access to the I-405 Stride Bus Rapid Transit line

Nearly all the trips described above will be faster than relying on today’s transit network as many areas of the central Puget Sound region will be far more accessible than they are currently.

Additionally, by 2040, with the full implementation of this Long Range Plan, and following the completion of the ST3 Regional Transit Plan, Pierce Transit riders gain an extraordinary degree of integration and coordination with transit systems in King and Snohomish counties. New regional mobility enhancements and connections include:

- Transfers from the bus network or Tacoma Link, to the very frequent, all day/evening Link light rail, riders will have direct access to all light rail stations north of Tacoma Dome Station, serving centers such as:
 - › West Seattle
 - › Ballard
 - › Paine Field/Boeing (Everett)
 - › Downtown Everett
- Direct access to the Sounder Commuter Rail extension to Tillicum and DuPont Stations in south Pierce County
- Increased access to the Tacoma Link streetcar line via the western extension to Tacoma Community College

Other implications for Pierce Transit of ST3 project development:

- Replacing some Pierce Transit investment of service hours, allowing reinvestment or a system integration dividend; and
- As the Link light rail system is extended south to Tacoma, Sound Transit may operate fewer Express bus hours in the I-5 corridor. As a result, it is likely that Sound Transit will contract with Pierce Transit for a somewhat reduced amount of purchased regional express bus service. Pierce Transit will then have an increase in available operator hours for reallocation to its own local or express routes; however, the cost of those operator hours will be drawn from Pierce Transit revenues and funding sources.
 - › Not operating as many Sound Transit routes and buses would make some maintenance base capacity available for Pierce Transit's own buses, delaying the timing at which expansion of the maintenance facility, or establishing a new satellite base, would become necessary.

Existing versus Planned

When the Long Range Plan goals are achieved, the Pierce Transit operating environment will be a region with interagency connections between the following services:

	PIERCE TRANSIT	SOUND TRANSIT	KING COUNTY METRO	INTERCITY TRANSIT
Bus Rapid Transit (BRT)	○	○	●	
Light Rail		●		
Commuter Rail		●		
Express Bus	○	●		●
Local Bus	○	○	●	○
SHUTTLE (Paratransit)	○	○	○	○
Vanpool	○	●	○	○

- Regional services available
- Direct connection with Pierce Transit services

Pierce Transit Connections to Sound Transit Link Light Rail

Providing efficient transfers between transit modes is crucial in creating equitable access to the regional transit system throughout the Pierce Transit service area. The rider experience will be especially important at the Sound Transit Link light rail stations, which will have larger travel sheds with a mix of express bus routes, BRT routes, and more local bus routes connecting to light rail service. Siting and configuring these stations in order to minimize busy street crossings and to maximize the intuitive access through visual cues and signage will enhance the rider experience, particularly for riders with limited English proficiency. Similarly, designing streets and allocating road space to support safe and pleasant walking and bicycling environments will enable more options for access to the stations and encourage ridership.

Sound Transit is planning the extension of the regional light rail system—Tacoma Dome Link Extension (TDLE)—from King County into Pierce County. When the extension is completed by 2030, this light rail line will provide daily, direct, frequent service between Tacoma, Sea-Tac International Airport, and Seattle. The line will have stations in Pierce County serving Tacoma (at Tacoma Dome and East Tacoma/Portland Avenue) and Fife.

Figure 3–2: Potential Pierce Transit Route Modifications Supporting Sound Transit Regional Connections

Pierce Transit is engaged with Sound Transit on service integration efforts as new high capacity transit services and facilities come on line. This table outlines proposals to better integrate Pierce Transit local or express routes. Additional public outreach and engagement will occur prior to implementation of any of the proposals. By modifying Pierce Transit services along with the new Sound Transit services in the South Sound, Pierce Transit could potentially reinvest current bus service hours in order to provide more local bus trips throughout the service area.

NEW SOUND TRANSIT TACOMA DOME LINK EXTENSION FACILITY		PIERCE TRANSIT ROUTE PROPOSAL	ESTIMATED TIMELINE
FEDERAL WAY TRANSIT CENTER	No route changes are proposed with the planned opening of this Sound Transit facility in 2024. Current services with Routes 402, 500 and 501 are estimated to remain.	2024	
SOUTH FEDERAL WAY STATION <i>Link extended to this new station</i>	Route 500 – Pacific Avenue: Will connect to the new South Federal Way Station and no longer serve the Federal Way Transit Center. It is estimated this route will operate at 15 minute headways during peak hours.	2030	
	Route 402 – Terminates at the South Federal Way Station. Would potentially operate at with increased headways during peak hours between South Hill and Federal Way.		
	Route 501 – Route will be adjusted to serve Fife (HWY 99) to the Sumner/Lakeland Hills area and terminate at Auburn Transit Center, with proposed alignment of current Route 497. Route 501 is estimated to no longer serve Federal Way Transit Center in order to increase service within Pierce County.		
FIFE STATION <i>Link extended to this new station</i>	Route 63 – Adjusts route and provides service from Northeast Tacoma to the Fife Station. Connections to Tacoma via Link. Potential route extension to also serve Downtown Puyallup.	2030	
	Route 498 – Potential new route providing service from Downtown Tacoma to Auburn via Fife, Milton, and Lakeland Hills.		
	Route 500 – Would service Downtown Tacoma and Fife enroute to South Federal Way Station.		
EAST TACOMA / PORTLAND AVENUE STATION	Route 41 – Will serve this station with connections from Portland Avenue.	2030	
	Route 400 – Will serve this station with connections from Puyallup.		
TACOMA DOME STATION	Pacific Avenue/SR 7 BRT – Pierce Transit's first Bus Rapid Transit Corridor will provide a direct connection to the Tacoma Dome Station.	2030	
	Pierce Transit Fixed Local Routes will continue to operate out of the Tacoma Dome Station with potential adjustments expected to extend some routes that currently terminate at the Commerce Street Station to meet the needs of ridership.		

Also, and unique to light rail systems across the country, these stations will serve areas within the reservation of the Puyallup Tribe of Indians.

During this planning phase, Sound Transit and Pierce Transit, in coordination with the cities and the Puyallup Tribe, are developing assumptions for how the stations will be served by local and regional bus routes, along with the type and extent of facilities that will be needed at/around the stations to support these connecting services. This collaborative process will continue, with the incorporation of refinements to the transit integration assumptions, through the completion of environmental documentation and the development of specific station designs for the TDLE project.

Pierce Transit and Sound Transit have a long history of successful collaboration in planning and coordination between each agency’s services. Pierce Transit expects an excellent ongoing relationship as they work together to make the two expanding transit networks function as one, where riders experience convenient, seamless, safe, and efficient travel throughout the transit system.

Equity and Transit System Access Evaluation

As Pierce Transit provides its services, expanded or otherwise, it must be concerned with the equity of those services. In this case the term “equity” refers to the distribution of service and the resulting benefits to people that differ in their need for, and ability to access, mobility. These differences can be amplified by people’s race, income, education level, and fluency in English. Pierce Transit’s goal is to ensure that obstacles to equally accessing the transit services are removed, as much as possible, by the agency’s planning and decision-making. Pierce Transit’s Long Range Plans will promote equity in the transit service area to the extent that it provides advantages to economically and socially challenged people.

Long Range Plan decisions can help Pierce Transit create a more equitable transit system. Opportunities to improve geographic proximity and accessibility of new and expanded services to disadvantaged populations include:

- Distribution of service hours on existing routes
- Distribution of service hours in new routes
- Service quality (e.g., frequency, speed, reliability, safety, comfort)
- Distribution of new/improved passenger facilities (e.g., bus stops, transit stations, parking)

- Parking facility supply, location, regulation, price and design
- Planning and design of transportation facilities
- Allocation of new buses by route and area served
- Investments in pedestrian paths and bicycle trails
- Public transportation fares

While available demographic data indicate that the City of Tacoma is the primary area with communities of color and low income populations notably higher than the Pierce County average, there are minority and low-income individuals along many of Pierce Transit’s busiest bus routes. Also, there are pockets within the unincorporated areas of Pierce County with concentrations of people of color, as well as low income households, especially in Parkland and Spanaway. People living in these areas would benefit from increased access to points along the entire system. The 2040 Long Range Plan expands mobility and access to employment, culture, health care services, and education-rich locations throughout Pierce County, such as:

- Downtown Tacoma
- MultiCare Tacoma General Hospital
- Pierce College at Fort Steilacoom
- Point Defiance
- South Hill Mall
- Tacoma Community College
- Tacoma Mall
- Tillicum/Madigan Hospital
- University of Washington Tacoma

Service Innovations and Shared Use Vehicle Options

Pierce Transit will meet the challenge of being innovative in order to regularly improve the quality of transit services, control costs, and to operate more efficiently and effectively. Reimagining and establishing successful new services will depend upon meeting the mobility needs of riders. Innovations will be judged “successful” when they are adopted by the riders who use them to reach more destinations.

To explore potential improvements in access to transit systems, the U.S. Department of Transportation developed a discretionary grant program called Sandbox, to address first-mile/last mile challenges via smartphone apps and open data platforms designed to better connect riders to all the transportation options available to them, such as:

- Scoop carpooling application (Bay Area Rapid Transit—San Francisco/Oakland, California)
 - › Night-before travel check-in to a recognized carpool
 - › Incentive for carpooling, and removing a car from the road, is a guaranteed parking space at a BART station
- Statewide online trip planner (Vermont Agency of Transportation)
 - › An “app,” Integrating all transport providers, across the State, with a single menu trip planner and scheduler (a Mobility-as-a-Service demonstration)

Increasingly, mobility “consumers” exhibit a willingness—and even the preference—to share all the transportation services that can be combined to make up a complete trip. They can include:

- Car-sharing
- Bus ridership
- Ride-sharing, including shuttles
- Ride hailing
- Microtransit
 - › Smaller vehicles generally offering coverage to underserved, disadvantaged, lower density communities often having fewer connections to the rest of the transit network
- Bike-sharing

For example, the Chicago Transit Authority is partnering with a bikeshare service (Ddivvy) to combine trip-making into a single, seamless app. The potential for this kind of sharing is tremendous. Divvy has served 6.5 million trips to and from CTA stations prior to the new app going into service.

As described previously, the achievement of Mobility-As-a-Service will mean that the automated planning of a door-to-door trip can schedule, reserve and pay for every component of the trip in one interaction on the part of the traveler. Components of the system that will be provided by Pierce Transit include:

- Frequent transit
- Express transit, including high capacity and Bus Rapid Transit
- Local transit
- Flexible transit (non-fixed route, deviated fixed-route, demand responsive, Vanpool, paratransit, access shuttles)

Microtransit Pilot Program

Building upon experiences from Limited Access Connections, as described at the end of this section, Pierce Transit will test a new microtransit service along Ruston Way in Tacoma, an area that is home to several residential developments, a destination entertainment and shopping district (Point Ruston) and several waterfront parks. This service will link riders to two major transit centers with regional connections, as well as to two local routes near Point Defiance Park in Tacoma’s North End. Microtransit will allow smaller, more nimble vehicles to pick up and drop off riders in parking lots and pullouts along the corridor. The on-demand nature of this approach means it will be more economical than fixed route service.

Based upon performance over time, Pierce Transit may elect to expand microtransit to other parts of our service area that have little to no traditional transit service but would benefit from quick, reliable, and direct connections to fixed routes.

Private-Public Partnerships and Naming Rights

Becoming rather common in the North American transit industry, the practice of selling branding or naming rights of transit services, stations, and vehicles can be a judicious and reasonable means of capitalizing on the value of the agency’s assets. Significant, supplementary non-farebox revenue can be generated through this practice, becoming available to fund additional agency priorities. For example:



- Quicken Loans purchased the right to name the Detroit area's M-1 Line; ten years for \$5 million.
- San Diego Metropolitan Transit System successfully sold naming rights to the Blue Line and three stations to University of California -San Diego Health; 30-years for \$30 million.
- Southeastern Pennsylvania Transportation Authority approved a five-year, \$5 million naming rights agreement with AT&T, renaming Pattison Station "AT&T Station."

Pierce Transit might select to pursue this practice and find previously undiscovered value as it expands its own system and becomes more connected to the broader Puget Sound transit network.

Tacoma-Seattle Fast Ferry⁴

In December 2018, Pierce Transit, in partnership with the City of Tacoma and Port of Tacoma, conducted a Fast Ferry Feasibility Study that would provide Passenger Only Ferry (POF) service from Tacoma (at three potential landing sites in the North End plus one downtown) to Seattle's Pier 50, including routing either east or west of Vashon Island. Figure 3-3 compares POF travel times and potential fares with existing Sound Transit services embarking from Tacoma Dome Station, as well as commuting by car. The report cautions that first/mile last mile connections can be both variable and challenging for waterfront transportation, due to its non-centralized location outside of transit, development hubs, and downtown cores. However, trip time reliability would be a major selling point when compared to the unpredictability and variability of vehicular transportation along the Interstate 5 corridor connecting Tacoma to Seattle. By 2040, daily ridership is forecasted to range from 1,876 (at the \$11.00 premium one-way fare) to 2,073 (at the \$5.25 standard fare). When compared to current average daily boardings on the Sound Transit 590 Route (2,794) and 594 Route (2,129) serving that same commuter market, the ferry would seem to only minimally relieve traffic congestion on Interstate 5. On the other hand, offering a unique and high quality nautical transit system like this may reveal a hidden demand, especially as the areas around the proposed landing sites continue to develop as high density and upper income housing markets.

According to the study, carbon emissions per passenger trip were calculated for a diesel/electric vessel. The larger 250-passenger ferry would emit 15.5 pounds of carbon per passenger trip, while the smaller 150-passenger vessel would emit 22 pounds of carbon per passenger trip, which is equal



Source: Kitsap Transit

⁴ Source: KPFF Marine Transit Group Team. Tacoma Fast Ferry Feasibility Study, 2018.

Figure 3–3: Tacoma-Seattle Fast Ferry Travel Time Comparison

	ORIGIN—DESTINATION	TIME (min)	FARE
Passenger Only Ferry	Point Defiance—Pier 50	43	\$5.25 / \$11.00
	Ruston—Pier 50	45	\$5.25 / \$11.00
	Old Town—Pier 50	47	\$5.25 / \$11.00
	Seaport/Maritime Museum—Pier 50	50	\$5.25 / \$11.00
	11th Street—Pier 50	56	\$5.25 / \$11.00
Souder Train	Tacoma Dome Station—King Street Station	62	\$5.25
Express Bus	Tacoma Dome Station—King Street Station	65–80	\$3.75
Car	Tacoma Dome Station—King Street Station	55–120	\$33.44

Source: KPFF Marine Transit Group, Tacoma Fast Ferry Feasibility Study, 2018

to a single-occupancy automobile. Yet ferry travel, even if using hybrid-electric propulsion, cannot compete with bus carbon output at 6.7 pounds per passenger trip, nor the limited emissions of rail at 1.6 pounds per passenger mile.

A Fast Ferry could make the trip from Tacoma to Seattle in under an hour; significantly less time than required by other modes, including current and future transit services. If a Fast Ferry becomes a reality, Seattle-bound commuters in northwest Pierce County would have a bounty of travel choices, each catering to specific needs, such a travel schedules, origins, or destinations.

Detailed cost estimates for both capital and operating are provided in the study, along with POF ridership forecasts from beginning of revenue service in 2020 through 2040.

The Port of Tacoma, City of Tacoma, and Pierce Transit will continue working together to investigate the feasibility and funding of a fast, pedestrian-only (“walk-on”) ferry between Tacoma and Seattle. The initial study concluded that such service is feasible, though much additional work is needed to select physical locations, finalize vehicle types, refine estimated costs and other planning. The Washington State Legislature has provided \$350,000 for a detailed study to be conducted by the Puget Sound Regional Council.

Limited Access Connections Pilot Project and the Role of Transportation Network Companies

Around the country, transit agencies like Pierce Transit have formed mobility partnerships with ridesharing services, otherwise known as Transportation Network Companies (TNCs) to provide for their riders better mobility options and easier access to new technologies. These partnerships most commonly make it easier for transit riders to get to and from the transit routes that they use for the majority of their trip, by focusing on a connection with a TNC between their transit stop and the beginning or end of their journey. The service provided by the TNC in this kind of partnership is often referred to as first mile/last mile connections. These connections are important, and can greatly benefit transit riders in areas where conventional fixed-route transit service does not operate.

In 2016, Pierce Transit received \$206,000 through the Federal Transit Administration's Mobility on Demand Sandbox program. One of eleven transit agencies nationwide to be selected, the agency proposed a first mile/last mile project to connect users to and from fixed route service across the entire service area. As part of the grant, a TNC was selected as primary partner. Pierce Transit also partnered with Sound Transit, the regional transit agency, and Pierce College Puyallup; both were invited to participate due to select zones specifically serving their passengers or students. The name of the pilot project was "Limited Access Connections." The goal of the project was to provide first mile/last mile connections to transit hubs and bus stops in geographic areas or times of day when service is limited.

During 2019, Pierce Transit experimented with a first mile/last mile TNC partnership with Lyft. The Limited Access Connections pilot project ended December 31, 2019. Here is some of what was learned:

- The most common trip using Lyft had a duration of just over 10 minutes and covered a distance between 2 and 4 miles.
- The longest trips served by Lyft went between northeast Tacoma and Tacoma Dome Station.
- The most utilization of the Lyft connections occurred in the Fife-Puyallup zone. Service focused on connections to local and regional bus routes and Sounder commuter rail (Puyallup Station)

During 2020, Pierce Transit will carefully analyze the results of the pilot program and make decisions about its future in the Pierce Transit system.

EQUITY OF USE

Equity was an important consideration in project design as required by the FTA; making sure that the service is compatible with public transit's mission to provide service to everyone equally. As such, Pierce Transit had to assure that those without access to smart phones or who did not have a credit card could call in to use a Concierge service, and a customer service representative would schedule the trip for them with Lyft. About 3% of trips came through a Concierge system reservation.

The program also provided wheelchair accessible vehicle (WAV) service upon request. However, since TNCs in the Pierce County area did not have WAVs available, the agency had to find another way to make sure the project was accessible for those with mobility issues. They therefore put out a Request for Information (RFI) for a contracted vendor to provide this aspect of service, albeit without any responses. In order to still meet the need, Pierce Transit decided to use its own paratransit service and drivers to respond to WAV requests through the Concierge tool.

Because Limited Access Connections users must connect to or from fixed route transit as part of this project, those who use mobility devices must be able to also use fixed route service without any barriers. This means a very small pool of people would need the WAV service under the auspices of Limited Access Connections: that is, those who use a mobility device that cannot fit into a typical automobile but can use fixed route service at the start or end of their journey. The assumption was that those with mobility devices who need fixed route are already connecting to fixed route, either under their own power or by using eligible paratransit service, so would not need the Lyft trip as well. Those who are paratransit eligible would not be able to use the fixed route portion of the trip so couldn't use Limited Access Connections. Another consideration was that promotion and communication about the project did not reach this small pool of users, or it was not made clear that a WAV option was available. These considerations may explain why no one requested a WAV as part of the Limited Access Connections project.

ZONE DESCRIPTIONS

The project consisted of six zones that were selected, based upon population density, longer walking distance to transit, limited frequency and span of fixed route service, and unique needs. Each zone had designated transit connection points that must be used as the starting or ending point of each Lyft trip. The zones are described in Figure 3-4.

Based upon usage and changes to fixed route services, Pierce Transit adjusted several zones. For example, Midland was expanded to include a larger geographic area and one additional transit connection point. Then

The American Public Transportation Association's advice to transit operators, regarding partnerships with TNCs, includes

Use TNCs to

- Provide first mile/last mile service
- Offer an alternative to paratransit
- Serve low-density mobility needs
- Improve service at off-peak times
- Offer "guaranteed" mobility

Ensure that

- Riders' privacy will be protected
- Any increased congestion around transit stops is mitigated
- Benefits are distributed equitably
- Long-term use of transit is not deterred
- Transit is benefited rather than undermined

Browns Point/Northeast Tacoma had its span of service expanded to buffer the loss of a fixed route extension once provided by King County Metro in partnership with Pierce Transit.

Figure 3–4: TNC Zone Descriptions

DESCRIPTION	DAYS	TIMES	FOCUS
East Puyallup Commuter/ Fife Commuter	Weekdays	5:00 am to 7:00 pm	In East Puyallup, to/from the Puyallup Sounder Station; in Fife, provides connection to specific time points along Route 501 or Puyallup Sounder Station to those customers who cannot otherwise reach transit
Guaranteed Ride Home	Weekdays	8:30 pm to 10:30 pm	From Pierce College–Puyallup to destinations within the East Puyallup zone and South Hill Mall Transit Center
Browns Point/ Northeast Tacoma Connection	7 days	9:00 am to 4:00 pm (Changed: 6:00 am to 7:00 pm)	When Route 63 is not operating, it provided a connection to and from the Tacoma Dome Station multimodal facility
Parkland/ Spanaway, Midland and University Place Connections	7 days	5:00 am to 10:30 pm	Provided a connection to time points along a route to riders in Parkland/Spanaway, Midland and University Place who cannot otherwise reach transit

ZONE CHARACTERISTICS

The zones in which the project was tested represented a variety of possible use scenarios. Parkland and Spanaway are bisected by Route 1, which has the highest ridership and the longest span in the entire system. The surrounding neighborhoods are suburban in the northern end of the zone transitioning to rural in the southern end. There is little to no connective fixed route service in these areas and the walkshed for residents to reach Route 1 can be excessive. Infrastructure in these neighborhoods is often a safety concern for pedestrians: no sidewalks, poor lighting, and side streets with speed limits in excess of 35 miles per hour in places. Midland is a large rural pocket with trunk route service on its periphery to the north, south and west, but no service in between and, like Parkland/Spanaway, poor pedestrian infrastructure. University Place is largely residential, with some neighborhoods designed around culs-de-sac, so without convenient and direct pedestrian access, including a lack of sidewalks and streetlights. Fixed route service is good along main thoroughfares, but schedules have limited span and walkability is

challenging due to steep grades and missing sidewalk connections. Limited Access Connections was designed to allow those living in these areas to connect to and from frequent bus service into the downtown core.

Northeast Tacoma is a geographically isolated, hillside residential area with very limited fixed route service. Many residents need to get into downtown Tacoma for school and work. Limited Access Connections provides trips to and from Tacoma Dome Station, a local and regional transit hub. This zone was only active when the fixed route service was not running (mid-day) but was expanded to all-day to fill in transportation gaps after a fixed route connection from King County was removed (i.e., the former Route 903, as noted previously).

The most utilized zone provides connections from Fife and Puyallup into the Puyallup Station, where Sounder commuter rail service plus local and regional bus service are available. The majority of users rode the train. This zone was selected in partnership with Sound Transit due to parking congestion at the Park-and-Ride lots around the Station. In addition to this connection, Fife residents could use the service to connect to local routes in their area, which provided greater flexibility in accessing the downtown core as well as the Sounder train station.

The Guaranteed Ride Home zone was designed for students at Pierce College Puyallup, a community college located in East Puyallup served by Pierce Transit Route 4 until the evening hours. This partnership was embraced by college leadership because of increasing transportation challenges on campus. Access and parking congestion on the campus are mounting concerns because enrollment is growing, and many students come from areas in which there is no local transit service. The subsidized trips in this zone occur between 8:30 pm and 10:30 pm on weeknights from the campus to any address in the zone and to a transit center with local connection. In this way, students could use transit or carpool to campus during the day, then use Limited Access Connections to return home at night, either directly if they live in the zone, or by transferring to a bus at the transit center. This zone saw low usage; about half of the student population live outside the Pierce Transit service area so could not use it, nor could they use fixed route service.

MOVING FORWARD: CONTINUING THE PROGRAM

Based on pilot phase performance and user feedback concerning lack of connections after the pilot ended in December 2019, Pierce Transit is considering continuing the program in specific high-performing zones. The upcoming inaugural Bus Rapid Transit service along the Pacific Avenue/SR 7 corridor would benefit from connective service in the surrounding Parkland and Spanaway area.

4

Keeping Pace WITH OUR CHANGING LANDSCAPE

Demographic and Population Projections

According to the Puget Sound Regional Council, the central Puget Sound region (i.e., King, Kitsap, Pierce, and Snohomish Counties) is expected to increase by 1.8 million residents between 2019 and 2050. Population within the Pierce County Public Transportation Benefit Area alone (i.e., Pierce Transit’s service area) is projected to grow by over 220,000 residents before 2040.⁵

As the region grows, it is becoming older and more diverse. By 2030, nearly one in five residents will be seniors. The number of Millennial-headed households (i.e., those born between 1981 and 1996) is expected to triple nationally by 2035. This proportion is expected to be higher in the central Puget Sound as workers are attracted to the region’s robust, diversified economy. The region will also experience an increase in minority households and first and second-generation immigrant households. With these predicted demographic changes come changes in employment and housing trends.

Job Growth

As the Baby Boomer generation (i.e., those born between 1946 and 1964) reaches retirement, the economy will continue to need workers. Between

⁵ These are based on data from the Puget Sound Regional Council’s LUV-LODES dataset – projections between 2014 and 2040. Much of this text is adapted from the PSRC’s VISION 2050 Housing Background paper.

2019 and 2040, the Pierce County PTBA is expected to add nearly 143,000 jobs. Key drivers of job growth across the central Puget Sound are predicted to be technology and a nationally competitive regional economy. In response, there is an expected increase in the number of working age adults migrating to the region.

Housing Trends

Between 2019 and 2040, the Pierce County PTBA is expected to increase by 127,000 households. Regional average household size is forecasted to decrease to 2.36 people by 2050 largely due to the aging Baby Boomer population. Fewer persons per household means greater demand for housing.

With this surge in demand for housing and increasing incomes, the region is experiencing an affordability crisis not seen since the Second World War. Many middle- and lower-income households struggle to find housing that fits their income in an increasingly competitive and expensive housing market. As affordable housing options become scarce, households are forced to move farther from their jobs and communities, resulting in increased traffic congestion, and fragmentation of communities. With more people commuting further distances, accessible and reliable public transit remains key to supporting the region’s social, environmental, and economic prosperity.

Pierce County Centers and Corridors Proposal

The Pierce County Comprehensive Plan and four Community Plans are being amended to include a “Centers and Corridors” strategy of increased development intensity in certain unincorporated urban areas. This strategy is included in the updated Communities Plans for Frederickson, Mid-County, Parkland-Spanaway-Midland, and South Hill.

Historically, the Pierce County Comprehensive Plan and the four Community Plans have designated commercial, industrial, and high-density residential along five major roads in the central urban growth area (UGA): Pacific Avenue South (SR 7), Canyon Road East, Meridian Avenue East (SR 161), 112th Street East, and 176th Street East. These roads connect the four Community Plan areas and provide commercial services and employment industries. The Centers and Corridors proposal builds on the historic land use pattern and supports the desired development patterns described in the four Community Plans.

The proposal expands the area where mixed use development is allowed, as well as allowing increased building heights and residential densities in some areas. Key components to enhancing these areas include:



- Compact, high-density communities: Establish centers along major transportation corridors that will develop into compact communities. Between centers, allow transit supportive densities within a quarter-mile walking radius.
- Access to transit: Seek ways to serve the corridors with express service to regional connections, such as the Puyallup and Tacoma Dome stations and Lakewood transit center.
- Pedestrian and bicycle connectivity: Develop pedestrian and bicycle facilities throughout the corridor connecting to centers. Focus on ensuring connections from residential areas to goods and services for everyday needs.
- Prioritize infrastructure investments: Focus infrastructure expenditures to support increased density and transit services. Centers should be the primary recipient of investments, while corridors would be improved with support infrastructure.

Each of the four Community Plan Advisory Commissions approved the Centers and Corridors proposal along with amendments to the Community Plans in summer 2019. The updates are being reviewed by the Pierce County Planning Commission into 2020, at which time they will be transmitted to the Pierce County Council. Approval by the County Council will likely result in the proposal being effective in mid to late 2020. Proposed rezoning for the four areas are shown in Figures 4-1 through 4-4.

These plans clearly demonstrate that growth in the county's urban centers is density focused. But single-family homes are still the norm in the suburban areas, especially to the east, south, and southeast. This presents an ongoing challenge for Pierce Transit, when the desire for fixed route services is much greater than the actual demand.

Figure 4-1: Frederickson Area Zoning Map

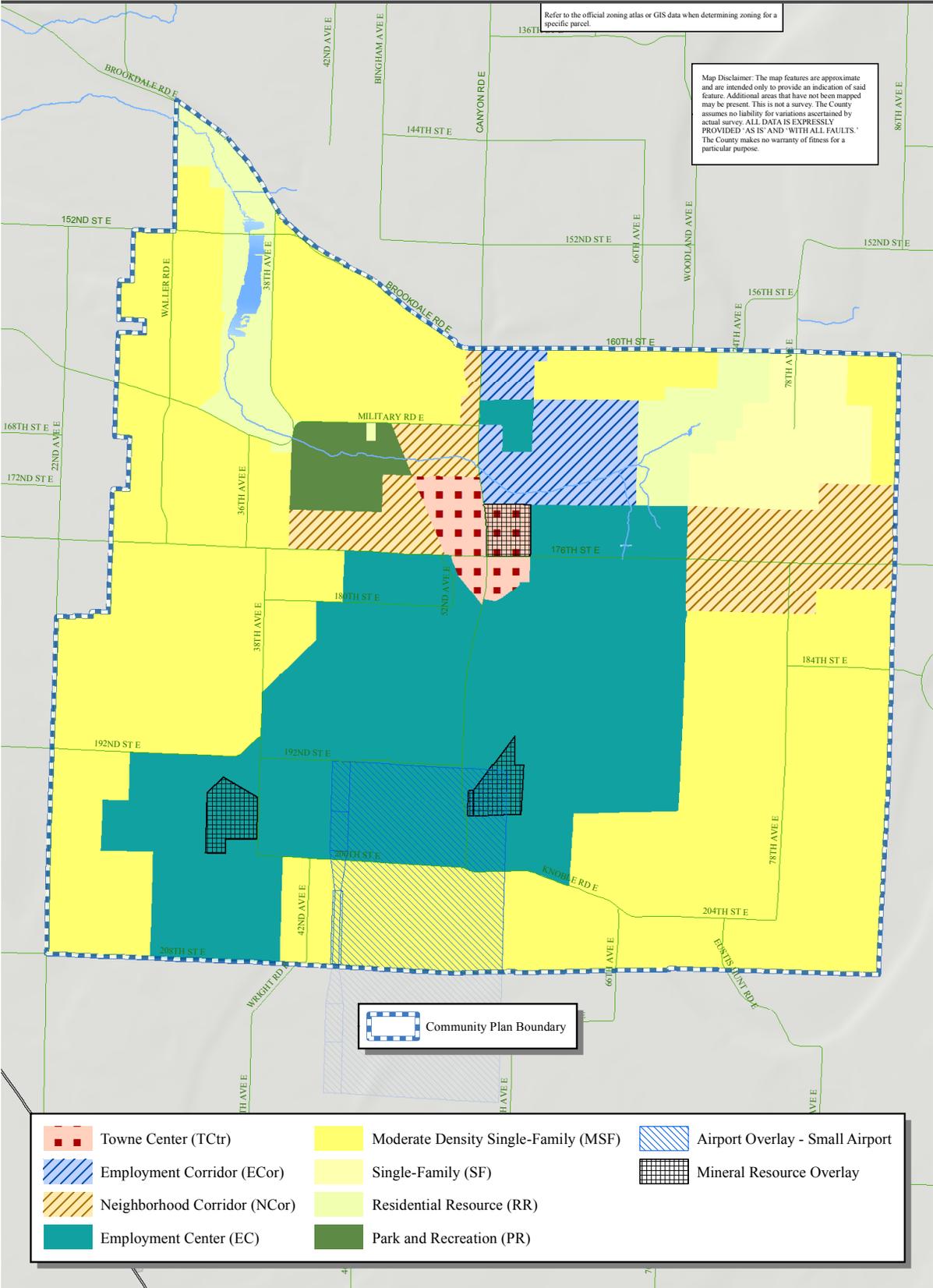


Figure 4-2: Mid-Country Area Zoning Map

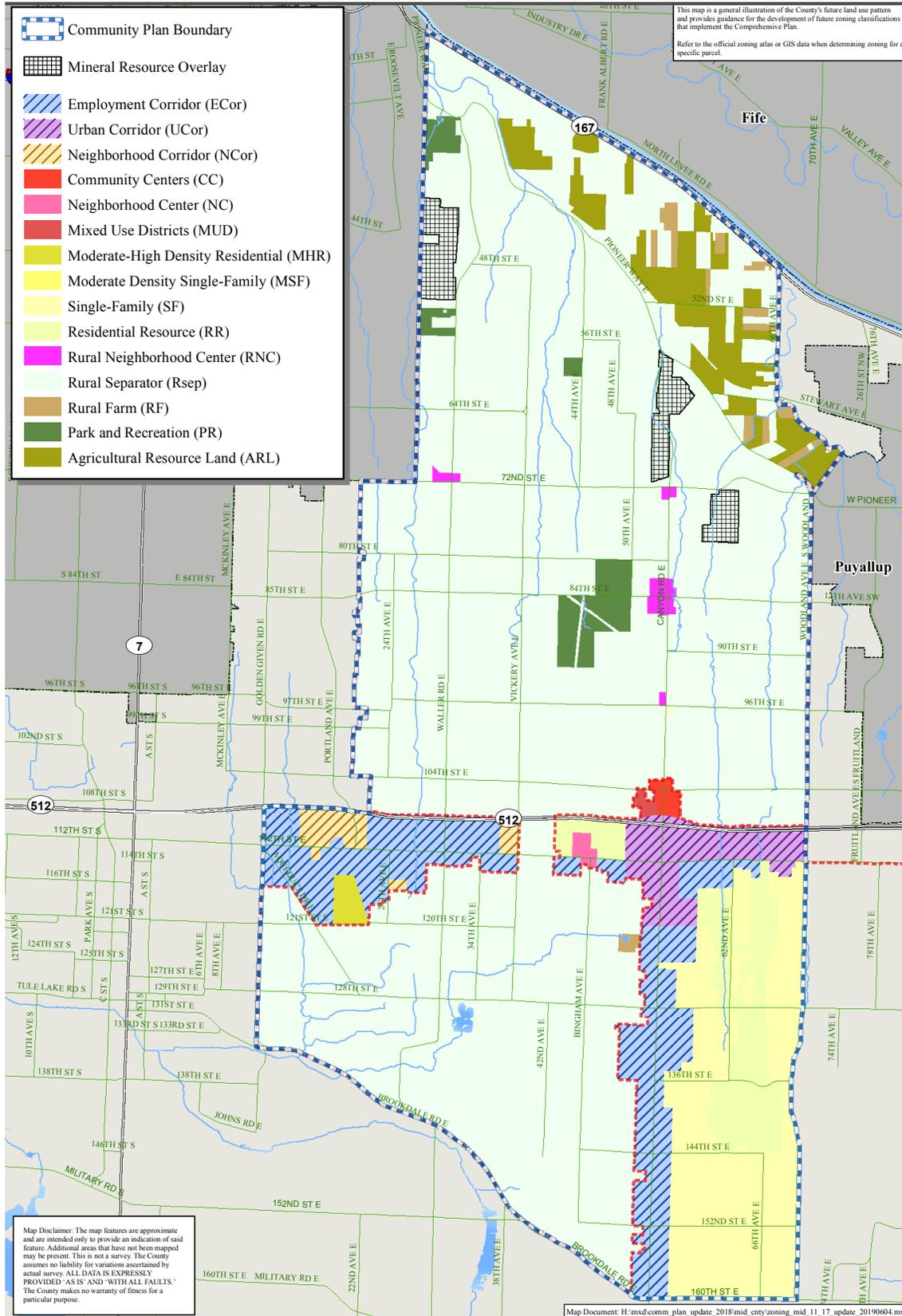


Figure 4-3: Parkland-Spanaway-Midland Zoning Map

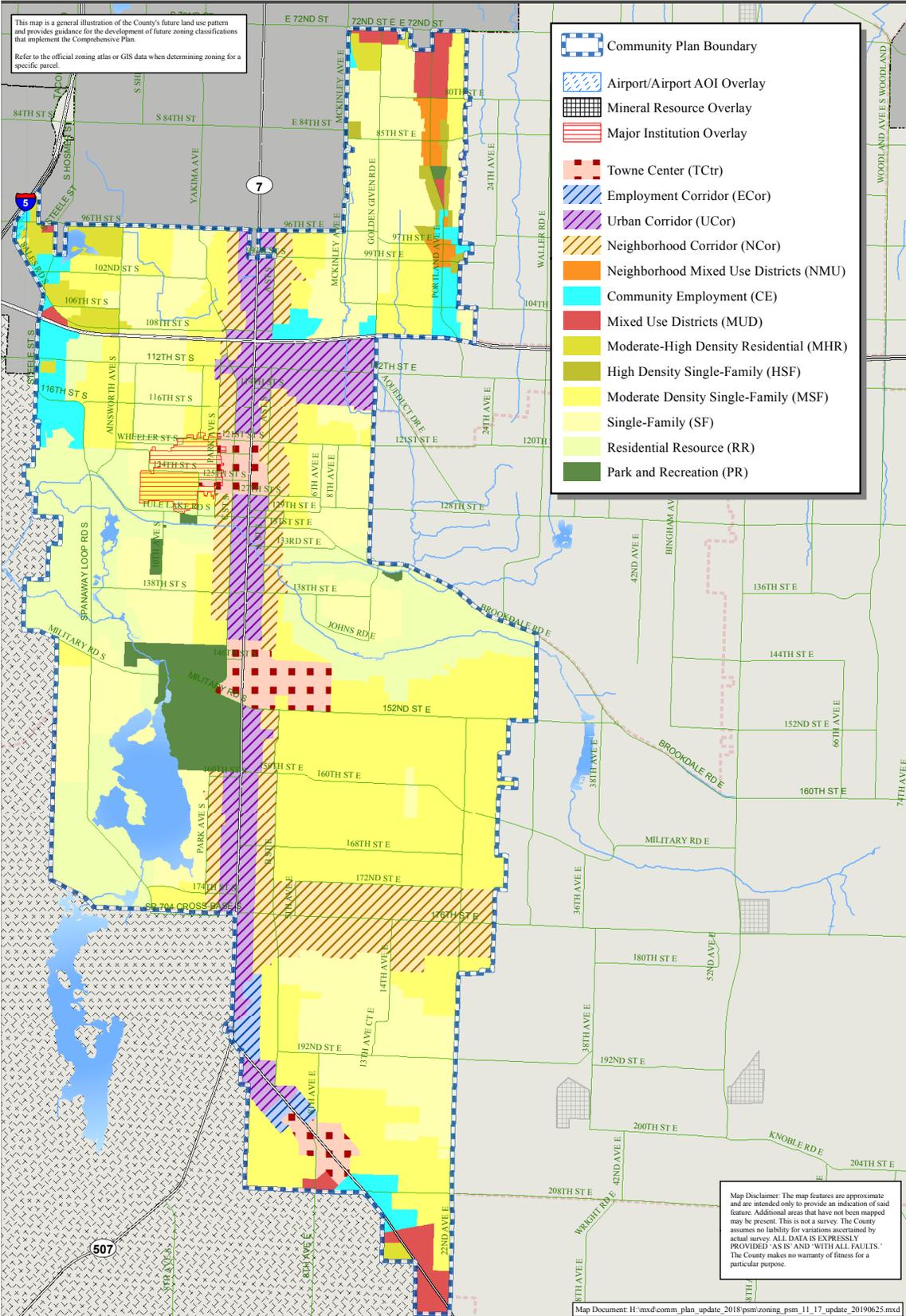
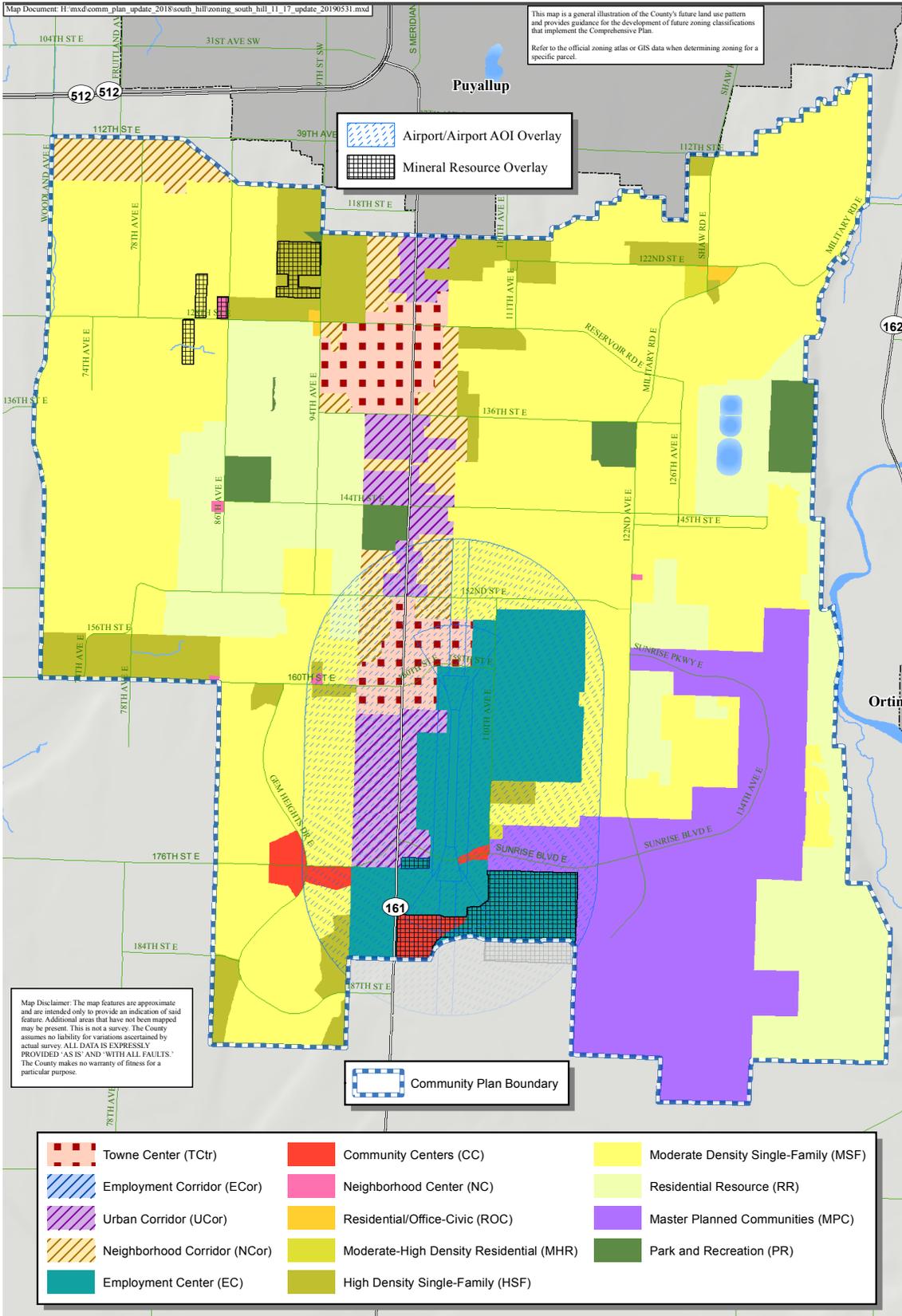


Figure 4-4: South Hill Area Zoning Map



New Transit Oriented and Infill Development Projects

Brewery Blocks

This \$65 million development south of the University of Washington campus in downtown Tacoma, between 21st and 23rd Streets, facing South C and Commerce Streets, will be served by the Jefferson Avenue BRT with stations less than a quarter mile away at S. 21st Street. Once completed, the project will include 209 “Brewery Loft” apartments, 25,000 square feet of retail and office space, a 75,000-square foot Class A office building, two restaurants, a tavern focusing on draft ciders, and a microbrewery.

Figure 4–5: Brewery Blocks Rendering



Brewery Blocks, being developed south of the University of Washington-Tacoma between 21st and 23rd streets, will be a mix of businesses, residential lofts and restaurants.

Rendering by Horizon Partners Northwest

TRAX

A long-awaited mixed use redevelopment project at 415 E. 25th Street, adjacent to the Tacoma Dome Station and across from Freighthouse Square, will be built on property formerly owned by Pierce Transit. The seven-story structure will include 115 market rate apartments over 15,000 square feet of retail space, plus an indoor farmers' market. Because of the minimal amount of parking provided (i.e., just one-half stall per housing unit), an ORCA pass will be provided to every resident. The building will emphasize bicycle and car-share parking instead. Construction costs are estimated at \$35 million. The site also has an eight-year multifamily property tax exemption from the City of Tacoma.

Figure 4–6: TRAX mixed-use development across from Freighthouse Square



Rendering by IHB Architects

James Center North

The Tacoma Housing Authority (THA) is a public housing authority focused on providing high quality, affordable housing and supportive services to persons and families in need. THA owns 6.92 acres of the James Center North development and will be exploring the opportunity to provide mixed-income, mixed use, transit-supported redevelopment for the existing five parcels of land on the west side of S. Mildred Street, between S. 12th and S. 19th Streets in Tacoma’s west end. The site is occupied by four retail/commercial buildings, including a Fred Meyer supermarket, casual dining, medical support, a hair salon, and a Buddhist temple.

The intent of the project is to develop a model for a compact, pedestrian-oriented development pattern in West Tacoma. This will incorporate transit-oriented development standards, mixed-use strategies, and mixed-income housing opportunities through public-private partnerships. The site will eventually be served by the Tacoma Link Streetcar extension from the Hilltop District when it reaches Tacoma Community College in 2039.

Figure 4–7: James Center North, a mixed-income, mixed use, transit-supported redevelopment



Source: Tacoma Housing Authority

City of University Place Proposes Adopting a Form-Based Code



In March 2019, University Place hired a team of architects and urban designers to develop a form-based code (FBC) for the City. FBCs foster predictable built results and a high quality public realm by using physical form, scale and character, rather than separation of uses, as the organizing principle for the code. An FBC is a regulation—not a mere guideline—adopted into City, Town or County law. A form-based code offers a powerful alternative to conventional zoning regulation. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams, along with other visuals.⁶

For University Place, it would apply to properties and streets within the designated Regional Growth Center, including the high-density Town Center, 27th Street Business District, and Northeast Mixed Use District. The FBC will address preferred building types and placements, along with building, frontage, street, public space, landscape, and signage standards, architectural guidelines, and transit provisions. The work assessed “opportunity sites” that are ripe for redevelopment, illustrate project potentials, and develop a regulation plan that will identify suggested street grids for areas that would benefit from the establishment of a finer street grid that creates more blocks, intersections, and corner parcels. As Pierce Transit plans for additional service or high capacity transit routes in downtown Tacoma, west Tacoma, and University Place, having these corridors transition early from an automobile dominant, “drive by” land use pattern to one with a rich and diverse mix of uses at a pedestrian scale, including much higher densities, could provide the demand for these upgraded fixed route services to succeed as soon as they begin operating.

⁶ Source: Form-Based Codes Institute at Smart Growth America website. “Form-Based Codes Defined” www.formbasedcodes.org/definition/

Complete/Living Streets and Smart Growth Alternatives

Working with Pierce County and communities to think smartly about how best to design and use local roads for pedestrians and transit riders would require that Pierce Transit apply a user-hierarchy whenever new or refurbished streets are designed. For safety, Pierce Transit would place pedestrians at the top of the hierarchy, and then design to ensure quick and reliable mobility for buses because of the high number of people carried. Putting pedestrians first means providing for people of all ages and abilities and making transit easier to reach and access. The benefits of Complete/Living Streets include a platform from which to survey mobility objectives for Pierce Transit communities. These can include:

- Climate impacts
- Community heritage
- Future development
- Landscaping (Green infrastructure, in a network of contiguous living green spaces, provides a range of benefits to the built environment)
- Other impacts to the natural environment
- Redevelopment or infill development
- Support of higher density development
- Sustainability

Appropriate street design and operation for all modes can encourage a shift away from private car trips and toward walking and other healthy options.

Environments of Complete/Living Streets facilitate reliable transit movement and thereby grant higher mobility. In these environments, people also find the first mile/last mile stages of their travel are easier to complete. Pierce Transit could perhaps include the principles of Complete/Living Streets into renovated or new facilities to the extent practical throughout implementation of the Destination 2040 Long Range Plan and this Update.

5

Emerging TECHNOLOGIES

Intelligent Mobility

Technology is enabling rapid evolution in urban and regional mobility. For example, mobility services, micro-mobility, low or zero emission vehicles, and e-commerce are changing how people and goods travel. Looking forward, the pace of change will continue to increase, with Autonomous Vehicles (AVs) and Mobility as a Service (MaaS) on the horizon. Intelligent mobility (IM) creates fantastic new opportunities, and risks, for Pierce Transit in the coming years – with the potential for massive social, environmental, physical, economic, and cost implications. IM consists of many systems and applications that can be interconnected to maximize benefits to transit riders. Systems most likely to require reaction on Pierce Transit’s part, include:

ELECTRIFICATION OF TRANSPORT

- Electric Vehicle
- Charging Stations
- Electric Transit Vehicles
 - › Battery powered
 - › Catenary (overhead wire) powered

CONNECTED/AUTONOMOUS VEHICLES

- Infrastructure Implications
- Policy Implications
- Regulation

INTELLIGENT TRANSPORT SYSTEMS (ITS)

- Traffic and Lane Management
- Integrated Corridor Management
 - › Transport networks are increasingly congested. To increase the speed and reliability of its services, Pierce Transit needs to influence County and State road departments to grant transit the priority it deserves, given the number of riders carried.
- Smart Parking
 - › Pierce Transit will always have a body of potential customers that, if they are to be converted into transit riders for the majority of their journey, must be provided with a parking space, because:
 - › There is not a bus route within walking distance of their residence,
 - › They have unpredictable departure and arrival times, perhaps outside the span of service for connecting services, and/or
 - › They have complicated paths between home and transit service, often requiring that they drop or pick-up dependents at numerous or varying locations.

PRICING AND PAYMENTS

- Time of Day and Zonal Charging
- Fare Collection
- Policy and Equity

MOBILITY SERVICES

- Demand Responsive Transit
- Ride Hailing
- Ride Sharing
- Shared Vehicles
- Mobility-as-a-Service (Please see call-out at end of Section 5)

DATA ANALYTICS

- Data Compilation
- Access
- Security

Sustainable Development

At the 2015 United Nations General Assembly, 193 UN member states unanimously adopted the 2030 Agenda for Sustainable Development, a global development agenda that lays out 17 Sustainable Development Goals (SDGs) to be achieved by 2030. The SDGs are a global set of goals, targets, and indicators that detail quantitative objectives for sustainable development. Addressing critical sustainability issues such as poverty, climate change, inequality, economic development, and ecosystem protection, achievement of the SDGs will benefit everyone living in the Pierce Transit service area and throughout the Seattle-Bellevue-Tacoma metropolitan area.

Rapidly developing cities and counties will be key to achieving the global SDGs. The imperatives of SDG 11 (as shown in the diagram on the following page) provides a tremendous opportunity for Pierce Transit to build robust partnerships and gain additional resources for advancing sustainable development within its service area and throughout Pierce County.

Zero Emissions Vehicles and Electrified Transport

The State of California requires all new public buses to be electric in 2029, and the complete fleets must be converted by 2040. This has vast implications for transit operators, from service planning, to fleet procurement to the function of maintenance yards and repair shops. Similar requirements are likely to be seen at a national level within a few years, so it benefits Pierce Transit to anticipate these changes during the implementation of this Long Range Plan Update.

Specific to Washington State, RCW 43.19.648 requires public state agencies to operate only electric or biofuel vehicles to the extent practicable. Pierce Transit’s CNG fleet is exempt from this requirement, but this law applies to the remainder of Pierce Transit’s revenue and non-revenue vehicles fleet. Against this regulatory backdrop, and those of other forward-thinking regions such as California, an increasing number of electric vehicles is becoming available from US manufacturers.

Figure 5–1: Battery-Electric Bus



Source: Pierce Transit

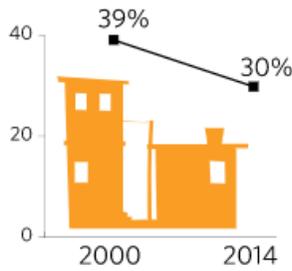
Figure 5–2: Driverless Shuttle



*Photo credit: Khalid Baba
The New Paper – Singapore*

Figure 5–3: United Nations’ Sustainable Development Goal No. 11

Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable



Proportion of global urban population living in slums



Almost half the global urban population is exposed to ambient air pollution levels at least 2.5 times the maximum recommended level

Goal 11 aims to renew and plan cities and other human settlements in a way that fosters community cohesion and personal security while stimulating innovation and employment.

- ▶ In 2014, 880 million people lived in urban slums, or 30 per cent of the global urban population, compared to 39 per cent in 2000.
- ▶ In many burgeoning cities around the world, populations are moving outwards, far beyond administrative boundaries.
- ▶ In 2014, about half the urban population globally was exposed to air pollution levels at least 2.5 times above the standard of safety set by the World Health Organization.
- ▶ As of 2015, 142 countries were developing national-level urban policies; of these, 82 countries were already in the process of implementation and 23 had reached the monitoring and evaluation stage.

SDG #11, Target 2 states: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

A paraphrasing of the UN’s guidance suggests that Target 2 could best be measured in the following way:

Pierce Transit could measure success toward meeting SDG #11 by calculating, by select time periods over the 20-year Long Range Plan horizon, the proportion of the service area population that has convenient access to Pierce Transit services by sex, age, and persons with disabilities.

Pierce Transit has been following through on a formal commitment to using green technologies and strategies that respond to climate change and foster energy independence. Pierce Transit’s environmental framework requires that:

- Purchase of buses and other vehicles reflect the bio-fuel and electric power requirements in RCW 43.19.648
- 20% of the bus fleet be electrically powered by 2030

Autonomous Vehicles

Automobiles

Experts say that self-guided, driverless (autonomous) cars are almost upon us. However, most experts agree that without appropriate regulation, rooted in both experience and foresight, autonomous vehicles (AVs) and fleets are susceptible to all the foibles that have afflicted traditional cars for over a hundred years since they were mass marketed and became affordable. AVs could lead to:

- More roadway congestion from ever-circulating fleets
- Less walking as passengers expect door-to-door pick-up and drop-off service
- Public spaces used extensively as “holding pens” for vehicles awaiting “use”
- Demand soaring for local travel as prices plunge because the labor component has been eliminated

However, there seems to be consensus that if the potential benefits of AVs are fully realized, these could include:

- More equitable mobility, especially for those who cannot use mass transit, due to their age or a disability
- Safer and more secure travel
- More attractive street side environment, especially as the need for on-street or parallel parking, surface parking lots or structures are all greatly reduced in the urban core
- Substantial benefits to Pierce Transit in the form of faster and easier access to/from its stations and services (also known as first mile/last mile trips)

Figure 5–4: Autonomous Vehicle



Courtesy RTD - Denver

To pursue these benefits for its system and its riders, Pierce Transit should follow developments in the autonomous car market, take advantage of AVs' best attributes and course correct, as necessary, to minimize any unintended consequences of those new technologies.

Transit

Autonomous (driverless) transit vehicles hold great promise as a means of offering service at a reduced operating cost while providing a service “dividend” of operating dollars that can be reinvested to provide more service within the same budget. Though experimentation and testing are underway now in many locales, by the fulfillment of this Long Range Plan in horizon year 2040, the expectation is that autonomous operation will be routine in certain transit applications, such as long distance express routes operating on freeways or in dedicated transit-only lanes. In addition, as mass transit agencies nationally are struggling to find and hire new operators, this technological breakthrough could be one solution to a steadily increasing problem. Autonomous vehicles may also benefit from IT-enhanced “smart” dispatching, predicting the need for vehicles and sending them as needed to origins and destinations. Pierce Transit will carefully watch the development of this technological change and make decisions about its potential deployment at the appropriate time.

Microtransit

“Microtransit is IT-enabled private multi-passenger transportation services, that serve passengers using dynamically generated routes, and may expect passengers to make their way to and from common pick-up or drop-off points. Vehicles can range from large SUVs to vans to shuttle buses. Because they provide transit-like service but on a smaller, more flexible scale, these new services have been referred to as microtransit.” TCRP Research Report 188, FTA.

Figure 5–5: EmGo Microtransit



Source: Lane Transit District,
Eugene, Oregon

Regions and transit authorities around the world are experimenting with Microtransit as a possible solution to service and budgetary challenges. The public sector is attempting to take advantage of new mobility to provide a transit-like service that is more efficient, more fiscally feasible, and more attractive to riders. When well-connected with Mobility-as-a-Service efforts, the promise and benefits of Microtransit can be fully realized as greatly improved mobility becomes a reality for all the communities served by transit.

Car Sharing Innovations

Car sharing is a model of car rental service, whereby customers rent cars for short periods of time, often by the hour, in order to perform tasks that do not require a lengthy rental. This model allows individuals to gain the benefit of private cars without the costs and responsibilities of ownership. Instead of a household owning one or more cars, they can have access to a fleet of them on an as-needed basis through car sharing. This new system of car renting generally attracts customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type (such as a van) than what they use on a daily basis. Car sharing may be thought of as an organized short-term car rental system. Variations of a carsharing approach include;



Classic Car Share

Classic car sharing is similar to the familiar ZipCar where clients can simply make a reservation for a specific vehicle and pick up or drop off the vehicle back in the same location. This model is perfect for clients who require few hours of rental to do shopping or to run errands.

Free-Floating Sharing—Car2Go Model

Free-floating car sharing allows users to take and leave vehicles at any point within the city limits or zone and those locations are specified by the company. Opposed to classic car-sharing, there is no fixed parking and one-way trips of any length are possible without a booking requirement. By reaching a greater share of citizens than classic car share, typically at a somewhat higher price, the free-floating car- or van-sharing model could contribute to reducing vehicle ownership in cities.

Peer-to-Peer (P2P)

Peer-to-peer car sharing is a form of person-to-person lending or joint usage. The business model is closely aligned to classic car sharing models but replaces a typical fleet with a “virtual” fleet made up of vehicles from joining owners. With peer-to-peer car sharing, car or van owners are able to make money by renting out their vehicle when they are not using it. Renters can access nearby and affordable vehicles and pay only for the time they need to use them.

Condo Car-Sharing

Residential real estate developers are finding new opportunities to capitalize on their condominium projects, building more units on less land by incorporating car-sharing into their building amenities. Pierce County, especially the City of Tacoma, is experiencing rapid growth in condominium and townhouse development. The reduction and replacement of parking spaces with car-sharing is providing added value for condominium owners and an increased number of buildable units for developers. This increase in density can translate into the demand for frequent, fast, and reliable transit services. Development of new technologies and the constantly growing purchasing power of Millennials (persons born between 1981 and 1996), whose attitudes lean toward practicality, flexibility, and aversion to long-term commitments, decreases a desire for their own car. Car sharing services, especially located at their residence, perfectly match these trends.

These innovations and new business models all beg the question, “How should Pierce Transit shape or even accelerate its response to the disruptive changes going on in the transportation environment?” Some steps along the way could include:

- Admit that many changes and innovations are going to occur over the next two decades, whether Pierce Transit supports them or not. Others can do the hard work of testing and implementing new technologies. The agency can then join in or adopt the changes after many upfront costs and risks have been carried by other, larger transit agencies or private sector firms.
- Narrow the focus: Pierce Transit may be cautious or selective regarding which new technologies to champion, develop, and directly influence. However, the agency should invest early on in technologies that would help it achieve critical or time-sensitive business priorities.
- Continue to invest in new technology education and training for its employees: The agency owes it to its customers to ensure that new initiatives, hardware, or software programs deliver on everything they promise, especially as they are designed to improve or augment the end-user experience.

MOBILITY-AS-A-SERVICE

Around the world, the combining of transportation services and all the supporting systems (e.g., trip planning, wayfinding, scheduling, coordinating transfers between modes, and paying) into a single and seamless experience is widely becoming known as Mobility-as-a-Service (MaaS), and this is redefining how customers conceive of mobility, along with the methods to navigate around the region.

MaaS, at its full achievement, is the completely seamless multimodal planning, coordinating, scheduling and paying for trips from door-to-door—and then, making the actual trip.

The benefits of full MaaS integration are the return of value to the traveler in the form of less time, less cost, less uncertainty, and less stress.

MaaS requires increased integration of the transport network components:

- Infrastructure (facilities, equipment, hardware),
- Service operators, including Pierce Transit
- Programs (planning, scheduling, operations, demand management strategies), and
- Policies (requirements, restrictions, granting of access).

MaaS replaces numerous unconnected systems which are generally more expensive to operate than the unified system that replaces them.

6

Service Expansion **BENEFITS**

To establish and monitor the benefits passengers will gain from implementation of the Long Range Plan, Pierce Transit could rely on these measures. Over time, a clear picture of the benefits would come into focus.

- Transfer rate
- Daily transit trips served
- Average daily boardings
- Average transit travel time
- Percent of daily/peak period trips (origins and destinations) starting or ending within ¼-mile of a transit stop or station
- Percent of population and employment within ½-mile of transit a transit stop or station
- Households within a 30-minute transit ride of major employment centers
- Percentage of work and education trips accessible in less than 45 minutes (including wait) transit travel time
- Percentage of workforce that can reach their workplace or other regional destinations by transit within one hour (including wait) with no more than one transfer

The above measures are intended to measure, as directly as possible, benefits to Pierce Transit riders that result from investment in new and expanded transit service, and the denser development and redevelopment that occur along these corridors or routes.



Mobility

The world of transport and mobility is evolving, with the access to higher service levels and productivity highlighting region-wide mobility benefits. These include:

ACCESSIBILITY

- Ability to reach more places within economic budgets and time constraints
- A citizenry less burdened by their commute, freed-up to spend more time on self-actualization, improvement, progress, and innovation



CONVENIENCE

- Greater transit frequency and coverage grant more convenience to the rider, along with allowing more opportunity for Pierce Transit to seamlessly integrate service with other transportation providers



FLEXIBILITY AND FREEDOM

- Increased options about how to pair-up residential and job locations; and how to most efficiently travel between them



REDUCTION IN PRIVATE AUTOMOBILE OWNERSHIP

Environmental Responsibility and Stewardship

Looking to the future, Pierce Transit should adopt more environmentally sustainable practices for the light and heavy maintenance of their transit fleets and non-revenue vehicles as well as modifications that will render their operating base facilities more “green” or carbon neutral. The kinds of environmentally beneficial conservation and greenhouse gas (GHG) mitigation strategies could include:

- Curtailing waste by maximizing reuse and recycle efforts
- Green roof area or reflective “cool” roof
- Maximizing solar power collection and use
- Natural daylighting
- Rainwater harvesting

- Reducing electricity and water use
- Strictly enforcing the policy regarding limiting idling when using agency vehicles and on all agency properties
- Utilizing sustainably sourced mass timber for building renovations or additions

Economy

The economic benefits that mass transit districts or providers have found result from investments in new and expanded public services, including:

- Reduced car ownership: More money in people's pockets means more discretionary household income
- Reduced traffic congestion: More free time in people's workdays at either end
- Higher employment, attributable to more access to jobs
 - › A 2015 study by Harvard University found that travel time—particularly commute time—is the single-biggest factor in the struggle to escape poverty and avoid homelessness.
 - › With better transit integration, businesses gain access to larger employment pools with more diverse skill sets.
 - › Good mobility through excellent transit helps attract and retain employees, especially the younger generation who place little value on automobile ownership.
- Increased transit ridership and farebox revenue
- Lowered fare collection costs per ride taken
- Home and business values increase in more livable communities. Mass transit contributes greatly to livable communities because the connections it provides directly and positively affect how the neighborhoods they serve develop over time. It can also effect:
 - › Amount of development
 - › Type of development
 - › Arrangement between the types of development
 - › Relationship and compatibility of development

“Individuals who use public transportation get over three times the amount of physical activity per day of those who don’t.”

— TransLoc.com, a Ford Mobility company

Public Health and Quality of Life

The connection between public transit and health is now well-documented. Among numerous other benefits, using transit helps increase overall physical activity since, ideally, each transit trip begins and ends with a walking trip. A report by the Victoria Transport Policy Institute established that communities defined by their high quality public transportation tend to have:

- Higher reliance on non-car modes (e.g., walking, bicycling, and public transport)
- Residents and employees with greater physical fitness and mental health
- Lower rates of driving, per trip and per capita
- Lower GHG or carbon emissions
- Fewer traffic accidents and lower severity or bodily injury
- Improved access to medical care and fresh, healthy foods

Regular transit usage is directly related to walking more. Many transit riders can get their full recommended amount of daily physical activity simply by walking to their transit stop or station and from transit to their job or other regular destination—then reversing that trip at the end of the day. Getting the recommended amount of daily physical activity contributes to a reduction in many health risk factors that have become epidemic in America, such as heart disease, diabetes, obesity, and joint- or muscle-related conditions.

Across North America, consumer behavior reveals that more people are relying less on a private car for their travel. Trends for younger urban people and seniors indicate a preference for living in more accessible, connected, higher density, mixed use and multi-modal communities, in order to capitalize on the higher levels of mobility and convenience. Meeting these transportation demands provide measurable health benefits to transit riders throughout all communities within the Pierce Transit service area.



Opportunity Costs of Pursuing a Certain Transit Future

Studies have long shown that the actual cost of creating new or improving existing transit service is significantly less than the cost per mile of surface transportation alternatives. In fact, in many travel corridors, transit service is the only feasible option for adding capacity, given the practical constraints

facing roadway expansion when done in an environmentally sensitive manner. The question of opportunity costs can be thought of in the following way:

- Cost of the Long Range Plan: \$43M investment in service improvements
- Opportunity costs of not implementing the Long Range Plan: Failure to almost triple ridership by 2040 with 40% more Pierce Transit sales tax revenues

Another way of expressing this idea is that, rather than experiencing the cost of improving Pierce Transit’s fixed route system, the benefits of the Long Range Plan (e.g., ridership, speed, reliability, more equitable mobility,

Figure 6–1: Strategies, Actions and Benefits of the Destination 2040 Long Range Plan Update System Expansion and Improvement

	INCREASED MOBILITY	TRANSIT FRIENDLY LAND USE	INCREASED INTER-CONNECTIVITY	GREATER EFFICIENCY	LOWER EMISSION/ GHGS	EQUITY
FREQUENCY + SPAN OF SERVICE						
Shorter headways on weekdays	●					
Earlier and later service on weekdays	●		●			
Shorter headways on weekends	●					●
Earlier and later service on weekends	●					●
Fleet expansion	●		●	●		
COVERAGE						
New routes	●	●	●			
Routes extended to bring service to new areas	●	●	●			●
Fleet expansion	●			●		
ENVIRONMENT						
Transition to zero emissions revenue vehicles					●	
Transition to zero emissions non-revenue vehicles					●	
Conversion of yard and maintenance shops to a zero-emission power/fuel					●	
SPEED + RELIABILITY						
Expanded/improved bus zones	●					
Conversion of route(s) to Bus Rapid Transit		●	●	●		
Road improvements specifically intended to speed bus travel; Greater separation/exclusivity, priority or signal preemption for transit (TSP)	●			●	●	

support to local Land Use and redevelopment goals, etc.) that would be lost through a failure to act. The benefits that will be foregone if the Long Range Plan's objectives are not achieved appear in Figure 6-1.

Frequency and Span of Service

Shorter headways (i.e., more frequent service) require more vehicles, more transit operators, more fuel, larger maintenance bases, more parking, more maintenance, and more agency staff.

Shorter headways on weekends require more operators, more fuel, more maintenance, and (perhaps) more agency administrative or management staff.

Earlier and later service requires more operators, more fuel, and more maintenance.

Coverage

New or extended routes, along with improving service in underserved areas, require more vehicles, more operators, more fuel, larger maintenance bases, more vehicle and bicycle parking, improved access, and more agency staff.

Environment

The conversion of the revenue vehicles (buses) and non-revenue (e.g., administration, supervisor, service and support) vehicles from polluting to zero emission vehicles (e.g., battery-electric or hydrogen fuel-cell) requires new equipment at the Lakewood maintenance base, potentially some extra non-revenue hours (depending on how and where batteries are charged), staff training for new skills, and less maintenance. While battery-electric technology is in early development, most US transit providers who have tested these vehicles have found that their per-mile cost of fuel/power have increased, although this will vary considerably with geography, power generation source, local utility company (provider), regulations, and contractual relationships.

Speed and Reliability

Bus zone improvements require design and construction funding and will incur slightly increased maintenance costs. Conversion of existing routes to BRT require more 60-foot articulated buses, more operators, the capital cost of speed and reliability improvements along the new corridor, and a potentially larger maintenance base or the addition of satellite bases in strategic parts of the county.



Future Transit Networks and

FINANCIAL REQUIREMENTS

The focus of this Long Range Plan Update is to highlight service improvements Pierce Transit could offer under a 0.3% increase, from the current 0.6% to the full 0.9% sales taxing authority allowed within the Pierce County Public Transportation Benefit Area (i.e., the Pierce Transit service area). That system, including new fixed routes, another BRT or HCT route (either the current Route 2 or 3) and especially more frequent and reliable service, plus expanded weekend service, is shown in a menu of options within this section, including the Annual Service hours and cost estimates required for each. All proposals allocate 70% of any new sales tax revenue to service or operations and 30% to capital improvements, including new revenue vehicles.

The 0.9% Scenario: Proposed Service Expansions and Improvements

In 2019, the Pierce Transit Board of Commissioners, along with the agency's Executive Team, convened to begin discussions on developing an outline for a package of major service improvements that would bring levels above and beyond their 2008 peak of 660,000 service hours, but with one major difference. Ten years later, the Pierce Transit service area is but 55% of its original, county-wide boundary while reaching about 70% of its total population currently (based on a 530-square mile service area in 2012 and 291.5-square mile area in 2019. Note that the original service area size calculation includes large bodies of water, especially in the northwest section of Pierce County). That said, putting another 235,000 annual service hours into the system (a 47% increase) within a smaller and constrained

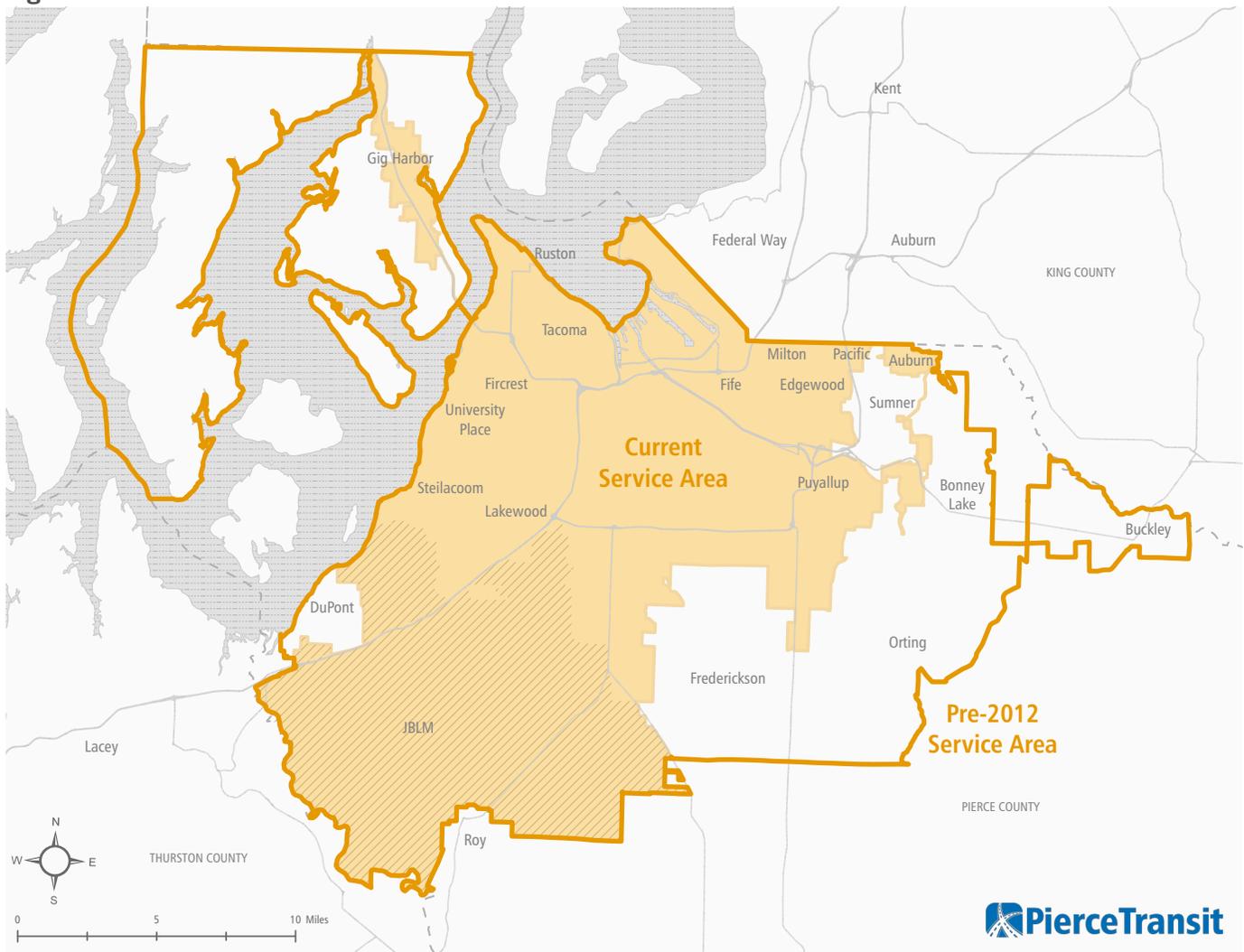
geographic area—once 414 square miles but 292 square miles today—will result in a robust, easy to use, and reliable fixed route network. Previous and current service area boundaries are shown in Figure 7–1. As part of this exercise, three goals were agreed upon:

- Maintaining what Pierce Transit owns and operates in a State of Good Repair;
- Increasing or improving service offerings; and
- Expanding the system to new markets or into areas that may be lacking today.

Other proposed system enhancements or changes were:

- Students and senior citizens riding fare-free
- Improved access to the Port of Tacoma area

Figure 7–1: Pierce Transit Previous and Current Service Areas



- Additional zone service connections to the fixed route network (as detailed in Section 3)
- Improved paratransit access (through more fixed route service)
- Greater east-west connections
- Bus Rapid Transit system buildout and integration
- Expanded service area boundaries (with voter approval)

The expanded fixed route motorbus network, based on 735,000 annual Service Hours, was then created by using the public transit planning software program platform “Remix.” This network, including mid-day frequencies by route, is depicted on the maps in Figure 7-2. The network was then modeled by the Puget Sound Regional Council Metropolitan Planning Organization for 2040 ridership (i.e., total daily boardings by existing and new or improved route), and their modeling results and analysis are provided as Appendix B.

Highlights of the improved and expanded Horizon Year 2040 fixed route network include:

- Average Daily Boardings systemwide tripling from 28,700 in 2018 (actual) to 85,700 in 2040 (forecast), according to the PSRC’s modeling output
- Three Bus Rapid Transit Routes (i.e., the current 1, 2, and 3 all upgraded to BRT or HCT)
- Seven new fixed routes introduced (5, 15, 17, 49, 51, 58, and 498)
- Greater frequencies (shorter headways) on 16 existing routes
 - › Two Trunk routes at 15-minute headways
 - › Eight Urban routes at 20-minute headways
 - › Six additional routes double their current frequency at 30-minute headways

Pierce Transit recognizes the need for speed and reliability improvements along key bus routes and corridors with strong ridership. These improvements could include signal prioritization for buses and, added or reserved lanes permitting buses to avoid the traffic line approaching congested intersections. Pierce Transit will also consider more comfortable, better-equipped bus zones or shelters with amenities like real-time next bus arrival information (dynamic signage) and off-board fare collection equipment (e.g., ticket vending machines, ORCA readers) for passenger convenience. These additional types of improvements will be investigated throughout the implementation of the improved and expanded Horizon Year 2040 fixed route network, but they have yet to be defined fully, the locations where they are most needed identified, or reliable cost estimates developed.

2018 Ridership
28,700
 average daily weekday boardings



0.9% Vision Scenario
85,700
 average daily weekday boardings

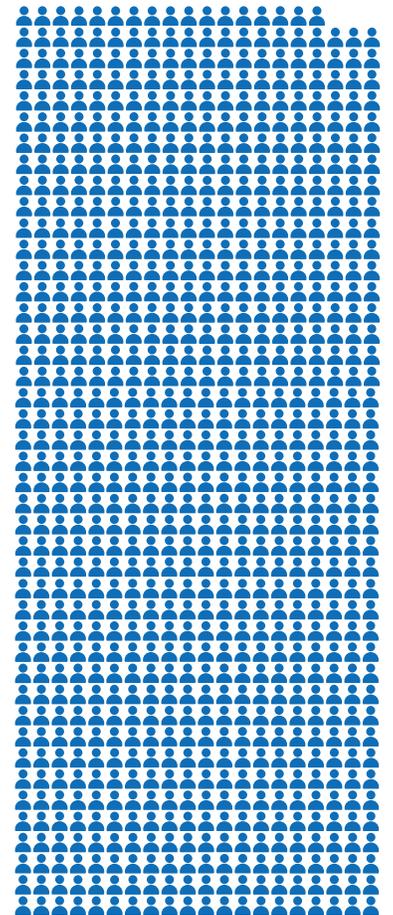
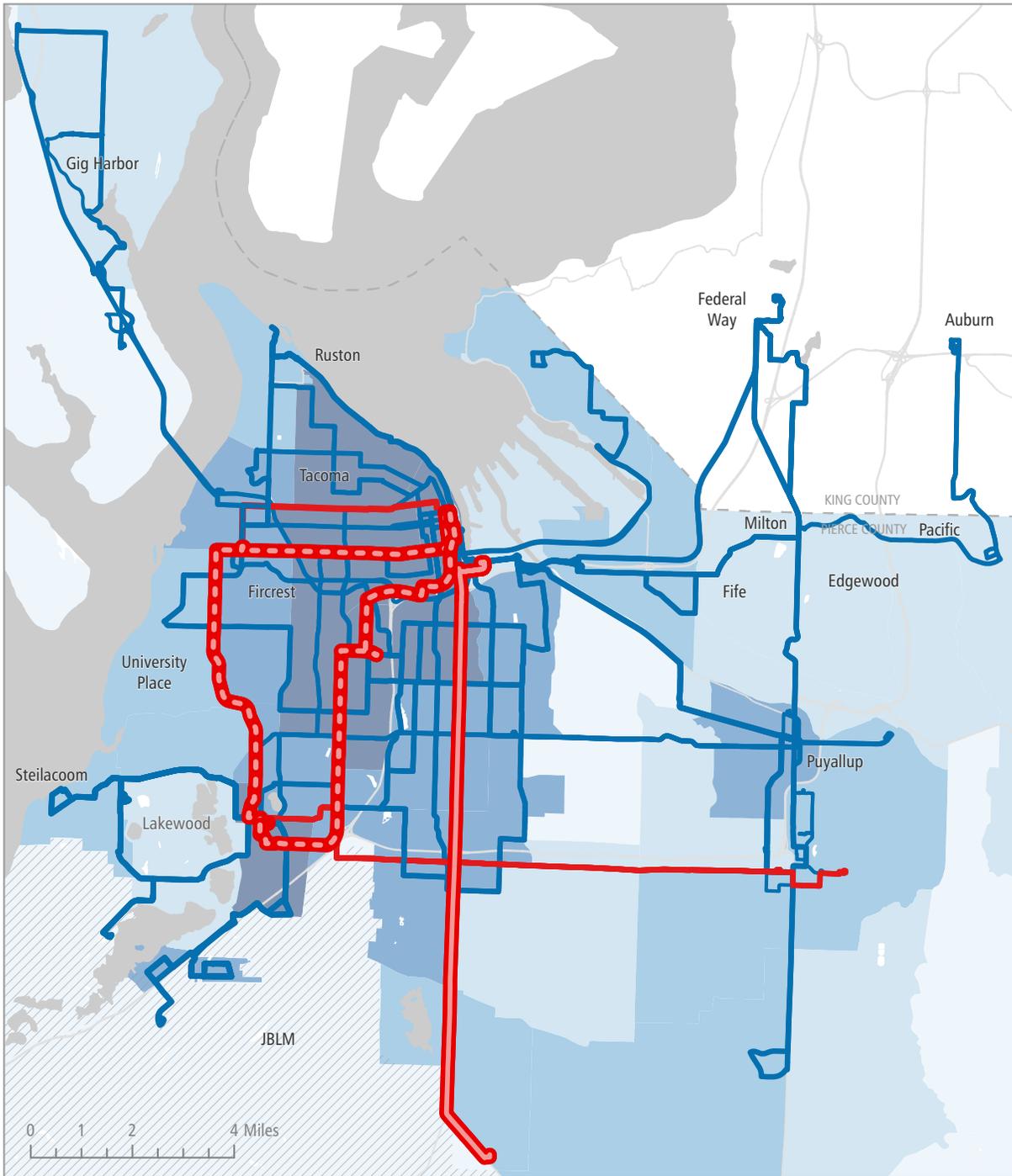
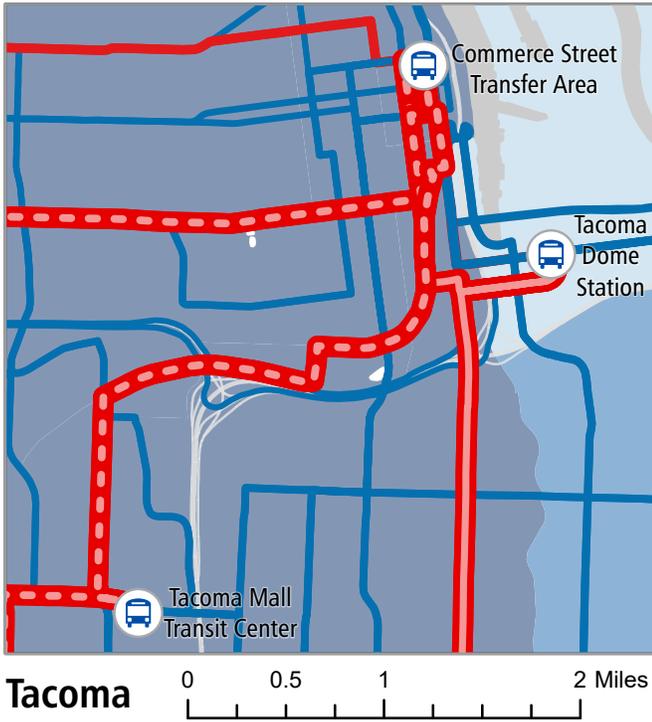


Figure 7-2: 2040 Population and Employment along Pierce Transit Routes

PIERCE TRANSIT ROUTES AND FREQUENCIES 735,000 Annual Service Hours



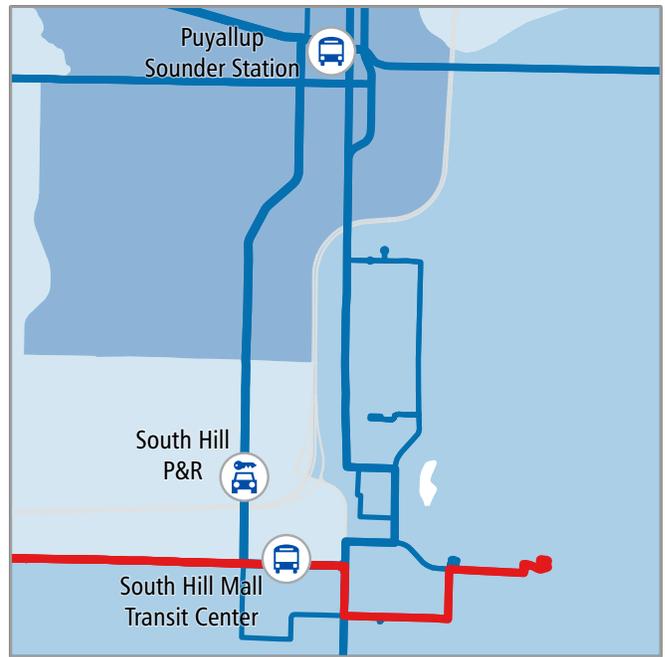
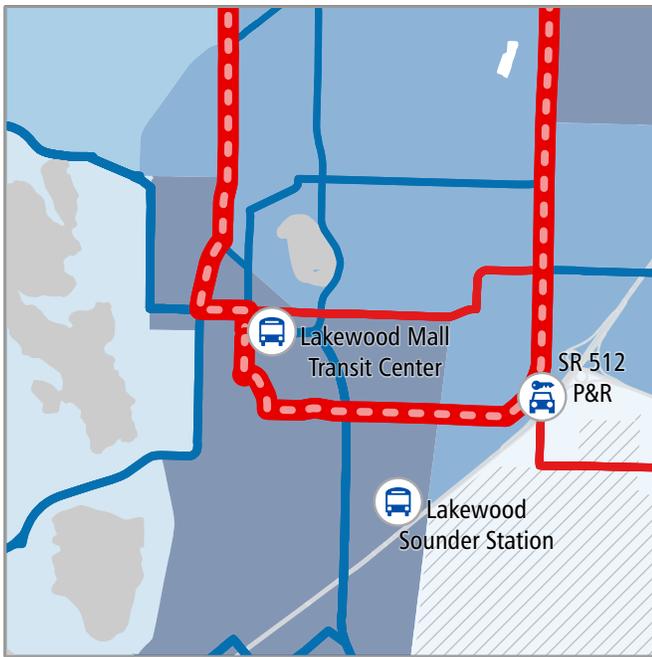


Peak Frequency

- 10 - 15 minutes
- 16 - 30 minutes
- BRT
- Proposed BRT

**2040 Population & Employment Density
(Residents + Jobs) / Square Mile**

- 2,000 or Fewer
- ≤ 4,000
- ≤ 6,000
- ≤ 8,000
- More than 8,000



Additional Revenue Projections and Service Expansion Scenario

Pierce Transit’s Budget Office completed an estimation of additional sales tax revenue if the rate were to increase from the current 0.6% to 0.9% beginning in April 2021. Those five-year income projections are depicted in the Pierce County Sales Tax Revenue table below. For comparison, Pierce Transit’s CY 2020 revenue projection is provided as well.

2020: PROJECTED AT 0.6%	
Budget	\$291.0 million
Sales Tax Revenues	\$97.5 million (5% increase over 2019 YE estimate)

Sales tax represents 86% of the operating budget revenue excluding Sound Transit

2021–2025: ADDITIONAL PIERCE COUNTY SALES TAX REVENUE PROJECTIONS AT 0.9% (MILLIONS)					
2021	2022	2023	2024	2025	Total
\$38.04	\$52.76	\$54.87	\$57.06	\$59.34	\$262.09

A cafeteria style menu of service options was then introduced. That system includes two new fixed routes (15 and 51), another BRT or HCT corridor (the current Route 2) and much more frequent and reliable service, including expanded weekend service. Figure 7–3 details improvement type by category, plus new Mobility on Demand zones, providing first-mile/last-mile connections to the system or regional transit hubs. Annual service hour allocations and cost assumptions required for each improvement type are also provided.

The additional revenue would be used to immediately address the State of Good Repair (SGR) backlog, as determined by the October 2018 Transit Asset Management Plan (TAMP) and prepared for the Federal Transit Administration (FTA). The table below compares investment expenditures (needs) by asset category under three funding scenarios (i.e., one unconstrained and two constrained) developed for the TAMP over a 20-year planning horizon. All funding is shown in millions of dollars.

**Figure 7–3: Proposed Service Expansion & Improvements
Scenario A: 0.9% Sales Tax Rate Scenario or 735,000 Annual Service Hours**

IMPROVEMENT	SERVICE HOURS ALLOCATED	COST ESTIMATE	NOTES/COMMENTS Only listed if changed from September 22, 2019 schedule
INCREASE FREQUENCY			
Every local route to 30-minute daytime frequency (weekdays)	19,838	\$3,094,785	Routes 13, 62/63 (Express), 100, 212, 409, 501
Six most productive local routes get 20-minute daytime frequency (weekdays)	22,166	\$3,457,939	Routes 41, 48, 52, 54, 57, 202
Every trunk route to 15-minute daytime frequency (weekdays)	39,876	\$6,220,595	Routes 1, 2, 3, 4
Every local route to 30-minute daytime frequency (weekends)	27,934	\$4,357,659	Routes 10, 11, 16, 28, 41, 42, 45, 48, 52, 53, 54, 55, 57, 100, 202, 206, 212, 214, 402, 409, 500, 501
Every trunk route to 20-minute daytime frequency or better (Saturdays)	3,743	\$507,693	Routes 1, 2, 3, 4
Every trunk route to 30-minute daytime frequency or better (Sundays)	2,733	\$426,334	
INCREASE SPAN			
Every local route runs until 10:00 pm (weekdays)	4,437	\$601,874	Routes 16, 28, 42, 45, 52, 54, 57, 100, 202, 206, 212, 400, 402, 409, 501
Every local route runs until 10:00 pm (Saturdays)	4,284	\$668,325	Routes 10, 11, 16, 28, 41, 42, 45, 48, 52, 53, 54, 55, 57, 100, 202, 206, 212, 214, 402, 409, 500, 501
Every local route runs until 8:00 pm (Sundays)	2,896	\$451,789	
Every trunk route runs until 10:00 pm (Saturdays)	3,565	\$556,168	Routes 1, 2, 3, 4
Every trunk route runs until 10:00 pm (Sundays)	2,014	\$314,222	
Express Route 63 increases to all day, bi-directional service (Operates weekdays only)	7,849	\$1,408,111	Also improves to 30-minute headways
NEW ROUTES			
Route 2 Bus Rapid Transit (Downtown-TCC-Lakewood)	TBD	\$9,120,000	Estimated capital costs only. Service hours need to be verified (i.e., depends on overlay or replacement).
Unify/combine routes with similar profiles (e.g., 11+41, 52+55) and improve to 20-minute headways		—	Would not incur additional costs if four existing routes merged into two
Portland Avenue between Parkland and 72nd Street Transit Centers	13,469	\$2,416,339	Extended Route 54 south and improves to 20-minute headways
North-south between, Lakewood, University Place, and Tacoma (e.g., Tyler Road-Bridgeport Way W)	19,454	\$3,490,048	Proposed Route 51
Ruston Way	11,981	\$1,869,036	Proposed Route 15 Express
FIRST-LAST MILE CONNECTIONS			
Three zones for nine vehicles in service at 3,000 hours per vehicle per year	27,000	\$4,212,000	Proposed zones: Ruston, Port of Tacoma, Midland- Parkland-Spanaway
TOTALS	213,189	\$43,172,917	

Evaluating the agency’s SGR backlog through the FTA’s TERM Lite database, the software program showed at least \$19 million was recommended to commit to achieving SGR within ten years under both existing and expansion asset categories (where Δ = \$5.5M). Based on the 193 assets in the TERM Lite database, the 2018 or current SGR Backlog was determined to be:

Vehicles: \$38.51 million + Facilities: \$13.55 million + Systems: \$1.20 million = \$53.26 million (For more information, please see Section 13, “Project-based Prioritization of Investments,” Pierce Transit—Transit Asset Management Plan (2018), pp. 95-106.)

COMPARISON OF INVESTMENT EXPENDITURES (NEEDS) UNDER THREE FUNDING SCENARIOS						
<i>in millions of dollars</i>						
Asset Category	SCENARIO 1 Unconstrained Funding		SCENARIO 2 Constrained Funding (Maintaining Current Spending)		SCENARIO 3 Constrained Funding (Maintaining SGR Backlog)	
	Current Needs	2038 Needs	Current Needs	2038 Needs	Current Needs	2038 Needs
Facilities	\$39.45	\$0.14	\$23.73	\$1.23	\$18.01	\$0.14
Stations	\$0	\$0	\$0	\$0	\$0	\$0
Systems	\$5.33	\$52.62	\$1.20	\$0	\$0.69	\$0
Vehicles	\$44.75	\$14.49	\$44.75	\$14.49	\$20.29	\$17.04
Totals	\$89.53	\$67.25	\$69.68	\$15.72	\$38.99	\$17.18

Source: Pierce Transit—Transit Asset Management Plan (2018), p. 102

Therefore, Pierce Transit should program funding from the additional sales tax revenue stream that would address SGR annually and therefore reduce the backlog, such as a fixed amount (set-aside) from the 30% allocated to capital improvements. Keeping capital assets operating at their peak not only maximizes efficiency and safety, it is a great way to grow ridership as it demonstrates the agency is consistently reinvesting in the system and its many integral parts.

An Expansion Vision for Bus Rapid Transit

One of the more exciting aspects of the proposed systemwide expansion would be including another Bus Rapid Transit Corridor to the mix. That is, upgrading one of the next highest ridership routes—likely the 2 or 3—to high capacity transit. While there are arguments for both routes as to which is the better candidate, meaning which would show the greatest potential ridership gains if propelled to the next level of rubber-tired transit mode, they both continue to show promise since they serve multiple Regional Growth Centers and travel through areas of the cities they serve with continuously strong demand. Pierce Transit will therefore commence with a High Capacity Transit Feasibility Study in the near future, including a determination of the remaining routes that should be considered conversion to HCT or BRT (e.g., Routes 4 and 402). Following are descriptions of the five routes in development and for consideration, plus a map of their locations.

1 Pacific Avenue/State Route 7 Corridor

LOCATION: Downtown Tacoma to Tacoma Dome Station to Spanaway—Current Route 1 but will terminate downtown and not extend west the 5.2 miles to Tacoma Community College. This inaugural BRT route will directly serve Tacoma Dome Station as well.

- Total Fixed Route Boardings (2018) and Systemwide Rank: 1.65 million (#1)
- Includes six Census Tracts designated as Opportunity Zones: 53053061601, 53053061602, 53053062400, 53053071503, 53053071408, 53053071409
- BRT Route Length: 14.4 miles
- Estimated Construction Cost per Mile: \$10.0 million
- Projected Number of 60-foot Articulated Vehicles Needed: 17
- Planned Opening for Revenue Service: September 2023

WHY WAS THIS CORRIDOR SELECTED FOR BRT? Based on continuously high ridership when compared to the rest of the fixed route system, a feasibility study was started in February 2017 to evaluate the various High Capacity Transit modes that could best serve this highly productive but congested transit corridor. BRT was selected since it best meets the project’s “Purpose and Need Statement” for transit speed and reliability, as well as more frequent service that most closely emulates Light Rail Transit systems, albeit at a significantly reduced cost to construct and operate. Major milestones were reached in 2018 when the project was formally accepted into Project Development by the FTA over the summer with a Small Starts

Capital Investments Grant (CIG) application successfully submitted that fall. Subsequently, a favorable “Medium-High” project rating was received from the FTA in March 2019 with the allocation of construction funding expected in Federal Fiscal Year 2020. The project began its Preliminary Engineering/Design phase in fall 2019. Construction is scheduled to begin in the spring of 2021 with revenue service planned for the fall of 2023.

2 Downtown Tacoma to Lakewood

LOCATION: Downtown Tacoma to the Lakewood Towne Center Transit Center via South Tacoma Way—Current Route 3. This second BRT route would serve the Tacoma Mall Transit Center too.

- Total Fixed Route Boardings (2018) and Systemwide Rank: 517,255 (#3)
- Includes four Census Tracts designated as Opportunity Zones: 53053061601, 53053061602, 53053062600, 53053071805
- Proposed BRT Route Length: 11.3 miles
- Estimated Construction Cost per Mile: \$12.2 million (Assumes a 2.5% annual inflation rate)
- Projected Number of Additional 60-foot Articulated Vehicles Needed: 17
- Planned Opening for Revenue Service: 2026

WHY CONSIDER THIS CORRIDOR FOR BRT? Demonstrated by steady gains in ridership since the route was redesigned with the March 2017 service change, which shifted service west to cover more businesses along South Tacoma Way. In addition, the City of Tacoma’s recently adopted Tacoma Mall Neighborhood Subarea Plan (EIS) calls for higher density mixed use redevelopment, which would provide even greater demand for a high capacity rapid transit service. The route would serve three Pierce County Regional Growth Centers too (Downtown Tacoma, the Tacoma Mall, and Lakewood), meaning a likely candidate for discretionary PSRC funding. Other key destination points in the corridor include Pierce Transit headquarters and Lakewood City Hall. This proposed BRT corridor was added to the Regional Capacity Projects List, as adopted in the Regional Transportation Plan by the PSRC in May 2018. Based on these and other criteria, the current Route 3 is an ideal candidate for BRT.

3 S. 19th Street and Bridgeport Way West Corridors

LOCATION: Downtown Tacoma to Tacoma Community College via S. 19th Street. TCC to the Lakewood Towne Center Transit Center via Bridgeport Way - Current Route 2. This third BRT route is the least refined concept to date and could be split into two discrete projects, such as an east-west BRT and a north-south enhanced, limited stop bus or “BRT Lite.”

- Total Fixed Route Boardings (2018) and Systemwide Rank: 739,468 (#2)
- Includes three Census Tracts designated as Opportunity Zones: 53053061400, 53053061601, 53053061602
- Proposed BRT Route Length: 11.9 miles
- Estimated Construction Cost per Mile: \$760,000 (Assumes a 2.5% annual inflation rate)
- Projected Number of Additional 60-foot Articulated Vehicles Needed: 16
- Planned Opening for Revenue Service: 2030 - 2035

WHY CONSIDER THIS CORRIDOR FOR BRT? Demonstrated by steady gains in ridership over the past two years, the current Route 2 is also a candidate for an upgrade to BRT, as depicted in the agency's Destination 2040 Long Range Plan. The east-west segment from downtown Tacoma to Tacoma Community College is being considered as a higher capacity transit corridor in anticipation of the Tacoma Link Light Rail extension project opening in 2039. Pierce Transit believes that offering a rubber-tired rapid transit alternative in the 2030s could help stimulate mixed use economic development in a corridor the City of Tacoma has identified as a high priority. This could, in turn, help to increase the required transit demand for the planned westerly streetcar extension from the Hilltop District to succeed.

Another area being considered for BRT is the current north-south segment of the Route 2 corridor from Tacoma Community College to the Lakewood Towne Center via University Place; connecting two Regional Growth Centers. However, Bridgeport Way W has recently been completed and does not offer the additional ROW required for a dedicated bus lane. Instead, this corridor could benefit from more frequent service using articulated coaches operating in mixed traffic, perhaps as a limited stop overlay service to complement the existing Route 2. In order to better guide this decision, a High Capacity Transit Feasibility Study is recommended to determine the most effective alternatives for both S. 19th Street and Bridgeport Way W at the lowest capital costs.

4 South Meridian/State Route 161 Corridor

LOCATION: 176th Street E (vicinity of Pierce County Airport – Thun Field) to downtown Puyallup and Sounder (commuter rail) Station – Current Route 402. This fourth BRT route would serve the South Hill Mall Transit Center too.

- Total Fixed Route Boardings (2017) and Systemwide Rank: 329,437 (#7)
- Includes no Census Tracts designated as Opportunity Zones
- Proposed BRT Route Length: 8.0 miles
- Estimated Construction Cost per Mile: \$13.5 million (Assumes a 2.5% annual inflation rate)

- Projected Number of Additional 60-foot Articulated Vehicles Needed: 12
- Planned Opening for Revenue Service: 2030

WHY CONSIDER THIS CORRIDOR FOR BRT? The project’s genesis was the Meridian Corridor Bus Rapid Transit Area (EZRA) Engineering Study, initiated by the City of Puyallup in 2009. As with other BRT proposals, the initial goals and objectives were to reduce traffic congestion by shifting SOV trips to high capacity transit trips, especially since fixed route ridership in this high-density urban corridor is growing. This proposed BRT corridor was added to the Regional Capacity Projects List, as adopted in the Regional Transportation Plan by the PSRC in May 2018. The corridor was also identified in the Puyallup Comprehensive Plan - Transportation Element as an integral part of the City’s Transit Priority Network, where transit stop amenities and pedestrian access improvements are recommended. Once constructed, the BRT route will connect two Regional Growth Centers (Puyallup Downtown and Puyallup South).

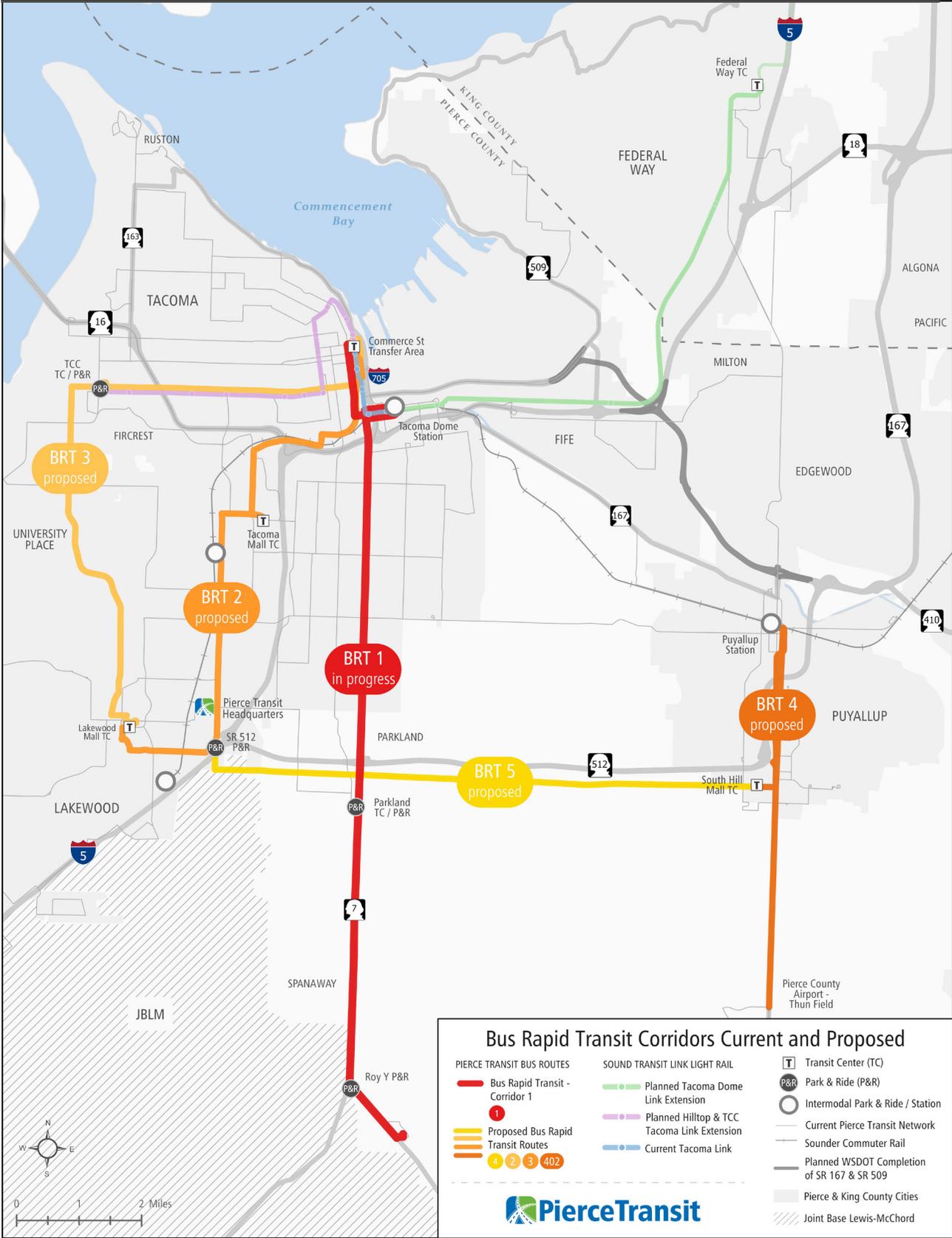
5 Lakewood to South Hill

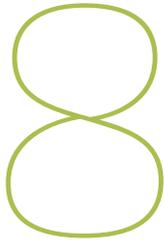
LOCATION: SR 512 Park-and-Ride (Lakewood) to South Hill Mall Transit Center (Puyallup) - Current Route 4 with different termini.

- Total Fixed Route Boardings (2018) and Systemwide Rank: 400,402 (#4)
- Includes no Census Tracts designated as Opportunity Zones
- Proposed BRT Route Length: 11.0 miles
- Estimated Construction Cost per Mile: \$14.5 million (Assumes a 2.5% annual inflation rate)
- Projected Number of Additional 60-foot Articulated Vehicles Needed: 17
- Planned Opening for Revenue Service: 2030

WHY CONSIDER THIS CORRIDOR FOR BRT? The Route 4 went into service in June 2015 when the Routes 204 and 410 were combined into one. Since that time, Route 4 continues to be one of Pierce Transit’s most productive. The proposed project, once constructed, would finalize the agency’s vision of upgrading all four trunk routes to Bus Rapid Transit within the next 10 to 15 years. However, since this BRT corridor as proposed is not shown in the Regional Capacity Projects List, as adopted in the Regional Transportation Plan by the PSRC in 2018, it would need to be added once the Transportation 2050 call for projects begins in 2021-2022. Once constructed, the BRT route will connect two Regional Growth Centers (Lakewood and Puyallup South Hill).

Figure 7-4: Bus Rapid Transit Corridors—Current and Proposed





Closing Statement:

NEXT STEPS THROUGH 2040

Pierce Transit, Pierce County and Washington state are uniquely situated as they enter a new decade. The county is rapidly growing as new residents to the Central Puget Sound area are finding housing prices prohibitively expensive in Seattle and Bellevue, along with cities to the east, west, and north. Mixed use infill development projects and new businesses are springing up throughout Pierce County, many of which are in neighborhoods already served by local and regional transit providers such as Sound Transit, Intercity Transit, and the Washington State Ferries. The next phase of this movement is toward land use patterns that are more conducive to walking, bicycling, and transit than the post-World War II automobile-oriented “drive everywhere” pattern still prevalent throughout the county. Transit works best when it operates in cities that proactively and aggressively support it, along with a built environment that creates the density and demand for transit to thrive.

Population and employment projections for the Pierce Transit service area and central Puget Sound support the necessity for fast and reliable regional transit. Today, we experience heavy traffic congestion day and night on Pierce County’s avenues and Washington’s interstate highways—traffic used to be limited to weekday peak commute times. Ask anyone who has lived in Pierce County more than a few years, and they will agree that traffic congestion continues to increase as more people move into the area. So, is transit the solution? Yes, though not in its current form.

This Long Range Plan Update offers excitement as Pierce Transit celebrates its 40th birthday. The Update introduces a method for improving and expanding the transit system within a few years, in order to meet latent demand and to grow ridership. Bus transit is the most common mass transit mode worldwide because implementation is nimble and operation is economical. Yet it must be fast, dependable, and safe to compete with real-time, on demand, door-to-door service offered by automobiles and trucks.



As Pierce Transit designs its inaugural Bus Rapid Transit corridor project, it must embrace new tools and technologies that enhance the ridership experience, and that prove to its customers and the communities it serves that it is a viable transportation option well into the mid-21st Century. The foundation has been built. The expectation is that our local and regional elected officials and our customers will support this Update and its vision for a systemwide network that connects Pierce County to Sound Transit's regional rail and express bus networks. The Update envisions a world class bus transit system Pierce County residents can support, regularly use, and be proud of.

Perhaps nothing is of greater concern to citizens of western Washington than immediately reducing carbon emissions and avoiding a worldwide climate catastrophe. As scientists continuously warn us, we have only until 2030 of limiting global warming to 1.5° Celsius (about 2.7° Fahrenheit). Beyond that, all living things on Earth will suffer and our quality of life and expectancy will sharply decline. It is widely agreed that transportation emissions are the main, human-induced global warming factor. According to the Union of Concerned Scientists, in total, the US transportation sector – which includes cars, truck airplanes, trains ships, and freight – produces nearly 30% of all US global warming emissions, more than almost any other sector. And this brings transit back to the forefront as one solution. Just as Pierce Transit was forward thinking when it began converting its fixed route bus fleet to run on compressed natural gas back in 1986, improving and expanding the entire fixed route system, along with introducing microtransit and short first mile/last mile options, could bring additional benefits to the natural world as vehicle trips continually shift to transit trips, along with more walking and bicycling in the transit-rich and pedestrian-oriented communities planned throughout Tacoma and Pierce County.

Many of the communities served by Pierce Transit are wonderful places to call home. Yet in these times of financial challenges and rapid change, to remain passive will be to fall behind. The solution to falling behind other communities in Seattle and throughout King County, in terms of equity, value, and rewarding employment and education opportunities, is a substantial investment in mobility. This will provide even greater access to all the culture has to offer, and true connectedness to the central Puget Sound, the magnificent Pacific Northwest, the State of Washington, and the world.

Duane Wakan, Senior Planner
Pierce Transit
3701 96th Street Southwest
Lakewood, WA 98499

Subject: Pierce Transit Destination 2040 update

To Mr. Wakan and the Pierce Transit Planning Department:

As the rider-advisory group for Pierce Transit, we of the Community Transportation Advisory Group (CTAG) would like to offer the following thoughts and suggestions to the draft Pierce Transit's Destination 2040 Long Range Plan (LRP) update.

By 2040, Pierce County is expected to hold well over one million people. Public transit is a vital tool that the County needs to invest in and make better use of to handle this population while ensuring advances in climate action, mobility and access, economic equity, and social justice. To ensure sustainable growth, none of the municipalities within the Public Transportation Benefit District (PTBA) will be able to rely on a predominantly automobile-centric development pattern in use through the 21st century. Transit riders and stakeholders want to see a positive and forward-moving course of action to facilitate social transportation, local/regional travel, & commutes - without driving alone.

A growing number of households in the County pay more than 45% of their income for housing and transportation combined. Residents need more options for affordable housing near amenities and to affordable transportation to maintain financial stability and invest in their respective futures. Transit offers families and individuals the ability to become single- or no-car households, saving thousands of dollars per year in vehicle ownership costs while reducing the impact on public infrastructures such as roads and parking structures.

CTAG's primary purpose is to act as a forum for transit users within the PTBA. Most riders and/or members of the public do not possess the technical expertise and skill to respond to a plan of this type, scale, magnitude, or effect. CTAG members are familiar with how policies, plans, and actions within the LRP shall be carried out. We suggest that in LRP final iterations

include not only the requisite graphs, charts, and images, but use infographics to simplify concepts presented. This helps communicate the plan to a wider audience.

Those with mobility issues require a reliable and supportive method to develop and maintain their own independence. Pierce Transit can provide this support in the following ways:

- Maintaining a distinctive grid system where routes follow predictable paths, without sudden or inexplicable turns.
- Signs and maps at stops indicating which stops comes next if they are not immediately clear.
- In addition to Travel Training, offer a Bus Buddies program, consisting of staff or volunteers, who teach and demonstrate rider etiquette, key travel habits, and comfort with transit utilization.

To enhance system access, we specifically recommend the change of the terminus for Route 2 in Tacoma from the current Commerce Street Transit Area to the Tacoma Dome Station. This would allow riders to seamlessly transfer between route 2 and routes continuing north to Federal Way, SeaTac Airport, downtown Seattle, and the University of Washington. It would also provide a quick transfer to the Sounder Train at Freighthouse Square. This reroute would save riders, especially those with mobility challenges, a significant amount of time and effort because they could directly transfer at the Tacoma Dome Station instead of backtracking to the Commerce Street Transit Area.

Lastly, we support a multi-pronged approach for additional policy and operational improvements to engage ridership and induce following regional best practices:

- Customer Information
 - Develop a long-range marketing plan to encourage ridership for the future and pair with other groups to help approach different micro-cultures that may not have experience or access to public transit
 - Standardize information relayed to ridership User Interface mobile applications
 - Improve quality of audio announcements on buses
 - Specify location of bus stops in audio announcements
 - The overhead announcement “Connections to other routes” does not describe which routes, which leads to new and experienced rider confusion

- Optimize use of internal reader board to describe the next stop, connecting routes, or nearby attractions
- Fare Equity
 - Offer fare-free service starting with low-performing routes to encourage ridership and transition to system-wide within 6 years of program start
- Frequency
 - Equitably address rural, suburban, and urban concerns for transportation
- Legal & LEAN
 - Approach the State Legislature to diversify the funding source for public transit
 - Work with the State to more specifically promote and encourage alternative transportation methods among the resident and tourist/visitor populations
 - Closely follow international transit/mobility trends and innovations, and implement where feasible

We sincerely appreciate the opportunity to have our voices included and the opportunity to work closely with the Pierce Transit staff on previous and future projects.

Sincerely,

The Community Transportation Advisory Group

May 14, 2020

Sue Dreier, CEO
Pierce Transit
3701 96th St. SW
Lakewood, WA 98499

Subject: Destination 2040 Long Range Plan Update

Dear Ms. Dreier:

Thank you for the opportunity to review the Destination 2040 Long Range Plan Update. We understand that this is a supplement to the existing Plan rather than a full update, primarily intended to analyze the effects of raising the Pierce Transit sales tax rate from the current 0.6% to 0.9% within the existing Service Area. We are impressed by the service increases that would be realized if a tax increase is approved by voters. We are particularly supportive of the frequency improvements proposed in the unincorporated area, including Routes 1, 4, 45, 55 and 402.

We continue to partner with Pierce Transit on the SR 7 Bus Rapid Transit (BRT) project and are excited for revenue service to start in 2023. This service will allow for increased mobility in the higher density mixed-use development areas that we are planning in the SR 7 Corridor and the Centers that are connected by the route. We are also supportive of the future proposed BRT routes on SR 161 and 112th Street, as shown by proposed BRT Routes 4 and 5 in Figure 7-4. Thank you for the recognition of our Community Plans and urban development concepts within the document.

We appreciate that your staff revised previous drafts of the document in response to our verbal and E-mail comments over the past two months, which are now reflected in the April 10, 2020 version. Notably, we appreciate revisions on Page 45 that recognize the demographic diversity in the County, the addition of the speed and reliability discussion at the bottom of page 85, and clarification of the revenue figures on Page 88.

While not addressed in the document, we continue to be very supportive of expansion of the Service Area to include more of the Urban Unincorporated Area including the Frederickson Regional Manufacturing Center and the entirety of the 176th Street East corridor, which is planned for high-density residential and mixed land uses. The lack of transit service in these areas hampers the mobility of our residents and workers. Many of us in the industry were not aware of the decisions being made that led to the 2012 reduction of the Service Area and see it as step backwards in the development of our transportation system. There are very few retail services in the area where the boundary was retracted, so most residents in that area are likely paying the higher sales tax rate inside the service area for most of their purchases. We advocate for continued discussion between Pierce Transit, Pierce County about expansion of the Service Area. We request that the next comprehensive update of your

Long Range Plan include analysis of an expansion, unless an expansion to include Frederickson precedes the update of the Plan.

Thank you again for the opportunity to review and comment on Destination 2040. We look forward to our agencies' continued partnership in transit planning and implementation. Any questions about this letter can be directed to Shawn Phelps, Senior Transportation Planner, at 253.798.3552, shawn.phelps@piercecountywa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Dennis Hanberg".

Dennis Hanberg, Director
Pierce County Planning & Public Works



June 3, 2020

Darin L. Stavish, Principal Planner
Pierce Transit
3701 96th St. SW
Lakewood, WA 98499

RE: Comments on Pierce Transit *Destination 2040* Long Range Plan Update

Dear Mr. Stavish:

Thank you for providing briefings to the Planning Commission in November 2019 and March 2020 on Pierce Transit's *Destination 2040* Long Range Plan Update (LRPU). Also, given the extraordinary situation regarding the COVID-19 pandemic, thank you to Pierce Transit for extending the public comment period into June 2020.

The Planning Commission is charged by the City Charter with ensuring plan consistency with *One Tacoma*, the City's Comprehensive Plan. It is the duty of the Commission to review planned regional transit improvements, such as the Sound Transit Long Range Plan Update the Commission reviewed in 2016 and currently the LRPU project, to ensure they are consistent with, and help realize, relevant goals and policies of the *One Tacoma* plan.

To ensure a coordinated approach to service provision, the *One Tacoma* plan includes policies to guide joint planning, setting of level of service standards, concurrency, and the integration of land use and transportation planning. From the Planning Commission's perspective, this integration of City-Transit Agency long-range plans is necessary to ensure the long-term health and welfare of our community and to bring our community's aspirations to fruition.

Based on our review of the LRPU, we offer the following comments for Pierce Transit consideration in finalizing the Plan:

1. One Tacoma Plan Consistency.

The Planning Commission concludes that the LRPU broadly fulfills and is consistent with multiple policies outlined in the following elements of the *One Tacoma* plan:

- ❖ Urban Form
- ❖ Design + Development
- ❖ Economic Development
- ❖ Housing
- ❖ Transportation

Please see [Attachment A](#) for a reference of pertinent policies from the *One Tacoma* plan.

2. System Network Prioritization.

The Commission concurs with the prioritization of span, frequency, and accessibility over new routing, with some exceptions (see below re: Underserved Areas and Priority Corridors). To

support increased transit use within our growing community we suggest that Pierce Transit consider service improvements to make transit ridership the preferred option for our residents. This could include: 1) expanding hours of operation on all routes, 2) increasing frequency on current fixed routes to attract demand and support one-or-zero car households, 3) reducing financial barriers to riding, and 4) providing additional shelters for existing transit lines.

3. Equitable Access.

The Planning Commission supports efforts to reduce fares and to improve equitable access to transit and suggests that Pierce Transit consider joining Sound Transit, King County Metro, and Community Transit in participating in the ORCA Lift low-income fare program or other targeted fare reduction efforts.

4. Reliability and Comfort.

To improve reliability and convenience, the Commission asks that Pierce Transit consider BRT-like improvements on all high frequency transit routes (20-minute service or better), such as off-coach fare collection, additional shelters and improved weatherization, high capacity buses with multiple loading doors, improved lighting, level boarding, signalization, and pedestrian accessibility improvements.

5. Frequent Transit Network (FTN).

The Commission broadly supports the creation of a Frequent Transit Network (FTN). The Pierce Transit Vision Scenario should identify a set of routes with 20 minute or better frequency that will compose the Frequent Transit Network (FTN) with a focus on establishing routes that are 1) *direct*, 2) *productive*, and 3) offering opportunities for *future density* or *future connections* to regional light rail service. The City of Tacoma is the designated Metropolitan Center of Pierce County and as such, the Pierce Transit Vision Scenario should explicitly focus the first tier of the High Frequency Network within the City, followed by expansion of the network to surrounding communities, with a plan to phase in the network over time in response to latent demand.

6. Multiple Route Options.

Within Mixed-use Centers and Regional Growth Centers, we encourage Pierce Transit to provide multiple route options that expand the range of destinations accessible from the Centers.

7. Standardizing Routes and Operations.

Standardizing Pierce Transit route service levels and practices would better support planning coordination with the City of Tacoma.

8. Underserved Areas and Priority Corridors.

We encourage Pierce Transit to include the following corridors for expanded study and joint planning. Please see [Attachment B](#) for specific summary and recommendations.

- ❖ South 19th Street
- ❖ Portland Avenue
- ❖ Tacoma Avenue
- ❖ Downtown Tacoma to Lakewood
- ❖ Point Ruston
- ❖ Proctor to Tacoma Mall

9. Concurrence between Long Range Plans

The Commission recommends a stronger commitment to concurrency between the Pierce Transit Vision Scenario and the *One Tacoma* plan, the Tacoma Mall Neighborhood Subarea Plan, the adopted Puget Sound Regional Council (PSRC) Transportation Plan, and Sound Transit 3 (ST3) in both planning and future implementation.

10. Active Partnership and Collaboration

The City of Tacoma and Pierce Transit have a long history of joint planning and collaboration and we encourage this ongoing partnership to implement the LRPU and continuously improve transit services for the people of Tacoma and Pierce County.

Thank you for the opportunity to comment. If you have any questions, please contact Principal Planner, Stephen Atkinson, Planning and Development Services Department, at (253) 905-4146 or satkinson@cityoftacoma.org.

Sincerely,



Anna Petersen

Chair of Planning Commission
(Representing "Environmental Community")



Chris Karnes

Member of Planning Commission
(Representing "Public Transportation")

c: Victoria Woodards, Mayor of the City of Tacoma and Chair of Pierce Transit Board
Members of the Tacoma City Council
Elizabeth Pauli, Tacoma City Manager
Tacoma Planning Commission
Tacoma Transportation Commission

Attached:

Appendix A: City of Tacoma - Comprehensive Plan Policy References
Appendix B: Underserved Areas and Priority Corridors

Appendix A

City of Tacoma – Comprehensive Plan Policy References

Reference:

https://www.cityoftacoma.org/government/city_departments/planning_and_development_services/planning_services/one_tacoma_comprehensive_plan

❖ Public Facilities and Services

- Policy PFS-1.4: Adopt by reference the capital facilities plans of the following providers of public facilities and services in Tacoma.
 - Parks: Metropolitan Park District
 - Schools: Tacoma School District
 - Transportation: Pierce Transit, Sound Transit and Washington State Department of Transportation
- Policy PFS-5.6: Use capital facility improvements within mixed-use centers to enhance and revitalize these areas, support compact development and encourage transit use.

❖ Housing

- Policy H-1.6: Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of special populations, to include older adults, and people with disabilities, and permanent, supportive housing for homeless individuals, especially in centers and other places which are in close proximity to services and transit.
- Policy H-3.3: Promote transit supportive densities along designated corridors that connect centers, including duplex, triplex, cottage housing, and townhouses.
- Policy H-4.4: Facilitate the expansion of a variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, Downtown Tacoma, manufacturing/industrial centers, and other employment areas.

❖ Downtown

- Policy 2.3D.D: In neighborhoods adjacent to Downtown, parking should be coordinated with programs available in the downtown, including a transit pass program.
- Policy 2.3G.A: In collaboration with Pierce Transit and Sound Transit design transit stops and intermodal connections integrated with the public realm, providing gathering spaces and an improved end-to-end transit experience.
- Policy 2.3G.B: Work with Pierce Transit and other transit providers to ensure ride quality on public transit. New vehicles should be of modern design, clean, and universally accessible.
- Policy 2.3G.C: Transportation planning should be coordinated with land use decisions, with transit supportive land uses located near to major transit hubs.
- See also corridors in Downtown Tacoma: Planning for Transit Priority (p. DT-82)

❖ **Transportation**

- Policy T-1.4: Partner with Transit - Integrate land use and transportation planning, promote transit-oriented or transit-supportive development (TOD) and multimodal transit access, and ultimately improve the reliability, availability, and convenience of bus, streetcar, and light rail transit options for all users and modes through partnerships with public transit agencies, local and regional government, and other regional agencies to leverage resources.
- Policy T-3.2: Green Hierarchy - Elevate active travelers and public transit riders in the planning and design of streets using the Green Transportation Hierarchy
- Policy T-3.4: System Completeness - The City will build the transportation system, as defined in the most current project list in Appendix B of the TMP, at a rate equal or ahead of the pace of development during the planning horizon. This system completeness LOS standard is measured against the proportion of the transportation network that is constructed, and will be accompanied by performance measures that track the transportation system's progress toward meeting the policy goals set forth in this document. Sample Performance Measures (for transit):
 - Presence of amenities at highly-utilized transit stops
 - Transit route speed and reliability
 - Provision of transit-accommodating treatments along major routes
 - Transit service frequency and headways
- Policy T-3.12: Transit Operational Efficiency - Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements for bus, streetcar, and light rail transit. See page 83 for potential transit-supportive elements
- Policy T-3.13: Encourage transit ridership by implementing pedestrian improvements near transit stops, conducting outreach to employers, and working with public transit agencies to identify strategies to improve the frequency and ridership of transit service, including bus, streetcar, and light rail, between high density residential areas and employment centers. These strategies would include locating transit stops / stations to maximize convenience of transfers between modes and/or connecting to other routes.
- Policy T-3.14: Create a Tacoma Streetcar Network that moves and connects people efficiently and effectively throughout the City focusing on connections to regional destinations, mixed use centers, and local and regional transit centers and routes.
- Policy T-4.4: Congestion Management - Decrease the use of SOVs and the environmental degradation associated with their use by encouraging and improving the appeal, convenience, and time competitiveness of travel by active modes, public transit, assistive devices, and ridesharing.
- Policy T-6.4: Support Mixed-Use Centers - Serve and support the existing MUCs and aid Tacoma in attracting new investments by giving high priority to those transportation facilities that serve these centers. Increase the livability of the MUCs by providing transportation choices and integrating amenities that create a safe and inviting environment for walking, bicycling, and taking public transit. Transportation facilities should include context-sensitive design that considers the unique needs of each neighborhood, such as on-street parking and public spaces.
- Policy T-6.8 Transit-Oriented Development: Promote TOD or transit-supportive development and provide incentives for development that includes specific TOD features.

Appendix B

Underserved Areas and Priority Corridors

- ❖ **High Capacity Transit Study for South 19th Street.** Pierce Transit should engage with the City of Tacoma, Sound Transit, and Metro Parks Tacoma in a high capacity transit study that covers the South 19th Street corridor between Tacoma Community College and St. Joseph Medical Center. The current Sound Transit Long Range Plan calls for an extension of Tacoma Link Light Rail to Tacoma Community College via South 19th Street for completion in 2039. Pierce Transit's draft LRP update calls for including Bus Rapid Transit on the same corridor by 2040. The Planning Commission believes that a coordinated high capacity transit study on South 19th Street that identifies the alternatives along this corridor is warranted to reduce duplication of efforts and establish a sustainable transportation vision to accelerate the implementation of the transit vision for this corridor. The inclusion of Metro Parks Tacoma in such a study may prove important given the intent to site a major sports facility on the corridor.
- ❖ **High Capacity Transit Study for Portland Avenue.** Pierce Transit should engage with the City of Tacoma, Sound Transit, Metro Parks Tacoma, and the Puyallup Tribe of Indians on a high-capacity transit study of Portland Avenue from the proposed East Tacoma Light Rail Station south to the City limits. This past year the City rezoned multiple areas along this corridor to allow for low to high-density multifamily development. In addition, the Corridor includes two designated mixed-use centers, a direct connection to the Link Light Rail, as well as recent investments in the Emerald Queen Casino and the Eastside Community Center that will provide a regional draw to this corridor. A high capacity transit study for this corridor is a top priority for the City and such transit investments could catalyze growth and development in the City's East Side.
- ❖ **Tacoma Avenue Service in the Downtown Regional Growth Center.** The Planning Commission believes Pierce Transit should investigate or study the need and potential for service along Tacoma Avenue in the Downtown Tacoma Regional Growth Center.
- ❖ **Downtown Tacoma to Lakewood High Capacity Transit Study.** The Planning Commission recommends that the City of Tacoma and Pierce Transit conduct a high capacity transit study for the Downtown Tacoma to Lakewood Bus Rapid Transit proposal. The proposed project is consistent with the One Tacoma Plan and supports the subarea planning work completed for the Tacoma Mall Regional Growth Center.
- ❖ **Point Ruston.** Pierce Transit should investigate or study the need and potential for transit service to the Point Ruston Neighborhood Mixed-Use Center. One alternative worth studying would be a pilot deviation of Route 10 and/or 11 from Pearl Street along North 51st to the Main Street roundabout. Such a deviation may cost substantially less than standalone fixed route services.
- ❖ **North-South Connection between Proctor and Tacoma Mall.** There is no current transit route that directly connects the mixed-use centers of Proctor and the Tacoma Mall, thus many transit users must take two or more routes with connections in Downtown Tacoma. After frequency and span improvements to existing routes have been implemented, Pierce Transit should consider reestablishing a fixed route connection that links the Proctor, 6th Avenue, Tacoma Central and Tacoma Mall Mixed-Use Centers.



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

June 26, 2020

Tina Lee
Planning Manager
Pierce Transit
3701 96th Street SW
Lakewood, WA 98499

Subject: PSRC Comments on the draft Destination 2040 Pierce Transit Long Range Plan Update

Dear Ms. Lee,

Thank you for keeping us informed about your planning efforts and for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft of the Destination 2040 Pierce Transit Long Range Plan Update. We appreciate the substantial amount of time and effort the agency has put into developing the plan to support an integrated transit system that reflects community values. As you know, VISION 2040 and the draft VISION 2050 plan emphasize the importance of a transit system that meets regional mobility needs and supports new growth. Locally-driven planning is an important step in outlining the community vision, assessing mobility needs, and understanding how local transit contributes to the overall regional system.

PSRC's [transit plan checklist](#) is a useful tool for long range plans to address core issues in VISION 2040. There are many outstanding aspects of the draft plan that support our shared regional goals. Particularly noteworthy aspects include:

- Recognition of how the transit plan advances both regional and local growth management planning goals and objectives, including the draft VISION 2050
- Focus on coordination with local jurisdictions, other transit agencies, and state agencies
- Inventory of a spectrum of investments and options for decision-makers at different levels of funding investments
- Information about challenges and opportunities for public transit in light of new technologies and mobility options

The April 10, 2020 version of the draft long range plan advances regional policy in many important ways, though there are some items that should be considered for update or inclusion before the plan is finalized:

- **Bus rapid transit (BRT) investments.** Investments in high-capacity transit are critical for the VISION 2050 Regional Growth Strategy to succeed in Pierce County. PSRC's Growth Management Policy Board included changes to the draft VISION 2050 plan, as [recommended](#) by Pierce County and the city of Tacoma, on the basis that the South Hill unincorporated area would see high capacity transit investments in the future. BRT will be an important opportunity to provide fast and reliable transit connections throughout the Pierce Transit service area. However, Section 7 of the draft plan is unclear on which Pierce Transit BRT routes are included in the investment package. The narrative on page

85 and Figure 7-2 both indicate Pierce Transit is planning for three BRT routes. Starting on page 91, the narrative shifts to a discussion of five proposed BRT routes. The Pierce Transit long-range plan should include investments that support equitable transit-oriented development and are consistent with the recommendations in VISION 2050. The long-range plan should clarify which BRT investments are in the final package.

- **A Coordinated System: Integration with other modes and providers.** PSRC noted two topics covered under the description of Pierce Transit’s coordination efforts that could be improved, as follows:
 - **Pierce County Human Services Transportation Provider Coordination:** Pierce Transit identifies coordination with Sound Transit, neighboring transit agencies, WSDOT, and transportation network companies – highlighting two in particular: Uber and Lyft in Section 3. However, there is no information on how Pierce Transit coordinates with human service, private nonprofit and other transportation providers serving Pierce County communities, and particularly people with special transportation needs. Pierce Transit’s successful coordination with services such as Beyond the Borders and Key Peninsula Connects, and participation in coordination activities with the Pierce County Coordinated Transportation Coalition (PCCTC) are highlighted in the Pierce Transit’s 2019-2024 Transit Development Plan. This ongoing coordination and planning for future coordination should also be highlighted within Section 3.
 - **Ferry Service.** In Section 3, the draft plan explores several key regional connections and coordination considerations. The plan includes a summary of the 2018 Tacoma-Seattle Fast Ferry Feasibility Study and briefly mentions on Page 49 the Puget Sound Passenger-Only Ferry Study currently underway. In PSRC’s recent regional project selection competition, Pierce Transit was identified as a partner for a Kitsap Transit-sponsored downtown Seattle passenger-only ferry terminal. The draft plan could be improved to clarify how passenger-only ferry mode of transit fits into Pierce Transit’s plans, particularly as integrating with this mode of service could require additional resources unanticipated in the current draft plan.
- **Non-motorized access to transit.** In the assessment of current conditions, the draft plan discusses bike lanes, paths, and pedestrian trails (Pages 31-34). Based upon information contained in the narrative, it appears that “pedestrian trails” identified in the draft plan do not include sidewalks. The draft plan could benefit from inclusion of sidewalk connectivity and the importance of a complete sidewalk network to improving pedestrian access to fixed-route transit and decreasing demand on complementary ADA paratransit service, such as Pierce Transit’s SHUTTLE program.
- **Pierce Transit’s planning scenarios.** The draft plan articulates transit investments associated with a planning scenario assumption of 0.9% sales tax, an increase of 0.3% over Pierce Transit’s current sales tax rate. It would be beneficial to more clearly articulate which investments would occur under the current 0.6% sale tax authority. This would provide a clear contrast in planning scenarios.

PSRC staff appreciated the invitation to participate in the stakeholder process in the fall of 2019 and the opportunity to support the technical analysis of the draft plan. However, having additional engagement with Pierce Transit and jurisdictions during the development of the draft plan would have been valuable.

In the future, we would encourage more active engagement with the stakeholder committee during the planning process so that all parties can understand how the recommendations have taken shape.

Thank you again for providing an opportunity to review the draft plan. We are happy to help and review additional material as the plan moves through the adoption process. If you have any questions or need additional information, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053.

Sincerely,



Kelly McGourty
Director of Transportation Planning

cc: Gil Cerise, Program Manager
Liz Underwood-Bultmann, Principal Planner



**Pierce
Transit**

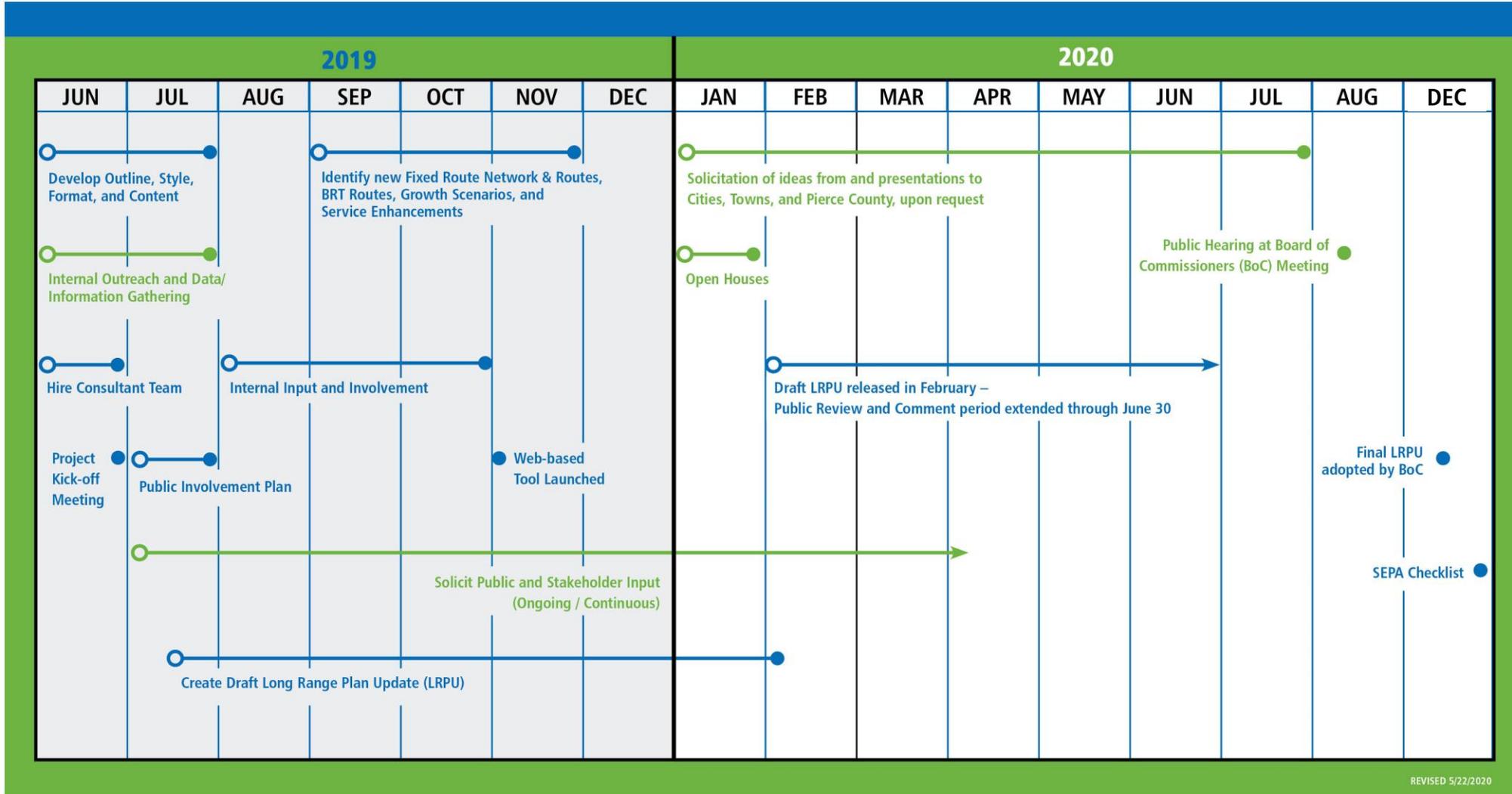
**Adopt 2040 Long Range Plan Update
Board of Commissioners**

Duane Wakan- Senior Planner

Today's Objectives: Adopt D-2040 LRPU

1. Timeline
2. Goals & Objectives
3. Comments

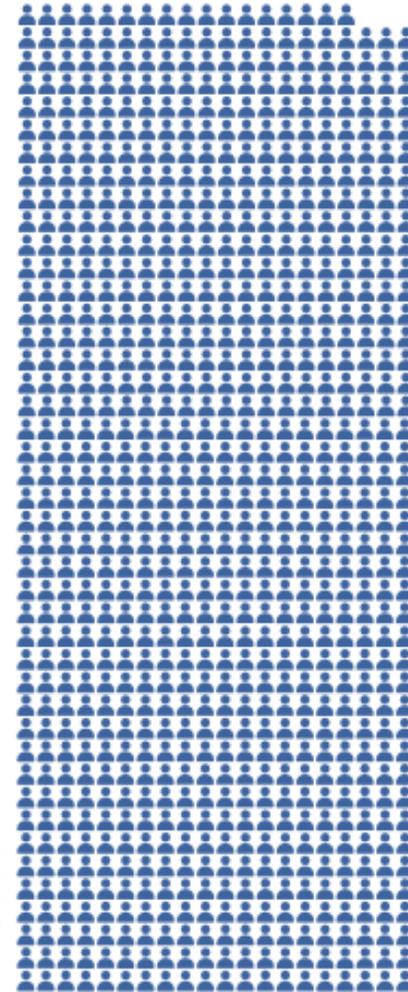




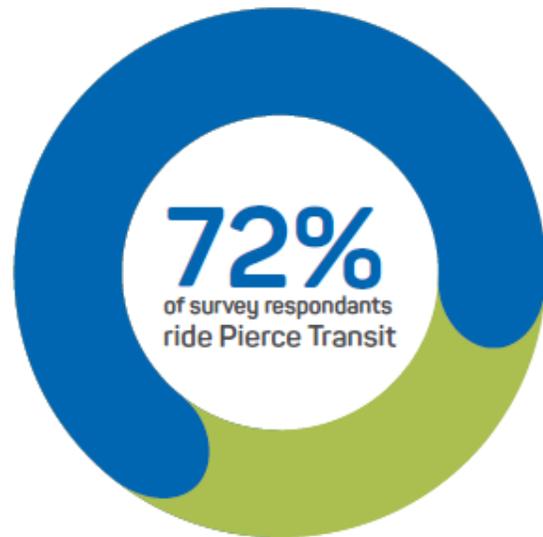
Purpose, Goals, and Objectives

0.9% Vision Scenario
85,700
average daily weekday boardings

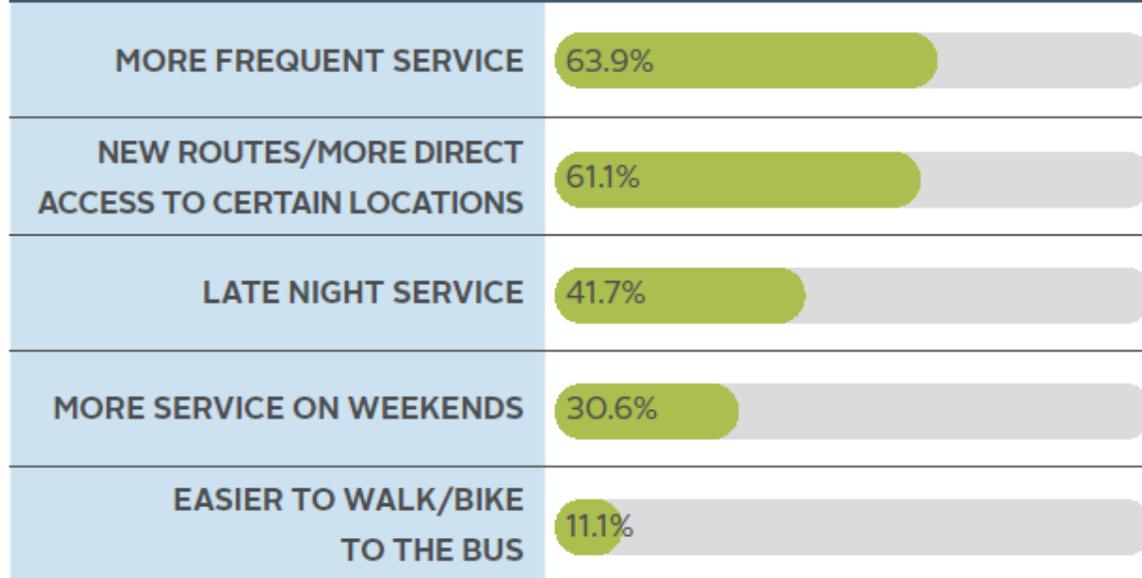
2018 Ridership
28,700
average daily weekday boardings



What we heard from online survey comments



HOW CAN TRANSIT WORK BETTER FOR YOU?



210 Future Focused Comments

Current/Short Term Investments **60**

4 Partner Agency Letters



Staff Recommendations

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit that Destination 2040, the Long-Range Plan Update...





**Pierce
Transit**

2040 Long Range Plan Update

524

Pierce Transit

WASHINGTON
C4313C

TITLE: Authorizing Revisions to Pierce Transit's Environmental Policy and Procedures Pursuant to the State Environmental Policy Act (SEPA) Requirements

DIVISION: Planning & Community Development

SUBMITTED BY: Duane Wakan, Senior Planner

RELATED ACTION: Resolution 84-114, adopting Pierce Transit's Environmental Policy and Procedures required by the State Environmental Policy Act (SEPA), RCW 43.21C.120, and SEPA rules, WAC 197-11-904.

ATTACHMENTS:

Proposed Resolution

Exhibit A, Proposed SEPA Policy and Procedures (red-lined)

Exhibit B, Proposed SEPA Policy and Procedures (clean)

RELATION TO STRATEGIC PLAN: Internal

BUDGET INFORMATION: N/A

BACKGROUND:

Pierce Transit last adopted its Environmental Policy and Procedures in November of 1984. This is a housekeeping effort which updates and refreshes the agency's environmental policies to remain current with recent 2017-2018 biennium legislative changes to the State Environmental Policy Act (SEPA). As part of this effort, staff examined several municipal and transit agency SEPA policies to integrate common language. This update refreshes Pierce Transit's policies and procedures and reflects existing organizational structures and titles.

STAFF RECOMMENDATION:

Approve Resolution No. 2020-024, adopting Pierce Transit's updated Environmental Policy and Procedures as presented in Exhibit A.

ALTERNATIVES:

Do not adopt as proposed. Not recommended as we would risk non-compliance with WAC 197-11-020 outlining uniform conformity.

PROPOSED MOTION:

Move to: Approve Resolution No. 2020-026, authorizing revisions to Pierce Transit Environmental Policy and Procedures pursuant to the State Environmental Policy Act (SEPA) as presented in Exhibit A, and repealing Resolution No. 84-114 that established the agency's prior SEPA policy and procedures.

RESOLUTION NO. 2020-026

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Authorizing Revisions to Pierce Transit's
2 Environmental Policy and Procedures as Required by the State Environmental Policy Act (SEPA), RCW
3 43.21c.120, and SEPA rules, WAC 197-11-904
4

5 WHEREAS, the State of Washington Department of Ecology has adopted the State Environmental
6 Policy Act (SEPA) rules, Chapter 197-11 WAC, effective April 4, 1984; and

7 WHEREAS, The Pierce Transit Board of Commissioners adopted Resolution No. 84-114 on November
8 19, 1984, as required by state law requirements; and

9 WHEREAS, Pierce Transit deems it necessary to update its SEPA Policy and Procedures to be consistent
10 with the legislative changes to the State Environmental Act (SEPA) that were implemented in the 2017-2018
11 biennium; and

12 WHEREAS, Pierce Transit is defined as a lead agency in WAC 197-11-050; and

13 WHEREAS, said rules require the lead agency to prepare SEPA procedures consistent with the statewide
14 rules; and

15 WHEREAS, Pierce Transit has established such SEPA Procedures in the form of the Pierce Transit
16 Environmental Policy and Procedures as set forth in Exhibit A.

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

18 Section 1. The Board of Commissioners hereby authorizes revisions to Pierce Transit's
19 Environmental Policy and Procedures in substantially the same form as Exhibit A pursuant to the State
20 Environmental Policy Act (SEPA) requirements of RCW 43.12C.120c and SEPA rules, WAC 197-11-904; and

21 Section 2. Authorizes Resolution No. 84-114, establishing the Agency's prior SEPA Policy and
22 Procedures, to be repealed in its entirety.

23 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
24 the 14th day of December 2020.

25 PIERCE TRANSIT

26
27 _____
28 Victoria Woodards, Chair
29 Board of Commissioners

30 ATTEST/AUTHENTICATED

31 _____
32 Deanne Jacobson, CMC
Clerk of the Board

Pierce Transit

Environmental Policy and Procedures

Contents

1. Authority
2. General Requirements
3. Categorical Exemptions
4. EIS
5. Commenting
6. Using Environmental Documents
7. SEPA Agency Decisions
8. Definitions
9. Categorical Exemptions
10. Agency Compliance
11. Forms

I. AUTHORITY

The Pierce County Public Transportation Benefit Area Authority Corporation, hereinafter called Pierce Transit, pursuant to the State Environmental Policy Act ("ACT"), Ch. RCW 43.21C.120, ("ACT") and Chapter 197-11 of the Washington Administrative Code ("CODE SEPA Rules") (together, "SEPA"), Pierce Transit adopts these policies and procedures in compliance with and consistent with the ACT and the state-wide rules set forth in the Code SEPA. Sometimes the ACT shall be referred to as "SEPA" and the CODE referred to as "WAC". ~~adopts these policies and procedures pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C.120, and the SEPA rules, WAC 197-11-904.~~

Pierce Transit adopts this document under the ACT and CODE SEPA. This document contains Pierce Transit's SEPA Policies and Procedures for all projects proposals requiring environmental review under SEPA, and may be referred to as "Pierce Transit's SEPA Policies and Procedures."

These SEPA Policies and Procedures are intended to be and shall be construed in a manner which is consistent with SEPA. Rules set forth in the CODE
These SEPA Policies and Procedures supersede and replace any prior SEPA policies or procedures previously adopted by Pierce Transit, which are hereby vacated.

If any provision of these SEPA Policies and Procedures and policies set forth herein or the application of these procedures and policies to any person or circumstance is held invalid, the remainder of them se procedures and policies, or the application of such provision to other persons or circumstances, shall not be affected.

II. GENERAL REQUIREMENTS

Adoption by Reference:

Pierce Transit adopts the following sections of Chapter 197-11 of the Washington Administrative Code by reference:

WAC 197-11-040 Definitions.

WAC 197-11-050 Lead Agency.

WAC 197-11-055 Timing of SEPA Process.

WAC 197-11-060 Content of Environmental Review.

WAC 197-11-070 Limitations on Actions During SEPA Process.

WAC 197-11-080 Incomplete or Unavailable Information.

WAC 197-11-090 Supporting Documents.

WAC 197-11-100 Information Required for Applicants.

Additional Definitions:

In addition to those definitions contained within **WAC 197-11-700 to 197-11-799**, the following terms will have the following meanings, unless the context indicates otherwise:

~~Pierce Transit adopts these definitions contained within WAC 197-11-700 through 197-11-799 and in addition the following terms shall have the following meanings unless the context indicates otherwise:~~

"Department" means any division, subdivision or organizational unit of Pierce Transit established by resolution.

"SEPA rules" means chapter **197-11 WAC** adopted by the Department of Ecology.

~~"Resolution" means the resolution or other procedure used by Pierce Transit to adopt regulatory requirements.~~

"Early Notice" means Pierce Transit's response to an applicant stating whether it considers issuance of a determination of significance likely for the applicant's proposal (mitigated determination of non-significance (DNS) procedures).

Designation of Responsible Official:

For those **responsible proposals** for which Pierce Transit is the lead agency, the **Responsible official (also known as the "SEPA Official")** shall be ~~the~~ **Pierce Transit's Executive Director of Planning & Community Development** ~~Transit Development~~ or his/her designee.

For all proposals for which Pierce Transit is the lead agency, ~~the responsible official~~ the **SEPA Review Officer-Official** shall make the threshold determination, supervise scoping and preparation of any required environmental impact statement (EIS), and perform any other functions assigned to the "lead

agency” or “responsible official” ~~by those sections of the SEPA rules that were adopted by reference in WAC 197-806-020.~~

Pierce Transit shall retain all documents required by the SEPA Rules (~~chapter 197-11 WAC~~) and make them available in accordance with chapter **42.17 RCW**.

III. CATEGORICAL EXEMPTIONS AND THRESHOLD DETERMINATIONS

~~Purpose of This Part and Adoption By Reference:~~

The following provisions of the Washington Administrative Code are adopted by reference, ~~This part contains~~ **containing** the rules for deciding whether a proposal has a “probable significant, adverse environmental impact” requiring an environmental impact statement (EIS) to be prepared. This part also contains rules for evaluating the impacts of proposals not requiring an EIS. ~~Pierce Transit adopts the following sections by reference, as supplemented in this part:~~

- WAC 197-11-300** Purpose of this part.
- WAC 197-11-305** Categorical exemptions.
- WAC 197-11-310** Threshold determination required.
- WAC 197-11-315** Environmental checklist.
- WAC 197-11-330** Threshold determination process.
- WAC 197-11-335** Additional information.
- WAC 197-11-340** Determination of nonsignificance (DNS).
- WAC 197-11-350** Mitigated DNS.
- WAC 197-11-360** Determination of significance (DS)/initiation of scoping.
- WAC 197-11-390** Effect of threshold determination.

IV. ENVIRONMENTAL IMPACT STATEMENT (EIS)

~~Adoption By Reference:~~

The following provisions of the Washington Administrative Code are adopted by reference, containing the rules for preparing an environmental impact statement. The preparation of draft, final, and supplemental EISs (collectively "EIS") is the responsibility of the Responsible Official. Before Pierce Transit issues an EIS, the Responsible Official shall be satisfied that it complies with the SEPA Rules and all other applicable legal requirements. ~~adopting the following sections by reference:~~

~~Purpose of This Part and Adoption By Reference:~~

~~This part contains the rules for preparing an environmental impact statement (EIS). Pierce Transit adopts the following sections by reference, as supplemented by this part:~~

- | | |
|---|--|
| WAC 197-11-400 Purpose of EIS. | WAC 197-11-425 Style and size. |
| WAC 197-11-402 General requirements. | WAC 197-11-430 Format. |
| WAC 197-11-405 EIS types. | WAC 197-11-435 Cover letter or memo. |
| WAC 197-11-406 EIS timing. | WAC 197-11-440 EIS contents. |
| WAC 197-11-408 Scoping. | WAC 197-11-442 Contents of EIS on nonproject proposals. |
| WAC 197-11-410 Expanded scoping. | |
| WAC 197-11-420 EIS preparation. | |

WAC 197-11-443 EIS contents when prior nonproject EIS.
WAC 197-11-444 Elements of the environment.
WAC 197-11-448 Relationship of EIS to other considerations.

WAC 197-11-450 Cost-benefit analysis.
WAC 197-11-455 Issuance of DEIS.
WAC 197-11-460 Issuance of FEIS.

V. COMMENTING

~~Adoption By Reference:~~

The following provisions of the Washington Administrative Code are adopted by reference, ~~This part contains~~ **containing** the rules for consulting, commenting, and responding on all environmental documents under SEPA, including rules for public notices and hearings. ~~Pierce Transit adopts the following sections by reference, as supplemented in this part:~~

WAC 197-11-500 Purpose of this part.
WAC 197-11-502 Inviting comment.
WAC 197-11-504 Availability and cost of environmental documents.
WAC 197-11-508 SEPA register.
WAC 197-11-510 Public notice.
WAC 197-11-535 Public hearing and meetings.
WAC 197-11-545 Effect of no comment.
WAC 197-11-550 Specificity of comments.
WAC 197-11-560 FEIS response to comments.
WAC 197-11-570 Consulted agency costs to assist lead agency.

Public Notice:

1. Whenever Pierce Transit issues a DNS under **WAC 197-11-340(2)**, or a DS under **WAC 197-~~3311-~~360(3)**, Pierce Transit shall give public notice as follows:
 - a. If public notice is required for a nonexempt **proposal**, the notice shall state whether a DS or DNS has been issued and when comments are due.
 - b. If no public notice is required for the **proposal**, Pierce Transit shall give notice of the DNS or DS by:
 - i. Publishing notice in a newspaper of general circulation in the county, city or general area where the proposal is located; and
 - ii. Notifying public or private groups which have expressed interest in a certain proposal or in the type of proposal being considered; and
 - iii. Placing notices in appropriate regional, neighborhood, ethnic, or trade journals; and/or
 - iv. Sending notice to agency mailing lists

- c. Whenever Pierce Transit issues a DS under **WAC 197-11-360(3)**, Pierce Transit shall state the scoping procedure for the proposal in the DS as required in **WAC 197-11-408** and in the public notice.
2. Whenever Pierce Transit issues a DEIS under **WAC 197-11-455(5)** or a SEIS under **WAC 197-11-620**, notice of the availability of those documents shall be given by:
 - a. Indicating the availability of the DEIS in any public notice required for a nonexempt license; and
 - b. Publishing notice in a newspaper of general circulation in the county, city, or general area where the proposal is located; and/or
 - c. Placing notices in appropriate regional, neighborhood, ethnic, or trade journals; and/or
 - d. Publishing notice in agency newsletters and/or sending notice to agency mailing lists.
3. Pierce Transit may require an applicant to complete the public notice requirements for the applicant's proposal at his or her expense.

Designation of Official to Perform Consulted Agency Responsibilities for Pierce Transit:

~~The Director of Transit Development~~ ~~The~~ **SEPA Officer Official** or his/her designee shall be responsible for preparation of written comments for Pierce Transit in response to a consultation request prior to a threshold determination, participation in scoping, and reviewing a DEIS.

This above noted official shall be responsible for Pierce Transit's compliance with **WAC 197-11-550** whenever Pierce Transit is a consulted agency and is authorized to develop operating procedures that will ensure that responses to consultation requests are prepared in a timely fashion and include data from all appropriate departments of Pierce Transit.

VI. USING EXISTING ENVIRONMENTAL DOCUMENTS

~~Purpose of This Part and Adoption By Reference:~~

~~The following provisions of the Washington Administrative Code are adopted by reference, This part contains~~ ~~containing~~ the rules for using and supplementing existing environmental documents prepared under SEPA or National Environmental Policy Act (NEPA) for Pierce Transit's own environmental compliance. ~~Pierce Transit adopts the following sections by reference:~~

WAC 197-11-600 When to use existing environmental documents.

WAC 197-11-610 Use of NEPA documents.

WAC 197-11-620 Supplemental environmental impact statements- Procedures.

WAC 197-11-625 Addenda - Procedures.

WAC 197-11-630 Adoption - Procedures.

WAC 197-11-635 Incorporating by reference - Procedures.

WAC 197-11-640 Combining documents.

VII. SEPA AGENCY DECISIONS

~~Purpose of This Part and Adoption By Reference:~~

The following provisions of the Washington Administrative Code are adopted by reference, ~~This part contains~~ containing rules (and policies) for SEPA's substantive authority, such as decisions to mitigate or reject proposals as a result of SEPA. This part also contains procedures for appealing SEPA determinations to agencies or the courts. ~~Pierce Transit adopts the following sections by reference:~~

WAC 197-11-650 Purpose of this part.

WAC 197-11-655 Implementation.

WAC 197-11-660 Substantive authority and mitigation.

WAC 197-11-680 Appeals.

Substantive Authority:

1. The policies and goals set forth in this resolution are supplementary to those in the existing authorization of Pierce Transit in Pierce County.
2. Pierce Transit may attach conditions to a permit or approval for a proposal so long as:
 - a. Such conditions are necessary to mitigate specific probable adverse environmental impacts identified in environmental documents prepared pursuant to these policies and procedures; and
 - b. Such conditions are in writing; and
 - c. The mitigation measures included in such conditions are reasonable and capable of being accomplished; and
 - d. Pierce Transit has considered whether local, state, or federal mitigation measures applied to the proposal are sufficient to mitigate the identified impacts; and
 - e. Such conditions are based on one or more policies in subsection (4) of this section and cited in the license or other decision document.
3. Pierce Transit may deny a permit or approval for a proposal on the basis of SEPA so long as:
 - a. A finding is made that approving the proposal would result in probable significant adverse environmental impacts that are identified in a FEIS or final SEIS prepared pursuant to these policies and procedures; and
 - b. A finding is made that there are no reasonable mitigation measures capable of being accomplished that are sufficient to mitigate the identified impact; and
 - c. The denial is based on one or more policies identified in subsection (4) of this section and identified in writing in the decision document.
4. Pierce Transit designates and adopts by reference the following policies as the basis for Pierce Transit's exercise of authority pursuant to this section:

- a. Pierce Transit shall use all practicable means, consistent with other essential considerations of state policy, to improve and coordinate plans, functions, programs, and resources to the end that the state and its citizens may:
- i. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
 - ii. Assure for all people of Washington safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
 - iii. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
 - iv. Preserve important historic, cultural, and natural aspects of our national heritage;
 - v. Maintain, wherever possible, an environment which supports diversity and variety of individual choice;
 - vi. Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
 - vii. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.
- b. Pierce Transit recognizes that each person has a fundamental and inalienable right to a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

VIII. DEFINITIONS

~~Purpose of This Part and Adoption By Reference;~~

~~The following provisions of the Washington Administrative Code are adopted by reference, This part contains containing uniform usage and definitions of terms under SEPA. Pierce Transit adopts the following sections by reference, as supplemented by WAC 173-806-040;~~

WAC 197-11-700 Definitions.

WAC 197-11-702 Act.

WAC 197-11-704 Action.

WAC 197-11-706 Addendum.

WAC 197-11-708 Adoption.

WAC 197-11-710 Affected tribe.

WAC 197-11-712 Affecting.

WAC 197-11-714 Agency.

WAC 197-11-716 Applicant.

WAC 197-11-718 Built environment.

WAC 197-11-720 Categorical exemption.

WAC 197-11-721 Closed Record Appeal.

WAC 197-11-722 Consolidated appeal.

WAC 197-11-724 Consulted agency.

WAC 197-11-726 Cost-benefit analysis.

WAC 197-11-728 County/city.

WAC 197-11-730 Decision maker.

WAC 197-11-732 Department.

WAC 197-11-734 Determination of nonsignificance (DNS).

WAC 197-11-736 Determination of significance (DS).

WAC 197-11-738 EIS.

WAC 197-11-740 Environment.

WAC 197-11-742 Environmental checklist
WAC 197-11-744 Environmental document.
WAC 197-11-746 Environmental review.
WAC 197-11-748 Environmentally sensitive area.
WAC 197-11-750 Expanded scoping.
WAC 197-11-752 Impacts.
WAC 197-11-754 Incorporation by reference.
WAC 197-11-756 Lands covered by water.
WAC 197-11-758 Lead agency.
WAC 197-11-760 License.
WAC 197-11-762 Local agency.
WAC 197-11-764 Major action.
WAC 197-11-766 Mitigated DNS.
WAC 197-11-768 Mitigation.
WAC 197-11-770 Natural environment.
WAC 197-11-772 NEPA.

WAC 197-11-774 Nonproject.
WAC 197-11-775 Open record hearing
WAC 197-11-776 Phased review.
WAC 197-11-778 Preparation.
WAC 197-11-780 Private project.
WAC 197-11-782 Probable.
WAC 197-11-784 Proposal.
WAC 197-11-786 Reasonable alternative.
WAC 197-11-788 Responsible official.
WAC 197-11-790 SEPA.
WAC 197-11-792 Scope.
WAC 197-11-793 Scoping.
WAC 197-11-794 Significant.
WAC 197-11-796 State agency.
WAC 197-11-797 Threshold determination.
WAC 197-11-799 Underlying governmental action.

IX. CATEGORICAL EXEMPTIONS

~~Adoption By Reference:~~

The following provisions of the Washington Administrative Code are adopted by reference, containing ~~Pierce Transit adopts by reference the following~~ the rules for categorical exemptions, as supplemented in this ordinance, including WAC 173-806-070 (Flexible thresholds), WAC 173-806-080 (Use of exemptions), and WAC 173-806-190 (Environmentally sensitive areas):

WAC 197-11-800 Categorical exemptions.
WAC 197-11-880 Emergencies.
WAC 197-11-890 Petitioning DOE to change exemptions.

X. AGENCY COMPLIANCE

~~Purpose of This Part and Adoption By Reference:~~

The following provisions of the Washington Administrative Code are adopted by reference, ~~This part contains~~ containing the rules for agency compliance with SEPA, ~~[including rules for charging fees under the SEPA process, designating environmentally sensitive areas,]~~ listing agencies with environmental expertise, selecting the lead agency, and applying these rules to current agency activities ~~Pierce Transit adopts the following sections by reference,~~ as supplemented by WAC 173-806-050 through 173-806-053 and this part:

WAC 197-11-900 Purpose of this part.
WAC 197-11-902 Agency SEPA policies.
WAC 197-11-912 Procedures of consulted agencies.

WAC 197-11-916 Application to ongoing actions.
WAC 197-11-920 Agencies with environmental expertise.

WAC 197-11-922 Lead agency rules.
WAC 197-11-924 Determining the lead agency.
WAC 197-11-926 Lead agency for governmental proposals.
WAC 197-11-928 Lead agency for public and private proposals.
WAC 197-11-930 Lead agency for private projects with one agency with jurisdiction.
WAC 197-11-932 Lead agency for private projects requiring licenses from more than one agency, when one of the agencies is a county/city.
WAC 197-11-934 Lead agency for private projects requiring licenses from a local agency, not a county/city, and one or more state agencies.

WAC 197-11-936 Lead agency for private projects requiring licenses from more than one state agency.
WAC 197-11-938 Lead agencies for specific proposals.
WAC 197-11-940 Transfer of lead agency status to a state agency.
WAC 197-11-942 Agreements on lead agency status.
WAC 197-11-944 Agreements on division of lead agency duties.
WAC 197-11-946 DOE resolution of lead agency disputes.
WAC 197-11-948 Assumption of lead agency status.

XI. FORMS

Adoption By Reference:

The following provisions of the Washington Administrative Code are adopted by reference **Pierce Transit** ~~adopts the following forms and sections by reference:~~

WAC 197-11-960 Environmental checklist.
WAC 197-11-965 Adoption notice.
WAC 197-11-970 Determination of nonsignificance (DNS).
WAC 197-11-980 Determination of significance and scoping notice (OS).
WAC 197-11-985 Notice of assumption of lead agency status.
WAC 197-11-990 Notice of action.

The effective date of these Pierce Transit SEPA Policies and Procedures is ~~November 19, 1984~~
December 13~~4~~, 2020.

Pierce Transit

Environmental Policy and Procedures

Contents

1. Authority
2. General Requirements
3. Categorical Exemptions
4. EIS
5. Commenting
6. Using Environmental Documents
7. SEPA Agency Decisions
8. Definitions
9. Categorical Exemptions
10. Agency Compliance
11. Forms

I. AUTHORITY

The Pierce County Public Transportation Benefit Area Authority Corporation, hereinafter called Pierce Transit, pursuant to the State Environmental Policy Act ("ACT"), Ch. RCW 43.21C, ("ACT") and Chapter 197-11 of the Washington Administrative Code ("SEPA Rules") (together, "SEPA"), Pierce Transit adopts these policies and procedures in compliance with and consistent with SEPA. Sometimes the ACT shall be referred to as "SEPA" and the CODE referred to as "WAC".

Pierce Transit adopts this document under SEPA. This document contains Pierce Transit's SEPA Policies and Procedures for all proposals requiring environmental review under SEPA, and may be referred to as "Pierce Transit's SEPA Policies and Procedures."

These SEPA Policies and Procedures are intended to be and shall be construed in a manner which is consistent with SEPA.

These SEPA Policies and Procedures supersede and replace any prior SEPA policies or procedures previously adopted by Pierce Transit, which are hereby vacated.

If any provision of these SEPA Policies and Procedures or the application of them to any person or circumstance is held invalid, the remainder of them, or the application of such provision to other persons or circumstances, shall not be affected.

II. GENERAL REQUIREMENTS

Pierce Transit adopts the following sections of Chapter 197-11 of the Washington Administrative Code by reference:

WAC 197-11-040 Definitions.

WAC 197-11-050 Lead Agency.

- WAC 197-11-055** Timing of SEPA Process.
- WAC 197-11-060** Content of Environmental Review.
- WAC 197-11-070** Limitations on Actions During SEPA Process.
- WAC 197-11-080** Incomplete or Unavailable Information.
- WAC 197-11-090** Supporting Documents.
- WAC 197-11-100** Information Required for Applicants.

Additional Definitions:

In addition to those definitions contained within **WAC 197-11-700** to **197-11-799**, the following terms will have the following meanings, unless the context indicates otherwise:

"Department" means any division, subdivision or organizational unit of Pierce Transit established by resolution.

"SEPA rules" means chapter **197-11 WAC** adopted by the Department of Ecology.

"Early Notice" means Pierce Transit's response to an applicant stating whether it considers issuance of a determination of significance likely for the applicant's proposal (mitigated determination of non-significance (DNS) procedures).

Designation of Responsible Official:

For those proposals for which Pierce Transit is the lead agency, the Responsible official (also known as the "SEPA Official") shall be Pierce Transit's Executive Director of Planning & Community Development or his/her designee.

For all proposals for which Pierce Transit is the lead agency, the SEPA Official shall make the threshold determination, supervise scoping and preparation of any required environmental impact statement (EIS), and perform any other functions assigned to the "lead agency" or "responsible official"

Pierce Transit shall retain all documents required by the SEPA Rules and make them available in accordance with chapter **42.17 RCW**.

III. CATEGORICAL EXEMPTIONS AND THRESHOLD DETERMINATIONS

The following provisions of the Washington Administrative Code are adopted by reference, containing the rules for deciding whether a proposal has a "probable significant, adverse environmental impact" requiring an environmental impact statement (EIS) to be prepared. This part also contains rules for evaluating the impacts of proposals not requiring an EIS.

- WAC 197-11-300** Purpose of this part.
- WAC 197-11-305** Categorical exemptions.
- WAC 197-11-310** Threshold determination required.
- WAC 197-11-315** Environmental checklist.
- WAC 197-11-330** Threshold determination process.
- WAC 197-11-335** Additional information.

WAC 197-11-340 Determination of nonsignificance (DNS).

WAC 197-11-350 Mitigated DNS.

WAC 197-11-360 Determination of significance (DS)/initiation of scoping.

WAC 197-11-390 Effect of threshold determination.

IV. ENVIRONMENTAL IMPACT STATEMENT (EIS)

The following provisions of the Washington Administrative Code are adopted by reference, containing the rules for preparing an environmental impact statement. The preparation of draft, final, and supplemental EISs (collectively "EIS") is the responsibility of the Responsible Official. Before Pierce Transit issues an EIS, the Responsible Official shall be satisfied that it complies with the SEPA Rules and all other applicable legal requirements.

WAC 197-11-400 Purpose of EIS.

WAC 197-11-402 General requirements.

WAC 197-11-405 EIS types.

WAC 197-11-406 EIS timing.

WAC 197-11-408 Scoping.

WAC 197-11-410 Expanded scoping.

WAC 197-11-420 EIS preparation.

WAC 197-11-425 Style and size.

WAC 197-11-430 Format.

WAC 197-11-435 Cover letter or memo.

WAC 197-11-440 EIS contents.

WAC 197-11-442 Contents of EIS on nonproject proposals.

WAC 197-11-443 EIS contents when prior nonproject EIS.

WAC 197-11-444 Elements of the environment.

WAC 197-11-448 Relationship of EIS to other considerations.

WAC 197-11-450 Cost-benefit analysis.

WAC 197-11-455 Issuance of DEIS.

WAC 197-11-460 Issuance of FEIS.

V. COMMENTING

The following provisions of the Washington Administrative Code are adopted by reference, containing the rules for consulting, commenting, and responding on all environmental documents under SEPA, including rules for public notices and hearings.

WAC 197-11-500 Purpose of this part.

WAC 197-11-502 Inviting comment.

WAC 197-11-504 Availability and cost of environmental documents.

WAC 197-11-508 SEPA register.

WAC 197-11-510 Public notice.

WAC 197-11-535 Public hearing and meetings.

WAC 197-11-545 Effect of no comment.

WAC 197-11-550 Specificity of comments.

WAC 197-11-560 FEIS response to comments.

WAC 197-11-570 Consulted agency costs to assist lead agency.

Public Notice:

1. Whenever Pierce Transit issues a DNS under **WAC 197-11-340(2)**, or a DS under **WAC 197-11-360(3)**, Pierce Transit shall give public notice as follows:

- a. If public notice is required for a nonexempt proposal, the notice shall state whether a DS or DNS has been issued and when comments are due.
- b. If no public notice is required for the proposal, Pierce Transit shall give notice of the DNS or DS by:
 - i. Publishing notice in a newspaper of general circulation in the county, city or general area where the proposal is located; and
 - ii. Notifying public or private groups which have expressed interest in a certain proposal or in the type of proposal being considered; and
 - iii. Placing notices in appropriate regional, neighborhood, ethnic, or trade journals; and/or
 - iv. Sending notice to agency mailing lists
- c. Whenever Pierce Transit issues a DS under **WAC 197-11-360(3)**, Pierce Transit shall state the scoping procedure for the proposal in the DS as required in **WAC 197-11-408** and in the public notice.
2. Whenever Pierce Transit issues a DEIS under **WAC 197-11-455(5)** or a SEIS under **WAC 197-11-620**, notice of the availability of those documents shall be given by:
 - a. Indicating the availability of the DEIS in any public notice required for a nonexempt license; and
 - b. Publishing notice in a newspaper of general circulation in the county, city, or general area where the proposal is located; and/or
 - c. Placing notices in appropriate regional, neighborhood, ethnic, or trade journals; and/or
 - d. Publishing notice in agency newsletters and/or sending notice to agency mailing lists.
3. Pierce Transit may require an applicant to complete the public notice requirements for the applicant's proposal at his or her expense.

Designation of Official to Perform Consulted Agency Responsibilities for Pierce Transit:

The SEPA Official or his/her designee shall be responsible for preparation of written comments for Pierce Transit in response to a consultation request prior to a threshold determination, participation in scoping, and reviewing a DEIS.

This above noted official shall be responsible for Pierce Transit's compliance with **WAC 197-11-550** whenever Pierce Transit is a consulted agency and is authorized to develop operating procedures that will ensure that responses to consultation requests are prepared in a timely fashion and include data from all appropriate departments of Pierce Transit.

VI. USING EXISTING ENVIRONMENTAL DOCUMENTS

The following provisions of the Washington Administrative Code are adopted by reference, containing the rules for using and supplementing existing environmental documents prepared under SEPA or National Environmental Policy Act (NEPA) for Pierce Transit's own environmental compliance.

WAC 197-11-600 When to use existing environmental documents.

WAC 197-11-610 Use of NEPA documents.

WAC 197-11-620 Supplemental environmental impact statements- Procedures.

WAC 197-11-625 Addenda - Procedures.

WAC 197-11-630 Adoption - Procedures.

WAC 197-11-635 Incorporating by reference - Procedures.

WAC 197-11-640 Combining documents.

VII. SEPA AGENCY DECISIONS

The following provisions of the Washington Administrative Code are adopted by reference, containing rules (and policies) for SEPA's substantive authority, such as decisions to mitigate or reject proposals as a result of SEPA. This part also contains procedures for appealing SEPA determinations to agencies or the courts.

WAC 197-11-650 Purpose of this part.

WAC 197-11-655 Implementation.

WAC 197-11-660 Substantive authority and mitigation.

WAC 197-11-680 Appeals.

Substantive Authority:

1. The policies and goals set forth in this resolution are supplementary to those in the existing authorization of Pierce Transit in Pierce County.
2. Pierce Transit may attach conditions to a permit or approval for a proposal so long as:
 - a. Such conditions are necessary to mitigate specific probable adverse environmental impacts identified in environmental documents prepared pursuant to these policies and procedures; and
 - b. Such conditions are in writing; and
 - c. The mitigation measures included in such conditions are reasonable and capable of being accomplished; and
 - d. Pierce Transit has considered whether local, state, or federal mitigation measures applied to the proposal are sufficient to mitigate the identified impacts; and
 - e. Such conditions are based on one or more policies in subsection (4) of this section and cited in the license or other decision document.
3. Pierce Transit may deny a permit or approval for a proposal on the basis of SEPA so long as:
 - a. A finding is made that approving the proposal would result in probable significant adverse environmental impacts that are identified in a FEIS or final SEIS prepared pursuant to these policies and procedures; and

- b. A finding is made that there are no reasonable mitigation measures capable of being accomplished that are sufficient to mitigate the identified impact; and
- c. The denial is based on one or more policies identified in subsection (4) of this section and identified in writing in the decision document.
4. Pierce Transit designates and adopts by reference the following policies as the basis for Pierce Transit's exercise of authority pursuant to this section:
- a. Pierce Transit shall use all practicable means, consistent with other essential considerations of state policy, to improve and coordinate plans, functions, programs, and resources to the end that the state and its citizens may:
- i. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
 - ii. Assure for all people of Washington safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
 - iii. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
 - iv. Preserve important historic, cultural, and natural aspects of our national heritage;
 - v. Maintain, wherever possible, an environment which supports diversity and variety of individual choice;
 - vi. Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
 - vii. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.
- b. Pierce Transit recognizes that each person has a fundamental and inalienable right to a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

VIII. DEFINITIONS

The following provisions of the Washington Administrative Code are adopted by reference containing uniform usage and definitions of terms under SEPA.

WAC 197-11-700 Definitions.

WAC 197-11-702 Act.

WAC 197-11-704 Action.

WAC 197-11-706 Addendum.

WAC 197-11-708 Adoption.

WAC 197-11-710 Affected tribe.

WAC 197-11-712 Affecting.

WAC 197-11-714 Agency.

WAC 197-11-716 Applicant.

WAC 197-11-718 Built environment.

WAC 197-11-720 Categorical exemption.

WAC 197-11-721 Closed Record Appeal.

WAC 197-11-722 Consolidated appeal.

WAC 197-11-724 Consulted agency.

WAC 197-11-726 Cost-benefit analysis.
WAC 197-11-728 County/city.
WAC 197-11-730 Decision maker.
WAC 197-11-732 Department.
WAC 197-11-734 Determination of nonsignificance (DNS).
WAC 197-11-736 Determination of significance (DS).
WAC 197-11-738 EIS.
WAC 197-11-740 Environment.
WAC 197-11-742 Environmental checklist
WAC 197-11-744 Environmental document.
WAC 197-11-746 Environmental review.
WAC 197-11-748 Environmentally sensitive area.
WAC 197-11-750 Expanded scoping.
WAC 197-11-752 Impacts.
WAC 197-11-754 Incorporation by reference.
WAC 197-11-756 Lands covered by water.
WAC 197-11-758 Lead agency.
WAC 197-11-760 License.
WAC 197-11-762 Local agency.

WAC 197-11-764 Major action.
WAC 197-11-766 Mitigated DNS.
WAC 197-11-768 Mitigation.
WAC 197-11-770 Natural environment.
WAC 197-11-772 NEPA.
WAC 197-11-774 Nonproject.
WAC 197-11-775 Open record hearing
WAC 197-11-776 Phased review.
WAC 197-11-778 Preparation.
WAC 197-11-780 Private project.
WAC 197-11-782 Probable.
WAC 197-11-784 Proposal.
WAC 197-11-786 Reasonable alternative.
WAC 197-11-788 Responsible official.
WAC 197-11-790 SEPA.
WAC 197-11-792 Scope.
WAC 197-11-793 Scoping.
WAC 197-11-794 Significant.
WAC 197-11-796 State agency.
WAC 197-11-797 Threshold determination.
WAC 197-11-799 Underlying governmental action.

IX. CATEGORICAL EXEMPTIONS

The following provisions of the Washington Administrative Code are adopted by reference, containing the rules for categorical exemptions, as supplemented in this ordinance, including WAC 173-806-070 (Flexible thresholds), WAC 173-806-080 (Use of exemptions), and WAC 173-806-190 (Environmentally sensitive areas):

WAC 197-11-800 Categorical exemptions.
WAC 197-11-880 Emergencies.
WAC 197-11-890 Petitioning DOE to change exemptions.

X. AGENCY COMPLIANCE

The following provisions of the Washington Administrative Code are adopted by reference, the rules for agency compliance with SEPA, listing agencies with environmental expertise, selecting the lead agency, and applying these rules to current agency activities as supplemented by **WAC 173-806-050** through **173-806-053** and this part:

WAC 197-11-900 Purpose of this part.
WAC 197-11-902 Agency SEPA policies.
WAC 197-11-912 Procedures of consulted agencies.

WAC 197-11-916 Application to ongoing actions.
WAC 197-11-920 Agencies with environmental expertise.

WAC 197-11-922 Lead agency rules.
WAC 197-11-924 Determining the lead agency.
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WAC 197-11-928 Lead agency for public and private proposals.
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WAC 197-11-932 Lead agency for private projects requiring licenses from more than one agency, when one of the agencies is a county/city.
WAC 197-11-934 Lead agency for private projects requiring licenses from a local agency, not a county/city, and one or more state agencies.

WAC 197-11-936 Lead agency for private projects requiring licenses from more than one state agency.
WAC 197-11-938 Lead agencies for specific proposals.
WAC 197-11-940 Transfer of lead agency status to a state agency.
WAC 197-11-942 Agreements on lead agency status.
WAC 197-11-944 Agreements on division of lead agency duties.
WAC 197-11-946 DOE resolution of lead agency disputes.
WAC 197-11-948 Assumption of lead agency status.

XI. FORMS

The following provisions of the Washington Administrative Code are adopted by reference.

WAC 197-11-960 Environmental checklist.
WAC 197-11-965 Adoption notice.
WAC 197-11-970 Determination of nonsignificance (DNS).
WAC 197-11-980 Determination of significance and scoping notice (OS).
WAC 197-11-985 Notice of assumption of lead agency status.
WAC 197-11-990 Notice of action.

The effective date of these Pierce Transit SEPA Policies and Procedures is December 14, 2020.

TITLE: Authority to Execute Contract No. 1065 with Clever
 Devices to Replace the Current Computed Aided
 Dispatch/Automated Vehicle Location System

DIVISION: Finance

SUBMITTED BY: Usame Dahir, Sr. Project Manager

RELATED ACTION: N/A

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Financial

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: 573

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 5,629,938	The total project budget is \$11,000,000. We anticipate receiving funding from Sound Transit to reimburse the agency for costs related to the Sound Transit bus fleet.
Sound Transit	\$ 2,472,655	
Contract Contingency	\$ 890,475	
Total Not to Exceed	\$ 9,795,225	
Contract Amount		

BACKGROUND:

The current Computer Aided Dispatch/Automated Vehicle Location (CAD/AVL) system was first installed in 2009 and no longer meets the Agency's needs. The software and hardware are proprietary with costs that are excessively high and do not meet current industry standards that will be necessary to work with the Next Gen ORCA product.

At completion of this project, all onboard equipment installed on Agency vehicles and the Sound Transit fleet will provide reliable voice communication between the Communication Center, Operators, and Service Supervisors. It will also streamline and integrate incident logging with the CAD system, improve data and reporting capabilities, and provide an automated process for alerts to customers and Pierce Transit staff.

The contract requires Clever Devices to deliver:

- Computer Aided Dispatch/Automated Vehicle Location (CAD/AVL) system solution for fixed-route and paratransit with all equipment, software, components, and licenses necessary to deliver functionality in the Technical Requirements
- Fixed-Route Onboard Systems to support the CAD/AVL system
- Non-Revenue Vehicle Onboard Systems
- Voice over IP (VoIP) and Data Communications solution that integrates with the existing Mobile Access Router (MAR) including central and onboard equipment, primary and fallback systems
- Provide GTFS and GTFS-RT feeds to support external customer information (such as real time bus arrival information) and planning applications (e.g., HASTUS)
- Provide initial inventory of spare parts for post systems acceptance operations

The CAD/AVL implementation expected benefits:

- Improved service monitoring and delivery using enhanced features for tracking location and status of vehicles and personnel in a timely fashion
- Provide riders with effective, understandable, and reliable onboard information
- Simplify operator login process
- Improve service travel times by enhancing the effectiveness of the transit signal priority system, proactively respond to service issues, and provide accurate route statistics
- Enhance schedule adherence information, performance reporting, and communication with personnel in the field
- Reduce bus fleet operation costs
- Improve service quality
- Improve operator and passenger safety
- Improve service quality
- Provide important delivery of transit information to the public
- Improve operational efficiencies

PROCUREMENT PROCESS:

The Agency issued the Request for Proposals (RFP) on June 1, 2020 and received five (5) proposals. An Evaluation Committee of six (6) Pierce Transit employees evaluated the five (5) proposals including feedback from twelve (12) non-scoring Subject Matter Experts from within the Agency. The Evaluation Committee also engaged our consultant, IBI Group, to provide technical expertise. After the first round of evaluations, the top two proposers were asked to participate in a virtual interview and provide a live product demonstration of their CAD/AVL System. After this thorough evaluation process, the Committee determined that Clever Devices will provide the best System for Pierce Transit.

STAFF RECOMMENDATION:

Staff recommends the Board authorize the award of the contract to Clever Devices for the CAD/AVL System Replacement that will be installed on the Pierce Transit and Sound Transit fleet.

ALTERNATIVES:

Do not authorize the contract with Clever Devices. This is not recommended as the current system is out of date, costly and inefficient. Additionally, the current system will not be compatible with the new Next Gen ORCA system which is used regionally and will then cause integration issues.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to enter into and execute Contract No. 1065 with Clever Devices to replace the current CAD/AVL System in an amount not to exceed \$9,795,225.



**Computer Aided Dispatch/Automatic Vehicle Location
(CAD/AVL)
System Replacement**

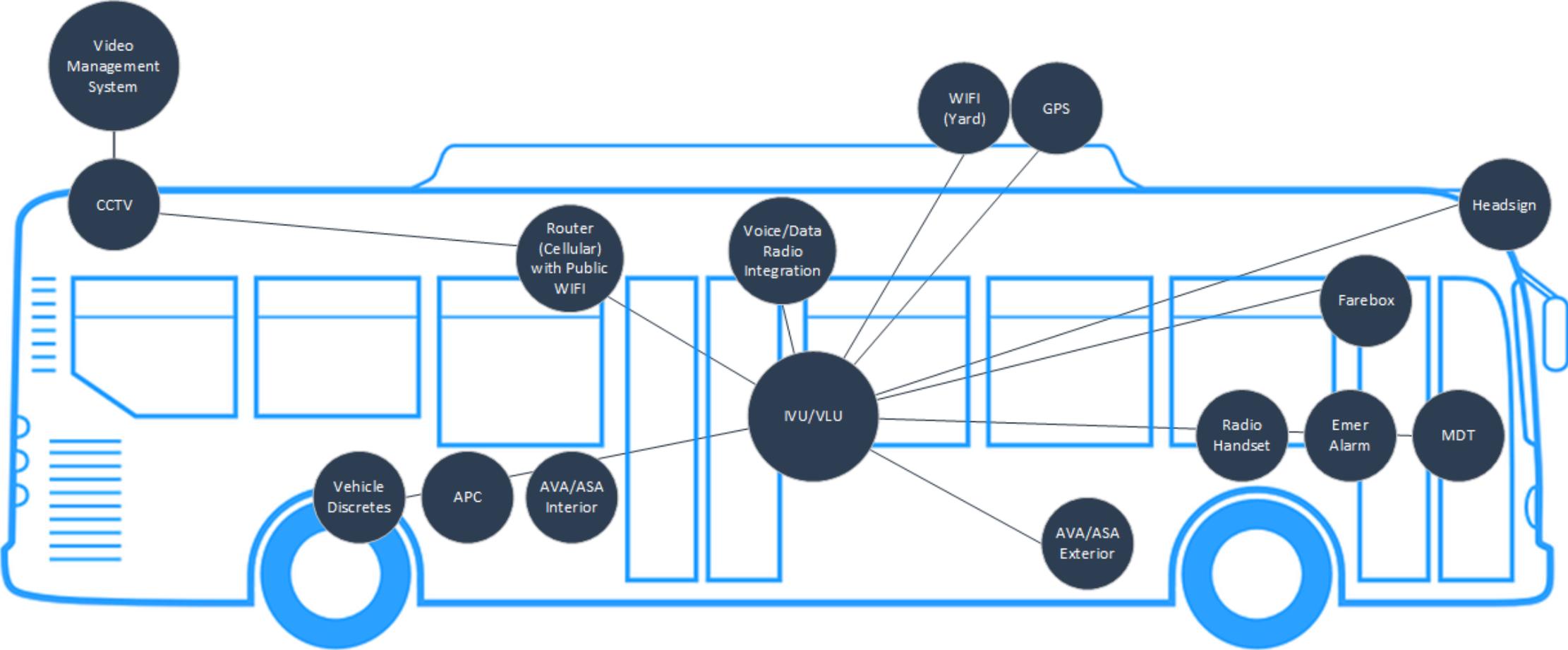
**Board of Commissioners
12/14/2020**

Usame Dahir, Sr. Project Manager

Agenda

- Background
- Procurement Process
- Future System
- Cost Overview
- Schedule

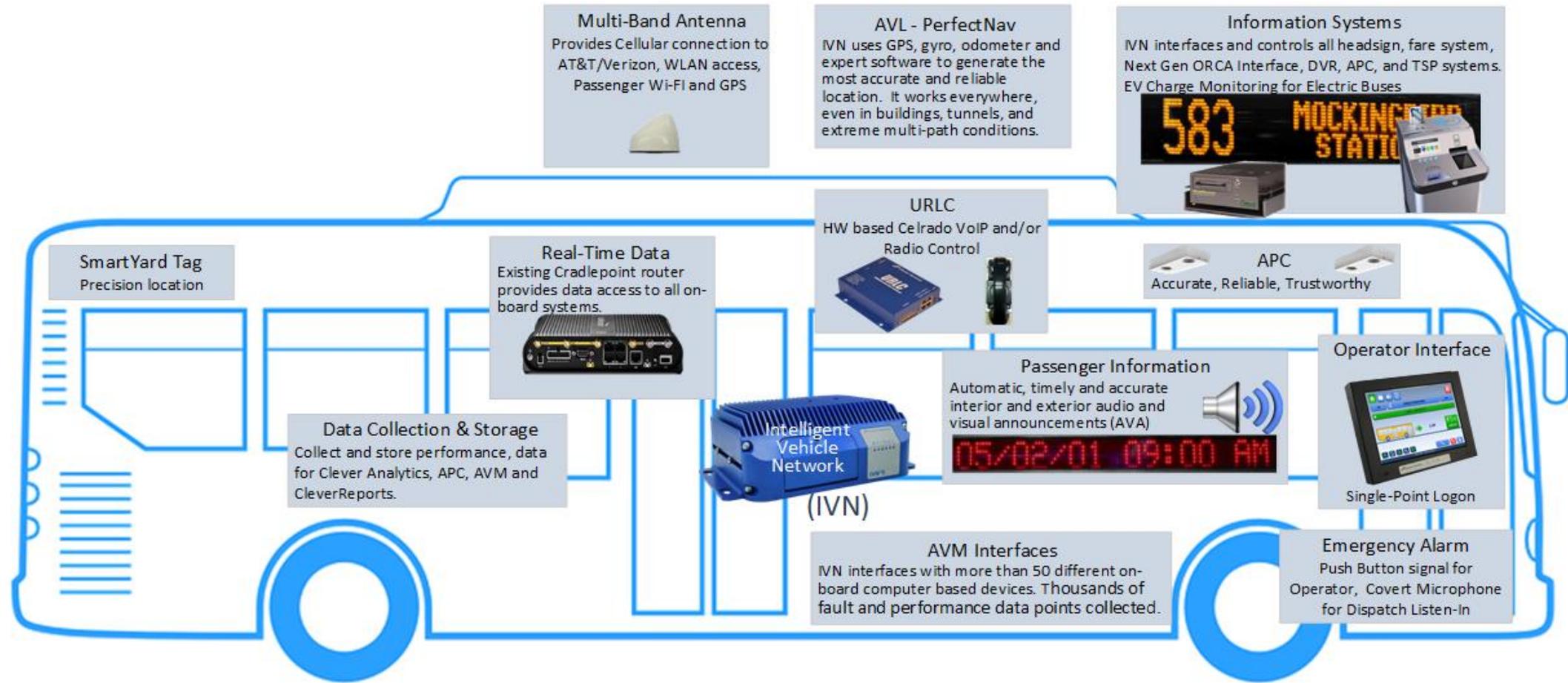
EXISTING CAD/AVL SYSTEM (CONDUENT)



PROCUREMENT TIMELINE & PROCESS

DATE	Activity
June 1, 2020	Public Advertisement of Request for Proposal (RFP)
June 11, 2020	Pre-Proposal Meeting
August 10, 2020	Proposals Due
10/2/20, 10/5/20	Interviews and demos with top 2 firms, Clever Devices selected
10/22/20, 10/23/20	Product Demonstration
12/14/2020	Contract Approval by Pierce Transit Board of Commissioners
1/2021	Contract Execution

FUTURE CAD/AVL SYSTEM (CLEVER DEVICES)



CONTRACT COSTS

FUNDING SOURCE	AMOUNT
Local Amount (incl. 9.9% tax)	\$6,187,302
Sound Transit (incl 9.9% tax)	\$2,717,448
Total Contract Amount	\$8,904,750
Contract Contingency (10%)	\$890,475
Total Authorization	\$9,795,225

PROJECT TIMELINE

TASK	OCT-DEC 2020	JAN - FEB 2021	MAR- APR 2021	MAY – JUN 2021	JUL – AUG 2021	SEPT - OCT 2021	NOV-DEC 2021	JAN-FEB 2022	MAR- APR 2022	MAY-JUN 2022	JUN – SEPT 2022
Notice to Proceed/Kick off & Project Planning	Active										
Preliminary & Final Design	Active	Active	Active	Active							
Acceptance Testing				Active	Active	Active	Active	Active	Active	Active	
Training				Active	Active	Active	Active	Active	Active	Active	
System Acceptance										Active	Active

Thank you!

Any questions?

TITLE: Adopting a New Transit Advertising Policy and Repealing Previous Resolutions that Established Prior Transit Advertising Policies and Revisions

DIVISION: Planning & Community Development

SUBMITTED BY: Kathy Walton,
Marketing Supervisor

RELATED ACTION: N/A

ATTACHMENTS:

RELATION TO STRATEGIC PLAN: N/A

Proposed Resolution

BUDGET INFORMATION: N/A

Exhibit A, Version A - Proposed Policy presented on November 9, 2020 (redlined version)

Exhibit B, Version B – Proposed Policy presented on December 14, 2020 (redlined version)

BACKGROUND:

On August 8, 2011, the Board of Commissioners of Pierce Transit approved Resolution No. 2011-020 adopting a Transit Advertising Policy governing advertisements appearing on Pierce Transit vehicles and facilities. This Policy was last revised in July 2013 (approved by Resolution No. 2013-017) to, among other things, include Pierce Transit's publications.

The current Transit Advertising Policy provides standards and criteria to be applied to all advertisements appearing on Pierce Transit's vehicles, facilities, and publications. Pierce Transit's revenues from advertising sales contribute to the agency's operating funds. Currently, the Transit Advertising Policy allows Public Service Announcements, but prohibits Political and Public Issue advertising, all as defined under the Policy. Distinguishing between advertisements that qualify as permitted or prohibited under the Policy has sometimes proven challenging for Pierce Transit and/or its Transit Advertising Contractor. Accordingly, Pierce Transit is considering revising its Transit Advertising Policy to allow only Commercial Advertising, Pierce Transit Advertising, and Governmental Advertising, all as defined under the Policy. Additionally, given that seven years have passed since the last revisions to the Transit Advertising Policy, some provisions of the Policy may need updating and/or clarification.

Initially, the proposed revisions to the "Purpose" section of the Policy clarify that Pierce Transit's mission is to provide transportation services and to maintain and provide Transit Vehicles, Transit Facilities, and Transit Publications that are safe, comfortable, convenient, and retain and attract new users of its public transportation services. The revisions further clarify that Pierce Transit maintains its advertising space as a nonpublic forum subject to the restrictions in the Transit Advertising Policy. While the primary purpose of the Policy is to provide an additional source of revenue, the revisions clarify that a secondary purpose is to provide a mechanism for Pierce Transit to communicate with the public regarding Pierce Transit's and its partners' services and programs and for other Government Entities to communicate with the public. The revisions also clarify that Pierce Transit's acceptance of an advertisement does not constitute

express or implied endorsement of the content or message of the advertisement or its sponsor. Additionally, Pierce Transit may suspend, modify, or revoke the Policy or portions of it as necessary to comply with legal mandates or recommendations, to accommodate Pierce Transit's primary transportation function, or upon the directive of the Pierce Transit Board of Commissioners.

The proposed revisions to the "Definitions" section update the definitions to include all types of facilities and vehicles owned and maintained by Pierce Transit and to include Pierce Transit's online and social media presence. Additionally, the revision to the definition of "Transit Advertising Contractor" eliminates a reference to a vendor not currently used by Pierce Transit.

The proposed revisions to the "Permitted Advertising Content" section of the Policy clarify the scope of Commercial Advertising permitted under the Policy to be limited to commercial transactions and not to include promotional advertising generally. The revisions add a category for Pierce Transit Advertising that promotes Pierce Transit's own services and programs, as well as services and programs undertaken in partnership with other entities. The revisions also clarify the scope of permitted Governmental Advertising as limited to advertising that promotes government services or programs, community events, awareness of issues of importance to the community served by the Government Entity, or more generally promotes the Government Entity or community served by the Government Entity. The Policy eliminates the category of Public Service Announcements, which would no longer be permitted under the Policy.

The proposed revisions to the "Prohibited Advertising Content" section of the Policy clarify that prohibited advertising content consists of content that does not qualify as Commercial Advertising, Pierce Transit Advertising, or Governmental Advertising under the Policy. In addition to the pre-existing prohibitions on Political and Public Issue advertising, the revisions prohibit Religious advertising that addresses, promotes, or opposes any identifiable or specific religion or religious viewpoint, message, or practice. The revisions also add a category prohibiting advertising (other than the permitted Pierce Transit Advertising) that discusses, refers to, depicts or portrays Pierce Transit or its programs or services, its partner the Central Puget Sound Regional Transit Authority, or either agency's officers or employees. The revisions also eliminate previous categories that prohibited Insulting, Degrading or Offensive or Disparaging material and Government Comments on Issues of Public Debate, which is now addressed in the definition of Governmental Advertising. The revisions further update existing categories of prohibited advertising to add public safety issues to the Public Issue category, electronic nicotine delivery systems to the Tobacco/Nicotine category, and Cannabis Products to the Alcohol category. The descriptions of certain Adult/Mature content, Adult Entertainment Facilities, and Sexual and/or Excretory Subject Matter also are updated or clarified. Finally, the revisions clarify the definitions of False or Misleading advertising, Profanity or Violence, advertising that is Harmful or Disruptive to the Transit System, and advertising that encourages or depicts Unsafe or Unlawful Conduct.

Finally, the proposed revisions streamline the "Procedures" for review and approval of proposed advertisements. The procedure for reviewing an advertiser's 501(c)(3) status, which was relevant to Public Service Announcements, is eliminated. The revisions further clarify that an advertisement must meet the definition of Permitted Advertising Content to be allowed under the Policy. Finally, the revisions clarify the titles of individuals who make or review advertising decisions under the Policy.

Update:

The Pierce Transit Board reviewed and discussed the proposed policy at their November 9, 2020 Board Meeting and directed staff to propose additional language in the policy for consideration at an upcoming Board meeting.

The Transit Advertising Policy presented on November 9, 2020 has remained intact and is identified as Version A.

The Transit Advertising Policy with new changes is identified as Version B. This version has added language that further defines partnerships in Section IV.A.2.

Pierce Transit has a long history of partnerships, and the agency occasionally uses its transit advertising space for mutually beneficial messaging. It is worthwhile to explain how this works in practice. By contract with its advertising contractor, most ad spaces are utilized to generate revenue, and Pierce Transit retains access to just a small, defined number of its advertising spaces for use by Pierce Transit. Generally, Pierce Transit takes full advantage of those spaces year-round, producing its own advertisements to promote the agency's services or raise awareness of time-sensitive topics, such as the agency's recruitment of transit operators. If the agency chooses to advertise a partnership message, then those spaces are generally taken from Pierce Transit's contracted allotment, leaving less advertising space for the agency's own messaging.

STAFF RECOMMENDATION:

Staff recommends that the Board adopt the proposed Transit Advertising Policy in substantially the same form as Exhibit B, described above as Version B.

ALTERNATIVES:

Take no action and continue reviewing advertisements under the current Transit Advertising Policy. Another alternative is to adopt the Proposed Transit Advertising Policy Version A, as shown in Exhibit A. Finally, another alternative would be to consider additional revisions to proposed Transit Advertising Policy Versions A or B before adoption.

PROPOSED MOTION:

Move to: 1) Approve Resolution No. 2020-022, adopting version _____ as the Agency's Transit Advertising Policy in substantially the same form as Exhibit _____ and, 2) Authorize Resolution Nos. 11-005, 11-020 and 13-017 that were previously adopted by the Board to set forth previous Transit Advertising Policies to be repealed in their entirety.

RESOLUTION NO. 2020-022

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Adopting a New Transit Advertising Policy and
2 Repealing Previous Resolutions that Established Prior Transit Advertising Policies and Revisions
3

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

6 WHEREAS, The Board of Commissioners approved Resolution No. 2011-020 on August 8, 2011,
7 adopting Pierce Transit's Advertising Policy; and

8 WHEREAS, The Board of Commissioners approved Resolution No. 2013-017 on July 8, 2013,
9 authorizing additional revisions to the Transit Advertising Policy; and

10 WHEREAS, pursuant to its Transit Advertising Policy, Pierce Transit permits certain specified advertising
11 on its vehicles, facilities, and publications for the purpose of generating additional revenue to benefit the transit
12 system as a whole; and

13 WHEREAS, a secondary purpose of Pierce Transit's Transit Advertising Policy is to provide a mechanism
14 for Pierce Transit to communicate with the public regarding Pierce Transit's and its partners' services and
15 programs and for other Government Entities, as defined under the Policy, to communicate with the public
16 regarding governmental services or programs, community events, or issues of importance to the community
17 served by the Government Entity, or to more generally promote the Government Entity or community served by
18 the Government Entity; and

19 WHEREAS, Pierce Transit maintains its advertising space as a nonpublic forum subject to the restrictions
20 in the Transit Advertising Policy; and

21 WHEREAS, the proposed revised Transit Advertising Policy allows only Commercial Advertising, Pierce
22 Transit Advertising, and Governmental Advertising, all as defined under the Transit Advertising Policy, on Pierce
23 Transit vehicles, facilities, and publications; and

24 WHEREAS, the proposed revised Transit Advertising Policy updates and clarifies certain provisions of the
25 Transit Advertising Policy consistent with Pierce Transit's purposes in maintaining the Transit Advertising Policy
26 and its mission of providing transportation services that that are safe, comfortable, convenient, and retain and
27 attract new users; and

28 WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce Transit to
29 adopt the proposed revised Transit Advertising Policy version ____ as shown in Exhibit ____;

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

2 Section 1. The Board of Commissioners authorizes the adoption of a new Transit Advertising Policy
3 attached hereto as Exhibit ____, which is effective immediately and applies to all pending and future
4 applications for advertising with Pierce Transit; and

5 Section 2. Authorizes Resolution Nos. 11-005, establishing an interim Transit Advertising Policy to
6 be repealed in its entirety; Resolution No. 11-020, establishing a Transit Advertising Policy to be repealed
7 in its entirety; and Resolution No. 13-017, authorizing revisions to Transit Advertising Policy to be repealed
8 in its entirety.

9 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
10 the 14th day of December 2020.

11 PIERCE TRANSIT

12
13 _____
14 Victoria Woodards, Chair
15 Board of Commissioners
16
17

18 ATTEST/AUTHENTICATED

19
20 _____
21 Deanne Jacobson, CMC
22 Clerk of the Board

TRANSIT ADVERTISING POLICY
Revised ~~Nov~~~~Dec~~~~November 2020~~July 2013
Approved by Resolution No. [113-017 on [Date]July 8, 2013

I. PURPOSE

Pierce Transit provides safe, reliable, innovative and useful public transportation services that are locally based and regionally connected. Pierce Transit operates Pierce County's public transportation system. Pierce Transit's mission is to be your transportation choice for today and tomorrow. Consistent with this purpose and mission, Pierce Transit seeks to maintain and provide Transit Vehicles, Transit Facilities, and Transit Publications that are safe, comfortable, convenient, and retain and attract new users of its public transportation services. Pierce Transit's operations are funded by a combination of federal, state and local funds, including grants and taxes, as well as fare box revenue. Advertising revenues ~~are an important~~provide an additional source of revenue that supports Pierce Transit's operations. In order to raise additional revenue, Pierce Transit will accept advertising on its Transit Vehicles, Transit Facilities, and Transit Publications only if such advertising complies with the guidelines set forth in this Advertising Policy.

By allowing limited types of advertising on or within Transit Vehicles, Transit Facilities, and Transit Publications, ~~and in keeping with its proprietary function as a provider of public transportation,~~ Pierce Transit does not ~~intend to provide or~~ create a public forum for public discourse or expressive activity, or ~~to~~ provide a forum for all types of advertisements. ~~Rather, Pierce Transit maintains its advertising space as a nonpublic forum subject to the restrictions in this Policy.~~ Pierce Transit's purpose in accepting transit advertising is to generate additional revenue to augment Pierce Transit's operating budget. Additionally, a secondary purpose of this Advertising Policy is to provide a mechanism for Pierce Transit to communicate with the public regarding Pierce Transit's and its partners' services and programs and for other Government Entities to communicate with the public regarding governmental services or programs, community events, or issues of importance to the community. In allowing for certain advertising by Pierce Transit and other Government Entities, Pierce Transit intends to provide a public benefit by providing an efficient and effective mechanism for Pierce Transit and other Government Entities to communicate with the transit-using public. Pursuant to this Advertising Policy, Pierce Transit retains strict control over the types of advertisements accepted in its Transit Facilities, Transit Vehicles, or Transit Publications.

Pierce Transit's acceptance of an advertisement does not constitute express or implied endorsement of the content or message of the advertisement, including any person, organization, products, services, information or viewpoints contained therein, or of the advertiser ~~or sponsor~~ itself.

This Policy may be suspended, modified or revoked as necessary to comply with legal mandates or recommendations, to accommodate Pierce Transit's primary transportation function, or upon the directive of the Pierce Transit Board of Commissioners. Any provision in this Policy shall be deemed severable.

II. APPLICATION OF ADVERTISING POLICY

Except as otherwise provided herein, ~~T~~this Advertising Policy applies to the posting of all new advertisements on Transit Vehicles, Transit Facilities, and Transit Publications on or after the effective date of this Transit Advertising ~~p~~Policy. Any advertisements ~~which that~~ would be

prohibited under this Advertising Policy, but ~~which~~ were posted ~~in 2011~~ pursuant to the terms of any previous Transit Advertising Policy and a duly executed advertising contract prior to the ~~E~~effective ~~D~~date of this Advertising Policy, will be allowed to remain posted for the duration of that contract.

III. DEFINITIONS

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

“Transit Vehicles” means all passenger vehicles that are owned or operated by Pierce Transit for use by the general public or by registered SHUTTLE passengers.

“Transit Publications” means literature or information produced by Pierce Transit including, but not limited to, ~~The Bus Stops Here~~ Routes and Schedules books, brochures, piercetransit.org, and any Pierce Transit-administered social media.

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

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

IV. POLICIES

A. PERMITTED ADVERTISING CONTENT

The following classes of advertising are authorized ~~on~~ Transit Vehicles, Transit Facilities, and Transit Publications if the advertisement does not include any material that qualifies as Prohibited Advertising under ~~Subsection 8~~ Section IV.B of this Advertising Policy:

1. ~~Commercial and Promotional Advertising.~~ Commercial and Promotional Advertising that primarily promotes the sale, lease, rental, distribution or availability of goods, services, food, entertainment, events, programs, transactions, donations, products or property (real or personal) for commercial or noncommercial purposes or more generally promotes an entity that engages in such activities. It is Pierce Transit's intent that Commercial Advertising will not be used for comment on a Public Issue, as further defined in Section IV.B(2), and will not include any material that qualifies as Prohibited Advertising under Section IV.B of this Advertising Policy.
2. Pierce Transit Advertising. Advertising that promotes Pierce Transit's own services and programs, as well as services and programs undertaken in partnership with other entities. Subject to the terms and limitations of any agreement Pierce Transit may have with a Transit Advertising Contractor, Pierce Transit may offer free or reduced cost advertising on Transit Vehicles, Transit Facilities, and in Transit Publications of services and programs that Pierce Transit determines, in its sole discretion, further or promote the provision of Pierce Transit's

transportation services or programs to the public. Pierce Transit also may, in its sole discretion, enter into one or more sponsorship agreements for its services and programs. A sponsorship agreement is distinct from advertising in that a sponsorship typically does not solicit a specific transaction, but instead associates a brand with Pierce Transit through a long-term non-transactional arrangement. Any such sponsorship agreements entered into by Pierce Transit shall not be subject to this Advertising Policy except to the extent this Advertising Policy is incorporated into the sponsorship agreement.

2.3. Governmental Advertising. Advertising by a Government Entity may purchase advertising for messages that advance specific promotes government services or programs, community events, awareness of issues of importance to the community served by the Government Entity such as public health issues, or more generally promotes the Government Entity or community served by the Government Entity. It is Pierce Transit's intent that governmental advertising will not be used for comment on issues of a Public Issue, as further defined in Section IV.B(2) debate, and will not include any material that qualifies as Prohibited Advertising under Section IV.B of this Advertising Policy.

~~3. Public Service Announcements. Pierce Transit recognizes that its advertising program and its overall public transportation mission are promoted by allowing Public Service Announcements. First, such announcements engender goodwill with the public because the transit system is seen as a caring and active participant in the community it serves. Second, board members and administrators of nonprofit and government organizations who purchase space for Public Service Announcements are introduced to the benefits of transit advertising, increasing the likelihood they will continue to purchase transit advertising in the future for their organizations or other organizations in which they are involved.~~

~~4. Public Service Announcements. PA Public Service Announcement must satisfy the following criteria:~~

~~(a) The sponsor of the Public Service Announcement must be a government entity or a nonprofit corporation that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code. At the time of submission of a proposed advertisement, the sponsor shall submit documentation of its 501(c)(3) status to the Transit Advertising Contractor.~~

~~(b) The Public Service Announcement may not include a message that is primarily commercial or retail in nature or related to a festival, show, sporting event, concert, lecture or event for which an admission is charged.~~

~~(c) The Public Service Announcement must be directed to the general public or a significant segment of the public and relate to:~~

- ~~(i) — Prevention or treatment of illnesses;~~
- ~~(ii) — Promotion of safety or personal well-being;~~
- ~~(iii) — Provision of children or family services;~~
- ~~(iv) — Solicitation by broad-based employee contribution campaigns which provide funds to multiple charitable organizations; or~~
- ~~(v) — Provisions of services and programs that provide support to low income citizens and citizens with disabilities.~~

B. PROHIBITED ADVERTISING CONTENT

Advertising is prohibited on Transit Vehicles, Transit Facilities, and Transit Publications if it does not qualify as Commercial Advertising, Pierce Transit Advertising, or Governmental Advertising as defined in Section IV.A above or if it includes any of the following content, or includes an internet address or telephone number that directly relates~~links~~ to any of the following content:

1. Political. Advertising promoting or opposing a political party; ~~or~~ promoting or opposing the election of any candidate or group of candidates for federal, state or local office; or Advertising promoting or opposing existing or proposed laws, initiatives, referendums or other ballot measures.
2. Public Issue. Advertising expressing or advocating an opinion, position or viewpoint on matters of public debate about economic, political, public safety, religious or social issues.
3. Religious. Advertising that addresses, promotes or opposes any identifiable or specific religion or religious viewpoint, message or practice, including but not limited to the lack of religious beliefs.
- 3.4. Prohibited Products, Services or Activities. Any advertising that (i) promotes the sale, rental, or use of, or participation in, the following products, services or activities; or (ii) that uses brand names, trademarks, slogans or other material that are identifiable with such products, services or activities:
 - (a) Tobacco/Nicotine. Tobacco or nicotine products, including but not limited to, cigarettes, electronic nicotine delivery systems, cigars and smokeless tobacco;
 - (b) Alcohol and Cannabis Products. Beer, wine, distilled spirits or any alcoholic beverage licensed and regulated under Washington law, and cannabis or any cannabis product licensed and regulated under Washington law~~however~~ or federal law, including but not limited to any substance deemed a Schedule I controlled substance under the Controlled Substances Act, Title 21 U.S.C.,

provided that this prohibition shall not prohibit advertising that includes the name of a restaurant;

- (c) Adult/Mature Rated Films, Television or Video Games. Adult films rated "X" or "NC-17", or equivalent; television rated "MIX-TV-MA" or equivalent; or video games rated "IX" "AO (Adults Only)", or "M", or equivalent;
- (d) Adult Entertainment Facilities, Services, and Products. ~~Adult book s~~Stores selling adult books and other products, adult video stores, adult telephone services, adult internet sites, escort services, nude dance clubs and other adult entertainment establishments.

4.5. Illegal Activity. Any advertising that promotes an activity or product that is illegal under federal, state or local law.

5.6. Sexual and/or Excretory Subject Matter. Any advertising that contains or involves any material that describes, depicts or represents sexual or excretory organs or activities in a way:

- (i) Which the average adult person, applying contemporary community standards, would find, when considered as a whole, appeals to the prurient interest ~~of minors in sex~~; and
- (ii) ~~w~~Which is patently offensive to contemporary community standards ~~in the adult community as a whole with respect to what is suitable material for minors to see~~; and
- (iii) Which, when considered as a whole ~~in the context in which it is used~~, lacks serious literary, artistic, political, ~~medical, health~~ or scientific value; or
- (iv) Which depicts, or reasonably appears to depict, a person under the age of eighteen (18) exhibiting his or her sexual or excretory organs or engaging in sexual or excretory activities.

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

7. False or Misleading. Any material Pierce Transit knows, or the party submitting the advertisement knows or reasonably should have known, is false, fraudulent, misleading, deceptive or would constitute a tort of defamation or invasion of privacy expose Pierce Transit to potential litigation.

8. Copyright, Trademark or Otherwise Unlawful. _Advertising that contains any material that is an infringement of copyright, trademark or service mark, or is otherwise unlawful or illegal.
9. Profanity or Violence. _Advertising that contains any profane language or employs the use of miscellaneous characters or symbols as a substitute for profane language, or portrays images or descriptions of graphic violence, including dead, mutilated or disfigured human beings or animals, the act of killing, mutilating or disfiguring human beings or animals, or intentional infliction of pain or violent action towards or upon a person or animal.
10. Firearms. _Advertising that promotes or solicits the sale, rental, distribution or availability of firearms or firearms-related products or depicts the use of a firearm.
11. Harmful or Disruptive to Transit System. Any material that is so objectionable under contemporary community standards as to be reasonably foreseeable that it will may result in harm to, disruption of, or interference with the operation or business reputation of the transportation system; or that will incite or produce imminent lawless action in the form of retaliation, vandalism or other breach of public safety, peace and order.
- ~~6. — Insulting, Degrading or Offensive. Any material directed at a person or group that is so insulting, degrading or offensive as to be reasonably foreseeable that it will incite or produce imminent lawless action in the form of retaliation, vandalism or other breach of public safety, peace and order.~~
- ~~7. — Disparaging. Any advertising that is intended to be (or reasonably could be interpreted as being) disparaging, disreputable, or disrespectful to organizations, including Pierce Transit, persons, groups, or businesses, including advertising that portrays individuals as inferior, evil or contemptible because of their race, color, creed, sex, pregnancy, age, religion, ancestry, national origin, marital status, disability, sexual orientation or any other characteristic protected under federal, state or local law.~~
12. Lights, Noise and Special Effects. _Flashing lights, sound makers, mirrors or other special effects that interfere with the safe operation of the Transit Vehicles or the safety of Transit Vehicle riders, drivers of other vehicles or the public at large.
13. Unsafe or Unlawful Transit BehaviorConduct. _Any advertisement that encourages or depicts unsafe or unlawful behavior-conduct with respect to transit-related activities, such as non-use of normal safety precautions in awaiting, boarding, riding upon or debarking from transit vehicles or any violation of RCW 9.91.025.

- ~~14. Government Comments on Issues of Public Debate. Advertising from a governmental entity that takes a position on an issue of public debate.~~
14. Endorsement. Advertising that implies or declares an endorsement of by Pierce Transit, or the jurisdictions within its service area, of any service, product, or point of view, without written authorization from Pierce Transit or the member jurisdiction.
15. Advertising Regarding Pierce Transit or its Regional Transit Authority Partner. Any advertising, other than the Pierce Transit Advertising permitted under Section IV.A(2), supra, which discusses, refers to, depicts, or portrays Pierce Transit or its programs or services, its partner the Central Puget Sound Regional Transit Authority, or either agency's officers or employees.

V. Additional Requirements

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

“Advertisement paid for by [name of ~~sponsor~~ advertiser].”

VI. PROCEDURES

Pierce Transit, shall from time to time, select a Transit Advertising Contractor who shall be responsible for the daily sales and administration of Pierce Transit's advertising program, in a manner that is consistent with this Transit Advertising Policy. Pierce Transit shall designate an employee (e.g., Marketing ~~Supervisor~~ Assistant Manager) as its “Advertising Administrator” to be the primary contact for the Transit Advertising Contractor. Questions regarding the terms, provisions and requirements of this Transit Advertising Policy shall be addressed initially to the Advertising Administrator.

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

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

If the Transit Advertising Contractor is unable to make a compliance determination, the Transit Advertising Contractor shall promptly send the final version of the advertisement, along with the names of the ~~sponsor~~ advertiser, the size and number of the advertisements, and the approximate dates and locations of the display, ~~and, to the extent applicable, documentation demonstrating the~~

~~sponsor's 501 (c)(3) status,~~ to the Advertising Administrator, or his/her designee, for further review.

- B. Authority of Pierce Transit. The ultimate authority to determine whether a particular advertisement complies with this Transit Advertising Policy rests with Pierce Transit.

In the event the Transit Advertising Contractor in contravention of this Transit Advertising Policy approves an advertisement that Pierce Transit ultimately determines is not in compliance with this ~~P~~policy, the Transit Advertising Contractor shall, upon request from Pierce Transit, remove the advertisement within twenty-four (24) hours. In the event Pierce Transit directs the removal of any such advertisement, it shall provide the Transit Advertising Contractor with written notification in compliance with VI.C(1) below; the Transit Advertising Contractor, in turn, shall forward that written notification to the ~~sponsor~~advertiser, and provide the ~~sponsor~~advertiser with the opportunity to revise the advertisement and/or ~~an to~~ appeal ~~of that the~~ decision in compliance with Sections VI.C(2) and/or (3) below.

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

If the Advertising Administrator, or his/her designee, determines that the advertisement qualifies as one of the categories of permitted advertisements in Section IV.A above and does not fall within any of the categories of prohibited advertisements set forth in Section IV.B above, the Advertising Administrator, or his/her designee, shall advise the Transit Advertising Contractor that the advertisement is in compliance with this Transit Advertising Policy. The Transit Advertising Contractor shall notify the ~~sponsor~~advertiser of the same.

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

- (1) Notification of Non-Compliance. The Advertising Administrator, or his/her designee shall provide the Transit Advertising Contractor with a written explanation for the decision within ten (10) days after the decision of non-compliance has been made, and instruct the Transit Advertising Contractor to provide the ~~sponsor~~advertiser with a copy of the Transit Advertising Policy and the written explanation for the decision.

- (2) Opportunity for Revision by ~~Sponsor~~Advertiser. Upon receipt of a decision of non-compliance, the ~~sponsor~~advertiser may provide proposed revisions to the advertisement to the Transit Advertising Contractor. The Transit Advertising Contractor shall promptly provide the revisions to the Advertising Administrator, or his/her designee, in an effort to bring the advertisement into compliance with the Transit Advertising Policy. If the Advertising Administrator, or his/her designee, ~~his/her direct supervisor or other senior executives up to or including Pierce Transit's Chief Executive Officer~~, determines the proposed revisions do not bring the advertisement into compliance with the Transit Advertising Policy, the Advertising Administrator shall provide a written explanation for the decision within ten (10) days after the proposed revision is not accepted to the Transit Advertising Contractor, who shall immediately forward the written explanation to the ~~sponsor~~advertiser.
- (3) Appeal of Decision. Upon receipt of any decision under Section VI.C(1) and/or (2), ~~an sponsor~~advertiser may request review of the Advertising Administrator's decision by the Pierce Transit ~~Chief Administration Officer~~Executive Director of Planning and Community Development ~~and/or the direct supervisor~~ who supervises the Advertising Administrator, or his/her designee.

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

VII. Responsibilities

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

TRANSIT ADVERTISING POLICY
Revised ~~December 2020~~ July 2013
Approved by Resolution No. [113-017 on [Date] July 8, 2013

I. PURPOSE

Pierce Transit provides safe, reliable, innovative and useful public transportation services that are locally based and regionally connected. Pierce Transit operates Pierce County's public transportation system. Pierce Transit's mission is to be your transportation choice for today and tomorrow. Consistent with this purpose and mission, Pierce Transit seeks to maintain and provide Transit Vehicles, Transit Facilities, and Transit Publications that are safe, comfortable, convenient, and retain and attract new users of its public transportation services. Pierce Transit's operations are funded by a combination of federal, state and local funds, including grants and taxes, as well as fare box revenue. Advertising revenues ~~are an important~~ provide an additional source of revenue that supports Pierce Transit's operations. In order to raise additional revenue, Pierce Transit will accept advertising on its Transit Vehicles, Transit Facilities, and Transit Publications only if such advertising complies with the guidelines set forth in this Advertising Policy.

By allowing limited types of advertising on or within Transit Vehicles, Transit Facilities, and Transit Publications, ~~and in keeping with its proprietary function as a provider of public transportation,~~ Pierce Transit does not ~~intend to provide or~~ create a public forum for public discourse or expressive activity, or ~~to provide a forum for~~ all types of advertisements. Rather, Pierce Transit maintains its advertising space as a nonpublic forum subject to the restrictions in this Policy. Pierce Transit's purpose in accepting transit advertising is to generate additional revenue to augment Pierce Transit's operating budget. Additionally, a secondary purpose of this Advertising Policy is to provide a mechanism for Pierce Transit to communicate with the public regarding Pierce Transit's and its partners' services and programs and for other Government Entities to communicate with the public regarding governmental services or programs, community events, or issues of importance to the community. In allowing for certain advertising by Pierce Transit and other Government Entities, Pierce Transit intends to provide a public benefit by providing an efficient and effective mechanism for Pierce Transit and other Government Entities to communicate with the transit-using public. Pursuant to this Advertising Policy, Pierce Transit retains strict control over the types of advertisements accepted in its Transit Facilities, Transit Vehicles, or Transit Publications.

Pierce Transit's acceptance of an advertisement does not constitute express or implied endorsement of the content or message of the advertisement, including any person, organization, products, services, information or viewpoints contained therein, or of the advertiser ~~or sponsor~~ itself.

This Policy may be suspended, modified or revoked as necessary to comply with legal mandates or recommendations, to accommodate Pierce Transit's primary transportation function, or upon the directive of the Pierce Transit Board of Commissioners. Any provision in this Policy shall be deemed severable.

II. APPLICATION OF ADVERTISING POLICY

Except as otherwise provided herein, ~~T~~his Advertising Policy applies to the posting of all new advertisements on Transit Vehicles, Transit Facilities, and Transit Publications on or after the effective date of this Transit Advertising ~~p~~Policy. Any advertisements ~~which that~~ would be

prohibited under this Advertising Policy, but ~~which~~ were posted ~~in 2011~~ pursuant to the terms of any previous Transit Advertising Policy and a duly executed advertising contract prior to the ~~E~~effective ~~D~~date of this Advertising Policy, will be allowed to remain posted for the duration of that contract.

III. DEFINITIONS

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

IV. POLICIES

A. PERMITTED ADVERTISING CONTENT

The following classes of advertising are authorized ~~on~~ Transit Vehicles, Transit Facilities, and Transit Publications if the advertisement does not include any material that qualifies as Prohibited Advertising under ~~Subsection 8~~ Section IV.B of this Advertising Policy:

1. ~~Commercial and Promotional~~ Advertising. Commercial and Promotional Advertising that primarily promotes the sale, lease, rental, distribution or availability of goods, services, food, entertainment, events, programs, transactions, donations, products or property (real or personal) for commercial or noncommercial purposes or more generally promotes an entity that engages in such activities. It is Pierce Transit's intent that Commercial Advertising will not be used for comment on a Public Issue, as further defined in Section IV.B(2), and will not include any material that qualifies as Prohibited Advertising under Section IV.B of this Advertising Policy.
2. Pierce Transit Advertising. Advertising that promotes Pierce Transit's own services and programs, as well as services and programs Pierce Transit undertakes in partnership with other entities. For purposes of this provision, a "partnership" is an ongoing relationship that Pierce Transit has maintained or will maintain with another entity to support and/or promote certain services or programs that Pierce Transit has determined in its sole discretion are consistent with Pierce Transit's mission. Subject to the terms and limitations of any agreement Pierce

Transit may have with a Transit Advertising Contractor, Pierce Transit may offer free or reduced cost advertising on Transit Vehicles, Transit Facilities, and in Transit Publications of services and programs that Pierce Transit determines, in its sole discretion, further or promote the provision of Pierce Transit's transportation services or programs to the public. Pierce Transit also may, in its sole discretion, enter into one or more sponsorship agreements for its services and programs. A sponsorship agreement is distinct from advertising in that a sponsorship typically does not solicit a specific transaction, but instead associates a brand with Pierce Transit through a long-term non-transactional arrangement. Any such sponsorship agreements entered into by Pierce Transit shall not be subject to this Advertising Policy except to the extent this Advertising Policy is incorporated into the sponsorship agreement.

~~2.3. Governmental Advertising. Advertising by a Government Entity may purchase advertising for messages that advance specific promotes government services or programs, community events, awareness of issues of importance to the community served by the Government Entity such as public health issues, or more generally promotes the Government Entity or community served by the Government Entity. It is Pierce Transit's intent that governmental advertising will not be used for comment on issues of a Public Issue, as further defined in Section IV.B(2) debate, and will not include any material that qualifies as Prohibited Advertising under Section IV.B of this Advertising Policy.~~

~~3. Public Service Announcements. Pierce Transit recognizes that its advertising program and its overall public transportation mission are promoted by allowing Public Service Announcements. First, such announcements engender goodwill with the public because the transit system is seen as a caring and active participant in the community it serves. Second, board members and administrators of nonprofit and government organizations who purchase space for Public Service Announcements are introduced to the benefits of transit advertising, increasing the likelihood they will continue to purchase transit advertising in the future for their organizations or other organizations in which they are involved.~~

~~4. Public Service Announcements. PA Public Service Announcement must satisfy the following criteria:~~

~~(a) The sponsor of the Public Service Announcement must be a government entity or a nonprofit corporation that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code. At the time of submission of a proposed advertisement, the sponsor shall submit documentation of its 501(c)(3) status to the Transit Advertising Contractor.~~

~~(b) The Public Service Announcement may not include a message that is primarily commercial or retail in nature or related to a festival, show, sporting event, concert, lecture or event for which an admission is charged.~~

- ~~(c) The Public Service Announcement must be directed to the general public or a significant segment of the public and relate to:~~
 - ~~(i) Prevention or treatment of illnesses;~~
 - ~~(ii) Promotion of safety or personal well-being;~~
 - ~~(iii) Provision of children or family services;~~
 - ~~(iv) Solicitation by broad-based employee contribution campaigns which provide funds to multiple charitable organizations; or~~
 - ~~(v) Provisions of services and programs that provide support to low income citizens and citizens with disabilities.~~

B. PROHIBITED ADVERTISING CONTENT

Advertising is prohibited on Transit Vehicles, Transit Facilities, and Transit Publications if it does not qualify as Commercial Advertising, Pierce Transit Advertising, or Governmental Advertising as defined in Section IV.A above or if it includes any of the following content, or includes an internet address or telephone number that directly relates~~links~~ to any of the following content:

1. Political. Advertising promoting or opposing a political party;~~or~~ promoting or opposing the election of any candidate or group of candidates for federal, state or local office; or~~Advertising~~ promoting or opposing existing or proposed laws, initiatives, referendums or other ballot measures.
2. Public Issue. Advertising expressing or advocating an opinion, position or viewpoint on matters of public debate about economic, political, public safety, religious or social issues.
3. Religious. Advertising that addresses, promotes or opposes any identifiable or specific religion or religious viewpoint, message or practice, including but not limited to the lack of religious beliefs.
- 3.4. Prohibited Products, Services or Activities. Any advertising that (i) promotes the sale, rental, or use of, or participation in, the following products, services or activities; or (ii) that uses brand names, trademarks, slogans or other material that are identifiable with such products, services or activities:
 - (a) Tobacco/Nicotine. Tobacco or nicotine products, including but not limited to, cigarettes, electronic nicotine delivery systems, cigars and smokeless tobacco;
 - (b) Alcohol and Cannabis Products. Beer, wine, distilled spirits or any alcoholic beverage licensed and regulated under Washington law,

and cannabis or any cannabis product licensed and regulated under Washington law, however, or federal law, including but not limited to any substance deemed a Schedule I controlled substance under the Controlled Substances Act, Title 21 U.S.C., provided that this prohibition shall not prohibit advertising that includes the name of a restaurant;

- (c) Adult/Mature Rated Films, Television or Video Games. Adult films rated "X" or "NC-17", or equivalent; television rated "TV-MA" or equivalent; or video games rated "AO (Adults Only)", or "M", or equivalent;
- (d) Adult Entertainment Facilities, Services, and Products. Adult book stores selling adult books and other products, adult video stores, adult telephone services, adult internet sites, escort services, nude dance clubs and other adult entertainment establishments.

4.5. Illegal Activity. Any advertising that promotes an activity or product that is illegal under federal, state or local law.

5.6. Sexual and/or Excretory Subject Matter. Any advertising that contains or involves any material that describes, depicts or represents sexual or excretory organs or activities in a way:

- (i) Which the average ~~adult~~ person, applying contemporary community standards, would find, when considered as a whole, appeals to the prurient interest ~~of minors in sex~~; and
- (ii) ~~Which~~ Which is patently offensive to contemporary community standards ~~in the adult community as a whole with respect to what is suitable material for minors to see~~; and
- (iii) Which, when considered as a whole ~~in the context in which it is used~~, lacks serious literary, artistic, political, ~~medical, health~~ or scientific value; or
- (iv) Which depicts, or reasonably appears to depict, a person under the age of eighteen (18) exhibiting his or her sexual or excretory organs or engaging in sexual or excretory activities.

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

7. False or Misleading. Any material Pierce Transit knows, or the party submitting the advertisement knows or reasonably should have known, is

false, fraudulent, misleading, deceptive or would ~~constitute a tort of defamation or invasion of privacy~~ expose Pierce Transit to potential litigation.

8. Copyright, Trademark or Otherwise Unlawful. Advertising that contains any material that is an infringement of copyright, trademark or service mark, or is otherwise unlawful or illegal.
9. Profanity or Violence. Advertising that contains any profane language or employs the use of miscellaneous characters or symbols as a substitute for profane language, or portrays images or descriptions of graphic violence, including dead, mutilated or disfigured human beings or animals, the act of killing, mutilating or disfiguring human beings or animals, or intentional infliction of pain or violent action towards or upon a person or animal.
10. Firearms. Advertising that promotes or solicits the sale, rental, distribution or availability of firearms or firearms-related products or depicts the use of a firearm.
11. Harmful or Disruptive to Transit System. Any material that is so objectionable under contemporary community standards as to be reasonably foreseeable that it ~~will~~ may result in harm to, disruption of, or interference with the operation or business reputation of the transportation system; or that will incite or produce imminent lawless action in the form of retaliation, vandalism or other breach of public safety, peace and order.
- ~~6. Insulting, Degrading or Offensive. Any material directed at a person or group that is so insulting, degrading or offensive as to be reasonably foreseeable that it will incite or produce imminent lawless action in the form of retaliation, vandalism or other breach of public safety, peace and order.~~
- ~~7. Disparaging. Any advertising that is intended to be (or reasonably could be interpreted as being) disparaging, disreputable, or disrespectful to organizations, including Pierce Transit, persons, groups, or businesses, including advertising that portrays individuals as inferior, evil or contemptible because of their race, color, creed, sex, pregnancy, age, religion, ancestry, national origin, marital status, disability, sexual orientation or any other characteristic protected under federal, state or local law.~~
12. Lights, Noise and Special Effects. Flashing lights, sound makers, mirrors or other special effects that interfere with the safe operation of the Transit Vehicles or the safety of Transit Vehicle riders, drivers of other vehicles or the public at large.
13. Unsafe or Unlawful Transit ~~Behavior~~ Conduct. Any advertisement that encourages or depicts unsafe or unlawful behavior-conduct with respect

to transit-related activities, such as non-use of normal safety precautions in awaiting, boarding, riding upon or debarking from transit vehicles or any violation of RCW 9.91.025.

~~14. Government Comments on Issues of Public Debate. Advertising from a governmental entity that takes a position on an issue of public debate.~~

~~14. Endorsement. Advertising that implies or declares an endorsement of by Pierce Transit, or the jurisdictions within its service area, of any service, product, or point of view, without written authorization from Pierce Transit or the member jurisdiction.~~

15. Advertising Regarding Pierce Transit or its Regional Transit Authority Partner. Any advertising, other than the Pierce Transit Advertising permitted under Section IV.A(2), supra, which discusses, refers to, depicts, or portrays Pierce Transit or its programs or services, its partner the Central Puget Sound Regional Transit Authority, or either agency's officers or employees.

V. Additional Requirements

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

“Advertisement paid for by [name of ~~sponsor~~ advertiser].”

VI. PROCEDURES

Pierce Transit, shall from time to time, select a Transit Advertising Contractor who shall be responsible for the daily sales and administration of Pierce Transit's advertising program, in a manner that is consistent with this Transit Advertising Policy. Pierce Transit shall designate an employee (e.g., Marketing ~~Supervisor~~ Assistant Manager) as its “Advertising Administrator” to be the primary contact for the Transit Advertising Contractor. Questions regarding the terms, provisions and requirements of this Transit Advertising Policy shall be addressed initially to the Advertising Administrator.

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

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

If the Transit Advertising Contractor is unable to make a compliance determination, the Transit Advertising Contractor shall promptly send the final version of the advertisement, along with the names of the ~~sponsor~~advertiser, the size and number of the advertisements, and the approximate dates and locations of the display, ~~and, to the extent applicable, documentation demonstrating the sponsor's 501 (c)(3) status,~~ to the Advertising Administrator, or his/her designee, for further review.

- B. Authority of Pierce Transit. The ultimate authority to determine whether a particular advertisement complies with this Transit Advertising Policy rests with Pierce Transit.

In the event the Transit Advertising Contractor in contravention of this Transit Advertising Policy approves an advertisement that Pierce Transit ultimately determines is not in compliance with this ~~P~~policy, the Transit Advertising Contractor shall, upon request from Pierce Transit, remove the advertisement within twenty-four (24) hours. In the event Pierce Transit directs the removal of any such advertisement, it shall provide the Transit Advertising Contractor with written notification in compliance with VI.C(1) below; the Transit Advertising Contractor, in turn, shall forward that written notification to the ~~sponsor~~advertiser, and provide the ~~sponsor~~advertiser with the opportunity to revise the advertisement and/or ~~an~~to appeal ~~of that~~the decision in compliance with Sections VI.C(2) and/or (3) below.

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

If the Advertising Administrator, or his/her designee, determines that the advertisement qualifies as one of the categories of permitted advertisements in Section IV.A above and does not fall within any of the categories of prohibited advertisements set forth in Section IV.B above, the Advertising Administrator, or his/her designee, shall advise the Transit Advertising Contractor that the advertisement is in compliance with this Transit Advertising Policy. The Transit Advertising Contractor shall notify the ~~sponsor~~advertiser of the same.

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

- (1) Notification of Non-Compliance. The Advertising Administrator, or his/her designee shall provide the Transit Advertising Contractor with a written

explanation for the decision within ten (10) days after the decision of non-compliance has been made, and instruct the Transit Advertising Contractor to provide the ~~sponsor~~advertiser with a copy of the Transit Advertising Policy and the written explanation for the decision.

- (2) Opportunity for Revision by ~~Sponsor~~Advertiser. Upon receipt of a decision of non-compliance, the ~~sponsor~~advertiser may provide proposed revisions to the advertisement to the Transit Advertising Contractor. The Transit Advertising Contractor shall promptly provide the revisions to the Advertising Administrator, or his/her designee, in an effort to bring the advertisement into compliance with the Transit Advertising Policy. If the Advertising Administrator, or his/her designee, ~~his/her direct supervisor or other senior executives up to or including Pierce Transit's Chief Executive Officer,~~ determines the proposed revisions do not bring the advertisement into compliance with the Transit Advertising Policy, the Advertising Administrator shall provide a written explanation for the decision within ten (10) days after the proposed revision is not accepted to the Transit Advertising Contractor, who shall immediately forward the written explanation to the ~~sponsor~~advertiser.
- (3) Appeal of Decision. Upon receipt of any decision under Section VI.C(1) and/or (2), ~~an~~ an ~~sponsor~~advertiser may request review of the Advertising Administrator's decision by the Pierce Transit ~~Chief Administration Officer~~Executive Director of Planning and Community Development ~~and/or the direct supervisor~~ who supervises the Advertising Administrator, or his/her designee.

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

VII. Responsibilities

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



Transit Advertising Policy Revisions

December 14, 2020 • Kathy Walton and Jessica Skelton

Current Transit Advertising Policy

- Has been in use since 2013
- Has posed some challenges and needs to be updated
- Does not directly address cannabis products
- Does not fully address vaping and e-cigarettes
- Includes some terms that are difficult to interpret
- Does not clearly provide for Pierce Transit's use of advertising spaces for its own purposes



Current Types of Ads Permitted

- Commercial/Promotional
- Governmental
- Public Service Announcements that satisfy multiple criteria
- Ads must not contain Prohibited Content (alcohol, profanity, etc.)



Proposed Revisions: Updated

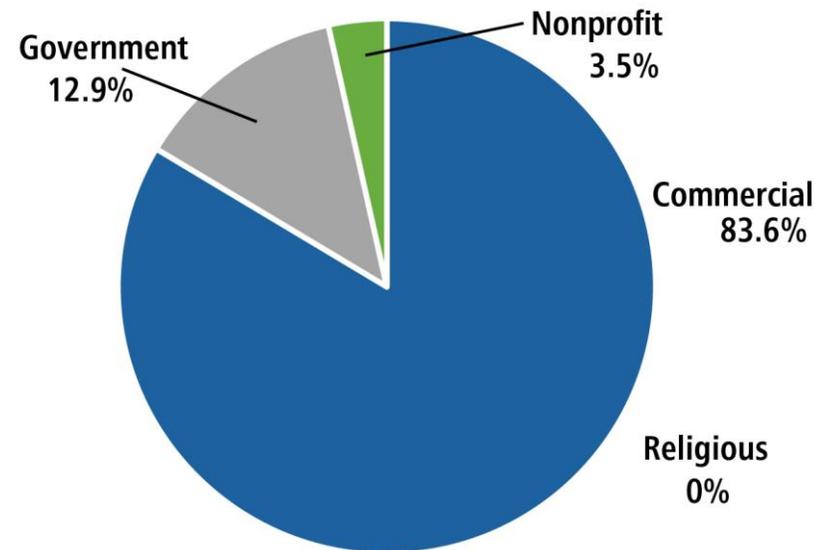
- Policy Versions A and B both:
 - Allow only Commercial, Pierce Transit, and Governmental ads
 - Eliminate confusing language about Public Service Announcements
 - Clearly prohibit cannabis, e-cigarette, and vaping products
 - Exclude religious advertisements
 - Streamline review processes and update staff titles
- Policy Version B:
 - Adds language to further define “partnerships”



Historical Advertising Revenues by Category

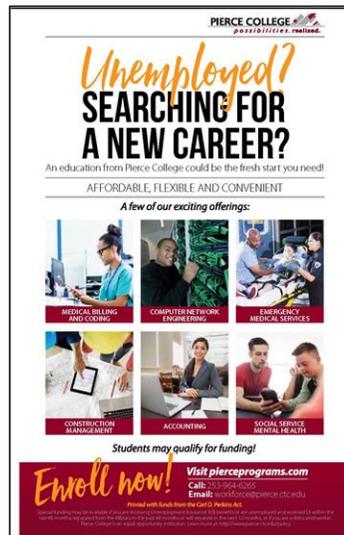
- Proposed revisions likely would have a very low impact on revenues
- The majority of revenues already come from Commercial and Government advertisements:

Advertising revenues by category, July 2017 – Dec 2019



Ads from 501(c)(3) Organizations

- Some may comply with new Policy if content is commercial
 - Pierce College has advertised its programs and affordable tuition
 - Girl Scouts could comply by advertising cookie sales or low-cost dues rather than an aspirational message



Partnership Ad Example

- Pierce County Libraries has worked with Pierce Transit for years
- We teamed up on these advertisements, posted in bus shelters

The advertisement is a vertical rectangular graphic. At the top is a red banner with white text: "Download and enjoy e-books and audiobooks". Below this is a photograph of four diverse people (two men and two women) sitting on a bus, looking at a tablet. The bottom section has a yellow background with black and red text: "FREE e-books and audiobooks from the Pierce County Library System!", "FREE Wi-Fi from Pierce Transit", and "downloads.pcls.us". To the right of this text is a circular icon with the word "ENJOYMENT" and icons for a book, headphones, a smartphone, and a tablet. At the very bottom is a black bar with the logos for Pierce County Library System (with website piercecountylibrary.org and phone 253-548-3300) and Pierce Transit.

Download and enjoy e-books and audiobooks

FREE e-books and audiobooks from the Pierce County Library System!
FREE Wi-Fi from Pierce Transit
downloads.pcls.us

Pierce County Library System
Information & Imagination
piercecountylibrary.org
253-548-3300

Pierce Transit



Executive Session

Staff recommend adoption of proposed revisions

