



Background

Service in NE Tacoma has traditionally been low performing. Route 61, which included direct service to downtown Tacoma, operated between \$10.19 and \$13.20 per passenger over its final five years (2007-2011). At the October 2011 service change, Route 61 was replaced by Route 62. To date, performance metrics have dropped considerably. Since its inception, Route 62 has an average cost per passenger over \$35.00, included \$44.65 during April 2015.

NE Tacoma no longer has a direct connection to downtown Tacoma. Instead, commuting to/from downtown requires a transfer and takes over an hour to complete. Aside from ease of use issues, performance is also hampered by the fact that revenue hours for Route 62 vehicles only constitute 55% of hours dedicated to the route compared to an 88% system average. Bus size, route geography, and distance from base all contribute to this issue.

Project

The 2014-2016 Pierce Transit Strategic Plan identified Route 62 (NE Tacoma) as not meeting performance standards. Therefore, Pierce Transit staff were directed to work with key stakeholders to design a demonstration project that meets the unique needs of the community.

Service Options

	FW TC Trips	Comm TC Trips	Local Trips	Service Span	Service Freq	Service Days	Fare	Service Hrs (est.)	Cost (est.)
Previous (Route 61)	0	27	27	700a-1000a; 200p-700p	60 min	M-F	\$2.00	7,275	\$1,076,700
Current (Route 62)	0	0	6	500a-800a; 400p-700p	60 min	M-F	\$2.00	1,816	\$268,768
Demonstration Proposal									
Part 1 of 2 (Re-routed Express)	0	6	0	500a-800a; 400p-700p	60 min	M-F	\$2.00	1,816	* \$268,768
Part 2 of 2 (KC Metro Partnership)	20	0	20	500a-800a; 400p-700p	30 min	M-F	\$2.75	1,241	\$157,930

*By utilizing the current cost of the Route 62, the total additional cost during the 12-month demonstration is estimated at \$157,930.

Solution

Working with a NE Tacoma Community Investment Team (CIT), Pierce Transit staff reviewed multiple options for a NE Tacoma demonstration project. With the aforementioned concerns in mind, a two-part solution is proposed:

- (1) redesign Route 62 as an express service between NE Tacoma and downtown Tacoma, maintaining current level of service;
- (2) enter into an agreement with King County Metro (Metro), wherein Metro provides feeder service to Pierce Transit express.

Benefits

- The size of this demonstration project allows for growth in an area with wide-ranging transit needs
- Partnership with Metro increases transit efficiency for NE Tacoma riders
- NE Tacoma riders will be provided more transit options
 - Return of direct service to downtown Tacoma
 - Local trips increase from six to 20 per weekday
 - Direct connection to Federal Way Transit Center
- Addition of express service significantly decreases commute time to and from downtown Tacoma

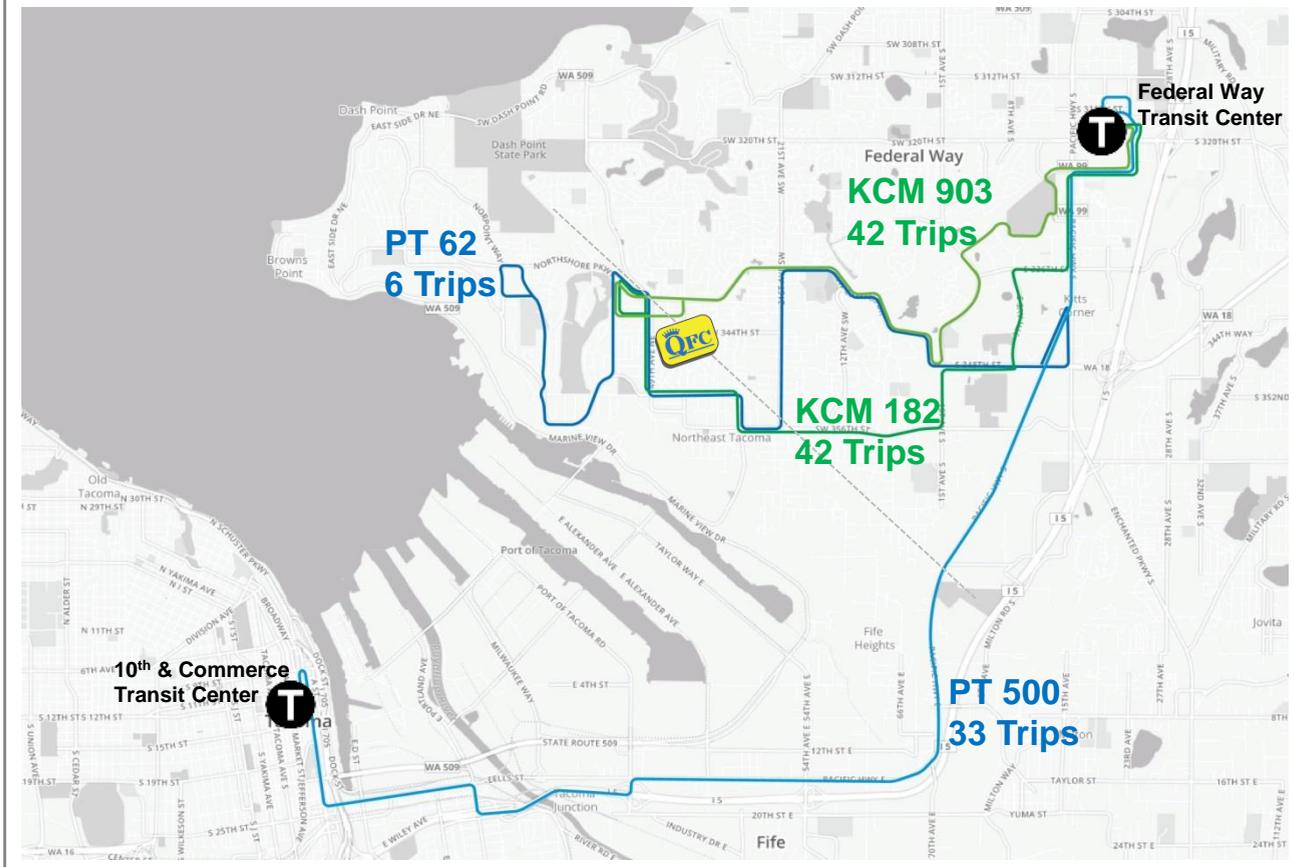
Concerns

- Local service provided by Metro comes with higher fare for riders (\$2.75 on Metro vs. \$2.00 on Pierce Transit)
- Strong collaboration between agencies is required to maintain paratransit continuity
- NE Tacoma routes have a history of low performance by Pierce Transit standards

Timeline

If approved, the NE Tacoma demonstration project would begin at the September 27, 2015 service change. It is projected to run a full year, ending by September 26, 2016. Between potential Board approval and service initiation, Pierce Transit staff will work with CIT members to identify outreach opportunities targeting the NE Tacoma community. Specific focus will be placed on ORCA card use and instructing new riders on transfer procedures between Pierce Transit and Metro.

Current Service in NE Tacoma



Proposed Service in NE Tacoma

