

**PIERCE TRANSIT BOARD MEETING
Training Center, Rainier Room**

**March 11, 2013
4:00 P.M.**

AGENDA

pages

CALL TO ORDER

ROLL CALL

APPROVAL OF VOUCHERS

PUBLIC COMMENT

PRESENTATIONS

CTAG Member Introductions

Lind Simonsen
Community Relations / CTAG Liaison

PUBLIC HEARING

Proposed Sale of Surplus Property

Van Sawin
Fleet Manager

ACTION AGENDA

- | | | |
|--------------|---|---|
| 1-6 | 1. Declaration of Surplus of Twenty-two (22)
New Flyer Buses; and Thirty-two (32) Ford E450 Eldorado
Aerotech Vans and Authorization for Sale Thereof | Van Sawin |
| 7-9 | 2. Authority to Purchase Local Area Network Equipment
(LAN) and a Blade Enclosure with 8 Blade Servers
from Century Link using State Contract T06-MST-642 | Keith Messner
IT Manager |
| 10-12 | 3. Authorize Purchase of Radio System Equipment
from Washington State WSCA Contract No. 02702 | Bill Spies
Sr. Manager Maintenance |
| 13-27 | 4. Approval of Title VI Service Equity Analysis
for September 2013 Service Reductions | Janine Robinson
Sr. Capital Planner |
| 28-35 | 5. Authority to Implement Vanpool Fare
Change Effective May 1, 2013 | Lani Fowlkes
Vanpool Assistant Manager |
| 36-38 | 6. Authority to Implement Tacoma Narrows
Bridge Toll Recovery for Vanpools Effective May 1, 2013 | Lani Fowlkes |
| 39-41 | 7. Authority to Implement a Vanpool
Service Area Change | Lani Fowlkes |

INFORMATIONAL BOARD ITEM

Sound Transit Update

Commissioners
Strickland and McCarthy

STAFF/POLICY DISCUSSIONS

1. Financial Update
2. Legislative Update

Wayne Fanshier
VP Finance

Justin Leighton
Government Relations Officer

ADJOURNMENT

FACT SHEET

TITLE: Declaration of Surplus of Twenty-two (22) New Flyer Buses; and Thirty-two (32) Ford E450 Eldorado Aerotech Vans and Authorization for Sale Thereof

DEPARTMENT: Operations

ORIGINATOR: Van Sawin

PRECEDING ACTION: N/A

COORDINATING DIVISION: Maintenance, Purchasing

APPROVED FOR SUBMITTAL:


Vice President

APPROVED FOR AGENDA:


Chief Executive Officer

Legal Counsel

ATTACHMENTS: Resolution, List of Surplus Vehicles

BUDGET INFORMATION

2013 Budget Amount
N/A

Required Expenditure
N/A

Impact
N/A

Explanation:

BACKGROUND: This resolution requests that the Board of Commissioners declare twenty-two (22) New Flyer buses; and thirty-two (32) Ford E450 Eldorado Aerotech vans as surplus vehicles, and authorize the sale thereof.

Staff has identified twenty-two (22) New Flyer buses and thirty-two (32) Ford E450 Eldorado Aerotech vans (previously used for Bus Plus and Shuttle service) as surplus to the needs of the Agency. A detailed list of the surplus vehicles is attached to the resolution.

Due to the service cuts necessitated by the economic down-turn and the unsuccessful tax vote in 2012, excess vehicles meeting FTA's useful life requirements need to be declared surplus. The buses are excess inventory, are old, have reached the end of their useful life, are no longer economical to maintain and will not be replaced. The vans designated for SHUTTLE service (5000 series on attached list) are of an age and

FACT SHEET
PAGE 2

condition where they are no longer economical to repair and have been replaced. The vans designated for Bus Plus service (5800 series on attached list) are no longer needed because the service was eliminated in late 2011. These vans are not designed to convert to SHUTTLE service usage. Staff intends to offer these vehicles for sale at a public auction.

ALTERNATIVES:

RECOMMENDATION: Declare twenty-two (22) New Flyer buses and thirty-two (32) Ford E450 Eldorado Aerotech vans as surplus vehicles, and authorize the sale thereof.

RESOLUTION NO. 13-005

A RESOLUTION of the Board of Commissioners of Pierce Transit
Declaring Surplus of Twenty-two (22) New Flyer Buses and
Thirty-two (32) Ford E450 Eldorado Aerotech Vans and Authorizing Sale thereof

WHEREAS, Pierce Transit is a municipal corporation as defined in the Revised Codes of Washington;
and

WHEREAS, Pierce Transit has complied with the provisions of RCW 39.34.020 Disposal of Surplus
Property; and

WHEREAS, Pierce Transit has identified twenty-two (22) New Flyer buses and thirty-two (32) Ford
E450 Aerotech vans (*list attached*) that need to be declared surplus; and

WHEREAS, the New Flyer buses are excess inventory, and meet the Federal Transit Administration's
useful life requirements; and

WHEREAS, the Aerotech vans designated for SHUTTLE service are of an age and condition where
they are no longer economical to maintain and have been replaced; and

WHEREAS, the Bus Plus service was eliminated in 2011; and

WHEREAS, the Aerotech vans designated for Bus Plus service are no longer needed and due to their
design cannot be converted into SHUTTLE service; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce Transit
to declare the twenty-two (22) New Flyer buses and thirty-two (32) Ford E450 Eldorado Aerotech vans
surplus and authorize the sale thereof to the public;

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

Section 1. Said twenty-two (22) New Flyer buses and thirty-two (32) Ford E450 Eldorado Aerotech
vans are herewith declared surplus and authorized for sale.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the
11th day of March, 2013.

ATTEST:

Marilyn Strickland, Chair
Board of Commissioners

Barbara B. Schatz, CMC
Acting Clerk of the Board

Surplus Vehicles – March 2013
C30FL and C40LF New Flyer Buses; Ford E450 Eldorado Aerotech Vans

Equipment Code	Year	Manufacturer	Model #	LTD Mileage	VIN Number
140	1998	New Flyer	C40LF	605,065.8	5FYC2LP02WU01897P
141	1998	New Flyer	C40LF	624,715.2	5FYC2LO04WU018971
142	1998	New Flyer	C40LF	599,452.2	5FYC2LP06WU018972
143	1998	New Flyer	C40LF	607,318.1	5FYC2LP08WU018973
144	1998	New Flyer	C40LF	609,720.7	5FYC2LP0XWU018974
145	1998	New Flyer	C40LF	641,400.4	5FYC2LP01WU018975
146	2000	New Flyer	C40LF	553,000.0	5FYC2LP14YU021090
305	2004	New Flyer	C30LF	352,786.4	5FYC2TP104U026135
306	2004	New Flyer	C30LF	373,006.9	5FYC2TP124U026136
307	2004	New Flyer	C30LF	363,866.0	5FYC2TP144U026137
308	2004	New Flyer	C30LF	350,323.1	5FYC2TP164U026138
309	2004	New Flyer	C30LF	365,415.7	5FYC2TP184U026139
310	2004	New Flyer	C30LF	367,586.8	5FYC2TP144U026140
311	2004	New Flyer	C30LF	351,581.1	5FYC2TP164U026141
312	2004	New Flyer	C30LF	367,006.4	5FYC2TP184U026142
313	2004	New Flyer	C30LF	378,503.0	5FYC2TP1X4U026143
314	2004	New Flyer	C30LF	362,411.4	5FYC2TP114U026144
315	2004	New Flyer	C30LF	366,429.4	5FYC2TP134U026145
316	2004	New Flyer	C30LF	408,842.1	5FYC2TP154U026146
317	2004	New Flyer	C30LF	394,042.7	5FYC2TP174U026147
318	2004	New Flyer	C30LF	381,708.3	5FYC2TP194U026148

Surplus Vehicles – March 2013

C30FL and C40LF New Flyer Buses; Ford E450 Eldorado Aerotech Vans

Equipment Code	Year	Manufacturer	Model #	LTD Mileage	VIN Number
319	2004	New Flyer	C30LF	383,338.4	5FYC2TP194U026149
5001	2004	Ford	E450	305,755.0	FDXE45S34HA91561
5002	2004	Ford	E450	292,796.0	1FDXE45S34HA91562
5003	2004	Ford	E450	294,165.0	1FDXE45S74HA91563
5004	2004	Ford	E450	302,061.0	1FDXE45S94HA91564
5007	2004	Ford	E450	282,273.0	1FDXE45S44HA91567
5009	2004	Ford	E450	285,976.0	1FDXE45S8SHA91569
5010	2004	Ford	E450	258,277.0	1FDXE45S84HA91570
5011	2004	Ford	E450	299,592.0	1FDXE45S94HB23736
5012	2004	Ford	E450	305,019.0	1FDXE45S04HB23737
5013	2004	Ford	E450	305,952.0	1FDXE45S24HB23738
5014	2004	Ford	E450	296,527.0	1FDXE45S97DB00288
5015	2004	Ford	E450	300,853.0	1FDXE45S07DB00289
5016	2004	Ford	E450	301,835.5	1FDXE45S24HB23741
5030	2004	Ford	E450	277,713.0	1FDXE45S34HB26633
5033	2004	Ford	E450	298,155.0	1FDXE45S14HB26646
5040	2004	Ford	E450	298,098.0	1FDXE45S94HB26653
5042	2004	Ford	E450	288,508.0	1FDXE45S84HB38941
5045	2004	Ford	E450	292,636.0	1FDXE45S34HB38944
5046	2004	Ford	E450	281,417.0	1FDXE45S54HB38945
5049	2004	Ford	E450	301,806.0	1FDXE45S04HB45012

**Surplus Vehicles – March 2013
C30FL and C40LF New Flyer Buses; Ford E450 Eldorado Aerotech Vans**

Equipment Code	Year	Manufacturer	Model #	LTD Mileage	VIN Number
5064	2005	Ford	E450	277,292.0	1FDXE45S05HA04622
5065	2005	Ford	E450	258,742.0	1FDXE45S25HA04623
5066	2005	Ford	E450	295,312.0	1FDXE45S45HA04624
5068	2005	Ford	E450	271,691.0	1FDXE45S85HA04626
5070	2005	Ford	E450	257,306.0	1FDXE45S15HA04628
5072	2006	Ford	E450	264,679.0	1FDXE45S56HA51101
5074	2006	Ford	E450	257,488.0	1FDXE45S06HA53529
5800	2005	Ford	E450	135,716.3	1FDXE45S55HB09978
5810	2007	Ford	E450	129,396.5	1FDXE45S17DB00284
5811	2007	Ford	E450	134,602.0	1FDXE45S37DB00285
5812	2007	Ford	E450	147,584.1	1FDXE45S57DB00286
5816	2007	Ford	E450	137,891.0	1FDXE45S77DB00290

FACT SHEET

TITLE: Authority to Purchase Local Area Network Equipment (LAN) and a Blade Enclosure with 8 Blade Servers from Century Link using State Contract T06-MST-642

DIVISION: Administration

ORIGINATOR: Alberto Lara

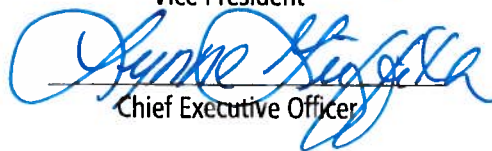
PRECEDING ACTION: Resolution No. 12-035, Adoption of the 2013 Budget

COORDINATING DEPARTMENT: Information Technology

APPROVED FOR SUBMITTAL:


Vice President

APPROVED FOR AGENDA:


Chief Executive Officer

Legal Counsel

ATTACHMENTS: Resolution

BUDGET INFORMATION

2013 Budget Amount	Required Expenditure	Impact
LAN Replacement \$358,939	\$253,249	None
Blade Enclosures \$193,461	\$113,999	None

Explanation: The combined total of expenditures with this vendor for LAN equipment and a Blade Enclosure with 8 Blade Servers has exceeded the CEO's signature authority and requires Board of Commissioner approval.

BACKGROUND: Staff requests authority to purchase Local Area Network equipment replacements (several network switches, and a firewall) and a replacement Blade Enclosure with 8 Blade Servers from Century Link. All equipment will be purchased using **State Contract T06-MST-642**.

Agency LAN equipment, the Agency Blade Enclosures and Servers are replaced at the end of their useful life. After four years, vendors no longer support the equipment, and failure would cause loss of network/Core Business System functionality. The Agency IT Strategic Plan identifies this equipment for replacement every four years and it is included in the IT 10 Year Infrastructure Replacement Plan for scheduled replacement. This equipment has reached the end of its useful life. These replacements are included in the 2013 Capital Budget.

Normally this equipment purchase would be staggered throughout the calendar year and would not require Board action; however, Century Link has offered a volume discount and a trade-in allowance on the replaced equipment if the purchase is made by the end of March.

ALTERNATIVES: The alternative would be to reject the proposal and purchase the LAN Equipment and Blade Enclosure with 8 Blade Servers from another vendor or stagger the purchase throughout the year without the discounted cost.

RECOMMENDATION: Authorize the Purchase of Local Area Network Equipment and a Blade Enclosure with 8 Blade Servers from Century Link using State Contract T06-MST-642.

RESOLUTION NO. 13-006

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authority to Purchase Local Area Network Equipment (LAN) and a Blade Enclosure
with 8 Blade Servers from Century Link using State Contract T06-MST-642

WHEREAS, by Resolution No. 12-035 approved on the 10th day of December, 2012, the Board of Commissioners of Pierce Transit adopted the 2013 Budget; and

WHEREAS, the 2013 budget contains funds to replace our current Local Area Network Equipment and Blade Enclosures; and

WHEREAS, The combined total of expenditures with this vendor for LAN equipment and a Blade Enclosure with 8 Blade Servers has exceeded the CEO's signature authority and requires Board of Commissioner approval; and

WHEREAS, Agency LAN equipment, the Agency Blade Enclosures with Servers are replaced at the end of their useful life and

WHEREAS, After four years, vendors no longer support the equipment, and failure would cause loss of network/Core Business System functionality; and

WHEREAS, The Agency IT Strategic Plan identifies this equipment for replacement every four years and it is included in the IT 10 Year Infrastructure Replacement Plan for scheduled replacement; and

WHEREAS, This equipment has reached the end of its useful life; and

WHEREAS, Century Link has offered a volume discount and a trade-in allowance on the replaced equipment if the purchase is made by the end of March 2013; and

WHEREAS, All equipment will be purchased using State Contract T06-MST-642; and

WHEREAS, Century Link's cost to replace this Local Area Network Equipment (LAN) and a Blade Enclosure with 8 Blade Servers for the amount of \$367,248 has been evaluated by staff, is considered to be fair and reasonable and is by this reference incorporated herein; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce Transit to authorize the purchase Local Area Network Equipment and a Blade Enclosure with 8 Blade Servers from Century Link by the end of March 2013;

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

Section 1. The Chief Executive Officer is hereby authorized to approve the purchase of Local Area Network Equipment (LAN) and a Blade Enclosure with 8 Blade Servers from Century Link using State Contract T06-MST-642 for the amount of \$367,248.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 11th day of March, 2013.

ATTEST:

Marilyn Strickland, Chairman
Board of Commissioners

Barbara B. Schatz, CMC
Acting Clerk of the Board

FACT SHEET

TITLE: Authority to Purchase: Radio Communications
Equipment from Washington State WSCA Contract No.
02702

DIVISION: Operations

ORIGINATOR: Bill Spies

PRECEDING ACTION:

Resolution No. 06-004, Authority to Negotiate and Execute a Master Agreement for the Mobile Communications System, Task Order No. 1 for Voice and Data Radio and Task Order No. 2 for CAD/AVL with Motorola and Amendment of the 2006 Capital Budget

Resolution No. 10-024, Authority to Amend the 2010 Operating Budget and Execution of Sole Source Purchases of Radio/CAD/AVL Equipment with Motorola and ACS for Installation on Sound Transit Coaches

Resolution No. 11-004, Authority to execute an Interlocal Agreement with Pierce County for the Operations of a Combined Communications Network

Resolution No. 12-035, Adoption of the 2013 Budget which includes funding for purchasing Replacement Radio Communications Equipment

COORDINATING DEPARTMENTS: Maintenance, Procurement

APPROVED FOR SUBMITTAL:

Vice President

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS: Resolution

BUDGET INFORMATION

2013 Budget Amount
\$2,154,188

Required Expenditure
\$2,037,136

Impact
(\$117,052)
Under budget

BACKGROUND: This resolution seeks authority to purchase replacement radio communications equipment from Motorola Solutions and Aviat Networks, through the existing Washington State WSCA Contract No. 02702 in order to meet the Federal Communications Commission (FCC) narrow-banding mandate.

FACT SHEET
PAGE 2

In February 2006, the Board of Commissioners approved the purchase of a mobile communications system from Motorola Solutions. Subsequently, this equipment was installed at six tower sites and in all Pierce Transit buses, shuttles, support vehicles and Sound Transit coaches. All equipment purchased was compliant with the first phase of FCC's Public Safety requirements for a 700 MHz radio system which included radio equipment narrow-banded from 25 MHz to 12.5 MHz.

In January of 2011, the Board of Commissioners authorized the execution of an interlocal agreement with Pierce County for operation of a combined communications network, which provided both agencies opportunities for effective cost sharing while preparing to meet the next phase of narrow-banding mandated by the FCC. This next phase requires that the Pierce Transit/Pierce County combined communications network be narrow-banded from 12.5 MHz to 6.25 MHz by December 31, 2016. Purchase of 6.25 MHz narrow-band radio equipment has been spread over the next three years in the six-year Capital Budget; 2013 is year one for purchasing this compliant radio equipment.

In December 2012, the Board of Commissioners adopted the 2013 budget. This project was approved in the 2013 capital budget; therefore, the funds are available to replace existing equipment with equipment which complies with the FCC 6.25 MHz narrow-banding requirements. At this time, Pierce Transit is eligible to take advantage of cost sharing with Pierce County using tiered state contract pricing discounts due to the interlocal agreement between Pierce County and Pierce Transit and the multi-million dollar radio project Pierce County awarded to Motorola Solutions which is currently in progress.

ALTERNATIVES: The alternative would be not to purchase narrow-band radio communications equipment at this time. This course is not recommended since the channel capacity of the Pierce Transit/Pierce County combined communications network is reliant on both parties narrow-banding all radio equipment to 6.25 MHz, and the additional tiered pricing discounts through the state contract will no longer be available to Pierce Transit when the County radio project is completed in early 2014.

RECOMMENDATION: Authorize the purchase of Radio Communications Equipment from Washington State WSCA Contract No. 02702.

RESOLUTION NO. 13-007

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing Purchase of Replacement Radio Communications Equipment from
Washington State WSCA Contract No. 02702

WHEREAS, by Resolution No. 06-004, approved on the 13th day of February, 2006, the Board of Commissioners of Pierce Transit authorized execution of a master agreement for a Mobile Communications System, Task Order No. 1 for Voice and Data Radio and Task Order No. 2 for CAD/AVL with Motorola and Amendment of the 2006 Capital Budget; and

WHEREAS, by Resolution No. 10-024, approved on the 13th day of September, 2010, the Board of Commissioners of Pierce Transit Amended the 2010 Operating Budget and authorized the execution of Sole Source purchases of Radio/CAD/AVL equipment with Motorola and ACS for installation on Sound Transit coaches; and

WHEREAS, by Resolution No. 11-004, approved on the 10th day of January, 2011, the Board of Commissioners of Pierce Transit authorized entering into an interagency agreement with Pierce County for the Operations of a Combined Communications Network; and

WHEREAS, by Resolution No. 12-035, approved on the 10th day of December, 2012, the Board of Commissioners of Pierce Transit adopted the 2013 Budget which includes funding for purchasing Radio Communications Equipment required for FCC mandated narrow-banding; and

WHEREAS, Washington State WSCA Contract No. 02702 provides for Radio Communications Equipment appropriate for Pierce Transit's purpose and permits participation by political subdivisions; and

WHEREAS, the interlocal agreement with Pierce County for combining the communications network substantially increases the size of the project, allowing for a larger discount on the Washington State WSCA Contract No. 02702 than the individual agencies would receive independently; and

WHEREAS, the contract includes specifications and options for purchasing Radio Communications Equipment for a cost not to exceed \$2,154,188; and

WHEREAS, pricing available from the State of Washington WSCA Contract has been arrived at competitively and is considered to be fair and reasonable; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce Transit to purchase from Washington State WSCA Contract No. 02702;

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

Section 1. The Chief Executive Officer is herewith authorized to purchase Replacement Radio Communications Equipment from Washington State WSCA Contract No. 02702 to comply with required FCC mandated narrow-banding.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 11th day of March, 2013.

ATTEST:

Marilyn Strickland, Chair
Board of Commissioners

Barbara B. Schatz, CMC
Acting Clerk of the Board

FACT SHEET

TITLE: Approval of Title VI Service Equity Analysis for
September 2013 Service Reductions

DIVISION: Transit Development

ORIGINATOR: Janine Robinson

PRECEDING ACTION: Resolution 13-003, Approval of Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy

COORDINATING DIVISIONS: Administration & Transit Development

APPROVED FOR SUBMITTAL:


Vice President

APPROVED FOR AGENDA:


Chief Executive Officer

Legal Counsel

ATTACHMENTS: (1) Pierce Transit Title VI Service Equity Analysis (2) Resolution

BUDGET INFORMATION

2013 Budget Amount
N/A

Required Expenditure
N/A

Impact
N/A

Explanation:

BACKGROUND: The Federal Transit Administration (FTA) issued Title VI Requirements and Guidelines for Federal Transit Administration Recipients Circular 4702.1B on October 1, 2012. The purpose of the circular is to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out U.S. Department of Transportation Title VI regulations. These FTA guidelines define the procedures related to Title VI of the Civil Rights Act of 1964, which states: "no person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The FTA circular states that all major service changes are subject to a Title VI service equity analysis. This equity analysis examines the impact to minority and low-income populations of a major service change or fare change proposed by Pierce Transit. The FTA circular also requires that the agency's governing body consider and approve the equity analysis for any fare or major service changes.

On February 11, 2013 the Board of Commissioners approved three policies which guide the Title VI Service Equity Analysis: Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy.

The September 2013 Service Change includes 23 routes which meet the definition of "major service change" as they will undergo a 20% or more reduction of their revenue hours or revenue miles. Staff analyzed these routes to determine whether there were disparate impacts to minority populations or disproportionate burdens to low income populations as a result of these planned reductions. The results of the analysis are included in the attached report entitled, "Pierce Transit Title VI Service Equity Analysis".

Pierce Transit's policy states that a disparate impact occurs when the minority population adversely affected by a fare or service change is 10% more than the average minority population of Pierce Transit's service area. While the minority population along the routes that will experience time-based reductions in service (42.8%) is higher than the service area minority population (41%), this 1.8% difference is not enough to warrant a determination of disparate impact. On the route planned for elimination, Route 62 serving Northeast Tacoma, the minority population along the route (38.9%) is lower than the service area average (41%), so there is no disparate impact.

Pierce Transit's policy states that a disproportionate burden occurs when the low-income population adversely affected by a fare or service change is 5% more than the average low-income population of Pierce Transit's service area. The low income population along the routes that are subject to time based reductions in service (13.2%) is slightly higher than the low income population of the service area (12.4%), however, this difference of 0.8% is not enough to warrant a determination of disproportionate burden. On the Route 62 planned for elimination, the low income population along the route (6.3%) is lower than the service area average (12.4%), so there is no disproportionate burden.

In summary, the analysis found no disparate impacts or disproportionate burdens on minority or low income populations as a result of the planned service reduction in September 2013.

The Pierce Transit Community Transportation Advisory Group (CTAG) reviewed the results of the Title VI Service Equity Analysis at their February 21, 2013 meeting. The CTAG recommended that the Title VI Service Equity Analysis be approved.

RECOMMENDATION: Approve the Title VI Service Change Equity Analysis for the September 2013 service reductions.

ALTERNATIVES: Direct staff to amend the analysis or complete additional review and return to the Board at a later date with a modified analysis.

Pierce Transit

Title VI Service Equity Analysis

Pursuant to FTA Circular 4702.1B

September 2013 Service Change

February 2013

Page intentionally left blank

PIERCE TRANSIT TITLE VI SERVICE EQUITY ANALYSIS

TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	BACKGROUND.....	1
2.1	September 2013 Service Change	2
3	TITLE VI POLICIES & DEFINITIONS	3
3.1	PIERCE TRANSIT MAJOR SERVICE CHANGE POLICY.....	3
3.2	PIERCE TRANSIT DISPARATE IMPACT POLICY.....	3
3.3	PIERCE TRANSIT DISPROPORTIONATE BURDEN POLICY.....	4
4	METHODOLOGY	5
5	EFFECTS OF PROPOSED SERVICE CHANGES ON MINORITY AND LOW INCOME POPULATIONS.....	6
5.1	System-Wide Effects.....	6
5.2	Disparate Impact Analysis.....	8
5.3	Disproportionate Burden Analysis	8
6	LIST OF APPENDICES	9

LIST OF APPENDICES

APPENDIX 1	FEBRUARY 2013 PIERCE TRANSIT SYSTEM MAP
APPENDIX 2	SEPTEMBER 2013 SERVICE REDUCTION PLAN – ROUTE BY ROUTE NARRATIVE
APPENDIX 3	SEPTEMBER 2013 SERVICE CHANGE DATA

PIERCE TRANSIT TITLE VI SERVICE EQUITY ANALYSIS

1 INTRODUCTION

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B, which requires any FTA recipient serving a population of 200,000 or greater to evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact. This document is an analysis of Pierce Transit's planned service reductions, which, by September 2013, will reduce bus service by approximately 28%.

2 BACKGROUND

The agency has experienced a significant loss of revenue since the start of the recession in 2008. Approximately 70% of Pierce Transit's revenue comes from local sales tax. Even with cuts in overhead, reduced management, cuts in service to the public, and a reduction in service area, it doesn't make up for the lost revenue. Pierce Transit is funding the difference with reserve funds; those funds will run out in 2013.

Proposition 1 in November 2012 would have provided additional sales tax revenue for the agency, which would have provided additional funding for local bus services. But due to the loss of Proposition 1, Pierce Transit is now in the unfortunate situation of planning service reductions. These cuts are scheduled to occur in September 2013. Routes and schedules are based on an extensive system reduction project, robust public outreach since 2009, public communication associated with Proposition 1, and direction from Pierce Transit's Board of Commissioners. This will be a significant transition for Pierce Transit. The agency will continue to look for efficiencies and ways to reduce administrative costs so there will be as much service on the street as possible. Our top priority is to be the best smaller system possible for our customers.

2.1 September 2013 Service Change

Pierce Transit currently operates at 417,000 annual service hours. Once the service reduction plan is implemented in September 2013, Pierce Transit will operate approximately 300,000 annual service hours.

The September change focuses on reduction of headways and reduced span of service. Service on some routes will be eliminated on weekends. Staff utilized data on ridership by trip and time of day in order to identify low performing trips. One route, the Route 62 serving Northeast Tacoma, is planned for elimination with this service reduction due to low utilization. Appendix 1 shows a map of Pierce Transit's current system. Appendix 2 provides a route by route narrative of the changes to each route in the system.

The draft plan for the September 2013 service change eliminated all weekend and holiday service. During early public outreach, the prevailing public sentiment was that weekend service was important for their jobs and lives. With elimination of some capital projects and other cost savings, Pierce Transit was able to retain service on weekends on some Saturday and Sunday routes, with limited span and frequency. Span of service on higher frequency routes was kept as long as possible on weekends to serve those routes that have the highest ridership at the early and late hours of the day.

In order to reduce service hours and maintain service to a large service area, increasing headways across the system is a necessary change. All riders will be impacted when headways are increased. Increasing headways provides service with less frequency and thus less convenience. The important fact is that riders who rely on our system will be inconvenienced by increased headways but will at least continue to have service on those routes. With the focus on ridership and efficiency for the September 2013 service change, PT was able to preserve headways during peak commute times and some mid-day service for higher ridership routes.

3 TITLE VI POLICIES & DEFINITIONS

Pierce Transit's Board of Commissioners adopted three new policies in February 2013 related to Title VI that guide this analysis: Major Service Change Policy; Disparate Impact Policy; and Disproportionate Burden Policy. The requirement for these policies comes from Federal Transit Administration (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" which became effective October 1, 2012. The Circular requires any FTA recipient that operates 50 or more fixed route vehicles in peak service and serving a population of 200,000 persons or greater to evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact.

3.1 PIERCE TRANSIT MAJOR SERVICE CHANGE POLICY

The purpose of this policy is to establish a threshold that defines a major service change and to define an adverse effect caused by a major service change.

A major service change is defined as any change in service on any individual route that would add or eliminate more than twenty percent of the route revenue miles or twenty percent of the route revenue hours. All major service changes will be subject to an equity analysis which includes an analysis of adverse effects on minority and low-income populations.

An adverse effect is defined as a geographical or time-based reduction in service which includes but is not limited to: span of service changes, frequency changes, route segment elimination, re-routing, or route elimination.

3.2 PIERCE TRANSIT DISPARATE IMPACT POLICY

The purpose of this policy is to establish a threshold which identifies when adverse effects of a major service change or any fare change are borne disproportionately by minority populations.

A disparate impact occurs when the minority population¹ adversely affected by a fare or service change is ten percent more than the average minority population of Pierce Transit's service area.

Disparate impacts on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. Disparate impacts on routes with segment elimination, re-routing, or route elimination will be determined on a route by route basis.

¹ Minority Population -- Persons identifying themselves as a race other than white or of Hispanic origin, self-reported in the U.S. Census.

If Pierce Transit finds a potential disparate impact, the agency will take steps to avoid, minimize or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Pierce Transit chooses not to alter the proposed changes, the agency may implement the service or fare change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on the minority population and would still accomplish the agency's legitimate program goals.

3.3 PIERCE TRANSIT DISPROPORTIONATE BURDEN POLICY

The purpose of this policy is to establish a threshold which identifies when the adverse effects of a major service change or any fare change are borne disproportionately by low-income² populations.

A disproportionate burden occurs when the low-income population adversely affected by a fare or service change is five percent more than the average low-income population of Pierce Transit's service area.

Disproportionate burden on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. Disproportionate burden on routes with segment elimination, re-routing, or route elimination will be determined on a route by route basis.

If Pierce Transit finds a potential disproportionate burden, the agency will take steps to avoid, minimize or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Pierce Transit chooses not to alter the proposed changes, the agency may implement the service or fare change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on low-income population and would still accomplish the agency's legitimate program goals.

² Low-income Population – Persons reporting as being under the federal household poverty limit as defined by the U.S. Department of Health and Human Services.

4 METHODOLOGY

Pierce Transit staff first calculated which routes were planned to be reduced by 20% or more in revenue hours or revenue miles and thus are subject to the Title VI Equity Analysis. Pierce Transit staff then identified the minority and low-income population living within ¼ mile of each route in the system and within the entire service area. GIS mapping and 2010 Census data were used at the census block level for minority data. American Community Survey 2007-2011 data by census tract was used for low-income data³. A ¼ mile buffer was placed around each route to designate the route access range, the population of each tract or block within or touching that buffer was calculated, then the percentages of minority and low-income populations of those tracts/blocks were calculated.

Pierce Transit analyzed frequency changes and span of service changes in an aggregate, system-wide manner, as established in the Major Service Change Policy (Section 3.1). The population data (including the minority and low income data) for all routes with these time-based changes was calculated for all routes together. The only route planned for elimination was analyzed individually to determine whether there were adverse impacts to minority or low income populations along that specific route. The detailed data of hours and miles by route is included in Appendix 3. The equity analysis is provided below in Section 5.

³ Pierce Transit's 2010 Customer Survey provides information about our riders' race and income, but does not provide statistically significant data on ridership by route, so Census Data was used to analyze the population along Pierce Transit's routes.

5 EFFECTS OF PROPOSED SERVICE CHANGES ON MINORITY AND LOW INCOME POPULATIONS

5.1 System-Wide Effects

Pierce Transit currently operates 37 routes and provides 411,000 annual revenue hours and 3.5 million revenue miles. The September 2013 service change will result in an approximate 26% reduction in revenue hours, and a 28.5% reduction in revenue miles. Table 5-1 below shows the percent reduction in hours and miles by route. The shaded cells show the routes that have a 20% or greater reduction (a "major service change") and so are included in this equity analysis. Of the 37 routes, one will be eliminated and 22 will have a 20% or greater reduction.

TABLE 5-1 Percent Reduction in Hours and Miles, by Route

Route No.	1	2	3	10	11	13	14	16	28	41	42	45	48	51	52	53	54	55	56	57	62	100	102	202	204	206	212	214	300	400	402	409	410	485	487	500	501	System
% Reduction in Hours	-21	-22	-5	-8	-38	-36	-42	-21	-16	-23	-27	-11	-16	-14	-11	-19	-28	-7	-15	-51	-100	-51	0	-17	-11	-40	-28	-52	-52	-37	-27	-32	-31	0	0	5%	-78	-26
% Reduction in Miles	-24	-23	-7	-8	-39	-35	-42	-24	-16	-21	-72	-12	-17	-40	-11	-20	-30	-7	-16	-52	-100	-52	0	-17	-11	-41	-29	-51	-52	-52	-27	-33	-27	0	0	6	-77	-28.5

The following maps (Figure 5-1) show all of Pierce Transit's routes overlaid on the census blocks with the minority population (left, in orange) and on the census tracts with low income population (right, in blue). Routes that are subject to a 20% or greater change in miles or hours are shown in red (with ¼ mile buffer shown) and the routes that are subject to a less than 20% change are shown in green. The maps also show that the majority of Pierce Transit's routes are concentrated in the higher proportion minority and low income areas.

Table 5-2 below shows a summary of the impacts of the time-based service changes and the route elimination on minority and low income populations in the Pierce Transit service area.

Figure 5-1 Pierce Transit Route Maps on Minority and Low Income Census Blocks/Tracts

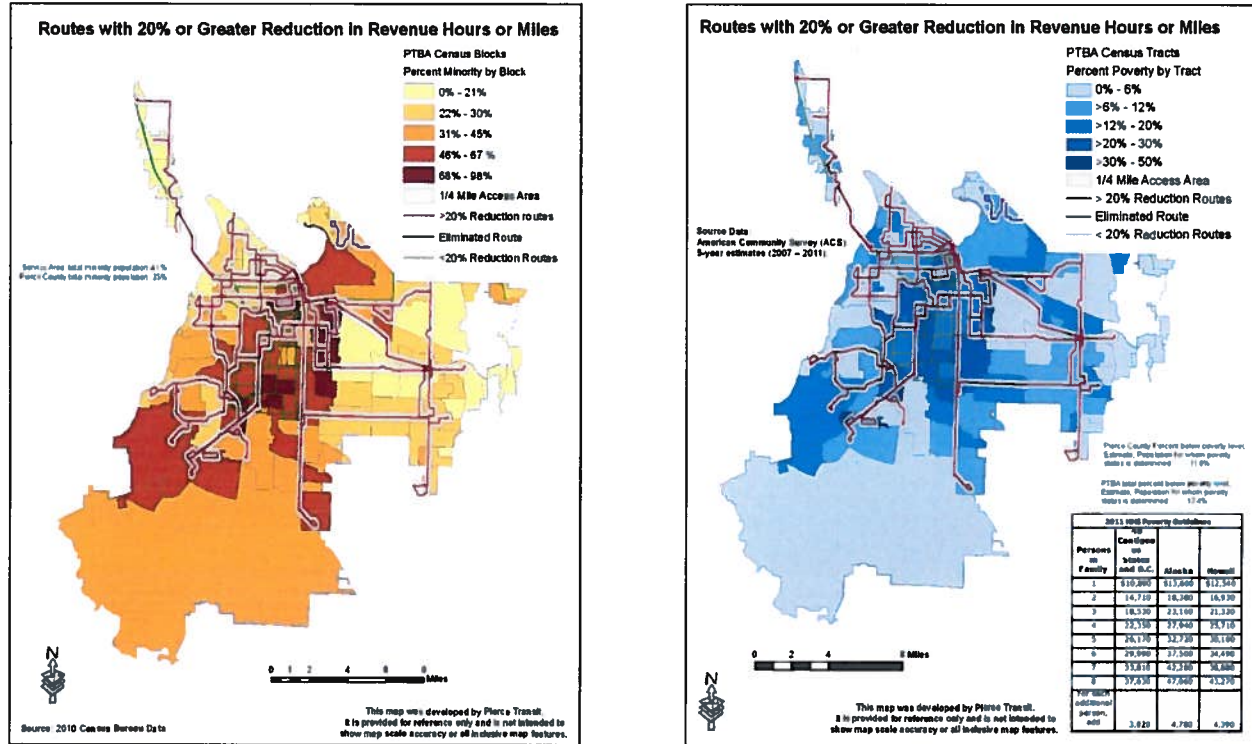


Table 5-2 Impact of Service Changes on Minority and Low Income Populations

Summary of Service Change	Minority Proportion of Population			Low Income Proportion of Population		
	Census Blocks Along Routes	Average Population in Service Area	Difference	Census Tracts Along Routes	Average Population in Service Area	Difference
Reduction of 20% or more in revenue hours and / or revenue miles	42.8%	41.0%	2.7%	13.2%	12.4%	0.8%
Route Elimination (Route 62)	38.9%	41.0%	-2.1%	6.3%	12.4%	-6.1%

5.2 Disparate Impact Analysis

Pierce Transit's policy states that a disparate impact occurs when the minority population adversely affected by a fare or service change is 10% more than the average minority population of Pierce Transit's service area. While the minority population along the routes that will experience time-based reductions in service (42.8%) is higher than the service area minority population (41%), this 1.8% difference is not enough to warrant a determination of disparate impact. On the route planned for elimination, the minority population along the route (38.9%) is lower than the service area average (41%), so there is no disparate impact.

5.3 Disproportionate Burden Analysis

Pierce Transit's policy states that a disproportionate burden occurs when the low-income population adversely affected by a fare or service change is 5% more than the average low-income population of Pierce Transit's service area. The low income population along the routes that are subject to time based reductions in service (13.2%) is slightly higher than the low income population of the service area (12.4%), however, this difference of 0.8% is not enough to warrant a determination of disproportionate burden. On the Route 62 planned for elimination, the low income population along the route (6.3%) is lower than the service area average (12.4%), so there is no disproportionate burden.

6 LIST OF APPENDICES

APPENDIX 1	FEBRUARY 2013 PIERCE TRANSIT SYSTEM MAP
APPENDIX 2	SEPTEMBER 2013 SERVICE REDUCTION PLAN – ROUTE BY ROUTE NARRATIVE
APPENDIX 3	SEPTEMBER 2013 SERVICE CHANGE DATA

RESOLUTION NO. 13-008

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing Approval of Title VI Service Equity Analysis

WHEREAS, The Federal Transit Administration (FTA) issued Title VI Requirements and Guidelines for Federal Transit Administration Recipients, Circular 4702.1B, on October 1, 2012 ("circular"); and

WHEREAS, the circular affects transit providers receiving federal funding in urbanized communities of more than 200,000 people and operating at least 50 vehicles during peak service hours; and

WHEREAS, these agencies must conduct Service Equity Analyses to analyze the impacts of major service changes on minority and low income populations; and

WHEREAS, Pierce Transit's Board of Commissioners approved three policies relevant to these Title VI analyses on February 11, 2013, including: Major Service Change Policy; Disparate Impact Policy; and Disproportionate Burden Policy; and

WHEREAS, Pierce Transit's proposed service change planned for implementation in September 2013 is considered "major" for 23 of the current 37 routes; and

WHEREAS, the Pierce Transit Title VI Service Equity Analysis for the September 2013 Service Change found no disparate impacts to minority populations nor disproportionate burdens to low income populations; and

WHEREAS, the Pierce Transit Community Transportation Advisory Group (CTAG) reviewed the results of the Title VI Service Equity Analysis at its February 21, 2013 meeting and recommended that the analysis be approved.

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

Section 1. The Board of Commissioners authorizes the approval of the Pierce Transit Title VI Service Equity Analysis for the September 2013 service reductions.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 11th day of March, 2013.

ATTEST:

Marilyn Strickland, Chairman
Board of Commissioners

Barbara B. Schatz, CMC
Acting Clerk of the Board

FACT SHEET

TITLE: Authority to Implement Vanpool Fare Change
Effective May 1, 2013

DIVISION: Transit Development

ORIGINATOR: Lani Fowlkes,
Vanpool Asst. Manager

PRECEDING ACTION: Resolution 10-021 Authorized the vanpool fare change effective November 1, 2010

COORDINATING DIVISION: Transit Development

APPROVED FOR SUBMITTAL:


Vice President

APPROVED FOR AGENDA:


Chief Executive Officer

Legal Counsel

ATTACHMENTS:

Resolution; Pierce Transit Vanpool Fare Schedule (Exhibit A)

BUDGET INFORMATION

2013 Budget Revenue
\$2,700,000

Estimated Revenue
\$3,124,000

Impact
+\$424,000

Explanation: This fare change will generate approximately \$424,000 in additional vanpool revenue per year, increasing our cost recovery to approximately 80% of all direct operating expenses.

BACKGROUND: Pierce Transit's 2013 adopted budget includes \$2,700,000 in vanpool revenue. This revenue amount did not include a vanpool fare increase. The last fare increase was November 1, 2010.

The proposed vanpool fare change meets our objective to increase our cost recovery ratio. The increase affects all commuter vanpool fares, including personal use, Community and Special use vanpools. The proposed vanpool schedules are attached.

A variety of outreach methods were utilized to provide information to individuals who would potentially be interested in these policies. A legal notice for the public hearing was advertised on January 18, 2013 and February 6, 2013 to provide 20 and 5 calendar days' notice. Rider alerts were distributed through the system to notify the public of the hearing and comment period. Plus, each vanpooler was emailed a notice of public hearing notice.

ALTERNATIVES: 1) Do nothing, leaving vanpool fares at current rates. 2) Increase fares to a higher amount. Under this alternative, we would expect a loss of riders and groups.

RECOMMENDATION: Adoption of the proposed Vanpool Fare Structure, effective May 1, 2013.

RESOLUTION NO. 13-009

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing the Vanpool Fare Change Effective May 1, 2013

WHEREAS, the Revised Code of Washington 36.57A provides the Board of Commissioners the authority to set fares; and

WHEREAS, vanpool fares are an important source of Pierce Transit's total revenue; and

WHEREAS, periodic changes to the fare structure are required in order to recover a reasonable percentage of operating cost through passenger fares; and

WHEREAS, vanpool administration, fuel, insurance and maintenance expenses have increased; and

WHEREAS, Pierce Transit is committed to managing vanpool fares in a manner that promotes vanpool through ease of use and competitive rates; and

WHEREAS, Pierce Transit's vanpool fares have not changed since November 1, 2010; and

WHEREAS, Pierce Transit provided public notice, conducted a public hearing, and received testimony; and

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

Section 1. Commuter vanpool fares are adopted as shown in Exhibit A (*attached*).

Section 2. Approved personal use and business use of vanpool vans shall be at the vanpool mileage rate of \$0.50.

Section 3. The fixed vanpool monthly rate for Community and Special Use shall be \$500 per month.

Section 4. The Community and Special Use vanpool mileage rate shall be \$0.50.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 11th day of March, 2013.

ATTEST:

Marilyn Strickland, Chair
Board of Commissioners

Barbara B. Schatz CMC
Acting Clerk of the Board



Commuter Vanpool Fares

5-Day Work Week

Proposed for May 2013

Max Daily RTM	Fare Per Rider Based on Number of Monthly Passengers Paying a Monthly Fare									
	5	6	7	8	9	10	11	12	13	14
20	\$77	\$67	\$58	\$54	\$52	\$50	\$44	\$42	\$40	\$38
25	\$86	\$75	\$65	\$60	\$58	\$55	\$48	\$46	\$44	\$41
30	\$94	\$82	\$71	\$65	\$63	\$59	\$52	\$50	\$47	\$44
35	\$100	\$89	\$78	\$71	\$69	\$64	\$56	\$54	\$51	\$48
40	\$105	\$93	\$84	\$76	\$74	\$68	\$60	\$57	\$54	\$51
45	\$109	\$97	\$91	\$82	\$80	\$74	\$66	\$62	\$58	\$55
50	\$119	\$106	\$101	\$93	\$89	\$83	\$75	\$71	\$67	\$63
55	\$124	\$110	\$105	\$96	\$92	\$88	\$79	\$73	\$69	\$67
60	\$130	\$115	\$109	\$101	\$97	\$92	\$83	\$77	\$74	\$70
65	\$135	\$119	\$112	\$104	\$100	\$96	\$88	\$81	\$76	\$73
70	\$147	\$131	\$124	\$116	\$112	\$109	\$100	\$93	\$89	\$86
75	\$153	\$136	\$129	\$121	\$117	\$112	\$103	\$95	\$90	\$87
80	\$157	\$139	\$132	\$124	\$120	\$114	\$106	\$97	\$92	\$89
85	\$162	\$144	\$137	\$129	\$124	\$118	\$109	\$101	\$96	\$93
90	\$166	\$147	\$140	\$132	\$128	\$120	\$113	\$104	\$99	\$95
95	\$180	\$160	\$153	\$145	\$141	\$134	\$126	\$117	\$111	\$107
100	\$184	\$164	\$157	\$149	\$145	\$138	\$128	\$118	\$112	\$108
105	\$189	\$168	\$161	\$153	\$149	\$142	\$132	\$122	\$116	\$112
110	\$191	\$170	\$163	\$155	\$151	\$144	\$135	\$125	\$119	\$116
115	\$197	\$175	\$168	\$160	\$156	\$147	\$137	\$128	\$122	\$118
120	\$201	\$178	\$171	\$163	\$159	\$151	\$140	\$130	\$124	\$120
125	\$220	\$196	\$189	\$181	\$177	\$169	\$158	\$147	\$142	\$138
130	\$223	\$199	\$192	\$184	\$179	\$172	\$161	\$151	\$146	\$142
135	\$227	\$202	\$195	\$187	\$184	\$175	\$164	\$153	\$148	\$144
140	\$232	\$206	\$199	\$191	\$188	\$179	\$167	\$156	\$150	\$146
145	\$235	\$209	\$202	\$194	\$191	\$182	\$170	\$158	\$153	\$148
150	\$240	\$213	\$206	\$198	\$195	\$185	\$172	\$161	\$155	\$150
155	\$244	\$216	\$209	\$201	\$198	\$189	\$176	\$163	\$157	\$152
160	\$246	\$218	\$211	\$204	\$201	\$191	\$178	\$166	\$159	\$154
165	\$248	\$220	\$213	\$206	\$202	\$193	\$180	\$168	\$161	\$156
170	\$251	\$222	\$215	\$208	\$205	\$195	\$181	\$170	\$163	\$158
175	\$253	\$224	\$217	\$210	\$207	\$197	\$183	\$172	\$165	\$160
180	\$255	\$226	\$219	\$212	\$209	\$199	\$185	\$174	\$167	\$162
185	\$267	\$238	\$231	\$224	\$221	\$211	\$197	\$186	\$179	\$174
190	\$269	\$240	\$233	\$226	\$223	\$213	\$199	\$188	\$181	\$176
195	\$271	\$242	\$235	\$228	\$225	\$215	\$201	\$190	\$183	\$178
200	\$273	\$244	\$237	\$230	\$227	\$217	\$203	\$192	\$185	\$180
205	\$275	\$246	\$239	\$232	\$229	\$219	\$205	\$194	\$187	\$182
210	\$277	\$248	\$241	\$234	\$231	\$221	\$207	\$196	\$189	\$184
215	\$279	\$250	\$243	\$236	\$233	\$223	\$209	\$198	\$191	\$186
220	\$281	\$252	\$245	\$238	\$235	\$225	\$211	\$200	\$193	\$188
225	\$283	\$254	\$247	\$240	\$237	\$227	\$213	\$202	\$195	\$190

Daily Fares based on group round trip commute mileage	RTM Range	Daily Fare
Calculated for a participant joining the vanpool after the 1st of the month, or riding a few days into the next month, having provided proper withdrawal notice. Continuous daily riders are usually not permitted.	1 to 55	\$11
	56 to 95	\$13
	96 and above	\$15

Tolls based on average # operating days in calendar year	Avg # Days	Monthly toll
Groups commuting over the Tacoma Narrows Bridge pre-pay a set toll fee. Payment is due to Pierce Transit, with fares, no later than the 10th of the month.	20	\$80

Monthly fare or toll adjustments are not made for longer or shorter months.

Personal Use and Business Use Mileage Rate is \$0.50

Rev 1.17.13





Commuter Vanpool Fares

5-Day Work Week

Proposed for May 2013

Max Daily RTM	Fare Per Rider Based on Number of Monthly Passengers Paying a Monthly Fare									
	5	6	7	8	9	10	11	12	13	14
20	\$77	\$67	\$58	\$54	\$52	\$50	\$44	\$42	\$40	\$38
25	\$86	\$75	\$65	\$60	\$58	\$55	\$48	\$46	\$44	\$41
30	\$94	\$82	\$71	\$65	\$63	\$59	\$52	\$50	\$47	\$44
35	\$100	\$89	\$78	\$71	\$69	\$64	\$56	\$54	\$51	\$48
40	\$105	\$93	\$84	\$76	\$74	\$68	\$60	\$57	\$54	\$51
45	\$109	\$97	\$91	\$82	\$80	\$74	\$66	\$62	\$58	\$55
50	\$119	\$106	\$101	\$93	\$89	\$83	\$75	\$71	\$67	\$63
55	\$124	\$110	\$105	\$96	\$92	\$88	\$79	\$73	\$69	\$67
60	\$130	\$115	\$109	\$101	\$97	\$92	\$83	\$77	\$74	\$70
65	\$135	\$119	\$112	\$104	\$100	\$96	\$88	\$81	\$76	\$73
70	\$147	\$131	\$124	\$116	\$112	\$109	\$100	\$93	\$89	\$86
75	\$153	\$136	\$129	\$121	\$117	\$112	\$103	\$95	\$90	\$87
80	\$157	\$139	\$132	\$124	\$120	\$114	\$106	\$97	\$92	\$89
85	\$162	\$144	\$137	\$129	\$124	\$118	\$109	\$101	\$96	\$93
90	\$166	\$147	\$140	\$132	\$128	\$120	\$113	\$104	\$99	\$95
95	\$180	\$160	\$153	\$145	\$141	\$134	\$126	\$117	\$111	\$107
100	\$184	\$164	\$157	\$149	\$145	\$138	\$128	\$118	\$112	\$108
105	\$189	\$168	\$161	\$153	\$149	\$142	\$132	\$122	\$116	\$112
110	\$191	\$170	\$163	\$155	\$151	\$144	\$135	\$125	\$119	\$116
115	\$197	\$175	\$168	\$160	\$156	\$147	\$137	\$128	\$122	\$118
120	\$201	\$178	\$171	\$163	\$159	\$151	\$140	\$130	\$124	\$120
125	\$220	\$196	\$189	\$181	\$177	\$169	\$158	\$147	\$142	\$138
130	\$223	\$199	\$192	\$184	\$179	\$172	\$161	\$151	\$146	\$142
135	\$227	\$202	\$195	\$187	\$184	\$175	\$164	\$153	\$148	\$144
140	\$232	\$206	\$199	\$191	\$188	\$179	\$167	\$156	\$150	\$146
145	\$235	\$209	\$202	\$194	\$191	\$182	\$170	\$158	\$153	\$148
150	\$240	\$213	\$206	\$198	\$195	\$185	\$172	\$161	\$155	\$150
155	\$244	\$216	\$209	\$201	\$198	\$189	\$176	\$163	\$157	\$152
160	\$246	\$218	\$211	\$204	\$201	\$191	\$178	\$166	\$159	\$154
165	\$248	\$220	\$213	\$206	\$202	\$193	\$180	\$168	\$161	\$156
170	\$251	\$222	\$215	\$208	\$205	\$195	\$181	\$170	\$163	\$158
175	\$253	\$224	\$217	\$210	\$207	\$197	\$183	\$172	\$165	\$160
180	\$255	\$226	\$219	\$212	\$209	\$199	\$185	\$174	\$167	\$162
185	\$267	\$238	\$231	\$224	\$221	\$211	\$197	\$186	\$179	\$174
190	\$269	\$240	\$233	\$226	\$223	\$213	\$199	\$188	\$181	\$176
195	\$271	\$242	\$235	\$228	\$225	\$215	\$201	\$190	\$183	\$178
200	\$273	\$244	\$237	\$230	\$227	\$217	\$203	\$192	\$185	\$180
205	\$275	\$246	\$239	\$232	\$229	\$219	\$205	\$194	\$187	\$182
210	\$277	\$248	\$241	\$234	\$231	\$221	\$207	\$196	\$189	\$184
215	\$279	\$250	\$243	\$236	\$233	\$223	\$209	\$198	\$191	\$186
220	\$281	\$252	\$245	\$238	\$235	\$225	\$211	\$200	\$193	\$188
225	\$283	\$254	\$247	\$240	\$237	\$227	\$213	\$202	\$195	\$190

Daily Fares based on group round trip commute mileage	RTM Range	Daily Fare
Calculated for a participant joining the vanpool after the 1st of the month, or riding a few days into the next month, having provided proper withdrawal notice. Continuous daily riders are usually not permitted.	1 to 55	\$11
	56 to 95	\$13
	96 and above	\$15

Tolls based on average # operating days in calendar year	Avg # Days	Monthly toll
Groups commuting over the Tacoma Narrows Bridge pre-pay a set toll fee. Payment is due to Pierce Transit, with fares, no later than the 10th of the month.	20	\$80

Monthly fare or toll adjustments are not made for longer or shorter months.

Personal Use and Business Use Mileage Rate is \$0.50



Commuter Vanpool Fares

4-Day Work Week

Proposed for May 2013

Max Daily RTM	Fare Per Rider Based on Number of Monthly Passengers Paying a Monthly Fare									
	5	6	7	8	9	10	11	12	13	14
23	\$77	\$67	\$58	\$54	\$52	\$50	\$44	\$42	\$40	\$38
29	\$86	\$75	\$65	\$60	\$58	\$55	\$48	\$46	\$44	\$41
35	\$94	\$82	\$71	\$65	\$63	\$59	\$52	\$50	\$47	\$44
41	\$100	\$89	\$78	\$71	\$69	\$64	\$56	\$54	\$51	\$48
47	\$105	\$93	\$84	\$76	\$74	\$68	\$60	\$57	\$54	\$51
52	\$109	\$97	\$91	\$82	\$80	\$74	\$66	\$62	\$58	\$55
58	\$119	\$106	\$101	\$93	\$89	\$83	\$75	\$71	\$67	\$63
64	\$124	\$110	\$105	\$96	\$92	\$88	\$79	\$73	\$69	\$67
70	\$130	\$115	\$109	\$101	\$97	\$92	\$83	\$77	\$74	\$70
76	\$135	\$119	\$112	\$104	\$100	\$96	\$88	\$81	\$76	\$73
82	\$147	\$131	\$124	\$116	\$112	\$109	\$100	\$93	\$89	\$86
88	\$153	\$136	\$129	\$121	\$117	\$112	\$103	\$95	\$90	\$87
94	\$157	\$139	\$132	\$124	\$120	\$114	\$106	\$97	\$92	\$89
100	\$162	\$144	\$137	\$129	\$124	\$118	\$109	\$101	\$96	\$93
105	\$166	\$147	\$140	\$132	\$128	\$120	\$113	\$104	\$99	\$95
111	\$180	\$160	\$153	\$145	\$141	\$134	\$126	\$117	\$111	\$107
117	\$184	\$164	\$157	\$149	\$145	\$138	\$128	\$118	\$112	\$108
123	\$189	\$168	\$161	\$153	\$149	\$142	\$132	\$122	\$116	\$112
129	\$191	\$170	\$163	\$155	\$151	\$144	\$135	\$125	\$119	\$116
135	\$197	\$175	\$168	\$160	\$156	\$147	\$137	\$128	\$122	\$118
141	\$201	\$178	\$171	\$163	\$159	\$151	\$140	\$130	\$124	\$120
147	\$220	\$196	\$189	\$181	\$177	\$169	\$158	\$147	\$142	\$138
152	\$223	\$199	\$192	\$184	\$179	\$172	\$161	\$151	\$146	\$142
158	\$227	\$202	\$195	\$187	\$184	\$175	\$164	\$153	\$148	\$144
164	\$232	\$206	\$199	\$191	\$188	\$179	\$167	\$156	\$150	\$146
170	\$235	\$209	\$202	\$194	\$191	\$182	\$170	\$158	\$153	\$148
176	\$240	\$213	\$206	\$198	\$195	\$185	\$172	\$161	\$155	\$150
182	\$244	\$216	\$209	\$201	\$198	\$189	\$176	\$163	\$157	\$152
188	\$246	\$218	\$211	\$204	\$201	\$191	\$178	\$166	\$159	\$154
194	\$248	\$220	\$213	\$206	\$202	\$193	\$180	\$168	\$161	\$156
200	\$251	\$222	\$215	\$208	\$205	\$195	\$181	\$170	\$163	\$158
205	\$253	\$224	\$217	\$210	\$207	\$197	\$183	\$172	\$165	\$160
211	\$255	\$226	\$219	\$212	\$209	\$199	\$185	\$174	\$167	\$162
217	\$267	\$238	\$231	\$224	\$221	\$211	\$197	\$186	\$179	\$174
223	\$269	\$240	\$233	\$226	\$223	\$213	\$199	\$188	\$181	\$176
229	\$271	\$242	\$235	\$228	\$225	\$215	\$201	\$190	\$183	\$178
235	\$273	\$244	\$237	\$230	\$227	\$217	\$203	\$192	\$185	\$180
241	\$275	\$246	\$239	\$232	\$229	\$219	\$205	\$194	\$187	\$182
247	\$277	\$248	\$241	\$234	\$231	\$221	\$207	\$196	\$189	\$184
252	\$279	\$250	\$243	\$236	\$233	\$223	\$209	\$198	\$191	\$186
258	\$281	\$252	\$245	\$238	\$235	\$225	\$211	\$200	\$193	\$188
264	\$283	\$254	\$247	\$240	\$237	\$227	\$213	\$202	\$195	\$190

Daily Fares based on group round trip commute mileage	RTM Range	Daily Fare
Calculated for a participant joining the vanpool after the 1st of the month, or riding a few days into the next month, having provided proper withdrawal notice. Continuous daily riders are usually not permitted.	1 to 64	\$11
	65 to 111	\$13
	112 and above	\$15

Tolls based on average # operating days in calendar year	Avg # Days	Monthly toll
Groups commuting over the Tacoma Narrows Bridge pre-pay a set toll fee. Payment is due to Pierce Transit, with fares, no later than the 10th of the month.	17	\$68

Monthly fare or toll adjustments are not made for longer or shorter months.

Personal Use and Business Use Mileage Rate is \$0.50



Commuter Vanpool Fares

6-Day Work Week

Proposed for May 2013

Max Daily RTM	Fare Per Rider Based on Number of Monthly Passengers Paying a Monthly Fare									
	5	6	7	8	9	10	11	12	13	14
16	\$77	\$67	\$58	\$54	\$52	\$50	\$44	\$42	\$40	\$38
20	\$86	\$75	\$65	\$60	\$58	\$55	\$48	\$46	\$44	\$41
24	\$94	\$82	\$71	\$65	\$63	\$59	\$52	\$50	\$47	\$44
28	\$100	\$89	\$78	\$71	\$69	\$64	\$56	\$54	\$51	\$48
32	\$105	\$93	\$84	\$76	\$74	\$68	\$60	\$57	\$54	\$51
36	\$109	\$97	\$91	\$82	\$80	\$74	\$66	\$62	\$58	\$55
40	\$119	\$106	\$101	\$93	\$89	\$83	\$75	\$71	\$67	\$63
44	\$124	\$110	\$105	\$96	\$92	\$88	\$79	\$73	\$69	\$67
48	\$130	\$115	\$109	\$101	\$97	\$92	\$83	\$77	\$74	\$70
52	\$135	\$119	\$112	\$104	\$100	\$96	\$88	\$81	\$76	\$73
56	\$147	\$131	\$124	\$116	\$112	\$109	\$100	\$93	\$89	\$86
60	\$153	\$136	\$129	\$121	\$117	\$112	\$103	\$95	\$90	\$87
64	\$157	\$139	\$132	\$124	\$120	\$114	\$106	\$97	\$92	\$89
68	\$162	\$144	\$137	\$129	\$124	\$118	\$109	\$101	\$96	\$93
72	\$166	\$147	\$140	\$132	\$128	\$120	\$113	\$104	\$99	\$95
76	\$180	\$160	\$153	\$145	\$141	\$134	\$126	\$117	\$111	\$107
80	\$184	\$164	\$157	\$149	\$145	\$138	\$128	\$118	\$112	\$108
84	\$189	\$168	\$161	\$153	\$149	\$142	\$132	\$122	\$116	\$112
88	\$191	\$170	\$163	\$155	\$151	\$144	\$135	\$125	\$119	\$116
92	\$197	\$175	\$168	\$160	\$156	\$147	\$137	\$128	\$122	\$118
96	\$201	\$178	\$171	\$163	\$159	\$151	\$140	\$130	\$124	\$120
100	\$220	\$196	\$189	\$181	\$177	\$169	\$158	\$147	\$142	\$138
104	\$223	\$199	\$192	\$184	\$179	\$172	\$161	\$151	\$146	\$142
108	\$227	\$202	\$195	\$187	\$184	\$175	\$164	\$153	\$148	\$144
112	\$232	\$206	\$199	\$191	\$188	\$179	\$167	\$156	\$150	\$146
116	\$235	\$209	\$202	\$194	\$191	\$182	\$170	\$158	\$153	\$148
120	\$240	\$213	\$206	\$198	\$195	\$185	\$172	\$161	\$155	\$150
124	\$244	\$216	\$209	\$201	\$198	\$189	\$176	\$163	\$157	\$152
128	\$246	\$218	\$211	\$204	\$201	\$191	\$178	\$166	\$159	\$154
132	\$248	\$220	\$213	\$206	\$202	\$193	\$180	\$168	\$161	\$156
136	\$251	\$222	\$215	\$208	\$205	\$195	\$181	\$170	\$163	\$158
140	\$253	\$224	\$217	\$210	\$207	\$197	\$183	\$172	\$165	\$160
144	\$255	\$226	\$219	\$212	\$209	\$199	\$185	\$174	\$167	\$162
148	\$267	\$238	\$231	\$224	\$221	\$211	\$197	\$186	\$179	\$174
152	\$269	\$240	\$233	\$226	\$223	\$213	\$199	\$188	\$181	\$176
156	\$271	\$242	\$235	\$228	\$225	\$215	\$201	\$190	\$183	\$178
160	\$273	\$244	\$237	\$230	\$227	\$217	\$203	\$192	\$185	\$180
164	\$275	\$246	\$239	\$232	\$229	\$219	\$205	\$194	\$187	\$182
168	\$277	\$248	\$241	\$234	\$231	\$221	\$207	\$196	\$189	\$184
172	\$279	\$250	\$243	\$236	\$233	\$223	\$209	\$198	\$191	\$186
176	\$281	\$252	\$245	\$238	\$235	\$225	\$211	\$200	\$193	\$188
180	\$283	\$254	\$247	\$240	\$237	\$227	\$213	\$202	\$195	\$190

Daily Fares based on group round trip commute mileage	RTM Range	Daily Fare
Calculated for a participant joining the vanpool after the 1st of the month, or riding a few days into the next month, having provided proper withdrawal notice. Continuous daily riders are usually not permitted.	1 to 44	\$11
	45 to 76	\$13
	77 and above	\$15

Tolls based on average # operating days in calendar year	Avg # Days	Monthly toll
Groups commuting over the Tacoma Narrows Bridge pre-pay a set toll fee. Payment is due to Pierce Transit, with fares, no later than the 10th of the month.	25	\$100

Monthly fare or toll adjustments are not made for longer or shorter months.

Personal Use and Business Use Mileage Rate is \$0.50



Commuter Vanpool Fares

7-Day Work Week

Proposed for May 2013

Max Daily RTM	Fare Per Rider Based on Number of Monthly Passengers Paying a Monthly Fare									
	5	6	7	8	9	10	11	12	13	14
13	\$77	\$67	\$58	\$54	\$52	\$50	\$44	\$42	\$40	\$38
17	\$86	\$75	\$65	\$60	\$58	\$55	\$48	\$46	\$44	\$41
20	\$94	\$82	\$71	\$65	\$63	\$59	\$52	\$50	\$47	\$44
24	\$100	\$89	\$78	\$71	\$69	\$64	\$56	\$54	\$51	\$48
27	\$105	\$93	\$84	\$76	\$74	\$68	\$60	\$57	\$54	\$51
31	\$109	\$97	\$91	\$82	\$80	\$74	\$66	\$62	\$58	\$55
34	\$119	\$106	\$101	\$93	\$89	\$83	\$75	\$71	\$67	\$63
37	\$124	\$110	\$105	\$96	\$92	\$88	\$79	\$73	\$69	\$67
41	\$130	\$115	\$109	\$101	\$97	\$92	\$83	\$77	\$74	\$70
44	\$135	\$119	\$112	\$104	\$100	\$96	\$88	\$81	\$76	\$73
48	\$147	\$131	\$124	\$116	\$112	\$109	\$100	\$93	\$89	\$86
51	\$153	\$136	\$129	\$121	\$117	\$112	\$103	\$95	\$90	\$87
55	\$157	\$139	\$132	\$124	\$120	\$114	\$106	\$97	\$92	\$89
58	\$162	\$144	\$137	\$129	\$124	\$118	\$109	\$101	\$96	\$93
62	\$166	\$147	\$140	\$132	\$128	\$120	\$113	\$104	\$99	\$95
65	\$180	\$160	\$153	\$145	\$141	\$134	\$126	\$117	\$111	\$107
68	\$184	\$164	\$157	\$149	\$145	\$138	\$128	\$118	\$112	\$108
72	\$189	\$168	\$161	\$153	\$149	\$142	\$132	\$122	\$116	\$112
75	\$191	\$170	\$163	\$155	\$151	\$144	\$135	\$125	\$119	\$116
79	\$197	\$175	\$168	\$160	\$156	\$147	\$137	\$128	\$122	\$118
82	\$201	\$178	\$171	\$163	\$159	\$151	\$140	\$130	\$124	\$120
86	\$220	\$196	\$189	\$181	\$177	\$169	\$158	\$147	\$142	\$138
89	\$223	\$199	\$192	\$184	\$179	\$172	\$161	\$151	\$146	\$142
93	\$227	\$202	\$195	\$187	\$184	\$175	\$164	\$153	\$148	\$144
96	\$232	\$206	\$199	\$191	\$188	\$179	\$167	\$156	\$150	\$146
100	\$235	\$209	\$202	\$194	\$191	\$182	\$170	\$158	\$153	\$148
103	\$240	\$213	\$206	\$198	\$195	\$185	\$172	\$161	\$155	\$150
106	\$244	\$216	\$209	\$201	\$198	\$189	\$176	\$163	\$157	\$152
110	\$246	\$218	\$211	\$204	\$201	\$191	\$178	\$166	\$159	\$154
113	\$248	\$220	\$213	\$206	\$202	\$193	\$180	\$168	\$161	\$156
117	\$251	\$222	\$215	\$208	\$205	\$195	\$181	\$170	\$163	\$158
120	\$253	\$224	\$217	\$210	\$207	\$197	\$183	\$172	\$165	\$160
124	\$255	\$226	\$219	\$212	\$209	\$199	\$185	\$174	\$167	\$162
127	\$267	\$238	\$231	\$224	\$221	\$211	\$197	\$186	\$179	\$174
131	\$269	\$240	\$233	\$226	\$223	\$213	\$199	\$188	\$181	\$176
134	\$271	\$242	\$235	\$228	\$225	\$215	\$201	\$190	\$183	\$178
137	\$273	\$244	\$237	\$230	\$227	\$217	\$203	\$192	\$185	\$180
141	\$275	\$246	\$239	\$232	\$229	\$219	\$205	\$194	\$187	\$182
144	\$277	\$248	\$241	\$234	\$231	\$221	\$207	\$196	\$189	\$184
148	\$279	\$250	\$243	\$236	\$233	\$223	\$209	\$198	\$191	\$186
151	\$281	\$252	\$245	\$238	\$235	\$225	\$211	\$200	\$193	\$188
155	\$283	\$254	\$247	\$240	\$237	\$227	\$213	\$202	\$195	\$190

Daily Fares based on group round trip commute mileage	RTM Range	Daily Fare
Calculated for a participant joining the vanpool after the 1st of the month, or riding a few days into the next month, having provided proper withdrawal notice. Continuous daily riders are usually not permitted.	1 to 37	\$11
	38 to 65	\$13
	66 and above	\$15

Tolls based on average # operating days in calendar year	Avg # Days	Monthly toll
Groups commuting over the Tacoma Narrows Bridge pre-pay a set toll fee. Payment is due to Pierce Transit, with fares, no later than the 10th of the month.	29	\$116

Monthly fare or toll adjustments are not made for longer or shorter months.

Personal Use and Business Use Mileage Rate is \$0.50

Rev 1.17.13





Commuter Vanpool Fares

9/80 Work Week

Proposed for May 2013

Max Daily RTM	Fare Per Rider Based on Number of Monthly Passengers Paying a Monthly Fare									
	5	6	7	8	9	10	11	12	13	14
21	\$77	\$67	\$58	\$54	\$52	\$50	\$44	\$42	\$40	\$38
26	\$86	\$75	\$65	\$60	\$58	\$55	\$48	\$46	\$44	\$41
31	\$94	\$82	\$71	\$65	\$63	\$59	\$52	\$50	\$47	\$44
36	\$100	\$89	\$78	\$71	\$69	\$64	\$56	\$54	\$51	\$48
42	\$105	\$93	\$84	\$76	\$74	\$68	\$60	\$57	\$54	\$51
47	\$109	\$97	\$91	\$82	\$80	\$74	\$66	\$62	\$58	\$55
52	\$119	\$106	\$101	\$93	\$89	\$83	\$75	\$71	\$67	\$63
57	\$124	\$110	\$105	\$96	\$92	\$88	\$79	\$73	\$69	\$67
63	\$130	\$115	\$109	\$101	\$97	\$92	\$83	\$77	\$74	\$70
68	\$135	\$119	\$112	\$104	\$100	\$96	\$88	\$81	\$76	\$73
73	\$147	\$131	\$124	\$116	\$112	\$109	\$100	\$93	\$89	\$86
78	\$153	\$136	\$129	\$121	\$117	\$112	\$103	\$95	\$90	\$87
84	\$157	\$139	\$132	\$124	\$120	\$114	\$106	\$97	\$92	\$89
89	\$162	\$144	\$137	\$129	\$124	\$118	\$109	\$101	\$96	\$93
94	\$166	\$147	\$140	\$132	\$128	\$120	\$113	\$104	\$99	\$95
100	\$180	\$160	\$153	\$145	\$141	\$134	\$126	\$117	\$111	\$107
105	\$184	\$164	\$157	\$149	\$145	\$138	\$128	\$118	\$112	\$108
110	\$189	\$168	\$161	\$153	\$149	\$142	\$132	\$122	\$116	\$112
115	\$191	\$170	\$163	\$155	\$151	\$144	\$135	\$125	\$119	\$116
121	\$197	\$175	\$168	\$160	\$156	\$147	\$137	\$128	\$122	\$118
126	\$201	\$178	\$171	\$163	\$159	\$151	\$140	\$130	\$124	\$120
131	\$220	\$196	\$189	\$181	\$177	\$169	\$158	\$147	\$142	\$138
136	\$223	\$199	\$192	\$184	\$179	\$172	\$161	\$151	\$146	\$142
142	\$227	\$202	\$195	\$187	\$184	\$175	\$164	\$153	\$148	\$144
147	\$232	\$206	\$199	\$191	\$188	\$179	\$167	\$156	\$150	\$146
152	\$235	\$209	\$202	\$194	\$191	\$182	\$170	\$158	\$153	\$148
157	\$240	\$213	\$206	\$198	\$195	\$185	\$172	\$161	\$155	\$150
163	\$244	\$216	\$209	\$201	\$198	\$189	\$176	\$163	\$157	\$152
168	\$246	\$218	\$211	\$204	\$201	\$191	\$178	\$166	\$159	\$154
173	\$248	\$220	\$213	\$206	\$202	\$193	\$180	\$168	\$161	\$156
178	\$251	\$222	\$215	\$208	\$205	\$195	\$181	\$170	\$163	\$158
184	\$253	\$224	\$217	\$210	\$207	\$197	\$183	\$172	\$165	\$160
189	\$255	\$226	\$219	\$212	\$209	\$199	\$185	\$174	\$167	\$162
194	\$267	\$238	\$231	\$224	\$221	\$211	\$197	\$186	\$179	\$174
200	\$269	\$240	\$233	\$226	\$223	\$213	\$199	\$188	\$181	\$176
205	\$271	\$242	\$235	\$228	\$225	\$215	\$201	\$190	\$183	\$178
210	\$273	\$244	\$237	\$230	\$227	\$217	\$203	\$192	\$185	\$180
215	\$275	\$246	\$239	\$232	\$229	\$219	\$205	\$194	\$187	\$182
221	\$277	\$248	\$241	\$234	\$231	\$221	\$207	\$196	\$189	\$184
226	\$279	\$250	\$243	\$236	\$233	\$223	\$209	\$198	\$191	\$186
231	\$281	\$252	\$245	\$238	\$235	\$225	\$211	\$200	\$193	\$188
236	\$283	\$254	\$247	\$240	\$237	\$227	\$213	\$202	\$195	\$190

Daily Fares based on group round trip commute mileage	RTM Range	Daily Fare
Calculated for a participant joining the vanpool after the 1st of the month, or riding a few days into the next month, having provided proper withdrawal notice. Continuous daily riders are usually not permitted.	1 to 57	\$11
	58 to 100	\$13
	101 and above	\$15

Tolls based on average # operating days in calendar year	Avg # Days	Monthly Toll
Groups commuting over the Tacoma Narrows Bridge pre-pay a set toll fee. Payment is due to Pierce Transit, with fares, no later than the 10th of the month.	19	\$76

Monthly fare or toll adjustments are not made for longer or shorter months.

Personal Use and Business Use Mileage Rate is \$0.50

Rev 1.17.13



FACT SHEET

TITLE: Authority to Implement Tacoma Narrows Bridge
Toll Recovery for Vanpools Effective May 1, 2013


DEPARTMENT: Transit Development

ORIGINATOR: Lani Fowlkes,
Vanpool Asst. Manager

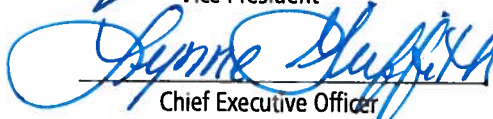
PRECEDING ACTION: None

COORDINATING DIVISION: Transit Development

APPROVED FOR SUBMITTAL:


Vice President

APPROVED FOR AGENDA:


Chief Executive Officer

Legal Counsel

ATTACHMENTS: Resolution; Pierce Transit TNB Toll Recovery Schedule (Exhibit A)

BUDGET INFORMATION

2013 Budget Expense	Estimated Savings	Impact
\$69,000	\$60,000	+\$60,000

Explanation: This toll recovery will save approximately \$60,000 in vanpool expenses per year.

BACKGROUND: Pierce Transit is the only regional transit agency currently subsidizing 100% of vanpool tolls. Pierce Transit's 2013 adopted budget includes \$69,000 in vanpool toll expenses. These expenses fluctuate with the number of vanpools commuting over the Tacoma Narrows Bridge (TNB), and toll rates. The increase affects 69 vanpools that currently cross TNB, and will affect any new vanpools that cross TNB. The toll recovery schedule for commuter groups is attached to the resolution. Pierce Transit strives for cost containment. As tolls change, the recovery costs will be adjusted accordingly. Vanpool trips to access Pierce Transit for maintenance purposes will not be charged to the group.

A variety of outreach methods were utilized to provide information to individuals who would potentially be interested in these policies. A legal notice for the public hearing was advertised on January 18, 2013 and February 6, 2013 to provide 20 and 5 calendar days' notice. Rider alerts were distributed through the system to notify the public of the hearing and comment period. Plus, each vanpooler was emailed a notice of public hearing notice.

ALTERNATIVES: Do nothing and continue paying tolls for customers.

RECOMMENDATION: Adoption of the proposed Toll Recovery Structure, effective May 1, 2013.

RESOLUTION NO. 13-010

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing Toll Recovery Effective May 1, 2013

WHEREAS, approximately 69, (23 percent), of our vanpool groups currently commute across the Tacoma Narrows Bridge (TNB) and are assessed toll charges, and

WHEREAS, new vanpools may cross TNB, and

WHEREAS, Pierce Transit has paid all commute related TNB tolls since implementation in 2007, and

WHEREAS, toll rates are established by WSDOT – increased 57 percent in July 2008, and

WHEREAS, toll rates increased again July 2012 by 45 percent, and

WHEREAS, no other transit agency pays the TNB tolls for their vanpools, and

WHEREAS, Pierce Transit strives for cost containment, and

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

Section 1. TNB Toll Recovery schedule is adopted as shown in Exhibit A (*attached*). (Fees are subject to change, based on Good-To-Go rate changes.)

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 11th day of March, 2013.

ATTEST:

Marilyn Strickland, Chair
Board of Commissioners

Barbara B. Schatz, CMC
Acting Clerk of the Board



EXHIBIT A

Vanpool Toll Recovery Schedule	
Work Week	Monthly Rate
5-Day	\$80
4-Day	\$68
6-Day	\$100
7-Day	\$116
9/80	\$76

Implemented: 5/1/13

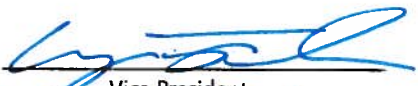
FACT SHEET

TITLE: Authority to Implement a Vanpool service area change DIVISION: Transit Development

ORIGINATOR: Lani Fowlkes,
Vanpool Assistant Manager

PRECEDING ACTION: None

COORDINATING DIVISION: Transit Development

APPROVED FOR SUBMITTAL: 
Vice President

APPROVED FOR AGENDA: 
Chief Executive Officer 
Legal Counsel

ATTACHMENTS: Resolution

BUDGET INFORMATION		
2013 Budget Revenue	Estimated Revenue	Impact
N/A	N/A	N/A

Explanation: This service area change will require all Pierce Transit vanpools to have either an origin or destination within the Pierce Transit Public Transportation Benefit Area (PTBA). This will impact approximately 78 existing vanpools that currently have origins and destinations outside of the PTBA.

BACKGROUND: Prior to the boundary reductions in 2012, it was appropriate for Vanpools to serve all of Pierce County. For the most part, the PTBA covered most of the County. Effective October 1, 2012, the size of the PTBA significantly decreased.

Approximately 78 (25%) vanpools are impacted by this change. The issue was reviewed by agency legal counsel, who advised that under appropriate circumstances the agency may operate vanpools with origins and destinations outside of the PTBA. Pierce Transit's bus and SHUTTLE services operate inside the PTBA.

In September 2012, staff met to further discuss the issues of impact and equity. The team's recommendation was that vanpools must have an origin or destination within the PTBA. This would align the policy closer to bus and SHUTTLE.

A variety of outreach methods were utilized to provide information to individuals who would potentially be interested in these policies. A legal notice for the public hearing was advertised on January 18, 2013 and February 6, 2013 to provide 20 and 5 calendar days' notice. Rider alerts were distributed through the system to notify the public of the hearing and comment period. Plus, each vanpooler was emailed a notice of public hearing notice. Over 100 comments were received via email and phone.

ALTERNATIVES: 1) Do nothing. 2) Continue to offer vanpool services county- wide even if origins and destinations are both outside of PTBA and assess an additional fee, bringing Pierce Transit to 100% cost recovery. 3) Make an exception for the currently impacted groups, allowing them to continue operation. Any new groups with origins and destinations completely outside of the PTBA would not be served.

RECOMMENDATION: Require all vanpools have an origin or destination inside of Pierce Transit's PTBA.

RESOLUTION NO. 13-011

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing a Vanpool Service Area Change Effective July 1, 2013

WHEREAS, Pierce Transit's vanpool service area has been county wide since the program's inception in 1986; and

WHEREAS, current policy states that vanpools must start or end in Pierce County; and

WHEREAS, the Public Transportation Improvement Conference (PTBA) in 2012 resulted in a reduction in Pierce Transit's service area; and

WHEREAS, Pierce Transit is committed to service equity; and

WHEREAS, under appropriate circumstances Pierce Transit may operate vanpools with origins and destinations outside of the PTBA; and

WHEREAS, Pierce Transit SHUTTLE services serve only within the PTBA; and

WHEREAS, Pierce Transit bus service routes have an origin or destination within the PTBA; and

WHEREAS, Pierce Transit provided public notice, conducted a public hearing, and received testimony on the proposed vanpool service area change; and

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

Section 1. The Board of Commissioners authorizes the implementation of a new vanpool service area which requires vanpools originate or end within the PTBA.

ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held on the 11th day of March, 2013.

Marilyn Strickland, Chair
Board of Commissioners

ATTEST:

Barbara B. Schatz CMC
Acting Clerk of the Board

Change Orders & Amendments - Sole Source Over \$10,000					
Name	Description/Project	Explanation	Contract Amount	Eff. Date	
N/A					
Contracts/Proprietary - Sole Source Over \$10,000					
Name	Description/Project	Explanation	Contract Amount	Eff. Date	
N/A					
Other - Sole Source Over \$10,000					
Name	Description/Project	Explanation	Contract Amount	Eff. Date	
1 Technical Security Integration, Inc.	This contract is a gap solution to the maintenance of our alarm monitoring and security system maintenance until the CCTV project begins.	Service provider for existing security sensitive information systems.	\$50,000.00	11/12/2012	

Change Orders & Amendments: Master Agreements sometimes have Change Orders and Amendments. The reason could be for time extensions to a contract, or a situation where changing a contractor before the work is complete could cause delays, hardships, and/or added costs to the project. Change Orders and Amendments most often happen with construction contracts.

Contracts/Proprietary: The service or product is not provided by another vendor.

Other: A special circumstance when specialized knowledge or skill is needed for a project and there is limited time and vendors with the expertise.