



**Pierce Transit Training Center
3720 96th Street SW
Lakewood, WA**

**Board of Commissioners Special Study Session Meeting
July 9, 2018, 3:00 p.m.**

The Regular Board Meeting will be held subsequent to this meeting at 4:00 p.m.

CALL TO ORDER

ROLL CALL

DISCUSSION:

1. Efficiency vs. Coverage in Transit Planning
2. Service Area Expansion Considerations
3. Revenue Increase Scenarios

Peter Stackpole
Service Planning Assistant Manager

Peter Stackpole
Service Planning Assistant Manager

Kelli Dion
Budget Assistant Manager

ADJOURNMENT



PierceTransit

Efficiency vs. Coverage in Transit Planning

RIDERSHIP GOAL: Maximize Ridership

To maximize ridership you think like a business, choosing which markets you will enter.

The straight lines offer density, walkability, and an efficient transit path, so you focus frequent, attractive service there.

Performance Measure: **PRODUCTIVITY**

Ridership relative to cost

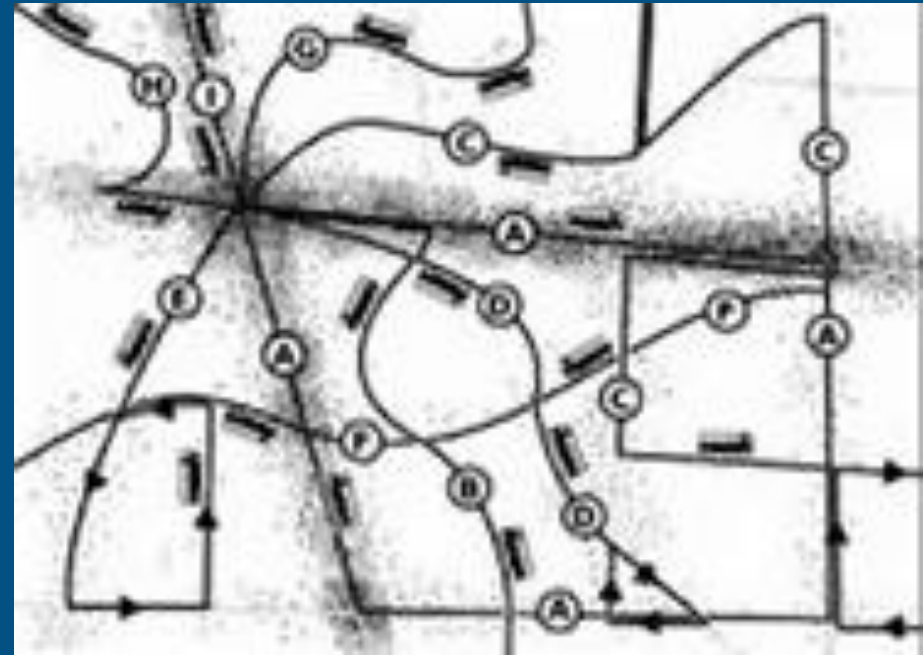


COVERAGE GOAL: Some Service for Everyone

To maximize coverage, think like a government service. Try to serve everyone, even those in expensive to serve places.

You get more routes covering everyone, but less frequency, more complexity, and lower ridership.

Performance Measure: ACCESS
% of population and jobs near some service

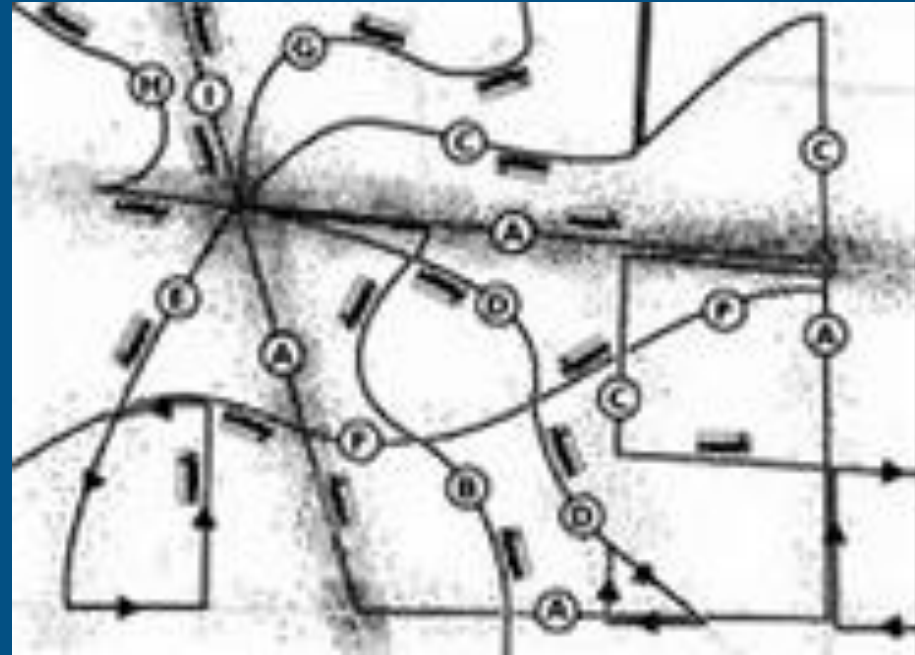


Both goals are important, but they lead in opposite directions



Ridership Goal

- Think like a business
- Focus where ridership potential is highest
- Maximum reduction in driving, congestion



Coverage Goal

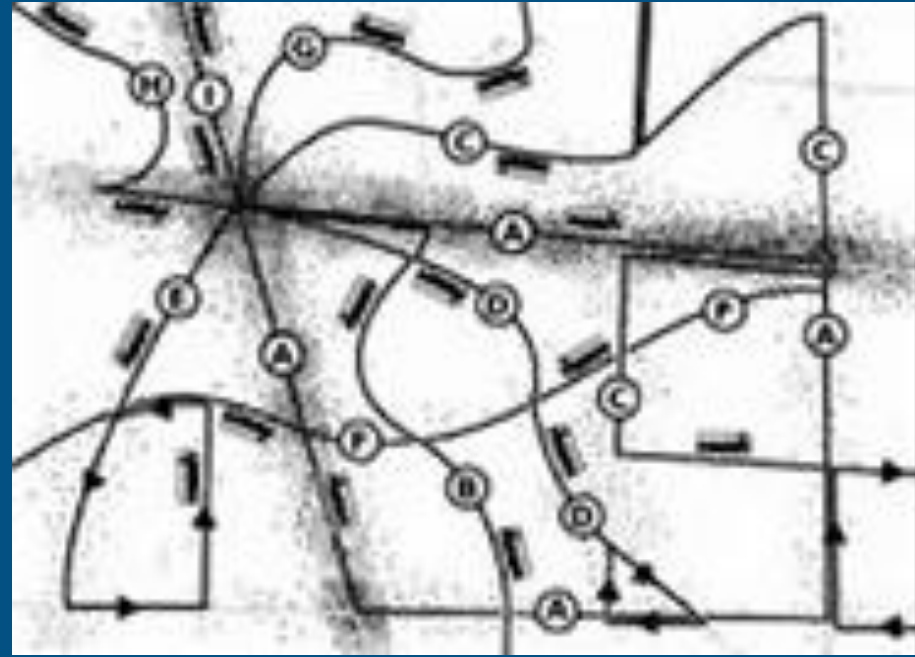
- Access for all
- Services for hard to serve areas, despite low ridership
- Lifeline access for everyone

Every transit agency has to choose a point on the spectrum.

High Ridership: Think Like a Business



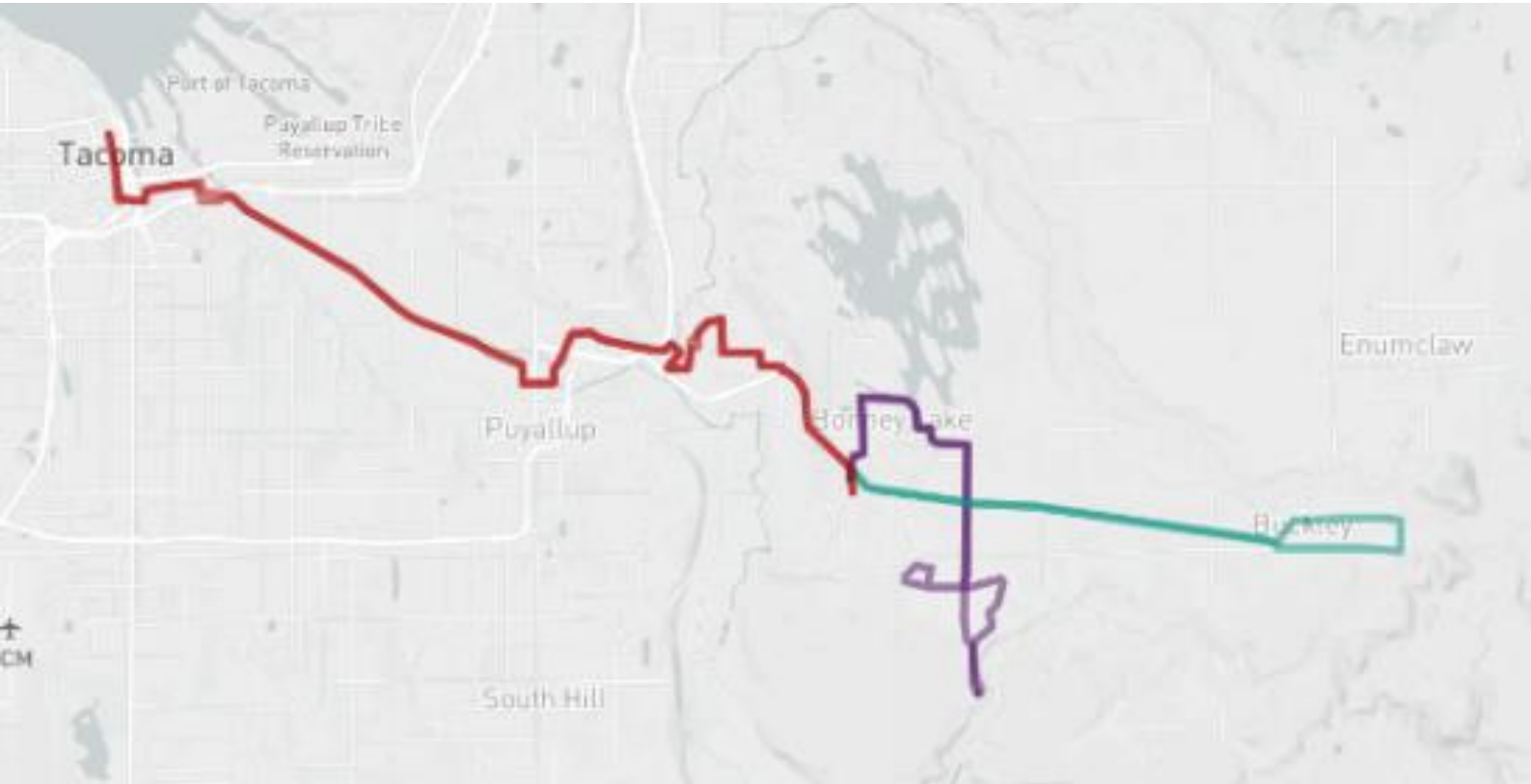
High Coverage: Access for Everyone



Service Area Expansion Considerations

Potential Sales Tax Revenue					
	2013	2014	2015	2016	2017
Bonney Lake	2,330,094	2,483,759	2,599,748	2,842,979	3,187,399
Buckley	328,246	372,014	464,224	514,793	570,661
DuPont	877,525	783,179	532,388	606,076	551,049
Orting	360,693	440,356	389,716	432,209	514,002
Sumner	2,887,555	2,970,656	3,443,288	3,600,492	3,970,822
Totals	\$ 6,784,113	\$ 7,049,964	\$ 7,429,364	\$ 7,996,549	\$ 8,793,932

Bonney Lake / Buckley / Prairie Ridge



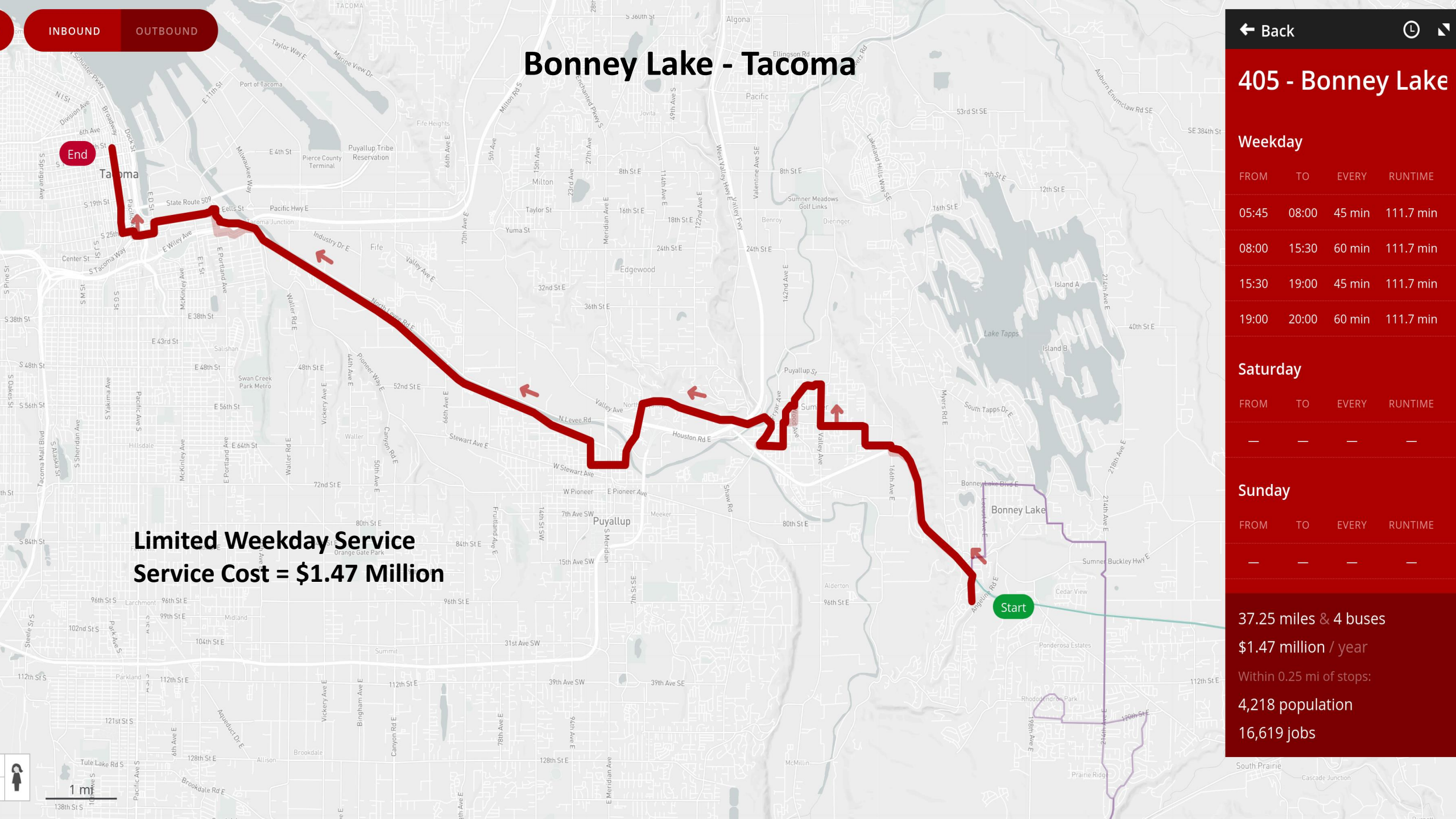
3 lines & 8 vehicles

\$2.48 million / year

Within 0.25 mi of stops:



4,218 population

16,619 jobs



Bonney Lake - Tacoma

[← Back](#)



405 - Bonney Lake

Weekday

FROM	TO	EVERY	RUNTIME
05:45	08:00	45 min	111.7 min
08:00	15:30	60 min	111.7 min
15:30	19:00	45 min	111.7 min
19:00	20:00	60 min	111.7 min

Saturday

FROM	TO	EVERY	RUNTIME
—	—	—	—

Sunday

FROM	TO	EVERY	RUNTIME
—	—	—	—

37.25 miles & 4 buses

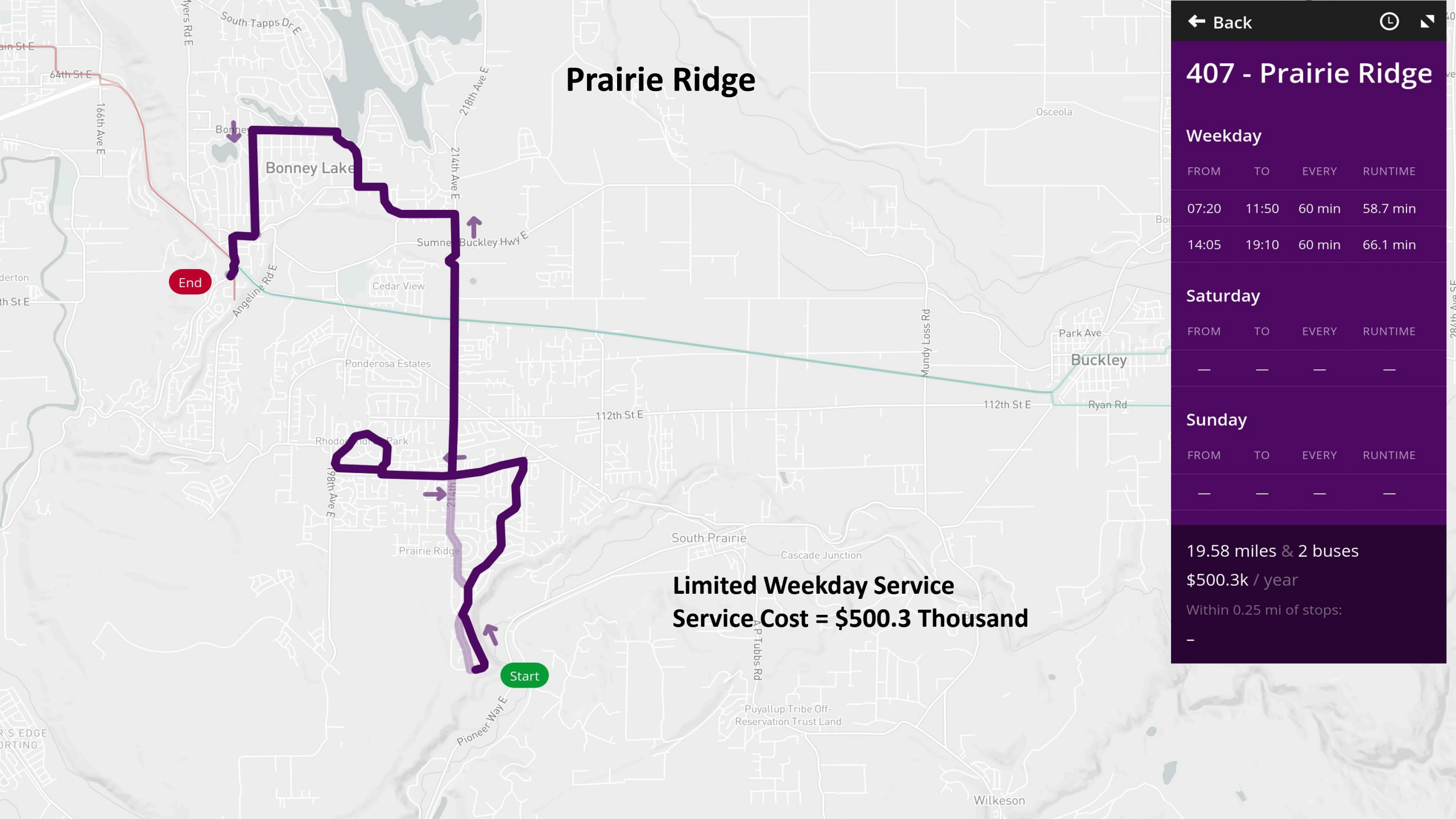
\$1.47 million / year

Within 0.25 mi of stops:

4,218 population

16,619 jobs

Limited Weekday Service
Service Cost = \$1.47 Million



Prairie Ridge

Limited Weekday Service
Service Cost = \$500.3 Thousand

407 - Prairie Ridge

Weekday

FROM	TO	EVERY	RUNTIME
07:20	11:50	60 min	58.7 min
14:05	19:10	60 min	66.1 min

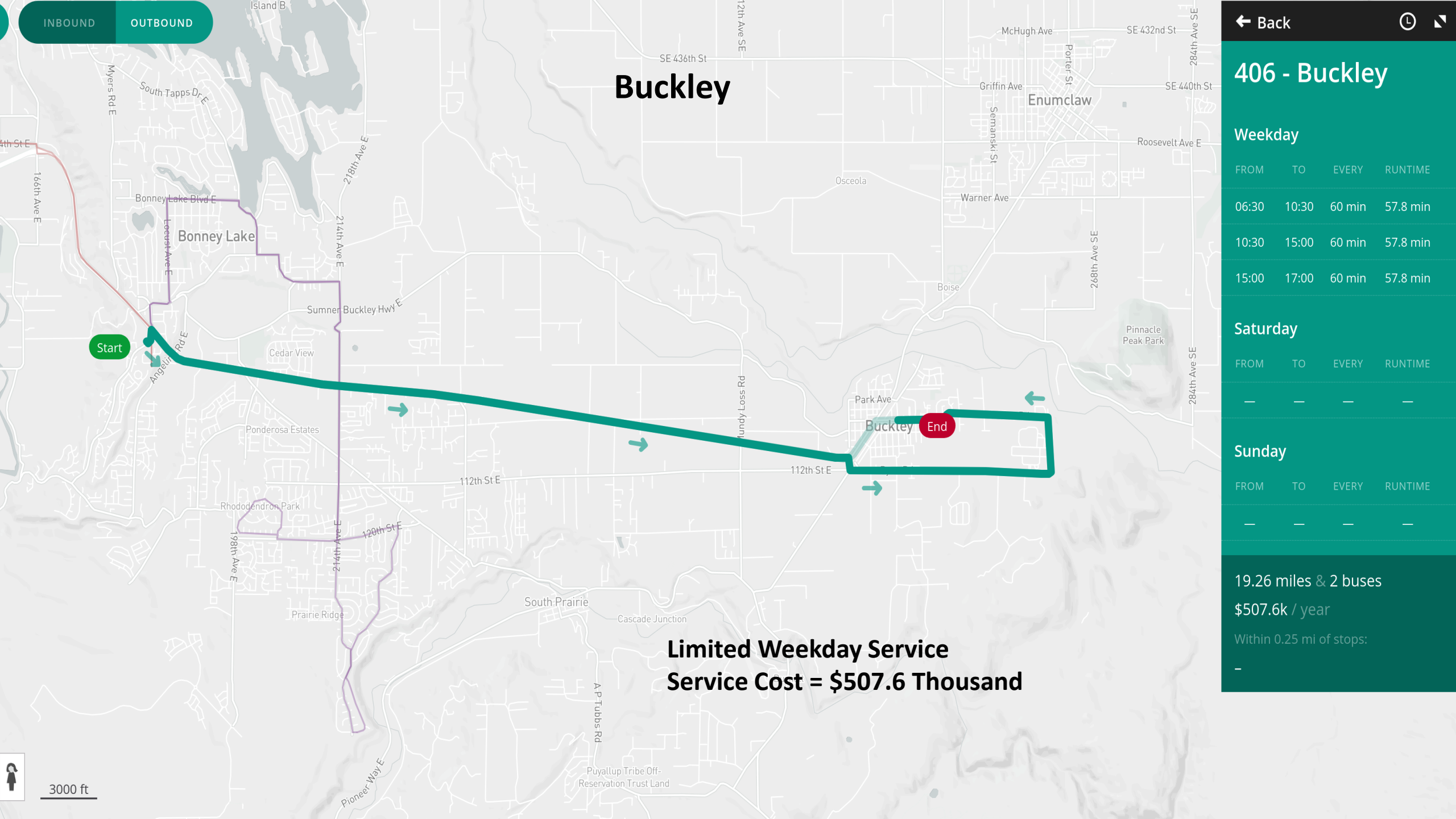
Saturday

FROM	TO	EVERY	RUNTIME
—	—	—	—

Sunday

FROM	TO	EVERY	RUNTIME
—	—	—	—

19.58 miles & 2 buses
\$500.3k / year
Within 0.25 mi of stops:
—



INBOUND

OUTBOUND

Buckley

← Back



406 - Buckley

Weekday

FROM	TO	EVERY	RUNTIME
06:30	10:30	60 min	57.8 min
10:30	15:00	60 min	57.8 min
15:00	17:00	60 min	57.8 min

Saturday

FROM	TO	EVERY	RUNTIME
—	—	—	—

Sunday

FROM	TO	EVERY	RUNTIME
—	—	—	—

19.26 miles & 2 buses

\$507.6k / year

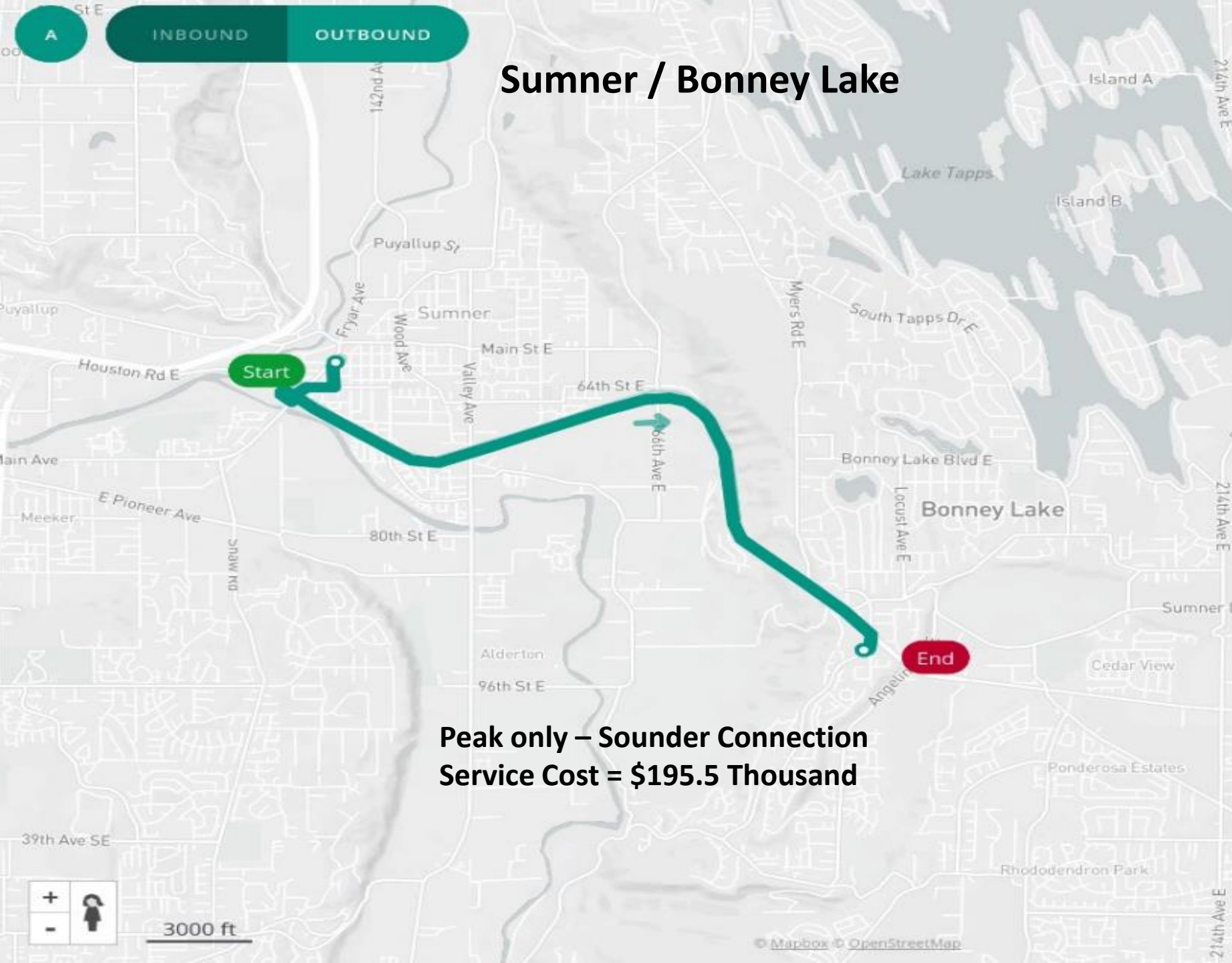
Within 0.25 mi of stops:

—

Limited Weekday Service
Service Cost = \$507.6 Thousand



3000 ft



Sumner / Bonney Lake

Peak only – Sounder Connection
Service Cost = \$195.5 Thousand

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Bonney Lake - Sumr

Weekday

FROM	TO	EVERY	RUNTIME	
04:50	07:20	21 min	11.0 min	➔
07:50	10:30	160 min	11.0 min	➔
15:16	16:16	40 min	11.0 min	➔
16:16	18:01	21 min	17.0 min	➔
18:26	19:11	45 min	17.0 min	➔

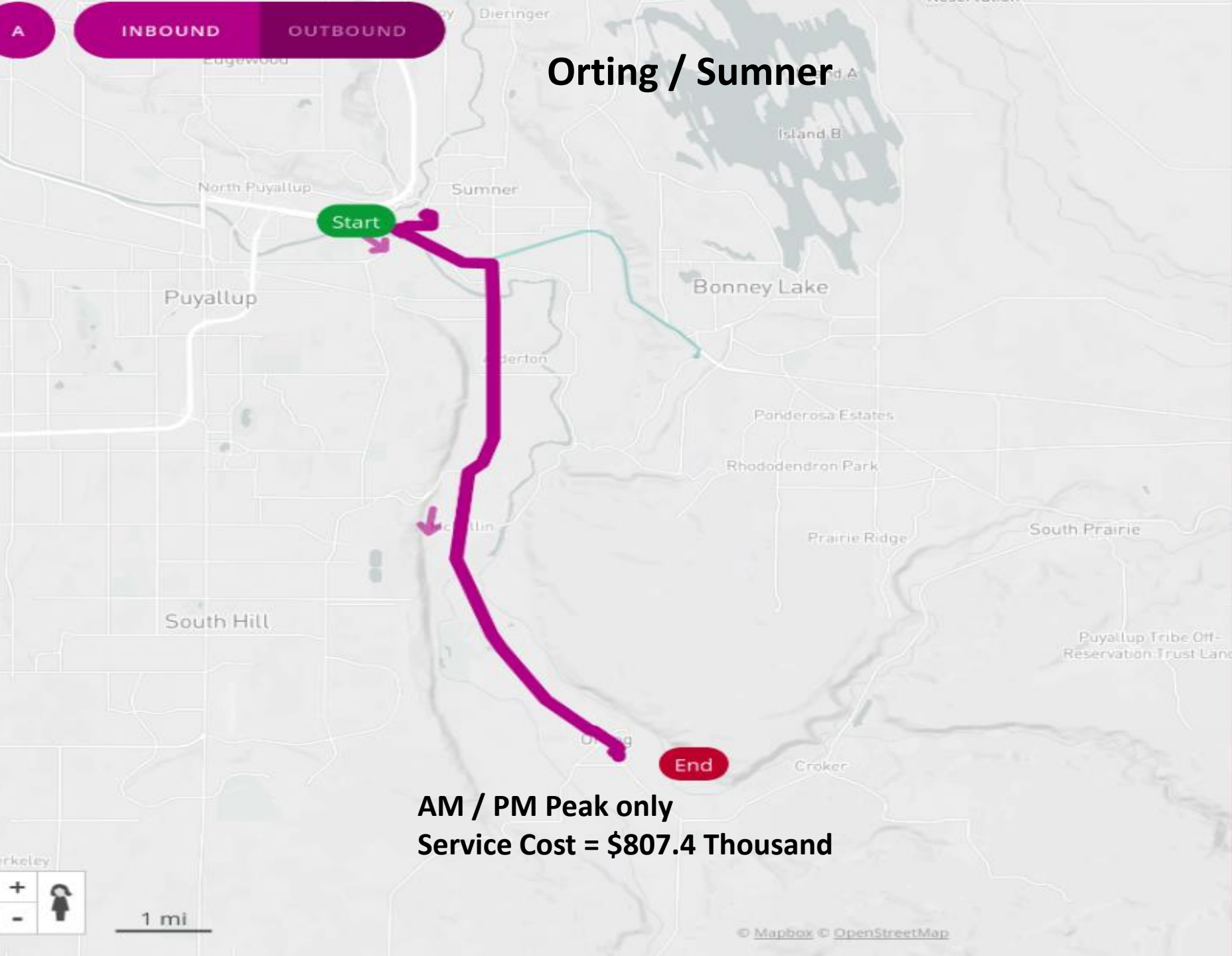
Saturday

FROM	TO	EVERY	RUNTIME	
—	—	—	—	

Sunday

10.00 miles
1 vehicle – Imported
\$195.5k / year

Within 0.25 mi of stops:
1,237 population
497 jobs



Orting / Sumner

AM / PM Peak only
Service Cost = \$807.4 Thousand

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Orting / Sumner

Weekday

FROM	TO	EVERY	RUNTIME
05:00	08:00	20 min	37.2 min
15:45	19:00	20 min	37.2 min

Saturday

FROM	TO	EVERY	RUNTIME
08:00	19:00	30 min	37.2 min

Sunday

FROM	TO	EVERY	RUNTIME
08:00	19:00	30 min	37.2 min

9.29 miles

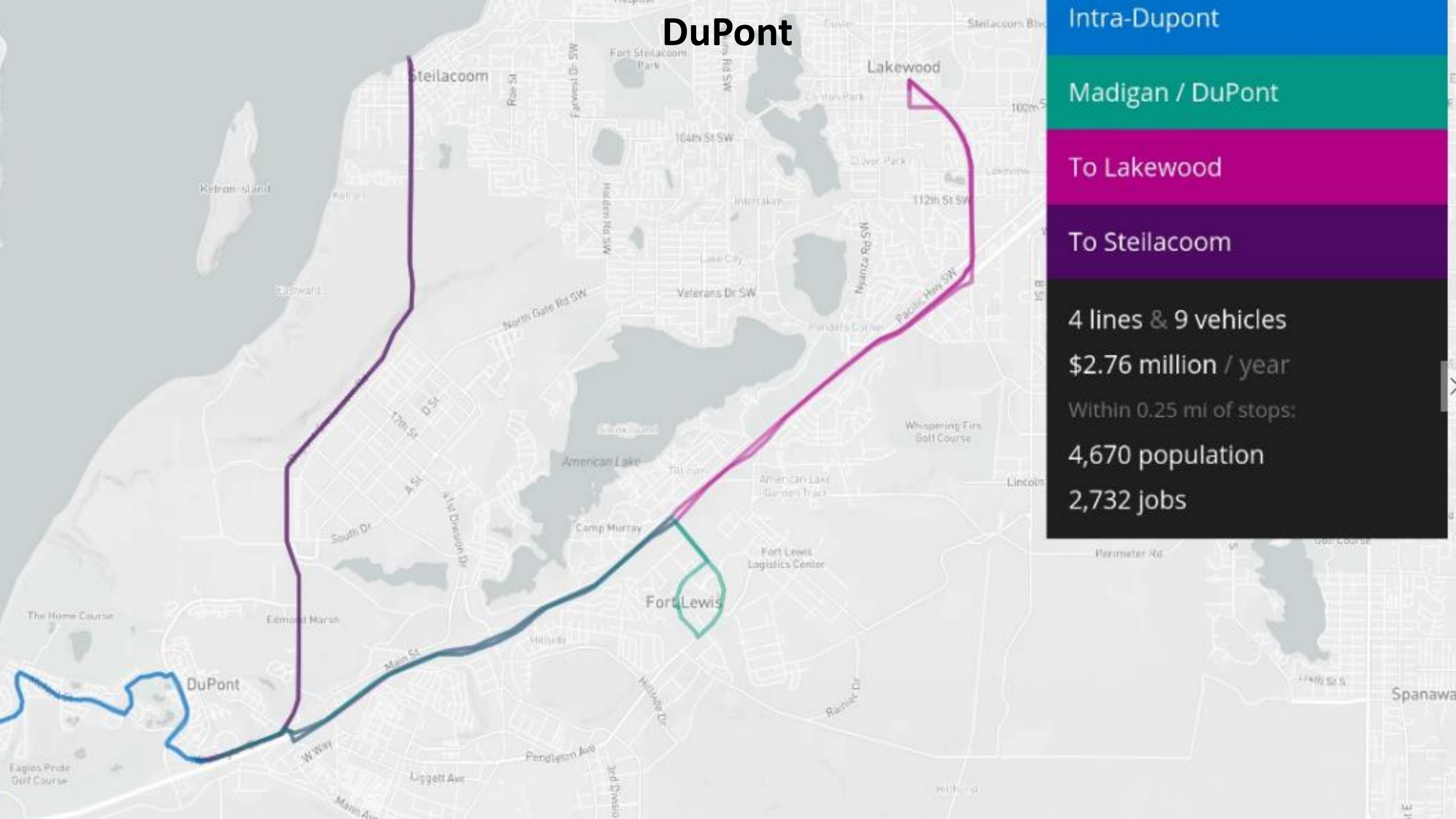
3 vehicles – Bus

\$807.4k / year

Within 0.25 mi of stops:

–

DuPont



Intra-Dupont

Madigan / DuPont

To Lakewood

To Steilacoom

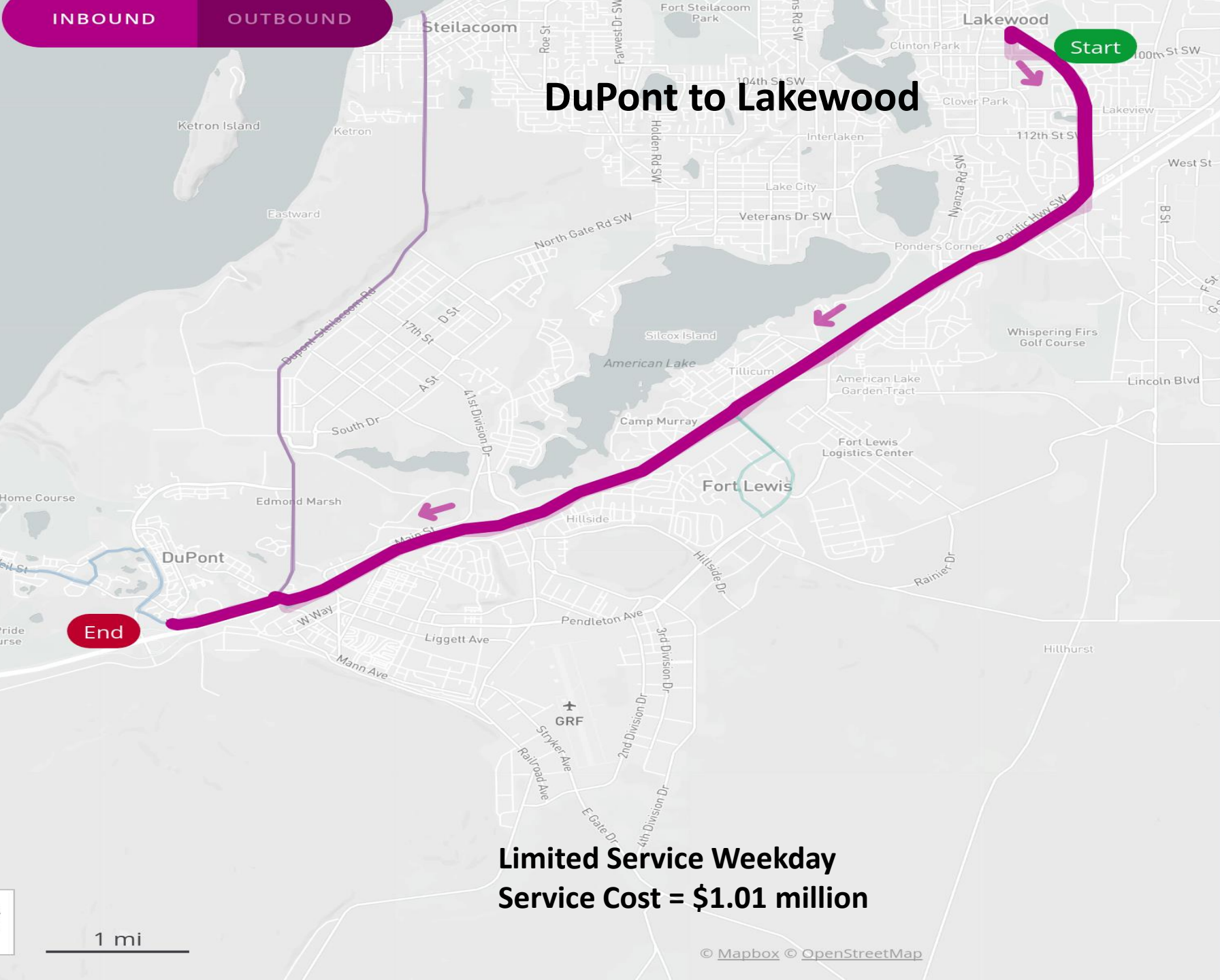
4 lines & 9 vehicles

\$2.76 million / year

Within 0.25 mi of stops:

4,670 population

2,732 jobs



To Lakewood

Weekday

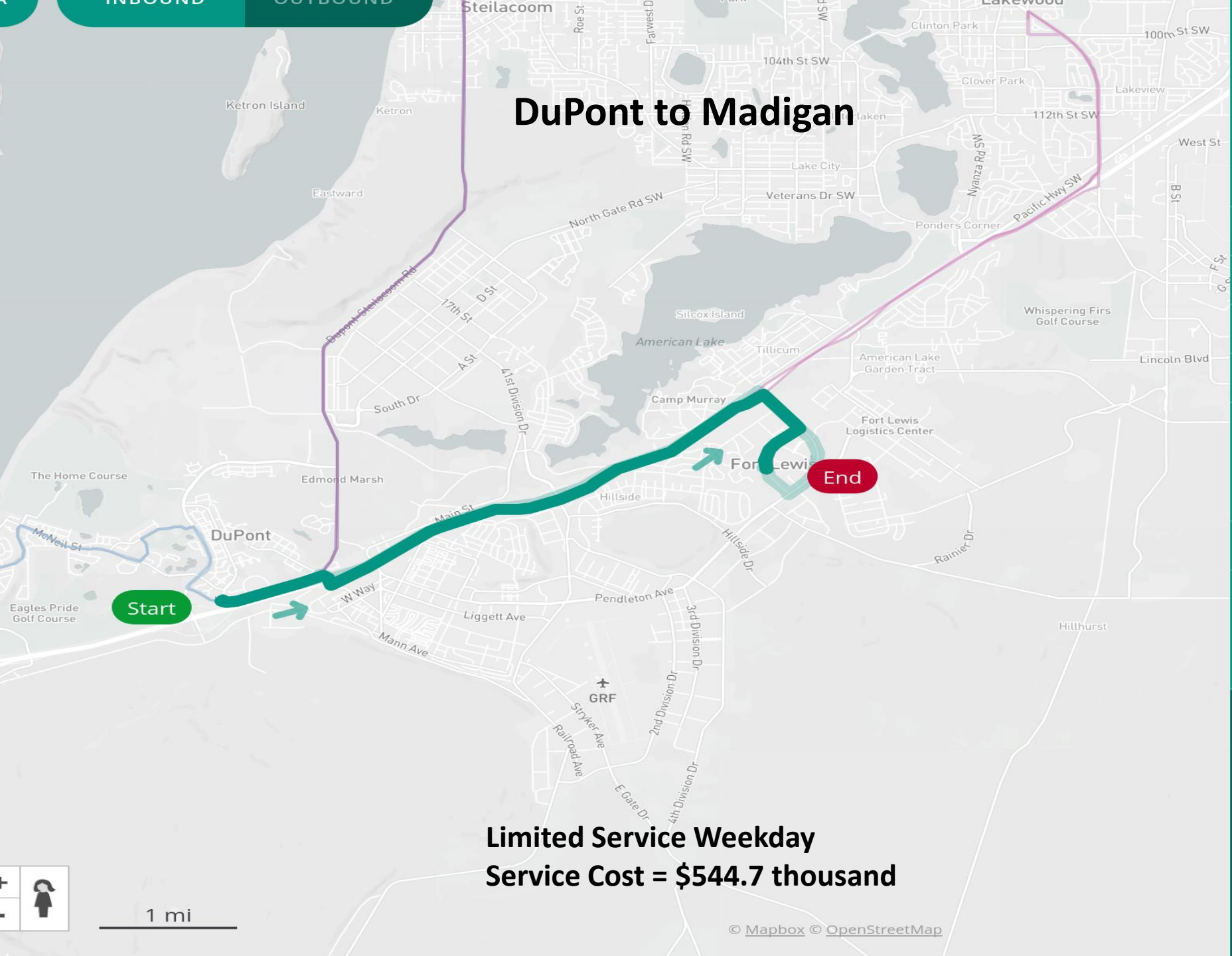
FROM	TO	EVERY	RUNTIME
06:00	09:00	60 min	88.1 min
09:00	15:00	60 min	65.9 min
15:00	18:00	60 min	65.9 min
18:00	20:00	60 min	88.1 min

Saturday

FROM	TO	EVERY	RUNTIME
—	—	—	—

Sunday

FROM	TO	EVERY	RUNTIME
21.98 miles			
3 vehicles – Bus			
\$1.01 million / year			
Within 0.25 mi of stops:			
2,432 population			
2,027 jobs			



Madigan / DuPont

Weekday

FROM	TO	EVERY	RUNTIME
06:00	09:00	60 min	45.4 min
09:00	15:00	60 min	34.0 min
15:00	18:00	60 min	37.7 min
18:00	20:00	60 min	52.3 min

Saturday

FROM	TO	EVERY	RUNTIME
—	—	—	—

Sunday

FROM	TO	EVERY	RUNTIME
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11.32 miles

2 vehicles – Bus

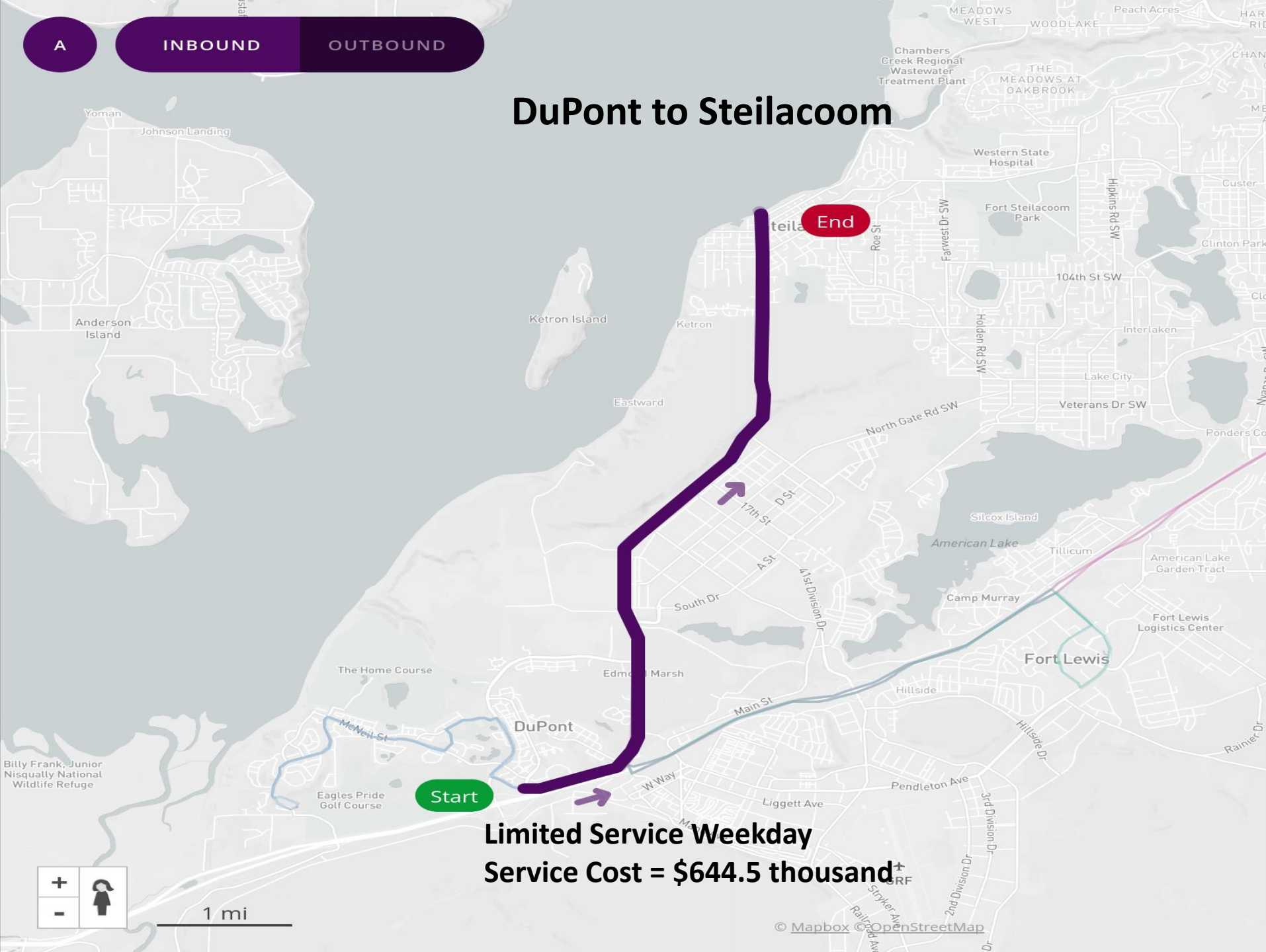
\$544.7k / year

Within 0.25 mi of stops:

805 population

480 jobs

DuPont to Steilacoom



Limited Service Weekday
Service Cost = \$644.5 thousand



To Steilacoom

Weekday

FROM	TO	EVERY	RUNTIME
06:00	09:00	60 min	53.0 min
09:00	15:00	60 min	39.7 min
15:00	18:00	60 min	53.0 min
18:00	20:00	60 min	53.0 min

Saturday

FROM	TO	EVERY	RUNTIME
—	—	—	—

Sunday

FROM	TO	EVERY	RUNTIME
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13.24 miles
2 vehicles – Bus
\$644.5k / year

Within 0.25 mi of stops:
653 population
381 jobs

Intra DuPont

Intra-Dupont

Weekday

FROM	TO	EVERY	RUNTIME
06:00	09:00	60 min	46.8 min
09:00	15:00	60 min	39.0 min
15:00	18:00	60 min	39.0 min
18:00	20:00	60 min	46.8 min

Saturday

FROM	TO	EVERY	RUNTIME
—	—	—	—

Sunday

FROM	TO	EVERY	RUNTIME
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7.80 miles

2 vehicles – Bus

\$563.6k / year

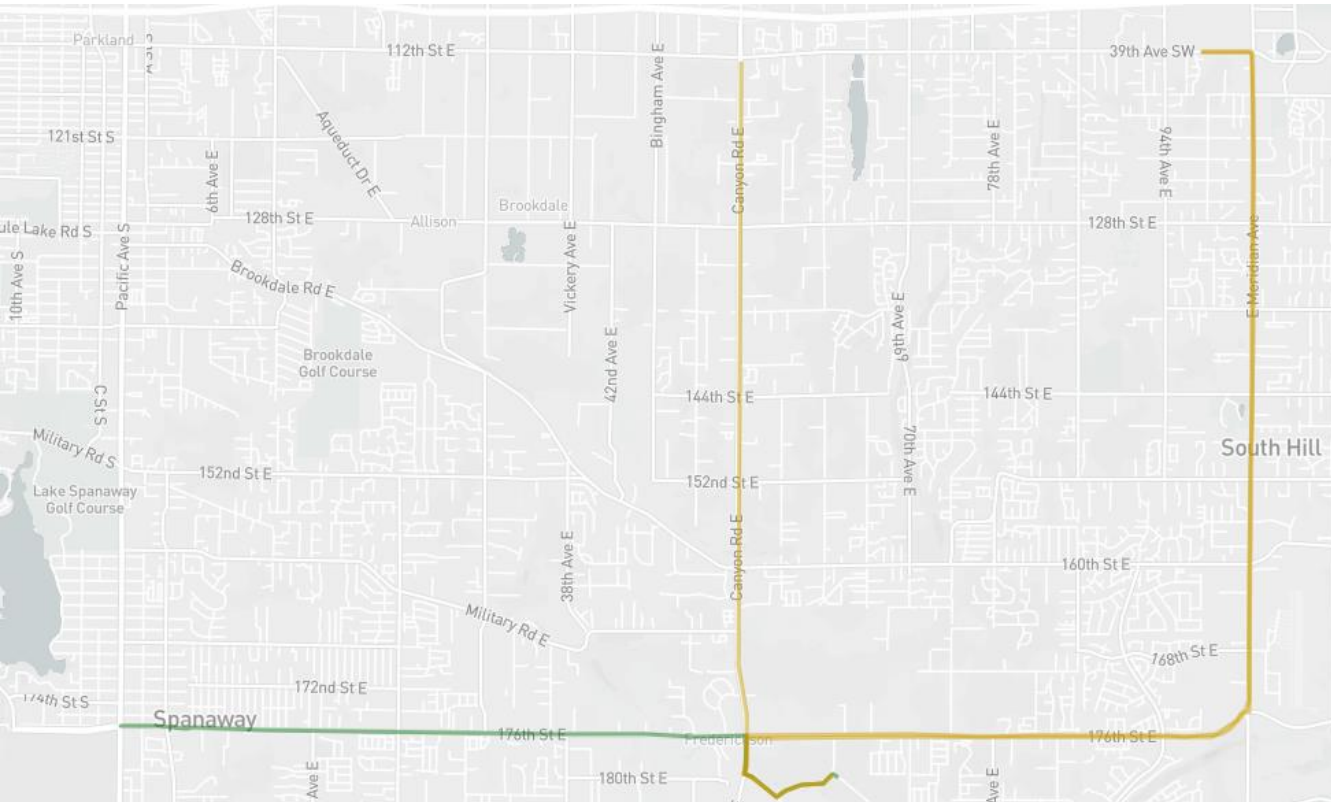
Within 0.25 mi of stops:

2,229 population

882 jobs

Limited Service Weekday
Service Cost = \$563.6 Thousand

Frederickson



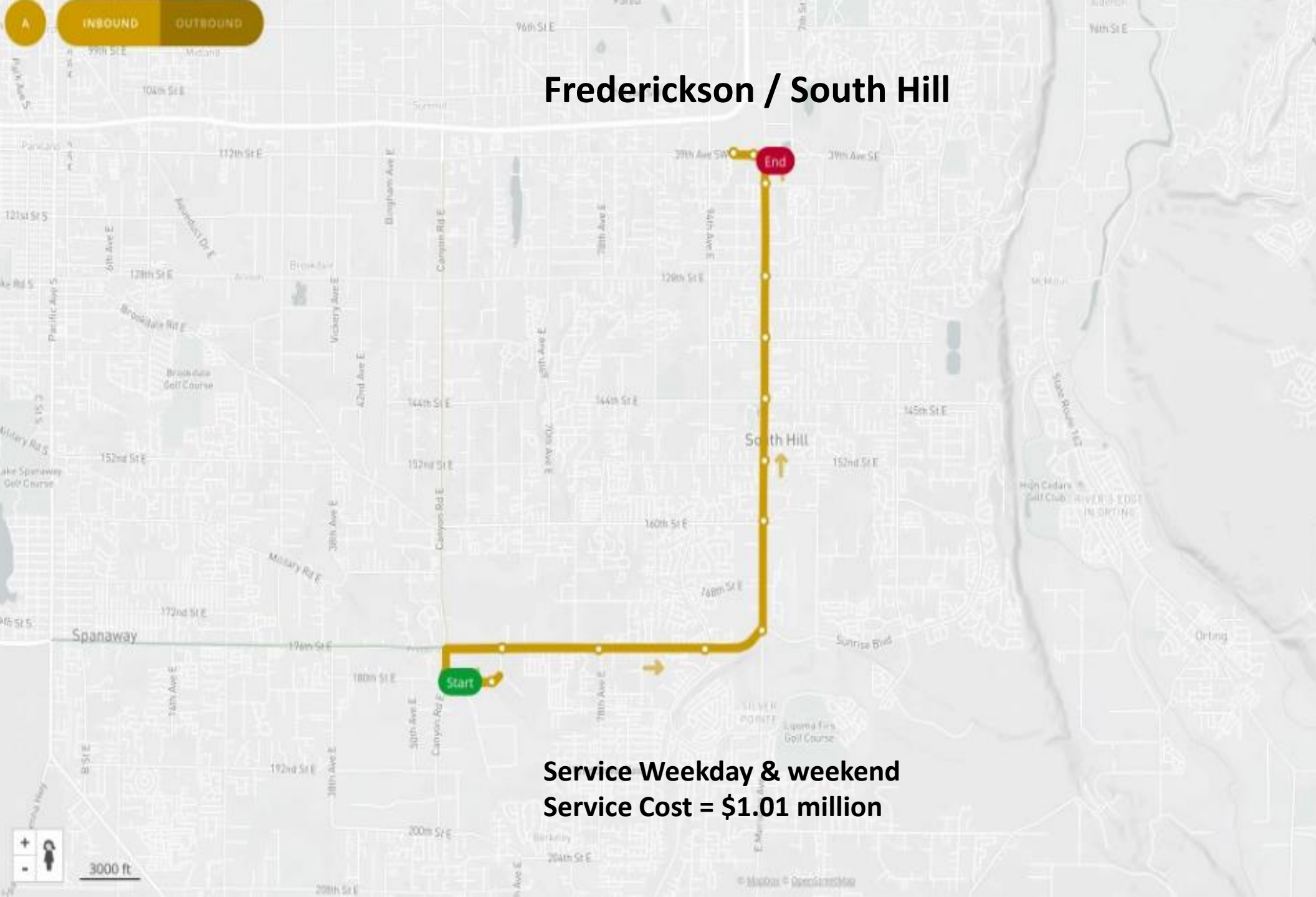
3 lines & 6 vehicles

\$1.67 million / year

Within 0.25 mi of stops:

9,083 population

3,092 jobs



Frederickson / South Hill

Service Weekday & weekend
Service Cost = \$1.01 million

SHill - Frederickson

Weekday

FROM	TO	EVERY	RUNTIME
07:00	09:00	30 min	80.0 min
09:00	15:00	60 min	80.0 min
15:00	18:00	30 min	80.0 min
18:00	22:00	60 min	80.0 min

Saturday

FROM	TO	EVERY	RUNTIME
07:00	21:00	60 min	80.0 min

Sunday

FROM	TO	EVERY	RUNTIME
07:00	19:00	60 min	80.0 min

16.00 miles

4 vehicles - Bus

\$1.01 million / year

Within 0.25 mi of stops:

9,083 population

3,092 jobs

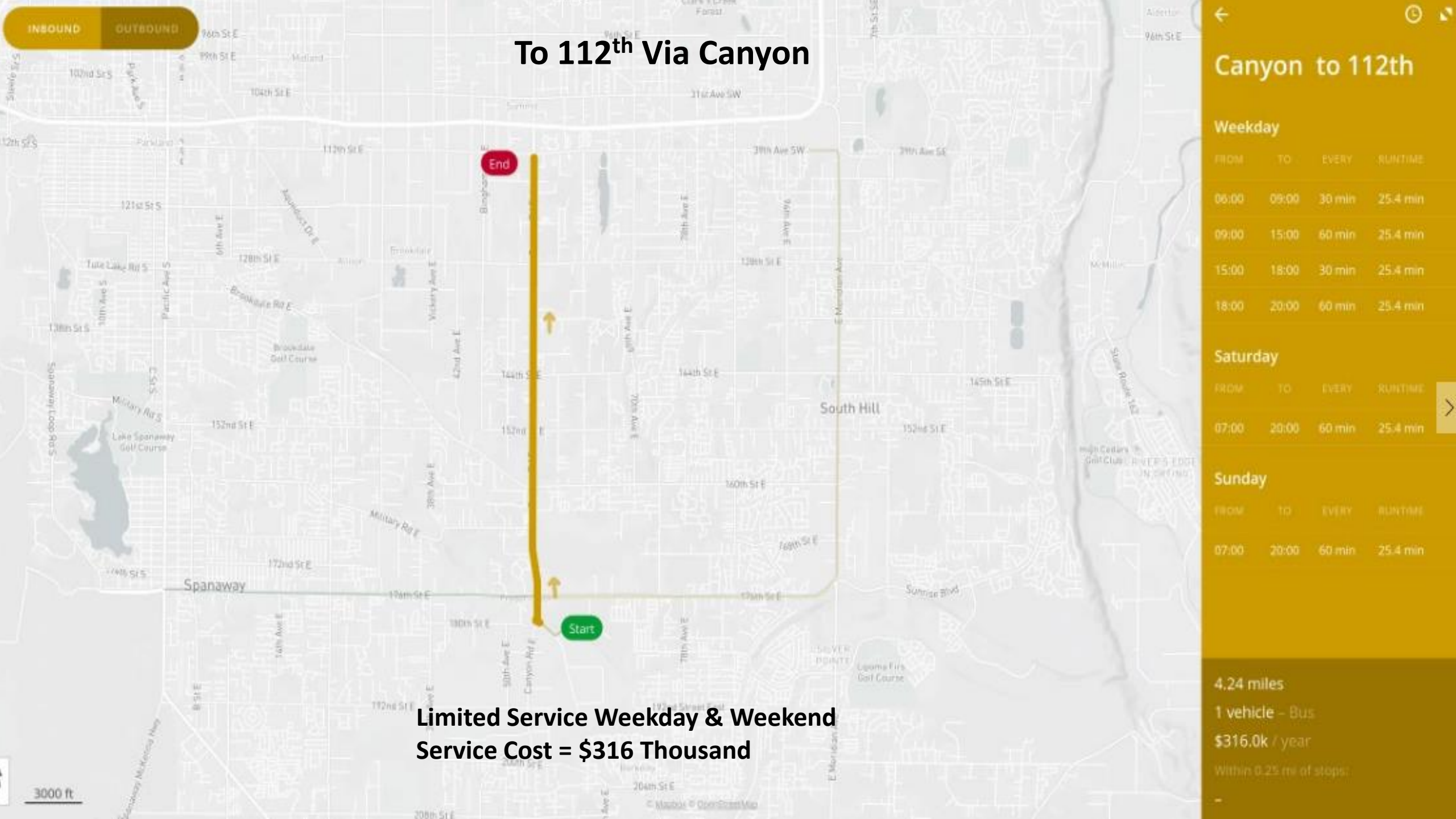
Fredericksburg / BRT Connection

Limited Service Weekday & Weekend
Service Cost = \$341.3 Thousand

Fredericksburg / BRT Connection

Limited Service Weekday & Weekend
Service Cost = \$341.3 Thousand

189 jobs



INBOUND OUTBOUND

To 112th Via Canyon

Limited Service Weekday & Weekend
Service Cost = \$316 Thousand

Canyon to 112th

Weekday

FROM	TO	EVERY	RUNTIME
06:00	09:00	30 min	25.4 min
09:00	15:00	60 min	25.4 min
15:00	18:00	30 min	25.4 min
18:00	20:00	60 min	25.4 min

Saturday

FROM	TO	EVERY	RUNTIME
07:00	20:00	60 min	25.4 min

Sunday

FROM	TO	EVERY	RUNTIME
07:00	20:00	60 min	25.4 min

4.24 miles
1 vehicle – Bus
\$316.0k / year

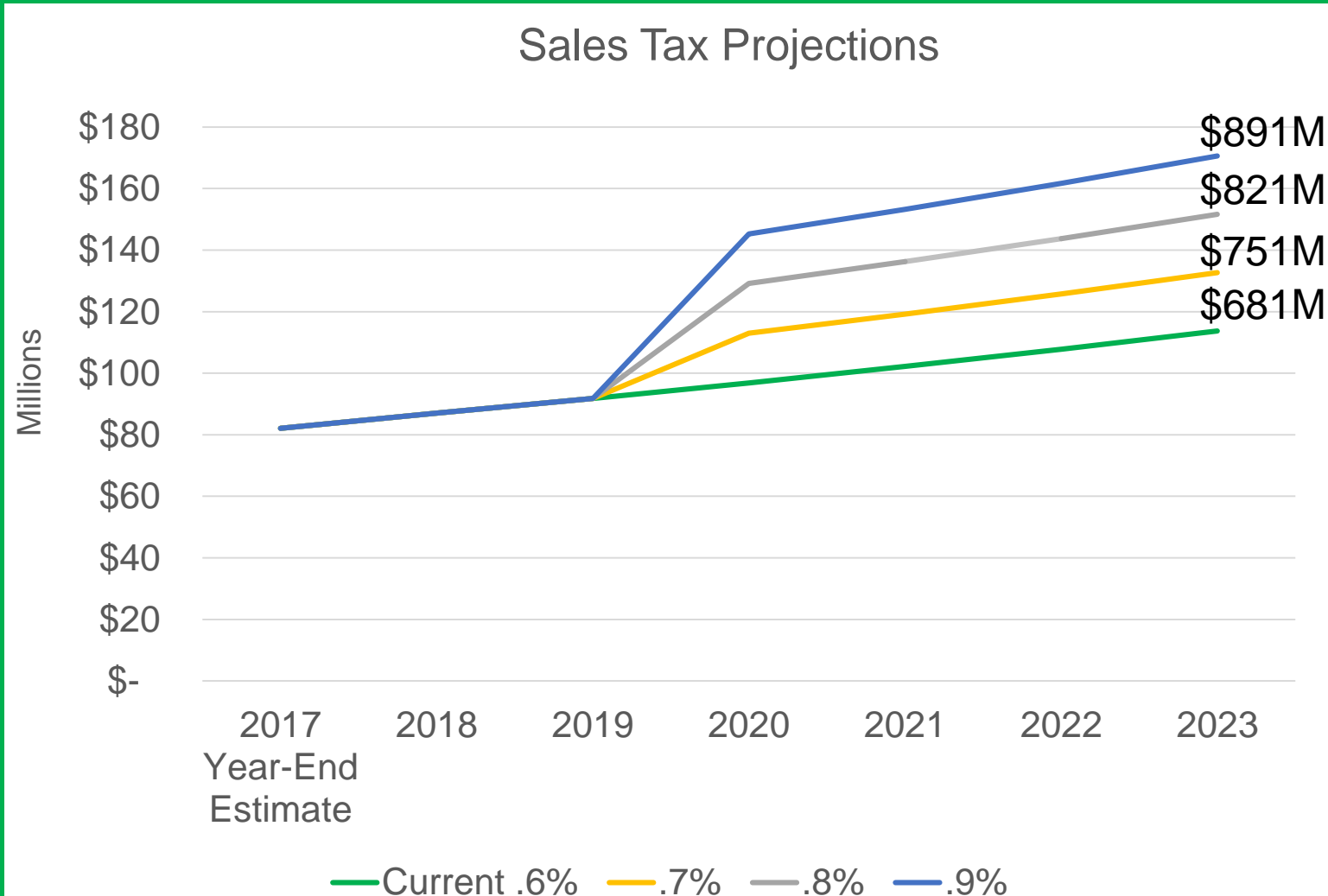
Within 0.25 mi of stops:

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Revenue Increase Scenarios

Pierce Transit Six Year Sales Tax Forecast

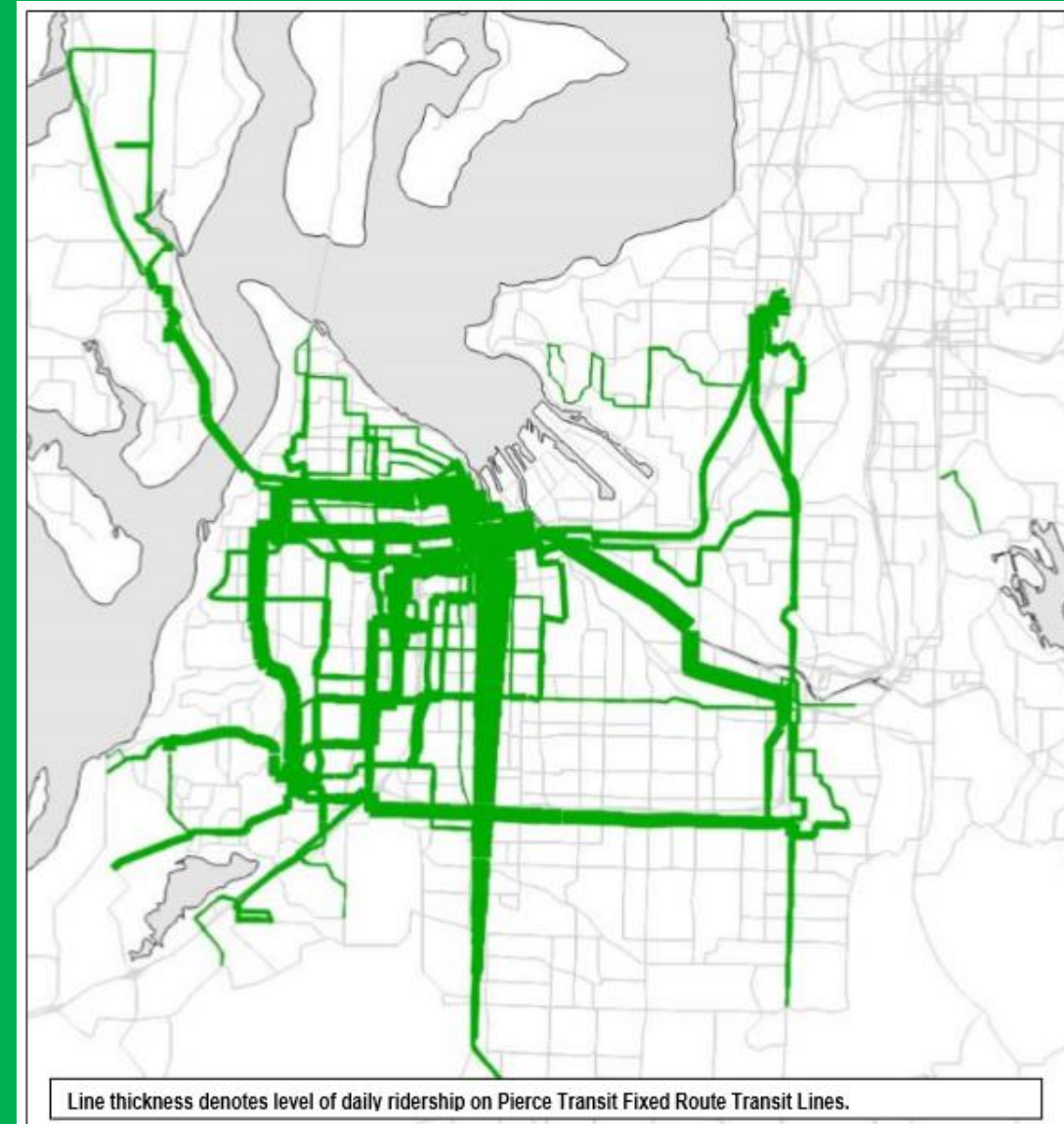
- Current Sales Tax .6%
- Assumptions
 - 5.5% annual increase
 - Current PTBA
 - Collections begin 2020
 - Each tenth of a percent increase ~\$70 million
- 0.9% Collections additional \$210M



Pierce Transit Six Year Forecast: 0.7% Sales Tax

Additional revenue would allow us to add approximately 60,000 service hours.

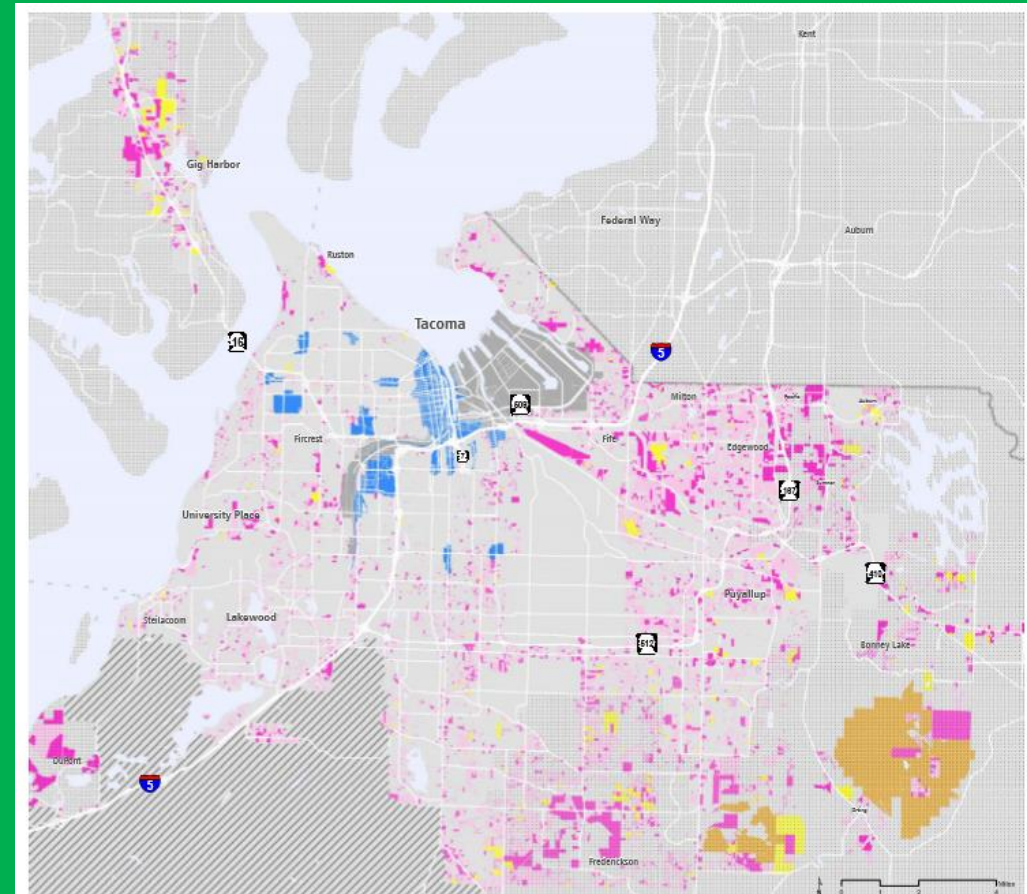
- Brings total hours up to 560,130
- 12% more service hours than baseline
- Improve service on trunk routes 2, 3, and 4 to 15 minute in the peak and partial mid-day
- Weekday span improvements on urban routes
- Minor span improvements on weekends
- Potential ridership increase of 4% to 6%



Pierce Transit Six Year Forecast: 0.8% Sales Tax

Additional revenue would allow us to add approximately 120,000 service hours.

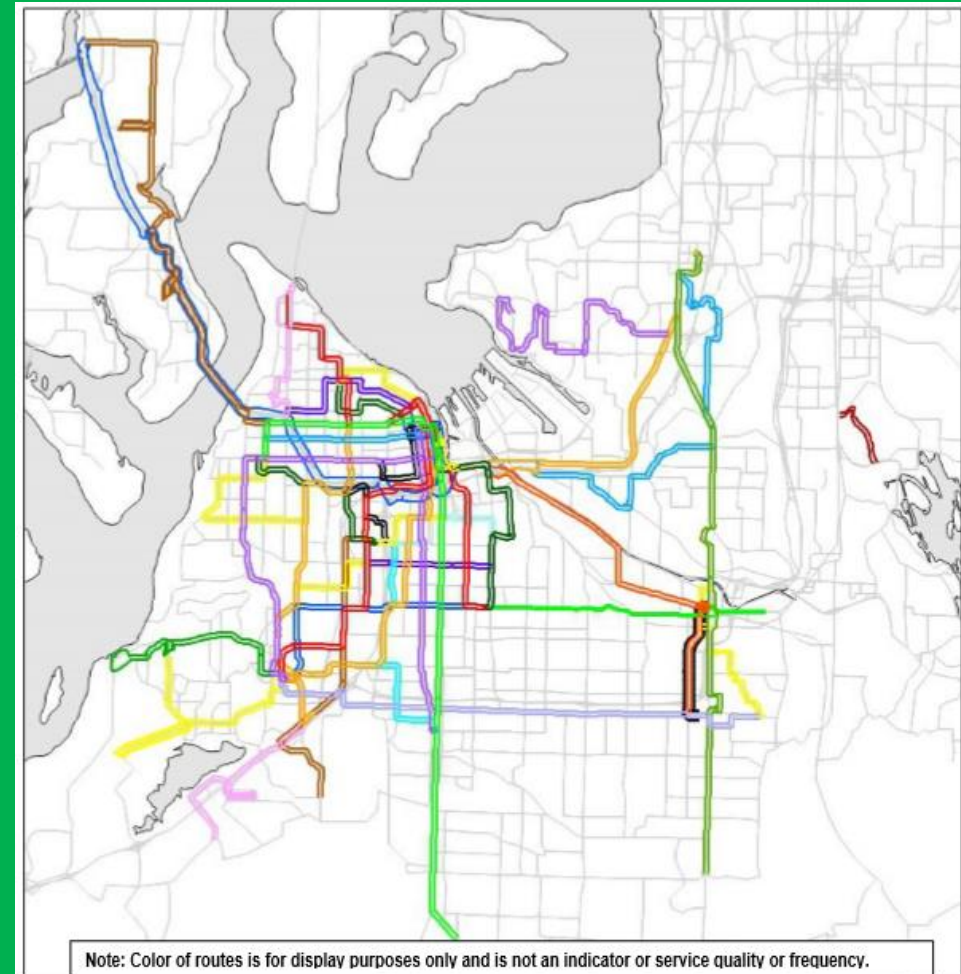
- Brings total hours up to 620,130
- 24% more service hours than baseline
- Improves service on trunk routes 2, 3, and 4 to 15 minute in the peak and partial mid-day
- Enough hours to create a 5th Trunk Route
- Peak hour service added to 22 routes
- Off peak service added to 18 routes
- Weekend span and frequency improvements
- Potential daily ridership increase of 28%



Pierce Transit Six Year Forecast: 0.9% Sales Tax

Additional revenue would allow us to add approximately 180,000 service hours.

- Brings total hours up to 680,130
- 36% more service hours than baseline
- Meets incremental growth target outlined in Long Range Plan 15 years early
- Peak hour service added to 37 routes
- Off peak service added to 33 routes
- Substantial improvements to weekend span and frequency
- Potential daily ridership increase of 40%





Pierce Transit