



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

Board of Commissioners Meeting July 9, 2018, 4:00 p.m.

A special study session meeting will be held prior to this meeting at 3:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

SPECIAL BUSINESS

p. 1

1. FS 18-054, Election of Vice Chair

Chair Henderson

PRESENTATIONS

1. CTAG 2nd Quarter Update

Cody Bakken, Chair of CTAG

PUBLIC COMMENT

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

CONSENT AGENDA

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

p. 3

1. Approval of Vouchers, July 2, 2018

p. 15

2. Minutes: Regular Board Meeting Minutes of June 11, 2018

p. 23

3. FS 18-055, Adoption of the 2018-2023 Transit Development Plan

p. 27

4. FS 18-056, Ratification of the Declaration of Emergency and Related Contract with General Mechanical for Conducting the Emergency Welding Repairs for CNG Compressor No.1

p. 31

5. FS 18-057, Authority to Enter Into and Execute a Multi-Year Lease Agreement for the Property Located at 104th Street Court South in Lakewood with Jenco Development Company, LLC

- p. 33 6. FS 18-058, Authority to Purchase Network Infrastructure Core Switch Replacements from CDWG Using Washington State Cisco NASPRO Contract AR-233-01114

ACTION AGENDA

- p. 35 1. FS 18-059, Adoption of the Locally Preferred Alternative (LPA) for the Proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT Project) Kim McGilvery
Community Development Administrator

- p. 65 2. FS 18-060, Authorizing the Terms and Conditions of the Collective Bargaining Agreement with the International Association of Machinists and Aerospace Workers Union, District 160, for the Period of May 1, 2018 Through December 31, 2021 Anh Hoang
Labor Relations Officer

STAFF UPDATES/DISCUSSION

1. CEO's Report Sue Dreier
Chief Executive Officer

INFORMATIONAL BOARD ITEMS

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

EXECUTIVE SESSION

ADJOURNMENT

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
MINUTES**

June 11, 2018

CALL TO ORDER

Chair Keel called the meeting to order at 4:03 p.m.

PLEDGE OF ALLEGIANCE

For those attendees who chose to participate, Chair Keel led attendees in the pledge of allegiance.

ROLL CALL

Commissioners present:

Kent Keel, Chair of the Board, City of University Place Mayor
Nancy Henderson, Vice Chair of the Board, Town of Steilacoom Councilmember
(*representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom*)
Daryl Eidinger, City of Edgewood Mayor (*representing Fife/Milton/Edgewood*)
Rick Talbert, Pierce County Councilmember
Don Anderson, City of Lakewood Mayor
Ryan Mello, City of Tacoma Councilmember
Robin Farris, Puyallup City Council

Commissioners excused:

Victoria Woodards, Mayor of City of Tacoma
Bruce Dammeier, Pierce County Executive

Staff present:

Sue Dreier, Chief Executive Officer
Dana Henderson, General Counsel
Deanne Jacobson, Clerk of the Board

SPECIAL BUSINESS

Chair Keel announced that the Operator of the Month presentation and Item No. 3 under the Action Agenda – Approval of the Collective Bargaining Agreement with the International Association of Machinists and Aerospace Workers – are pulled from today's agenda.

1. FS 18-040, Election of Chair

Commissioner Eidinger nominated Nancy Henderson. There were no other nominations made. Chair Keel declared Nancy Henderson to be the Chair [Term commences July 2018 and ends June 2019.] (*Commissioner Anderson arrived at 4:04 p.m.*)

It was noted that the Board will elect a vice-chair at the July 9, 2018, Board Meeting.

2. Business Partnership Administrator Penny Grellier provided an overview about the services provided by Pioneer Human Services, Tacoma Boxing Club and Tacoma Urban League.

Commissioners Anderson and Talbert **moved** and seconded to approve the following resolutions:

Resolution No. 2018-017 awarding a Care-A-Van vehicle to Pioneer Human Services, subject to the terms and conditions of the Care-A-Van Agreement; and

Resolution No. 2018-018 awarding a Care-A-Van vehicle to Tacoma Boxing Club, subject to the terms and conditions of the Care-A-Van Agreement; and

Resolution No. 2018-019 awarding a Care-A-Van vehicle to Tacoma Urban League, subject to the terms and conditions of the Care-A-Van Agreement.

Motion **carried**, 7-0.

PRESENTATIONS

~~1. May 2018 Operator of the Month -- Ken Hernandez~~

2. Pacific Avenue/SR-7 Bus Rapid Transit (BRT) Locally Preferred Option Update

Executive Director of Planning and Community Development Ryan Wheaton opened discussion on the item and noted that choosing a Locally Preferred Alternative (LPA) is one of the requirements for obtaining grant funding. He reminded the Board that two of the three LPA required elements were discussed at the March 2018 retreat and there was consensus from the Board for staff to move forward with the project designating Spanaway to Downtown Tacoma as the Termini and the Mode to be Bus Rapid Transit.

A BRT video was shown, highlighting the benefits of a BRT to the customer and the community as well as lane configuration designs.

Principal Planner Darin Stavish presented on the item. He reviewed the current demographics of the Route 1. He reported that the proposed BRT Service Route would reach the Commerce Street Terminus via Market Street.

Mr. Stavish reviewed two options for lane configurations: curbside and median, and he reviewed estimated costs, pros and cons for both configurations, and estimated costs for property acquisition.

Mr. Wheaton announced that the Board will decide at the July Board meeting the Locally Preferred Alternative for the project. He noted next steps involve working with the City of Tacoma and other stakeholders. It was noted that the project is estimated to cost approximately \$150 million and complete build-out is estimated to be in 2022.

A short question and answer period ensued about various aspects of the project.

Commissioner Anderson inquired if the proposed BRT route could be extended to Frederickson and 176th Street area.

CEO Dreier noted this area isn't currently in the Pierce Transit boundary, so it is not in our current modeling of the BRT project. She noted that as areas come back into the Pierce Transit boundary in the East corridor they can be shuffled to the BRT.

Chair Keel noted that he would like to see the BRT build from the south to the north.

PUBLIC HEARING

Proposed Transit Development Plan: 2018-2023

Principal Planner Darin Stavish presented on the item and noted it is a state requirement to produce an annual Transit Development Plan. After adoption, the plan is submitted to the State and to PSRC. He gave an overview of the information that is contained in the document.

Chair Keel opened the public hearing at 4:51 p.m. and provided instructions for speaking during the public hearing. The following individual(s) spoke:

- Ken Paulson, Tacoma, raised concerns about the BRT project being too expensive and not enough ridership to warrant the costs. He also expressed concerns about the costs and process for condemnation for both the agency and the property owners. He suggested Pierce Transit conduct a test in the proposed corridor using smaller airporter type buses and see what the ridership results are before committing to the project.
- At 4:55 p.m., the public hearing was closed.

PUBLIC COMMENT

Chair Keel provided direction for participating in public comment and the following individuals spoke:

- Walt Hurd, Tacoma, spoke about various incidents involving smoking at the transit centers and coach stops. He requested more enforcement on smoking-related incidents.
- Steve Sego, noted his support for the study so the region can make a fully informed decision whether fast ferry passenger service is practical for this region or not. He also noted that a ferry system can benefit the economy and tourism.
- Ken Paulson, Tacoma, noted that it's been four years since he last spoke at a Pierce Transit meeting. He noted he still sees empty 40-foot buses all the time and he suggested that staff look at using smaller buses on routes that have low ridership.

CONSENT AGENDA

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

Commissioners Mello and **moved** and Talbert seconded to approve the consent agenda as presented.

Motion **carried**, 7-0.

1. Approval of Vouchers, June 1, 2018
Operating Fund #10
Self-Insurance Fund #40
Capital Fund #90
Voucher CK Nos. 362555 through 363117
Advance Travel CK Nos. 1316 through 1318
Wire Nos. 2220 through 2240
Total \$5,974,780.60
2. Minutes: Special Study Session and Regular Board Meeting of May 14, 2018
3. FS 18-044, approved Resolution No. 2018-020, amending the 2018 Capital Budget to include appropriation from Washington State Supplementation Transportation Budget in the Amount of \$300,000 for Real Time Information Signage.
4. FS 18-045, authorized the Chief Executive Officer to enter into and execute a contract with AgreeYa Solutions, Inc., to provide SharePoint redesign, implementation services, and ongoing managed services.
5. FS 18-046, authorized the CEO to enter into and execute a contract with Rosco Collision Avoidance, Inc., for the installation of a Collision Avoidance Warning System in the amount of \$213,206, with an option for 70 additional systems at a cost of up to \$461,580, and a contingency of \$138,254.
6. FS 18-047, authorized the CEO to enter into and execute a contract with DCS, Inc., to install detectors and an automatic emergency braking system on 30 buses in an amount of \$869,415 and contingency of \$173,882.
7. FS 18-048, approved Resolution No. 2018-021, authorizing the CEO to enter into and execute a six-month interlocal agreement with the City of Federal Way to provide police service at the Federal Way Transit Center and other bus routes and bus stops located in Federal Way in substantially the same form as the attached Exhibit A.
8. FS 18-049, approved Resolution 2018-022, authorizing the CEO to enter and execute a six-month extension and modification of the Pilot Student Bus Pass Program with Clover Park Technical College.
9. FS 18-050, approved Resolution No. 2018-023, amending the 2018 Capital Budget by \$107,581.20 and authorizing the CEO to enter into and execute a contract with Transit

Training Solutions for the purchase of a Bus Driving Simulator and concomitant training services.

ACTION AGENDA

1. FS 18-052, Authority to Execute a Contract for ADA Paratransit Services (SHUTTLE) with First Transit, Inc.

Specialized Transportation Manager Cherry Thomas provided an overview of the proposed contract. She reviewed the RFP process that the agency underwent. She noted that First Transit has been a valuable partner to Pierce Transit in the past and has a good safety record. She noted that the contract includes a 6 percent cost increase over the last contract.

Commissioners Mello and Talbert **moved** and seconded to authorize the CEO to enter into and execute a contract with First Transit, Inc., for ADA paratransit services for a contract period of five (5) years with the option of two (2) additional one-year extensions commencing October 1, 2018.

Motion **carried**, 7-0.

2. FS 18-053, Authorize the CEO to Execute a Contract with KPFF for a Fast Ferry Feasibility Study for High Speed, Passenger Only Ferry Service Between Downtown Tacoma and Downtown Seattle Contingent Upon Partial Funding of the Study by Other Community Partners Including the Port of Tacoma and the City of Tacoma

Service Planning Assistant Manager Peter Stackpole presented on the item. He reviewed the RFP process and detailed KPFF's experience. He reviewed the funding partners' portions to fund the study and reported that the study is expected to be completed in September 2018.

A lengthy discussion ensued with individual board members noting his or her reason for supporting or not supporting the item.

Commissioners Mello and Talbert **moved** and seconded to enter into and execute a contract with KPFF for a Fast Ferry Feasibility Study for high-speed passenger-only ferry service between downtown Tacoma and downtown Seattle contingent upon partial funding of the study by other community partners including the Port of Tacoma and City of Tacoma.

Motion **carried**, 5-2. (Commissioners Anderson and Henderson dissented.)

3. ~~FS 18-054, Authorizing the Terms and Conditions of the Collective Bargaining Agreement ("CBA") with the International Association of Machinists and Aerospace Workers Union District 160 ("IAM" for the Period of May 1, 2018 Through December 3, 2021~~

The item was pulled from the agenda at the beginning of the meeting.

STAFF UPDATES/DISCUSSION

CEO's Report

CEO Dreier reported on the following matters:

- The SR 512 park and ride is closed for approximately four months. She reviewed the outreach/communication plan that the agency underwent to inform citizens about the closure and reviewed the parking alternatives that have been provided.
- The Tacoma Dome Station repairs/refresh are still underway, and she encouraged the Board Members to stop by and see the improvements.
- Update on federal transportation funding and noted that the Capital Investment Grant program will be funded at \$2.55 billion, which is above current funding levels. This fund will continue to be administered by the FTA, and this is where Pierce Transit will compete for Small Starts grants for the proposed Pacific Avenue BRT project. She highlighted the agency's advocacy efforts along with other transit agencies to secure funding for transit.
- Proposed an ad-hoc Board committee to begin constructing the state and federal legislative agendas, along with any regional issues the Board would wish to pursue.
- Update on Lyft partnership for first and last mile connection, which included trip information and outreach. It was noted that there will be a Lyft booth at Meeker Days in June, and Pierce Transit will be on TV Tacoma on June 21 with the local Lyft manager to talk about the service.

INFORMATIONAL BOARD ITEMS

Sound Transit Update

Chair Keel noted that the Sound Transit Board has been discussing the light rail project for the Pierce County area.

PSRC Transportation Policy Board Update

Commissioner Mello reported on the business to be transacted at the next meeting and highlighted areas of focus: namely, Regional Transit Access pertaining to park and rides, bicycle and pedestrian access.

Chair Report

Chair Keel announced that it has been a pleasure serving as the Chair of the Pierce Transit Board the last two years. He congratulated Commissioner Henderson for being elected to chairperson.

Chair Keel announced that the June 28, 2018 Executive Finance Committee meeting has been cancelled.

Commissioners' Comments

Commissioner Henderson thanked Chair Keel for his leadership and noted her appreciation for him serving as the Pierce Transit Chair.

She thanked CEO Dreier for her monthly reports and noted that she is happy to see that the Gig Harbor trollies are back.

EXECUTIVE SESSION

None.

ADJOURN

Commissioners Anderson and Mello **moved** and seconded to adjourn the meeting at 5:51 p.m.

Motion **carried**, 6-0.

Deanne Jacobson
Clerk of the Board

Kent Keel, Chair
Board of Commissioners



Board of Commissioners
Fact Sheet No.: 2018-054
Date: July 9, 2018

TITLE: Election of Pierce Transit Board Vice Chair

DIVISION: Executive

SUBMITTED BY: Deanne Jacobson, Clerk of the Board

RELATED ACTION: N/A

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: N/A

BUDGET INFORMATION: N/A

BACKGROUND:

Pursuant to Pierce Transit Code Section 2.16.020, the vice-chairperson shall be elected from among the members at the first meeting in February of each year. In the event of a vacancy, the members will elect a new vice-chairperson at the next regular meeting. A board member shall not serve as vice-chairperson for more than two consecutive one-year terms.

At the June 11, 2018, Board meeting, vice-chairperson Nancy Henderson was elected by the Board to serve as the chairperson with a term beginning July 9, 2018 and ending June 2019, thus creating a vacancy for the vice-chairperson of the Board.

The procedure for election of vice-chair is as follows:

1. The Chair calls for nominations for vice-chair. No motion or second is needed.
2. When all nominations have been made, Chair asks a final time if there are any further nominations. After all nominations have been offered, a motion to close nominations is in order.
3. The Chair calls for the vote on each person nominated in the order nominations were received.
4. When the first nominee receives a majority of the vote, the Chair declares that person to be elected.
5. If there is only a single nominee provided, the Chair may declare the nominee the vice-chair person.

ALTERNATIVES:

None.

PROPOSED MOTION:

Board shall elect a new vice-chair person, with a term beginning July 9, 2018 and ending June 2019.



Board of Commissioners
Fact Sheet No.: 2018-055
Date: July 9, 2018

TITLE: Adoption of the 2018-2023 Transit Development Plan (TDP)

DIVISION: Planning & Community Development

SUBMITTED BY: Darin L. Stavish, Principal Planner

RELATED ACTION: N/A

ATTACHMENTS: Proposed Resolution
[Exh. A, Transit Development Plan:](#)
2018-2023 (provided electronically)

RELATION TO STRATEGIC PLAN: Financial

BUDGET INFORMATION: N/A

BACKGROUND:

This Transit Development Plan (TDP) outlines Pierce Transit's intermediate operating and capital plans for the period from 2018 through 2023. As such, it will ensure compliance with the Revised Code of Washington (RCW) chapter 35.58, which requires municipal corporations including public transportation benefit areas such as Pierce Transit to prepare and adopt a Six-Year Transit Development Plan for that calendar year and the ensuing five years. The TDP is based upon the 2018 budget adopted by the Board of Commissioners on December 11, 2017. This six-year year plan reports on Pierce Transit's annual operating budget, capital investments, and business strategies, and is submitted annually to the Washington State Department of Transportation, Puget Sound Regional Council (PSRC) Metropolitan Planning Organization, Pierce County, and each of the 13 jurisdictions within the Pierce County Public Transportation Benefit Area (PTBA).

This year's TDP highlights agency work accomplished in 2017, provides a general outline of services and facility changes anticipated for 2018-2023, and financial elements (both operating and capital) budgeted for 2018 and projected for 2019-2024. Once finalized, Pierce Transit will use the TDP to guide specific development of upcoming service designs, business strategies, and budget considerations.

The Board of Commissioners held a public hearing on the proposed 2018-2023 Transit Development Plan on June 11, 2018. The public review and comment period was open from June 5 through July 6, 2018.

STAFF RECOMMENDATION:

Approve Resolution No. 18-024, adopting the Pierce Transit 2018-2023 Transit Development Plan as presented in Exhibit A.

ALTERNATIVES:

Do not approve the proposed 2018-2023 Transit Development Plan. This is not recommended as the agency would therefore not be in compliance with RCW 35.58.2795.

PROPOSED MOTION:

Approve Resolution No. 18-024, adopting the 2018-2023 Transit Development Plan as presented in Exhibit A.

RESOLUTION NO. 18-024

A RESOLUTION of the Board of Commissioners of Pierce Transit
Adopting the 2018-2023 Transit Development Plan (TDP)

WHEREAS, the 2018-2023 Transit Development Plan provides guidance on issues related to service and capital facilities development, regional coordination, and a financial implementation strategy; and

WHEREAS, the Revised Code of Washington (RCW) Chapter 35.58 requires that municipal corporations, including public transportation benefit areas such as Pierce Transit, prepare and approve a Six-Year Transit Development Plan for that calendar year and the ensuing five years; and

WHEREAS, the Pierce Transit Board of Commissioners held a public hearing on the proposed 2018-2023 Transit Development Plan at its regular meeting on June 11, 2018; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit that the 2018-2022 Transit Development Plan, attached hereto as Exhibit A, is adopted and constitutes Pierce Transit's Six-Year Transit Development Plan for the period 2018-2023.

ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on this 9th day of July 2018.

PIERCE TRANSIT

Nancy Henderson, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

Deanne Jacobson, CMC
Clerk of the Board



Board of Commissioners
Fact Sheet No.: 2018-056
Date: July 9, 2018

TITLE: Ratification of the Declaration of Emergency and
Related Contract with General Mechanical for Conducting
the Emergency Welding Repairs for CNG Compressor No. 1

DIVISION: Maintenance

SUBMITTED BY: Larry McCarty, Facilities Maintenance
Manager

RELATED ACTION: N/A

ATTACHMENTS: Exhibit A, Emergency Declaration

RELATION TO STRATEGIC PLAN: N/A

.....
BUDGET INFORMATION

Is it Budgeted? ☐ Yes / ☒ No

Project Name or Number: CNG C1 welding repair

☒ Operating Budget

☐ Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 1,220.00	Emergency repair to cracks found in CNG high pressure cooling systems.
Grant/Other Amounts	\$	
Total Expenditure	\$ 1,220.00	

.....
BACKGROUND:

Staff seeks the ratification of the Chief Executive Officer's Declaration of Emergency made on June 19, 2018 in response to damage found in CNG compressor C1 that required immediate shutdown of that unit until repairs could be completed.

During routine preventative maintenance inspections, cracks were observed in the high pressure intercooling system piping in CNG compressor C1 located at the CNG fueling station at 3701 96th Street SW Lakewood, WA. This compressor is one of three that provide the high pressure natural gas to the CNG dispensers to fuel all CNG vehicles operated by Pierce Transit.

The condition of the compressor created a safety risk and required immediate shutdown until repairs could be completed to avoid any material loss or damage to property and/or bodily injury. The critical nature of this equipment to the essential function of fueling the CNG powered vehicles also represented a need to effect repairs as quickly as

possible to ensure the continuous fueling of the CNG powered vehicles in the fleet. Repairs were completed by General Mechanical on June 21, 2018 and the compressor is now back in service.

In accordance with RCW 39.04.280, Pierce Transit Code provision 3.13.080, and Pierce Transit Procurement procedures, the Chief Executive Officer declared an emergency allowing the suspension of the competitive bid procedures to allow for quick execution of a contract to complete the repair work in order to restore the equipment to a safe condition for operation. Although competitive bid processes were suspended, all other Public Work rules and regulations were adhered to.

STAFF RECOMMENDATION:

Ratify the Chief Executive Officer's Declaration of Emergency made on June 19th, 2018 in response to the damage found in CNG compressor C1.

ALTERNATIVES:

None.

PROPOSED MOTION:

Ratify the Declaration of Emergency and related contract with General Mechanical to conduct the emergency welding repairs for CNG Compressor No. 1.

MEMO



TO: Sue Dreier, Chief Executive Officer

FROM: Skip Huck, Executive Director of Maintenance

DATE: June 19, 2018

SUBJECT: Request to declare an emergency status to exempt competitive bidding requirements

The fifth stage intercooler on CNG compressor number one has developed a leak and needs immediate repair. This task must be completed by a WABO certified welder. Without this compressor running we have lost our redundancy and should anything happen with either compressor two or three, we have no back up.

I am requesting that a Declaration of Emergency Status be approved per RCW 39.04.280. The excerpt below from the RCW states the definition of emergency that I believe applies:

(3) For the purposes of this section “emergency” means unforeseen circumstances beyond the control of the municipality that either: (a) Present a real, immediate threat to the proper performance of essential functions; or (b) will likely result in material loss or damage to property, bodily injury, or loss of life if immediate action is not taken.

The current condition of compressor number one most definitely poses a threat to the performance of essential fueling functions.

We have sourced a local contractor that holds the correct certifications and the preliminary estimate for repairs is approximately \$5000.00.

Approved Declaration of Emergency repairs to the CNG fueling station located at 3701 96th Street SW Lakewood, WA.

Authorized by:  _____

Title: Chief Executive Officer



Board of Commissioners
Fact Sheet No.: 2018-057
Date: July 9, 2018

TITLE: Authority to Enter into and Execute a Lease Agreement for Property at 104th Street Court South in Lakewood with Jenco Development Company, LLC

DIVISION: Service Delivery & Support

SUBMITTED BY: Mike Griffus, Executive Director of Service Delivery & Support / Chief Safety Officer

RELATED ACTION:

Resolution 99-062, Ratifying the Lease Agreement for Property at 104th Street Court South for Specialized Transportation Service.

Resolution 04-006, Authorizing Renewal of the Lease Agreement for Property at 104th Street Court South with Jenco Development Company

ATTACHMENTS: None

RELATION TO STRATEGIC PLAN: Financial

BUDGET INFORMATION

Is it Budgeted? ☒ Yes / ☐ No

Project Name or Number:

☒ Operating Budget

☐ Capital Budget

FUNDING SOURCE:			EXPLANATION:
Local Amount	\$	786,973.20	Initial lease rate of \$12,352.50 per month with annual 3% increase.
Grant/Other Amounts	\$	-	
Total Expenditure	\$	786,973.20	
Period (Jul 1-Jun 30)	Monthly	Annually	
2018-19	\$12,352.50	\$ 148,230.00	
2019-20	\$12,723.08	\$ 152,676.90	
2020-21	\$13,104.77	\$ 157,257.21	
2021-22	\$13,497.91	\$ 161,974.92	
2022-23	\$13,902.85	\$ 166,834.17	
Total		\$786,973.20	

BACKGROUND:

Staff requests authority to renew the lease agreement with Jenco Development Company, LLC for the property at 104th Street Court South for continued use by the Agency's SHUTTLE paratransit service provider.

FACT SHEET
PAGE 2

Pierce Transit provides specialized transportation services for disabled and elderly passengers that are unable to use fixed-route service. A portion of the service is provided by a contractor using Pierce Transit vehicles (currently 67 SHUTTLE vehicles). Pierce Transit has been leasing office, maintenance, fueling and parking space for the contract service provider at this location since 1999.

The current lease expired on June 30, 2018. In preparation for lease expiration, staff and the contract service provider have reviewed and considered other properties. No other properties met our operational criteria which were: a) close proximity to Pierce Transit; b) easy and close access to the freeway; c) office and maintenance space; d) secure parking; e) convenient access to a fueling facility; and f) need for minimal tenant improvements. The current space meets most of our criteria, and the owner has agreed to our requested tenant improvements including upgrades to fencing, lighting, furnace, floor condition, and electrical panels.

The proposed monthly rent is \$12,352.50 for the first lease year with a 3% increase for each of the following years. The lease provides Pierce Transit with the option to renew for up to two consecutive periods of five (5) years at renegotiated rates and terms. Staff will return to the Board for approval of any renewals of this lease. Pierce Transit is responsible for maintenance, electricity, water, sewer, garbage and insurance. Staff had the agency's real estate broker evaluate rental rates in the I-5 corridor and determined that the rate is considered current market rate for the types of spaces being leased.

STAFF RECOMMENDATION:

Staff recommends renewal of this lease with Jenco Development LLC for five years at the initial monthly rate of \$12,352.50 with an annual increase of 3%.

ALTERNATIVES:

The alternative would be not to renew the agreement with Jenco, however we would still need property to continue to operate contracted SHUTTLE services from and an alternate property is not available at this time.

PROPOSED MOTION:

Authorize the CEO to enter into and execute a lease agreement for the property located at 104th Street Court South in Lakewood with Jenco Development Company, LLC, for a five-year period.



Board of Commissioners
Fact Sheet No.: 2018-058
Date: July 9, 2018

TITLE: Authority to Purchase Network Infrastructure Core
Switch Replacements from CDWG Using Washington State
Cisco NASPRO Contract AR-233-01114

DIVISION: Finance

SUBMITTED BY: Keith Messner, Chief Technology Officer

RELATED ACTION: N/A

ATTACHMENTS: None

RELATION TO STRATEGIC PLAN: Internal

.....
BUDGET INFORMATION

Is it Budgeted? ☒ Yes / ☐ No

Project Name or Number: 2018 Infrastructure
Replacement

☐ Operating Budget

☒ Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 393,036.80	Purchase of replacement network core switches from CDWG. Total expenditure is \$393,036.80. This is budgeted in the IT Capital Budget for 2018.
Grant/Other Amounts	\$ 0	
Total Expenditure	\$ 393,036.80	

.....

BACKGROUND:

Staff requests authority to purchase replacement network core switches that have exceeded their useful life. The network core switches are the backbone of the Agency computer network – routing of all network traffic is handled by these switches. Equipment will be purchased utilizing the Washington State Cisco NASPRO Contract AR-233-01114.

STAFF RECOMMENDATION:

Authorize the purchase of the Network Infrastructure Core Switch utilizing the Washington State Cisco NASPRO Contract AR-233-01114.

ALTERNATIVES:

An alternative would be to not purchase the equipment and keep the current equipment in place until failure. Staff does not consider this a good option, as parts of, or all of the network could fail with network core switch failure, and the network would be unavailable until a replacement device could be acquired, configured and installed.

PROPOSED MOTION:

Authorize the CEO to enter into and execute a purchase agreement with CDWG for the purchase of the replacement network core switches, using Washington State Cisco NASPRO Contract AR-233-01114.



Board of Commissioners
Fact Sheet No.: 2018-059
Date: July 9, 2018

TITLE: Adoption of the Locally Preferred Alternative (LPA) Mode, Termini, and Alignment for the Proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT) Project

DIVISION: Planning & Community Development

SUBMITTED BY: Tina Lee, Community Development Manager

RELATED ACTION:

Resolution No. 17-001 – Amending the 2017 Capital Budget to Increase Funding for the High Capacity Transit Feasibility Study project and Awarding a Contract to WSP-Parsons Brinckerhoff for the Pacific Avenue/SR 7 Corridor High Capacity Transit Feasibility Study, as approved January 9, 2017.

ATTACHMENTS:

RELATION TO STRATEGIC PLAN: Customer

Proposed Resolution
Exh. A, LPA Description
Exh. B, Letter from Tacoma Transportation Commission
Exh. C, Letter from CTAG
Exh. D, Support Letters

BUDGET INFORMATION: N/A

BACKGROUND:

Pierce Transit (PT) working in partnership with the City of Tacoma, Pierce County, Washington State Department of Transportation (WSDOT), Sound Transit (ST), Puget Sound Regional Council (PSRC), and other agencies, is conducting a high capacity transit (HCT) study of an approximately 14.4-mile corridor along Pacific Avenue/State Route 7 between downtown Tacoma and Spanaway. This corridor is currently serviced by Route 1, one of Pierce Transit's four trunk routes and the highest ridership route in the system. The portion of the Route 1 which will be replaced with the potential BRT corridor currently has an estimated daily ridership of more than 3,500 passengers. Pierce Transit's Destination 2040 Long Range Plan, ST's Regional Long Range Plan, ST3, and the PSRC's Transportation 2040 Long Range Plan all identify this corridor for potential HCT service.

The purpose of the project is to establish a north/south HCT link in the heart of Pierce County, while serving Pierce Transit's busiest transit corridor. The project aims to:

- Increase transit ridership through an enhanced and higher quality transit service.
- Deliver cost-effective service that provides capacity to meet latent and future demand.
- Promote transportation equity in the corridor by ensuring that transit service is accessible to all populations.
- Improve multi-modal access and connectivity.
- Support a regional vision for the community as documented in land use and transportation plans.
- Enhance safety and security for transit patrons and public health overall.

- Support existing economic activity and be a catalyst for sustainable economic growth and corridor redevelopment.
- Promote environmental stewardship and sustainability.

PUBLIC OUTREACH:

Pierce Transit has conducted numerous public involvement and outreach activities since project initiation in the spring of 2017. Three rounds of public open houses occurred at several locations along the corridor in September 2017, November 2017, and March 2018. In addition to these open houses, the agency has participated in meetings with many community groups and local stakeholders, such as the Eastside Neighborhood Council and Spring Hill Safe Streets. To date, more than 40 meetings and methods have been utilized to encourage public participation in the study process, including:

- Notices for public meetings were published in local newspapers and online social media, including Facebook posts in Spanish, the predominant second language spoken in the county.
- Open House notices, with bus directions to locations, were distributed on bus rack cards; over 5,000 were distributed for each round of open houses.
- On-bus audio announcements about the open houses were provide in English and Spanish.
- An on-line "virtual open house" has meeting materials uploaded at <https://www.piercetransit.org/hct-virtual-open-house/>, project materials are posted on the project web site, and the website provided a note indicating that comments can be submitted at hct@piercetransit.org.
- Open house meetings were held in Americans with Disabilities Act accessible buildings and meetings times were scheduled to accommodate a variety of work schedules.
- A two-sided project Fact Sheet was prepared in English and Spanish and was distributed broadly, including at Centro Latino in Tacoma.
- The agency purchased the domain name www.RideBRT.com for direct access to information on the study process and how to get involved.
- In early 2018, interested parties began signing up for updates on the project using *Govdelivery* via piercetransit.org
- Staff provided information on public access television by participating on Tacoma TV's *CityLine* program multiple times during the initial phase of the project.

STAFF RECOMMENDATION:

The selection of a Locally Preferred Alternative (LPA) is the first step required as the project moves forward into Project Development with the FTA, which will include the completion of activities required to obtain a project rating under the evaluation criteria for the Small Starts' Capital Investment Grants program. The required elements of a Locally Preferred Alternative (LPA) include Mode, Termini, and Alignment. As part of the HCT Feasibility study, the transit mode, termini and alignment have all been identified. The Technical Advisory Committee and the Project Management Team are recommending: 1) Mode - Bus Rapid Transit (BRT) was selected as the HCT mode that best serves the current and expected level of ridership, meets the existing land use and population distribution, and improves transit speeds, reliability, and future investment in the corridor, as indicated in the project's Purpose and Need statement. 2) Northern Terminus: Commerce Street Transfer Center in Downtown Tacoma, Washington and Southern Terminus: 204th Street E in Spanaway, Pierce County, Washington. 3) Alignment: A 14.4-mile segment of Pacific Avenue / SR 7 between the

Commerce Street Transfer Center in Downtown Tacoma and 204th Street E in Spanaway, entirely within Pierce County. Within Tacoma's Central Business District, the alignment includes operating from S. 25th Street to S. 9th Street via Jefferson Avenue/Market Street in lieu of Pacific Avenue. Staff's recommendation is to approve adoption of the affiliated resolution adopting the Locally Preferred Alternative for the Proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit Project as herein presented.

ALTERNATIVES:

Do not approve the Locally Preferred Alternative for mode, termini, and/or alignment as presented. This is not recommended as the agency would therefore not be able to begin the FTA Small Starts application process for FFY 2018, due by September 1, 2018. If we were to not submit our application within the current FFY, the BRT project would not be eligible for federal funding (e.g., the required federal match of 50 percent under the Section 5309 CIG program) until 2020 at the earliest.

PROPOSED MOTION:

Approve Resolution No. 18-026, adopting the Locally Preferred Alternative (LPA) for the proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT) Project for 1) Mode, 2) Termini, and 3) Alignment as presented in Exhibit A.

RESOLUTION NO. 18-025

A RESOLUTION of the Board of Commissioners Adopting the Locally Preferred Alternative for the Proposed Pacific Avenue / State Route 7 Corridor Bus Rapid Transit Project

WHEREAS, Pierce Transit (PT) working in partnership with the City of Tacoma, Pierce County, Washington State Department of Transportation (WSDOT), Sound Transit (ST), Puget Sound Regional Council (PSRC), and other agencies, is conducting a High Capacity Transit (HCT) Feasibility Study of an approximately 14.4-mile corridor along Pacific Avenue/SR 7 between downtown Tacoma and Spanaway; and

WHEREAS, this corridor is currently served by Route 1, one of Pierce Transit's four trunk routes and the highest ridership route in the system. The portion of the Route 1 which will be replaced with the potential BRT corridor currently has an estimated daily ridership of more than 3,500 passengers; and

WHEREAS, Pierce Transit's Destination 2040 Long Range Plan, Sound Transit's Regional Long Range Plan, ST3, and the PSRC's Transportation 2040 Long Range Plan all identify this corridor for potential HCT service; and

WHEREAS, the purpose of the project is to establish a north/south HCT link in the heart of Pierce County, while serving Pierce Transit's busiest transit corridor; and

WHEREAS, Pierce Transit has conducted numerous public involvement and outreach activities since project initiation in spring 2017, including three rounds of public open houses and one-on-one meetings with multiple community groups and local stakeholders, such as the Eastside Neighborhood Council and Spring Hill Safe Streets; and

WHEREAS, the selection of a Locally Preferred Alternative (LPA) is the first step required as the project moves forward into Project Development with the FTA, which will include the completion of activities required to obtain a project rating under the evaluation criteria for the Small Starts' Capital Investment Grants program; and

WHEREAS, the required elements of a Locally Preferred Alternative (LPA) include Mode, Termini, and Alignment; and

WHEREAS, as part of the HCT Feasibility study the transit mode, termini and alignment have been identified. The Technical Advisory Committee and the Project Management Team are recommending:

Mode: Bus Rapid Transit (BRT) was selected as the HCT mode that best serves the current and expected level of ridership, meets the existing land use and population distribution, and improves transit speeds, reliability and future investment in the corridor, as indicated in the project's Purpose and Need statement.

1 **Northern Terminus:** Commerce Street Transfer Center in Downtown Tacoma, Washington

2 **Southern Terminus:** 204th Street E in Spanaway, Pierce County, Washington

3 **Alignment:** A 14.4-mile segment of Pacific Avenue / SR-7 between Commerce Street Transfer Center in
4 Downtown Tacoma and 204th Street E in Spanaway, entirely within Pierce County, Washington. Within
5 Tacoma's Central Business District, the alignment includes operating from S. 25th Street to S. 9th Street via
6 Jefferson Avenue/Market Street In lieu of Pacific Avenue.

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

8 Section 1. The Board of Commissioners authorizes adoption of the mode, termini, and alignment
9 of the Locally Preferred Alternative for the Proposed Pacific Avenue / State Route 7 Corridor Bus Rapid Transit
10 Project as described above.

11 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
12 the 9th day of July 2018.

13 PIERCE TRANSIT

14
15
16 _____
17 Nancy Henderson, Chair
18 Board of Commissioners
19

20 ATTEST/AUTHENTICATED

21
22
23 _____
24 Deanne Jacobson, CMC
Clerk of the Board



Locally Preferred Alternative Description – June 26, 2018

The Locally Preferred Alternative for the Pacific Avenue /State Route 7 corridor is as follows:

- **Mode:** Bus Rapid Transit
- **Southern Terminus:** 204th Street E and SR 7 (Mountain Highway E) in Spanaway
- **Northern Terminus:** Commerce Street Transfer Center (S. 9th Street and Commerce Street) in downtown Tacoma
- **Alignment** (South to North):
 - Southern Terminus (turnaround)
 - E 204th Street to Mountain Highway E
 - Mountain Highway E from E 204th Street to Pacific Avenue
 - Pacific Avenue from Mountain Highway E to Puyallup Avenue.
 - Alternative route serving the Tacoma Dome Station (TBD):
 - Pacific Avenue from Mountain Highway E to E 26th Street
 - E 26th Street from Pacific Avenue to E G Street
 - E G Street from E 26th Street to Puyallup Avenue
 - Puyallup Avenue from E G Street to Tacoma Dome Station (turnaround in station)
 - Puyallup Avenue from Pacific Avenue to E G Street
 - E G Street from Puyallup Avenue to E 26th Street
 - E 26th Street from E G Street to Pacific Avenue
 - Pacific Avenue from E 26th Street to E 25th Street
 - E 25th Street from Pacific Avenue to S Jefferson Avenue
 - S Jefferson Avenue (become S Market Street) from E 25th Street to S 9th Street
 - S 9th Street from Market Avenue to Commerce Street
 - Northern Terminus (Commerce Transit Center)



City of Tacoma
Transportation Commission

June 21, 2018

Ryan Mello, Chair
Infrastructure, Planning, and Sustainability Council Committee
747 Market Street, Suite 1200
Tacoma, WA 98402

Re: Pierce Transit Pacific Avenue High Capacity Transit Recommendation

Dear Chair Mello,

During our April 18, 2018 meeting, the Transportation Commission heard a presentation from Darin Stavish, Pierce Transit Planner, on their High Capacity Transit (HCT) project along Pacific Avenue. Pierce Transit returned on June 20, where Tina Lee, Project Manager presented further updates. Following the presentation, the Commission discussed the project and outlined the following comments to offer The City further guidance and for consideration of Pierce Transit as they further project development.

Project Consistent with City Planning:

TCR-1: The City of Tacoma should emphasize that this project is consistent with the South Downtown Subarea Plan and the City of Tacoma Transportation Master Plan which is part of the Comprehensive Plan.

It is important to the Commission that the City of Tacoma staff and elected officials not just know and understand but advocate for this project, as it is consistent with the current plans which have been vetted by the public and approved by the City of Tacoma Council. The Commission works to ensure the Tacoma Transportation Master Plan (TMP) is implemented and upheld. Pierce Transit's HCT project along Pacific Avenue is a major project within this plan. Therefore, the entire City government should be supportive.

Tacoma Dome Station Inbound & Outbound Access

TCR-2: Provide Pierce Transit right of way for Transit Only Lanes (TOL) in both directions (east and west) along the entire stretch of Puyallup Avenue from Pacific Avenue to Portland Avenue, with a first priority from Pacific Avenue to East D Street.

TCR-3: Pierce Transit should utilize East 26th Street and TOL to provide inbound and outbound service to Pacific Avenue.

On September 26, 2017, the Commission sent the Infrastructure, Planning and Sustainability Committee (IPS) a letter outlining our priorities for the Puyallup Avenue Corridor. In that letter the Commission outlined the importance of both east and west bound TOL throughout the corridor. The inclusion of TOL in that letter was a direct reflection of the needs of Pierce Transit and future projects. The Commission supports that priority and the City should as well. The inclusion of east and west TOL is consistent with the South Downtown Subarea Plan as well as the Tacoma TMP;

both plans were vetted with a heavy public outreach element and approved by the Council. It is important for future development, both private and public, that we remain consistent with our planning documents to ensure reliability and consistency. Therefore, we offer the following two final recommendations under:

Alignment Configuration within the Right of Way:

TCR-4: Pierce Transit should utilize the Median Alternative whenever possible for its HCT Alignment.

The Transportation Commission supports the Median Alternative as the most cost-effective solution to improve the speed, reliability, and convenience of travel along Pacific Avenue between Spanaway, Parkland, and Downtown Tacoma. Bus lanes between Downtown Tacoma and Parkland Transit Center will substantially improve service reliability, without removing general purpose traffic lanes.

This alignment would be more business friendly by reducing the amount of right of way needed. As Pacific Avenue has increased lanes over the years, it has caused the frontage for most of the corridor to encroach on businesses and homes. A median alignment would result in more efficient operations, a decrease in the cost of right of way needs, and provide better access and egress for existing businesses along the corridor.

Service to Downtown:

TCR-5: Pierce Transit should cross Pacific Avenue at the intersection of Puyallup Avenue and access Fawcett via South 24th Street and avoid routing on Pacific Avenue North of South 26th Street.

TCR-6: The Commission supports the addition of a station location somewhere in the south end of the Brewery District between South 25th and South 21st.

The Commission supports a Fawcett Avenue/Market Street approach to downtown, however, we recommend not running HCT with Link Light Rail at any segment of the services, particularly at the intersection of South 25th and Pacific Avenue.

The Commission felt strongly that the City should urge Pierce Transit to avoid using Pacific Avenue north of South 26th street for its inbound and outbound access to the Downtown core. The Commission is neutral on the route utilizing Court C Street to either South 25th or South 23rd to approach Fawcett Avenue. Both options provide opportunities and challenges. However, the chances of Link Light Rail and Bus HCT interfering along Pacific Avenue could cause major delays in trip time.

Finally, an additional station on Fawcett Avenue/Market Street in the south end of downtown is needed as current and future development provides an opportunity for more transit-oriented development and higher ridership and access.

Station Consolidation:

TCR-7: Pierce Transit should utilize a minimum of one half mile average between station locations except for the downtown core and eliminate proposed stations with current low

Tacoma Transportation Commission
 Pierce Transit Pacific Avenue High Capacity Transit Recommendation
 June 20, 2018

ridership and those less than one half mile from the next station. With that said there should be consideration given to station locations near and around education, healthcare and other social services.

One of the major benefits of this project for transit riders for today and into the future is a faster trip time to their destination. To achieve optimal trip time performance, Pierce Transit must be selective in their station locations. Each station will add dwell time, slowing the trip down. This impacts not just the rider but will drive up cost per service hour to run the service. In addition to decreasing trip time, with a cost of each station above \$250,000 in one direction or one-half million for a dual station, elimination of stops that may be too close to one another will also drive the total project cost down.

City Partnership

TCR-8: The City of Tacoma should work to partner with Pierce Transit in applying for local, regional, state, and federal grants when possible, to help fund elements of the HCT project.

The City of Tacoma has opportunities to apply for grants that can help with the cost of construction. These opportunities include state grants such as the Regional Mobility Grant or the Complete Streets Grants. With \$75 million in secured state and regional funding, Pierce Transit and the City of Tacoma can add transit services indicative of a world class, economically viable, and forward-thinking community. We are supportive of Pierce Transits pending Federal Small Starts Grant which will secure the other \$75 million to complete this vital project and urge the City of Tacoma to support the grant. It is imperative that the City collaborate in implementing this project as it isn't just a Pierce Transit project and priority, but a major element of the Tacoma Transportation Master Plan.

In closing, the Tacoma Transportation Commission is very supportive of the Pacific Avenue HCT project. We feel that Pierce Transit, in partnership with other jurisdictions, especially the City of Tacoma, should aim for true Bus Rapid Transit along the corridor and not make it BRT light. We cannot ignore but must embrace this goal.

Sincerely,



Justin D. Leighton
 Co-Chair
 Transportation Commission



Dr. Jane Moore
 Co-Chair
 Transportation Commission

cc:

City Manager
 Mayor Woodard
 Pierce Transit CEO
 Chair of the Pierce Transit Board
 Tina Lee

May 29, 2018

To: Pierce Transit Board of Commissioners
Subject: High Capacity Transit

The Pierce Transit Community Transportation Advisory Group (CTAG) has been studying High Capacity Transit to include receiving multiple briefings on the subject from Pierce Transit staff. Based on our independent research and ongoing information provided by our representative to the Technical Advisory Committee, we offer the following recommendations:

1. Connect 6th Avenue directly to the University of Washington Tacoma.
2. Support the Median Alternative over the curbside service option.
3. Connect the Bus Rapid Transit with the Tacoma Dome at East D Street versus East G Street.
4. Avoid the intersection of 25th Street and Pacific Avenue to approach Tacoma Dome Station.

We appreciate the opportunity to share these recommendations with you and ask that you give them serious consideration. Please direct any questions to our Staff Liaison.

Cody S Bakken
CTAG Chair

cc: Darin Stavish, Principal Planner, Pierce Transit

May 29th, 2018

To: Pierce Transit Board of Commissioners

CC: Darin Stavish, Principal Planner, Pierce Transit

To date, the Community Transportation Advisory Group (CTAG) has been involved in the process of studying High Capacity Transit in Pierce County. This is a wonderful opportunity for the CTAG and riders at large to have a voice where it would normally be difficult to participate in the development of Bus Rapid Transit (BRT). CTAG has been briefed on the subject multiple times over the past two years and has been fortunate enough to have a representative on the Technical Advisory Committee. This project is complex and involves multiple moving parts and jurisdictions to produce a viable product. CTAG wishes to express thanks and gratitude for the window into this auspicious machination. To that end, CTAG has developed statements of perspective regarding alternatives development and planning.

Develop a plan to connect with enhanced 6th Avenue Service

CTAG believes that there will be an impact to current bus riders on 6th Avenue once the project is completed. It is recognized that a transfer will be required. CTAG acknowledges the ambiguity forthcoming, and recommends Pierce Transit solicit and engage the community for solutions during environmental review. CTAG encourages Pierce Transit to connect 6th Avenue directly with UW-Tacoma to support student access, and to potentially leverage the BRT corridor for more dependable operations.

Support for the Median Alternative

CTAG enthusiastically supports the Median Alternative as the most cost-effective solution to improve the speed, reliability, and convenience of travel along Pacific Avenue between Spanaway, Parkland, and Downtown Tacoma. Bus lanes between Downtown Tacoma and Parkland Transit Center will substantially improve service reliability, without removing general purpose traffic lanes.

CTAG believes that removal of the Center Turn Lane on the corridor north of Parkland Transit Center is a worthy compromise that listens to the public's concerns about impacts to traffic and balances the needs and safety of motorists, pedestrians, and transit riders. This alternative provides for pedestrian refuges using median stations, in an area with a substantial number of traffic collisions involving pedestrians. The impacts of these injuries and fatalities are disproportionately borne by people of color and low income residents, given the demographics of the corridor. To that end, CTAG sees the Median Alternative as supporting a goal of Environmental Justice.

Further, CTAG supports the Median Alternative for its potential to support Transit Oriented Development and affordable housing along the corridor. Prominent center platform stations will integrate well with

surrounding neighborhoods and form a bridge between two sides of the street. This may also make it easier to protect ticket vending machines and other transit equipment from the casual vandalism that often affects curbside bus stops in Pierce County. It is CTAG's understanding that the Median Alternative will provide for more reliable service and a higher level of safety and access to riders and other pedestrians through the affected use of the development of the stations. ^{Exhibit C}

The Curbside Alternative is more expensive, supports fewer economic development opportunities, yields less substantive benefits, and has comparatively more impacts to local businesses. CTAG does not recommend the Curbside Alternative for further conceptual development. The CTAG recommendation is that staff continue development of the Median Alternative and to work closely with the City of Tacoma, WSDOT, Pacific Lutheran University, and UW-Tacoma on what will be necessary to make the Median Alternative successful.

Minimize Deviation off Pacific Avenue to Tacoma Dome Station

CTAG prefers that BRT connect with Tacoma Dome Station at East D Street versus East G Street. This will save riders time who are traveling to Downtown Tacoma from Parkland or Spanaway, while providing access to Tacoma Dome events, as well as Tacoma Dome Station's bus, light rail, and commuter rail services.

Avoid the intersection of S 25th Street and Pacific Avenue

The current alternatives from Tacoma Dome Station to Downtown Tacoma turn left onto Pacific Avenue and right on S 25th Street, then right on Jefferson Ave with the first available stop on Market Street and S 19th Street. The approach to Tacoma Dome Station in this alignment requires a left-hand turn from S 25th Street across existing light rail tracks and then an immediate right-hand turn onto Puyallup Avenue. CTAG is confident that a more creative solution can be designed, rather than traveling through three signalized intersections (Puyallup/Pacific, 25th/Pacific, and 25th/Jefferson) to make the transition from Pacific Avenue to Jefferson Avenue.

CTAG believes that the intersection of S 25th Street and Pacific Avenue is highly congested. The complex interaction with light rail signals may make it difficult to provide reliable and rapid service, both prominent goals of the HCT project. Riders may find it confusing and inconvenient to board at S 25th and Pacific on a bus going southbound to arrive at a destination going further North along Market Street. Additionally, platforms at this intersection would be split in this arrangement, deviating from the center platforms that are desired by CTAG. The inclusion of an alignment with three traffic signals and a stop so close together will detract from a rapid travel experience between Tacoma Dome and Downtown Tacoma.

CTAG encourages staff and consultants to examine the possibility mentioned by Pierce Transit Board member Don Anderson of crossing Pacific Avenue at S 24th Street and then using the combination of C Street and S 23rd to approach Jefferson Avenue from Puyallup Avenue. While this requires the same number of turns, this is done on side streets that may enable faster service. CTAG also believes that a station at S 24th Street may support access to the passenger walkshed served by the proposed station

at S 25th. This would also eliminate interactions with the traffic signals at 25th/Pacific and 25th/Jefferson, potentially saving capital dollars. Exhibit G

Explore Alternate Northern Terminus

The current northern terminus at Commerce Street has disadvantages. CTAG recommends taking another look at terminating BRT service elsewhere in the North Downtown area. Prior Board actions have moved service off Commerce Street and CTAG continues to support frequent bus service options on Pacific Avenue. One alternative worth looking at is turning off S 11th Street at Market and then making a left hand turn on A Street, a left on S 9th and a left on Pacific to S 10th Street. This would create a north-south couplet and a station pair at S 10th on A St (Northbound) and Pacific Avenue (Southbound). Several benefits of this would be to avoid the congestion Market-Commerce segment of S 9th Street, while providing another station next to Class A office space in Downtown Tacoma.

If there are any questions or inquiries regarding the above statements, please communicate them to our Staff Liaison Penny Grellier at (253) 589-6886 or pgrellier@piercetransit.org.

Respectfully submitted by CTAG

June 12, 2018

Sue Dreier
Chief Executive Officer
Pierce Transit
P.O. Box 99070
3701 96th Street, SW
Lakewood, WA 98496-0070

**Subject: Pierce Transit Pacific Ave. /SR 7 Corridor Bus Rapid Transit
Project Small Starts Project Development**

Dear Ms. Dreier:

On behalf of Sound Transit, I am writing to support Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit project.

Voters approved a Sound Transit contribution to this project in the 2016 Sound Transit 3 (ST3) plan. The ST3 financial plan includes up to \$60 million to support the project's development costs and capital improvements that increase bus speed, reliability and customer convenience along this corridor.

The project will extend 14.4 miles from downtown Tacoma to south Pierce County. It would serve Pierce Transit's busiest corridor, connecting urban and rural residents and job centers. This project would also provide direct service to Tacoma Dome Station and its regional connections via ST Express bus service and Sounder commuter rail.

In 2022, Sound Transit's Hilltop Tacoma Link Extension will extend Tacoma Link to the Stadium and Hilltop Districts, connecting them with Tacoma Dome Station and points in between. In addition, Sound Transit has begun project development on the Tacoma Dome Link Extension, which will extend regional light rail from Federal Way terminating at Tacoma Dome Station by 2030.

For many years, Pierce Transit and Sound Transit have worked collaboratively to improve transit service in the South Sound. The Pacific Ave/Station Route 7 project furthers this collaboration.

Please feel free to contact me with any questions.

Sincerely,



Peter M. Rogoff
Chief Executive Officer

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

CHAIR

Dave Somers
Snohomish County Executive

VICE CHAIRS

Ron Lucas
Stedacoom Mayor

John Marchione
Redmond Mayor

BOARD MEMBERS

Nancy Backus
Auburn Mayor

David Baker
Kennmore Mayor

Claudia Balducci
King County Councilmember

Dow Constantine
King County Executive

Bruce Dammeier
Pierce County Executive

Jenny Durkan
Seattle Mayor

Dave Earling
Edmonds Mayor

Rob Johnson
Seattle Councilmember

Kent Keel
University Place Mayor

Joe McDermott
King County Council Chair

Roger Millar
*Washington State Secretary
of Transportation*

Paul Roberts
*Everett Council President/
Mayor Pro Tem*

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

Victoria Woodards
Tacoma Mayor

CHIEF EXECUTIVE OFFICER

Peter M. Rogoff



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 1, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC, 20590

Dear Administrator Williams:

I am writing to document Washington State's financial support for Pierce Transit's State Route (SR) 7 High Capacity Transit project. The current budget enacted by the Washington State Legislature includes \$19 million toward this project, distributed as follows: \$6.7 million in the current (2017-2019) biennium, \$2.5 million in the 2019-2021 biennium, and \$9.8 million in the 2021-2023 biennium. These are state funds that can be used toward the Pierce Transit project, and can be considered as matching funds to a potential federal grant.

In addition, WSDOT has programmed approximately \$8 million in the 2019-2021 biennium for a pavement preservation project in this corridor.

If you have any questions, please contact Alan Soicher, Capital Programs Engineer, at (360) 705-7917.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Brian Lagerberg'.

Brian Lagerberg
Director, Public Transportation Division

cc: Alan Soicher, WSDOT
Darin Stavish, Pierce Transit



April 05, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Williams:

On behalf of the Washington State Transit Association (WSTA), I am writing to encourage you to approve Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project.

WSTA is a statewide non-profit serving every single active public transit agency in Washington. Combined, WSTA's members provide over 230 million passenger trips while providing access to service to nearly 90% of the state's population. Pierce Transit is one of our 32 members providing safe, reliable, effective and efficient service to their community which is critical in the Puget Sound Region.

This proposed 14.4-mile project, located between Downtown Tacoma to south Pierce County, is along Pierce Transit's busiest fixed route transit corridor, connecting urban and rural populations. The project will be a tremendous boost to the local economy, industry, and quality of life, while also serving as a vision of what preferred transit service could be throughout our community. This corridor, unlike any other in Pierce County, has a higher concentration of people of color and who are low income. This title VI population will be well served by this high impact and quality service.

In addition, nearly 10 percent of Pierce County's jobs, approximately 31,500, are within a half mile of the corridor. Placing High Capacity Transit along this route will enhance access to all levels of education, from elementary to community and technical colleges, as well as four-year institutions such as the University of Washington-Tacoma and Pacific Lutheran University.

The Pacific Avenue/SR 7 corridor connects many of our traditional Tacoma neighborhoods, as well as unincorporated parts of Pierce County, with the Tacoma commercial district and Downtown core, and provides direct service at Tacoma Dome Station to regional express bus service to the Seattle-Tacoma International Airport, north to Seattle/King County and south to Olympia and the state capital. Tacoma Dome Station is also served by Greyhound Bus,

Amtrak rail, and Sound Transit Commuter Rail to Seattle and Lakewood. In the future Sound Transit's Central Link light rail system will continue to extend south and terminate at Tacoma Dome Station. For a county and region experiencing exponential population growth, a strong investment in infrastructure of this nature could not be more timely.

For many years, our city and county have looked for ways to meet the demand for improved transit service. This project will have a major impact on helping meet the region's short- and long-term mobility goals. Major housing and community projects supportive of transit are already under construction or are planned at key intersections along the corridor. Therefore, we are proud to partner with Pierce Transit on this project and look forward to the successful implementation of BRT for the residents and visitors of Tacoma and Pierce County.

Sincerely,



Justin D. Leighton
Executive Director

Washington State Transit Association
2629 12th Court SW
Olympia, WA 98502
360-786-5052



April 6, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Williams:

On behalf of the Tacoma-Pierce County Chamber of Commerce, I am writing to encourage you to approve Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project. This proposed 14.4-mile project, located between Downtown Tacoma and south Pierce County, is along Pierce Transit's busiest fixed route transit corridor.

The greater Tacoma Pierce County community cannot have a strong economy without a strong transit system. Nearly 10 percent of Pierce County's jobs, approximately 31,500, are within a half mile of the corridor. This project, by improving more frequent service that is competitive with automobiles, will support those existing workers, and the 27,000 more expected by 2040. In addition to improving transit for commuters, placing High Capacity Transit along this route will enhance access to all levels of education, from elementary to community and technical colleges, as well as four-year institutions such as the University of Washington-Tacoma and Pacific Lutheran University.

The Pacific Avenue/SR 7 corridor connects many of our traditional Tacoma neighborhoods, as well as unincorporated parts of Pierce County, with the Tacoma commercial district and Downtown core. For a county and region experiencing exponential population growth, a strong investment in infrastructure of this nature could not be timelier.

For many years, our city and county have looked for ways to meet the demand for improved transit service. This project will have a major impact on helping meet the region's short- and long-term mobility goals. Further, this project will be a tremendous boost to the local economy, industry, and quality of life. As the voice for business in the South Sound, the Chamber is proud to partner with Pierce Transit on this project and looks forward to the successful implementation of BRT for the residents, workers and visitors of Tacoma and Pierce County. If you have any questions, please feel free to reach me at (253) 627-2175 or tomp@tacomachamber.org.

Best Wishes,

Tom Pierson
President & CEO
Tacoma-Pierce County Chamber of Commerce

April 3, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Williams:

On behalf of Transportation Choices, I am writing to encourage you to approve Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project. Transportation Choices is a statewide transit advocacy group working to bring Washingtonians more opportunities to take a bus, catch a train, walk and bike. We bring together different interests from across the state to work toward a common goal – vibrant, livable transit-oriented communities.

This proposed 14.4-mile project, located between Downtown Tacoma to south Pierce County, is along Pierce Transit's busiest fixed route transit corridor, connecting urban and rural populations. The project will be a tremendous boost to the local economy, industry, and quality of life, while also serving as a vision of what preferred transit service could be throughout our community. Nearly 10 percent of Pierce County's jobs, approximately 31,500, are within a half mile of the corridor. Placing High Capacity Transit along this route will enhance access to all levels of education, from elementary to community and technical colleges, as well as four-year institutions such as the University of Washington-Tacoma and Pacific Lutheran University.

The Pacific Avenue/SR 7 corridor connects many of our traditional Tacoma neighborhoods, as well as unincorporated parts of Pierce County, with the Tacoma commercial district and Downtown core, and provides direct service at Tacoma Dome Station to regional express bus service to the Seattle-Tacoma International Airport, north to Seattle/King County and south to Olympia and the state capital. For a county and region experiencing exponential population growth, a strong investment in infrastructure of this nature could not be more timely.

For many years, our city and county have looked for ways to meet the demand for improved transit service. This project will have a major impact on helping meet the region's short- and long-term mobility goals. Major housing and community projects supportive of transit are already under construction or are planned at key intersections along the corridor. Therefore, we are proud to partner with Pierce Transit on this project and look forward to the successful implementation of BRT for the residents and visitors of Tacoma and Pierce County.

Sincerely,



Hester Serebrin
Policy Director
Transportation Choices Coalition



City of Tacoma

Mayor Victoria R. Woodards

March 29, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration - East Building
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Williams:

On behalf of The City of Tacoma, I am writing to encourage you to approve Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project. This proposed 14.4-mile project, located between Downtown Tacoma to south Pierce County, is along Pierce Transit's busiest fixed route transit corridor, and it serves as a vital connection between urban and rural populations.

The project will be a tremendous boost to the local economy, industry, and quality of life, while also serving as a vision of what preferred transit service could be throughout our community. Nearly 10 percent of Pierce County's jobs, approximately 31,500, are within a half mile of the corridor. Placing High Capacity Transit along this route will enhance access to all levels of education, from elementary to community and technical colleges, as well as four-year institutions such as the University of Washington-Tacoma and Pacific Lutheran University.

The Pacific Avenue/SR 7 corridor connects many of our traditional Tacoma neighborhoods, as well as unincorporated parts of Pierce County, with the Tacoma commercial district and Downtown core. It also provides direct service at Tacoma Dome Station to regional express bus service to the Seattle-Tacoma International Airport, north to Seattle/King County and south to Olympia and the state capital. Tacoma Dome Station is also served by Greyhound Bus, Amtrak rail, and Sound Transit Commuter Rail to Seattle and Lakewood. In the future Sound Transit's Central Link light rail system will continue to extend south and terminate at Tacoma Dome Station. For a county and region experiencing exponential population growth, a strong investment in infrastructure of this nature could not be more timely.

For many years, our city and county have looked for ways to meet the demand for improved transit service. This project will have a major impact on helping meet the region's short- and long-term mobility goals. Major housing and community projects supportive of transit are already under construction or are planned at key intersections along the corridor. Therefore, we are proud to partner with Pierce Transit on this project and look forward to the successful implementation of BRT for the residents and visitors of Tacoma and Pierce County.

Sincerely,

Victoria R. Woodards, Mayor



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

April 2, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Williams:

On behalf of the Puget Sound Regional Council, I am writing in support of Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project. This proposed 14.4-mile project, located between Downtown Tacoma to south Pierce County, is along Pierce Transit's busiest fixed route transit corridor, connecting urban and rural populations. The project will be a tremendous boost to the local economy, industry, and quality of life, while also serving as a vision of what preferred transit service could be throughout our community. Nearly 10 percent of Pierce County's jobs, approximately 31,500, are within a half mile of the corridor. Placing High Capacity Transit along this route will enhance access to all levels of education, from elementary to community and technical colleges, as well as four-year institutions such as the University of Washington-Tacoma and Pacific Lutheran University.

The Pacific Avenue/SR 7 corridor connects many of our traditional Tacoma neighborhoods, as well as unincorporated parts of Pierce County, with the Tacoma commercial district and Downtown core, and provides direct service at Tacoma Dome Station to regional express bus service to the Seattle-Tacoma International Airport, north to Seattle/King County and south to Olympia and the state capital. Tacoma Dome Station is also served by Greyhound Bus, Amtrak rail, and Sound Transit Commuter Rail to Seattle and Lakewood. In the future Sound Transit's Central Link light rail system will continue to extend south and terminate at Tacoma Dome Station. For a county and region experiencing exponential population growth, a strong investment in infrastructure of this nature could not be more timely.

The project is consistent with the regional transportation plan as well as the growth strategy included in Vision 2040. If selected for funding, PSRC will work with Pierce Transit to amend the new funding into the Regional Transportation Improvement Program and State Transportation Improvement Program.

This project will have a major impact on helping meet the region's short- and long-term mobility goals. Major housing and community projects supportive of transit are already under construction or are planned at key intersections along the corridor. Therefore, we support this project and look forward to the successful implementation of BRT for the residents and visitors of Tacoma and Pierce County.

Sincerely,

Josh Brown, Executive Director
Puget Sound Regional Council



950 Pacific Ave, Suite 300 | Tacoma, WA 98402
253-682-1739 | info@downtownonthego.org

March 29, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Williams:

On behalf of Downtown On the Go, I am writing to encourage you to approve Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project. Downtown On the Go (DOTG) is the transportation management association for downtown Tacoma and our goal is to reduce the number of commuters who arrive by single-occupancy vehicle every day by making it easier to walk, bike, and take transit in Tacoma. We do this by informing downtown commuters, businesses and residents about transportation options; encouraging the use of transit, bicycling, and walking; and advocating for transportation choices and land use policies that promote a vibrant, integrated downtown.

This proposed 14.4-mile project, located between Downtown Tacoma to south Pierce County, is along Pierce Transit's busiest fixed route transit corridor, connecting urban and rural populations. The project will be a tremendous boost to the local economy, industry, and quality of life, while also serving as a vision of what preferred transit service could be throughout our community. Nearly 10 percent of Pierce County's jobs, approximately 31,500, are within a half mile of the corridor. Placing High Capacity Transit along this route will enhance access to all levels of education, from elementary to community and technical colleges, as well as four-year institutions such as the University of Washington-Tacoma and Pacific Lutheran University.

The Pacific Avenue/SR 7 corridor connects many of our traditional Tacoma neighborhoods, as well as unincorporated parts of Pierce County, with the Tacoma commercial district and Downtown core, and provides direct service at Tacoma Dome Station to regional express bus service to the Seattle-Tacoma International Airport, north to Seattle/King County and south to Olympia and the state capital. Tacoma Dome Station is also served by Greyhound Bus, Amtrak rail, and Sound Transit Commuter Rail to Seattle and Lakewood. In the future Sound Transit's Central Link light rail system will continue to extend south and terminate at Tacoma Dome Station. For a county and region experiencing exponential population growth, a strong investment in infrastructure of this nature could not be more timely.

Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma and Pierce Transit.

For many years, our city and county have looked for ways to meet the demand for improved transit service. This project will have a major impact on helping meet the region's short- and long-term mobility goals. Major housing and community projects supportive of transit are already under construction or are planned at key intersections along the corridor. Therefore, we are proud to partner with Pierce Transit on this project and look forward to the successful implementation of BRT for the residents and visitors of Tacoma and Pierce County.

Sincerely,

A handwritten signature in black ink that reads "Kristina Walker". The signature is written in a cursive, flowing style.

Kristina Walker
Executive Director

March 2nd, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration East Building
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Williams:

On behalf of Metro Parks Tacoma, I am writing to encourage your approval for Pierce Transit's request to enter the Small Starts Project Development for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project.

The Park District is Tacoma's independent parks and recreation agency that serves the entire city with a variety of youth, adult, family, and senior programming. A key aspect of implementing our sustainability plan is getting people to our array of facilities in sustainable ways. Beyond that, public transit and the services Pierce Transit provides are critical to meeting the access needs of our community.

This proposed 14.4-mile project, located between Downtown Tacoma to south Pierce County, is along Pierce Transit's busiest fixed route transit corridor, connecting urban and rural populations. The project will be a tremendous boost to the local economy, industry, and quality of life, while also serving as a vision of what preferred transit services could be throughout our community. Nearly 10 percent of Pierce County's jobs, approximately 31,500, are within a half mile of the corridor. Of particular interest to Metro Parks Tacoma, this BRT route will serve the North-South spine of the city that is within walking and biking distance to many of our well-used facilities. This includes, but is not limited to Wapato Lake Park, Charlotte's Blueberry Park, South Park, the 383-acre Swan Creek Park, and the soon to be opened Eastside Community Center. With regional transit connections coming online and the rapid population growth throughout our city, the investment in this transit infrastructure could not be timelier.

For many years, our city and county have looked for ways to meet the growing demand for improved transit service. Through this project we will have a major impact on helping meet the region's short- and long-term mobility goals and help bring more visitors to many of our parks and recreation destinations nearby this critical corridor. We are proud to partner with Pierce Transit in this project and look forward to the successful implementation of BRT for the residents and visitors of Tacoma and Pierce County.

Sincerely,



Shon Sylvia
Executive Director



April 9, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Williams:

The Pierce County Walkability Action Team would like to express our support of Pierce Transit's Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project. Our multi-agency coalition is working to implement an action plan created at the Step It Up Action Institute for Walkability in Atlanta funded by the Center for Disease Control and the National Association of Chronic Disease Directors. One of our action plan goals is to work with Pierce Transit on improving walkability along the Pacific Avenue/State Route 7 Corridor. Safe, accessible and pleasant walking conditions that connect to transit improves health, quality of life and the economic vitality of neighborhoods. We are pleased that Pierce Transit has been a great partner in this effort and have become an active member of this growing coalition. Your support and approval of Pierce Transit's request to enter Small Starts Project Development not only supports this much needed transit service along the corridor but will be a catalyst for future efforts to improve walkability for the adjacent communities.

The Pacific Avenue/SR 7 corridor connects many of our traditional Tacoma neighborhoods, as well as unincorporated parts of Pierce County, with the Tacoma commercial district and Downtown core and to Sound Transit's future Central Link light rail system. For a county and region experiencing exponential population growth, a strong investment in infrastructure of this nature could not be timelier.

For many years, our city and county have looked for ways to meet the demand for improved transit service. This project will have a major impact on helping meet the region's short- and long-term mobility goals. Therefore, we are proud to partner with Pierce Transit on this project and look forward to the successful implementation of BRT for the residents and visitors of Tacoma and Pierce County.

Sincerely,

Ryan Mello
Councilmember, City of Tacoma
Pierce Transit Board Commissioner

Meredith Soniat
Active Transportation Coordinator
City of Tacoma

Diane Evans
Health Promotion Coordinator
Tacoma-Pierce County Health Department

Shawn Phelps
Senior Transportation Planner
Pierce County

Meagan Kula
Events Manager
Downtown On the Go

Kimberly Scrivner
Senior Planner
Puget Sound Regional Council



**Washington State
Department of Transportation**

Exhibit D
Olympic Region
5720 Capitol Boulevard, Tumwater
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / FAX: 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 4, 2018

K. Jane Williams, Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue SE
Washington DC 20590

RE: Letter of Support

Dear Ms. Williams:

Washington State Department of Transportation (WSDOT) Olympic Region wants to offer our support towards Pierce Transit's request to enter Small Starts Project Development for the Pacific Avenue State Route 7 Corridor Bus Rapid Transit (BRT) project.

This proposed 14.4 mile project, located between Downtown Tacoma to south Pierce County, is along Pierce Transit's busiest fixed route transit corridor, connecting urban and rural populations. The route will provide service to the Tacoma Dome Station connecting with regional express bus service to the Seattle-Tacoma International Airport, north to Seattle/King County and south to Olympia and the state Capital. Tacoma Dome Station is also served by Greyhound Bus, Amtrak rail, and Sound Transit Commuter Rail to Seattle and Lakewood. In the Future Sound Transit's Central Link light rail system will continue to extend south and terminate at Tacoma Dome Station.

This Bus Rapid Transit project supports the WSDOT vision and goals in providing a sustainable and integrated multimodal transportation system, giving users of the transportation system choices other than single occupant vehicles. We encourage you to approve Pierce Transit's request to enter Small Starts Project Development for this project. If you have any questions, please feel free to contact Dennis Engel, Multimodal Planning Manager at (360) 357-2651.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John Wynands', with a long horizontal line extending to the left.

John Wynands, P.E.
Region Administrator

cc: Dennis Engel
Darin Stavish, Pierce Transit



Board of Commissioners
Fact Sheet No.: 2018-060
Date: July 9, 2018

TITLE: Authorizing the Terms and Conditions of the Collective Bargaining Agreement ("CBA") with the International Association of Machinists and Aerospace Workers Union, District 160 ("IAM"), for the Period of May 1, 2018 through December 31, 2021

DIVISION: Administration

SUBMITTED BY: Anh Hoang, Labor Relations Officer

RELATED ACTION: N/A

ATTACHMENTS: Proposed Resolution

RELATION TO STRATEGIC PLAN: Employee

.....
BUDGET INFORMATION

Is it Budgeted? ☒ Yes / ☐ No

Project Name or Number: N/A

☒ Operating Budget

☐ Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 295,602	The total new cost over the three years and eight months of the contract is \$295,602. This amount is included in the current operating budget and six-year plan.
Grant/Other Amounts	\$	
Total Expenditure	\$ 295,602	

.....
BACKGROUND:

The CBA between Pierce Transit and the IAM expired on April 30, 2018. After three (3) months of negotiations, the parties reached a tentative agreement and the Union ratified the contract with their members on May 30, 2018. The CBA governs wages, hours and working conditions of approximately 15 employees.

Highlights of the proposed Agreement include:

Salaries:

- 5/1/2018 – 12/31/2018: one and one-half percent (1.5%)
- 1/1/2019 – 12/31/2019: two and one-half percent (2.5%)
- 1/1/2020 – 12/31/2020: two and one-half percent (2.5%)
- 1/1/2021 – 12/31/2021: two and one-half percent (2.5%)

Medical, Vision and Dental Insurance: Employees will stay on IAM Trust health insurance plans. Employee cost sharing rates:

- For 2018, remain at five percent (5%) of total premium cost
- Effective 1/1/2019, increase to six percent (6%) of total premium cost
- Effective 1/1/2020, increase to seven percent (7%) of total premium cost
- Effective 1/1/2021, increase to eight percent (8%) of total premium cost

Deferred Compensation: Employer will provide up to four and one-quarter percent (4.25%) matching contribution to employee's deferred compensation plan in lieu of employer contribution to social security

Holidays: Increase from one (1) to two (2) personal holidays per year

Footwear: Employer will reimburse each employee via receipt and reimbursement for the purchase of appropriate, approved footwear to a maximum of two hundred dollars (\$200) per every two (2) years

Other operational changes were negotiated in the tentative agreement to help address safety, efficiency, and customer service and to support operational excellence. The proposed contract supports the key strategic initiatives and is closely aligned with the Agency's vision to be "Your preferred transportation choice for today and tomorrow."

STAFF RECOMMENDATION:

Staff recommends approval of the attached proposed resolution.

ALTERNATIVES:

The alternative is to reject the proposed settlement and proceed to interest arbitration. This can be lengthy and expensive process with an unpredictable outcome.

PROPOSED MOTION:

Approve Resolution No. 2018-026, authorizing the Chief Executive Officer to administer the terms and conditions of the Collective Bargaining Agreement with the International Association of Machinists and Aerospace Workers Union, District 160 (IAM"), for the period covering May 1, 2018 through December 31, 2021.

RESOLUTION NO. 18-026

A RESOLUTION of the Board of Commissioners of Pierce Transit Authorizing the Terms and Conditions of the Collective Bargaining Agreement with the International Association of Machinists and Aerospace Workers Union, District 160, for the Period of May 1, 2018 through December 31, 2021

WHEREAS, the Collective Bargaining Agreement ("CBA") between Pierce Transit and the International Association of Machinists and Aerospace Workers Union, District 160 ("IAM"), expired on April 30, 2018; and

WHEREAS, representatives of Pierce Transit and the IAM have concluded negotiations and have agreed upon a new CBA, a three and three quarter (3.75) year contract covering the period of May 1, 2018 through December 31, 2021; and

WHEREAS, the proposed CBA was ratified by the IAM membership on June 20, 2018; and

WHEREAS, the proposed CBA supports key bargaining initiatives closely aligned with the Agency's vision to be "Your preferred transportation choice of today and tomorrow"; and

WHEREAS, the Chief Executive Officer recommends that the Board of Commissioners approve the CBA as it supports several key elements of the Agency's strategic plan and it provides long term financial stability.

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

Section 1. The Chief Executive Officer of Pierce Transit is hereby authorized to execute this CBA on behalf of Pierce Transit. The CBA is to be substantially in the form of the documents on file in the office of the Clerk of the Board and by this reference incorporated herein as though fully set forth.

ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on the 9th day of July 2018.

PIERCE TRANSIT

|

Nancy Henderson, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

Deanne Jacobson, CMC
Clerk of the Board