

Agenda

Call to Order

Pledge of Allegiance

Roll Call

Presentations

1. March 2019 Operator of the Month ~ Rodika Pripa
Trish Macomber
Transit Operator Assistant Manager
2. 2018 Year-end Financial Update
Brett Freshwaters
E.D. of Finance
3. 2019 Capital Projects Update
Heidi Soule
Project Management Office Manager

Public Comment

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

Consent Agenda

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

1. Approval of Vouchers, April 1, 2019
2. Minutes: March 11, 2019 Regular Board Meeting

Action Agenda

1. FS 2019-020, Authority to Implement an Optional Permit Parking Program at Tacoma Dome Station and Adding a New Section 3.72.140 to the Pierce Transit Code – Permit Parking Program for Tacoma Dome Station
Sandy Johnson
Senior Planner
2. FS 2019-021, Adoption of the Locally Preferred Alternative's Running Way Option and Access to Tacoma Dome Station Option for the Pacific
Tina Lee
Community Development Manager

Avenue/SR 7 Corridor Bus Rapid
Transit Project

3. FS 2019-022, Appoint and Reappoint
Members to the Community
Transportation Advisory Group

Penny Grellier
Business Partnership Administrator

Staff Updates/Discussion

1. CEO's Report

Sue Dreier

Informational Board Items

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

Chair Henderson

Commissioners Keel, Dammeier or Woodards

Commissioner Anderson

Any Commissioner

Executive Session

Adjournment

American Disability Act (ADA) accommodations are available with a 72-hour notice. An interpreter for the hearing impaired will be provided upon request with a minimum notice of two weeks. Please contact the Clerk's office at 253-581-8066 for special accommodations. Meeting room is wheelchair accessible. Registered SHUTTLE customers may obtain specialized transportation to and from the hearing by calling SHUTTLE at 253-581-8000 from one to five days in advance of the hearing.



Consent Agenda

MEMO

TO: Board of Commissioners
FROM: Brett Freshwaters, Executive Director of Finance/CFO
Liz Passmore, Finance Manager
DATE: 4/1/2019

Information included in the agenda packet:

Operating Fund	- Fund # 10	TOTAL CASH AND INVESTMENT BALANCE AS OF 04/01/2019 \$93,572,700.00
Self Insurance Fund	- Fund # 40	
Capital Fund	- Fund # 90	

Voucher numbers CK 367927 through CK 368442
 Advance Travel Numbers CK 1389 through CK 1400
 Wire numbers 2432 through 2459
 Total: \$ 11,945,797.46

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

Operating Fund

<u>CHECK</u>	<u>VENDOR</u>	<u>ITEM/SERVICE</u>	<u>AMOUNT</u>
CK 367931	ASSOCIATED PETROLEUM	DIESEL USAGE	\$ 103,269.51
CK 367946	CUMMINS INC	MISC INVENTORY BUS PARTS	76,582.42
CK 367953	e-BUILDER	SOFTWARE SUBSC 01/19-01/20	128,645.69
CK 368044	US BANK VOYAGER FLEET SYSTEMS	VANPOOL FUEL 03/01/19	63,208.94
CK 368065	ATU LOCAL 758 CORP	PP6 2019 EMP DED	50,376.04
CK 368156	SUPERION LLC	HOSTING 03/01/19-02/29/20	67,918.20
CK 368157	SWIFTLY	SUBSCR TRANSITIME 11/18-11/19	143,000.00
CK 368191	ASSOCIATED PETROLEUM	DIESEL USAGE	64,220.20
CK 368198	BRIDGESTONE AMERICA	TIRE MILES 02/19	57,835.45
CK 368210	COST MANAGEMENT SERVICES INC	CNG USAGE 02/19	128,574.77
CK 368211	CUMMINS INC	MISC INVENTORY BUS PARTS	56,294.01
CK 368303	ASSOCIATED PETROLEUM	DIESEL USAGE	104,905.47
CK 368376	PACIFIC POWER GROUP LLC	MISC INVENTORY BUS PARTS	52,243.94
CK 368385	PIERCE COUNTY	POLICING SERVICES 03/19	884,567.75
CK 368418	THE AFTERMARKET PARTS CO LLC	MISC INVENTORY BUS PARTS	55,063.02
WIRE 002433	ICMA RETIREMENT	PP 5 2019 ICMA	268,511.11
WIRE 002434	GREAT WEST RETIREMENT	PP 5 2019 GW	98,674.17
WIRE 002438 *	SOUND TRANSIT	ORCA 2018-4Q-024	20,078.58
WIRE 002440	FIRST TRANSIT	FIRST TRANSIT SVC FEB 19	496,168.89
WIRE 002441	SOUND TRANSIT	ST FAREBOX FEB 19	83,733.18
WIRE 002443	ICMA RETIREMENT	PP 6 2019 ICMA	236,621.96
WIRE 002444	GREAT WEST RETIREMENT	PP 6 2019 GW	94,124.15
WIRE 002448 *	U.S. BANK	MISC BUSN EXPENSES	55,368.77
WIRE 002452	AWC	AWC MEDICAL MARCH 2019	1,188,377.02
WIRE 002456	ICMA RETIREMENT	PP 7 2019 ICMA	230,238.98
WIRE 002457	GREAT WEST RETIREMENT	PP 7 2019 GW	90,405.43
TOTAL EXPENSES OVER \$50,000.00:			\$ 4,899,007.65

Self Insurance Fund

<u>CHECK</u>	<u>VENDOR</u>	<u>ITEM/SERVICE</u>	<u>AMOUNT</u>
CK 368186	ALLIANT INSURANCE SERVICES INC	PREM XS WORK COMP 04/19-04/20	\$ 59,841.00
TOTAL EXPENSES OVER \$50,000.00:			\$ 59,841.00

Capital Fund

<u>CHECK</u>	<u>VENDOR</u>	<u>ITEM/SERVICE</u>	<u>AMOUNT</u>
CK 367950	NORTHSOUND AUTO GROUP LLC	VAN 2019 CHRYSLER PAC 7622	\$ 167,736.00
CK 367992	OLYMPIC PENINSULA CONSTR	CONSTR LMTC 12/01/18-02/15/19	91,105.00
CK 368054	WSP USA, INC.	STUDY TRAF SR7 01/01-02/01/19	58,442.76
CK 368096	NORTHSOUND AUTO GROUP LLC	HYBRID TRG PLUS VAN 7623	415,576.00
CK 368416	TECHNICAL SECURITY INTEGRATION	Access Control BLDG 6	56,780.81
WIRE 002438 *	SOUND TRANSIT	ngORCA CAPITAL 19-001	47,804.83
WIRE 002448 *	U.S. BANK	EXTENDED STAY HOTEL GILLIG	7,315.52
WIRE 002454	GILLIG LLC	BUS CNG 40 10130	4,448,069.85
TOTAL EXPENSES OVER \$50,000.00:			\$ 5,292,830.77

TOTAL VOUCHERS IN EXCESS OF \$50,000.00: \$ 10,251,679.42

* Indicate payments that span funds. The total check amount is the sum of the fund amounts shown above.

Supporting invoices are in the Accounting office for reference.
Attached: Payment Registers

**Pierce Transit Board of Commissioners
Payment Certification for 4/1/2019
Payments 03/01/2019 through 03/29/2019
Checks 367927 through 368442
Advance Travel Checks 1389 through 1400
Wires 2432 through 2459**

CHECK	DATE	AMOUNT	VENDOR	
CK367927	03/07/2019	\$ 816.42	ALIGNMENT ON WHEELS INC	
CK367928	03/07/2019	6,704.84	AMAZON.COM	
CK367929	03/07/2019	23,820.83	APOLLO VIDEO TECHNOLOGY	
CK367930	03/07/2019	125.00	APTA	
CK367931	03/07/2019	103,269.51	ASSOCIATED PETROLEUM	
CK367932	03/07/2019	1,369.36	AWC EMPLOYEE BENEFIT TRUST	
CK367933	03/07/2019	556.60	AXLETECH INTERNATIONAL LLC	
CK367934	03/07/2019	6,668.73	AXON ENTERPRISES INC	
CK367935	03/07/2019	200.00	ALEX BAILEY	
CK367936	03/07/2019	1,476.08	BATTERY SYSTEMS INC	
CK367937	03/07/2019	1,736.42	BETSCHART ELECTRIC CO.	
CK367938	03/07/2019	99.66	BUNCE RENTALS INC	
CK367939	03/07/2019	1,914.36	CITY OF TACOMA	
CK367940	03/07/2019	349.47	CLF WAREHOUSE	
CK367941	03/07/2019	238.53	COMCAST	
CK367942	03/07/2019	386.61	COMMERCIAL BRAKE & CLUTCH	
CK367943	03/07/2019	36,914.75	CONDUENT BUSINESS SERVICES LLC	
CK367944	03/07/2019	320.16	CONSOLIDATED ELECTRICAL DIST	
CK367945	03/07/2019	600.00	GORDON PRODUCTS INC	
CK367946	03/07/2019	76,582.42	CUMMINS INC	
CK367947	03/07/2019	633.02	CUSTOM EDGE, INC.	
CK367948	03/07/2019	352.80	DAILY JOURNAL OF COMMERCE INC	
CK367949	03/07/2019	-	ERIC DONNER	Voided
CK367950	03/07/2019	167,736.00	NORTHSOUND AUTO GROUP LLC	
CK367951	03/07/2019	1,126.00	ELTEC SYSTEMS LLC	
CK367952	03/07/2019	4,138.90	EMERALD SERVICES, INC	
CK367953	03/07/2019	128,645.69	e-BUILDER	
CK367954	03/07/2019	8.23	FEDEX	
CK367955	03/07/2019	751.23	FINISHMASTER, INC	
CK367956	03/07/2019	125.44	FRUITLAND MUTUAL WATER COMPANY	
CK367957	03/07/2019	22,463.02	GALLS LLC	
CK367958	03/07/2019	1,239.92	GENES TOWING CORP	
CK367959	03/07/2019	1,103.13	GILCHRIST CHEVROLET	
CK367960	03/07/2019	36,430.35	GILLIG LLC	
CK367961	03/07/2019	3,228.49	GRAINGER	
CK367962	03/07/2019	100.00	MICHAEL GRIFFUS	
CK367963	03/07/2019	147.83	DANIEL GUY	
CK367964	03/07/2019	121.42	HUGH HUCK	
CK367965	03/07/2019	2,404.00	IWG TOWERS ASSETS I LLC	
CK367966	03/07/2019	13,832.00	KAMG DEVELOPMENT	
CK367967	03/07/2019	236.56	JOHNSTONE SUPPLY	
CK367968	03/07/2019	1,254.44	K&L GATES LLP	
CK367969	03/07/2019	2,654.08	KELLY SERVICES INC	
CK367970	03/07/2019	4,800.00	KIDDER MATHEWS, INC.	
CK367971	03/07/2019	3,420.68	KING COUNTY FINANCE	
CK367972	03/07/2019	75.44	KING COUNTY	

CK367973	03/07/2019	1,082.78	KORUM FORD
CK367974	03/07/2019	48.00	K-D-L HARDWARE SUPPLY INC
CK367975	03/07/2019	507.21	LAKEVIEW LIGHT & POWER CO
CK367976	03/07/2019	1,234.12	LOWE'S COMPANIES INC
CK367977	03/07/2019	12,880.00	MACHINISTS HEALTH &
CK367978	03/07/2019	1,472.01	MALLORY SAFETY & SUPPLY LLC
CK367979	03/07/2019	44.04	MCGUIRE BEARING CO
CK367980	03/07/2019	17.04	MCLENDON HARDWARE
CK367981	03/07/2019	10.21	STEPHEN MILLER
CK367982	03/07/2019	10.64	MINUTEMAN PRESS
CK367983	03/07/2019	147.83	DONALD MITTS, #3393
CK367984	03/07/2019	319.03	MOHAWK MFG & SUPPLY
CK367985	03/07/2019	95.54	MOOD MEDIA
CK367986	03/07/2019	558.83	ABC BUS COMPANIES
CK367987	03/07/2019	160.00	MUNICODE
CK367988	03/07/2019	1,881.33	NEOPART TRANSIT LLC
CK367989	03/07/2019	438.22	TACOMA NEWS INC
CK367990	03/07/2019	1,919.06	NORTHWEST IAM BENEFIT TRUST
CK367991	03/07/2019	987.21	OFFICE DEPOT CORP
CK367992	03/07/2019	91,105.00	OLYMPIC PENINSULA CONSTR
CK367993	03/07/2019	32.00	CRYSTAL MATTHEWS
CK367994	03/07/2019	120.89	OPEN SQUARE
CK367995	03/07/2019	151.72	O'REILLY AUTO PARTS
CK367996	03/07/2019	10,795.31	PACIFIC POWER GROUP LLC
CK367997	03/07/2019	2,097.80	PACIFIC TORQUE LLC
CK367998	03/07/2019	17.47	PACIFIC WELDING SUPPLY INC
CK367999	03/07/2019	5,993.89	PARAMETRIX ENGINEERING
CK368000	03/07/2019	20.00	PCCFOA
CK368001	03/07/2019	5,277.17	PIERCE COUNTY SEWER
CK368002	03/07/2019	180.72	PLATT ELECTRIC SUPPLY
CK368003	03/07/2019	2,642.40	POWDER COATING SYSTEMS
CK368004	03/07/2019	6,635.51	PROSCI, INC.
CK368005	03/07/2019	1,014.34	PROTERRA INC
CK368006	03/07/2019	297.15	PUGET SOUND ENERGY
CK368007	03/07/2019	699.06	CITY OF PUYALLUP
CK368008	03/07/2019	247.98	RED WING BUSINESS ADVANTAGE
CK368009	03/07/2019	156.70	REX PEGG FABRICS INC
CK368010	03/07/2019	843.30	RPAI US MANAGEMENT LLC
CK368011	03/07/2019	61.46	SARCO SUPPLY
CK368012	03/07/2019	233.36	TARA SCHAAK
CK368013	03/07/2019	20.05	SCHETKY NORTHWEST SALES INC
CK368014	03/07/2019	62.87	CAMI SCHMIDT
CK368015	03/07/2019	530.89	SEATTLE AUTOMOTIVE DIST.
CK368016	03/07/2019	3,271.20	SIMON AND COMPANY INC
CK368017	03/07/2019	147.83	ANDREW SIMONSEN
CK368018	03/07/2019	8,207.03	SMS CLEANING INC
CK368019	03/07/2019	4,059.31	SNIDER ENERGY
CK368020	03/07/2019	373.36	SONITROL PACIFIC
CK368021	03/07/2019	500.00	SOURCE PANEL
CK368022	03/07/2019	2,083.34	SOUTH SOUND TOGETHER
CK368023	03/07/2019	181.12	SOUTH TACOMA GLASS
CK368024	03/07/2019	314.88	STANDARD PARTS CORP
CK368025	03/07/2019	1,609.71	STAPLES BUSINESS ADVANTAGE
CK368026	03/07/2019	117.55	STERICYCLE
CK368027	03/07/2019	19.66	TYREE STEWART

CK368028	03/07/2019	2,958.50	SUMMIT LAW GROUP PLLC
CK368029	03/07/2019	15,333.54	SWIFT PLUMBING & HEATING
CK368030	03/07/2019	205.02	TACOMA DAILY INDEX
CK368031	03/07/2019	1,358.01	TACOMA DODGE CHRYSLER JEEP
CK368032	03/07/2019	4,553.03	TACOMA MALL PARTNERSHIP
CK368033	03/07/2019	35.24	TACOMA RUBBER STAMP & MARKING
CK368034	03/07/2019	1,147.64	TACOMA SCREW
CK368035	03/07/2019	12,707.42	TECHNICAL SECURITY INTEGRATION
CK368036	03/07/2019	1,506.56	TENNANT
CK368037	03/07/2019	43,684.31	THE AFTERMARKET PARTS CO LLC
CK368038	03/07/2019	2,090.27	THERMO KING NW INC
CK368039	03/07/2019	736.70	TINY'S TIRE
CK368040	03/07/2019	251.10	UNIFIRST CORPORATION
CK368041	03/07/2019	740.93	UNITED STATES SEATING
CK368042	03/07/2019	2,297.28	VEHICLE MAINTENANCE PROGRAM
CK368043	03/07/2019	911.56	VERIZON WIRELESS
CK368044	03/07/2019	63,208.94	US BANK VOYAGER FLEET SYSTEMS
CK368045	03/07/2019	1,594.76	WALTER E. NELSON CO.
CK368046	03/07/2019	405.53	WAXIE SANITARY SUPPLY
CK368047	03/07/2019	1,317.70	WESMAR
CK368048	03/07/2019	23.86	WESTERN FLUID COMPONENTS
CK368049	03/07/2019	760.75	WESTERN PETERBILT
CK368050	03/07/2019	5,211.00	WESTWATER CONSTRUCTION
CK368051	03/07/2019	392.52	WILLIAMS OIL FILTER
CK368052	03/07/2019	10.15	DEBRA WINSTON
CK368053	03/07/2019	128.00	VICTORIA R WOODARDS
CK368054	03/07/2019	58,442.76	WSP USA, INC.
CK368055	03/07/2019	42,000.00	WSTA
CK368056	03/14/2019	720.00	A & E IMAGING
CK368057	03/14/2019	26,278.00	ACI CUSTODIAL INC
CK368058	03/14/2019	61.18	AIRGAS USA LLC
CK368059	03/14/2019	1,574.30	ALLSTREAM
CK368060	03/14/2019	55.36	AMB TOOLS & EQUIPMENT
CK368061	03/14/2019	689.77	AMERICAN DRIVING RECORDS
CK368062	03/14/2019	12,524.33	APOLLO VIDEO TECHNOLOGY
CK368063	03/14/2019	955.95	ASSET CONTROL
CK368064	03/14/2019	1,000.97	ASSOCIATED PETROLEUM
CK368065	03/14/2019	50,376.04	ATU LOCAL 758 CORP
CK368066	03/14/2019	149.59	AT&T
CK368067	03/14/2019	26.13	AT&T
CK368068	03/14/2019	268.86	AT&T
CK368069	03/14/2019	1,397.10	BATTERY SYSTEMS INC
CK368070	03/14/2019	12,371.75	BECKLUND ASSOCIATES, LLC
CK368071	03/14/2019	51.00	BRAUN CORPORATION
CK368072	03/14/2019	103.50	CALIFORNIA STATE DISBURSEMENT
CK368073	03/14/2019	57.13	CENTURY LINK
CK368074	03/14/2019	301.06	CENTURY LINK
CK368075	03/14/2019	7,225.94	CENTURY LINK
CK368076	03/14/2019	617.42	CENTURY LINK
CK368077	03/14/2019	495.00	CHILD SUPPORT ENFORCEMEN
CK368078	03/14/2019	110.70	CITY OF TACOMA
CK368079	03/14/2019	546.11	CLF WAREHOUSE
CK368080	03/14/2019	270.64	COMCAST
CK368081	03/14/2019	155.55	COMCAST
CK368082	03/14/2019	88.56	COMCAST

CK368083	03/14/2019	153.53	COMCAST
CK368084	03/14/2019	138.53	COMCAST
CK368085	03/14/2019	88.53	COMCAST
CK368086	03/14/2019	88.53	COMCAST
CK368087	03/14/2019	9,188.58	COMCAST
CK368088	03/14/2019	9,188.58	COMCAST
CK368089	03/14/2019	785.92	COMMERCIAL BRAKE & CLUTCH
CK368090	03/14/2019	724.72	COPIERS NORTHWEST INC
CK368091	03/14/2019	20,468.51	CUMMINS INC
CK368092	03/14/2019	250.00	CYBERSOURCE CORP.
CK368093	03/14/2019	428.37	DM RECYCLING CO INC
CK368094	03/14/2019	244.00	DRUG FREE BUSINESS
CK368095	03/14/2019	75.00	DSHS
CK368096	03/14/2019	415,576.00	NORTHSOUND AUTO GROUP LLC
CK368097	03/14/2019	598.90	FINISHMASTER, INC
CK368098	03/14/2019	788.62	GALLS LLC
CK368099	03/14/2019	875.75	GENES TOWING CORP
CK368100	03/14/2019	1,284.86	GENFARE
CK368101	03/14/2019	116.40	GILCHRIST CHEVROLET
CK368102	03/14/2019	29,911.38	GILLIG LLC
CK368103	03/14/2019	5,500.00	GORDON THOMAS HONEYWELL
CK368104	03/14/2019	2,350.59	GRAINGER
CK368105	03/14/2019	142.17	GROENEVELD LUBRICATION SOLUTIO
CK368106	03/14/2019	6,199.22	HAROLD LEMAY ENTERPRISES
CK368107	03/14/2019	2,309.00	HERC RENTALS INC
CK368108	03/14/2019	412.50	IAM & AW
CK368109	03/14/2019	47.45	IDAHO CHILD SUPPORT RECEIPTING
CK368110	03/14/2019	525.00	INFORM PUGET SOUND
CK368111	03/14/2019	870.00	UNITED STATES TREASURY
CK368112	03/14/2019	325.36	JOHNSON CONTROLS
CK368113	03/14/2019	935.25	JOHNSON COX PRINTING
CK368114	03/14/2019	18.89	JOHNSTONE SUPPLY
CK368115	03/14/2019	3,342.00	JOY OF LIFE CHURCH
CK368116	03/14/2019	3,146.40	KELLY SERVICES INC
CK368117	03/14/2019	506.97	KORUM FORD
CK368118	03/14/2019	270.42	LARSCO INC
CK368119	03/14/2019	218.30	LEMAY MOBILE SHREDDING
CK368120	03/14/2019	3,474.20	LEVEL 3 COMMUNICATIONS LLC
CK368121	03/14/2019	769.30	LYTX INC
CK368122	03/14/2019	181.34	MALLORY SAFETY & SUPPLY LLC
CK368123	03/14/2019	1,518.46	MICHAEL G MALAIER
CK368124	03/14/2019	330.00	MICHAEL G MALAIER
CK368125	03/14/2019	1,166.63	MINUTEMAN PRESS
CK368126	03/14/2019	1,370.06	MOHAWK MFG & SUPPLY
CK368127	03/14/2019	1,320.00	MOSS ADAMS LLP
CK368128	03/14/2019	54.95	MOUNTAIN MIST WATER
CK368129	03/14/2019	464.36	ABC BUS COMPANIES
CK368130	03/14/2019	1,065.00	NAVIA BENEFIT SOLUTIONS
CK368131	03/14/2019	327.60	THE NEWS TRIBUNE
CK368132	03/14/2019	136.40	NH DEPT OF H & HS
CK368133	03/14/2019	599.56	NORMED
CK368134	03/14/2019	54.21	NORTHWEST STEEL & PIPE CO
CK368135	03/14/2019	488.76	NORTHWEST PUMP & EQUIPMENT CO
CK368136	03/14/2019	393.61	NYS CHILD SUPPORT
CK368137	03/14/2019	84.79	OFFICE DEPOT CORP

CK368138	03/14/2019	41.90	O'REILLY AUTO PARTS
CK368139	03/14/2019	1,570.36	PACIFIC TORQUE LLC
CK368140	03/14/2019	1,463.00	PACIFICA LAW GROUP
CK368141	03/14/2019	2,069.00	PARAMETRIX ENGINEERING
CK368142	03/14/2019	437.61	PENINSULA LIGHT
CK368143	03/14/2019	674.17	PROTERRA INC
CK368144	03/14/2019	430.49	QUALITY PRESS
CK368145	03/14/2019	147.83	RED WING BUSINESS ADVANTAGE
CK368146	03/14/2019	35.44	SCHETKY NORTHWEST SALES INC
CK368147	03/14/2019	657.57	SEATTLE AUTOMOTIVE DIST.
CK368148	03/14/2019	2,969.95	SHI INTERNATIONAL CORP
CK368149	03/14/2019	9,511.62	SNIDER ENERGY
CK368150	03/14/2019	159.00	ROBERT W. SODON
CK368151	03/14/2019	93.31	HEIDI SOULE
CK368152	03/14/2019	3,595.50	SOURCE PANEL
CK368153	03/14/2019	362.24	SOUTH TACOMA GLASS
CK368154	03/14/2019	239.70	STANDARD PARTS CORP
CK368155	03/14/2019	1,589.85	STAPLES BUSINESS ADVANTAGE
CK368156	03/14/2019	67,918.20	SUPERION LLC
CK368157	03/14/2019	143,000.00	SWIFTLY
CK368158	03/14/2019	239.91	TACOMA DAILY INDEX
CK368159	03/14/2019	2,725.19	TACOMA DODGE CHRYSLER JEEP
CK368160	03/14/2019	822.70	TACOMA SCREW
CK368161	03/14/2019	-	TAURUS POWER
CK368162	03/14/2019	176.16	TERMINIX PROCESSING CENTER
CK368163	03/14/2019	73.63	TERMINIX PROCESSING CENTER
CK368164	03/14/2019	105.70	TERMINIX PROCESSING CENTER
CK368165	03/14/2019	105.70	TERMINIX PROCESSING CENTER
CK368166	03/14/2019	124.70	TESSCO TECHNOLOGIES INC
CK368167	03/14/2019	45,909.96	THE AFTERMARKET PARTS CO LLC
CK368168	03/14/2019	145.00	THE PUGET SOUND TRAIL, UPS
CK368169	03/14/2019	816.93	TINY'S TIRE
CK368170	03/14/2019	335.00	TX CHILD SUPPORT SDU
CK368171	03/14/2019	3,599.16	UNIFIRST CORPORATION
CK368172	03/14/2019	755.00	UNITED WAY OF PIERCE COUNTY
CK368173	03/14/2019	146.00	UNITED SITE SERVICES
CK368174	03/14/2019	276.14	US DEPT OF EDUCATION
CK368175	03/14/2019	225.00	WA ST CRIMINAL JUSTICE TRAINING
CK368176	03/14/2019	727.50	WA ST DEPT OF LICENSING
CK368177	03/14/2019	582.00	WA ST DEPT OF LICENSING
CK368178	03/14/2019	658.52	WAXIE SANITARY SUPPLY
CK368179	03/14/2019	1,158.65	WESTERN PETERBILT
CK368180	03/14/2019	594.00	ANDREW WHEELER
CK368181	03/14/2019	1,690.11	WILLIAMS OIL FILTER
CK368182	03/14/2019	17,445.93	WJE ASSOCIATES INC
CK368183	03/14/2019	3,518.57	XEROX FINANCIAL SERVICES
CK368184	03/21/2019	234.07	A & E IMAGING
CK368185	03/21/2019	224.40	ABATIX CORP
CK368186	03/21/2019	59,841.00	ALLIANT INSURANCE SERVICES INC
CK368187	03/21/2019	54.39	ALLIED ELECTRONICS, INC.
CK368188	03/21/2019	137.38	APPLUS TECHNOLOGIES
CK368189	03/21/2019	195.00	ASIS INTERNATIONAL
CK368190	03/21/2019	400.00	ASSET CONTROL
CK368191	03/21/2019	64,220.20	ASSOCIATED PETROLEUM
CK368192	03/21/2019	27.45	AT&T

Voided

CK368193	03/21/2019	130.54	AT&T
CK368194	03/21/2019	11,362.85	AWC
CK368195	03/21/2019	148.42	CHRISTINE BARRY
CK368196	03/21/2019	1,687.59	BATTERY SYSTEMS INC
CK368197	03/21/2019	42.94	SOUND UNIFORM SOLUTIONS
CK368198	03/21/2019	57,835.45	BRIDGESTONE AMERICA
CK368199	03/21/2019	6,867.92	BRIOTIX
CK368200	03/21/2019	261.25	BUILDERS EXCHANGE OF WA
CK368201	03/21/2019	3,312.69	CASCADIA CONSULTING GROU
CK368202	03/21/2019	9,888.30	CITY OF TACOMA
CK368203	03/21/2019	562.50	CLARK CONCEPTS LLC
CK368204	03/21/2019	162.91	CLF WAREHOUSE
CK368205	03/21/2019	970.75	CLINICAL REFERENCE LABORATORY
CK368206	03/21/2019	148.53	COMCAST
CK368207	03/21/2019	148.56	COMCAST
CK368208	03/21/2019	151.97	COMMERCIAL BRAKE & CLUTCH
CK368209	03/21/2019	257.00	COMMUNITY TRANSIT
CK368210	03/21/2019	128,574.77	COST MANAGEMENT SERVICES INC
CK368211	03/21/2019	56,294.01	CUMMINS INC
CK368212	03/21/2019	657.60	DAILY JOURNAL OF COMMERCE INC
CK368213	03/21/2019	47.80	RENEE DALRYMPLE
CK368214	03/21/2019	253.24	DATA SECURITY CORP
CK368215	03/21/2019	3,482.62	DIAMOND PARKING SERVICES LLC
CK368216	03/21/2019	551.70	DRIVELINES NW INC
CK368217	03/21/2019	16,518.51	EBERLE VIVIAN
CK368218	03/21/2019	1,765.44	ELTEC SYSTEMS LLC
CK368219	03/21/2019	4,782.99	EMERALD SERVICES, INC
CK368220	03/21/2019	8.42	FEDEX
CK368221	03/21/2019	100.00	FORMFOX, INC.
CK368222	03/21/2019	151.95	FREIGHTLINER NORTHWEST PACIFIC
CK368223	03/21/2019	547.99	GC PIVOTAL LLC
CK368224	03/21/2019	544.04	GC PIVOTAL LLC
CK368225	03/21/2019	1,081.98	GC PIVOTAL LLC
CK368226	03/21/2019	450.86	GENFARE
CK368227	03/21/2019	63.94	GILCHRIST CHEVROLET
CK368228	03/21/2019	22,467.28	GILLIG LLC
CK368229	03/21/2019	1,675.80	GRAINGER
CK368230	03/21/2019	566.08	HAUGEN GRAPHICS
CK368231	03/21/2019	110.30	DANA HENDERSON
CK368232	03/21/2019	4,291.00	HIGH LINE SOFTWARE INC
CK368233	03/21/2019	489.48	HOME DEPOT CREDIT SERVICES
CK368234	03/21/2019	171.00	JASON HOVDE
CK368235	03/21/2019	1,026.02	INTELLICORP RECORDS INC
CK368236	03/21/2019	475.00	JAMES GUERRERO ARCHITECT
CK368237	03/21/2019	4,091.78	KELLY SERVICES INC
CK368238	03/21/2019	1,759.50	KING COUNTY METRO TRANSIT
CK368239	03/21/2019	3,420.68	KING COUNTY FINANCE
CK368240	03/21/2019	1.25	KITSAP TRANSIT
CK368241	03/21/2019	11,548.98	KORUM FORD
CK368242	03/21/2019	29.24	K-D-L HARDWARE SUPPLY INC
CK368243	03/21/2019	48,035.44	LAKEVIEW LIGHT & POWER CO
CK368244	03/21/2019	35,608.89	CITY OF LAKEWOOD
CK368245	03/21/2019	70.76	AARON LENK
CK368246	03/21/2019	3,308.65	LEVEL 3 COMMUNICATIONS LLC
CK368247	03/21/2019	1,647.00	LONE TREE HOLDINGS, INC.

CK368248	03/21/2019	94.41	LYFT INC
CK368249	03/21/2019	1,868.30	MALLORY SAFETY & SUPPLY LLC
CK368250	03/21/2019	179.33	MCGUIRE BEARING CO
CK368251	03/21/2019	1,236.89	MOHAWK MFG & SUPPLY
CK368252	03/21/2019	40.97	MOUNTAIN MIST WATER
CK368253	03/21/2019	36,560.87	MULTICARE HEALTH SYSTEM
CK368254	03/21/2019	12.22	ABC BUS COMPANIES
CK368255	03/21/2019	125.60	NEOPART TRANSIT LLC
CK368256	03/21/2019	4,303.99	PACIFIC POWER GROUP LLC
CK368257	03/21/2019	535.12	PACIFIC TORQUE LLC
CK368258	03/21/2019	274.37	PACIFIC WELDING SUPPLY INC
CK368259	03/21/2019	5,071.50	PACIFICA LAW GROUP
CK368260	03/21/2019	50.00	STEPHANIE PELLETT
CK368261	03/21/2019	18,682.71	PETROCARD SYSTEMS INC
CK368262	03/21/2019	111.91	PIERCE COUNTY RECYCLING LLC
CK368263	03/21/2019	640.33	PRINT NW
CK368264	03/21/2019	7,517.83	PUGET SOUND ENERGY
CK368265	03/21/2019	288.19	RED WING BUSINESS ADVANTAGE
CK368266	03/21/2019	179.31	REX PEGG FABRICS INC
CK368267	03/21/2019	200.00	KALLEN RICHARDSON
CK368268	03/21/2019	404.90	RIGHT WAY SPRING
CK368269	03/21/2019	484.92	SCA PACIFIC INC
CK368270	03/21/2019	109.13	SCHETKY NORTHWEST SALES INC
CK368271	03/21/2019	85.69	SEATTLE AUTOMOTIVE DIST.
CK368272	03/21/2019	7,256.84	STEMPER ARCHITECTURE COLLABORA
CK368273	03/21/2019	363.22	ROBERT G. MUSTAIN
CK368274	03/21/2019	351.25	SOUTH TACOMA GLASS
CK368275	03/21/2019	577.50	SSMC CASE MANAGEMENT
CK368276	03/21/2019	834.96	STANDARD PARTS CORP
CK368277	03/21/2019	548.61	STAPLES BUSINESS ADVANTAGE
CK368278	03/21/2019	4,585.31	TACOMA COMMUNITY COLLEGE
CK368279	03/21/2019	321.01	TACOMA DAILY INDEX
CK368280	03/21/2019	1,308.61	TACOMA DODGE CHRYSLER JEEP
CK368281	03/21/2019	4,553.03	TACOMA MALL PARTNERSHIP
CK368282	03/21/2019	460.51	TACOMA SCREW
CK368283	03/21/2019	12,707.42	TECHNICAL SECURITY INTEGRATION
CK368284	03/21/2019	12,699.35	THE AFTERMARKET PARTS CO LLC
CK368285	03/21/2019	329.70	THOMSON REUTERS-WEST
CK368286	03/21/2019	24,000.00	TRACKIT, LLC
CK368287	03/21/2019	267.77	UNIFIRST CORPORATION
CK368288	03/21/2019	661.00	UNITED SITE SERVICES
CK368289	03/21/2019	2,386.85	VIX TECHNOLOGY USA INC
CK368290	03/21/2019	706.25	WA ST AUDITOR
CK368291	03/21/2019	7,909.28	WA DEPT OF CORRECTIONS
CK368292	03/21/2019	330.75	WA ST DEPT OF LICENSING
CK368293	03/21/2019	174.96	WESTERN FLUID COMPONENTS
CK368294	03/21/2019	102.78	WESTERN PETERBILT
CK368295	03/21/2019	242.27	WILLIAMS OIL FILTER
CK368296	03/21/2019	210.00	WSTA
CK368297	03/28/2019	6,291.78	ADVANCED TRAFFIC PRODUCTS INC
CK368298	03/28/2019	816.42	ALIGNMENT ON WHEELS INC
CK368299	03/28/2019	64.81	ALLIED ELECTRONICS, INC.
CK368300	03/28/2019	206.59	ALLSTREAM
CK368301	03/28/2019	43,772.90	AMERICAN SEATING
CK368302	03/28/2019	128.00	DONALD L ANDERSON

CK368303	03/28/2019	104,905.47	ASSOCIATED PETROLEUM
CK368304	03/28/2019	120.55	AUTO PLUS PARTS
CK368305	03/28/2019	1,369.36	AWC
CK368306	03/28/2019	2,243.85	AXLETECH INTERNATIONAL LLC
CK368307	03/28/2019	4,853.80	BATTERY SYSTEMS INC
CK368308	03/28/2019	133.22	SOUND UNIFORM SOLUTIONS
CK368309	03/28/2019	142.83	BRAUN CORPORATION
CK368310	03/28/2019	302.25	BUILDERS EXCHANGE OF WA
CK368311	03/28/2019	105.34	BUNCE RENTALS INC
CK368312	03/28/2019	159.44	CINTAS FAS LOCKBOX 636525
CK368313	03/28/2019	8,161.98	CITY OF TACOMA
CK368314	03/28/2019	458.89	CLF WAREHOUSE
CK368315	03/28/2019	88.56	COMCAST
CK368316	03/28/2019	109.95	COMMERCIAL BRAKE & CLUTCH
CK368317	03/28/2019	77.01	CORNWELL TOOL
CK368318	03/28/2019	13,717.32	CUMMINS INC
CK368319	03/28/2019	1,280.00	CURVED GLASS COMPANY
CK368320	03/28/2019	89.00	DISH
CK368321	03/28/2019	89.91	BARBARA DRAXTON
CK368322	03/28/2019	256.00	DARYL EIDINGER
CK368323	03/28/2019	2,995.00	EUROFINS ANA LABORATORIES INC
CK368324	03/28/2019	128.00	ROBIN FARRIS
CK368325	03/28/2019	8.46	FEDEX
CK368326	03/28/2019	2,766.74	FINISHMASTER, INC
CK368327	03/28/2019	890.19	FLEET MOBILE LUBE-WASH INC
CK368328	03/28/2019	17.46	FREIGHTLINER NORTHWEST PACIFIC
CK368329	03/28/2019	603.60	GARDA CL WEST
CK368330	03/28/2019	702.63	GENES TOWING CORP
CK368331	03/28/2019	1,762.75	GENFARE
CK368332	03/28/2019	13.36	GENSCO INC
CK368333	03/28/2019	729.82	GILCHRIST CHEVROLET
CK368334	03/28/2019	47,760.86	GILLIG LLC
CK368335	03/28/2019	2,540.49	GRAINGER
CK368336	03/28/2019	3,408.06	GRAY & OSBORNE, INC.
CK368337	03/28/2019	420.20	GRAYBAR ELECTRIC
CK368338	03/28/2019	320.89	GROENEVELD LUBRICATION SOLUTIO
CK368339	03/28/2019	256.00	NANCY HENDERSON
CK368340	03/28/2019	3,320.19	HERC RENTALS INC
CK368341	03/28/2019	1,241.98	HOLMES DISTRIBUTING
CK368342	03/28/2019	793.77	HUBSPOT, INC.
CK368343	03/28/2019	668.41	HUITT-ZOLLARS INC.
CK368344	03/28/2019	1,873.17	HULTZ BHU ENGINEERS INC.
CK368345	03/28/2019	870.00	UNITED STATES TREASURY
CK368346	03/28/2019	35.13	JOHNSTONE SUPPLY
CK368347	03/28/2019	1,543.52	K&L GATES LLP
CK368348	03/28/2019	1,832.64	KELLY SERVICES INC
CK368349	03/28/2019	128.00	KENT KEEL
CK368350	03/28/2019	4,710.00	KIDDER MATHEWS, INC.
CK368351	03/28/2019	1,189.36	KORUM FORD
CK368352	03/28/2019	218.98	LAIRD PLASTICS
CK368353	03/28/2019	422.93	LAKEVIEW LIGHT & POWER CO
CK368354	03/28/2019	122.82	LAKEWOOD WATER DISTRICT
CK368355	03/28/2019	1,088.01	LARSEN SIGN COMPANY
CK368356	03/28/2019	3,711.51	MALLORY SAFETY & SUPPLY LLC
CK368357	03/28/2019	2,897.75	MB ELECTRIC LLC

CK368358 ₂	03/28/2019	44.04	MCGUIRE BEARING CO
CK368359	03/28/2019	14.29	MCLENDON HARDWARE
CK368360	03/28/2019	5,775.22	METRO GLASS CO INC
CK368361	03/28/2019	1,518.46	MICHAEL G MALAIER
CK368362	03/28/2019	330.00	MICHAEL G MALAIER
CK368363	03/28/2019	2,063.85	MOHAWK MFG & SUPPLY
CK368364	03/28/2019	5,490.00	MULTICARE CENTERS OF OCC
CK368365	03/28/2019	881.75	ABC BUS COMPANIES
CK368366	03/28/2019	80.00	TACOMA NEWS INC
CK368367	03/28/2019	471.03	NORTHWEST STEEL & PIPE CO
CK368368	03/28/2019	637.04	NORTHWEST PUMP & EQUIPMENT CO
CK368369	03/28/2019	618.55	NORTHWEST PLAYGROUND EQUIPMENT
CK368370	03/28/2019	4,722.66	OFFICE DEPOT CORP
CK368371	03/28/2019	37.75	ERIN JACKSON
CK368372	03/28/2019	396.25	IRIS RUITORT
CK368373	03/28/2019	9,254.68	OPEN SQUARE
CK368374	03/28/2019	179.21	OUTFITTER SATELLITE INC
CK368375	03/28/2019	4.57	O'REILLY AUTO PARTS
CK368376	03/28/2019	52,243.94	PACIFIC POWER GROUP LLC
CK368377	03/28/2019	1,307.01	PACIFIC TORQUE LLC
CK368378	03/28/2019	121.05	PACIFIC WELDING SUPPLY INC
CK368379	03/28/2019	22,865.64	PARAMETRIX ENGINEERING
CK368380	03/28/2019	405.45	PARKLAND LIGHT & WATER CO
CK368381	03/28/2019	432.58	PENINSULA LIGHT
CK368382	03/28/2019	19,908.32	PETROCARD SYSTEMS INC
CK368383	03/28/2019	1,178.50	PHICORE HEALTH SERVICES
CK368384	03/28/2019	31,395.98	PIERCE COUNTY
CK368385	03/28/2019	884,567.75	PIERCE COUNTY
CK368386	03/28/2019	21.62	PIERCE COUNTY SEWER
CK368387	03/28/2019	303.88	PLATT ELECTRIC SUPPLY
CK368388	03/28/2019	447.63	PRINT NW
CK368389	03/28/2019	146.70	PROTERRA INC
CK368390	03/28/2019	26,223.88	PUGET PAVING & CONSTRUCTION
CK368391	03/28/2019	1,826.06	PUGET SOUND ENERGY
CK368392	03/28/2019	24.00	PUYALLUP VALLEY FLOWER
CK368393	03/28/2019	1,781.26	QUALITY PRESS
CK368394	03/28/2019	2,195.51	R E AUTO ELECTRIC
CK368395	03/28/2019	29.78	RAINIER SUPPLY
CK368396	03/28/2019	201.75	REGINALD REESE
CK368397	03/28/2019	629.13	REFRIGERATION SUPPLY DIST
CK368398	03/28/2019	245.79	REX PEGG FABRICS INC
CK368399	03/28/2019	885.25	RIGHT WAY SPRING
CK368400	03/28/2019	21.00	ROTARY CLUB OF TACOMA #8
CK368401	03/28/2019	2,400.00	SANNA GROUP
CK368402	03/28/2019	71.70	SARCO SUPPLY
CK368403	03/28/2019	193.33	SEATTLE AUTOMOTIVE DIST.
CK368404	03/28/2019	649.00	SITECRAFTING INC.
CK368405	03/28/2019	33,085.24	SNIDER ENERGY
CK368406	03/28/2019	500.00	SOURCE PANEL
CK368407	03/28/2019	796.63	SOUTH TACOMA GLASS
CK368408	03/28/2019	588.51	STANDARD PARTS CORP
CK368409	03/28/2019	2,501.75	STAPLES BUSINESS ADVANTAGE
CK368410	03/28/2019	672.58	STELLAR INDUSTRIAL
CK368411	03/28/2019	1,250.00	SUMMIT LAW GROUP PLLC
CK368412	03/28/2019	29,103.44	SUPERION LLC

CK368413 ₃	03/28/2019	4,585.31	TACOMA COMMUNITY COLLEGE
CK368414	03/28/2019	485.82	TACOMA DODGE CHRYSLER JEEP
CK368415	03/28/2019	1,670.47	TACOMA SCREW
CK368416	03/28/2019	56,780.81	TECHNICAL SECURITY INTEGRATION
CK368417	03/28/2019	65.34	TESSCO TECHNOLOGIES INC
CK368418	03/28/2019	55,063.02	THE AFTERMARKET PARTS CO LLC
CK368419	03/28/2019	106.34	THE TRUCK SHOP
CK368420	03/28/2019	3,535.87	THERMO KING NW INC
CK368421	03/28/2019	80.26	TIMCO INC
CK368422	03/28/2019	3,244.47	TINY'S TIRE
CK368423	03/28/2019	18.35	UNIFIRST CORPORATION
CK368424	03/28/2019	1,355.00	UNITED SITE SERVICES
CK368425	03/28/2019	277.69	US DEPT OF EDUCATION
CK368426	03/28/2019	4,151.50	VEHICLE MAINTENANCE PROGRAM
CK368427	03/28/2019	3,362.73	VERIZON WIRELESS
CK368428	03/28/2019	911.02	VERIZON WIRELESS
CK368429	03/28/2019	12,930.42	VERIZON WIRELESS
CK368430	03/28/2019	6,762.53	VERIZON WIRELESS
CK368431	03/28/2019	100.90	DEPARTMENT OF LABOR & INDUSTRI
CK368432	03/28/2019	1,752.53	WALTER E. NELSON CO.
CK368433	03/28/2019	774.93	WAXIE SANITARY SUPPLY
CK368434	03/28/2019	149.00	TROY WESEMAN
CK368435	03/28/2019	191.43	WESTERN FLUID COMPONENTS
CK368436	03/28/2019	1,314.61	WESTERN PETERBILT
CK368437	03/28/2019	457.69	WILLIAMS OIL FILTER
CK368438	03/28/2019	138.00	DENA WITHROW
CK368439	03/28/2019	147.83	ROBERT WOOLERY
CK368440	03/28/2019	3,244.25	DIVERSIFICATION INC
CK368441	03/28/2019	893.73	XEROX FINANCIAL SERVICES
CK368442	03/28/2019	1,879.29	ZUMAR INDUSTRIES
ATCK001389	03/04/2019	248.00	JEAN CARLSON
ATCK001390	03/04/2019	78.00	ADAM DAVIS
ATCK001391	03/04/2019	348.00	SUSAN DREIER
ATCK001392	03/04/2019	56.00	ANH HOANG
ATCK001393	03/04/2019	78.00	HUGH HUCK
ATCK001394	03/04/2019	101.00	DEANNE JACOBSON
ATCK001395	03/04/2019	224.00	AARON LENK
ATCK001396	03/04/2019	307.00	ALEXANDRA MATHER
ATCK001397	03/04/2019	139.00	FRANCES L RANKOS
ATCK001398	03/04/2019	103.00	CARON SANDERSON
ATCK001399	03/04/2019	271.00	DAVID SMITH
ATCK001400	03/11/2019	325.00	NANCY HENDERSON
WIRE 002432	03/01/2019	15,647.45	NAVIA BENEFIT SOLUTIONS
WIRE 002433	03/01/2019	268,511.11	ICMA RETIREMENT
WIRE 002434	03/01/2019	98,674.17	GREAT WEST RETIREMENT
WIRE 002435	03/01/2019	1,410.19	GREAT WEST RETIREMENT
WIRE 002436	03/01/2019	4,836.24	TACOMA EMPLOYEES RETIREMENT SY
WIRE 002437	03/01/2019	6,804.66	WA ST CHILD SUPPORT REGISTRY
WIRE 002438	03/07/2019	67,883.41	SOUND TRANSIT
WIRE 002439	03/15/2019	7,305.22	WA ST TRANSIT INSURANCE POOL
WIRE 002440	03/15/2019	496,168.89	FIRST TRANSIT
WIRE 002441	03/15/2019	83,733.18	SOUND TRANSIT
WIRE 002442	03/15/2019	15,487.66	NAVIA BENEFIT SOLUTIONS
WIRE 002443	03/15/2019	236,621.96	ICMA RETIREMENT
WIRE 002444	03/15/2019	94,124.15	GREAT WEST RETIREMENT

WIRE 002445	03/15/2019	1,410.19	GREAT WEST RETIREMENT
WIRE 002446	03/15/2019	4,848.32	TACOMA EMPLOYEES RETIREMENT SY
WIRE 002447	03/15/2019	6,804.66	WA ST CHILD SUPPORT REGISTRY
WIRE 002448	03/20/2019	62,684.29	U.S. BANK
WIRE 002449	03/22/2019	705.00	INTERCITY TRANSIT
WIRE 002450	03/26/2019	9,070.69	AMAZON.COM
WIRE 002451	03/27/2019	30,540.21	SOUND TRANSIT
WIRE 002452	03/27/2019	1,188,377.02	AWC
WIRE 002453	03/28/2019	40,721.20	WA ST DEPT OF REVENUE
WIRE 002454	03/29/2019	4,448,069.85	GILLIG LLC
WIRE 002455	03/29/2019	15,732.66	NAVIA BENEFIT SOLUTIONS
WIRE 002456	03/29/2019	230,238.98	ICMA RETIREMENT
WIRE 002457	03/29/2019	90,405.43	GREAT WEST RETIREMENT
WIRE 002458	03/29/2019	1,410.19	GREAT WEST RETIREMENT
WIRE 002459	03/29/2019	4,872.74	TACOMA EMPLOYEES RETIREMENT SY
TOTAL PAYMENTS:		<u>\$ 11,945,797.46</u>	

Information in **BOLD** is listed in more detail at the beginning of this report.

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**PIERCE TRANSIT
 BOARD OF COMMISSIONERS
 MINUTES**

March 11, 2019

CALL TO ORDER

Chair Henderson called the Board meeting to order at 4:09 p.m.

PLEDGE OF ALLEGIANCE

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

ROLL CALL

Commissioners present:

Nancy Henderson, Chair of the Board, Town of Steilacoom Councilmember
(representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom)
 Daryl Eidinger, Vice Chair of the Board, City of Edgewood Mayor
(representing Fife/Milton/Edgewood)
 Don Anderson, City of Lakewood Mayor
 Robin Farris, Puyallup City Councilmember
 Kent Keel, City of University Place Mayor
 Bruce Dammeier, Pierce County Executive
 Pierce County Councilmember, Marty Campbell

Commissioners excused:

Victoria Woodards, Mayor of City of Tacoma
 Ryan Mello, City of Tacoma Councilmember

Staff present:

Sue Dreier, Chief Executive Officer
 Dana Henderson, General Counsel
 Kristol Bias, Executive Assistant to the CEO/Deputy Clerk of the Board
 Dawne Shotsman, Senior Legal Assistant

PRESENTATIONS

1. January 2019 Operator of the Month ~ Linda Washington

Transit Operator Assistant Manager Scott Gaines honored Operator Linda Washington for being selected Operator of the Month for January 2019. Mr. Gaines noted Linda has been with Pierce Transit since 1987 and is 26 years accident free. Mr. Gaines also noted she has

received 54 official compliments, and many more off the record from the community and her fellow employees.

2. February 2019 Operator of the Month ~ Cynthia Lewis

Transit Operator Assistant Manager Scott Gaines honored Operator Cynthia Lewis for being selected Operator of the Month for February 2019. Ms. Lewis is 15 years accident free and has received multiple compliments from customers and her fellow employees.

On behalf of the Board of Commissioners, Chair Henderson and Commissioner Dammeier thanked Ms. Washington and Ms. Lewis for their service to the community.

3. Citizen Transportation Advisory Group (CTAG) Fourth Quarter Update

CTAG Chair Cody Bakken provided an overview of the work conducted by the committee during the fourth quarter.

PUBLIC HEARING NO. 1

Pacific Avenue/State Route 7 Bus Rapid Transit (BRT) Running Way Option, Station Locations, and Tacoma Dome Station Access for the Locally Preferred Alternative (LPA)

Community Development Manager Tina Lee provided an overview of the proposed project. (*Commissioner Keel arrived at 4:25 p.m.*)

Commissioner Farris raised questions regarding the lane size requirements and asked if there was an expectation of eminent domain or compensation to property owners. Ms. Lee explained the lane measurements and reiterated that the project is still in the preliminary design phase. Ms. Lee assured that property owners would be compensated for any impact to their property, and that any construction would be in the public right of way.

After an inquiry from Commissioner Dammeier, a short discussion ensued regarding roundabouts.

Commissioner Keel inquired about the 18th Amendment requirements, annual cost, and whether cost had been factored in. Ms. Lee advised the Agency does not currently have an estimate of the costs. Commissioner Keel also inquired whether the curbside option maintained the existing stops. Ms. Lee advised existing stops would be removed; however, stops for curbside option would be close to the existing stops.

Chair Henderson asked if there would be multiple roundabouts and whether the cost of the roundabouts were factored in the budget. Ms. Lee advised there would be multiple roundabouts, which would be described as an unfunded mandate, and preliminary estimates are at \$2.5 to \$3 million per roundabout. (*Commissioner Campbell stepped out of the room at 4:40 p.m. and re-entered the room at 4:46 p.m.*)

Chair Henderson provided public hearing directions to attendees and opened the public hearing at 4:51 p.m. Comments were limited to two minutes per person.

The following individuals provided comments:

- Jim Jones, Tacoma, opposes the project and disputes ridership totals. He feels the project will create congestion due to the additional lanes and has concern for the cost versus the benefit realized.
- Roy McGee, Tacoma, believes BRT will be good because it will increase ridership which will aid in reducing congestion. (*Commissioner Anderson arrived at 5:00 p.m.*)
- Penny Chapman, Tacoma, questioned where the money for roundabouts would come from.
- Hester Serebrin, Greater Seattle area, Transportation Choices. He advocated for BRT and asked the Board to consider safety.
- Cinderella Helga, Lakewood, commended Tina Lee on her presentation but wondered if the BRT project would affect bus fares.
- Nate Robinson, Tacoma, spoke on behalf of Mike Lekander. He indicated a preference that any land acquired be in front of his house rather than the rear due to visibility concerns. He advocated for BRT lanes to be down the center and commented that ride shares such as Lyft may impact Pierce Transit's business as people would choose Lyft over riding BRT.
- Steven Vignesron, Tacoma, had concerns regarding moving utilities along Pacific Avenue and asked if Pierce Transit would be repaving Pacific Avenue and questioned where the money would come from. He indicated the first he heard of this project was the flyer he received.
- Nicholas Bigelow, Tacoma, expressed concern over losing his property and felt there would be less impact with the curbside option. He felt the hybrid option would close businesses.
- Thomas DeStefano, Tacoma, indicated he prefers the curbside option. He indicated he had not received any information on the project besides the flyer.
- Jori Adkins, Tacoma Dome District, expressed relief that the project would use 26th Street. She does not want lanes removed or added and feels businesses will lose parking. She also commented that sidewalks need to be widened in commercial districts.
- Sharon Glassy, Tacoma, attempted to give her time to her neighbor (Nate Robinson) who already spoke, and the Chair asked to hear from others who had not yet testified.
- Bob Myrick, Tacoma, lives across from Sharon Glassy and his concern is losing the sidewalk and the cost of the project.
- Nam Howell, Tacoma, spoke on behalf of his mother Nam On, stating they do not see the cost benefit.
- Terri Munsey, Tacoma, didn't know anything about the project until the flyer and felt Pierce Transit needed better communication. She expressed concern regarding the loss of street parking.
- Molly Nichols, Tacoma, is an Outreach Coordinator with FutureWise. She indicated support for BRT and a preference for the hybrid alternative.
- Laurel Whitaker, Tacoma, is concerned about the rapidity of the BRT.
- Scott Opsah, Tacoma, indicated he was not aware of the project until the flyer. He asked to be kept apprised and that the Board consider people's incomes and businesses.
- Kristina Walker, Tacoma, Downtown On The Go, stated their agency is excited for BRT and advocated for the hybrid option.
- Steven Bird, Tacoma, uses transit due to disability and is favor of BRT idea. Would like more focus on ridership for those who need it, such as individuals with disabilities. He felt BRT should have islands in the middle for safety reasons for the disabled and children.
- Chris Karnes, Tacoma, is a Pierce Transit rider and prefers the hybrid alternative.

- Cody Bakken, Tacoma, felt the curbside option was a poor choice. He indicated he was on the technical advisory group for a few sessions and there was not a unanimous consensus as to the lane configurations. He noted that the CTAG is in support of the hybrid option for safety reasons. Mr. Bakken cited the Pierce Transit mission statement.
- Kevin Fordham, Tacoma, indicated he was not aware of the project until he was given a flyer. He believes his front door will be eight feet closer to the street and the project is not worth the investment. He believes Pierce Transit is not advocating for taxpayers.
- Kit Burns, Tacoma, is in favor of BRT, stating agency staff should do it once correctly.
- Claudio, Salishan, commented there was no communication and he felt that Pierce Transit is spending more money to spend more money.
- Walt Hurd, Tacoma, prefers the middle of street option and believes bus stops should be beyond traffic lights. (*Commissioner Campbell left the meeting at 5:40 p.m.*)

Chair Henderson closed the public hearing at 5:41 p.m.

PUBLIC HEARING NO. 2

Tacoma Dome Station Permit Parking Proposal and Title VI Review

Community Development Manager Tina Lee provided an overview of the proposed project, reviewing the fee structure for the proposed permit pricing, citizen feedback and the overall timeline of the project, with an estimated implementation date of June 2019. It was noted that the Title VI review shows no disproportionate burden to low-income households and no disparate impact on minority population.

Commissioner Anderson questioned the eligibility threshold on ORCA and the 6 percent low income statistic, asking who was polled? He also inquired how many people use garage and if a separate structure may be warranted.

Commissioner Farris questioned the map in the presentation, asking where on the map it indicated the last mile for the Lyft project. (*Commissioner Keel stepped out of the room at 5:50 p.m. and re-entered the room at 5:55 p.m.*)

Chair Henderson provided public hearing directions to attendees and opened the public hearing at 5:51 p.m. and limited comments to two minutes per person.

The following individuals provided comments:

- Roy McGee, Tacoma, expressed concern about availability of parking.
- Cinderella Helga. Lakewood, provided comments.
- Kit Burns, Tacoma, commented HOV should be reserved but feels charging for parking is discriminatory and felt Sound Transit should build free parking.
- Paul Bentler, Longbranch, has been a Vanpool rider for 18 years and opposes the fee. He feels there would be special treatment for those who pay to park.
- Rick Semple, Tacoma, opposes the fee and feels the Agency should stick to providing transit as providing parking encourages driving.
- Kristina Walker, Tacoma, with Downtown On The Go, supports optional permit parking.
- Jori Adkins, Tacoma, said that Pierce Transit should pick up people where they live and not focus on parking; however, he is in favor of charging for cars, not for people.

- Stanley Withers, Tacoma, opposes payment for parking and feels car tabs pay for it.
- Aquile Azsisi, Lakewood, opposes the payment option.
- Phil Paulson, Puyallup, expressed concern regarding the lack of parking in Tacoma and questioned coordination with others. (*Commissioner Dammeier stepped out of the room at 6:13 p.m. and re-entered the room at 6:15 p.m.*)

Chair Henderson closed the public hearing at 6:15 p.m.

AGENDA RE-ORDER

Chair Henderson announced that, due to the late hour and some of the Commissioners needing to leave the meeting early, the agenda was re-ordered so that a quorum of the Commissioners were present for items that need approval.

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

Motion **carried**, 6-0.

1. Approval of Vouchers, February 1, 2019
Self-Insurance Fund #40
Capital Fund #90
Voucher CK Nos. 366805 through 367443
Advance Travel Nos. CK 1369 through CK1383
Wire Nos. 2388 through 2409
Total \$12,392,837.80

Approval of Vouchers, March 4, 2019
Operating Fund #10
Capital Fund #90
Voucher CK Nos. 367444 through 367926
Advance Travel Nos. CK 1384 through CK1388
Wire Nos. 2410 through 2431
Total \$5,978,330.90
2. Minutes: Regular Board Meeting of January 14, 2019.
3. Fourth Quarter 2018 Sole Source and Contract Report for Sole Source Agreements over \$10,000 and Contracts Between \$100,00-\$200,000.
4. FS 2019-011, Approved Resolution No. 2019-004 declaring the vehicles presented in Exhibit A as surplus property and authorizing the sale or donation thereof.

5. FS 2019,012, Approved Resolution No. 2019-005 awarding a Care-a-van vehicle to Dave Purchase Project, subject to the terms and conditions of the Care-a-van Agreement in substantially the same form as Exhibit A hereto.
6. FS 2019-013, Authorized the Chief Executive Officer to enter into and execute a contract with Northeast Electric, LLC., to provide and install Real Time information signage packages at various transit centers in an amount not to exceed \$254,791.20.
7. FS 2019-016, Authorized the Chief Executive Officer to enter into and execute a contract with DKS Associates for Transit Signal Priority Design Engineering Services with a not to exceed amount of \$800,000.

SPECIAL BUSINESS

1. FS 2019-014, Appointment to Executive Finance Committee

Chair Henderson appointed Commissioner Marty Campbell to serve on the Executive Finance Committee.

2. FS 2019-015, Appointment to the Puget Sound Regional Council (PSRC) Transportation Policy Board

Chair Henderson noted that excused Commissioner Ryan Mello had expressed an interest in serving again.

Commissioners Keel and Dammeier **moved** and seconded to elect Commissioner Don Anderson to serve as the primary representative for calendar year 2019.

Commissioner Farris **moved** to appoint Commissioner Ryan Mello, but there was no second.

There being only one nominee, Chair Henderson declared Commissioner Anderson elected as the primary representative.

Commissioners Dammeier and Keel **moved** and seconded to elect Commissioner Daryl Eiding to serve as the alternative representative. After calling for any other nominees, and there being none, Chair Henderson declared Commissioner Eiding elected as alternate representative to the PSRC Transportation Policy Board for calendar year 2019.

Motion **carried**, 6-0.

PUBLIC COMMENT

Chair Henderson provided directions for participating in public comment and the following individuals spoke:

- Roy McGee, Tacoma, commented on fare structure for BRT.
- Cinderella Helga, Lakewood, commented she is happy the bus waits until she is seated. She feels drivers need more time on Route 48 bus.
- Kit Burns, Tacoma, commented that he wants modified BRT in HOV lane and asked staff to look into changing HOV to BRT during certain times of day.
- Tammy Cox, Lakewood, commented there was a man in a wheelchair calling her names while she was waiting for the bus and there was no supervisor or police present at the bus station. She also feels the driver on Route 206, Bus 273 is driving too fast.
- Tia Omedeo, Tacoma, signed up but was no longer present.
- Burt Talcott, Fircrest, Pierce Transit Relief Transit Operator, commented Relief Transit Operators should have winter wear and/or rainwear.

ACTION AGENDA

None. (*Commissioner Anderson left the meeting at 6:32 p.m.*)

STAFF UPDATES/DISCUSSION

CEO's Report

CEO Dreier advised on the upcoming APTA legislative conference she would be attending March 15 – 20.

INFORMATIONAL BOARD ITEMS

Chair Report

None.

Sound Transit Update

Commissioner Keel reported that Sound Transit plans to offer reserved permit parking options for Edmonds and Mukilteo Sounder Stations. He also reported that in 2018, light rail ridership grew 6.1 percent and sounder ridership grew 4.5 percent. Lastly, he noted that Sound Transit has issued the first invitation for system access funding proposals.

PSRC Transportation Policy Board Update

None.

Commissioners' Comments

None.

EXECUTIVE SESSION

None.

ADJOURN

There being no further business before the Board, Chair Henderson adjourned the meeting at 6:37 p.m.

Kristol Bias
Executive Assistant to the CEO/Deputy
Clerk of the Board

Nancy Henderson, Chair
Board of Commissioners



Action Agenda

TITLE: Authority to Implement an Optional Permit Parking Program at Tacoma Dome Station and Adding a New Section 3.72.140 to the Pierce Transit Code - Permit Parking Program for Tacoma Dome Station

DIVISION: Planning & Community Development

SUBMITTED BY: Sandy Johnson, Sr. Planner

RELATED ACTION: N/A

ATTACHMENTS:

Proposed Resolution
 Exhibit A, Pierce Transit Code Language, Redlines
 Exhibit A-1, Pierce Transit Code Language, Clean
 Exhibit B, Permit Parking Program Guidelines
 Exhibit C, Comments on Proposed Permit Parking Program
 Exhibit D, Title VI Equity Analysis

RELATION TO STRATEGIC PLAN: Customer

BACKGROUND:

Tacoma Dome Station is the largest multi-modal transit garage in the region. The facility often reaches capacity in the early morning on weekdays. Customers often arrive earlier than necessary to ensure securing a parking space which can lead to over-crowded buses and trains.

Pierce Transit completed a survey of users of the Park and Ride facility in October 2018. 635 users responded to the survey. Respondents indicated the top three goals Pierce Transit and Sound Transit should prioritize when designing a parking management program should be to: (1) Ensure open parking space by managing demand; (2) Encourage riders to bike, walk, or carpool to transit; and (3) Recover the cost of managing and enforcing the program.

Staff presented a preliminary proposal for an optional Permit Parking Program at Tacoma Dome Station (the Program") at a public hearing at the March 11, 2019 Board of Commissioners meeting, the details for which are in the Permit Parking Program Guidelines ("Guidelines"), attached as Exhibit B. The proposed Program and its Guidelines were motivated and shaped by input from transit riders, Tacoma Dome Station users, and regional transit partner agencies. The purpose and intent of the Program is to improve parking availability and the reliability of customer access to the transit system. As proposed, the Guidelines provide a framework for the Agency's support and management of Program infrastructure and facilities, with goals to increase ridership and to encourage convenient and safe connections to local and regional services through all access modes, including vehicles requiring parking. Key elements of the program include:

- Permit parking is required in certain spaces only during defined periods
- No more than 50% of facility spaces shall be subject to permitting
- Permits for HOV are prioritized over SOV and incentivized accordingly
- Prices shall be set to recover costs of program and/or reflect market rates for SOV
- The discount for SOV permits for ORCA LIFT customers will be no less than 33% of the full SOV permit price for the same facility.

- Pierce County residents will be given priority over non-residents for SOV permits
- The number of customers on wait lists for HOV and SOV permits should not exceed 15% of the total quantity of such parking permits issued; and
- Total utilization of permit parking should not exceed effective capacity of 97% of reserved permit stalls

Sound Transit and King County Metro have already implemented a combination of High Occupancy Vehicle (HOV) and Single Occupancy Vehicle (SOV) permit programs at three facilities including Edmonds, Mukilteo, and Northgate and plan to expand to Puyallup and Lakewood this year.

Additional public outreach was performed and included social media messages, on-board vehicle messages, staff attendance at County, City and local business group meetings, signage at Tacoma Dome Station and Sounder and Link Stations at Freight House Square, distribution of nearly 2,200 information cards to Tacoma Dome Station users and Pierce County Human Service Agencies, and development of a webpage on the Pierce Transit website that provided information about the program and a form for written comments about the proposed Program. The Agency has received 97 written comments to-date with 31 being favorable or neutral and 66 non-favorable, a summary of which is found at Exhibit C. The general theme of non-favorable comments is that the Program isn't needed, charging for parking is undesirable, and that the Program is perceived to be punitive to vanpoolers and part time or second-shift workers. Suggestions were to: charge all SOVs for all-day parking; reduce the SOV permit price; increase PT bus service to Tacoma Dome Station; build additional parking; and eliminate free parking for UWT students and others that work in downtown Tacoma. There were also suggestions to extend the permit time, start with fewer than 200 stalls to test demand, add bike lockers and motorcycle stalls, and increase the number of disabled stalls at Tacoma Dome Station. Additional written comments received came in the form of letters of support from Downtown on the Go, the Dome Business District, and the Transportation Choices Coalition, with all groups in support of the Program as proposed.

Next steps to implement the Program will include coordination with the Agency's Parking Management Services Vendor to include: permit sales and issuance; transit trip validation; permit usage monitoring and enforcement; and provision of metrics to monitor and measure program performance goals. The cost of parking management services to administer and enforce the initial rollout of 200 parking spaces is expected to be \$12 per permit. At the proposed market rate price of \$80 per SOV permit, program costs are expected to be recovered. If the program is expanded to the maximum of 50% of the facility (1,200 stalls), administration and enforcement costs would rise, but program costs will continue to be recovered. Net revenues generated from permit parking sales will be allocated to offset overall professional services for Tacoma Dome Station Parking Management. Any additional net revenues will be allocated to the Pierce Transit general fund.

Based on input from users of the Tacoma Dome Station and seeking to implement a program similar in nature to the regional permit parking programs at Sound Transit and King County Metro facilities, Pierce Transit staff recommends implementing a Permit Parking Program at Tacoma Dome Station.

STAFF RECOMMENDATION:

Staff recommends that the Board of Commissioners adopt the Optional Permit Parking Program for Tacoma Dome Station by adopting the proposed new language for the Pierce Transit Code and authorizing the Chief Executive Officer to modify the Program within certain parameters.

ALTERNATIVES:

1. Modify the Permit Parking Program, such as limiting the program to High Occupancy Vehicles (HOV) users and/or adjusting the initial price of Single Occupancy Vehicles (SOV) permits.
2. Do not implement the proposed Optional Permit Parking Program at Tacoma Dome Station and continue to operate Tacoma Dome Station with no permit program.

PROPOSED MOTION:

Approve Resolution No. 2019-007, authorizing the implementation of an optional permit parking program at Tacoma Dome Station and adding new definitions and a new Section 3.72.140 to the Pierce Transit Code - Permit Parking Program for Tacoma Dome Station as set forth in Exhibit A.

RESOLUTION NO. 2019-007

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Authorizing the Implementation of an Optional
2 Permit Parking Program at Tacoma Dome Station and Adding a New Section 3.72.140 to the Pierce Transit
3 Code - Permit Parking Program for Tacoma Dome Station
4

5 WHEREAS, accommodating safe and convenient customer access to the regional transit system
6 is integral to Pierce Transit's mission to improve people's quality of life by providing safe, reliable,
7 and useful transportation services that are locally based and regionally connected; and

8 WHEREAS, the Tacoma Dome Station (TDS) is the largest multi-modal transit garage in the region; and

9 WHEREAS, customers often arrive at TDS earlier than necessary to ensure securing a parking
10 space which can lead to over-crowded buses and trains; and

11 WHEREAS, the purpose and intent of the optional Permit Parking Program ("Program") is to
12 improve parking availability at TDS and the reliability of customer access to the regional transit
13 system; and

14 WHEREAS, Program goals are directly related to addressing common concerns received by Pierce
15 Transit and transit agency partners about the difficulty of finding space at TDS; and

16 WHEREAS, in a September 2018 Tacoma Dome Station survey, respondents' top priorities for Program
17 design were: (1) ensure open parking space by managing demand; (2) encourage riders to bike, walk, or
18 carpool to transit; and (3) recover the cost of managing and enforcing the Program; and

19 WHEREAS, Program Guidelines have been established to provide a framework for the Agency's support
20 and management of Program infrastructure and facilities; and

21 WHEREAS, the Program offers permits for reserved parking spaces during times of peak facility demand,
22 permits for single-occupancy vehicles (SOVs) at prices adequate to cover permit Program costs and consistent
23 with local market rates for monthly parking, and reduced rates for ORCA-LIFT qualified SOV customers and
24 high-occupancy vehicles (HOVs with two or more transit riders per vehicle); and

25 WHEREAS, permit issuance requires that participants use transit service, meeting an established
26 threshold of utilization and proof of fare payment; and

27 WHEREAS, permits are optional and transit customers without permits will continue to have access
28 to a portion of the facility at no charge; and

1 WHEREAS, Pierce Transit has performed a Title VI Equity Analysis and determined that the
2 Program will not cause a disparate impact on the minority population nor a disproportionate burden
3 on low-income households;

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

5 Section 1. The Board of Commissioners authorizes implementation of the Optional Permit Parking
6 Program at Tacoma Dome Station; and

7 Section 2. The Board of Commissioners adopts new definitions and a new Section 3.72.140 to the
8 Pierce Transit Code - Permit Parking Program for Tacoma Dome Station as set forth in Exhibit A attached
9 hereto; and

10 Section 3. The Board of Commissioners establishes the initial permit pricing to be \$80 per month for
11 SOV permits and \$27 per month for ORCA-Lift permits and hereby delegates certain authority to the Pierce
12 Transit CEO to manage the Optional Permit Parking Program at Tacoma Dome Station within those
13 parameters set forth in Exhibit A.

14 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
15 the 8th day of April 2019.

16 PIERCE TRANSIT

17
18 _____
19 Nancy Henderson, Chair
20 Board of Commissioners
21
22

23 ATTEST/AUTHENTICATED

24
25 _____
26 Deanne Jacobson, CMC
27 Clerk of the Board

Fact Sheet FS 2019-020
Exhibit A, Proposed Code Changes Relating to Optional Permit Parking Program

ARTICLE IV.-FARES AND PARKING PERMITS

Chapter 3.72 – FARE SCHEDULE AND PARKING PERMITS

3.72.010 - Definitions.

As used in this chapter:

- A. "Accompanying companion" means a person who is traveling with a SHUTTLE customer, has the same origin and destination, but does not need to assist the SHUTTLE customer with travel needs.
- B. "All-day pass" means a pass available for purchase on-board Pierce Transit vehicles or loaded on an ORCA card for local fixed route and BUS PLUS service. An all-day pass is valid for unlimited rides on the service day the pass is issued. All-day passes shall have no transfer value on other transit agencies service.
- C. "Board of commissioners" means elected officials appointed by local jurisdictions to the Pierce Transit Board of Commissioners.
- D. "Bus PLUS" means transit services differentiated from fixed route service by customer-initiated deviations from routes or schedules. Bus PLUS service does not require complementary Americans with Disabilities Act (ADA) paratransit service.
- E. "Class pass" means a pass that allows up to thirty people riding together to make a one-day round trip, on local fixed route transit service.
- F. "Disabled person (persons with disabilities)" means any person(s) with a mental, physical, or sensory disability that meets established criteria and has Pierce Transit-approved identification.
- G. "Discounted fare" means the fare offered to senior citizens, persons with disabilities or individuals with a valid Medicare card. A valid regional reduced fare permit is required to obtain the discounted fare.
- H. "Emergency situation" means adverse weather; fire/flood evacuation; threat of explosive devices, or other regional emergencies requiring rapid movement of any group or groups of people.
- I. "Farebox recovery" means the percentage of operating expenses that are met by fares paid by passengers. It is computed by dividing the system's total fare revenue by its total operating expenses.
- J. "Federal law enforcement officer" means a commissioned civilian federal law enforcement agent, as designated by the U.S. Attorney General and/or military police officers.
- K. "Fixed route" means transit service using buses to provide service at designated bus stops along specific routes on set schedules.

L. "Full-fare" means the fare for riders not specifically designated to qualify for a reduced fare.

M. High Occupancy Vehicle," "HOV" or "carpool" means a vehicle with two or more individuals parking at a Park & Ride where the individuals continue their journey on public transportation.

N. "Park & Ride" means facilities or locations at which persons park their individual vehicles and transfer to a transit vehicle or carpool /vanpool vehicles.

OM. "Personal care attendant" means a person traveling as an aide in order to facilitate travel by a disabled person.

PN. "Pierce Transit specific" means fare media that is only valid on Pierce Transit local service, and is not valid for travel and no transfer credit on Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Sound Transit.

QQ. "Preschool child" means any person five years of age or younger when accompanied by a fare paying passenger.

RP. "Public safety officer" means a person commissioned by any state, county, or municipal law enforcement or fire protection agency.

SQ. "PugetPass" means a regional bus pass valid for travel on Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Sound Transit and Pierce Transit. PugetPass prices are set at thirty-six times the trip value of the pass.

TR. "Senior citizen" means any person sixty-five years of age or over with a Pierce Transit-approved identification or a regional reduced fare permit (RRFP).

US. Service day means the span of service that comprise a day of transit service. Service begins at 3:00 a.m. and ends at 2:59 a.m.

VF. "SHUTTLE" means specialized transportation (paratransit) for persons with disabilities.

W. "Single Occupancy Vehicle" or "SOV" means a vehicle with a single occupant (the driver) parking at a Park & Ride where the individual continues their journey on public transportation (bus transit, rail transit, or vanpool).

XU. "Special event" means any open to the public event of less than thirty days duration expected to attract significant numbers of people.

Y. "Vanpool" means a prearranged group of at least five individuals who share their commute in a public agency-sponsored van.

ZV. "Youth" means any person six to eighteen years of age.

NEW Section:

3.72.140 – Permit Parking Program for Tacoma Dome Station

A. Pierce Transit may require permits to access certain reserved parking areas at the Tacoma Dome Station garage provided that:

1. Parking spaces may only be reserved for permit holders during defined periods;
2. No more than 50% of the facility's spaces may be reserved for permit holders and the remainder must be available for any member of the public to use for vehicular parking at no cost;
3. In prioritizing the issuance of permits:
 - a. HOV permits shall have priority over SOV permits; and
 - b. Pierce County residents shall be given priority for SOV permits over non-Pierce County residents;
4. Cost of permits:
 - a. HOV permits shall be free of charge;
 - b. SOV permit prices shall be set at or near market rate. The initial monthly price for an SOV permit at Tacoma Dome Station is 80 dollars;
 - c. ORCA Lift customers shall be given a discount of at least 33% off the cost of a SOV permit. The initial monthly price for an SOV ORCA Lift permit at Tacoma Dome Station is 27 dollars;
5. The number of customers on the wait list for either HOV or SOV permits should not exceed 15% of the total quantity of such parking permits issued; and
6. Total utilization of permit parking should not regularly (for three consecutive months) exceed effective capacity of 97% of stalls reserved for permit holders during the enforcement period.

B. The Chief Executive Officer is authorized to develop and manage the permit parking program at Tacoma Dome Station, and within the above requirements, may establish or modify permit fees, permit parking hours, quantity of permits issued, reserved locations, enforcement, signage, use restrictions, quantity of spaces, and customer use of the program.

FS 2019-020
Exhibit A-1, Clean Version of Optional Permit Policy Program

ARTICLE IV.-FARES AND PARKING PERMITS

Chapter 3.72 – FARE SCHEDULE AND PARKING PERMITS

3.72.010 - Definitions.

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A. "Accompanying companion" means a person who is traveling with a SHUTTLE customer, has the same origin and destination, but does not need to assist the SHUTTLE customer with travel needs.

B. "All-day pass" means a pass available for purchase on-board Pierce Transit vehicles or loaded on an ORCA card for local fixed route and BUS PLUS service. An all-day pass is valid for unlimited rides on the service day the pass is issued. All-day passes shall have no transfer value on other transit agencies service.

C. "Board of commissioners" means elected officials appointed by local jurisdictions to the Pierce Transit Board of Commissioners.

D. "Bus PLUS" means transit services differentiated from fixed route service by customer-initiated deviations from routes or schedules. Bus PLUS service does not require complementary Americans with Disabilities Act (ADA) paratransit service.

E. "Class pass" means a pass that allows up to thirty people riding together to make a one-day round trip, on local fixed route transit service.

F. "Disabled person (persons with disabilities)" means any person(s) with a mental, physical, or sensory disability that meets established criteria and has Pierce Transit-approved identification.

G. "Discounted fare" means the fare offered to senior citizens, persons with disabilities or individuals with a valid Medicare card. A valid regional reduced fare permit is required to obtain the discounted fare.

H. "Emergency situation" means adverse weather; fire/flood evacuation; threat of explosive devices, or other regional emergencies requiring rapid movement of any group or groups of people.

I. "Farebox recovery" means the percentage of operating expenses that are met by fares paid by passengers. It is computed by dividing the system's total fare revenue by its total operating expenses.

J. "Federal law enforcement officer" means a commissioned civilian federal law enforcement agent, as designated by the U.S. Attorney General and/or military police officers.

K. "Fixed route" means transit service using buses to provide service at designated bus stops along specific routes on set schedules.

L. "Full-fare" means the fare for riders not specifically designated to qualify for a reduced fare.

M. High Occupancy Vehicle," "HOV" or "carpool" means a vehicle with two or more individuals parking at a Park & Ride where the individuals continue their journey on public transportation.

N. "Park & Ride" means facilities or locations at which persons park their individual vehicles and transfer to a transit vehicle or carpool /vanpool vehicles. O. "Personal care attendant" means a person traveling as an aide in order to facilitate travel by a disabled person.

P. "Pierce Transit specific" means fare media that is only valid on Pierce Transit local service, and is not valid for travel and no transfer credit on Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Sound Transit.

Q. "Preschool child" means any person five years of age or younger when accompanied by a fare paying passenger.

R. "Public safety officer" means a person commissioned by any state, county, or municipal law enforcement or fire protection agency.

S. "PugetPass" means a regional bus pass valid for travel on Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Sound Transit and Pierce Transit. PugetPass prices are set at thirty-six times the trip value of the pass.

T. "Senior citizen" means any person sixty-five years of age or over with a Pierce Transit-approved identification or a regional reduced fare permit (RRFP).

U. Service day means the span of service that comprise a day of transit service. Service begins at 3:00 a.m. and ends at 2:59 a.m.

V. "SHUTTLE" means specialized transportation (paratransit) for persons with disabilities.

W. "Single Occupancy Vehicle" or "SOV" means a vehicle with a single occupant (the driver) parking at a Park & Ride where the individual continues their journey on public transportation (bus transit, rail transit, or vanpool).

X. "Special event" means any open to the public event of less than thirty days duration expected to attract significant numbers of people.

Y. "Vanpool" means a prearranged group of at least five individuals who share their commute in a public agency-sponsored van.

Z. "Youth" means any person six to eighteen years of age.

NEW Section:

3.72.140 – Permit Parking Program for Tacoma Dome Station

A. Pierce Transit may require permits to access certain reserved parking areas at the Tacoma Dome Station garage provided that:

1. Parking spaces may only be reserved for permit holders during defined periods;

2. No more than 50% of the facility's spaces may be reserved for permit holders and the remainder must be available for any member of the public to use for vehicular parking at no cost;
3. In prioritizing the issuance of permits:
 - a. HOV permits shall have priority over SOV permits; and
 - b. Pierce County residents shall be given priority for SOV permits over non-Pierce County residents;
4. Cost of permits:
 - a. HOV permits shall be free of charge;
 - b. SOV permit prices shall be set at or near market rate. The initial monthly price for an SOV permit at Tacoma Dome Station is 80 dollars;
 - c. ORCA Lift customers shall be given a discount of at least 33% off the cost of a SOV permit. The initial monthly price for an SOV ORCA Lift permit at Tacoma Dome Station is 27 dollars;
5. The number of customers on the wait list for either HOV or SOV permits should not exceed 15% of the total quantity of such parking permits issued; and
6. Total utilization of permit parking should not regularly (for three consecutive months) exceed effective capacity of 97% of stalls reserved for permit holders during the enforcement period.

B. The Chief Executive Officer is authorized to develop and manage the permit parking program at Tacoma Dome Station, and within the above requirements, may establish or modify permit fees, permit parking hours, quantity of permits issued, reserved locations, enforcement, signage, use restrictions, quantity of spaces, and customer use of the program.

Exhibit B

Pierce Transit

Permit Parking Program Guidelines

March 13, 2019

Pierce Transit – Transit Development Dept.

Pierce Transit Permit Parking Program Guidelines

Table of Contents

I. KEY FEATURES SUMMARY	- 1 -
II. BACKGROUND	- 1 -
III. PUBLIC INVOLVEMENT	- 2 -
IV. PARKING PERMIT PROGRAM GOALS	- 2 -
V. PARKING PERMIT PROGRAM PARAMETERS	- 3 -
VI. ESTABLISHING PERMIT PRICES AND AVAILABILITY	- 3 -
VII. INITIAL PERMIT PRICES	- 4 -
VIII. TITLE VI COMPLIANCE	- 4 -
IX. PERFORMANCE EVALUATION AND MEASUREMENT	- 4 -
X. PROGRAM ADMINISTRATION	- 5 -
XI. PRICING & ENFORCEMENT GUIDELINES	- 5 -
XII. REQUIREMENTS FOR RENEWAL OF PARKING PERMITS	- 7 -
XIII. PARKING PERMIT TERMINATION REVIEW PROCESS	- 8 -
XIV. IMPLEMENTATION PLAN	- 11 -

Pierce Transit Permit Parking Program Guidelines

I. KEY FEATURES SUMMARY

- This document defines program parameters for a parking permit program, with the goals of improving parking availability, increasing transit ridership, and aligning with regional transit parking programs.
- The program offers permits for reserved parking spaces during times of peak facility demand, initially defined as the weekday morning peak commute hours of 4:00 am – 8:00 am. Use of any non-occupied reserved spots become available to all on a first-come, first-served basis after 8:00 am on weekdays and all day on weekends (except during special events).
- The program offers permits for single-occupancy vehicles (SOVs) at prices adequate to cover permit program costs and consistent with local market rates for monthly parking. Reduced rates will be offered to ORCA-LIFT qualified customers and high-occupancy vehicles (HOVs with two or more transit riders per vehicle).
- Permit issuance requires that participants use regional transit service, meeting a regionally established threshold of utilization (minimum of 12 transit trips per month). Transit trips are verified using ORCA (regional transit card) usage data.
- Permits are optional for all participating facilities. Transit customers without permits will still have access to a portion of participating lots at no charge, as non-permitted spaces will continue to be available on a first-come, first-served basis.
- Permit issuance requires that participants use regional transit service, meeting a regionally established threshold of utilization (minimum of 12 transit trips per month). Transit trips are verified using ORCA (regional transit card) usage data.
- The permit program may be expanded to any and all facilities meeting the regionally established threshold of utilization (90% or greater) for at least three consecutive months and if the facility is eligible for fee-based parking under WSDOT funding rules.
- The Pierce Transit Board of Commissioners establishes initial permit pricing. The Board delegates authority to Pierce Transit's CEO to establish permit fees and adjust the price as well as the quantity of monthly parking permits, permit and permit space use restrictions, and/or the number of permit restricted spaces offered at each station, as necessary to achieve program performance goals.
- Performance measures for management of parking facilities have been established and will be monitored to maintain alignment with program goals.

II. BACKGROUND

Accommodating safe and convenient customer access to the regional transit system is integral to Pierce Transit's mission to improve people's quality of life by providing safe, reliable, and useful transportation services that are locally based and regionally connected.

Many of the Pierce Transit Park and Ride facilities are currently operating near or at capacity. These facilities often reach capacity in the early morning on weekdays. Customers often arrive earlier than necessary to ensure securing a parking space which can lead to over-crowded buses and trains.

The optional Permit Parking Program Guidelines provide a framework for the agency's support and management of infrastructure and facilities to provide customer access to transit services, with goals to increase ridership, and to encourage convenient and safe connections to local and regional services through all access modes, including vehicles requiring parking.

To implement a permit parking program, transit agencies must have the authority to apply parking restrictions and make necessary changes to the parking facility (e.g. signage, pavement markings, and equipment installation).

By current state law, fee-based permit implementation must be excluded at state-owned facilities. However, permits may be issued free of charge at state-owned facilities.

Pierce Transit's permit parking program aligns with regional transit partner programs. The Sound Transit Board has approved the creation of a permit program for managing customer parking at Sound Transit facilities with high parking demand. Sound Transit currently operates the permit program at Link light rail stations, or agency-owned facilities with utilization at 90% or higher for the most recent three-month period. At these facilities, up to 50% of the available spaces can be reserved for permit holders only during peak morning commute hours. King County Metro Transit's permit parking programs follow the same guidelines.

III. PUBLIC INVOLVEMENT

This program and guidelines were motivated and shaped by input from transit riders, Park and Ride facility users, and regional transit partner agencies. The purpose and intent of the parking permit program to improve parking availability and the reliability of customer access to the regional transit system, in response to comments by Pierce Transit and Sound Transit riders about the difficulty of finding parking at our Park and Ride facilities.

IV. PARKING PERMIT PROGRAM GOALS

The following goals have been established to guide the Pierce Transit Board in the management of parking facilities and the parking permit program:

- Improve parking availability by providing reliable access to parking for transit riders seeking to utilize the transit system throughout the AM peak period.
- Increase transit ridership by maximizing the number of daily transit riders per parking stall across all agency operated facilities.
- Align with regional transit parking programs to offer consistency in managing customer parking at facilities with high parking demand.

Program goals are directly related to addressing common complaints received by Pierce Transit and transit agency partners about the difficulty of finding space at Park and Ride facilities. Tacoma Dome Station survey respondents' top priorities for program design were: (1) ensure open parking space by managing demand; (2) encourage riders to bike, walk, or carpool to transit; and (3) recover the cost of managing and enforcing the program.

V. PARKING PERMIT PROGRAM PARAMETERS

The following parameters have been established to guide the Pierce Transit Board regarding administration of the parking permit program:

- a) The CEO may issue parking permits and restrict through enforcement the use of selected parking spaces to permit holders only during defined periods of time such as the AM peak period, at selected Pierce Transit parking facilities.
- b) The CEO may issue parking permits for agency-operated parking facilities where average weekday utilization is 90% or higher for at least three consecutive months,
- c) The CEO may allocate up to 50% of the total number of parking stalls provided for transit rider use at any Pierce Transit facility for exclusive use of HOV and/or SOV parking permit holders during permit enforcement hours.
- d) To increase transit ridership, Pierce Transit will prioritize the marketing and issuance of HOV parking permits over SOV permits at all participating facilities.
- e) SOV parking permits will initially be made exclusively available to residents of the Pierce Transit Benefit Area, but the program may be expanded to allow non-residents to purchase permits at a price established by the CEO should the CEO determine it is in the best interests of Pierce Transit.
- f) The number of customers on the wait list for either SOV, or HOV parking permits at each facility should not exceed 15% of the total quantity of such parking permits issued.

VI. ESTABLISHING PERMIT PRICES AND AVAILABILITY

The following additional parameters have been established to guide the Pierce Transit Board in establishing initial permit prices and availability for HOV and SOV permits, including initial implementation of permit programs at future parking facilities:

- a) Permit prices are adequate to recover, at a minimum, the administrative and enforcement costs of the permit program at each permitted facility.
- b) SOV permit prices are established in consideration of market rates for monthly paid parking alternatives otherwise available to customers.
- c) SOV permit prices should remain competitive with market rates for

- monthly parking available to transit riders.
- d) The discount for SOV permits for ORCA-LIFT qualified customers will be no less than 33% of the full SOV permit price for the same facility.
 - e) HOV permit prices and availability will be established to incentivize use of HOV over SOV parking.

VII. INITIAL PERMIT PRICES

While authorizing the CEO to make administrative decisions regarding permit pricing will allow Pierce Transit to be more efficient and responsive to local market conditions in program administration, the following factors guide the initial rate-setting process consistent with the program goals and parameters established:

- a) An analysis conducted by Pierce Transit of market rates for monthly commuter parking permits at existing public and private parking facilities in the vicinity of Tacoma Dome Station shows an average rate of \$80 per month, varying between \$60 per month to \$100 per month depending on location.
- b) The regional rate for discounted permits issued to ORCA-LIFT qualified customers has been established as \$27 per month and represents a minimum of 33% of the SOV permit price, Title VI equity analysis performed by Pierce Transit staff showed a proportionate financial burden on low-income households in the Pierce County Benefit Area, (and with no disparate impact on the minority population).
- c) Monthly HOV permits will be issued at no charge. Providing permits at no monthly charge is an incentive for use of HOV permits over SOV permits, consistent with the goal of maximizing the number of transit riders per stall. It may also enable the HOV program to be implemented in the future at WSDOT facilities where no-charge permit parking is allowed by state law.

VIII. TITLE VI COMPLIANCE

Pierce Transit has performed a Title VI equity analysis of the permit parking program and determined that the program will not cause a disparate impact on the minority population nor a disproportionate burden on low-income households.

IX. PERFORMANCE EVALUATION AND MEASUREMENT

To evaluate the performance of the permit program in relation to system access policy goals and the goals and performance targets established in this guidelines document, and to inform the CEO's adjustment of program factors including permit quantity and price, Pierce Transit shall regularly monitor the utilization of all spaces (permit restricted and unrestricted) in all Pierce Transit owned and operated parking facilities. Pierce Transit will also conduct customer surveys of parking

users and customers arriving at the facilities by other modes.

X. PROGRAM ADMINISTRATION

Pierce Transit will administer the permit-parking program at Pierce Transit-owned facilities. Pierce Transit will have the option of contracting parking administration with a vendor or utilizing the contract of a regional partner agency under that agency's contract for handling administration, including permit sales, customer service, signage management, facility monitoring and enforcement of the permit program.

XI. PRICING & ENFORCEMENT GUIDELINES

Purpose

To define and implement provisions regarding:

- establishment of permit parking user fees for Pierce Transit Park and Ride facilities;
- establishment of wait lists,
- enforcement of permit parking restrictions on Pierce Transit property;
- a process to appeal permit parking violations

Applicability and Audience

Pierce Transit staff; Park and Ride lot users; Pierce Transit parking permit holders; contracted Park and Ride lot management firms.

Definitions

"High Occupancy Vehicle," "HOV" or "carpool" means a vehicle with two or more individuals parking at a Park & Ride where the individuals continue their journey on public transportation.

"Park & Ride" means locations at which persons park their individual vehicles and transfer to a transit vehicle or carpool /vanpool vehicles.

"Parking Enforcement Staff" means the individuals authorized to enforce Pierce Transit parking rules including but not limited to Pierce Transit employees, employees of contracted parking management companies, or employees of such other firm as Pierce Transit may contract with from time to time to manage certain aspects of its parking facilities and permit parking program.

"Permit group" means all people associated with a HOV permit.

"Permit holder" or "Permittee" means a person holding a physical permit or virtual permit associated with a vehicle license plate number to park in Park & Ride facility stalls reserved for SOVs or HOVs.

"Single Occupancy Vehicle" or "SOV" means a vehicle with a single occupant (the driver) parking at a Park & Ride where the individual continues their journey on public transportation (bus transit, rail transit, or vanpool).

"Vanpool" means a prearranged group of at least five individuals who share their commute in a public agency-sponsored van.

1. Setting and Adjusting Permit Fees

- a) SOV permit fees will be established on a per lot basis depending on factors including local market prices for paid parking, parking utilization, location along transit corridor, availability of frequent transit service, and coordination with other public transit service providers that own and operate Park and Rides. Pierce Transit will sell parking permits to ORCA LIFT eligible customers at a reduced rate. HOV parking permits will be provided free of charge

Pierce Transit SOV Parking Permit Fees:

<u>Park and Ride Facility</u>	<u>SOV Monthly Permit Fee</u>	<u>ORCA LIFT Monthly Permit Fee</u>
Tacoma Dome Station	\$80	\$27

(future locations to be determined)

2. Waiting Lists

- a) Permits will be sold on a first come first serve basis. Where demand is higher than the number of permits available, the vendor tasked with administering the program will maintain a waiting list of customers seeking permits at each lot. Waiting lists will be kept with applicant names listed in chronological order based on when they submitted their permit application. If a permit becomes available, applicants will be notified of the opportunity to purchase a permit in the order in which they are on the waitlist.
- b) During the first thirty days of permit sales 10% of permits at each lot will be reserved for customers who meet the eligibility requirements for ORCA LIFT, to provide adequate time for those customers to verify their eligibility for ORCA LIFT. After the first month, and in the case of a waiting list at a lot, priority will be given to verified ORCA LIFT eligible customers for any permits that become available until the 10% ORCA LIFT target has been met. If there are no ORCA LIFT eligible customers on the waiting list, then the permits will be sold to customers on the waiting list who do not qualify for ORCA LIFT.

3. Enforcement of Permit Parking Restrictions

The following rules will guide enforcement of posted permit-parking restrictions at Pierce Transit Park & Ride facilities.

- a) If a vehicle is parked in a designated permit-area during the restricted time period (1) without a valid physical permit or virtual permit associated with the vehicle's license plate, or (2) with an improperly displayed physical permit, or (3) with an invalid physical permit displayed, or (4) not properly parked within the marked parking stall, Parking Enforcement staff will record the license plate number of the vehicle and will cite the vehicle as being in non-compliance of permit parking rules.

- b) For vehicles registered with a SOV or HOV permit, any violation of rules listed in Section XI.3.a. will first result in a written warning to the permit holder. After 2 warning citations for any type of violation have occurred, a third occurrence of unauthorized parking in a permit parking area will result in notification to Pierce Transit for action, with possible towing and impound of the vehicle under Pierce Transit Park and Ride Lots Rules and Regulations Resolution No. 90-152.
- c) Vehicles registered with a HOV permit that are observed parking in a permit area with only one person arriving and or exiting the vehicle will initially receive a warning citation that will be placed on the vehicle windshield. Carpool permit holders may receive up to two warning notices for violations of the 2+ person permit parking vehicle rule. A third violation will result in the carpool permit holder's account being suspended.
- d) A current, valid physical permit should be displayed either (1) by hanging it right-side up on the interior rear-view mirror with the front of the permit facing out the windshield, or (2) by laying the permit face up on the driver's side dashboard with the bottom edge of the permit angled towards the driver's side front wheel. For vehicles permitted through a virtual permit, the vehicle license plate associated with the permit must be visible and legible from the outside of the vehicle.
- e) Examples of improperly-displayed physical permits include but are not limited to: leaving it on a dashboard face down; hanging it from the mirror but covering it with something else; leaving it on a seat; or displaying it in such a way that Parking Enforcement Staff cannot verify its validity from outside of the car.
- f) Examples of displaying an invalid permit include but are not limited to: Displaying an expired permit; or displaying a permit that is valid for parking at a facility other than the one in which the vehicle is located.
- g) Parking Enforcement Staff will photograph, document and specify the nature of any infraction that leads to a warning, citation, issuance of a monetary fine, issuance of any applicable late fees, and will include information about the process to appeal the citation, including contact information. A photo of the vehicle's license plate will be documented. The equipment utilized may change over time as technology advances and enforcement needs evolve.

4. Appealing a Citation

- a) If a vehicle owner wishes to contest a citation, the owner may appeal the citation directly to the Parking Management company that issued the citation.

XII. REQUIREMENTS FOR RENEWAL OF PARKING PERMITS

1. Permit Renewal Requirements

- a) **Transit Use Requirement:** Permits are renewed by Parking Enforcement Staff on a monthly basis. A permit will be renewed if the SOV permit holder or if every member of the permit group is documented to have used the form of public transportation (bus transit, carpool, or vanpool) associated with the permit an average of 3 days per week, measured on a monthly interval as 12+ days in the preceding month, and maintains a registered and paid vanpool account, if applicable. The transit use is checked during the morning enforcement hours. If a SOV permit holder or permit group fails to meet these requirements, then Parking Enforcement Staff will notify the permit holder or permit group via email that their monthly permit will be terminated. If a permit holder or member(s) of a permit group wishes to challenge this decision, he or she may do so in writing via email or mail. The permit will not be renewed, and parking privileges will not be available to permit holder or permit group unless and until the challenge is granted. A permit holder or permit group whose permit has been terminated and not renewed may always submit a request for a new permit. This rule does not address the initial issuance of new permits.

- b) **Payment:** SOV permits will be issued on a monthly basis to customers after payment is received by the vendor administering the program on behalf of Pierce Transit. All active accounts must be paid by the deadline set by the vendor. The vendor will provide one reminder by email if payment is not received by the established deadline. If payment is not received by the final deadline the vendor may close the account. Closed accounts may reapply for the permit program to be considered for reinstatement. For lots where there is a waiting list, permit holders will be provided with one instance where their permit will be held for up to four weeks during which time the permit holder can pay for their permit plus a late fee and reactivate their account. Parking privileges will not be available to permit holders until the permit and late fee has been paid. Deadline for payment will be established by the vendor as needed to allow a reasonable amount of time for processing, permit issuance, and related administrative tasks. The vendor shall communicate the fees and deadlines on their webpage and notify permit holders in writing by mail or email at least one month in advance of any changes.

XIII. PARKING PERMIT TERMINATION REVIEW PROCESS

1. Review of Permit Termination

This section outlines the reasons and procedures to renew a terminated permit. A terminated permit will not be renewed for any reason other than those set forth in this section. A permit holder or permit group whose permit has been terminated and cannot be renewed may always apply for a new permit.

- a) **Absence:** Permittees are allowed two months each calendar year in which one or more ORCA cards or carpool logs may fall below the required ridership threshold. If a permittee is challenging termination on the grounds that a SOV permit holder or one or more members of

the permit group was absent due to vacation or medical reasons during the noncompliance period for which the permit was terminated, then the following process will apply:

- i) The permittee(s) must email or mail the Parking Enforcement Staff a letter including names and ORCA numbers, Vanpool ID, or RideshareOnline.com account names associated with the permit, and the dates of absence that resulted in insufficient ridership. The letter should be sent to the address identified in the letter or email by which the Parking Enforcement Staff initially notified the permit holder or permit group that their permit was terminated.
 - ii) The Parking Enforcement Staff will create a record associated with the permit holder or permit group indicating that it has used one of the two allowable months in the calendar year when ridership can dip below required levels as a result of absence (each, an "Absence Exception").
 - iii) The Parking Enforcement Staff will renew the permit up to two times per calendar year following an Absence Exception. If the permit holder or permit group has used both Absence Exceptions for a given calendar year, then the permit will not be renewed.
- b) **New ORCA Numbers.** Permittees are allowed two instances per calendar year in which they dip below the required ridership threshold as a result of not updating the ORCA numbers associated with their permit to reflect newly-issued ORCA numbers. A permit group is entitled to two instances per year per group. If a permittee is challenging termination on the grounds that a SOV permit holder or one or more members of the permit group received a new ORCA number during the noncompliance period for which the permit was terminated, then the following process will apply:
- i) The permittee(s) must email or mail the Parking Enforcement Staff a letter including names, the old ORCA numbers and any updated ORCA numbers associated with the permit. The letter should be sent to the address identified in the letter or email by which the Parking Enforcement Staff initially notified the permit holder or permit group that their permit was terminated.
 - ii) The Parking Enforcement Staff will create a record associated with this permit holder or permit group indicating that it has used a month in the calendar year when ridership can dip below required levels as a result of failure to update ORCA information (the "ORCA Update Exception").
 - iii) The Parking Enforcement Staff will renew the permit to two times per calendar year following an ORCA Update Exception. If the permit holder or permit group has used its two ORCA Update Exceptions for a given calendar year, then the permit will not be renewed.
- c) **ORCA Equipment Failure or Data Error.** Pierce Transit recognizes that a broken ORCA reader or other ORCA equipment failure could lead to under-reporting of ridership, or that an ORCA record might not properly reflect actual ridership or instances in which the ORCA card was used (each, an "ORCA System Failure"). Using the

process outlined below, permittees may renew a terminated permit due to an ORCA System Failure. If a permittee is challenging termination on the grounds that there was an ORCA System Failure during the period when the permit was terminated, then the following process will apply:

- i) The permittee(s) must email or mail the Parking Enforcement Staff a letter including name(s) and ORCA number(s) associated with the permit and asserting that the SOV permit holder or all members of permit group did meet the ridership threshold. The letter should be sent to the address identified in the letter or email by which the Parking Enforcement Staff initially notified the permit holder or permit group that their permit was terminated.
 - ii) If the Parking Enforcement Staff confirms the ORCA System Failure or failures, then the Parking Enforcement Staff will create a record associated with this permit and the Parking Enforcement Staff will renew the permit. If the Parking Enforcement Staff do not confirm the ORCA System Failure, then the Parking Enforcement Staff will not renew the permit.
 - iii) If a permit holder or permit group experiences repeated problems with an ORCA card, the permit holder or a member of the permit group should contact Pierce Transit Customer Service by calling (253) 581-8000 (option 1) or 1-800-562-8109, or in person at the Pierce Transit Customer Information Office located at 505 E. 25th St, Tacoma WA., referencing the ORCA card number to staff for manual verification.
- d) **Failure to Properly Maintain Vanpool Account.** Permittees are allowed one instance per calendar year in which they may renew a permit that was terminated for lack of a registered and paid vanpool account with a transit agency (each, a “Vanpool Account Maintenance Failure”). A permit group is entitled to one instance per year per group. If a HOV permit holder or permit group is challenging termination on the grounds that an otherwise-valid permit was terminated due to a Vanpool Account Maintenance Failure, and that they are currently a registered and paid member in a vanpool, then the following process will apply:
- i) Permittee(s) must email or mail Parking Enforcement Staff a letter including name, vanpool account name, and vanpool Group ID number associated with the permit, and asserting that the permit holder or member of a permit group is in good standing with a registered and paid vanpool account with the relevant transit agency. The letter should be sent to the address identified in the letter or email by which the Parking Enforcement Staff initially notified the permit holder or permit group that their permit was terminated.
 - ii) If the Parking Enforcement Staff verifies that there is a valid, registered and paid vanpool account with the relevant transit agency, then the Parking Enforcement staff will create a record associated with the permit holder or permit group indicating that it has used its Vanpool Account Maintenance Failure exception for the calendar year and renew the permit. If the Parking Enforcement Staff cannot verify that there is valid, registered and paid vanpool account with the relevant transit agency, or if

the permit holder or permit group has used its Vanpool Account Maintenance Failure exception for the calendar year, then the Parking Enforcement Staff will not renew the permit.

- iii) If a permit holder or permit group experiences repeated difficulties with its vanpool account registration or payment status, then the permit holder or a member of the permit group should contact the relevant transit agency that sponsors the vanpool group.

XIV. IMPLEMENTATION PLAN

This program becomes effective upon ratification by the Pierce Transit Board of Commissioners. Pierce Transit is responsible for the implementation of this program.

TDS Optional Permit Parking Proposal - Feedback

Final 3/29/2019 Exhibit C

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
3	Janice McNeal, President Dome Business District	Letter of Support	NA	Favorable	The Dome Business District respectfully advocates for the Pierce Transit Board of Commissioners to approve optional permit parking at the Tacoma Dome Station (TDS). To encourage cleaner and more economical commute options for commuters in the South Sound, the Dome Business District supports the implementation of high occupancy vehicles (HOV) and single occupancy vehicle (SOV) permit parking at the Tacoma Dome Station. The permit program should follow Sound Transit's model already in place as their model has been successfully tested and operationalized. Specifically, we support the notion of allowing up to 200 SOV and HOV parking spaces be reserved for permit parking during weekday morning peak hours. This is an important first step in better parking management for the transportation hub. We are strong supporters of mass transit and see this as necessary change to manage the growth around transportation in the district. With Sound Transit's expansion of its permit parking programs to facilities in Pierce Transit's service area (i.e. Puyallup Sounder Station and Lakewood Sounder Station) it is only equitable that the Tacoma Dome Station be included. This would also meet the goal of the Regional Parking Management group of cooperation and integration. We appreciate the opportunity to show our support for a permit parking program at TDS. Furthermore, we support the implementation of daily parking fees for all parking spots at TDS at some time in the future.	Implement daily parking fees for all parking spots at TDS in the future.	Letter of Support to Chair, PT BOC
6	Laura Kingsbury	Laurak@crab.org	253-922-3916	Favorable	I don't think 150 sites are enough for those of us who have to drive to the Dome to get on a train or bus. I don't understand the "HOV" option. I see daily large groups using the west garage to meet up and then drive off in a private vehicle leaving behind 3 or 4 cars and trucks. Are you saying that these guys can get free parking for all those cars just by buying a couple of orca passes? Carpools can meet ANYWHERE (such as mall parking lots, Safeway, etc), they don't need to take the parking from transit riders. Vanpools as well! Are the vanpoolers also allowed to all park for free? Why? How are they helping the traffic better than me (as a bus/train rider)? Or are you saying the van itself gets free parking? I'm fine with the cost, but I object to losing my parking spot (should I be among the lucky few to get a reserved spot!) at 8:00 am. What if my work starts later in the day as happened so often during the snow this winter? Someone else gets my paid spot? I think 9:00 at a minimum. And what about enforcement? I park at about 4:40 AM. Will someone be there to help me if my reserved spot is taken? Or will a section of each garage be set aside and entered through a key-card gate? I've commuted to Seattle since 1984 using vanpools in the old days and Sound Transit buses and trains in the last 15 years. Please send a reply to answer these questions. And for crying out loud put me on the list of those who want to reserve. Thanks.	Increase the number of reserved spots. Extend permit cut-off time to 9:00am. Put reserved spots on 3rd floor of West Garage.	Email
24	Melody Paz	Melody88Paz@outlook.com	360-593-3596	Favorable	This proposal sounds great! I would like to suggest that at least of the reserved spots be reserved for people with handicap placards or license plates.	suggest that at least (some?) of the reserved spots be reserved for people with handicap placards or license plates.	Letter of Support to Chair, PT BOC

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
28	Aaron Bert	AARONLEEBERT@GMAIL.COM	206-399-8411	Favorable	I'm in general support of this concept and would seek to purchase a monthly parking permit for a solo driver.		PT Website
29	Kevin Chung	kwchung9@gmail.com	NA	Favorable	I think this is a good idea! I'm curious if this idea might work in conjunction with the permit system: What if some of these reserved spaces were charged market rate as first-come-first-served spaces, similar to a commercial parking garage that charges hourly/daily rates? Although the spot is not guaranteed for drivers, they have the option to pay for a spot that is less likely to be taken without having to commit to a permit and going through the application process.	Instead of monthly permits, charge for reserved space as first-come at a daily rate (similar to commercial parking garages)	PT Website
39	Sue Comis	Comiss@nventure.com	253-306-2814	Favorable	I think your arguments for instituting the program are valid. You will need to sell it! It will be important to market this program to the general public who wants to ride the bus or train occasionally but does not go at rush hour as they will need to know that now there are spaces available in the garage for free after 8. More days should be required to participateâ€”16 days is a better number for permit holders as that represents slightly less than 4 days per week. Reserved parking should be only for very regular riders. You would have more parking available if you removed the Freighthouse Square parking or at minimum reduced the numbers. Much of that parking is unused. Another big way to help parkers would be to forbid and ticket the big trucks that park in the corners, preventing cars from getting into the adjacent corner (which is a tight spot). Finally to insure success, you might consider lowering the price at firstâ€”it seems high compared to the Dome lots monthly rates.	Increase transit trip requirement to 16 trips per month. Lower the permit price a bit. Advertise the program well.	PT Website
42	Charla Skaggs	Charlaskaggs@hotmail.com	206-648-3054	Favorable	I support permit parking both for the flexibility it offers daily commuters like me, and for the much-needed revenue stream it would provide for ongoing investments in the facility. I hope you'll make it a reality!		PT Website
59	John L. Utz III	john.of.utz@gmail.com	206-718-2563	Favorable	This idea has some merit. However, only holding them to 8am defeats the purpose of being able to get things done prior to going to work because most places in Tacoma that folks would want to visit such as pediatricians, law offices etc may not open until 9am and your visit could easily be of 30 minutes or longer. Another thing to consider that may argue against doing reserved parking at all is the fact that the only time that the tds parking is full is during fall quarter each year. The problem diminishes as the student body diminishes	Extend permit end time beyond 8:00 am	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
60	Kristina Walker, Executive Director, Downtown On the Go	info@downtownontheog.org	253-259-9421	Favorable	Downtown On the Go (DOTG) supports the Pierce Transit Board of Commissioners approval of optional permit parking at the Tacoma Dome Station (TDS). To encourage cleaner and more economical commute options for commuters in the South Sound, DOTG supports the implementation of high occupancy vehicles (HOV) and single occupancy vehicle (SOV) permit parking at the Tacoma Dome Station. The permit program should follow Sound Transit's model already in place as their model has been successfully tested and operationalized. Specifically, we support the notion of allowing up to 200 SOV and HOV parking spaces be reserved for permit parking during weekday morning peak hours. With Sound Transit's expansion of its permit parking programs to facilities in Pierce Transit's service area (i.e. Puyallup Sounder Station and Lakewood Sounder Station) it is only equitable that the Tacoma Dome Station be included. This would also meet the goal of the Regional Parking Management group of cooperation and integration. We appreciate the opportunity to show our support for a permit parking program at TDS. Furthermore, we support the implementation of daily parking fees for all parking spots at TDS at some time in the future. Please do not hesitate to reach out with questions.	Implement daily parking fees for all parking spots at TDS in the future.	PT Website
63	John Parrott	jparrott@foss.com	253 249-6918	Favorable	I think this is a well thought out program and will allow Pierce Transit to "test" a new system. Eventually over time as the economic activity in Tacoma and Pierce County picks up there will be more an more demand on the parking structure for other than transit uses. I use the Sounder regularly and worry about parking when I take the 0720 departure. Please feel free to contact me if I can be of any assistance regarding this program.	Willing to offer additional assistance with program	PT Website
74	Mary Meacham	maryist2000@aol.com	253-269-8920	Favorable	So let me ask, after 8 a.m. there is no charge for all stalls available? Will the stalls be located on the first access levels. Also, how many floors does 200 cars take up? I'm a 8:02 bus ride, wonder how it will affect my parking ? Probably to the good.		PT Website
92	Jesse Monroe	NA	NA	Favorable	This is a great idea. As a commuter, I would happily pay 80 a month to ensure I got a parking spot. Also - you should start charging for short term parking - make it comparable to the charging in and around UWT.	Willing to pay \$80. Suggests charging for short term parking, for UWT parkers.	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
94	julia Anderson	juliapanderson@gmail.com	253-468-0306	Favorable	As someone who has been taking Sound Transit for 20 years, I would leap at this opportunity to assure parking. But you end it at 8 am, which leaves out those of us who intentionally stagger our hours to lessen the commute. If the cut-off was 9 am, I would happily pay Pierce Transit \$80 per month. I trust that you've studied traffic patterns and evaluated them to arrive at the 8 am time, but it is not an inclusive offer. I hope these comments will be used to reevaluate the guidelines of this policy. But this particular policy supports some train commuters. Not every commuter fits this narrow definition. Please reconsider your guidelines.	Please change cut-off time to 9:00 am. Would gladly pay \$80 if permit time is extended.	PT Website
95	Cassandra Nakayama Tran	Cassandra.carlisle285@gmail.com	253-302-0596	Favorable	How will information about this be shared? Is there an email sign up list for alerts. If this ends up going through I don't want to miss out because I was t aware when I could sign up. Also if you pay for this permit is your spot only guaranteed until 8am?	Extend permit end time	PT Website
96	John Wolters	john@wc-studio.com	206-371-5152	Favorable	Drivers pay about 50% of the cost of driving a single occupancy car. (subsidies on fuel, road maintenance etc). If our goals are to cut down on SOVs use, improve air quality and encourage ridesharing, it makes sense to charge a fee for all the SOV parking spaces. Encourage carpooling by providing free space for them and keep the discounted pass for low-income. Charging for 200 spaces is too small of a step.	Charge a fee to all SOV's, instead of limiting to 200 spaces. Issue free permits for HOV's.	PT Website
64	Drew Wise	Drewwise22@gmail.com		Favorable	It seems to me and several other transit riders that you want to slowly phase in paid parking for all. I mean you don't letter all 2400 stalls so you can charge on 200?! I get it though, running and maintaining the facility can be spendy. Just don't get greedy. Everyone should pay a little, very little. If you want a guaranteed spot , you'll have to pay more. And get rid of ludicrous idea of carpooling to the parking garage. Do you realize how stupid that sounds? One does not carpool to the garage just to then board a bigger carpool, ie train/ bus. Individuals don't plan to meet up in the morning and carpool to the parking garage. Lastly put all the crappy parking vanpool drivers and their inconsiderate passengers, who give all vehicles around them door dings, in one area. They can beat the hell out of their home own rigs.	Put Vanpool parking in separate location	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
97	Transportation Choices Coalition	Letter of Support	NA	Favorable	Dear Commissioner Henderson: Transportation Choices Coalition, Sierra Club Washington State Chapter, and Futurewise respectfully advocate for the Pierce Transit Board of Commissioners to approve optional permit parking at the Tacoma Dome Station (TDS). To better manage the available supply of parking, and to encourage more efficient, sustainable, and economical commute options for commuters in Pierce County our organizations support the implementation of high occupancy vehicles (HOV) and single occupancy vehicle (SOV) permit parking at the Tacoma Dome Station. The permit program should follow Sound Transit's existing model, which has been successfully tested and operationalized. Specifically, we support the notion of allowing up to 200 SOV and HOV parking spaces be reserved for permit parking during weekday morning peak hours. With Sound Transit's expansion of its permit parking programs to facilities in Pierce Transit's service area (i.e. Puyallup Sounder Station and Lakewood Sounder Station) the consistent action is to now include the Tacoma Dome Station. This would also meet the Regional Parking Management group's goals of cooperation and integration. In order to ensure equitable access to the permitted parking spots and to manage demand without pricing out those most reliant on transit, we urge Pierce Transit to consider a discounted rate for low-income users and would like to learn about what the agency can do to ensure fair -- perhaps prioritized -- access to these permits for low-income drivers. There is precedent in the region for this, both Sound Transit and King County Metro have developed similar	Implement program as proposed. Use revenues for maintenance, operations and access improvements such as safe sidewalks, crosswalks, bike lanes, bike lockers, and bike parking.	PT Website
2	James Sullivan	jsullivan@piercetransit.org	NA	Neutral	I just read the below article from the TNT and spoke with Rebecca Japhet about a thought I had regarding enforcement. What will be done with violators who don't adhere to the parking permit policy if/when it's implemented? I can't help but think of parking tickets issued to citizens of cities when they don't plug their meter or turn their wheels to the curb		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
10	John Moss	mosjoh08@gmail.com	253-514-7192	Neutral	Hi, I've been commuting from TDS for about 5 years now, and typically show up between 7-8 AM. I am not totally against paid parking for the station, but I think the current proposal unfairly targets a small percentage of users. In the time I have been using TDS I have not once been turned away by a full lot (although, there have been a few close calls), even when I have arrived	I believe there are other plans and options available to make a more fair paid parking system.	PT Website
19	Ryan Fitzpatrick	Ryan@fitzpat.com	206-458-8179	Neutral	\$80 is too much for TDS parking. People park here for free parking in Tacoma. Use the orca verification to confirm people are actually using transit and then lower the price to \$20.	Lower SOV price to \$20	PT Website
20	BenRee Guiloreza	guilorezab@yahoo.com	253 226-2692	Neutral	I'm one of the rider in a vanpool theres 10 of us in the Van ,heading at Boeing Renton Plant please advice us what to do to continue parking. Do we have to pay to park there, thank you. Just concern individual.		PT Website
26	Sharon Bruhn	sharonbruhn@gmail.com	206-310-6262	Neutral	I think this program would benefit me as I carpool with my husband every morning, so I like the idea of having a dedicated parking spot, But, charging \$80 a month for a parking pass will reduce the number of spots available for those who cannot afford them. I just wonder if a program like this just makes it harder for the people who depend on public transit the most.		PT Website
38	Tara Longen	tklongen@gmail.com	206-714-7252	Neutral	I was surprised at this parking permit proposal because as a commuter who leaves from the Tacoma Dome garage at various times of day, as early as 6:00am and late as the 10:30am northbound Sounder, I never have a problem finding parking on the roof. I wonder who is complaining about a	Partner with UWT on a plan for students to park on campus.	PT Website
40	Scott Cunningham	scunning100@gmail.com	253-566-0813	Neutral	Far, far too many UW Tacoma students park in the garage for free and catch the Light Rail to school. This severely restricts the number of parking spaces available to those of us who actually are commuting north to our jobs. Find a way to eliminate this practice and it will clear up the parking congestion problem.	Find a way to eliminate the UWT students parking for free and riding LINK for free.	PT Website
41	michael hardin	michael.j.hardin2@boeing.com	253 905 9238	Neutral	I was wondering if there is map of the reversed parking and the free parking. I park on the 2nd level and its all labeled for reversed parking.		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
43	DANIEL HANSEN	danhansen15@yahoo.com	253-341-1653	Neutral	The Tacoma Dome station needs more bike parking, especially on the Freighthouse Square side. Tacoma Dome sees around 1,500 boardings and alightings per day on Sounder and has a mere 16 bike lockers compared to around 2,400 parking spaces. I have been told by Pierce Transit staff that they don't expect one of those lockers to open up in the foreseeable future as most are renewed each year. I would like Pierce Transit to consider putting smart bike lockers in the plaza around the bus shop on the Freighthouse side. Smart lockers are available on a first come first served basis and don't sit empty when the person with a key doesn't show up. In	Install smart bike lockers in the plaza near The Bus Shop.	PT Website
45	Ben Schmauder	benny2197@aol.com	1-206-595-2292	Neutral	For the money collected what is it being used for? Which level and location of the parking garage will have the reserved spots?		PT Website
47	Virginia Guilford	virginia.guilford@gmail.com	646-226-2719	Neutral	I am an occasional user of the parking area and the Sounder train from Tacoma to Seattle and back - maybe once every 6 weeks or so. These rules	Clearly mark the reserved stalls. Use a color coding system painted on	PT Website
48	Syed Meer	Ashmeer@mac.com	917-975-2309	Neutral	Hi, I use the parking deck often, when I have a job in Seattle. I am freelance, as are many in my industry. So some months I may work at home and schedules are rarely regular. To be honest, I could happily take public transport from my home, but the buses in Tacoma are so slow and infrequent just to come down to the Tacoma dome from Hilltop, that I end up driving.	Increase frequency and speed of Pierce Transit Local Bus service	PT Website
72	Mike Robbins	michael.robbins@tsa.dhs.gov	360 870 0779	Neutral	How will this effect Pierce Transit van poolers		PT Website
77	Scott Gibson	scottgibson@harboret.com	253-278-0937	Neutral	I understand the need for an ORCA card to pay, but the Intercity buses that use the Tacoma Dome do not accept ORCA. So by Making the ORCA usage mandatory you are leaving anyone who only rides Intercity or the light rail, out of your program.	How will riders of Intercity Transit qualify as they don't accept ORCA?	PT Website
93	Samantha Auflick	sdauflick68@hotmail.com	206-886-5260	Neutral	The reason why the garage is full is not because people are scrambling to get a parking space. It is full because people work 8am-5pm and commute to Seattle. The only reason I can use the garage, versus driving SOV, is because I can park at the Dome. If you need to make money, charge everyone a small fee, keep parking open and build new garages. We all know population is going to incre ase dramitically, but you can't build without revenue. I am willing to pay to keep it open parking if you will build more garages, make more parking.	charge a small fee to all instead of permits only. Use revenue to build more garages.	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
1	Katherine Hogan	katherinehogan12@gmail.com	NA	Non-Favorable	Hello - I would like my comments included in the public commentary regarding the parking proposal at Tacoma Dome Station. 1. Consider that your meeting is held at 4 p.m. Most of us don't arrive at TD station until after 5:30. No way we can attend your meeting. 2. Paying for parking would greatly impact my ability to use public transportation. I work for a non-profit that does not reimburse my commuting expenses. I'm sure I'm not alone in this situation. 3. Creating a designated parking area for people who can afford to pay for it classist and elitist. 4. If you do create designated paid parking please make it on the very top floor of the parking garage. 5. I would have to take the #1 bus and it doesn't go to TD Station. My commute is already 90 minutes each way. This would add at least another 30 minutes. Some people are not physically able to walk those blocks to the parking garage. Plus those four or five blocks are not safe or well maintained. As an aside...the staircase on the east end of the east parking garage has not been cleared of snow and ice. Thank you.	Change start time of public hearing (later). Locate reserved stalls on top floor.	PT Website
4	Benjamin Johnson	bensmizzale@yahoo.com	2536775144	Non-Favorable	The costs of reserved parking are not worth the benefits. The parking spots were just extended to make sure that there are enough for the amount of commuters that use the structure. There are spots available for all those that come before 830. Reserving spots will monetize a way that people are saving money and the environment. Allow the parking to remain as is for the good of the commuters and the environment.	Keep parking as is	PT Website
5	Joshua Bihun	joshua.bihun@gmail.com	NA	Non-Favorable	The added expense is going to drive people who rely on transit to either park in the neighborhood or to start driving to Seattle. Most commuters don't have any use for the "schedule flexibility" this plan purports to offer -- they are working shifts that they have no power to adjust -- and the 8am cutoff on the permits being required not only makes that "flexibility" moot but penalizes commuters who put in the effort to arrive early enough to spread out transit load and account for the sometimes severe variation in transit times to Seattle. Tacoma residents are already unhappy with the transit options to Seattle, and this will add insult to injury.		PT Website
7	Karen Parsons	kandtparsons@yahoo.com	253-381-7213	Non-Favorable	No I dont want reserved parking. Parking us included in our bus pass/fare. Yes I've been stuck w/o a spot when I arrive at TDS after 9am. But it is primarily for commuters. People that carpool to TDs can look for a spot just like I do in my solo travel		PT Website
8	Aaron Malo	aaron_malo@hotmail.com	253-677-2754	Non-Favorable	I think it's a horrendous idea.		PT Website
9	hedy dao	sunnyhoadao@yahoo.com	NA	Non-Favorable	I don't like the idea of reserved parking lot cause I travel by bus to work 6 day a week and I don't use vanpool or carpool cause face it my house is far and it hard to find any carpool . I'm already pay for bus pass and it not cheap so with paying reserved is just over my ability to pay.		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
11	Tia Fredricksen	tia_jean_fredricksen@yahoo.com	360-477-3722	Non-Favorable	I think the parking issue will greatly improve once ALL the surrounding construction is complete. I saw the issue get worse when construction workers came on the scene. A good majority of the commuters, myself being one of them, typically leave before 8 am, therefore, the "free to all" after 8 am wouldn't typically apply. Additionally, the business owners and employees that surround and take up parking are in fact, not using it for "commuting". I'd consider the \$80 single occupancy fee if necessary but might just forget it altogether and drive to Seattle, taking my chances with parking and using transit once I get there in order to utilize off site, free parking. To give you an reference, I've been using Sounder and Express	Maybe another proposal would be to give stickers for true ORCA commuters as they are the majority of true transit supporters. If you could give priority to those regularly relying on it, regardless of am or pm shifts, that might help.	PT Website
12	Lori Baggett	baglady01@net-venture.com	NA	Non-Favorable	Why are you holding a public meeting for input, on something I'm sure you have already made up your minds about doing, that affects transit commuters at 4 PM on a Monday, in a city that isn't where we are living and being affected, when we are all on transit trying to get home from work?		PT Website
13	Michael Kennedy	R36834@outlook.com	NA	Non-Favorable	Shame on you, this is a method to see how much someone will spend to park in the parking garage so you can start charging. You are not fooling anyone. Washington wants to tax the hell out of homeowners and then charge those same people to use the public transit and parking that they pay for in the first place. The reason most people use public transit is to save costs of parking. Shame on you all.		PT Website
14	Jamie Palermo	jamie.lp1010@gmail.com	253-381-9469	Non-Favorable	I take the 586 bus to UW. The last bus to leave Seattle to UW is at 8:00, that is why I get to the garage so early and never have a problem with parking. Why are we being penalized by other commuters who have the luxury of sleeping in or running errands before work? None of this makes any sense to me. This garage needs to remain first come first served. Instead of penalizing those of us who are making a huge effort in keeping our cars off the clogged freeways by taking public transportation, penalize those who chose to sit in traffic all day every day clogging up the freeways. You are definitely penalizing the wrong people! Or better yet, build a larger garage!! Don't make parking at the Tacoma Dome more difficult than it needs to be. It needs to remain 100% first come first served!	Build a larger garage. Remain 100% first come first served!	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
15	Jordan Murphy	Murphy1605@gmail.com	206-850-3905	Non-Favorable	I've read the current proposal and the one provided last year and I still don't understand how a reserved parking system will improve parking availability at TDS. It just sounds like a program that will benefit riders who can afford to pay \$80 a month for a guaranteed parking space. Those arriving before 8am who can't afford or are unwilling to pay the fee will spill over into the remaining spots, causing the garage to fill up faster. As someone who consistently arrives between 7am and 720am, my observation is there are plenty of spots beginning on floor 4. This makes it hard to believe that people arriving in the early morning are desperate for reserved parking. Based on the information provided and my observation I don't understand what problem you are trying to address or why we need reserved parking. If you are truly looking to increase the availability of parking at TDS my suggestion would be to improve the transit lines going to the station. Last summer I attempted to ride the bus along Pacific Ave. The ride to the station was quick and efficient and I arrived within 20 min, including my walk from the bus stop. Riding home however took over 45 min which killed that option for me. It bus rides were efficient and reliable that would become my go to option and free up my parking spot. Once last comment, I do appreciate you're having a public hearing for this. But scheduling it for 4pm on a Monday makes it unavailable to me and to the other transit riders who are commuting to our jobs. How many of us could afford to take a day off or leave work early to attend this meeting? I don't see an option to watch a live feed of the meeting remotely, to view a recording of the meeting later or to submit questions that could be answered at the meeting. It feels like you're scheduling a meeting so you can check off that you did it and aren't really concerned with your riders opinions.	my suggestion would be to improve the transit lines going to the station.	PT Website
16	Heather DeRosa	derosa.heather@gmail.com	253-508-0909	Non-Favorable	I think the idea of paying for a permit needs to end. Sure it will start with a limited number of spots, but what's stopping it from expanding to the entire garage. The Sounder is already \$10 a day, and add on \$80 a month people will start driving instead of taking mass transit. What will happen if someone parks in a reserved spot? Will Pierce Transit come and tow the vehicle before the train comes? This isn't a good solution and not a good look for Pierce Transit. Before you decide, please tell us what your plans are to spend the extra \$80 per spot you collect. Will it go to service improvement on the Sounder?		PT Website
17	Clark Whitehead	cdwhitehead3@gmail.com	253-227-2284	Non-Favorable	Not in favor of this. I arrive at TDS around 6:30a and use the link rail to commute to work. Since the link rail is free I wouldn't qualify because I'm not scanning my orca card.		PT Website
18	Alyson Miller	alysonmiller22@gmail.com	949-370-5138	Non-Favorable	I find permit parking a terrible idea. Even if the spots become available to the public at 8am, the reason we use public transit is to reduce travel costs to work. I would not be able to afford permit parking and feel that a lot of individuals who ride the early trains are in my same sentiment. I already show up at 5am to find a spot, and there are plenty available at this time. Reducing the public spots by 200 will impact this and require us to get up earlier to get a free spot, as well as make our whole commute time significantly longer and day more miserable. If you can afford a permit you can afford to drive yourself so this only benefits the rich and is horrible.		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
21	Louise Richardson	louisevrichardson@gmail.com	253-686-1197	Non-Favorable	I commute daily on the Sounder, since 2011. I arrive at 6:50 in order to catch the 7:00 AM train. I use the West Side garage. When I started riding, I could easily find parking on the 4th floor. Then I had to start going to the 5th floor. When you were doing the remodel, I often had to park on the roof, but now that you're done with that, I am back to finding a few spaces on the 5th floor, and many spaces on the 6th and 7th. So, to sum it up, I'm not seeing a problem, or a requirement for transit riders to have to "come early" to park. I think you should offer paid reserved spots to carpoolers only, not individual drivers. If two people who would normally drive separately are inspired to carpool instead, it could theoretically free up 200 spaces for individual drivers. I don't think you should offer reserved parking for individuals. Period. It serves no purpose except to put money in your pocket. (Which you probably would consider a good thing, and I can understand that, but it's not the stated purpose of the plan.	I think you should offer paid reserved spots to carpoolers only, not individual drivers.	PT Website
22	Sharon Burnett	s_d_b@msn.com	253-298-1249	Non-Favorable	Currently I have no other way to get to the Tacoma Dome Station other than driving. I take the 5:40 AM train to Seattle. I have livestock to care for, so my morning already starts super early. To commute to the Dome by bus, I have to walk 2 1/2 miles and then sit on a bus for an hour to make what is by car a 12 minute trip. What is Pierce Transit doing to help optimize bus service to the dome? I live in University Place where we seem to be a transit desert. While I have no issues paying for a parking permit I feel that I pay enough in transit taxes and fees already. I do have MS, so I suppose I could "cheat" the system and get a handicapped permit, but I am fully ambulatory.	Optimize bus service to the Dome. Especially from University Place.	PT Website
23	Matt Gullett	mgullett@gmail.com	253-324-0705	Non-Favorable	It is not feasible for me to use transit from my home, and there are not co-workers from my place of work (in Seattle) who live in Tacoma. Thus, I individually, drive to the T-Dome. This change in an already frustrating parking situation would definitely make me think twice about my residence in Tacoma and Pierce County. Honestly, the commute is already horrendous for me. This extra burden will definitely be a catalyst in us moving away to the South near Olympia or North of Seattle in Skagit/Island/Whatcom Counties.		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
25	Janet Bissonette	jb29@uw.edu	NA	Non-Favorable	I am against this proposal for reserved parking. We already pay a small fortune to ride transit everyday. Public transportation helps us all do our part to keep our cars off the road. Less traffic on the road means better commute times for everyone, less carbon emissions, cleaner air. I don't think it is necessary to reserve space. I think Pierce Transit is just trying to find another source of income on the backs of the ridership. I would like to know how you discovered that folks show up earlier than they need to just to find parking. What's your data source? We all have choices in our lives...commute is one of them. I should not be squeezed out of the free parking spaces because someone's life situation makes it so they can't get to the Dome to park before it is full. You also have not at all covered how the permit spaces would be policed. What will Pierce Transit do when someone shows up to park in a paid reserve spot only to find out they can't because non-permit holders are there? Are you planning on just selling permits for 200 spots? My guess is you will oversell them thinking that not all folks with permits will be using the 200 spots each day. What happens if, say you sell 300, that all 300 show up for reserved parking?	Do not over-sell permit spaces.	PT Website
27	Barbara Mehlenbacher	knbfishon@comcast.net	1-253-720-7454	Non-Favorable	The cost for single riders is outrageous. My employer doesn't pay for my bus pass, I do at a cost of \$189.00 per month. My husband is disabled and paying another \$80 on top of the bus pass is not reasonable. If it was half that I might be able to afford it but definitely not at \$80 a month.	Reduce SOV price to \$40	PT Website
30	Jill Knaack	strryeyedgrrl@msn.com	NA	Non-Favorable	I am disappointed that things are this far in the planning stages and, at no point, were PT vanpools that park at TDS ever polled on their thoughts. We feel that PT was more concerned with the train and bus riders than they were with their own vanpool users. I doubt the intent was malicious, but the impact is that - at least in our vanpool - we don't feel like valued customers of PT right now. I think it feels punitive that SOV parking at the Dome to meet their PT Vanpools will not be allowed the free permits for reserved parking. I think it would be prudent of PT to set aside reserved parking for SOV that are transferring to PT Vanpools. No one in our vanpool has accessibility to off-street parking to house the van elsewhere, nor do we feel like extending our already very long commute by turning our personal cars or vanpool into some kind of pseudo bus or shuttle that has to stop to pick everyone up in order to avoid parking at TDS. We're already doing a lot to cut down on the amount of people on the road. Why does it feel that vanpoolers are being punished for meeting the Vanpool, that PT makes a pretty penny off of, at TDS?	Set aside reserved SOV parking for vanpoolers	PT Website
31	Pat Smithson	p.smithson@comcast.net	235-279-6388	Non-Favorable	I think charging \$4 per day for single occupancy is way too much. I would consider \$60 per month.	Reduce SOV price to \$60	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS
32	Karin Dhaese	kdhaese@expediagroup.com	253-414-5696	Non-Favorable	Are you attempting to get vanpools to park elsewhere? We use the park & ride so that we can enter a high occupancy vehicle reducing traffic for everyone and avoiding parking fees at our end point. We already pay for the vanpool and having to pay to park at our start point is an additional hardship. In your press release you note that the pierce transit CEO would have the authority to change the fees and % of spaces, so how soon before all 2,400 are paid spaces? We all know once this starts it will never go back. Also I find it ridiculous that you claim to have requested feedback before the horrible remodel (parking is so much worse with the single lines instead of double lines) but my vanpool is there 4-5 days a week and none of us were ever polled.	PT Website
33	Christopher L Ammann	clammann1@yahoo.com	206-498-9633	Non-Favorable	To Sandy Johnson, Senior Planner: I am writing in regards to the Tacoma Dome parking proposal and the upcoming public hearing. I don't understand the timing of the hearing. The proposal impacts customers that commute to Seattle however the hearing is scheduled for 4pm in Lakewood. That would require that the majority of us impacted by this proposal to leave work (in Seattle) by 2:30pm in order to have an opportunity to express our views on the proposal at the hearing. It comes across as being a little disingenuous to exclude the majority of your customers directly impacted from participating. I understand that written comments will be accepted but it is not the same thing as face to face communication with the chance to have an open discussion. I believe you should schedule a hearing where those impacted would have an opportunity to hear directly from Pierce Transit regarding the parking proposal and for Pierce Transit to hear directly from your customers.	PT Website
34	Marsha Jones	frogmar1@juno.com	253-230-7108	Non-Favorable	This proposal seems to hurt the transit customer who works part time and commutes by bus. It is hard enough to make it on a part time salary and to add another expense may deter some people from taking the bus. They may not even qualify to get a spot with the rule of commuting 12 times per month. Free park and rides are a convenience and I hate to see a charge imposed	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
35	Eudora Powell	eep240sx@yahoo.com	253-640-7452	Non-Favorable	I am absolutely 100% against the idea of having designated parking spaces for a fee and only for a few that are privileged. Most commuters who use park-and-rides do so because it is too expensive to drive to King County/downtown Seattle daily and then have to pay for parking (not to mention the price of gas and added cost in maintenance on your vehicle). This idea possibly adds yet one more bill to people's already stretched budgets. (I, for example, am paying \$189/month just to ride the bus and/or train to and from work. I live on a fixed income and would not have the extra money to pay for a designated space at the park-and-ride, which would leave me searching for a space -- or having to pay to park off-site -- should I go to work later in the mornings.) Add to the stress of housing prices continuing to go up in the greater Tacoma area (I just received notice today that my rent is going up \$100/month beginning in April) due to folks being priced out in King County and they, in turn, move to Pierce County, which has risen the price of housing in the Tacoma/Pierce County area. Again, the lower income/lower middle class working people are already faced with multiple financial difficulties due to prices continuing to go up and up. This is another stresser to add onto already hard working, law abiding citizens' plates. These designated "paid" parking spaces will force those who go to work later in the day to scramble for a parking spot or be forced to pay to park some place else, which I stated earlier but it bears repeating. Again, this will affect working class people who are already strapped financially. I have had that specific experience, and it is extremely stressful when you don't have the financial resources to pay "extra" just to park but you also have get to work by any means necessary. When will the lower income and working class people get a fair break and not feel that they (we) are being nickel and dimed at every turn. Because I am one of		PT Website
36	Terence Beck	tab52004@gmail.com	206-920-4375	Non-Favorable	Those who can afford to buy permits are once again given priority over those for whom this plan effectively prices out of options for parking (even at a reduced rate--not to mention the people for whom the cut-off places in the more expensive range). It shifts the burden of an effective system from the tax payer to the individual, reinforcing the notion that public transportation is not a critical public good. Costs are justified because the program would need to be administered. This is disingenuous and manipulative. I am forced to use the parking garage because Pierce Transit service has been drastically cut in recent years and the only reliable way to get to and from commuter buses is by private vehicle. This program will make an already stressful experience additionally stressful and expensive--reducing the motivation to continue using public transportation. The 200 reserved spots is just the beginning of increasingly shifting the costs to individuals. The current system is egalitarian and puts the cost of the garage where it belongs--with the larger public. The fact that other places are doing it is no justification for this undemocratic change. I strongly object to this proposal even though I suspect that this is already a done deal.		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
37	Brandon	nbox.bfortner@gmail.com	253-240-5642	Non-Favorable	This plan does not account for probably the largest majority of people parking in the garage, LINK riders. LINK riders will not be eligible for a pass. I work on UW Tacoma campus, in which none of the parking spots there are for staff or faculty, so the only place I can reliably park is in Tacoma Dome Station. I arrive at around 7am every day. If this goes through, I will not be able to find a parking spot to be able to go to work, and I cannot afford these paid for parking garages that cost 1200 a year.		PT Website
44	Mikkel Leshner	mikkellesher@gmail.com	253-312-6810	Non-Favorable	I think paid permit parking is NOT a good idea. First off \$80 to me is a lot of money. Second I used to carpool but then when I would go home I would be stuck waiting for my connecting bus that only came every 30 mins. I would take me 2+ hours to get home nightly. Were as not it only take an hour and a half MAX!!! Also I have to pick my kid up from daycare. So I CAN'T carpool. I carpool once I get to the garage. Isn't that what it is for. To drive and park to then carpool?		PT Website
46	Stephanie Roof	Saroof@hotmail.com		Non-Favorable	\$80 a month seems high; try a lower monthly amount. And start with smaller # of reserved spots (100-125) To test how it is working. I resent having to pay to park then stand in line for 30 min to be squished in a seat I also have to pay for	Start with fewer number of reserved stalls to test demand	Email to BOC
49	William Reeve	Thewillreeve@hotmail.com	831-419-0410	Non-Favorable	This is not going to solve the parking problems. Its just going to allow the people of means to be able to take another fee service from the poor and needy.		PT Website
50	Tim Hyde	timothy.m.hyde@boeing.com	253-278-9390	Non-Favorable	there needs to be available spots for people like myself that work 2nd shift. Our van pool leaves at 1:00 PM and trying to find a spot is horrible. I shouldn't have to get there 45 minutes early to hunt for a parking spot.	there needs to be available spots for people like myself that work 2nd shift.	PT Website
51	Synthia (Syndi) Armstrong	syndiarmstrong@gmail.com	206-440-4180	Non-Favorable	I believe charging persons for who park here as a necessity of their commute will increase SOV vehicles on the road. I believe reserved spots for SOV which park at the facility to then catch a van-pool, car-pool bus or train AND ride the car-pool, van-pool, train or bus for a distance greater than 3 miles (6 miles round trip) should be created and remain at no charge. Able-bodied commuters parking within a 1 hour walking distance of their work place may be charged a fee in exchange for a reserved spot.		PT Website
52	Misty	sasha7617@hotmail.com	253-304-6375	Non-Favorable	I think 200 spaces is too much, will the amount of spaces offered be lowered if they are not reserved? Will the reserved spaces be split on both sides of the station? \$80 just seems a bit high, its already costly to ride the bus. Then coming back from Seattle if 1 little thing happens its pretty impossible to come home. Would this money go to better return home trips & improving reaction to weather, train accidents, Seattle events? Do 50-100 free van/car pool only ones. Encouraging less car at facilities. But also help them park better. If people parked correctly that also would improve available spaces.	Don't begin with 200 stalls. Sign reserved stalls based on actual permit sales. Locate parking spaces for SOV or HOV in separate areas.	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
53	Jamie Young	Jaime4evr@gmail.com	253-486-4519	Non-Favorable	I think this is by far the dumbest idea ever. Tacoma Dome Station has hundreds of riders that are there even before I get there at 6 and having this permitted parking will just mess up not only mine but everybody's schedule. Also, not everybody has \$80 to spend to afford this stupid ass idea. It's not fair and the parking should just be kept free to everyone. This parking garage has been here for many years and I don't see a point in changing anything right now. We commuters that use the TDS already had to be patient through the couple years of construction which impacted where we parked and what time we had to get to the parking garage because 200 spots were taken away from us for 4-6 weeks and that lasted over a year. This idea is beyond ridiculous and you guys will have a lot of angry commuters on your hands if you do in fact go through with this plan.		PT Website
54	Korina Kaelin	korina722@gmail.com	N/A	Non-Favorable	Please do not do this. I avoid the Puyallup station for this reason. There is no parking! You have to be on the first Train out if you have hopes to park at the station, but for those who'd day starts later this is not possible. The same goes with Sumner and Kent station. Please do not limit parking		PT Website
55	Clay Egenes	clay.h.egenes@boeing.com	206-234-7679	Non-Favorable	The efforts to charge for public commuter parking will result in commuting being a privilege of the wealthy. I oppose this proposal. The problem here is that there are not enough parking spots for all that need them. The solution is to build more garages. If you are wondering where the money will come from, why not start by taking the money for the free downtown light rail train? It is under-utilized,	Build more garages	PT Website
56	Bill Clogston	william.l.clogston@boeing.com	206-418-8233	Non-Favorable	As a user of the TDS for Van Pool, this is not what I signed up for. I am a tax payer and this should be free use of the parking at TDS for any purpose. This is one more way to squeeze money out of people who are on a budget and the Van Pool or bus for others who travel outside of the Tacoma area is not right. Reconsider this for us who already pay for other services such as a Van Pool.		PT Website
57	Mandy Brown	Manday1116@gmail.com	N/A	Non-Favorable	Please dont do this! I brag to coworkers coming from Tukwila or Kent about our parking situation right now because they have so many issues. The entire point of public transit is for commuters to save money and have less cars on the road. As our community continues to grow from people moving south, we are going to need access to as much parking as possible and this will limit it for everyone and hinder those on very tight budgets. If you want to help, create some designated motorcycle parking and do a better job at ticketing/monitoring vehicles that park improperly and take up more than one space. There should be a size restriction with how many oversized trucks there are. They make it really hard to park next to them and get out of your car.	To free up more spaces: Create motorcycle parking, enforce size restrictions on trucks and ticket vehicles that take up more than one space.	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
58	Sheryl Horstman	horstman.sheryl@gmail.com	253-472-6043	Non-Favorable	Riding the 590 bus to work and back every day is already a misery. It is the one thing in my life right now that I hate. The one thing making me horribly unhappy. It doubles my commute time, and being packed in like cattle, often with people standing in the aisle, messes with my mental health. If you get greedy and start to charge to park on top of the fare, I will quit using the buses. I will drive. The bus fare is currently cheaper than my parking option, but not by much. Not for the extra time and soul sucking misery that is the bus. And I have seen the same misery on other people's faces. No one LIKES taking the bus. Pull this nonsense, you will lose riders. Not a doubt in my mind.		PT Website
61	Rick Semple	ricksemple@mac.com	253-627-1315	Non-Favorable	Dear PT board, Regarding the presentation by Ms. Lee outlining the proposed pilot parking program at the Tacoma Dome Station; I made a short comment at yesterday's meeting. I would like to add the following thoughts for your consideration: As Pierce Transit Board members you are charged with getting people out of their cars and into public transportation. If you would charge for parking, at a market rate and then return that substantial income, (as outlined in the 2014 study) to more efficiently getting commuters to the "hub" without having to bring their cars, or by applying the income generated from parking fees to fare reductions, those would mitigate the hardships caused by having to actually pay for parking. You are not in the business of subsidizing SOV use, you are in the business of providing and encouraging efficient public transportation. I strongly encourage you to reread the study you paid for, and whose conclusions were never questioned, only deferred. I have attached a letter/PDF sent by Tacoma's former Economic Development Director to the PT Board encouraging your adaptation of the Study's recommendations Thank you,	Charge for all parking	PT Website
62	Jennifer Bonenfant	dicketj@hotmail.com	253-226-2538	Non-Favorable	I think the amount of parking permits is too high. When construction was in process, parking was a bear. If you take that many spaces away, those that are on the cusp of 8a will miss out on first come first serve parking. Since the project work has been complete, there are plenty of parking spaces available. I think you are jumping the gun in order to make more money. It will frustrate commuters.	Lower permit price	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS
65	Leslie F Anderson	lashadow55@yahoo.com	253-475-0741	Non-Favorable	Thank you so much for having the public meeting when none of the commuters can attend! I ride the bus to Seattle 3 days a week and with the amount I pay for my pass and now the added proposed parking fee, I can drive more cheaply than taking transit. Many folks are in the same boat as me. This proposal will put more people in cars on the roads, not less. We have paid taxes to allow the parking to be free of charge at TDS. This plan is only being undertaken because King County is doing it. Here are the questions I have that no one is answering. 1. How will the permit process be policed? What if I come to the garage and someone without a permit is in a permit only parking space? 2. Are you able to GUARANTEE that every permit holder will have a parking space EVERY DAY? 3. What will the approximately \$200k being collected every month be spent on? There is NO information anywhere about this. None of the FAQs address any of these questions.	
66	Alexandrea Conn	alexandrea.conn@gmail.com	253-709-7531	Non-Favorable	I am not a fan of the permitting process and fees, coming from Kent prior to moving to Tacoma, i've already been through this change. What is frustrating is that most of the permitted spots in Kent after about 3 months werent being used. Its often just not worth it with the rising costs simply using the bus or train to get into seattle, and then paying a monthly fee. And if you are like me or many of my colleagues, as government employees, some months with the federal holidays, we struggle to make that 12 days a month and have lost our permits. Also, consider that the particular garages also get used as pay-for lots on concert or event nights--how will this affect permit holders, if those vehicals arent moved from their "paid" spaces? I'd also like to see more disabled parking and such rather than permit parking. Just a few thoughts. Thanks for seeking feedback.	Provide more stalls for disabled parking
67	Teresa levers	tievers@tacomacc.edu	253-298-7330	Non-Favorable	Please do not create the reserved spots! We already struggle with finding parking. Having 200 removed is frustrating.	
68	Cristy Haner	chaner42@gmail.com	253-230-3359	Non-Favorable	I am not in favor of this proposal as I am sure it will take away from the limited parking we already have. Part of the benefit of taking transit is having free parking available. With the cost of reserved parking, you will be penalizing the regular users and pushing for cars on the road for those who feel the cost is the same as to what it would cost to drive themselves.	
69	Alicia Lovins	alovins@columbiabank.com	253-305-1510	Non-Favorable	The permit parking may seem like it would help with parking but there are so many other paid parking areas around that it comes off as transit wanting money. Many spots are filled by 8am and those that would need the reserved spots that arrive later would not be able to afford them i.e. UW students. I don't think it would be helpful and may just turn people away from parking and using transit	

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
70	Rahna Lovrovich	Curlygurly2@gmail.com	253-678-9850	Non-Favorable	As a commuter from Gig Harbor that takes the 7:20am train once a week, and the 7:50am train 4 days a week to SEATTLE, this proposal would create an additional, unreasonable and costly burden. 1. There are not 200 remaining spots at those times so very likely I would not be able to find a spot. As a result I would have to arrive even earlier and still risk being unable to find a spot therefore negating your reasoning listed in the benefits. 2. I already pay \$100 a month in tolls because I have to cross the Narrows Bridge and I can't afford another \$80. Also, asking my employer to further adjust my work schedule to accommodate additional commute changes could create job loss for me. I hope if this change does get made that there will be some additional express buses from Gig Harbor or some other options.	Add more express buses from Gig Harbor	PT Website
71	Kathy Uphaus	Fourhaus@aol.com	253-722-7158	Non-Favorable	The Tacoma Dome Station feeds to the Airport which is a 24/7 operation. We start riding the bus at 2:30 am and includes TSA workers, flight attendants CSAs, and ground crew for all airlines and airport shop and utility workers. Also when the college is in session there are students and people starting there jobs at 8am or 9am in the morning in Seattle. This is why the parking lot fill up in the morning hours. I am confused how reserving these spots helps out the majority of the passengers all I see is it leaving spots open and not in use until 8am when or if commuters have already gone to work. I typically ride 4 times a week depending on my schedule, many of my airport co workers do 4-5 times a week or more. Are you putting the permit parking on the lower or upper levels? I don't think that just because one has an early shift one should be punished by having to go up a few floors to look for parking when one arrives at 3:15am. I am trying to be green by taking the bus, most park and rides there are no charges, I vote against the permit parking. Your justification of that people can get more done earlier is kinda a joke, if you could open up traffic and guarantee no traffic then that would allow people to get something done so until then I say NO to paid permit parking. Thank you for your time		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
73	Judy Beylerian	judyann.bey@gmail.com	510-495-4015	Non-Favorable	Hello, Thank you for the opportunity to provide feedback. The "public" hearing at 4PM during the week, isn't convenient for the public that takes transit to work and back. The "offer" to write the Senior Planner, as opposed to emailing is also a barrier to provide feedback. The offer to pay for parking benefits a few -those who can afford it and ride transit at the off peak hours. This doe sn't create additional parking and there is a clear need for additional parking. There is pay parking available and empty near by. Every other available parking spot is taken. UW should find a place for their students to park and take the link. These students are not "commuting on transit" they are driving to school and parking at the transit center. Dedicated motorcycle spots that do not take up an entire car space can be created. The underused, dilapidated warehouses surrounding the transit center - can these be converted to parking spaces? The need for more parking is a good problem - people are using transit. Why are you making it so difficult to do the smallest thing? We just want to park. Can you also do us the courtesy of telling us when the parking lot is full? That we do not have to drive up 6 flights, east to west and then drive down. It is dangerous, and extremely frustrating.	UW should find a place for their students to park and take the link. Dedicated motorcycle spots that do not take up an entire car space can be created. Can you also do us the courtesy of telling us when the parking lot is full?	West End Neighborhood Council Meeting
75	Derrick Bushnell	Mr.derrickbushnell@gmail.com	360-670-6047	Non-Favorable	This is not a solution for anyone who works in the afternoon. I frequently work at noon or later in SEA-TAC, and am unable to ever find parking, forcing me to drive all the way in. Public transportation is supposed to be an AFFORDABLE alternative to driving a personal vehicle. With ST express busses already costing \$7.50 round trip, I do not believe that \$80+ reserved parking spaces helps anyone except the already wealthy. In fact, itâ€™s cheaper for me to drive my truck to SEA-TAC and not take the bus, but I enjoy doing whatâ€™s right for the environment and relaxing on the bus. Spend some of the ST3 money and buy the parking lot across the street with the coffee shop and build another parking structure. You need to find solutions that are long term, and with our growing population and ridership, you will NEED more parking stalls. The is especially true for whenever we get the light rail in Tacoma. Donâ€™t wait to find parking options, buy a lot and build another structure.	Spend some of the ST3 money and buy the parking lot across the street with the coffee shop and build another parking structure	PT Website
76	NA	NA	NA	Non-Favorable	Not in favor of this plan. It disadvantages lower-income people who may not have the disposable income to spend on parking permits and allows single occupancy vehicle drivers with more assets and unfair advantage. First come first served is the only equal access option. Baring that, don't allow single occupancy drivers access to permits and only allow multiple occupancy vehicles access to permits.	Keep parking as is, first come first served. Unfair to people that can't afford. Offer HOV permits only.	PT Website
78	Jason Van Gilder	jason.vangilder@rainierconnect.com	253-381-2717	Non-Favorable	I think this is a very lousy idea. This simply will push all of the early morning commuters into parking stalls further away from the station at the expense of the rich corporate users who use the later trains. This is the opposite of the "environmental justice" concepts that the state and WSDOT are trying to promote and should be avoided at all costs.		PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
79	Mary Jones	maryejonesiii@gmail.com	971-259-3466	Non-Favorable	Short answer: bad idea. There are many users of the garage who would find an \$80 monthly charge to be prohibitive. Until there are sufficient job opportunities in the Tacoma area, punishing workers who cannot afford to both live AND work in Seattle seems like a double punishment for people trying to make ends meet. As someone who has, until October, taken transit from Tacoma Dome Station to Downtown Seattle for 3 years, I met many commuters-----and most were people working hourly jobs in the service industry. These are the people you're targeting with the monthly fee. And if you can't stand to consider the fate of local hourly wage-earners, how about considering the impact on the neighborhood? I assure you, drivers will try to park elsewhere, creating both traffic and parking problems in a busy industrial zone. Is that best for local businesses and the transport industry in the immediate area? Please don't do this. The people of Tacoma aren't ready for the Seattle cost of living.		PT Website
80	Linda Cuadra	lcuadra818@gmail.com	360-731-6661	Non-Favorable	What about U Pass holders? Many people take the bus from T Dome to UW for work or classes. Also, this is an equity issue. \$80 a month is a lot of money for some people. I think you would be better served by patrolling and watching how many people park for free, then take the LINK downtown for free, so they don't have to pay for parking downtown.	Monitor and stop allowing LINK riders to park and ride free to go to downtown Tacoma	PT Website
81	via Tina Lee	NA	NA	Non-Favorable	I attended the West End Neighborhood council yesterday eve. Gave them a quick update on TDS Optional Permit Parking and BRT timeline. One negative comment on the TDS Optional Permit Parking program a user of the facility expressed her feeling that there should be no parking fee and this limited scope will lead to more parking fees at the facility.		Letter of Support to Chair, PT BOC
98	Gregory Brooks	gbrooks@inkwebgroup.com	206-866-4072	Non-Favorable	I think this is crazy until better grid transit is available in Tacoma. For example the BRT line on Pacific Ave. should be in place before this takes affect.	Improve local transit grid to serve TDS. Wait for BRT implementation before implementing permit parking.	PT Website
99	Alexis McDonald	Mcalex0306@gmail.com	253-223-7608	Non-Favorable	I do NOT want the parking pass option. For those of us that already work so hard just to get to work will now have less parking stalls. I already get up extra early so I can get a parking stall. My concern is with less stalls I'll have to get up even earlier. I will probably begin driving in to Seattle if the parking pass option is passed. I believe the only reason for the parking p ass option is more revenue for the city.	Concerned that the program will reduce availability to non-permit holders. Believes that revenue is motivation for program.	PT Website

#	NAME	EMAIL	PHONE	OPINION	COMMENTS	SUGGESTIONS	
100	Joanna Hambrick	joannae10@gmail.com	206-612-6320	Non-Favorable	Please do not implement this program. Although it is only for 200 parking spots, those are valuable spots that regular P&R customers use on a regular basis. Having "premium" spots with a fee attached feels like another tax. I have heard from riders at other P&R locations with similar programs that the reserved spots go unused. That makes it seem to me that this program would not do what it is intended to do. The one piece I fully support is having maybe 20 spots reserved for HOV for free. However, the SOV paid spots should NOT be implemented. The purpose of a P&R is to having individuals take transit. The majority of riders are single occupancy vehicles and the majority of spots need to remain as such, free of charge. To recap, I support 20 free HOV spots, no SOV with a fee spots, and 20 ORCA-LIFT SOV spots but for free.	Do not implement fee-based SOV permits. Supports 20 free HOV spots and 20 Free ORCA Lift SOV spots.	PT Website

EXHIBIT D

Pierce Transit

Title VI Fare Equity Analysis

Pursuant to FTA Circular 4702.1B

Proposed Permit Parking at Tacoma Dome Station

February 26, 2019

**PIERCE TRANSIT TITLE VI FARE EQUITY ANALYSIS
PROPOSED PERMIT PARKING AT TACOMA DOME STATION
TABLE OF CONTENTS**

1 INTRODUCTION..... 1

2 BACKGROUND..... 1

 2.1 PROPOSED FARE CHANGES..... 1

 2.2 FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS..... 2

3 TITLE VI POLICIES & DEFINITIONS 3

 3.1 Pierce Transit Disparate Impact Policy 3

 3.2 Pierce Transit Disproportionate Burden Policy..... 4

4 METHODOLOGY 5

5 EFFECTS OF PROPOSED FARE CHANGES ON MINORITY AND LOW-INCOME RIDERS..... 8

 5.1 Disparate Impact Analysis 8

 5.2 Disproportionate Burden Analysis 8

 5.3 Mitigation of Negative Impacts..... 8

 5.4 Outreach Plan 9

PIERCE TRANSIT TITLE VI FARE EQUITY ANALYSIS

1 INTRODUCTION

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

2 BACKGROUND

2.1 PROPOSED FARE CHANGES

Pierce Transit is considering the introduction of parking permits at Tacoma Dome Station (TDS). As the region's largest park and ride garage, TDS has 2,393 parking stalls located in two adjacent six-story structures with approximately 200 stalls per floor. TDS is the South Sound's multimodal transit hub and it has been operating at over 90% capacity since 2006. Customers who arrive in the early morning before 8:00 a.m. often are faced with difficulty finding a spot to park. The consideration for permit parking aims to achieve the following goals:

1. Ensure open parking space by managing demand
2. Encourage riders to bike, walk, or carpool to transit
3. Recover the cost of managing and enforcing the program

Because parking permits would impose an additional cost on a specific group of transit riders, this could be considered a fare increase so Pierce Transit is analyzing it as such for the purposes of Title VI.

This fare equity analysis analyzes whether the introduction of permits for parking at TDS will have a disparate impact on Pierce Transit's minority riders and/or a disproportionate burden on the agency's low-income riders.

2.2 FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS

FTA requires that its recipients evaluate the impacts of fixed-route fare changes on minority and low-income populations. If the transit provider finds potential disparate impacts or disproportionate burdens and then modifies the proposed changes in order to avoid, minimize or mitigate those impacts, the transit provider must reanalyze the proposed changes in order to determine whether the modifications actually removed the potential disparate impacts or disproportionate burdens of the changes.

If a transit provider chooses not to alter the proposed fare changes despite the disparate impact on minority ridership or disproportionate burden on low-income ridership, or if the transit provider finds, even after the revisions, that minority or low-income riders will continue to bear a disproportionate share of the proposed fare change, the transit provider may implement the fare change only if:

- the transit provider has a substantial legitimate justification for the proposed fare change, **and**
- the transit provider can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals.

If the transit provider determines that a proposed fare change will have a disparate impact or disproportionate burden, the transit provider shall analyze the alternatives to determine whether alternatives exist that would serve the same legitimate objectives but with less of a disparate or disproportionate effect on the basis of race, color, national origin, or income status. Where disparate impacts are identified, the transit provider shall provide a meaningful opportunity for public comment on any proposed mitigation measures, including any less discriminatory alternatives that may be available.

This fare equity analysis analyzes whether the introduction of permits for parking at TDS will have a disparate impact on Pierce Transit's minority riders and/or a disproportionate burden on the agency's low-income riders.

3 TITLE VI POLICIES & DEFINITIONS

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

3.1 Pierce Transit Disparate Impact Policy

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

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

(paragraph not relevant to fare changes removed)

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

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

3.2 Pierce Transit Disproportionate Burden Policy

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

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

(paragraph not relevant to fare changes removed)

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

² **Low-Income Population** – Persons reporting as being under the federal household poverty limit as defined by the U.S. Department of Health and Human Services. In 2018 the poverty limit was \$25,465 for a family of four including two children.

4 METHODOLOGY

Staff used data from Pierce Transit's Fall 2018 Tacoma Dome Station Survey to assist with the fare equity analysis. Respondents were initially intercepted at or near boarding locations and asked to go to an online link to complete the survey. 699 respondents completed the survey.

Data collection occurred from October 16th to November 6th, 2018. The data from the 2018 survey represents the most current data about those who access transit via TDS available to Pierce Transit.

The 2018 TDS Survey provides data on the following user characteristics:

- Race/Ethnicity
- Household income
- ORCA LIFT participation
- Age
- Gender
- Frequency of ridership
- Frequency of parking at TDS
- Mode to destination
- Home zip code
- Number of working vehicles in household
- Alternate means of accessing transit at TDS
- Perspectives on permit parking policy options and goals

The survey provides valuable information about the demographics of the customers who park at TDS. In terms of ethnicity, 26% of those who park at TDS identified themselves as non-white. The US Department of Health and Human Services' poverty threshold is dependent on household size. Table 4-1 below shows these thresholds for the 48 contiguous states and District of Columbia: The TDS survey collected the lowest threshold of income data as "less than \$35,000". This is approximately equivalent to 138% of the federal poverty level for a family of four, which is reasonable to use for Pierce County.

TABLE 4-1 2018 FEDERAL POVERTY THRESHOLDS

Poverty Thresholds for 2018 by Size of Family and Number of Related Children Under 18 Years

Size of family unit	Related children under 18 years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual):									
Under age 65.....	13,064								
Aged 65 and older.....	12,043								
Two people:									
Householder under age 65.....	16,815	17,308							
Householder aged 65 and older.....	15,178	17,242							
Three people.....	19,642	20,212	20,231						
Four people.....	25,900	26,324	25,465	25,554					
Five people.....	31,234	31,689	30,718	29,967	29,509				
Six people.....	35,925	36,068	35,324	34,612	33,553	32,925			
Seven people.....	41,336	41,594	40,705	40,085	38,929	37,581	36,102		
Eight people.....	46,231	46,640	45,800	45,064	44,021	42,696	41,317	40,967	
Nine people or more.....	55,613	55,883	55,140	54,516	53,491	52,082	50,807	50,491	48,546

Source: U.S. Census Bureau.

Table 4-2 below shows the current and potential permit fees by permit type.

TABLE 4-2 PROPOSED FARE CHANGES (PERMIT FEES)

Facility:	Current Monthly Fares (Fees)			Proposed Monthly Fares (Fees)		
	SOV	HOV	ORCA LIFT	SOV	HOV	ORCA LIFT
Tacoma Dome Station	\$0	\$0	\$0	\$80	\$0	\$27

Table 4-3 below shows the number and percent of minority, low-income, and overall riders from Pierce County who use parking at TDS, as well as number and percent of minority, low-income, and overall population of Pierce County. Since 90% of those who park at TDS are from Pierce County, and only 3% percent are Pierce Transit riders, we must compare the minority and income status of those who park at TDS with the overall population of Pierce County, rather than the typical method for fare equity analyses of comparing with data about the agency's customers.

TABLE 4-3 TDS USERS AND PIERCE COUNTY LOW-INCOME HOUSEHOLDS AND MINORITY POPULATION

	Annual Household Income						Race or Ethnicity					
	Low-Income (<\$35K)		Non-Low-Income (>\$35K)		Total Pierce Co. Households		Minority		Non-Minority		Total Pierce Co. Population	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
TDS Users from Pierce County	35	6%	490	94%	525	100%	141	26%	400	74%	541	100%
Pierce County³ Overall	79,034	25%	233,805	75%	312,839	100%	270,686	32%	574,507	68%	845,193	100%

According to the TDS survey results, a lower proportion of minority and low-income customers access TDS parking than the proportion of minority population and low-income households in Pierce County.

The data provided in Table 4-3 provides the basis for the equity analysis which is provided below in Section 5.

³ American Community Survey 2017 5-Year Table B19001H

5 EFFECTS OF PROPOSED FARE CHANGES ON MINORITY AND LOW-INCOME RIDERS

Pierce Transit's Disparate Impact (DI) and Disproportionate Burden (DB) policies are stated such that only fare types and media that are used by more than 10% of minority riders and 5% of the low-income riders could be subject to a finding of DI or DB.

5.1 Disparate Impact Analysis

Pierce Transit's policy (see Section 3.2) states that a disparate impact occurs when the minority population adversely affected by a fare or service change is 10% more than the average minority population of Pierce Transit's service area. Table 4-3 provides this bolded data in the "Minority %" column which shows that 32% of Pierce County's overall population identify as non-white (minority) and only 26% of TDS Users identify as non-white. Since the percentage is lower for TDS users, the proposed fees do not result in a disparate impact to minority TDS Users.

5.2 Disproportionate Burden Analysis

Pierce Transit's policy states that a disproportionate burden occurs when the low-income population adversely affected by a fare or service change is 5% more than the average low-income population of Pierce Transit's service area. (In this case we must look at low-income households rather than population since that is the data we have on TDS users.) Table 4-3 provides this bolded data in the "Low-Income %" column to compare low-income households in Pierce County with TDS users who reported having household incomes less than \$35,000. In this column we see that 25% of the households in Pierce County are low-income while only 6% of TDS Users come from low-income households. Since the percentage is lower for TDS Users, the proposed fees do not result in a disproportionate burden to low-income TDS Users.

5.3 Mitigation of Negative Impacts

While the proposed permit parking program does not have any disproportionate negative impacts to minority or low-income customers, it is important to consider whether there is a disparity in the receipt of benefits created by the proposal, and what mitigation or minimization of negative impacts the agency can implement as part of the permit parking program.

The negative impacts of implementing the proposed permit parking program at TDS include:

- A fee (for riders who opt to purchase a permit);
- Increased competition for unpermitted spaces (for riders who opt not to purchase a permit); and
- Requirement for customers to have and use the regional fare media card, One Regional Card for All (ORCA), as a condition for qualifying for and renewing parking permits.

The benefits of the proposal for those who opt to purchase permits include:

- Access to reserved parking that is available during the highest demand period (weekday mornings).

As an opt-in program, no customer would be required to pay the fee and incur the negative impact; however, they would also forego the benefit of priority access to permit parking spaces. Some of the strategies to mitigate or minimize the negative impacts, or conversely, to maximize the benefit received by low-income and minority customers, include:

- Reduced-price SOV permits for ORCA-LIFT qualified customers will be available. Permit pricing is proposed to be no less than 33% and no more than 50% of the full SOV permit price for the same facility.
- Permits for single-occupancy vehicles (SOVs) will be consistent with local market rates for monthly parking. Reduced rates will be offered to ORCA-LIFT qualified customers and high-occupancy vehicles (HOVs with two or more transit riders per vehicle).
- Permits are optional. Customers without permits will still have access to a portion of parking spaces at no charge, as non-permitted spaces will continue to be available on a first-come, first-served basis to transit riders.
- Any unused permitted spaces become available after morning rush hour has completed, at 8am, allowing for later travelers, in particular those with non-traditional work hours, to find available parking.
- Permit issuance requires that participants use regional transit service, meeting a regionally established threshold of utilization (minimum of 12 transit trips per month). Transit trips are verified using ORCA (regional transit card) usage data.
- Marketing and advertising strategies to reduce barriers to access permits for minority and low-income riders will be employed.

5.4 Outreach Plan

Pierce Transit is implementing an outreach plan and public comment period to educate riders and the general public about potential parking permit program at TDS and to collect feedback on the proposal. A variety of mechanisms for feedback will be available, including an online comment form, telephone, email, traditional mail, and social media, as well as opportunity to attend a public hearing scheduled for March 11, 2019. Pierce Transit's Board of Commissioners intends to take action at their April 8th meeting.

Activities during the comment period related to the proposal will:

- Reduce confusion by clearly articulating information about potential parking fee options;
- Recognize that parking and access issues affect all riders (regardless of whether they use parking or not);
- Provide access to the information to engage riders directly affected by the proposal;
- Offer a variety of methods for providing comments on the proposal;
- Provide opportunities for members of the public to engage directly with project staff;

- Showcase Pierce Transit's responsiveness to other agencies' policies and collaboration on parking and access across the region; and
- Conduct outreach in geographically-relevant locales, where key audiences and stakeholders may be inclined to gather.

Public Comment Methods

Public comments will be gathered in a variety of ways and provided to the Pierce Transit Board prior to their decision meeting scheduled for April 8, 2019.

Email: sjohnson@piercetransit.org

Phone: 253-581-8132

Mail: Sandy Johnson, Senior Planner, 3701 96th Street SW, Lakewood, WA 98499

Online: www.piercetransit.org/permit-parking

At public hearing on March 11, 2019

Registered SHUTTLE customers may obtain specialized transportation to and from the hearing by calling SHUTTLE at (253) 581-8000, Option 2, from one to five days in advance of the hearing. An interpreter for the hearing impaired will be provided upon request with a minimum notice of five days.

Pierce Transit staff will employ a robust notification strategy, summarized in Table 5-1, to ensure the public is aware of the opportunity to comment during the comment period. The following types of notification represent a broad combination of materials and notification vehicles to reach out to the community and invite feedback during the comment period.

TABLE 5-1 PUBLIC NOTIFICATIONS

Dates	Notice	Detail
2/28/19	Web announcement	Project web page on www.piercetransit.org/permit-parking ; home page announcements/news
2/28/19	Legal notice of public hearing	In Daily Journal of Commerce
3/1/19	Press Release	Distributed by Pierce Transit Public Relations using regular media protocol
Ongoing through 3/31/19	Stakeholder briefings and presentations	Updates and presentations on the proposed permit parking program to jurisdictions, stakeholder groups, and organizations, including human service agencies
3/5/19 +	A-Boards and Posters at TDS Platforms, Coach rack cards	Information about the proposal and how to comment
3/5/19 +	TDS Platform Outreach	Pierce Transit staff handing out rack cards and providing supplemental information
3/1/19 +	Social media	Twitter and Facebook announcements throughout comment period
3/21/19	Local Television Interview	Interview and discussion on Cityline, a City of Tacoma talk show
3/4/19+	Audio announcement on PT Buses	Audio announcement of proposal and opportunity for comment on local buses
2/28/19 +	Email	Rider alert email distributed through GovDelivery at launch of comment period; e-mail to Employee Transportation Coordinators

TITLE: Adoption of the Locally Preferred Alternative's Running Way Option and Access to Tacoma Dome Station Option for the Pacific Avenue/SR 7 Corridor Bus Rapid Transit Project

DIVISION: Planning & Community Development

SUBMITTED BY: Tina Lee, Planning Manager

RELATED ACTIONS:

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.

Resolution No. 18-025 Adopting the Locally Preferred Alternative (LPA) for the Proposed Pacific Avenue / State Route 7 Corridor Bus Rapid Transit Project, as approved on July 9, 2018.

ATTACHMENTS:

Proposed Resolutions (two options)

Exhibit A, BRT Public Comments;

Exhibit B, Stakeholder Letters

Exhibit C, Running Way Options to Tacoma Dome Station

RELATION TO STRATEGIC PLAN: Customer

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 that has the highest ridership route in the system. On July 9, 2018, the Board adopted Bus Rapid Transit (BRT) as the HCT mode, and the portion of the Route 1 which will be replaced with BRT 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 HCT service.

The purpose of the project is to construct the agency's first BRT project in the heart of Pierce County, while serving Pierce Transit's busiest fixed route corridor. The project will:

- 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

Since the BRT was approved at the July 2018 Board of Commissioners' meeting, two final elements must now be approved by the Board as well: 1) the preferred BRT running way option corridor-wide; and 2) the preferred option for accessing the Tacoma Dome Station to and from Pacific Avenue in downtown Tacoma. This will allow the project team to complete the federal environmental clearance documentation required under the National Environmental Policy Act (NEPA) of 1970, as well as begin the Preliminary Engineering/Design phase in 2019, in order to keep the project on schedule.

PUBLIC OUTREACH:

Pierce Transit has provided numerous public involvement and outreach activities about BRT over the past nine months. Two more rounds of public open houses occurred at several locations along the corridor in September 2018 and January 2019. In addition to these open houses, the agency has participated in meetings with many community groups and local stakeholders. In addition, the Board of Commissioners held a public hearing on March 11, 2019 and approximately 25 individuals provided comments. To date, more than 139 meetings, events, and other direct communication methods have been utilized to encourage public participation in the study process, including but not limited to:

- Two mailers sent throughout the corridor (total of 46,813 mailers sent)
- 100 days of digital website advertising in English/Spanish (2,185,286 impressions)
- 21 local press stories resulting from 5 PT news releases
- 24 open house events
- 48 social media posts, plus social media advertising totaling 50,406 impressions
- 60 shelters along Pacific Avenue/SR 7 featuring BRT project advertisements
- Public facing discussions at:
 - 23 community group meetings
 - 23 community events
 - 21 business district meetings
 - 5 study sessions
 - 9 neighborhood meetings

RUNNING WAY ALTERNATIVES AND RECOMMENDATIONS

Over the past eight months, the various Pierce Transit, partnering agency, and consultant teams have evaluated the two running way alternatives (the Median Hybrid Alternative or Curbside/Business Access and Transit [BAT] Lane Alternative) and concluded that the Curbside/BAT Lane Alternative more closely meets the selection criteria, including constructability while minimizing impacts to private properties (e.g., commercial, residential, recreational, civic). In addition, at its February 8, 2019 meeting, the Technical Advisory Committee (TAC) recommended the Curbside/BAT Lane Alternative for the following reasons:

- Improves transit travel times as BRT buses would not need to merge back into general purpose traffic after stopping at stations in the median;
- Improves general traffic flow in Horizon Year 2045, based on the modeling results evaluated for both alternatives side-by-side, as well as scoring 15 different criteria between the No-Build Alternative, the Curbside Alternative, and the Hybrid Alternative;
- Would result in fewer private property impacts due to only 4.5 miles of BAT lanes being constructed under this alternative corridor-wide; and
- Does not impact business and residential properties' access to the extent the Median Hybrid alternative would since left turns would not be restricted or prohibited within the 3.6 miles of exclusive lanes under this alternative.

The staff Project Management Team's recommendations align with the TAC's by selecting the Curbside/BAT Lane running way alternative corridor-wide.

ALTERNATIVES FOR ACCESS TO TACOMA DOME STATION AND RECOMMENDATIONS

A second element of the LPA was to determine the street(s) to be utilized for accessing Tacoma Dome Station within downtown Tacoma. As presented at the March 11, 2019, Board of Commissioners meeting, three options were considered: 1) Clockwise Loop (Puyallup Avenue eastbound to G Street southbound to E. 26th Street westbound); 2) E. 26th Street Turnaround (both inbound and outbound with a BRT station assumed along Puyallup Avenue); and 3) A "hybrid" option which would use the clockwise loop for southbound buses and E. 26th Street for northbound buses. (see Exhibit C)

The evaluation criteria were:

- Traffic operations
- BRT travel time
- Existing bus routes' travel time and reliability
- Transit operations and geometrics
- Freight operations and impacts
- Tacoma Dome special event traffic impacts
- Pedestrian/bicycle impacts
- On-street (parallel) parking impacts
- Compatibility with Sound Transit's future Tacoma Dome Link extension station
- Construction costs

At its February 8, 2019 meeting, the Technical Advisory Committee recommended the 26th Street Turnaround Option for the following reasons:

- Offers the best (fastest) travel times to and from Pacific Avenue in the near term;
- Most closely matches the local community and business owners' preference for BRT routing;
- Due to the uncertainty surrounding the location of the future Tacoma Dome Link Extension light rail station, this option requires the lowest cost on-street investment, even though it includes constructing a westbound BAT lane on 26th Street east of Pacific Avenue, which will provide an immediate benefit to transit riders; and
- Best aligns with future planning efforts for regional rail transit connections on 25th Street plus bicycle and pedestrian access improvements as part of a "Complete Streets" vision for reconstructing Puyallup Avenue.

The staff Project Management Team concurs with the TAC's recommendation of the 26th Street Turnaround option to directly access Tacoma Dome Station to and from Pacific Avenue in downtown Tacoma.

ALTERNATIVES:

As mentioned previously, the other running way alternative considered was the Median/Hybrid Alternative. This alternative is not recommended for further consideration. In addition, staff concurs with the TAC recommendation to access Tacoma Dome Station via the 26th Street Turnaround Option, both inbound and outbound, while no longer considering the other two routing options.

PROPOSED MOTIONS:

Proposed Motion Option 1:

Approve Resolution No. 2019-008, finalizing the Locally Preferred Alternative (LPA) for the proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT) Project and deeming 1) Bus Rapid Transit Corridor Running Way Alternative (lane configuration) to be curbside; and 2) deeming Pacific Avenue to Tacoma Dome Station Access Routing to be the E. 26th Street Loop Option.

Proposed Motion Option 2:

Approve Resolution No. 2019-008A finalizing the Locally Preferred Alternative (LPA) for the proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT) Project and deeming 1) Bus Rapid Transit Corridor Running Way Alternative (lane configuration) to be hybrid (median, BAT/curbside, mixed traffic); and 2) deeming Pacific Avenue to Tacoma Dome Station Access Routing to be the E. 26th Street Loop Option.

RESOLUTION NO. 2019-008

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Adopting the Locally Preferred Alternative
2 Running Way Option and Access to Tacoma Dome Station Option
3 for the Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT) Project
4

5 WHEREAS, the Pierce Transit Board of Commissioners approved Resolution No. 17-001 on January 9,
6 2017 Amending the 2017 Capital Budget to Increase Funding for the High Capacity Transit Feasibility Study
7 project and Awarding a Contract to WSP-Parsons Brinckerhoff for the Pacific Avenue/SR 7 Corridor High
8 Capacity Transit Feasibility Study, as approved January 9, 2017; and

9 WHEREAS, Pierce Transit (PT), working in partnership with the City of Tacoma, Pierce County,
10 Washington State Department of Transportation (WSDOT), Sound Transit (ST), Puget Sound Regional Council
11 (PSRC), and other agencies, has conducted a high capacity transit (HCT) study of an approximately 14.4-mile
12 corridor along Pacific Avenue/State Route 7 between downtown Tacoma and Spanaway; and

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

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

18 WHEREAS, the Board of Commissioners adopted Resolution No. 18-025 on July 9, 2018, establishing
19 the HCT mode as bus rapid transit (BRT) as well as alignment, and termini for the BRT project; and

20 WHEREAS, Pierce Transit has held or participated in more than 139 meetings, events, and other direct
21 communication methods to encourage public participation in the study process, including holding a public
22 hearing on March 11, 2019, regarding the final two elements of the Locally Preferred Alternative (LPA), which
23 are the running way option and how BRT will access the Tacoma Dome Station; and

24 WHEREAS, Pierce Transit staff, partnering agency, and consultant teams have evaluated the two running
25 way alternatives for BRT: the Median Hybrid Alternative or Curbside/Business Access and Transit [BAT] Lane
26 Alternative options; and

1 WHEREAS, Pierce Transit staff, partnering agency, and consultant teams have concluded that the
2 Curbside/BAT Lane Alternative more closely meets the selection criteria, including constructability while
3 minimizing impacts to private properties (e.g., commercial, residential, recreational, civic); and

4 WHEREAS, at its February 8, 2019 meeting, the Technical Advisory Committee (TAC) recommended the
5 Curbside/BAT Lane Alternative; and

6 WHEREAS, the Board of Commissioners finds that the Curbside/BAT Lane Alternative is forecasted to
7 improve ridership, transit travel time and general purpose travel time, while minimizing impacts for property
8 owners along the corridor; and

9 WHEREAS, the street(s) and routes to be utilized for accessing Tacoma Dome Station within downtown
10 Tacoma also need to be determined; and

11 WHEREAS, three options for the Tacoma Dome Station access have been considered as highlighted in
12 Exhibit C: Option 1) Clockwise Loop (Puyallup Avenue eastbound to G Street southbound to E. 26th Street
13 westbound); Option 2) E. 26th Street Turnaround (both inbound and outbound with a BRT station assumed
14 along Puyallup Avenue); and Option 3) A "hybrid" option which would use the clockwise loop for southbound
15 buses and E. 26th Street for northbound buses; and

16 WHEREAS, Option 2 for the Tacoma Dome Station access is recommended by Pierce Transit staff,
17 partnering agency, and consultant teams as well as the Technical Advisory Committee; as

18 WHEREAS, the Board of Commissioners finds Option 2 for BRT access to the Tacoma Dome Station to
19 be beneficial for transit travel time, while still meeting the needs of businesses and residents in the Dome
20 District; and

21 WHEREAS, the Board of Commissions finds Option 2 for how BRT will access the Tacoma Dome Station
22 to provides flexible options for integration with the future light rail projects around Tacoma Dome Station;

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

24 The Board of Commissioners authorizes two elements for final adoption of the Locally Preferred
25 Alternative for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit Project: 1) Bus Rapid Transit
26 Corridor Running Way Alternative (lane configuration) shall be Curbside/BAT Lane; and 2) Pacific Avenue to
27 Tacoma Dome Station Access Routing shall be the E. 26th Street Turnaround Option, as reflected in Exhibit
28 A.

29 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
30 the 8th day of April 2019.

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PIERCE TRANSIT

Nancy Henderson, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

Deanne Jacobson, CMC
Clerk of the Board

RESOLUTION NO. 2019-008A

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Adopting the Locally Preferred Alternative
2 Running Way Option and Access to Tacoma Dome Station Option
3 for the Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT) Project
4

5 WHEREAS, the Pierce Transit Board of Commissioners approved Resolution No. 17-001 on January 9,
6 2017 Amending the 2017 Capital Budget to Increase Funding for the High Capacity Transit Feasibility Study
7 project and Awarding a Contract to WSP-Parsons Brinckerhoff for the Pacific Avenue/SR 7 Corridor High
8 Capacity Transit Feasibility Study, as approved January 9, 2017; and

9 WHEREAS, Pierce Transit (PT), working in partnership with the City of Tacoma, Pierce County,
10 Washington State Department of Transportation (WSDOT), Sound Transit (ST), Puget Sound Regional Council
11 (PSRC), and other agencies, has conducted a high capacity transit (HCT) study of an approximately 14.4-mile
12 corridor along Pacific Avenue/State Route 7 between downtown Tacoma and Spanaway; and

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

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

18 WHEREAS, the Board of Commissioners adopted Resolution No. 18-025 on July 9, 2018, establishing
19 the HCT mode as bus rapid transit (BRT) as well as alignment, and termini for the BRT project; and

20 WHEREAS, Pierce Transit has held or participated in more than 139 meetings, events, and other direct
21 communication methods to encourage public participation in the study process, including holding a public
22 hearing on March 11, 2019, regarding the final two elements of the Locally Preferred Alternative (LPA), which
23 are the running way option and how BRT will access the Tacoma Dome Station; and

24 WHEREAS, Pierce Transit staff, partnering agency, and consultant teams have evaluated the two running
25 way alternatives for BRT: the Median Hybrid Alternative or Curbside/Business Access and Transit [BAT] Lane
26 Alternative options; and

1 WHEREAS, Pierce Transit staff, partnering agency, and consultant teams have concluded that the
2 Curbside/BAT Lane Alternative more closely meets the selection criteria, including constructability while
3 minimizing impacts to private properties (e.g., commercial, residential, recreational, civic); and

4 WHEREAS, at its February 8, 2019 meeting, the Technical Advisory Committee (TAC) recommended the
5 Curbside/BAT Lane Alternative; and

6 WHEREAS, the street(s) and routes to be utilized for accessing Tacoma Dome Station within downtown
7 Tacoma also need to be determined; and

8 WHEREAS, three options for the Tacoma Dome Station access have been considered as highlighted in
9 Exhibit C: Option 1) Clockwise Loop (Puyallup Avenue eastbound to G Street southbound to E. 26th Street
10 westbound); Option 2) E. 26th Street Turnaround (both inbound and outbound with a BRT station assumed
11 along Puyallup Avenue); and Option 3) A "hybrid" option which would use the clockwise loop for southbound
12 buses and E. 26th Street for northbound buses; and

13 WHEREAS, Option 2 for the Tacoma Dome Station access is recommended by Pierce Transit staff,
14 partnering agency, and consultant teams as well as the Technical Advisory Committee; as

15 WHEREAS, the Board of Commissioners finds Option 2 for BRT access to the Tacoma Dome Station to
16 be beneficial for transit travel time, while still meeting the needs of businesses and residents in the Dome
17 District; and

18 WHEREAS, the Board of Commissions finds Option 2 for how BRT will access the Tacoma Dome Station
19 to provides flexible options for integration with the future light rail projects around Tacoma Dome Station;

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

21 The Board of Commissioners authorizes two elements for final adoption of the Locally Preferred
22 Alternative for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit Project: 1) Bus Rapid Transit
23 Corridor Running Way Alternative (lane configuration) shall be Hybrid (Median, BAT/curbside, missed traffic);
24 and 2) Pacific Avenue to Tacoma Dome Station Access Routing shall be the E. 26th Street Turnaround Option,
25 as reflected in Exhibit C.

26 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
27 the 8th day of April 2019.

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PIERCE TRANSIT

Nancy Henderson, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

Deanne Jacobson, CMC
Clerk of the Board

BRT Station Location - Feedback

3/26/2019- 912 Inique Pageviews

#	NAME	STATION	FEEDBACK	COMMENTS
1	NA	138th St S & Pacific Ave/SR7	This station would benefit me	
2	NA	138th St S & Pacific Ave/SR7	I have no opinion	
3	Stan R Lee	159th St S & Pacific Ave/SR7	This station would benefit me	
4	Lisa Van Valkenburg	159th St S & Pacific Ave/SR7	This station would benefit me	I would USE this station if BRT stopped here.
5	NA	159th St S & Pacific Ave/SR7	This station would benefit me	
6	Mark Dimond	168th St S & Pacific Ave/SR7	This station would benefit me	My concern would be that 168th has no paved should or sidewalks. Having such things near by would entice more riders if they don't need to trudge through inch deep puddels and mud.
7	NA	168th St S & Pacific Ave/SR7	This station would benefit me	
8	Tasha Stukes-Silverman	184th St S & Pacific Ave/SR7	This station would benefit me	
9	NA	507 & Pacific Ave/SR7	This station would benefit me	
10	Melodi Yanik	507 & Pacific Ave/SR7	This station would benefit me	Is this stop going to be on the right-hand side of the street, or at the Park and Ride? If it's on the side of the street, will it be on the south side of the intersection or the north (before auto shop or after)? Seems like the south side would make sense, but there is no crosswalk there. If this is the case, I don't think it's fair to ask pedestrians to cross two arterial streets to arrive at the bus stop. I would like to see PT work with the county to add a lit walking path connecting people parking at the P&R to the intersection, otherwise how would I access the crosswalk in the first place? I would also highly encourage adding pedestrian safety measures such as a bus shelter, crosswalk paint (away from the solid white "stop line", street lighting, signal priority for peds, etc. This is a very car-centric environment and I would be afraid of cars crossing over the white line into the crosswalk, right-turning vehicles not waiting or even seeing me crossing, and so forth. Thank you for your time.
11	NA	704/176th St S & Pacific Ave/SR7	This station would benefit me	

#	NAME	STATION	FEEDBACK	COMMENTS
				This stop would benefit our family. There is only 1 bus that runs in Spanaway the #1. We need more buses since most people have to walk a fairly long distance to get to Pacific Avenue. Its about 1.5 miles from my home.....there are a ton of new homes and Apartments going up and we are a population that is under served with only 1 bus route. The BRT would be helpful to get to concerts downtown.
12	Mike Brooks	704/176th St S & Pacific Ave/SR7	This station would benefit me	
13	Tasha Stukes-Silverman	704/176th St S & Pacific Ave/SR7	This station would benefit me	This is the stop on Pacific Avenue that is closest to getting me home.
14	NA	8th Ave E & Mountain Hwy E	This station would benefit me	NA
15	NA	8th Ave E & Mountain Hwy E	This station would benefit me	
16	Tiffany Richardson	8th Ave E & Mountain Hwy E	This station would benefit me	
17	Tasha Stukes-Silverman	8th Ave E & Mountain Hwy E	This station would benefit me	8th Ave E & Mountain Hwy E
18	NA	Commerce St & S 9th St	This station would benefit me	
19		Commerce St & S 9th St	This station would benefit me	
20	Tiffany Richardson	Commerce St & S 9th St	This station would benefit me	
				I ride the 1 every day to work and back, and I really appreciate the convenience. BRT would save me a lot of time on my commute, and I'm excited to see Pierce Transit taking this step. However, this BRT route ends before I get on at 6th Ave. It's my experience that many riders get on at the 6th Ave stops. This is a very population dense area. I also think BRT would attract even more riders from the 6th Ave area. Please extend the route.
21	Christine Cooley	Commerce St & S 9th St	This station would benefit me	
22	Nolan	Garfield St & Pacific Ave/SR7	This station would benefit me	Right by my employer PLU! Would be very helpful. Very beneficial...10-minute walk from my house, though 121st St Station would be one minute closer. Garfield seems better overall because of the closer businesses and slighter shorter walk to most of PLU (I walk to Garfield District business very often). What's the reason for the two stations so close to each other? Some advantage to leverage the existing Transit-owned Park-and-Ride property at 121st?
23	Martin Allison	Garfield St & Pacific Ave/SR7	This station would benefit me	
24	NA	Garfield St & Pacific Ave/SR7	This station would benefit me	
25	NA	Pirnie Rd & Mountain Hwy E	This station would benefit me	

#	NAME	STATION	FEEDBACK	COMMENTS
26	Kristin Pierce	Puyallup Ave & E G St	This station would benefit me	Seems very reasonable - a good place to transfer to intermodal transit.
27	Lisa Van Valkenburg	Puyallup Ave & E G St	This station would benefit me	Tacoma Dome Station! PLEASE MAKE THIS A STOP!
28	NA	Puyallup Ave & E G St	This station would benefit me	
29	NA	Puyallup Ave & E G St	This station would benefit me	
30	NA	Puyallup Ave & E G St	This station would benefit me	
31	Tiffany Odell	Puyallup Ave & E G St	This station would benefit me	Is this stop at Tacoma Dome Station for a connection with Sounder? If so, this would be very beneficial.
32	Tasha Stukes-Silverman	Puyallup Ave & E G St	This station would benefit me	
33	Susie Farkas	Puyallup Ave & E G St	This station would benefit me	Since I need to connect with route #500 to get to work this would be a great benefit to me to transfer at teh Tacoma Dome Station.
34	NA	S 112th St & Pacific Ave	This station would benefit me	NA
35	NA	S 112th St & Pacific Ave/SR7	This station would benefit me	
36	NA	S 121st St & Pacific Ave/SR7	I have no opinion	seems close to the Garfield and pacific brt stop
				Very beneficial...9-minute walk from my house. Only slight advantage over Garfield station though (one minute further) and Garfield seems better overall because of the closer businesses and slighter shorter walk to most of PLU.
37	Martin Allison	S 121st St & Pacific Ave/SR7	This station would benefit me	What's the reason for for the two stations so close to each other
38	NA	S 13th ST & Market St	This station would benefit me	NA
39	Lara Linde	S 13th St & Market St	This station would benefit me	Closest station to my workplace
40	NA	S 13th St & Market St	This station would benefit me	
41	Tasha Stukes-Silverman	S 13th St & Market St	This station would benefit me	
42	NA	S 19th St & Market St	This station would benefit me	
43	NA	S 25th St & Pacific Ave/SR7	This station would benefit me	
44	NA	S 25th St & Pacific Ave/SR7	This station would benefit me	
45	NA	S 25th St & Pacific Ave/SR7	This station would negatively impact me	There is already a Tacoma link stop here and nearby bus stops. Users could use them to get on at Tacoma Dome. The proposed route as a whole has too many stops. Proposed stops should be consolidated for even faster travel times.
46	NA	S 28th St & Pacific Ave/SR7	This station would benefit me	

#	NAME	STATION	FEEDBACK	COMMENTS
47	Christian	S 34th St & Pacific Ave/SR7	This station would benefit me	Great for in case you dont wanna walk from 38th over the bridge
48	NA	S 34th St & Pacific Ave/SR7	This station would benefit me	
49	Ben	S 34th St & Pacific Ave/SR7	This station would benefit me	If I were commuting to work I would use this station to get a ride to Tacoma dome square and transfer to the 500
50	Leon Nettels	S 34th St & Pacific Ave/SR7	This station would benefit me	I am excited about this transit. I just wonder how bikes will be able to use this transit.
51	James	S 38th St & Pacific Ave/SR7	This station would negatively impact me	From 72nd to 38th street the bus stop locations are spaced to far apart!!
52	NA	S 38th St & Pacific Ave/SR7	This station would benefit me	
53	Tiffany Odell	S 38th St & Pacific Ave/SR7	This station would benefit me	This station would be beneficial to connect with westbound routes This will be the closest station to my house - I think it's in a FANTASTIC spot: coffee and donuts in the morning, u-betcha beer after work!
54	Kristin Pierce	S 43rd St & Pacific Ave/SR7	This station would benefit me	
55	Chenda Ouch	S 43rd St & Pacific Ave/SR7	This station would negatively impact me	Depending on the corner of 43rd street/pac ave you plan to have the station at will impact my business tremendously. I own Connie's donut shop. Parking will be a huge issue for me and my customer if the stop fall on my side of the corner. Please consider.
56	NA	S 43rd St & Pacific Ave/SR7	This station would benefit me	
57	NA	S 43rd St & Pacific Ave/SR7	This station would benefit me	
58		S 43rd St & Pacific Ave/SR7	This station would benefit me	
59	Chenda Ouch	S 43rd St & Pacific Ave/SR7	This station would negatively impact me	I own Connie's Donuts & Espresso on the corner of 43rd/Pacific Ave. If you put a stop on my side of the corner it will hurt my business overall tremendously. This will affect all my delivery of supplies and customers parking access. Please reconsider a different corner. Your help is much appreciated.
60	Carol O	S 43rd St & Pacific Ave/SR7	This station would negatively impact me	This would negatively impact the business currently at the corner of 43rd and Pacific, Connie's donuts. Please consider putting it on another block.
61	Jill Brothers	S 43rd St & Pacific Ave/SR7	This station would negatively impact me	Please do not block connies donuts this would negatively impact her business and force her out
62	NA	S 43rd St & Pacific Ave/SR7	This station would negatively impact me	

#	NAME	STATION	FEEDBACK	COMMENTS
63	Liz Guerrero	S 43rd St & Pacific Ave/SR7	This station would benefit me	This is a regular and useful spot
64		S 50th St & Pacific Ave/SR7	This station would benefit me	Why isn't it at 48th? I'm wondering if this station is located at this intersection specifically to serve Stewart Middle School, or if it would make more sense to move the station to 48th.
65	Tiffany Odell	S 50th St & Pacific Ave/SR7	This station would benefit me	
66	Anna Birdseye	S 50th St & Pacific Ave/SR7	This station would benefit me	
67	Casey Lowe	S 50th St & Pacific Ave/SR7	This station would negatively impact me	This station would drive more traffic into the neighborhoods and surface streets. Making it more dangerous etc. Are roundabouts or other features planned on surface streets along the route?
68	NA	S 56TH St & Pacific Ave	This station would benefit me	This offers good access to the library, Safeway, and Walgreens
69	NA	S 56th St & Pacific Ave/SR7	This station would benefit me	
70	NA	S 64th St & Pacific Ave/SR7	This station would benefit me	This station would be great as it is the closest to my house. Right now I use the Route 1 stops at 60th and Pacific.
71	Joshua Garcia	S 64th St & Pacific Ave/SR7	This station would benefit me	Maybe you extend the BTR E 64th St and Portland Ave.
72	Herschel Wilson	S 64th St & Pacific Ave/SR7	This station would benefit me	YES ALL DAY! Please put a stop here!°°
73	NA	S 64th St & Pacific Ave/SR7	This station would benefit me	
74	James	S 72nd St & Pacific Ave/SR7	This station would negatively impact me	From 72nd to 38th street the bus stop locations are spaced too far apart!!
75	NA	S 72nd St & Pacific Ave/SR7	This station would benefit me	
76	NA	S 72nd St & Pacific Ave/SR7	This station would benefit me	
77	NA	S 78th St & Pacific Ave	This station would benefit me	Good for access to the Blueberry Park and for the people who will live in the planned adjacent housing project.
78	Chris Beale	S 78th St & Pacific Ave/SR7	This station would benefit me	A station at 76th and Pacific Avenue, consolidating 78th and 72nd, could be of benefit both for the route and reducing total quantity of stops. 76th is a major east-west street thru this area
79	NA	S 88th St & Pacific Ave/SR7	This station would negatively impact me	NA
80	Kaitlin Parker	S 96th St & Pacific Ave/SR7	This station would benefit me	
81	Janice Hart	S 96th St & Pacific Ave/SR7	This station would benefit me	this would be great times 10
82	NA	S 96th St & Pacific Ave/SR7	This station would benefit me	
83	Tiffany Odell	S 96th St & Pacific Ave/SR7	This station would benefit me	This is a well-used location today, and would serve me for my commute
84	Lara Linde	Tule Lake Rd S & Pacific Ave/SR7	This station would benefit me	Closest station to my house

#	NAME	STATION	FEEDBACK	COMMENTS
85	Angela McDaniels	Tule Lake Rd S & Pacific Ave/SR7	This station would benefit me	I'm very pleased by this location. I live nearby and will definitely be using it!
86	Jim Jones	S 64th St & Pacific Ave/SR7	This station would negatively impact me	What does a "station" consist of? Configuration?
87	Kevin Fordhamp	S 56th & Pacific Ave	This station would negatively impact me	While your plan sounds good in theory it will create more congestion and problems. create a route somewhere else!
88	Kevin Fordhamp	S 64th St & Pacific Ave/SR7	This station would negatively impact me	there is enough congestion and traffic on pacific now.I live right on the highway and your claim about ridership is a lie! I see empty busses going by all day long!
89	NA	S 50th St & Pacific Ave/SR7	This station would benefit me	NA
90	NA	S 25th St & Pacific Ave/SR7	This station would benefit me	NA
91	NA	Puyallup Ave & E G St	This station would benefit me	Having access to Tacoma domain and the sounder benefits me absolutely love this connection! Will help me get to Seattle better and avoid missed stop when I come back late
92	NA	Puyallup Ave & E G St	This station would benefit me	
93	NA	S 13th ST & Market St	This station would benefit me	perfect that it connects to the hotel for out of town guests
94	NA	S 50th St & Pacific Ave/SR7	This station would benefit me	I like that it is close to the school and retirement community
95	NA	Puyallup Ave & E G St	This station would benefit me	NA
96	NA	Commerce St & S 9th St	This station would benefit me	NA
97	NA	S 13th St & Market St	This station would benefit me	NA
98	Bucoda	S 64th St & Pacific Ave/SR7	This station would benefit me	I have used this stop for years to connect with school, downtown, bus connections to point defiance, and out to spanaway. I love being able to get to this stop and be so connected. I also see opportunity for development in that area with the support of new stops
99	Anna Hudson	Commerce St & S 9th St	This station would negatively impact me	This new proposed station is not effective. I personally use this area daily and the lack of stops in this area is bad. Plus those with disabilities would have a hard time. I see the current stops used frequently and this seems to be a bad place for this stop. Please re-consider its location.

#	NAME	STATION	FEEDBACK	COMMENTS
				This station would be right in front of my house. It is noisy enough and tons of garbage that isn't picked up as is. I can only imagine how bad it will get if a bus station is put in here. I already have no front yard and the bar next to me is very close. You make no offers to put up fences to block thing out or put noise cancelling products on our homes in these areas. Plus I do use the bus every day and the new stop on the other end will be very inconvenient for me and others with disabilities. I was looking for my neighborhood to become quieter and less crime. This will only pick things up if this is put in. I am against it!
100	Anna Hudson	S 43rd St & Pacific Ave/SR7	This station would negatively impact me	
101	NA	S 13th ST & Market St	This station would benefit me	NA
102	NA	S 64th St & Pacific Ave/SR7	This station would negatively impact me	
103	Marc	S 13th ST & Market St	This station would benefit me	A station at this location would be excellent for the downtown core, including nearby residents such as myself.
104	Marc	Commerce St & S 9th St	This station would benefit me	
105	Patricia	S 72nd St & Pacific Ave/SR7	This station would benefit me	
106	Patricia	S 25th St & Pacific Ave/SR7	This station would benefit me	
107	Patricia	S 25th St & Pacific Ave/SR7	This station would benefit me	
108	Patricia	S 64th St & Pacific Ave/SR7	This station would benefit me	
109	NA	S 25th St & Pacific Ave/SR7	This station would benefit me	
110	NA	Puyallup Ave & E G St	This station would benefit me	
111	Kara	Puyallup Ave & E G St	This station would benefit me	This would be AMAZING!!!! Would really connect the whole city together.
112	LeAnne	Commerce St & S 9th St	This station would benefit me	This would be AMAZING!!!! Would really connect the whole city together.
113	Kara	S 43rd St & Pacific Ave/SR7	This station would benefit me	This is my current bus stop - also used by many students. If you go curbside it could benefit from a closer cross walk or light. Many drivers use 43rd cause its one of the few streets that connects McKinley to Lincoln. A stop in the middle of the street would be way easier for pedestrians to get to...less running from fast moving cars. The donut shop is also heavily used so lots of turning cars as well.
114	Dawnet	S 56th St & Pacific Ave	This station would negatively impact me	Hello, I go to a business on this street often and it would make parking very difficult if there is a bus lane in this area.

BRT - COMMENTS

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
4/2/18	BRT Email	BRT Email	NA	Email	Concerned with street trees
7/10/18	BRT Email	BRT Email	NA	Email	I see the plan to connect the sr7 rapid bus to the dome station and end in downtown. Where does that leave route 1 and it's connection to the Tacoma Dome coming from TCC & 6th Ave neighborhoods? I am frustrated that route 1 does not currently connect to the Tacoma Dome station. I want to take the bus to work but the connections don't make sense. I can't walk to the dome from Pacific in dress/work clothes in the rain in time to make the connections work. Routes 13, 42, and others connect into the dome station so why not route 1? Please work this into any planned adjustments. Thank
7/12/18	BRT Email	BRT Email	NA	Email	I live near 6th and Union and take Sounder. PLEASE consider taking the reconfigured TCC-downtown route directly to the Tacoma Dome station instead of simply ending it downtown at 9th and Commerce. Route 1 used to go there but now it doesn't and the transfers are awful in the morning. While terminating the BRT there is an awesome idea, if the other connection to TDS could be restored, it would mean that I could resume using it in the morning.
7/16/18	BRT Email	BRT Email	951-623-1051	Phone	<p>To whom it may concern,</p> <p>First, let me introduce myself, my name is Katie Flores. I am an MSW student working on practicum hours under Dr. Susanne Marten, chair member for Centro Latino. We had some questions regarding the BRT and the type of housing/businesses that will enviably result from the placement of this new great public transportation.</p> <p>There is a map that is located on the pierce county website that indicated some areas of mixed used districts (MUD), high density residential (HDR), Neighborhood Centers (NC), and community centers (CC). Our questions have to do within these areas. Granted this map was last updated 6/2015, how are these areas effected because of the BRT?</p> <p>https://www.co.pierce.wa.us/DocumentCenter/View/44635/lu_desig_p_s_m_11_17?bidId=</p> <p>With this new BRT system, we wanted to know about the types of housing that is going to be under way as well. Who is projected to be living in these MUD or HDR areas? Are they going to be updates senior homes, apartment or multi-family housing units, are there plans for different housing, low-income housing, etc.? We're looking to see who is going to be coming in or out of the area. Has anyone asked the residents of these areas how it might affect them? What about the human services? Because the map might be out of date, we are wondering what kind of human services are going to be added along the route since most likely housing will added there as well. Is there a point of contact that I might be able to reach for these types of questions?</p> <p>Hopefully these questions are not too much of a bother, but in order to service our clients better it would be wonderful to have an overview of how this wonderful project is going to help them. Furthermore, after looking on the website, www.rideBRT.com I could not locate when the next meeting was. I realize that I am just a few days late for the one that was on the 9th however it does say that there is Fall/Winter 2018 meeting; is that meeting open to the public?</p> <p>Thank you so much for your help regarding these and any future question that might come up. Have a wonderful rest of your week, I look forward to hearing from you and helping me to understand some of these questions.</p>
7/19/18	BRT Email	BRT Email			<p>Hello,</p> <p>I'm glad to hear there is conversation about Bus Rapid Transit!</p> <p>In the meantime (since this is several years out), how about just having Express Buses- i.e. buses that don't stop at every stop, but only major points along with regular buses? This has worked well in Chicago. During high volume times express buses are added to routes. It's quicker for riders b/c there are not as many stops with people getting on/off. However, regular buses continue to run so people who want to stop at those in between stops can. Buses are simply and clearly labeled Express 1 or X1 (or whatever the route is). This also does not require any changes to infrastructure, which is a financial bonus!</p> <p>Thanks for considering!</p>
7/27/18	BRT Email	BRT Email			Number 1 bus route. I get on the number 1 bus at TCC. Can I still do that? Do I change busses at 9th st? Liz Gallo

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
7/27/18	BRT Email	BRT Email		Email	Hi im a neighbor that lives one street off South side of pac ave. My question is, will there be any studies done on streets that sit one street off pac ave? I know that vehicles use these streets to cut through neighborhoods to get where they want to faster. I also see it all the time, I live near an intersection that has a yeild sign 90% of the time people don't yeild. So again any studies being done to cut down on neighborhood cut throughs or to slow vehicles down in our neighborhood?
					I have two general comments about the proposal as it was explained at the public meetings I attended. 1. The addition of dedicated bus lanes is Pacific Avenue will be a disaster for all concerned. It will increase traffic congestion and put some merchants out of business, not to mention the disruption during construction. My specific objections are as follows: a. The volume of bus traffic does not justify a dedicated lane. Especially with the new, larger buses, you will have a situation where there may be, during rush hour, 3-4 buses using a full lane, while the remaining lanes are jammed with auto traffic. b. If lanes are added to the existing roadway, some 80-90 businesses will be adversely affected. (My count, it could be higher). Many will lose their parking spaces entirely, others will have access difficulties since the lanes will block turning at intersections. If the bus has to stop at every light, the value of the dedicated lane is lost entirely. And if some intersections and 2-way turn lanes are lost, customers will have difficulty accessing many businesses.. c. We have all seen the traffic nightmare created in the area of UWT and the museums by the loss of three travel lanes for the tracks and the replacement of parallel parking with angle parking. You are proposing to re-create this fiasco all the way from the Transit station to the Roy "Y." 2. There is no proposed parking to be added to accommodate bus riders. The only available parking spaces will continue to be at the Walmart just past the Roy "Y" and the already inadequate parking facility at the transfer station near the Tacoma Dome. People will, usually, not walk more than 2-3 blocks to catch a bus. Many, like myself, are unable to walk even that far. I live 2 miles east of Pacific Avenue in an area which once had limited bus service but now has none. Many more people would ride the bus if there were parking lots located along the route. There are two main problems with "Unsound Transit." 1. It is run by and for the benefit of people who live in Tacoma and Lakewood. Very little consideration is given to the people who live outside municipal boundaries. We are forced to pay for services we will never use. 2. It its zeal to reduce the use of private automobiles, the Board has taken the position that reducing auto usage is best accomplished by throwing as many obstacles as possible in the way of the commuter. You take away auto travel lanes to make bicycle lanes, But since two bicycle lanes (one on each side) will remove one auto travel lane, you come up with the absurd situation where you have 3 bicycles per mile occupying space that could have been used by 300 cars. Then you seek to remove downtown parking stalls while failing to create parking for people who commute into Tacoma from outside the city.
7/28/18	BRT Email	BRT Email	NA	Email	I realize that people who do transportation planning have a cultural bias against the private automobile. Had our county been designed So as i am looking at this. There will not be a bus stop at Wal-Mart or behind it at the Spanaway Wal-Mart. Then how are the bus going
7/31/18	BRT Email	BRT Email	NA	Email	to turn around? How is this going to effect people in Spanaway taking Bus 1?
8/9/18	BRT Email	BRT Email	NA	Email	When and who should I call with questions about the BRT and the possible street realignment of Puyallup Ave?
					Hi, If you're planning for the future, why not extend the proposed BRT route south along Highway 7 to 224th St. E. There's already a high volume of traffic through that area and it will only increase over time. Also, Pierce County owns a vacant parcel of land on the southeast corner of that intersection which could easily be converted to a park-and-ride lot.
8/26/18	BRT Email	BRT Email	NA	Email	I hope you will serious consider this option. Believe it or not, people out here commute as far north as Seattle.
8/29/18	BRT Email	BRT Email	NA	Email	If this happens will there still be a bus that will go from Spanaway to TCC? Most of the people I know from my area use route 1 to get to or from either TCC or Tacoma General. The buses that are alternate now are not as reliable for timing.
					I think improving the transit experience for riders and making it faster and more convenient for them is a great idea, but I have one concern: I have heard that this project might possibly take portions of existing lanes from normal traffic and dedicate it to these buses. As traffic all the way along Pacific Avenue is horrendous already, I would vehemently oppose what would surely make it even worse.
9/4/18	BRT Email	BRT Email	NA	Email	
9/10/18	Business Meeting	Frederickson Skills Center	253-405-1791	Phone	Business owner on Pac Ave. Worried about parking. Property not on critical issues list.

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
9/10/18	Open House	Parkland/Spanaway Library	253-255-6172	In-Person	I am very excited about the BRT and would like to help in any way I can. I would like to see the route extended to TCC.
9/10/18	Open House	Parkland/Spanaway Library	253-326-1223	In-Person	
9/10/18	Open House	Parkland/Spanaway Library	NA	In-Person	Would like it to be a overlay, need more frequent stops. BRT traveling with pedestrians, bikes and other traffic is dangerous.
9/10/18	Open House	Parkland/Spanaway Library	NA	In-Person	
9/10/18	Open House	Parkland/Spanaway Library	NA	In-Person	
9/10/18	Open House	Parkland/Spanaway Library	253-272-6824	In-Person	
9/10/18	Open House	Parkland/Spanaway Library	253-223-8812	In-Person	Please mail updates to 9023 Gayle Ave SW, Lakewood 98498
9/10/18	Open House	Parkland/Spanaway Library	253-572-3738	In-Person	Great option to make riding the bus more efficient and user-friendly.
9/12/18	Open House	UW - Tacoma	425-761-6685	In-Person	
9/12/18	Open House	UW - Tacoma	612-807-3404	In-Person	
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	253-431-6879	In-Person	Looking forward to having BRT near my neighborhood! Hoping for station at 56th St. I take the bus to TDS. Love prepayment option to keep things moving and the real time travel info. Thank you!
9/12/18	Open House	UW - Tacoma	253-272-4486	In-Person	
9/12/18	Open House	UW - Tacoma	503-476-1106	In-Person	
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	253-564-9251	In-Person	Concerned with how fast the green lights will change, that traffic lights will not allow the disabled to safely cross the street. Almost hit 3 times already.
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	NA	In-Person	Concerned with distance between stops and walking at night with children.
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	253-466-7333	In-Person	Great to see connection to TDS. Love to see more bike infrastructure & electric buses used for this project. Prefer median as it is more permanent.
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/12/18	Open House	UW - Tacoma	NA	In-Person	
9/17/18	Comment Card	Various	NA	NA	Even though I live in Federal Way I'm anxious to see how the project turns out.
9/17/18	Comment Card	Various	NA	Email	Consider optional for TDS. Removing street parking will kill retail.
9/18/18	Open House	Fern Hill Library	253-279-1808	In-Person	
9/18/18	Open House	Fern Hill Library	253-380-5037	In-Person	
9/18/18	Open House	Fern Hill Library	253-431-8966	In-Person	
9/18/18	Open House	Fern Hill Library	NA	In-Person	
9/18/18	Open House	Fern Hill Library	NA	In-Person	
9/18/18	Open House	Fern Hill Library	NA	In-Person	Appreciate the easier system for wheelchairs and handicapped. Really like covered stops. Love to see a stop by Stewart Middle School and S 52nd.
9/18/18	Open House	Fern Hill Library	NA	In-Person	
9/18/18	Open House	Fern Hill Library	NA	In-Person	
9/18/18	Open House	Fern Hill Library	253-961-0232	In-Person	Leave the bikeland, support curbside, feels safer, please add bike lanes where there aren't any (112th to 99th)
9/18/18	Open House	Fern Hill Library	253-267-9458	In-Person	
9/19/18	Open House	Moore Library	253-224-4372	In-Person	
9/19/18	Open House	Moore Library	NA	In-Person	

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
9/19/18	Open House	Moore Library	NA	In-Person	
9/19/18	Open House	Moore Library	253-426-9122	In-Person	
9/21/18	BRT Email	BRT Email	NA	NA	Thank you for giving us enough time to get used to the idea of a change on Pacific Avenue. The stop I use most on Pacific Ave. is just beyond the crosswalk at 142nd St. I'm hoping two things in the next 2 years. That my daughter will have moved to an area with a route that will not change AND that I'll still be able to walk when the new system is in place.
9/24/18	Comment Card	Various	NA	NA	Please keep Puyallup Ave as it is so it has a chance to develop as a neighborhood
9/24/18	Comment Card	Various	NA	NA	This will be bad for our business. Please find a different way
9/24/18	Comment Card	Various	NA	NA	Please look for other options for parking spots. This will be bad for business
9/24/18	Comment Card	Various	NA	NA	Use optional route for the new brt as 26th is less traveled and makes more sense
9/24/18	Comment Card	Various	NA	NA	As a frequent business user I would prefer you to use 26th as a bus route
9/24/18	Comment Card	Various	NA	NA	Please do not put the bus route on Puyallup Ave. Please use 26th st instead
9/24/18	Comment Card	Various	NA	NA	Please move to 26th street
9/24/18	Comment Card	Various	NA	NA	Please move to 26th street
9/25/18	Open House	Sprinker Recreation Center	253-531-0087	In-Person	
9/25/18	Open House	Sprinker Recreation Center	NA	In-Person	
9/27/18	Open House	PLU	NA	In-Person	
9/27/18	Open House	PLU	206-483-7144	In-Person	
9/27/18	Open House	PLU	NA	In-Person	
9/27/18	Open House	PLU	253-279-8005	In-Person	
9/27/18	Open House	PLU	NA	In-Person	
9/27/18	Open House	PLU	NA	In-Person	
9/27/18	Open House	PLU	425-785-4340	In-Person	
9/27/18	Open House	PLU	253-227-7541	In-Person	
9/27/18	Open House	PLU	253-880-8211	In-Person	
9/27/18	Open House	PLU	253-474-1028	In-Person	
9/27/18	Comment Card	Various	NA	NA	Keep Puyallup Ave for pedestrians and cyclist. Also add bike lane.
9/28/18	BRT Email	BRT Email	NA	Email	With Town Centers concept, and some of the districts further north, 84th & Park – Fern Hill - why not run buses up C street and over to Park ? C Street from 152nd @ Sprinker; it is wide up to 108th after SR-512... If it would help those neighborhood centers; people get on & off the bus there might frequent those businesses. It might change or help on some of the costs of road improvements
10/3/18	BRT Email	BRT Email	NA	Email	I've heard and read about the proposed BRT to be started in Tacoma and I have a few comments. This route is redundant. The 1 takes the exact same path, only difference being the 1 does not go by Tacoma Dome Bus Station. Will you change the route of the 1 since this new bigger bus will be on the same path? Your proposal never gave any info on the future of the 1.
10/12/18	Comment Card	Various	NA	Email	\$150m. Better spent on adding drivers and routes and expanding the service on existing routes. I ride #1 3x week or more. It should be re-routed from DT or Dome: TCC to TD or DT to Spanaway or Roy Y. Whatever. Maybe it could keep to schedule better. Sunday and evenings are problematic on most routes.
10/18/18	Comment Card	Various	NA	NA	As a property owner and business owner in this part of the dome district. I would like to see Puyallup Ave. stay an Avenue with schools, restaurants, apts, and a nice view. Making it some sort of transport corridor is a mistake, soul of the area is lost. Please consider the option. Thanks, Neil Harris
11/4/18	BRT Email	BRT Email	253-847-4855	Email	I heard a rumor that BRT will mean that other vehicle traffic will be limited to a single lane in each direction along Pacific Avenue/Mountain Highway. This would be a big mistake. The volume of traffic along this corridor is very high and the congestion that would result from cutting back from four lanes of traffic to two would be unlivable.

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
11/5/18	BRT Email	BRT Email	NA	Email	<p>Ms. Lee: Met you at open house (Sep 18). Discussed concern about eliminating Pacific Ave. in downtown core and possibility of adding a BRT stop on Pacific Ave. (good idea). Below I sent to the Mayor and CM Mello that serve on PT Board - I also spoke at public input.</p> <ol style="list-style-type: none"> 1. Putting a stop on Pacific Ave. before entering downtown core, great benefit. 2. If indeed alternate route is solid, please explore continuing the Route 1. This would at least mitigate the loss of the Pacific Ave. corridor in/out of the City. 3. Explore the "circle" Puyallup Ave./25th St. BRT option. Puyallup Ave. may be another corridor route if PT considers other corridor routes into downtown for BRT such as Portland Ave. and South Tacoma Way., Portland Ave. connects to Puyallup Ave. Understand lot of ongoing discussions, concerns, both pro and con going on in connecting the Dome D. / transit center. This is a critical connect. My understand Dome Transit may be the largest in the state for public transportation, especially once ST gets light rail to Tacoma. Both Portland Ave. and South Tacoma Ave. make logical sense in possible next BRTs.
11/24/18	BRT Email	BRT Email	NA	Email	<p>First off, I'm a member of the Tacoma Transportation Commission, rather familiar with BRT (this email is independent of the Commission, just stating this to show I'm knowledgeable and the legal/ethics stuff).</p> <p>Regarding the plans around the complex 72nd/Pacific intersection:</p> <p>From other work I do, I know that the VACANT property at 7431 S Pacific Ave (0.85 acres) is being transferred, and the new owner will be listing it for sale. No idea if this property is being considered for a transit station/BRT, but if it is, it may not be available for long as I suspect apartment builders will snatch up this property fast as it is in one of Tacoma's "Residential Target Areas" (AKA Mixed Use Centers) with tax abatement for new development. I realize this property may be slightly too far south of 72nd St for the station, but where is the question?</p> <p>There is more vacant property across the street on the West side (Fred Meyer) with vacant property being much easier/cheaper to acquire than having to demolish existing businesses. The listed owner is Bell Street Properties of Wilsonville, OR, which is related to the rehab center to the north. They have transferred the property to the Portland State University Foundation (in process), and the foundation rep has stated they will sell it [I can get contact info]. I'm not a Realtor (again, no conflict of interest there) - I know about this from the neighborhood's interest in getting homeless camps off the property.</p>

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
					<p>I'm a member of the Tacoma Transportation Commission (at-large) and I'd like to get about 30 copies of your current promotional material for BRT (only need 20 of high quality stuff, staff types don't need it), including the dates of the next Open Houses for a meeting I'll be at on Thur Jan 17. I can drop by your HQ in Lakewood (or mail).</p> <p>I'm involved with the start-up of a business group (Safe Streets and Tacoma Economic Development) on roughly 7000-8200 Pacific Avenue (plus both Walgreens, 56th and 84th) - mostly the Tacoma zoning Multi-Use Area of "72ND/PACIFIC." This is the kickoff meeting (business managers and owners, to include apartments) and it is intended to be:</p> <ul style="list-style-type: none"> - Meet and greet - Airing of problems (with Tacoma Police and other city officials) - this is most of the meeting (shoplifting, homeless/vagrants, car prowls, etc) - Future of the area (BRT and ?) <p>I have 3 minutes on transportation and planning (transportation oriented development). We're expecting 20 people, but maybe more. It is just some of these businesses seem clueless when BRT is mentioned (I get the fliers in the mail, the ads on Facebook (plus emails, but the average person doesn't subscribe to Transit emails)).</p> <p>At a later meeting (March? April?) I'm suggesting a full presentation by Pierce Transit on BRT. There isn't time in this gathering for your presentation, but I'll be encouraging them to go to the Jan-Feb Open Houses. I'm familiar enough to give them a quick overview (and if they have questions, I have your Oct Briefing to the Tacoma Transportation Commission, and will direct them to the open houses).</p> <p>Bottom line, no time and too early to invite you now.</p> <p>I know I'll be asked about how BRT is getting through 72/Pacific = too early to say (please LMK if you have a preferred option (cough, guessing will be curbside there)). Ditto which side of the intersection the stations will be (I've had to explain to folks how it doesn't matter as far as traffic congestion goes, it will be out of the traffic lanes).</p> <p>Anyway, LMK if you can provide.</p>
1/9/19	BRT Email	BRT Email		Email	
1/10/19	BRT Email	BRT Email	360-282-3916	Email	I live just off SR 7 in Spanaway and commute daily by bike to work. Can you tell me what impact BRT would have on the existing bike lanes on SR 7?
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	
1/18	Comment Card	Open House	NA	In-Person	TCC to TDS
1/18	Comment Card	Open House	NA	In-Person	Proposed 88th stop seems unnecessary. Only U-Haul there.
1/23/19	Open House	PLU	253-405-4901	In-Person	
1/23/19	Open House	PLU	NA	In-Person	
1/23/19	Open House	PLU	253-318-5489	In-Person	
1/23/19	Open House	PLU	502-442-5253	In-Person	
1/24/19	Open House	UW - Tacoma	206-398-5453	In-Person	
1/24/19	Open House	UW - Tacoma	253-692-5926	In-Person	
1/24/19	Open House	UW - Tacoma	360-280-6080	In-Person	
1/24/19	Open House	UW - Tacoma	253-592-4260	In-Person	
1/24/19	Open House	UW - Tacoma	253-640-6087	In-Person	
1/24/19	Open House	UW - Tacoma	NA	In-Person	
1/24/19	Open House	UW - Tacoma	NA	In-Person	

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
					<p>This email is directed at Pierce Transit (Bus Rapid Transit - BRT) and City of Tacoma Public Works (Transportation), the rest of you are just interested parties. This is only about my very short BRT discussions from the end of this meeting (wouldn't have been discussed at this first meeting except for the BRT Open Houses about to happen, so I pushed it). I said I didn't speak for Pierce Transit but the businesses need to know what was happening.</p> <p>If you don't know what I'm talking about</p> <p>https://na01.safelinks.protection.outlook.com/?url=www.ridebrt.com&data=02%7C01%7CBRT%40piercettransit.org%7C46062c0163f24fcb5f2508d682d841e5%7C94b67db3ecdd4f21878022ac5a51f26f%7C0%7C0%7C636840262698796103&sdata=akO86n8GZw1SujMB7TjG5MZ7Yxn1eGFRhOJYcgzayk%3D&reserved=0</p> <p>At the Standup Meeting on the New 72/Pacific Ave Business Group I discussed the Pacific Ave Bus Rapid Transit (BRT) as a member of the Tacoma Transportation Commission. As expected, my 3 minutes got cut down to 2 minutes (networking, plus crime and grime were the issues) but the BRT promotional materials got handed out and I had great off-lines before and afterwards, and I'll be meeting with a couple of business owners. I'd say half overall were unaware of BRT or its impacts on their business. I pushed them going to the Pierce Transit Open Houses (fliers provided by Pierce Transit). I also told them that while the formal decision on lane treatment won't happen until March, in their area of concern it will be curbside as median makes no sense in this section of the corridor (stopping bad rumors). I also mentioned the Transit Oriented Development (TOD) Study that will be starting. Two minutes over.</p> <p>I'll suggest a March or April briefing to this group from Pierce Transit (3rd Thursday, 1PM) after the lane treatment decision is (formally) made</p> <ul style="list-style-type: none"> - but up to the group - i don't run it. <p>CONCERNS:</p> <ul style="list-style-type: none"> - Business access during construction. BIG concern. I told them the City would likely follow the model of the Hilltop Link Extension - zero desire to repeat the 2008-ish rebuild of Pacific Ave (17-21st) that shut down everything (and a couple of businesses on Pacific Ave went out of business). To repeat, BIG CONCERN. - BAT lanes - how much real estate? I told them to look in front of Welchers (64/Pacific) to get a rough idea (bus turn out). So 11 ft or 12 ft right of way? South Bound Pacific Avenue will have a BAT lane 48-76ish. - Long term, Transit Oriented Development (TOD). Size of new construction (stories, 3, 6, 9?) Increase in population along the corridor.
1/25/19	BRT Email	BRT Email	NA	Email	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/29/19	Open House	Moore Library	NA	In-Person	
1/30/19	Open House	Fern Hill Library	253-472-4650	In-Person	
1/30/19	Open House	Fern Hill Library	360-218-1383	In-Person	
1/30/19	Open House	Fern Hill Library	253-677-0143	In-Person	
1/30/19	Open House	Fern Hill Library	253-219-3350	In-Person	
1/30/19	Open House	Fern Hill Library	253-921-6944	In-Person	
1/30/19	Open House	Fern Hill Library	253.315.3691	In-Person	

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
1/30/19	Open House	Fern Hill Library	253.591.5053	In-Person	
1/30/19	Open House	Fern Hill Library	253.414.2247	In-Person	
1/30/19	Open House	Fern Hill Library	253.414.2247	In-Person	
1/30/19	Open House	Fern Hill Library	253.414.2247	In-Person	
1/30/19	Open House	Fern Hill Library	NA	In-Person	
1/30/19	Open House	Fern Hill Library	253-312-0550	In-Person	
1/31/19	Open House	Sprinker Recreation Center	253-388-6038	In-Person	
1/31/19	Open House	Sprinker Recreation Center	NA	In-Person	
1/31/19	Open House	Sprinker Recreation Center	NA	In-Person	
1/31/19	Open House	Sprinker Recreation Center	NA	In-Person	
1/31/19	Open House	Sprinker Recreation Center	NA	In-Person	
1/31/19	Open House	Sprinker Recreation Center	253-847-8000	In-Person	
1/31/19	Open House	Sprinker Recreation Center	253-720-8952	In-Person	
1/31/19	Open House	Sprinker Recreation Center	253-720-8952	In-Person	
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, opposes the project and disputes ridership totals. He feels the project will create congestion due to the additional lanes and has concern for the cost versus the benefit realized.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, believes BRT will be good because it will increase ridership which will aid in congestion.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, questioned where the money for roundabouts would come from.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Greater Seattle area, Transportation Choices. Advocating for BRT and asked the Board to consider safety.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Lakewood, commended Tina Lee on her presentation but wondered if the BRT project would affect bus fares.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, spoke on behalf of Mike Lekander. He indicated a preference that any land acquired be in front of his house rather than the rear due to visibility concerns, a preference that BRT lanes be down the center and commented that ride shares such as Lyft may impact Pierce Transit's business as people would choose Lyft over riding BRT.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, signed in but chose not to speak.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, had concerns regarding moving utilities along Pacific Avenue and asked if Pierce Transit would be repaving Pacific Avenue and questioned where the money came from. He indicated the first he heard of this project was the flyer he received.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, expressed concern over losing his property, and felt there would be less impact with the curbside option. He felt the hybrid option would close businesses.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, signed in but chose not to speak.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, indicated he prefers curbside. He indicated he had not received any information on the project besides the flyer.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma Dome District, expressed relief that the project would use 26 th street. She does not want lanes removed or added and feels businesses will lose parking. She also commented that sidewalks need to be widened in commercial districts.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, attempted to give her time to her neighbor (Nate Robinson) who already spoke, and the Chair asked to hear from others who had not yet testified.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, lives across from Sharon Glassy and his concern is losing the sidewalk and the cost of the project.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, spoke on behalf of his mother Nam On, stating they do not see the cost benefit.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, didn't know anything about the project until the flyer and felt we needed better communication. She expressed concern regarding the loss of street parking.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, is an Outreach Coordinator with FutureWise. She indicated support for BRT and a preference for the hybrid alternative.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, is concerned about the rapidity of the BRT.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Puyallup, signed up but chose not to speak.

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, indicated he was not aware of the project until the flyer, asked to be kept apprised and that the Board consider people's incomes and businesses.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, Downtown On The Go, stated their agency is excited for BRT and indicated that the hybrid option preferred.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, uses transit due to disability and is favor of BRT idea. Would like more focus on ridership for those who need it, such as individuals with disabilities. He felt BRT should have islands in middle for safety reasons for the disabled and children.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, is a Pierce Transit rider and prefers hybrid alternative.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, with the Community Transportation Advisory Group (CTAG) felt the curbside option was a poor choice. He indicated he was on a technical advisory for few sessions and there was not a unanimous vote. CTAG is in support of the hybrid option for safety reasons, and Mr. Baaken cited the Pierce Transit mission statement.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, signed up but chose not to speak.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, indicated he was not aware of the project until he was given a flyer. He believes his front door will be eight feet closer to street and the project is not worth investment. He believes Pierce Transit is not advocating for taxpayers.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, is in favor of BRT, stating agency staff should do it once correctly.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Salishan, commented there was no communication and he felt that Pierce Transit is spending more money to spend more money.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, prefers the middle of street option and believes bus stops should be beyond traffic lights.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, commented on fare structure for BRT.
2/11/19	Public Hearing	Pierce Transit	NA	NA	Tacoma, commented that he wants modified BRT in HOV lane and asked staff to look into changing HOV to BRT during certain times of day.
2/12/19	BRT Email	BRT Email	NA	NA	The BRT sounds great for those who live on the southern portion of route #1. I am concerned how this will effect route #1 from TCC to Downtown. Since I have moved to the 6th ave area our transit options have been degrade d and i would not want additional changes to impact our neighbor to much. Currently, route #1 doesn't even go to the Tacoma Dome transit center, which does not allow me to use the bus to commute to work in a reasonable amount of time. I would suggest that the northern portion of Route #1 go through downtown to the Tacoma Dome transit center once the BRT is built. Maybe even adjust the current route to service the busiest transit center in the south sound. Thanks for your time, the BRT plan looks great!
2/27/19	BRT Email	BRT Email	253-370-3752	Phone	I live at 6015 Pacific Ave. Please contact me regarding my property. 253 370-3752 I would lose access to my garage because of my steep driveway. Neighbor two house away, same situation. Lane might be moved north and south to avoid this situation and significant expense.
2/28/19	BRT Email	BRT Email	NA	Email	I noticed that there are some proposed changes to Pac Ave. I'm just wondering how that is planned to impact the homes on the highway and when that will start impacting those of us living there. thank you! Caitlin Modine

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
2/28/19	BRT Email	BRT Email		Email	<p>I have a couple of questions (only need rough answers) on Alignment options on Pacific Ave/WA 7. This is in support of next Tuesday's Tacoma City Council meeting (Dr. Moore, the co-chair of the Transportation Commission knows I'm sending this email and I'll be sharing the response with her).</p> <p>- I remember discussion of there being a difference in land acquisition required between Curbside and Hybrid/Median - roughly 1 versus 2 acres, but can't find that in the briefings. Can you refresh me on the difference, and do you have any idea how much of that acquisition is inside Tacoma City Limits?</p> <p>Answer: Richard – the data that follows is newer than what I said at my last briefing, this is the from the design engineer and the best information: The Curbside Alternative (based on the Environmental Critical Issues Report dated August 24, 2018) would require the acquisition of 76 parcels and a total of 27,055 square feet (0.62 acres). The Hybrid Alternative would require the acquisition of 140 parcels totaling 46,773 square feet (1.07 acres). For the Curbside Alternative, there are relatively few acquisitions within the City of Tacoma. This is because the Pacific Avenue right-of-way is 100' north of 72nd, which means that added BAT lanes would generally fit within the existing right-of-way in that area. For the Hybrid Alternative, there are more impacts within the city limits because the majority of the median lanes are within the city limits, and right-of-way is often required to accommodate the median stations. Thus, the Hybrid Alternative has a greater proportion of the property impacts within the city limits. Don't have the exact numbers, but could determine those if needed.</p> <p>- Do you have a notional max width required for the options? Lanes plus station (either with or without planting strip and sidewalk - but need to know if sidewalk included). (Concerns are 38, 48, 56, 72, and figure 84 and 96 are similar).</p> <p>Answer: For the Curbside Alternative, the typical maximum width in areas where BAT lanes are added in both directions (7-lane cross section) and stations, is about 96 feet. This includes the sidewalks. For the Hybrid Alternative, the widest areas are where there are median stations at intersections with left turn lanes. Total width in those locations, including sidewalks, is 102 feet. See breakdown below.</p> <p>Hybrid alternative: 102'</p> <p>• 8' sidewalk–10.5' GP travel lane–10' GP travel lane–12' Station–21' (2) BRT lanes–10' Left-U-Turn lane–10' GP travel lane–105' GP travel lane, plus 1' behind the sidewalk on each side for utilities.</p>
2/28/19	BRT Email	BRT Email	NA	Email	<p>Hello Chris</p> <p>I really try and keep up on things going on around me. This morning I woke up to a flyer on my porch about this BRT thing. This is the first I have heard of this. My neighbor said he got something along time ago. Well not us and if I good wind had come by I wouldn't have gotten this. So I live right on Pacific Avenue at 70th. My parents who are now gone bought that house in 1953 and my wife and I live there now. So what is really going on with this? We did something awhile back about rezoning for multi use construction which we were not happy about. Its my understanding the bowling alley behind us has been sold and is going to be torn down and stores/apartments are going to be going up on that portion and maybe the stores from the middle of the block to 72nd st as well. Do you know for sure? I am most concerned with this BRT I don't like seeing the words "considering seizing your property" This is just crap. those buses go by my house everyday and they are not even half full and most of the time they are close to being empty. Sure traffic is busy during rush hour what major street isn't during certain times of the day. We both pull in and back out of the driveway everyday you don't see us complain. Please tell me more then what is on this little flyer. The map is so small as to be useless. I went on line today but its just not much more info on that either. They want to add to lanes to Pacific from down town to Spanaway. That's just insane. Some of those businesses and homes are right up to the sidewalk now. You would have buses or cars or both in your living room. You cant buy every home and business on both sides for miles and expect people are just going to relocate and be fine with it. That's my family home and our daughter will get it after we are gone just like I got it from my parents. This is not just some rental people come and go from with no attachment. Please fill me in with what is going on really.</p> <p>Thank you--John</p>

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
					Chris, I recently received info on subject proposal. On its face it seems like a bad idea. I would be very interested in seeing the CBA (cost benefit analysis) on this project. It looks like adding more buses to the fleet would accomplish the same result at much less cost to taxpayers & riders and less disruption to the current traffic flow. The added BRT line would still be required to observe the existing stop lights which reduces its efficiencies. Tax payers are already burdened with very high property taxes and this does not appear to be a constructive use of current/future tax funds. Historically public transportation projects require subsidies from taxpayers to support operations. Future tax increases for support of the proposed dubious system are unacceptable. I am anxious to hear the pitch on 11 March. I assume you will be attending.
2/28/19	BRT Email	BRT Email	253-307-4509	Email	
					Hello Chris Beale, 1. I am a business owner on 5220 Pacific Avenue. My family has had this office since 1958 where we have served the public with chiropractic health care services. I was given a flyer today March 1, 2019 that was rather disturbing to me about the Pierce Transit proposal. 2. The flyer indicates there is one more public hearing Monday, March 11th at 4PM and a FINAL meeting Monday April 8 at 4PM where a final decision regarding a "Hybrid Option" involving expanding lanes to 7 and seizing business property and a "Curbside Option" will be made. 3. I find it appalling that these meetings are being conducted during business hours where a business owner would have to close down to be present at this meetings. Businesses and homes and apartments along Pacific Avenue would be destroyed if the lanes were expanded to 7 lanes. 4. I attended a meeting about one year ago at Stewart Junior High put on by Pierce Transit. At the time, Pierce Transit was show casing the different types of buses that could be used and had us vote on what would we thought would be the best choice. No mention of expanding the lanes and taking property was ever mentioned or alluded to. 5. Chris, Please help us as business owners and other affected property owners with a reasonable meeting time and with reasonable choices that won't devastate the Pacific Avenue Business climate and the neighborhood.
3/1/19	BRT Email	BRT Email	253-472-3365	Email	
					It has come to my attention that Pierce Transit is working on a project that may directly impact my home and property at 6810 Pacific Ave, Tacoma, WA 98408. I would like to have a conversation as to what the repercussions to my property would be. Sincerely,
3/6/19	BRT Email	BRT Email	NA	Email	Terri Munsey
					How many feet closer to my property? Bus lane width should be determined based on the available street space and the competing needs of bicyclists, pedestrians, and motorists. The minimum width of a curbside bus lane is 11 feet. The minimum width of an offset bus lane is 10 feet. So right now you would need to increase to road side by that much, plus a buffer, then the side walk.....so how many feet from the current street layout, am i going to loose, since you don't think i own to the side-walk (I did, since i am responsible according to the City for the maintenance of the sidewalk).
3/7/19	BRT Email	BRT Email		Email	

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
					<p>The other day I noticed a flyer placed on my doorstep that alerted me to your plan to implement an expanded BRT bus service on Pacific Avenue</p> <p>It's interesting I have not been contacted by anyone in your organization or asked for input from any of your "partners" doing the study . You have been SILENT! For obvious reasons, as your wish is to move forward with no criticism.</p> <p>Your study reaches the conclusions you hope for because it is flawed and biased..</p> <p>Your claim that each bus would eliminate 90 automobiles on the road is, well, plain stupid!</p> <p>My property has frontage on Pacific Avenue about mid location on route 1 and I witness bus after bus driving by with no more than 20% occupancy so your claim that the service needs to be expanded is preposterous. There are currently 59 runs each weekday in each direction, North and South. There are only 26 each way on route 45 Yakima/Park Ave and route 48 Yakima/ Sheridan, Hosmer. These routes parallel Route 1. Pacific Ave. has the highest ridership by your own design.</p> <p>Did it ever occur to you to investigate implementing BRT on either route 48 or 45 along with Pacific? Route 45 could link up with the parkland hub nicely.</p> <p>Where do you plan to find the additionally property to offer your "BAT" lane proposal? Further, if you implement the hybrid option of using the median lane for loading and unloading passengers how can you expect to improve safety for pedestrians or vehicles?</p> <p>As you can well imagine, I'm not pleased with the prospect of having property taken from anyone living on or operating a business along Pacific Ave for a project that makes no sense.</p> <p>By your own admission, in your study the time saved to travel the entire 14.5 mile route would be 7 to 12 minutes, largely through fewer stops, and at the same time do absolutely nothing to Improve vehicle traffic flow. I don't want to sound kooky, but WHY WOULD YOU THINK THIS IS A GOOD IDEA?</p> <p>Share with everyone the evidence of the same, or similar program, that has been a success somewhere else by adding lanes for buss only use on a congested highway</p> <p>You claim that 85% of your revenue comes from local sales tax. As a taxpayer, I question your proposal to spend 150 million dollars to accomplish little change for anyone involved with the exception of the 200 grand your "partners" pocketed to provide your study.</p> <p>If the average fare you collect from each rider is 98 cents, as indicated in your budget, when the published fare is \$2.00 I would suggest you are not being fair to taxpayers and pandering to the portion of the population that takes advantage of bus service.</p> <p>You have never mentioned in your study the portion of riders you are surely losing to rideshare availability in Uber and Lyft.</p>
3/8/19	BRT Email	BRT Email	NA	Called	
3/11/19	Letter to PT	Letter to PT			Letter in BRT email folder

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
3/11/19	BRT Email	BRT Email			<p>Dear PT board, Regarding the presentation by Ms. Lee outlining the proposed pilot parking program at the Tacoma Dome Station; I made a short comment at yesterday's meeting. I would like to add the following thoughts for your consideration: As Pierce Transit Board members you are charged with getting people out of their cars and into public transportation. If you would charge for parking, at a market rate and then return that substantial income, (as outlined in the 2014 study) to more efficiently getting commuters to the "hub" without having to bring their cars, or by applying the income generated from parking fees to fare reductions, those would mitigate the hardships caused by having to actually pay for parking. You are not in the business of subsidizing SOV use, you are in the business of providing and encouraging efficient public transportation. I strongly encourage you to reread the study you paid for, and whose conclusions were never questioned, only deferred. I have attached a letter/PDF sent by Tacoma's former Economic Development Director to the PT Board encouraging your adaptation of the Study's recommendations</p> <p>Thank you, Rick Semple TacomaDomeDistrict business association board member Transit user ricksemple@mac.com 253 627-1315</p>
3/12/19	BRT Email	BRT Email	NA	NA	<p>I think it would be an ideal project to estimate the benefits in monetary terms on a yearly or lifetime basis You could monetize the time saving per user day, the increased tax base if users grew to 10,000 per day, etc. The environmental effects could also be estimated with or without the project. I realize with population out of control, we need to do something.</p>
3/12/19	BRT Email	BRT Email	NA	NA	<p>I've been studying transportation for some time. The incremental cost of freeway projects is usually about \$50,000 per car day. So, a 1,000 car per day project usually costs about \$50,000,000. Some projects are as low as \$10,000 per car day. The Link in downtown Tacoma cost about \$50,000 per daily boarding and the Pierce Transit parking garage cost about \$40,000 per stall. Pierce Transit BRT project on Pacific Avenue is a \$150 million proposal costing about \$50,000 per daily boarding. Assume a 5 mile Trail costs \$5 million under ideal conditions. So, it would need 100 users per day to have a Capital cost of \$50,000 per user day. Most trails do much better. Sidewalks are much more competitive on a user day basis. Staying off the system is the best. Live close to work or play.</p>
3/15/19	Phone		253-472-5258		Concerned about lossof parking in front of her business

DATE	TYPE	LOCATION	PHONE	RESPONDED	COMMENTS
3/19/19	BRT Email	BRT Email	NA	Email	<p>Thank you Tina for the presentation regarding the Pacific Ave. BRT but \$150,000,000 for that corridor is insane. The only people who are for it are people who work on a transportation planning committee and who don't live on Pacific Ave. At any given time during the day there is practically no one at the bus stops. As far as I'm concerned, it's a sleepy bus route. When you start to talk about effecting my property with a project like this I will certainly fight back. We have a lovely large property on Pacific Ave. and plan to remain here and retire here with no intrusion from Pierce Transit.</p> <p>Would you be putting up privacy/ sound barrier walls for Pacific Ave residences? Will you be reimbursing property owners financially for the property you will be taking away from them? What about utility lines would they go underground? This whole project will leave a bitter taste for Tacoma residences and righteous Pierce Transit. This project would serve very little purpose and disrupt residential families and businesses. Who wants their front yard taken away? Front doors smack on the street with more traffic noise. The only time Pacific Ave is busy is a couple of hours in the morning and late afternoon. A pointless and costly project many people are not in favor of. Do not effect the value of my property to increase bus traffic.</p> <p>Suzanne Vigneron</p>

BRT Virtual Open House - Comments

3/26/2019 - 1,189 Unique Pageviews

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
1	12/12/2018	Milo	Cabudac	Y	Buses are always crowded peak hours. It takes a long time to get from TCC to 96th & Pacific, even longer to Spanaway Walmart. Great idea.
2	12/14/2018	Lonnie	Shaw	N	I am a retiree of Pierce Transit and live within a mile of SR 7, and feel that BRT is a great service for rider ship moving forward.□
3	12/19/2018	Mary	Bot	Y	Hi, Having lived in both Boston and Seattle, I have used Rapid Transit Buses before and think they are great! However, since the proposal is not to serve the entirety of Route 1, I don' t think this is a good idea and this change can potentially impact me negatively. As a daily rider of Route 1, I definitely think a Rapid Line is needed as this route is incredibly overcrowded, even in the early mornings. What will happen to the rest of Route 1 when the Rapid Line begins? I ride everyday from 6th & Union to Pacific & 25th and back again. I really hope I won't be needing to transfer.
4	12/19/2018	Don	Golden	Y	What is the budget and cost of this bus route? How much are you spending for this bus line?□
5	12/19/2018	Levin	Conway	Y	The lack of connectivity between Route 1 and the Sounder station has been incredibly problematic for me, especially since I relied on this connection early on before it was eliminated. While though se 6 blocks between Pacific and Tacoma Dome Station look well-connected on paper, the bus transfer and train times in the early morning just don't line up, especially since the Tacoma Link doesn't switch to its 20 minute schedule until after 6 AM. Please take into account what happens to the remaining Route 1 line and consider terminating it at the Tacoma Dome Station.

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
					<p>I think that the BRT in this section of the #1 route is a great idea! Everyone at Pierce transit is doing a great idea. I am concerned with the portion of route #1 that goes from TCC to Downtown. It is not clear how that portion of the route will be effected. Currently route #1 does not go to the Tacoma Dome station and causes additional delays and unnecessary transfers for riders in my neighborhood who are trying to get to the Sounder or the Airport Bus. It would be greatly beneficial if the current route #1 would stop at the busiest transit center in the city and when the BRT is up and running this could be the terminus for the portion of the route #1 that is coming from TCC. In addition, the BRT has expanded operating hours but the current route #1 ends very early. It is not possible to get back on an evening flight or ten o'clock Amtrak and still have time to get a bus home. A better coordinated bus schedule with other major modes of transportation would increase ridership on this route.</p> <p>I would highly recommend that the other portion of route #1 be addressed in the discussions for the BRT. I am requesting that the route #1 from TCC stop at the Dome station and the new route go this direction as well with expanded operating hours (especially on the weekends). Thank you for taking the time to read my concerns.</p>
6	12/19/2018	Patrick	Lithian	Y	
7	12/19/2018	Brian	Muldoon	N	Xlent! Howard County MD developing BRT on US 29 which will link with Montgomery County US 29 BRT to Silver Spring (DC Metro). Both Counties well off fiscally but Montgomery County directly adjacent to NW Wash DC and 3 times the size of Howard County MD.
8	12/19/2018	Mark	Bracking	Y	I think this presentation is a good way to help people in the community learn about this project and perhaps choose to become involved.
9	12/20/2018	Jennifer	Ryan	N	Having ridden Rt 1 in the past, I highly support the upgrade of the corridor to BRT. The connection with the Tacoma Dome Station is critical in making the regional connections and future Link LRT connections to south King County.
10	12/20/2018	Ryan	Moriarty	Y	Better bike connections to route 1 would be helpful. Flashing crosswalks at intersections with street oriented buttons for cyclists to press when trying to cross without getting on the side all to hit the pedestrian button.
11	12/21/2018	Charles	Mastbert	Y	I think that it's a great idea that would be extremely helpful as a student of a school on pac av it would make the commute to school much quicker so I could get more work done

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
12	12/29/2018	Mark	Muller	Y	How late the BRT is gonna be running on weekday and weekends.. There many employees that work at Walmart in Spanaway that depends on busses to get home from work. We Usually take the last bus out of Walmart going back to downtown Tacoma I think that was leaves at 10:50 p.m.□
13	1/3/2019	Richard	Gardner	Y	<p>Up front, I'm on the Tacoma Transportation Commission (so maybe I should go though your Government Relations people, LMK if I should, but probably doesn't matter, small town). This is public record an d outside my Commission responsibilities.</p> <p>The past month I've been hearing some other concerns (mostly in Pierce County, so outside my district/city):</p> <ul style="list-style-type: none"> - Pedestrian Safety around the stations (45+ mph around Roy Y) - Plans a few blocks away from Pacific Ave for pedestrians (anything?). Boundaries for planning? <p>I know Tacoma and Pierce County are funding a study for Transportation-Orientated-Development along the corridor. But that won't look at pedestrian safety. I'll be making a formal comment as part of the next round of open houses.</p> <p>I do ride Route 1 on occasion, but not regularly.</p>
14	1/3/2019	Richard	Struna	Y	<p>I'm a daily, year round bicycle commuter on SR 7 from 208th Street to 138th Street. Can you tell me how the BRT lane configuration will impact the bike lane that currently exists on SR 7?</p> <p>It sounds sounds as though lanes for cars will be eliminated causing more congestion , and there are far more people using the road then just people on the buses. It does not seem like a good idea unless you can provide additional lanes.</p>
15	1/4/2019	Tony	Pense	N	I would love to see this rapid route become a reality. It would make a commute via public transit from Seattle a genuine possibility, vs. an extended odyssey. Please do it!
16	1/8/2019	Michael	Zbaraschuk	N	BRT should be scrapped in favor of link light rail OR in favor of cable cars. BRT is nothing more than rehashed bus service.
17	1/11/2019	NA	NA	Y	
18	1/11/2019	Terry	Wilson	Y	<p>I ride Route 1 all the time. I live at 6th and Jackson. I take Route 1 to downtown and to Spanaway. Started riding the bus since late 1980. If the new bus system starts, where would the Route 1 continue as? I take bus 1, 16, 2 and 28 to downtown. 1 and 16 most often. Any questions I could help with, I would be glad to.</p> <p>Thank You for moving forward. Terry Wilson pierce transit rider□</p>

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
19	1/11/2019	Tim	Tengesdal	N	This looks like a solution looking for a problem. We are retired, have no need for transit and live to far from it for it be of any value; yet we are expected to pay tens of thousands of dollars of our retirement money on the Seattle Transit tax. Seems to me all that is needed are pull overs and that can't cost \$150 million. One advantage I can see is it will provide cheap transportation to help transport the vagrants out of Spanaway.
20	1/15/2019	Todd	Burgess	N	Ninety million dollars to benefit six thousand residents? These figures come from this very page. Six point two five million dollars per mile, to benefit eleven percent of the taxpayers, is preposterous. Any relieved traffic will surely be restrained by big-ole-busses mucking up the curb lane, forcing motorists into the inside lane and clogging up turn lanes. This is a very poor idea and a boondoggle money pit where the money should be spent elsewhere or returned to the tabs payers. I see no benefit to anybody not directly connected to Pierce Transit or a government contract. □
21	1/15/2019	Gary	Broeker	N	How much will it cost? How much will this raise my taxes?
22	1/16/2019	Jeff	Swindle	Y	After looking at it how in the hell is it rapid stopping at almost every intersection there is which is opposite of fast need to pull out half of the stops. I thought a better idea would be keep your regular slow 1 th e way it is now. Then have a faster one that stops at major intersections between Tacoma and Spanaway. Even charge an extra quarter or fifty cents we would gladly pay it for less stops. □
23	1/17/2019	Karen	H	N	Ridiculous! I already pay for transit that doesn't even come close to my house. Now you want to tie up my commute that I use to stay off the highway? I see you schedule your open houses to be during work time and commuting time. Those will opinions on this work until 4 or 5. How do you expect them to attend to provide opinions? That right, you only want those that don't work and want this.

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
24	1/22/2019	Cloe	Petricca	Y	<p>This route is constantly packed and because pacific avenue is a terminus for shops and other businesses I think that increasing the amount of buses would help those trying to commute to the downtown core as well as from downtown back home. I think Bus Rapid Transit would successfully fulfill many community needs as far as transportation and reliability goes for the bus system. I would recommend extending the link all together though although it will be costly. It's important to think about our cities future as far as sustainability goes and if we do not extend the link, you will be waiting a lot of money on bus related issues that could be solved with the extension of the link. But I do understand we need to take one step at a time so that is why I approve of this new rapid system so that less people need to drive! We need to focus on sustainability within our community more and this is a great step forward! Happy to see this is an idea for Tacoma! Let's make this city what it deserves to be turned into, sustainable and community oriented!</p>
25	1/24/2019	Patrick		Y	<p>I am worried what impact the BRT will have on the other portion of route #1. There is no information related to this impact. Will route one from TCC to downtown end at the Tacoma Dome to help improve access to regional transit for my neighborhood? In what ways will the route be effected? Why doesn't the busiest bus line in the city not connect to the busiest transit center? I would suggest changing the current route so that it meets up with the Tacoma Dome station even before the BRT is complete. I think this is a major transportation gap in our system. Thanks for all of your work and good luck with this great project. It will be a great asset to people on a portion of route #1.</p>

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
					The safety of passengers is paramount. The curbside alternative will result in roadway widening on a street that is known for speeding and deadly collisions with pedestrians who are known to be to be disproportionately ethnic minorities and lower income people. Since the agency is intending to increase ridership, it is a moral imperative to ensure the safety of those passengers with the hybrid alternative. Median stations will give pedestrians a refuge from traffic rather than requiring them to roll the dice each time they cross a lane. The quantitative analysis of 2045 travel time assumes that no additional priority is added to the corridor between now and then, which I find to be a critical flaw in the analysis. Additionally, the City of Tacoma's policy on roadway design is that it should privilege pedestrians, cyclists, and transit users over general purpose SOV traffic. I vote for the hybrid alternative, echoing the sentiments of CTAG, the City of Tacoma Transportation Commission, the Sustainable Tacoma Commission, and Downtown On The Go.
26	1/25/2019	Chris	Karnes	Y	I believe that the city should NOT be expending money on building pre-paid station or changing the side walk structure. Instead, the city should invest on 1. adding more buses connecting Spanaway to Tacoma Sounder Train, Downtown Tacoma, and TCC 2. decreasing the waiting time during rush-hour; 3. Introducing Express buses that stop on high demand bus stops; 4. Renovating the current bus stops structure (weather protection with LED/Solar light for night rides) 4. Hire me as a consultant - I came from a big city and I have a good understanding what works and does not with mass transit.
27	1/29/2019	Janmilly	Campbell	Y	Best, I will ride the BRT to Tacoma Dome, if that will be possible? I ride ST590 express to Seattle, from Spanaway.
28	1/29/2019	Lisa	Van Valkenburg	Y	Thank for doing this. It will be a huge help!!☐
29	1/30/2019	Joan	Mikulski	Y	I think That BRT is a great idea. I look forward to it.
					Bus Rapid Transit for Route 1 is necessary for getting the outer Tacoma area (which is highly populated) moving with public transit. Many people in the area rely on public transit and non-motorized transportation...including me.
30	1/30/2019	Tasha	Stukes	Y	I live off of 176th and Meridian in Puyallup/South Hill. I am looking forward to seeing MORE improvements like this in our area of Pierce County. PIERCE Transit isn't just about inner-city Tacoma. :)☐

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
31	1/30/2019	Corina	Going	N	If this happens, I will use Route 1! Love that it goes to Tacoma Dome, very helpful for connecting to 574 to airport. I live at 80th and East C St and work on 6th Ave and could take the 1 and then connect to another route to get to workout 6th and Alder.
32	2/1/2019	Audreona	Williams	Y	Pierce Transit is amazing and is always excellent with time.
33	2/2/2019	Keyona	Jones	N	I think this idea is great! I have actually been wanting this for years. I live in Spanaway but work for Jetblue airways at SeaTac airport. I am a commuter. This will give more airport staff more opportunity to ride bus to work! I'm hoping the route could be convenient to go to downtown Tacoma or 512 park and ride that way I could catch 574 bus to airport. I really hope you push this idea and I will try and attend one of the meetings :)
34	2/4/2019	Susie	Farkas		My main concern is that I start work at 10:00 pm in Fife and I need to take the #1 bus that leaves the Spanaway Walmart at 7:09 pm to make the connection to the #500 to get to work. It would be nicer if I was able to catch a later bus and still make it to work on time. I'm hoping once there is a BRT in place this will happen. ☐
35	2/12/2019	NA	NA		The BRT sounds great for those who live on the southern portion of route #1. I am concerned how this will effect route #1 from TCC to Downtown. Since I have moved to the 6th ave area our transit options have been degraded and I would not want additional changes to impact our neighbor too much. Currently, route #1 doesn't even go to the Tacoma Dome transit center, which does not allow me to use the bus to commute to work in a reasonable amount of time. I would suggest that the northern portion of Route #1 go through downtown to the Tacoma Dome transit center once the BRT is built. Maybe even adjust the current route to service the busiest transit center in the south sound. Thanks for your time, the BRT plan looks great!
36	2/12/2019	Anna	Hudson		I use this bus daily to and from work. These new stops and stations are not good and will negatively impact me. I do not like having a station in front of my house which already gets people hopping my fence and going through my yard to alley and people using drugs on the side of bar. This will increase that with more garbage. I also do not approved the end of my stop in downtown Tacoma. The stops are blocks and blocks away. My daughter also uses route 1 for school and these new stops make me worry for her safety.

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
					<p>I am writing in support of the hybrid alignment for the BRT project. I look forward to sharing my thoughts at the rescheduled public hearing. Outlined below are the reasons why this alignment will better serve our community.</p> <ul style="list-style-type: none"> • The Hybrid Alternative is the only alternative that creates a safe and people centered-environment along Pacific/SR 7. o Health should not be determined by zip code, income, race or any other factor. Healthy choices should be convenient for everyone in Pierce County. BRT presents the opportunity to grant access to people throughout or region and Pierce Transit has presented two alternatives. The Hybrid Alternative grants buses priority within traffic along SR 7. • Median refuge islands at every stop location to minimize time for pedestrians in the street. Without center stations and median refuge islands riders will be doubling their walk distance. o In the last 5 years 144 people have been hit at intersections along Pacific Avenue and 6 have died. With this opportunity to improve this corridor we must protect people and not engineer solely for the efficiency for vehicles. • Don't widen roads because it is unsafe for people and bad for future development. o This project sets the stage for future transit-oriented development and additional uses of the right of way to meet Tacoma & Pierce County's growth and changes. Building a system designed to meet the needs of the neighbors and users of today's corridor will ensure dynamic uses in the future. <p>Thank you for continuing to conduct dynamic outreach throughout this process. Do not hesitate to reach out with any questions</p>
37	2/13/2019	Hally	Bert	Y	
38	2/14/2019	Bucoda	Warren		<p>I love the idea of BRT on the route 1. I use this route going both ways all the time for full time work downtown and friends in Spanaway. I fully support this, and am most excited about the connection to the dome hub so I can ride to Seattle on other routes as well. That would have been so nice when I was going to school in Seattle if the route 1 went to the dome station.</p>

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
39	2/16/2019	Esther	Day		Please do not make the BRT stops down the middle of the road. We need to have that lane available for trucks to deliver product to businesses on Pacific Avenue. Making the stops on the curb is alot easier for riders. I just retired 2 years ago from my job in Seattle. I rode the 590 and 594 to Seattle and later the train, but reverted to buses when I was working late. Curbside seems safer to me after having done this for 16 years.
40	2/16/2019	Esther	Day		There seems to be a proposed stop for the BRT on 43rd & Pacific. Please do not place that new stop in front of Connie's Donuts as this will have an impact on her business to the extent that s he may not be able to operate. This is a small shop that many of us in this community support.
41	2/21/2019	Gwen	Burmeister	Y	Just have bus 1 arrive every 10 minutes
42	2/21/2019	Nicholas	Bigelow		I own the home on the corner of 43rd and pacific and currently have a number 1 bus stop directly in front of my house. My wife and i both use the bus but she relays on it to get to and from w ork. I help maintain the grounds around the bus stop and would really like to keep the stop where it currently sits. That stop was a big reason we bought our house.
43	2/26/2019	Khai		Y	RideBRT would be so convenient for me. I live right by Spanaway Lake and it takes at least 20 minutes to walk from my house to the bus stop on 168th and Pacific. It would lessen my walking time and I'd feel even safer (especially when it's dark). I fully support this!
44	2/28/2019	NA	NA	N	You will not increase ridership without increasing the amount of legal public parking; no matter how much you revamp stops, increase the number of buses etc. The current plan isnâ€™t changing anything for those who do not currently take transit to encourage their accessibility to parking and taking the bus. It is a waste of money and time to put in more lanes if thereâ€™s no where to park and ride.

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
45	2/28/2019	Neil	Hampton	N	I received a pamphlet warning homeowners that this project would cause the city to "seize your property". While that sounds far fetched, I am unclear as to how the additional brt lanes would be added and fit on Pacific Ave without eliminating car lanes or personal property. I live on Pacific and 60th, which would fall between two proposed stations on 64th and 56th. The width of the street certainly doesn't seem to be able to accommodate two additional lanes. Any specifics on this aspect of the plan would be appreciated. Thanks.
46	3/2/2019	Cheryl	Hunsaker	Y	I think it would be a great option even if it costed a little more. I would take into consideration the cost of those stations along the route. hopefully they would be no bigger than a soda machine where you put in the money to buy your bus ticket and its all automated.
47	3/2/2019	James	Jones		The plan is unrealistic and does not support the costs to implement vs. the benefits realized. A significant negative issue is the congestion points along the route that cannot be overcome by added lanes (not possible to add lanes in some areas). The inability to have uniform lane additions is congestion, not more efficiency.
48	3/3/2019	James	Jones	N	Simply not required - the millions of dollars required to implement the proposed system would be a terrible cost burden upon taxpayers and riders for the limited gains in efficiency. The interaction with traffic signals would negatively impact existing & future traffic flow. Historically, every public transportation system requires taxpayer subsidies for future operations. What does a CBA reflect?
49	3/3/2019	James	Jones	N	Result of my review of proposal. The plan is unrealistic and does not support the costs to implement vs. the benefits realized. A significant negative issue is the congestion points along the route that cannot be overcome by added lanes (not possible to add lanes in some areas). The inability to have uniform lane additions is congestion, not more efficiency. The most cost effective and least disruptive approach is to add additional buses during peak rider periods. Larger buses complicate the future expansion by making areas inaccessible for the larger buses. Ridership is overstated.
50	3/4/2019	Raymond	Hardy		Very dumb idea affects way to many businesses and homes. Construction cost would be ridiculous, would be more cost efficient to add my buses. On top of that it doesn't even go to tcc where slot of riders go
51	3/5/2019	Stacey	Steffey		So what happens to all of the residents off Pacific Ave? Home owners and Renters?

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
52	3/5/2019	Michael	Clark	N	If my property is seized for BRT, do I get reimbursed or will I be homeless?
53	3/7/2019	Lucas	Snider	N	curious if this might make it easier to get to tacoma from Olympia - any thoughts on working with Intercity help with that? we're still stuck with a stretch of I-5 if we want to use transit.
54	3/9/2019	Charles	Myrick	Y	<p>This project appears to be economically viable. If ridership rides to 10,000 daily users, capital cost is \$15,000 per daily user. Highway projects are usually \$50,000 per daily user. Freight house Square parking was \$50,000. Tacoma Link was \$50,000 per daily boarding.</p> <p>These high costs just indicate we should be living closer to work and walking or biking.. We could even subsidise housing.</p> <p>This is a huge waste of tax payer money.</p> <p>The number of people who use this route does not justify the high price tag of this project. I witness the buses on this route daily in Tacoma. The majority of the time there are only a handful of people on them. It is only a few hours a day during the work week when traffic backs up, but otherwise the traffic flow moves without any problem. (With maybe the exception of the 512 interchange where the south bound left turn lane to go east onto the freeway backs up often because the turn lane is too short along with the poor timing of the traffic lights. A place where money spent would be justified.)</p> <p>Expanding Pacific Ave to seven lanes is a bad idea considering the young children who cross this street to attend school. This becomes an increased safety risk for them.</p> <p>Many neighborhood businesses that bring in tax revenue into the city and county will be destroyed. Family homes also will be wiped out and private properties will be confiscated disrupting thousands of lives just to accommodate the few.</p> <p>Buses are not about rapid transit, but rather a convenience for those in need of transportation. It is already a financial burden on the taxpayer. This project only increases that burden.</p>
55	3/9/2019	Gloria	Weber	N	This plan needs to be rejected.
56	3/11/2019	Stephen	Smith	N	I live on 52nd and K so I'm not a regular rider of this line but I urge the alternate with the center median because it will be the easiest for current passengers to utilize due to width of Hwy 7.

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
					<p>While I do not currently ride Route 1, I do bike and walk along this route. I would like to speak up and hope you are ensuring the safety for people walking, biking, and taking transit as opposed to vehicular traffic. By focusing on car traffic you are not focusing on all levels of the community, all income levels, and all levels of ableism. Health should not be determined by zip code, income, race or any other factor. Healthy choices should be convenient for everyone in Pierce County. BRT presents the opportunity to grant access to people throughout or region and Pierce Transit has presented two alternatives. The Hybrid Alternative grants buses priority within traffic along SR 7. This project sets the stage for future transit-oriented development and additional uses of the right-of-way to meet Tacoma & Pierce County's growth and changes. Building a system designed to meet the needs of the neighbors and users of today's corridor will ensure dynamic uses in the future.</p>
57	3/11/2019	Kaitlyn	Conway	N	Don't widen roads because it is unsafe for people and bad for future development
58	3/11/2019	Alexis	Macdonald	N	I appreciate and support the 3 goals you are emphasizing in your plan . Thank you.
					<p>Express bus services really should be a thing for many of the Pierce Transit routes. Doing this for Route 1 is a great idea. As it is, there are too many stop locations. This is making the bus routes run much slower than perhaps they could be running. I am looking at moving into Tacoma but as I study the routes and timing of the routes to reach key places like TCC and UW Tacoma, I am finding the route trip times are very long. Currently, I am in Lakewood and see that a trip from the Pierce College area off Steilacoom Blvd to UW Tacoma is close to an hour and a half?! That is ridiculous. There is a disconnect between getting people to education hubs in Tacoma. I know this is off topic (sort of) for Route 1, but not really since Route 1 does serve both UW Tacoma and TCC. Please review stop ridership and instead of increasing costs for Express/Rapid Transit service, just take away a few stop locations on all routes. Run Express buses only in the mornings and late afternoon/evenings. Run Express buses to all area high schools and community colleges so our teens can get to/from safely and more easily (with no transfers preferred).</p>
59	3/12/2019	Duncan		N	Thanks!

#	DATE	FIRST NAME	LAST NAME	RT 1 RIDER	COMMENTS
60	3/12/2019	James	Jones	N	<p>Attended meeting on March 11 and was not impressed with the presentation by BRT rep. Costs presented were incomplete (e.g. roundabouts; etc). Tracking ridership on Pacific Ave does not support the significant investment (\$150M+) vs the benefits realized. The project appears to be looking for a problem to solve where no problem currently exists. No support for how the overpass at 512 or the new Pacific Ave overpass over I-5 would accommodate more lanes for traffic.</p>
61	3/13/2019	Pete	Hall		<p>Instead of using regular busses on hwy 7 in spanaway and spending all that money redoing the traffic lanes etc. Why not spend the money on new double decker busses</p>
62	3/15/2019	Kenna	Fullerton	Y	<p>Please don't do it. Or please just extend the route to TCC. Route 1 is the only bus that goes from tcc to the southeast side without requiring a transfer. As someone who often has to transfer at tcc, having to transfer a third time to be able to get transported where the proposed brt line will go, would be an added stress on what is already a long and confusing journey</p>
63	3/17/2019	Rick	Semple	Y	<p>Increasing efficiency along the corridor is commendable, but to do this to the detriment of local service is questionable. I understand that money is limited, but to increase one sort of ridership via BRT while eliminating local service deserves further questioning. Pierce Transit planning seems to be being done by traffic consultants and car driving employees. If all Pierce Transit activities were to be attended and conducted by travelling to and from meetings via Pierce Transit service, (in other words: taking the bus) I think the levels of service would rise almost immediately.</p>
64	3/18/2019	Laurel	Whittaker	Y	<p>BRT is too expensive and overkill for what you need to accomplish. Putting another bus into the schedule for more frequent arrivals will accomplish what we need. The plan that I've seen will sacrifice the cross traffic, pedestrian, and local business viability for a small gain. This is Pacific AVENUE, not a highway.</p>



City of Tacoma

Chris Beale
Position 5

Pierce Transit Board
 3701 96th St. SW
 Lakewood, WA 98499

Dear Pierce Transit Board,

We are writing to express our support and excitement around the Bus Rapid Transit (BRT) project coming to Tacoma. BRT supports our goals around smart growth, transit access, environmental justice, reduction of greenhouse gases, and equity. Though we are excited, we want to ensure BRT is implemented in a way that aligns with our upcoming corridor use plans and supports walkable land uses without pushing project costs onto the City.

We are interested in the need to balance exclusive lane BRT - which is the foundation for maximizing transit access, supports added capacity, and improved service speeds - with other important land use considerations, such as urban design of the right of way for walkability and compact, pedestrian oriented growth. We are concerned about the overall width of Pacific Avenue ROW, particularly in Mixed Use Centers, such as 72nd and Pacific Avenue, 38th and Pacific, and 56th and Pacific which functions like a mixed use center, and are interested in minimizing overall land acquisition needs to make project cost effective, and reduce impacts on businesses and property owners.

We are starting a comprehensive land use analysis and plan without first having envisioned what the right of way configuration looks like and how the BRT service will support our growth goals. Integration of our land use vision with BRT is the keystone to our land use plan, and BRT should be considered the central nervous system of a successful, urban corridor. A seven lane street right of way with the majority street space given to cars and not mass transit is inconsistent with that vision.

We request Pierce Transit include an additional analysis early in the next phase, in coordination with the City's land use planning, to ensure the project appropriately balances the shared goals of Pierce Transit, the City, and the community to improve transit access and service while promoting livability, walkability and transit-oriented compact development along this urban corridor.

Sincerely,

Chris Beale
 Tacoma City Council Member, District 5

Catherine Ushka
 Tacoma City Council Member, District 4



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

Pierce Transit
Attn: Pierce Transit Board
3701 96th St. SW
Lakewood, WA 98499

October 11, 2018

Dear Pierce Transit,

On behalf of Downtown On the Go, I am writing with support for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit (BRT) project.

At Downtown On the Go, our priority is creating and supporting multi-modal transportation options and we seek to reinforce a compact, urban core that provides transit service in the most efficient way to create a thriving economy. Tacoma commuters will benefit greatly from BRT on Pacific Ave and we fully support the project. This addition to our transportation system will make a huge difference for mobility in Tacoma and our ability to convince commuters that transit is a viable option.

However, we have the following comments about the project at this point:

- **Existing Route 1**
When the new Bus Rapid Transit system is built, do not discontinue the current Route 1 from the Roy Y. The current Route 1 serves a different rider and should not be eliminated. By adding BRT, we create faster service for many but we should make sure that we don't leave others behind, particularly those who are transit-dependent.
- **New BRT terminus in downtown Tacoma**
We encourage you to continue the existing Route 1 from TCC to UW Tacoma to serve destinations throughout downtown rather than asking riders to transfer at 10th and Commerce.
- **Walkability**
We encourage Pierce Transit to invest in outreach to the local communities to ensure that their needs are met. We ask that work be done to ensure that the stations are fully accessible to people walking and people with disabilities. We support the inclusion of sidewalks, crosswalks, and traffic calming around the project to ensure a safe space for all users. Access and safety are paramount to the success of this project.

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

- **Multi-modal connections**

Please site station locations that support multi-modal connections. Connections to BRT by foot, bicycle, and other buses are essential to the success of the BRT line. This not only allows transit-dependent riders easy access to the system but it addresses last mile connection issues and allows commuters to leave their car at home, reducing local congestion.

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.

On behalf of our Board of Directors and the approximately 33,000 employees and more than 7,000 students who commute to downtown Tacoma on a daily basis, I would like to express our support for Pierce Transit's Bus Rapid Transit project and we look forward to working with you to address these concerns.

Sincerely,



Kristina Walker
Executive Director
Downtown On the Go



City of Tacoma
Transportation Commission

March 12, 2019

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

Re: Pierce Transit Pacific Avenue Bus Rapid Transit Recommendation

Dear Chair Mello,

The Transportation Commission has received several updates on the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project since our letter of recommendation of June 21, 2018. The Commission has reviewed the information and discussed the project. We have the following updates to our previous comments for your consideration as the City evaluates the latest options provided by Pierce Transit.

Project Consistent with City Planning

The Transportation Commission continues to feel strongly that this project should be consistent with the City of Tacoma Transportation Master Plan (TMP) which has been adopted by the City of Tacoma Council and is part of the Comprehensive Plan. Pierce Transit's BRT project along Pacific Avenue is a major project within this plan. It must be consistent with the goals and policies of the TMP including protecting community, providing mobility for all, and striving for fiscal, environmental, and social sustainability.

Primary prioritization of choices for the BRT project should be based on the Green Transportation Hierarchy which gives precedence to people walking (including individuals using assistive devices) then to people using bicycles and public transit. Commercial vehicles and trucks also have priority over passenger vehicles. Pacific Avenue is designated as transit & freight priority in the TMP with pedestrians being highest priority on all routes. This means that the BRT project must prioritize pedestrian access and safety as well as transit and freight travel even if that results in the possibility of increased auto travel times at peak periods in the distant future. The commute trip mode splits recommended in the TMP show an increase in transit from 5% to 10% and a decrease in single-occupancy vehicle trips from 76% to 55%. The BRT project will help meet these recommendations and lower the possibility of increased auto travel times.

The importance of improving pedestrian access and safety is a prime concern given the disparate impact to ethnic minorities and households with lower incomes as transit may be one of the only mobility options some have for getting to work and school. It is also important to ADA accessibility to

reduce the need to cross the entire width of the roadway at any given time to reduce the likelihood of injury or death. Pierce Transit's Corridor Traffic Analysis shows greatest Pedestrian Improvements as well as Vehicular Safety Improvements, for the Hybrid Alternative. Increasing the width of the roadway decreases pedestrian safety and must be offset by adding median refuge islands and increasing pedestrian crossing times.

Tacoma Dome Station Inbound & Outbound Access

The Transportation Commission again stresses the importance of safety in choosing access routing to the Tacoma Dome Station. Any option must preserve pedestrian access and safety. While Tacoma Dome area businesses have expressed concern about parking reduction (and, therefore, loss of business) if certain streets are used for the BRT route, evidence shows that enhanced pedestrian, bicycle, and transit access increases the number of people visiting businesses and the amount people purchase. Therefore, the next priority should be enabling easy connections to other local and regional transit and improving the efficiency of the BRT route travel throughout the day. Less focus should be placed on impacts of Tacoma Dome Events and freight.

Commissioners have expressed concern that the 26th Street Turnaround Option would result in one bus using that street every 2.5 minutes at a 10-minute bus frequency with resultant delays from daily traffic and traffic signals. The hybrid turnaround option improves this situation.

Alignment Configuration within the Right of Way:

The Transportation Commission previously supported 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. The current Pierce Transit data does not seem to support this conclusion with their presentation showing higher costs and lower speed with the Hybrid Median Alternative.

However, the Commission continues to support an alignment that would be more business friendly by reducing the amount of roadway area 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. The Commission is not clear as to how much additional space would be required for each of the options. We support the option which requires the smallest amount of widening of Pacific Avenue. The initial costs of the chosen option must be weighed against long term savings that would be expected from lowered costs of health care and lost productivity associated with fewer serious injuries and fatalities offered by a safer transportation system.

Service to Downtown:

The Commission is pleased that Pierce Transit followed our earlier recommendation to avoid using Pacific Avenue north of South 26th Street for its inbound and outbound access to the Downtown core by using Market Street from South 26th Street to North 9th Street, Commerce Street, and North 11th Street. We are also pleased to see the additional station at South 25th Street.

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. Data presented to the Transportation Commission shows a faster overall time from Spanaway to the Tacoma Dome Station and from Spanaway to Downtown with the curbside alternative. However, the Commission thinks it is important to also evaluate comparative

times and reliability on portions of the route with highest ridership, greatest numbers of connecting routes, and greatest potential for future development based on current land use planning.

City Partnership

It remains important for the City of Tacoma to partner with Pierce Transit in applying for local, regional, state, and federal grants when possible, to help fund elements of the BRT project. The City must also work with neighborhoods around Pacific Avenue to mitigate effects of the BRT project on neighborhood streets. Increased auto traffic on residential streets must be avoided.

In closing, the Tacoma Transportation Commission remains very supportive of the Pacific Avenue BRT project. To be successful, BRT must provide frequent, reliable transit service to increase weekday boardings and lower operating cost per passenger without draining resources from other routes in the system. Design and operation of the corridor should prioritize BRT over other motorized traffic. Prioritizing BRT operations may, consistent with the mode shift assumptions mentioned earlier in this letter, result in impacts to other motorized traffic. This may also require being open to further modification of the Curbside and/or Hybrid Alternatives in order to provide greatest compliance with the Transportation Master Plan through greatest pedestrian access and safety and least disruption of neighborhood property owners and businesses. The Transportation Commission does not support the addition of more travel lanes along Pacific Avenue because pedestrian safety is the foremost concern; adding more lanes encourages single-occupancy vehicle travel while the goal of the TMP is to decrease those levels.

We urge the City Council to carefully consider these options and encourage Pierce Transit to continue planning with the goals of the Transportation Master Plan firmly in mind.

Sincerely,



Dr. Jane Moore
Co-Chair
Transportation Commission



Gerrit Nyland
Co-Chair
Transportation Commission

cc: Mayor Victoria Woodards
Tacoma City Councilmembers
Tacoma City Manager
Pierce Transit CEO
Chair of the Pierce Transit Board
Tina Lee



Date: February 7, 2019

To: Pierce Transit Board Members

From: Tacoma Dome Business District Members

RE: Proposed Bus Rapid Transit Service in Tacoma Dome District

Dear Board Members:

Thank you for the opportunity to provide you with our recommendations and concerns from district members for the proposed Bus Rapid Transit (BRT) System. We have spent considerable time reviewing the BRT proposal and studying the alternative routes as they relate to the Dome District.

We want to share with you our belief that the Tacoma Dome District is distinctive and the reasons we hold our planned Vision for the area in high regard. Equally important is our collective investments made here recently that are setting the foundation for new users of your proposed BRT service and the Sound Transit (ST) Tacoma Dome Link Extension (TDLE) light rail extension project.

Dome District Vision

The district is unique in serving as both a Transit Oriented District (our adopted Vision) and a regional multi-modal transportation hub. Our 2008 plan called for preserving select land parcels for future Transit Oriented Development (TOD) which in turn would lead to dense urban residential units and increased mobility via walking, biking, and transit use. This 10-year old plan, perhaps in need of a facelift, is still the driving force of our goals to transform the district into a place to live, work, play and travel. Unfortunately, the district members are not confident that either of the proposed transit projects are being undertaken with reassurances to “do no harm” to the vision, plans, and investments in the district.

The only way to help ensure that one element does not irreparably affect another element is to carefully listen, plan, and coordinate between each project. While we understand the challenges of multiple project coordination, we are not confident that the transit agencies are looking beyond their individual project timelines. For us, it is more logical if ST’s TDLE light rail determined their preferred alignment before Pierce Transit selected a preferred routing for BRT. Additionally, while we are thankful that the BRT project team provided additional analysis to evaluate/score the various routing

option for BRT service in the Dome District, the scoring is apt to change once Sound Transit decides on their preferred route.

Therefore, the Dome District members request that the Pierce Transit Board vote to delay the selection of a preferred routing option for the BRT until Sound Transit selects and approves its preferred alignment in the Dome District for its ST TDLE light rail project.

A time delay would also allow for additional operational analysis of the promising E. 25th route option that was not included in the first analysis over fears that co-locating there with Sound Transit would be too problematic.

Preferred Route Option

Should the Board Members take a vote to select a preferred route in the Dome District then our members support the E. 26th Street Turnaround Option.

The 26th Street Turnaround is the *only* option we can support at this time. It presents better traffic management for the district without displacement or compromise to existing traffic. This street is primarily a local service street compared to the multiple service areas served on Puyallup Ave. The traffic on 26th Street should *never* see closure during events and confirmed at the last Pierce Transit city meeting. Digital traffic signals at Pacific and 26th could assist traffic flow for BRT and HOV moving bus and cars at peak periods, and to Dome events. This service can add to street utilization for coordinating district transportation.

We support looking at 25th Street Transitway for future use and prefer it to be included in an EIS process.

We feel strongly time and travel efficiency will be compromised for all users if routes included Puyallup Avenue due to the restraints caused by current choke points at intersections with train arms, traffic signal delays and future transportation growth.

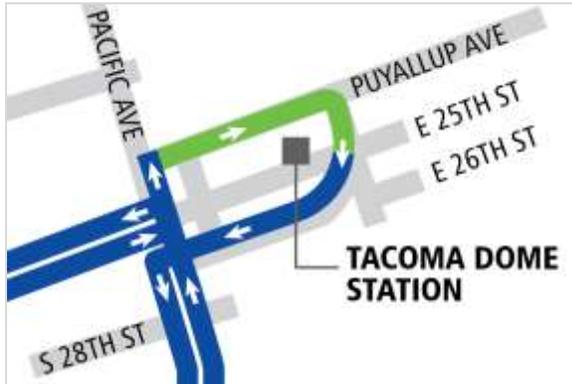
A BAT lane presents a negative infrastructure change to a major arterial road serving the community to downtown and other areas with potential to compromise future road improvements for pedestrians/ bike paths and truck traffic. We do not see a BAT lane as workable on this street. Therefore, we see additional travel delays placed on this street with BRT service, and no advantage over the 26th Street route.

Sincerely,

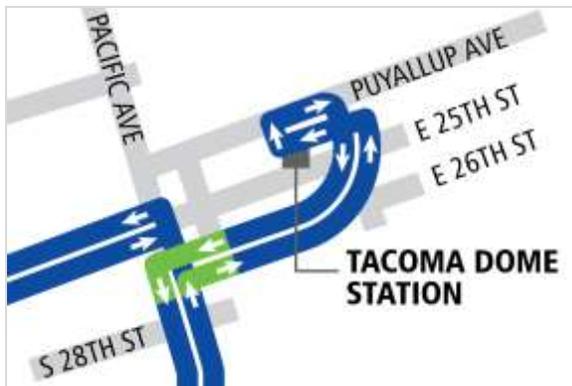
Dome Business District – Janice McNeal, President

Exhibit C Tacoma Dome Station Access Options Proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit Project

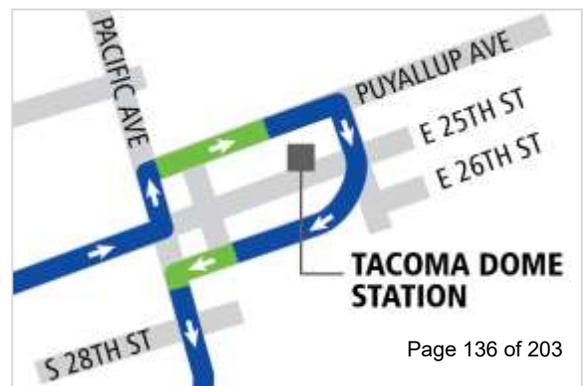
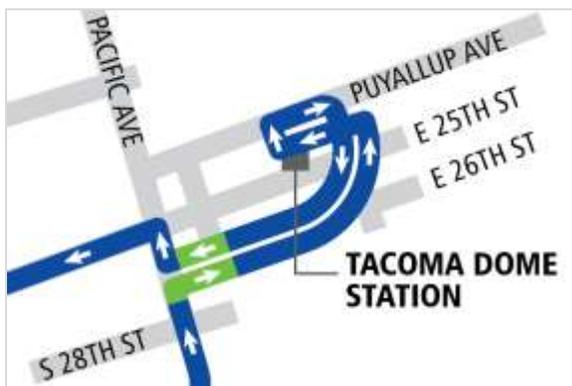
Option 1 – Clockwise Loop



Option 2 – E. 26th Street Turnaround



Option 3 – Hybrid (Clockwise Loop and E. 26th Street Turnaround)



TITLE: Appoint & Reappoint of Members to the Community Transportation Advisory Group (CTAG)

DIVISION: Planning & Community Development

SUBMITTED BY: Penny Grellier, Business Partnership Administrator

RELATED ACTION:

Resolution No. 12-026 Authorizing the creation of CTAG

Resolution No. 13-001 Appointing members to CTAG

Resolution No. 14-003 Reappointing Penny Grellier to CTAG

Resolution No. 14-011 Revising CTAG Charter

Resolution No. 14-039 Appointing Tyree Smith to CTAG

Resolution No. 15-006 Appointing/Reappointing Members

Resolution No. 15-007 Amending CTAG Charter

ATTACHMENTS: Proposed Resolution
Candidate Applications

RELATION TO STRATEGIC PLAN: N/A

BUDGET INFORMATION: N/A

BACKGROUND:

The purpose of the CTAG is to offer an opportunity for community stakeholders to provide feedback and suggest improvements and recommendations on plans, policies, and services offered by Pierce Transit. CTAG is an integral part of the Agency's overall public involvement efforts and an important conduit for obtaining public input, communicating to the public and encouraging public support for transit.

Pierce Transit's Community Transportation Advisory Group (CTAG) is comprised of no less than nine (9) and no more than twelve (12) community members.

As of January 31, 2019, there were two (2) new vacancies on the CTAG, and two (2) members' terms ended. It is the preference of CTAG to recruit more than the minimum number of members in order to ensure the minimum is maintained if unexpected departures occur throughout the year.

As provided by Article V of the CTAG Charter, the Agency recruits and selects new CTAG members through a competitive application process. The Agency has conducted a public application and recruitment process to fill CTAG vacancies with members that represent the broad diversity of the Pierce Transit service area. Advertisements ran in local weekly newspapers in February, announced on board buses and were posted via Pierce Transit's website, Facebook and Twitter accounts.

The CTAG Liaison selected applicants for interviews based upon how prior work experience, education or volunteer activities contributed to the improvement of public transit, how they felt public transit benefits people who do not regularly ride the bus, leadership experience and what community networks or groups would be served by their presence on CTAG. Then, a selection committee comprised of CTAG Chair Cody Bakken, CTAG member Denise Edington, PT staff Jason Kennedy, and Penny Grellier (CTAG Liaison) participated in the interviews, ranking candidates according to type and size of constituent group represented, leadership experience, community connections and communication opportunities, and ability to bring unique perspective to CTAG.

Following the completion of interviews, Antoinette Craig, Jeffrey Freedman and Paul Crandall are recommended by the selection committee to fill current CTAG vacancies. Their terms would begin April 25, 2019.

Article V of the CTAG Charter provides that staff will recommend members for reappointment to the Board. Staff recommends that Denise Edington and Cody Bakken, current CTAG members, be reappointed to three-year terms from January 28, 2019 and ending January 29, 2022. Alternate Don Green has also filled a vacancy caused by William Elder's resignation, and his term will end December 31, 2020.

STAFF RECOMMENDATION:

Appoint Antoinette Craig, Jeffrey Freedman and Paul Crandall each to a CTAG term beginning April 25, 2019 and ending April 24, 2022. Affirm the appointment of Alternate Don Green as regular member filling vacated term beginning January 28, 2019 and ending December 31, 2020. Reappoint Denise Edington and Cody Bakken, current CTAG members, to three-year terms beginning January 28, 2019 and ending January 29, 2022.

ALTERNATIVES:

Decline to appoint any or all of the proposed candidates for appointment or reappointment to the CTAG and direct staff to continue the recruitment process to allow additional applicants to materialize.

PROPOSED MOTION:

Approve Resolution No. 2019-009, confirming the new appointments of Antoinette Craig, Jeffrey Freedman and Paul Crandall to the CTAG with terms beginning April 25, 2019 and ending April 24, 2022; confirming the appointment of current CTAG Alternate Don Green to fill an unexpired term beginning January 28, 2019 and ending December 31, 2020, and confirming the reappointments of Denise Edington and Cody Bakken to the CTAG with terms beginning January 28, 2019 and ending January 29, 2022.

RESOLUTION NO. 2019-009

1 A RESOLUTION of the Board of Commissioners of Pierce Transit to Appoint & Reappoint CTAG Members to
2 Community Transportation Advisory Group
3

4 WHEREAS, the Board adopted the Charter and created the Community Transportation Advisory Group
5 (CTAG) on August 13, 2012; and

6 WHEREAS, the purpose of the CTAG was to offer an opportunity for community stakeholders to provide
7 feedback and suggest improvements and recommendations on plans, policies, and services offered by Pierce
8 Transit; and

9 WHEREAS, the CTAG is an integral part of the Agency's overall public involvement efforts and an
10 important conduit for obtaining public input, communicating to the public and encouraging public support for
11 transit; and

12 WHEREAS, vacancies currently exist on the CTAG; and

13 WHEREAS, the Agency has conducted a public application and recruitment process to fill CTAG
14 vacancies and bring on additional members that represent the broad diversity of the Pierce Transit service area;
15 and

16 WHEREAS, the Agency has screened applications and interviewed prospective applicants for CTAG and
17 recommends Antoinette Craig, Jeffrey Freedman and Paul Crandall for regular appointment to a term beginning
18 April 25, 2019 and ending April 24, 2022; and

19 WHEREAS, Staff recommends the appointment of CTAG alternate member Don Green to the status of
20 regular member to fill an unexpired term beginning January 28, 2019 and ending December 31, 2020.

21 WHEREAS, Staff recommends the reappointment of Denise Edington and Cody Bakken to CTAG terms
22 beginning January 28, 2019 and ending January 29, 2022.

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

24 Section 1. The Board of Commissioners confirms the appointments and reappointments of members
25 to the CTAG as follows:

26 Antoinette Craig, Jeffrey Freedman and Paul Crandall are hereby appointed to the CTAG with the term
27 beginning April 25, 2019 and ending April 24, 2022; and

28 Don Green is hereby appointed to fill an unexpired term beginning January 28, 2019 and ending
29 December 31, 2020; and
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Denise Edington and Cody Bakken are hereby reappointed to the CTAG with terms beginning January 28, 2019 and ending January 29, 2022.

ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on the 8th day of April 2019.

PIERCE TRANSIT

Nancy Henderson, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

Deanne Jacobson, CMC
Clerk of the Board



COMMUNITY TRANSPORTATION ADVISORY GROUP 2019 APPLICATION

Name:	Jeffrey A. Freedman "Jeff"
Home Address:	[REDACTED]
City:	[REDACTED]
Zip:	[REDACTED]
Personal Phone:	[REDACTED]
Personal Email:	[REDACTED]

Do you live, work, volunteer, or attend school in the Pierce Transit service area? Yes No

Occupation (former if retired):	Retired, former owner of small retail and commercial store
Employer (if applicable):	
Work Telephone:	
Work/Student Email:	
School (if student):	
Area of Study (if student):	

In what languages are you fluent? English

Indicate the areas of interest or group perspectives you bring to CTAG (*check all that apply*):

	Areas of Interest	Service user of the following:
√	Seniors/Elders	
√	Persons with Disabilities	Vanpool user
	Medical Community	√ Park-N-Ride Lots
	Social Service Agency	SHUTTLE
√	Downtown On the Go	√ ORCA card
√	Sound Transit	√ Sound Transit
	Students	√ Pierce Transit (local routes)
√	Rural Community	Community Vans
	Minority Populations	Carpool
√	Business & Economic Development	
√	Unincorporated Areas	
	Sustainability/Environment	

CURRICULUM VITAE – JEFFREY A. FREEDMAN

PROFESSIONAL EXPERIENCE

Direct Buying Service, Inc. dba Metropolitan Appliance, Seattle, Washington
Chief Financial Officer, Co-Owner, 1999 – November 2015

Complete hands-on responsibility for all aspects of business financial operations. Accounts payable, receivables, credit, accounting, contract management, insurance, human resources, payroll, cash/treasury/investments, logistics

Financial Pacific Leasing * - Tacoma, Washington
Vice President, 1995 – 1999

Credit and financial analysis of new commercial accounts.

Brittania Sportswear * div Levi Strauss Co. – Renton, Washington
Credit and Collections Manager, 1994 – 1995

Credit and financial analysis of new accounts, collection of receivables

Credit Dispute Resolution Services * - Tacoma, Washington
Principal, 1993 – 1994

Arbitration advocacy for commercial accounts

Nalley's Fine Foods * div Curtice Burns Foods – Tacoma, Washington
Credit and Insurance Manager, 1988 – 1993

Credit and financial analysis of new accounts, collection of receivables; responsible for all insurance aspects of the Company

Lamb Weston, Inc.* - Portland, Oregon
Credit Manager, 1987 – 1988

Credit and financial analysis of new accounts, collection of receivables

Industrial Leasing Corporation * div of Peabody International - Portland, Oregon
Collections and Legal Manager, 1979 – 1986

Collection of receivables, arbitration and litigation case management

Industrial Leasing Corporation * div of Peabody International - Portland, Oregon
District Marketing Manager, 1978 – 1979

Development of new business accounts

* No longer in business due to sale or liquidation

EDUCATION

Graduate School of Credit and Financial Management
Stanford University, 1986

Oregon State University, 1978
Bachelor of Science in Business Administration, Finance Concentration

Illinois Institute of Technology
Completed freshman year studies in Electrical Engineering

Training & Seminars
National Association of Credit Management – Certified Credit Executive (CCE)
Ongoing credit and financial management analysis
Arbitration advocate and arbitrator procedures

MEMBERSHIPS

SCORE (fka Service Corp of Retired Executives) since 2015
National Association of Credit Management since 1983
American Arbitration Association since 1983
American Radio Relay League – Life member since 1969

PUBLICATIONS

Credit & Collection Manager's Letter
BBP/Prentice Hall Newsletters, September 10, 1992
Can't Collect? Arbitrate

Business Credit Magazine
National Association of Credit Management, January 1991
Credit Technique: DSO Calculation and Analysis – An Automated Approach

CERTIFICATIONS

Certified Credit Executive
National Association of Credit Management, 1990, No Expiration

Certified Mentor
Certified Email Mentor
Certified Video Mentor
Certified Telephone Mentor
SCORE, 2015, No Expiration

Notary Public
State of Washington Dept. of Licensing since 1988, Expires July 2022

Amateur Radio Extra Class License
Federal Communications Commission, 1974, Expires August 2018

Coach and Mentor
SpaceWorks, Tacoma, Washington, 2016, No Expiration

REC'D 2/28/19



Pierce Transit

COMMUNITY TRANSPORTATION ADVISORY GROUP 2019 APPLICATION

Name:	Antoinette Craig
Home Address:	[REDACTED]
City:	[REDACTED]
Zip:	[REDACTED]
Personal Phone:	[REDACTED]
Personal Email:	[REDACTED]

Do you live, work, volunteer, or attend school in the Pierce Transit service area? Yes No ✓

Occupation (former if retired):	[REDACTED]
Employer (if applicable):	[REDACTED]
Work Telephone:	[REDACTED]
Work/Student Email:	[REDACTED]
School (if student):	N/A
Area of Study (if student):	N/A

In what languages are you fluent? English & Spanish _____

Indicate the areas of interest or group perspectives you bring to CTAG (check all that apply):

	Seniors/Elders		Service user of the following:
X	Persons with Disabilities		Vanpool user
X	Medical Community		Park-N-Ride Lots
X	Social Service Agency		SHUTTLE
	Downtown On the Go	X	ORCA card
X	Sound Transit		Sound Transit
	Students	X	Pierce Transit (local routes)
X	Rural Community		Community Vans

3. Please explain how your background or experience qualifies you for membership on the CTAG. You may attach a brief bio or resume. Links to personal web pages or blogs you want considered are also welcomed.

I do not own a car, so I rely heavily on Pierce Transit. As a regular user I have had conversations with fellow riders about changes we'd like to see happen, and concerns we have with things as they are. I'd like to be able to bring these to the CTAG as a way of helping the Pierce Transit Administration better serve our communities.

In my current professional role, I serve a community that comes from many parts of Pierce County, and who struggle with getting to their medical appointments as a result of access to public transportation (especially in more rural areas). Our clients are largely low-income, some are homeless, undocumented, or living with a disability. All of which can impact their ability to access a car or car insurance, and leave them heavily dependent upon public transportation. Within my Program we have a Client Advisory Group, and access to transportation is an issue that comes up often. These are the voices that we need to hear from as well, and are often not heard. Having access to the population we serve and serving on the CTAG would bridge the conversations we're having locally (within our Program) to potential action globally (Pierce County).

As a local (from Tacoma) I'm also excited to have an opportunity to serve my community. I enjoy not having a car, and still being able to conduct the majority of business I do within Pierce County. Pierce Transit is what allows me to do that so I'd really like to be a part of improving access and services for all residents so that they can have a favorable experience with our public transportation system.

(Resume attached)

Applicant's

Signature

Date: 2/28/19

Please mail or email this application in PDF format to:
Pierce Transit
ATTN: Penny Grellier
Community Transportation Advisory Group
3701 96th Street SW, Lakewood, WA 98499
pgrellier@piercetransit.org

Or bring in person to:
Pierce Transit
3701 96th Street SW
Lakewood, WA 98499

Antoinette R. Craig



PROFESSIONAL PROFILE

- Bi-lingual (Spanish/English) public health professional with 10+ years progressively responsible public health experience in the U.S. and developing countries
- Certified Health Education Specialist with skills in program assessment/planning/development, health behavior change, and program implementation
- Proven record of supporting accountability and transparency, preventing abuse of systems, and increasing operational efficiency within health organizations
- Strong systems management, supervisory, capacity building, and technical assistance skills with all levels of professional staff

EXPERIENCE

Community Health Care (CHC), Tacoma, WA, 2015-present
HIV Program Director

Responsibilities:

- Provide administrative, strategic, and programmatic direction to encourage efficient, coordinated treatment of persons living with HIV
- Coordinate and consult with state and local health departments, federal HIV/AIDS Bureau, and outside groups and organizations on the implementation of HIV/AIDS programs
- Provide direction in the development of long- and short-range plans for integrated HIV services, program, and projects
- Assure that relevant legislative and policy changes and approaches are recommended to appropriate CHC leadership

Key Accomplishments:

- Provide leadership, direction, and support to multidisciplinary HIV Program with 400+ clients & annual revenue over \$2M
- Execution of strategic HIV program planning and delivery within a Federally Qualified Health Center

Tacoma-Pierce County Health Department, Tacoma, WA, 2015
Health Promotion Coordinator III

Responsibilities:

- Managed county-wide insurance enrollment program identified by RAND Corp as a best practice for outreach & enrollment
- Built & maintained relationships with community partners including community-based organizations & medical clinics
- Ensured proper invoicing & reimbursement for county-wide subcontractors

Key Accomplishments:

U.S. Peace Corps, Guatemala & Nepal, 2003-2006

Led school health program in 3 Guatemalan schools and worked with leading water & sanitation NGO in Nepal as a volunteer

EDUCATION

M.S. Health Promotion & Education, Marymount University, Arlington, VA

B.A. Biology, Pacific Lutheran University, Tacoma, WA

CERTIFICATIONS

Certified Health Education Specialist (CHES)



Pierce Transit

Rec'd 3/6/19 per Cody

COMMUNITY TRANSPORTATION ADVISORY GROUP 2019 APPLICATION

Name:	Paul Crandall
Home Address:	[REDACTED]
City:	[REDACTED]
Zip:	[REDACTED]
Personal Phone:	[REDACTED]
Personal Email:	[REDACTED]

Do you live, work, volunteer, or attend school in the Pierce Transit service area? Yes No

Occupation (former if retired):	Security officer - retired
Employer (if applicable):	
Work Telephone:	
Work/Student Email:	
School (if student):	
Area of Study (if student):	

In what languages are you fluent? _____

Indicate the areas of interest or group perspectives you bring to CTAG (*check all that apply*):

	Seniors/Elders		Service user of the following:
x	Persons with Disabilities		Vanpool user
	Medical Community		Park-N-Ride Lots
	Social Service Agency		SHUTTLE
	Downtown On the Go	x	ORCA card
x	Sound Transit		Sound Transit
	Students	x	Pierce Transit (local routes)
	Rural Community		Community Vans
	Minority Populations		Carpool
	Business & Economic Development		
	Unincorporated Areas		
	Sustainability/Environment		

Can you regularly attend monthly CTAG meetings on the fourth Thursday of each month from 5:30 pm to 7:30 pm?

Yes No

Please answer the following in the space provided:

1. Describe the top three public transportation issues of concern and importance to you and the role of a CTAG in addressing those issues.

- 1. Timeliness: buses running on time is important. I schedule my day and events on the bus schedule.
- 2. Cleanliness: drivers need to have sanitary wipes to wipe down seats and handrails before and after shifts.
- 3. Safety: comprehensive AED and CPR training

2. List the interest groups with whom you are affiliated and explain how your membership on CTAG would improve communication and add value to these groups.

I am a homeless advocate, have done lobby day in Olympia with housing advocacy, have served on Mayor Woodards' campaign, have advocacy experience.

3. Please explain how your background or experience qualifies you for membership on the CTAG. You may attach a brief bio or resume. Links to personal web pages or blogs you want considered are also welcomed.

Have experience in lobbying/advocacy, have spoken to groups on homelessness and social issues, advised Mayor Woodards on homeless issue. Have registered voters.

Applicant's Signature Paul Crandall Date: 3-6-2019

Please mail or email this application in PDF format to:
 Pierce Transit
 ATTN: Penny Grellier
 Community Transportation Advisory Group
 3701 96th Street SW, Lakewood, WA 98499
pgrellier@piercetransit.org

Or bring in person to:
 Pierce Transit
 3701 96th Street SW
 Lakewood, WA 98499



Presentations

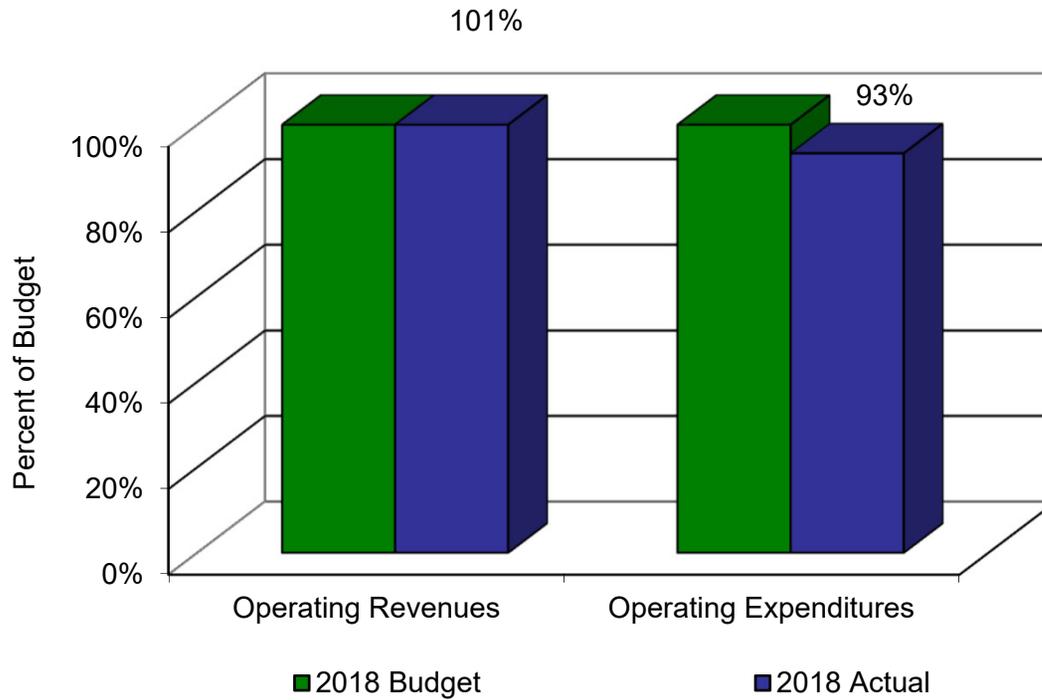
2018 Year End Financial Report to the Pierce Transit Board of Commissioners

April 8th, 2019



Overall Operating

Actual Performance as a Percent of Budget at 100% of Fiscal Year



Operating Revenue

	2018 Budget	2018 Actual	\$ Variance	% Variance
Sales Tax	\$ 87,021,320	\$ 87,679,018	\$ 657,698	1%
Sound Transit Reimbursement	44,342,387	47,975,426	3,633,039	8%
Fare Revenue	12,766,221	11,986,141	(780,080)	-6%
Federal / State Funds	5,715,347	4,234,031	(1,481,316)	-26%
Miscellaneous	2,719,000	2,086,493	(92,507)	-4%
Advertising	300,000	334,350	34,350	11%
	<u>\$ 152,324,275</u>	<u>\$ 154,295,459</u>	<u>\$ 1,971,184</u>	1%

Slide 2



Operating Expenses

	2018 Budget	2018 Actual	\$ Variance	% Variance
Wages & Benefits*	\$ 96,043,509	\$ 93,489,892	\$ (2,553,617)	-3%
Maintenance & Operating	50,107,122	42,914,432	(7,192,690)	-14%
	<u>\$ 146,150,631</u>	<u>\$ 136,404,324</u>	<u>\$ (9,746,307)</u>	-7%

*Wages & Benefits exclude Pension Expense accounting adjustment



Capital

	2018 Budget	2018 Actual
Revenue Vehicles	\$ 39,166,644	\$ 17,926,899
Passenger Facilities	18,301,891	8,095,288
Base Facilities	21,321,049	2,161,498
Technology	15,810,157	2,727,033
Other	8,285,548	1,410,143
Total Capital Expenditures	\$102,885,289	\$ 32,322,861



Self-Insurance

	2018 Budget	2018 Actual	\$ Variance	% Variance
Workers' Comp. Insurance	\$ 2,915,000	\$ 2,628,913	\$ (286,087)	-10%
Unemployment Insurance	125,000	179,080	54,080	43%
Total Self-Insurance Expenditures	\$ 3,040,000	\$ 2,807,993	\$ (232,007)	-8%



2018 Net Income and Ending Balances

Net Income		Operating	Capital	Insurance	Total
		2018 Budget	Revenues	\$ 152,324,275	\$ 38,402,296
	Expenses	146,150,631	102,885,289	3,040,000	252,075,920
	Net Income/(Loss)	\$ 6,173,644	\$ (64,482,993)	\$ (3,017,500)	\$ (61,326,849)
2018 Actual	Revenues	\$ 154,295,459	\$ 14,101,931	\$ 81,312	\$ 168,478,702
	Expenses	136,404,324	32,322,861	2,807,993	171,535,178
	Net Income/(Loss)	\$ 17,891,135	\$ (18,220,930)	\$ (2,726,681)	\$ (3,056,476)
Over/(Under)	Revenues	\$ 1,971,184	\$ (24,300,365)	\$ 58,812	\$ (22,270,369)
	Expenses	(9,746,307)	(70,562,428)	(232,007)	80,540,742
	Net Income/(Loss)	\$ 11,717,491	\$ 46,262,063	\$ 290,819	\$ 58,270,373
Ending Balances		2018 Budget	2018 Actual	\$ Variance	
		Operating	\$ 36,653,249	\$ 51,772,867	\$ 15,119,618
	Capital	9,005,997	58,440,197	49,434,200	
	Insurance	2,000,000	2,266,681	266,681	
	Ending Balances	\$ 47,659,246	\$ 112,479,745	\$ 64,820,499	



Pierce Transit's Major Capital Initiatives

2018 Year End Report

April 8, 2019



Revenue Vehicles



✓ Bus Fleet
Replacement 2017
(23 CNG)

Bus Fleet
Replacement 2018
(20 CNG)

SHUTTLE Fleet
Replacement 2018

✓ Vanpool Fleet
Replacement 2017
(55 vehicles)

Vanpool Fleet
Replacement 2018
(29 vehicles)

Revenue Vehicles, cont.



✓ Electric Bus Deployment 2017



Trolley Replacement 2018
(3 vehicles)

Facilities/Amenities



✓ Building 6 Property Acquisition



✓ West Base Property Acquisition

Facilities/Amenities



TDS Mid-Life Maintenance
(Federal Grant 80%,
Sound Transit \$409,795)



Base Master Plan Implementation – Phase 1

Facilities/Amenities, cont.



Spanaway Turnaround Facility



Building 4 Modifications
(Federal Grant 80%)

Facilities/Amenities, cont.



✓ TCC Transit Center Renewal

✓ Tacoma Mall Transit Center Renewal

✓ SR 512 Transit Center and Park & Ride Renewal

Facilities/Amenities, cont.



Commerce Tunnel Refurbishment

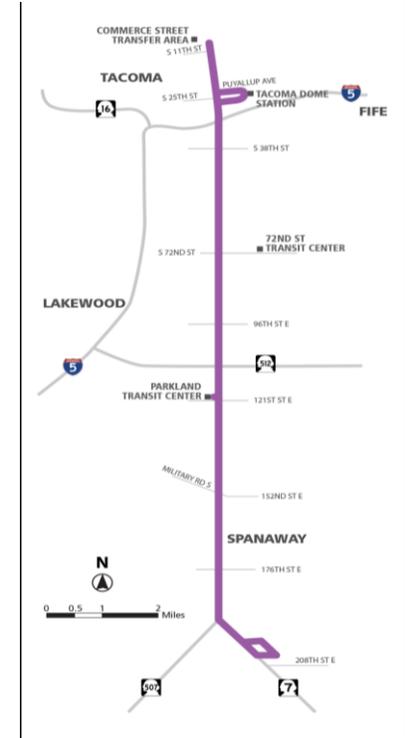
Technology



✓ Cameras on Buses



ngORCA



Corridor Speed and Reliability Improvements



Technology



**Collision Avoidance System (FTA:
\$1,664,894
WSTIP: \$100,000
Munich Re: \$100,00)**



**Financial Management System
Replacement**



Admin



High Capacity Transit Feasibility Study: Pacific Ave S/SR 7 Corridor



QUESTIONS?



TACOMA DOME STATION OPTIONAL PERMIT PARKING



Pierce Transit Board of Commissioners
April 8, 2019



172 SURVEY FEEDBACK

- Reserved parking be limited to 25% of available stalls (598/2,393)



- Top three goals Pierce Transit & Sound Transit should prioritize when designing a parking management program:
 1. Ensure open parking space by managing demand
 2. Encourage riders to bike, walk, or carpool to transit
 3. Recover the cost of managing and enforcing the program

173 PUBLIC OUTREACH AND COMMENTS

- PT Website Created with Information and Comments Form
- 2,200 Informational Pieces Distributed
- 3,584 Emails and Text Messages
- 2,085 People Reached via Twitter and Facebook
- 11 Days of On-Board Vehicle Messaging
- Media Alerts, News Tribune Articles, City Line TV
- Local Business and Community Meetings

100 WRITTEN COMMENTS RECEIVED

31 FAVORABLE/NEUTRAL

69 OPPOSED

COMMENT THEMES

Charging for parking is undesirable and program is not needed

Fees represent additional transit tax for generating additional revenue

Not useful for those without a choice in arrival times

Reduce permit price and extend permit time

Like the program as proposed

Would like to see fee-based parking for 100% of garage

Add more bike lockers and motorcycle parking spots

PERMIT PROGRAM

General Parking	Permit Parking (SOV/HOV)	Percentage
2,193	200 (150/50)	8.4%

- Permit parking hours: Mon-Fri, 4:00 – 8:00 AM (open to all after 8:00 AM)
- 12 verified transit trips required per month on bus, vanpool, or Sounder train
- Market-based pricing applied (currently \$60 to \$80 dollars per month)
- CEO authorized to manage demand and waitlists by:
 - Modifying percentage of reserved parking stalls (up to 50% allowed)
 - Adjusting rates and permit hours

PERMIT PRICING

HOV (High-Occupancy Vehicle)	SOV (Single-Occupancy Vehicle)	ORCA-LIFT SOV (Reduced Fare)
FREE for 2+ riders arriving together	\$80 per month	\$27 per month
Incentive to encourage ridesharing	Market rate	Priced at 1/3 of regular SOV permit
Riders in carpool must have ORCA card	Rider must have ORCA card	Rider must have ORCA-LIFT card
2+ riders must take 12 transit trips per month	Rider must take 12 transit trips per month	Rider must take 12 transit trips per month (ORCA-LIFT is not valid on PT service)

TITLE VI EQUITY ANALYSIS

- We must evaluate impacts on minority and low-income populations
- Optional Permit Parking could be considered a fare change
- **No Disproportionate Burden** on Low-income Households
- **No Disparate Impact** on Minority Population

	Low-Income (<\$35K)	Minority
TDS Users from Pierce County	6%	26%
Pierce County Overall	25%	32%

PIERCE TRANSIT BOARD TIMELINE

- Jan 2019 TDS optional permit parking survey results
- Mar 2019 Public Hearing
 - TDS optional permit parking proposal
 - Public outreach
 - Title VI analysis
- Apr 2019 Potential Pierce Transit Board adoption
 - Public communication
- Jun 2019 Possible start for TDS optional permit parking



Pierce Transit

Back pocket info if needed

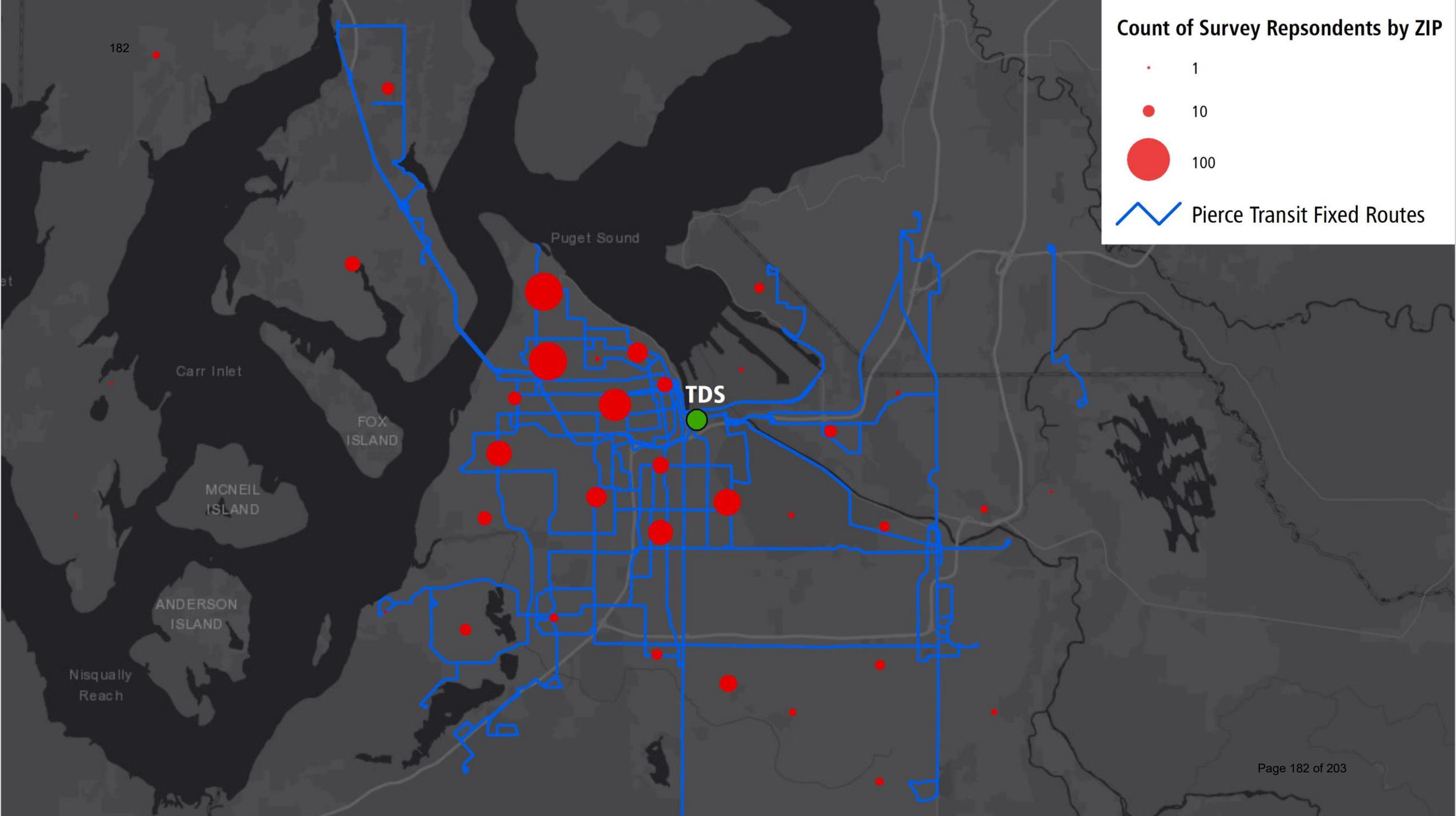
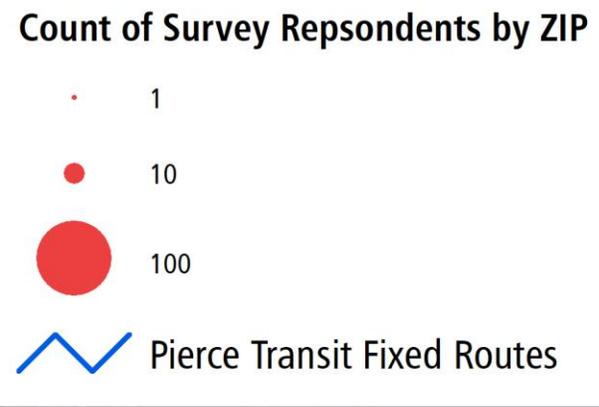
180 BACKGROUND

- Region's largest parking garage
- South Sound multimodal transit hub
- Two Phases 1997 & 2000
- 90%+ capacity since 2006
- Historically 78% Sound Transit customers
- No charge/24 hour max
- Pierce Transit's only customer service center
- 85% Pierce County residents

NAME	CAPACITY	UTILIZATION
Tacoma Dome Station	2,393	94%
Eastgate Park & Ride	1,614	97%
Lynnwood Transit Center	1,378	99%
Federal Way Transit Center	1,190	99%
Ash Way	1,022	105%
Issaquah Highlands Park & Ride	1,010	94%
Kent Station Garage	996	100%

181 BACKGROUND

- Dec 2015 TDS Garage Parking Management Study
 - Recommended a fee-based parking program with market rates
- Mar 2016 Report to the Board
 - Board decision to wait for Sound Transit's pilot parking permit program
- Apr 2018 Report to the EFC
 - Asked for an optional permit parking proposal to be presented to Board
- Sep 2018 Pierce Transit Board
 - Provided timeline for public outreach and return to Board with proposal
- Oct 2018 TDS Optional Parking Permit Survey





RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY

THE STUDY PROCESS: WHERE WE ARE NOW



- The study began in early 2017 by looking at the feasibility of **High Capacity Transit (HCT)** along this corridor
- After reviewing several HCT mode options and gathering public input, **BRT** rose to the top as the preferred option
- From 2017 – 2018, Pierce Transit held twelve **open houses** and solicited feedback from stakeholders
- The Pierce Transit Board adopted the Locally Preferred Alternative (LPA) in July 2018
 - Mode: Bus Rapid Transit
 - Alignment: Route 1 with modifications
 - Termini: Downtown Tacoma and Spanaway

- In September 2018, the project was successfully submitted to the Federal Transit Administration (FTA) under the Small Starts Capital Investment Grant Program

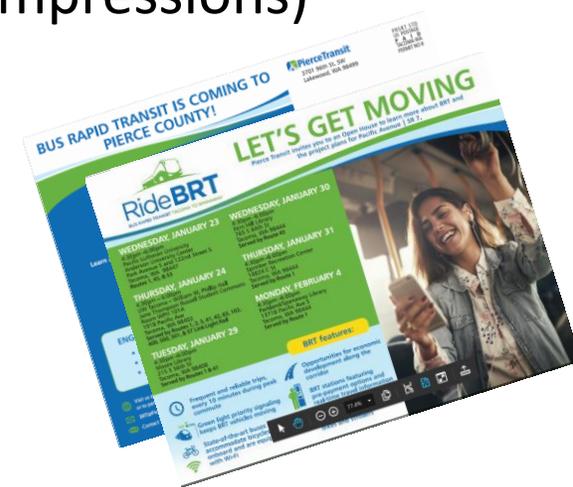
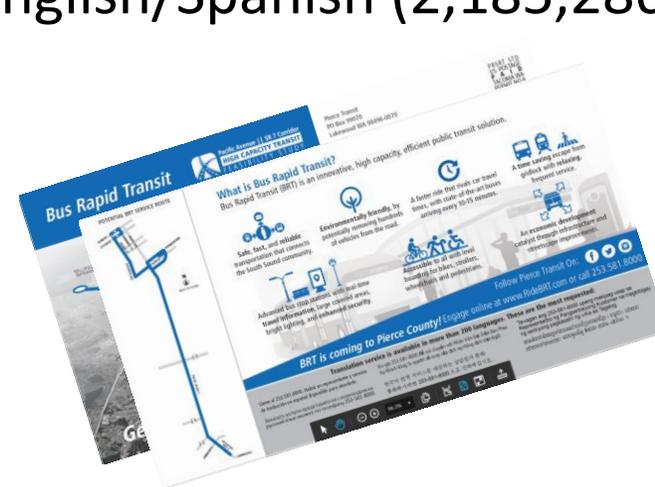
- On February 8, 2019 the Technical Advisory Committee (TAC) Recommended:
 - Station Locations: Approved
 - Lane Treatment: BAT Lane
 - Tacoma Dome Station Access: 26th St. Turnaround



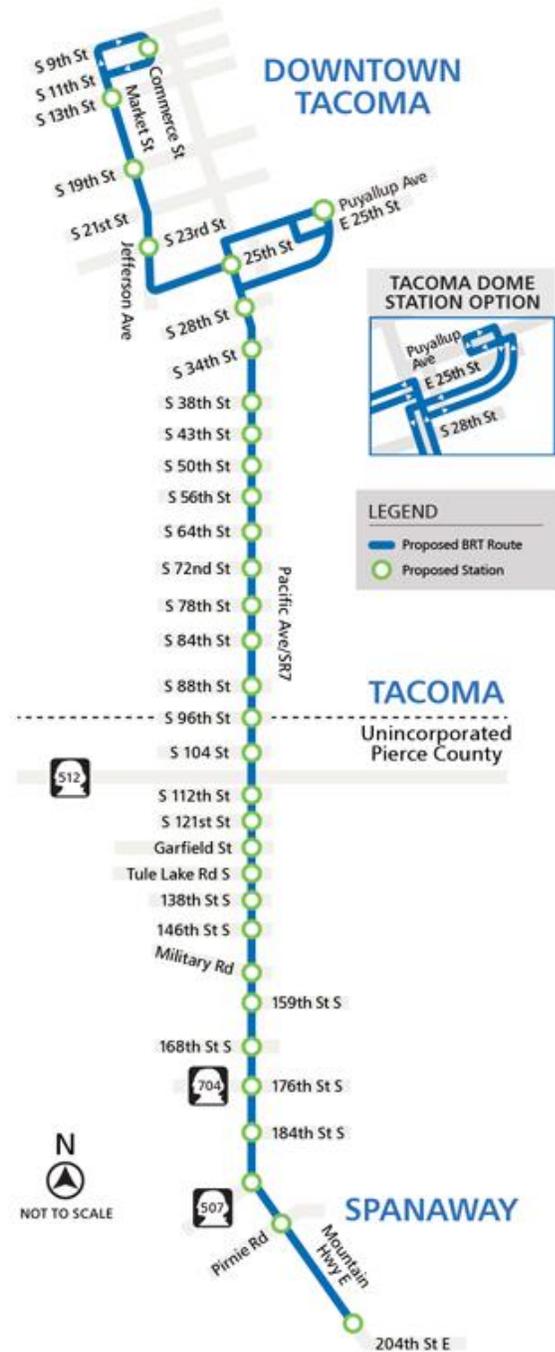
PUBLIC OUTREACH HIGHLIGHTS



- 2 mailers sent throughout the corridor (total of 46,813 mailers sent)
- 21 local press stories resulting from 5 PT news releases
- 24 open house events
- 48 social media posts, plus social media advertising totaling 50,406 impressions
- 60 shelters along Pacific have featured BRT ads
- 100 days of digital website advertising in English/Spanish (2,185,286 impressions)
- Public facing discussions at:
 - 23 community group meetings
 - 23 community events
 - 21 business district meetings
 - 9 neighborhood meetings
 - 5 study sessions



STATION LOCATIONS





HYBRID ALTERNATIVE



BRT in Right Lane Mixed Traffic

- 7.3 miles

BRT in Curbside BAT Lane

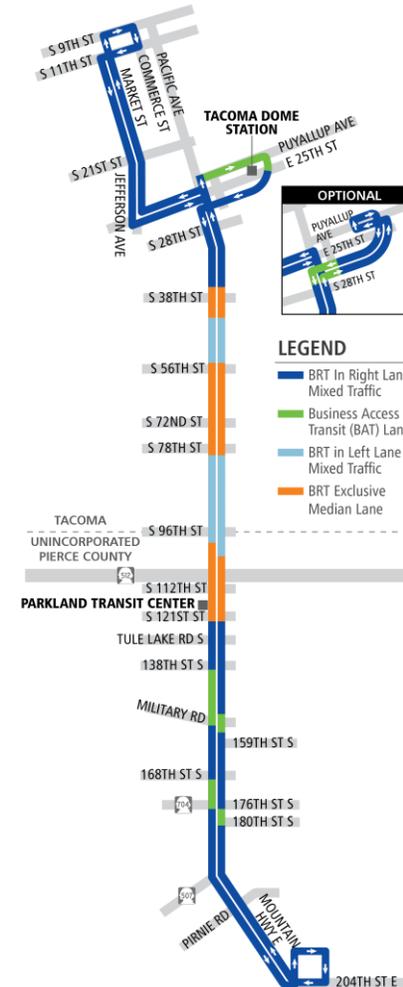
- 1.0 miles

BRT in Median Lane

- 3.6 miles

BRT in Left Lane Mixed Traffic

- 2.5 miles

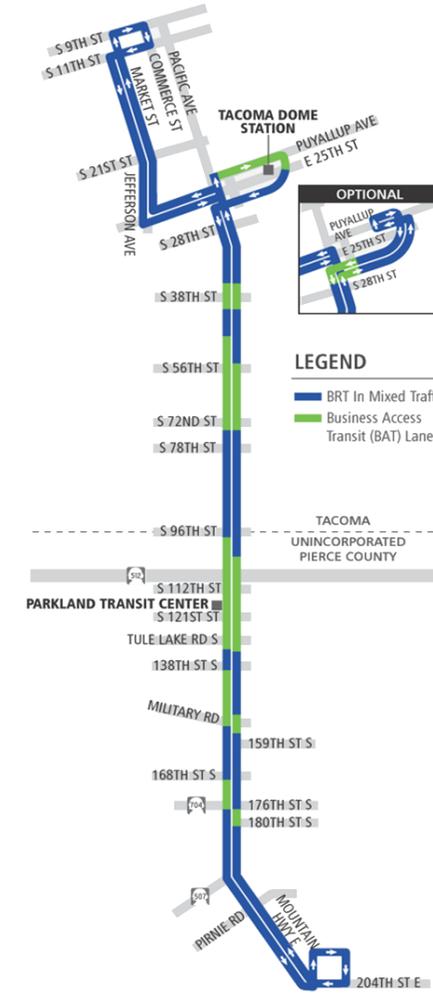






TAC Recommendation: Curbside Alternative

- Improves transit travel time
- Less property impact
- Improves general traffic flow
- Does not impact business access



BRT in Mixed Traffic

- 9.9 miles

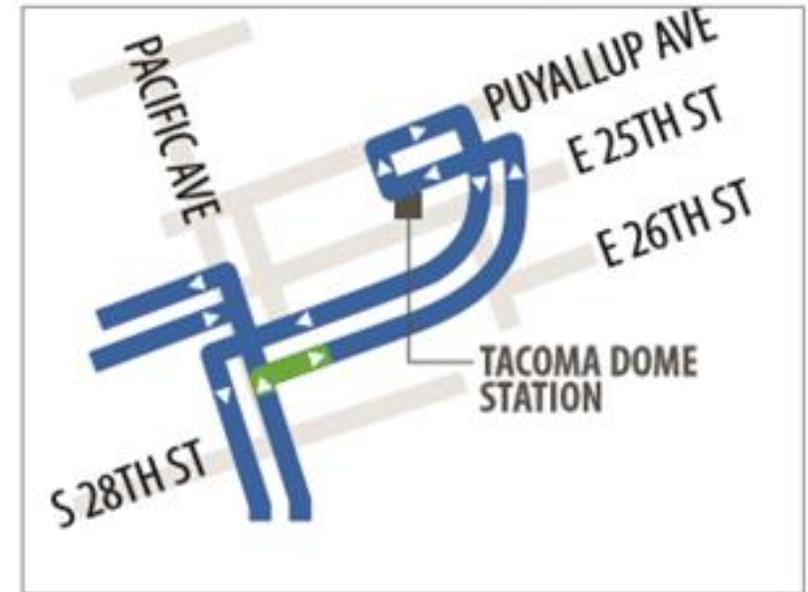
BRT in Curbside BAT Lane

- 4.5 miles



TAC Recommendation: 26th St. Turnaround Option

- Best transit travel time in the near term
- Considers community input and preferences
- Low cost investment with immediate benefits to transit riders
- Would include a westbound BAT lane on 26th Street east of Pacific Avenue



Analysis Forecasted in 2040

Curbside Alternative

Hybrid Alternative

Mixed Traffic 9.9 miles
 BAT Lanes 4.5 miles

Mixed Traffic 9.8 miles
 BAT Lanes 1.0 mile
 Median Lanes 3.6 miles

Average Weekday BRT Ridership

7,000 trips

7,000 trips

Transit Priority Treatment (Reliability)

4.5 miles

4.6 miles

Stations by Lane Type

32 stations BAT lane

19 stations BAT lane

13 stations median lane

Transit Travel Time
 (change from No-Build)

8.0 minutes faster
 Med-high reliability

10.0 minutes faster
 High reliability

General Purpose Travel Time
 (change from No-Build)

0.5 minutes faster

2.2 minutes slower

Property Impacts

76 of 1,157 properties

140 of 1,157 properties

0.6 total acres

1.1 total acres

On-Street Parking Impacts

50 spaces removed

58 spaces removed

Roadway Width

7 maximum lane width (96')

8 maximum lane width (102')

Walkability

12 total lanes crossed
 0, 7+5 (maximum of 7)

12 total lanes crossed
 2, 5+5 (maximum of 5)

21 seconds

18-24 seconds

PUBLIC COMMENTS



TYPE	ATTENDEES/UNIQUE PAGEVIEWS	COMMENTS
Open House	97	10
Public Hearing	NA	31
BRT Webpage	12,245	NA
Virtual Open House	1,189	63
Bus Station Feedback Tool	912	114
BRT Email/Letter	NA	34
BRT Mailer Comment Cards	NA	24
TOTAL	14,443	275

Bus Station Feedback Tool Comments

Positive Impacts	85%
Negative Impacts	15%

Virtual Open House Comments

Favorable	45%
Non-favorable	25%
Comments	30%

Themes: Excitement for TDS access, route from TCC to TDS, eliminating lanes, cost, stop spacing, parking, and support for curbside



RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY



Pierce Transit



CTAG Member Appointment 2019

Jeff Freedman, Paul Crandall and Antoinette Craig

Reappointment:

Denise Edington, Cody Bakken, and Don Green



Hand-outs



FINANCIAL STATUS
2018 Year End Review

**2018 Year End
Operating
Revenue**

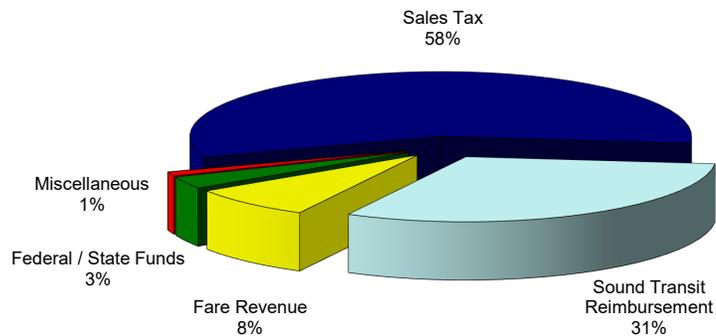
Revenue collections are in line with budget.

	2018 Budget	2018 Actual	\$ Variance	% Variance
Sales Tax	\$ 87,021,320	\$ 87,679,018	\$ 657,698	1%
Sound Transit Reimbursement	44,342,387	47,975,426	3,633,039	8%
Fare Revenue	12,766,221	11,986,141	(780,080)	-6%
Federal / State Funds	5,715,347	4,234,031	(1,481,316)	-26%
Miscellaneous *	2,179,000	2,086,493	(92,507)	-4%
Advertising	300,000	334,350	34,350	11%
	<u>\$ 152,324,275</u>	<u>\$ 154,295,459</u>	<u>\$ 1,971,184</u>	1%

Highlights: Major Variances

- Sound Transit - Adjusted cost allocation model is retroactive to beginning of year
- Fare Revenue - Based on ridership and average fare per rider
- Federal/State Funds - Timing of reimbursement
- Miscellaneous - Gain on sale of assets and recoveries
- Advertising - Contractual minimum guarantee amount has been exceeded

2018 Actual Revenues



* Miscellaneous includes: CNG alternative fuel credit, Combined Communication Network, interest on investment, and miscellaneous non-transportation.

**2018 Year End
Operating
Expense by
Category**

Total expenditures are under budget.

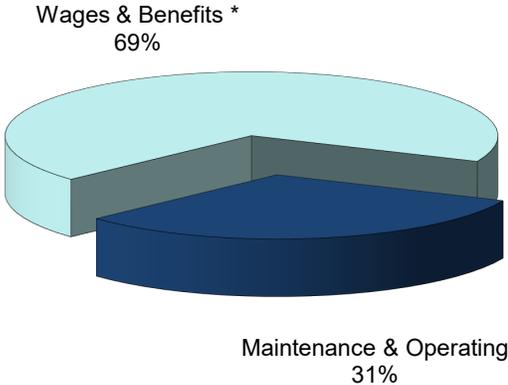
Wages & benefits are 69% of total expenditures.

	2018 Budget	2018 Actual	\$ Variance	% Variance
Wages & Benefits *	\$ 96,043,509	\$ 93,489,892	\$ (2,553,617)	-3%
Maintenance & Operating	50,107,122	42,914,432	(7,192,690)	-14%
	<u>\$ 146,150,631</u>	<u>\$ 136,404,324</u>	<u>\$ (9,746,307)</u>	-7%

Highlights: Major Variances

- Wages & Benefits - Under budget primarily due to vacant positions
- Maintenance & Operating - Largest variances include professional services, repairs & maintenance, contract services, and purchased transportation.

2018 Actual Expenditures



* Wages & Benefits exclude Pension Expense

**2018 Year End
Capital
Expenditures**

Capital projects may encompass more than one year.

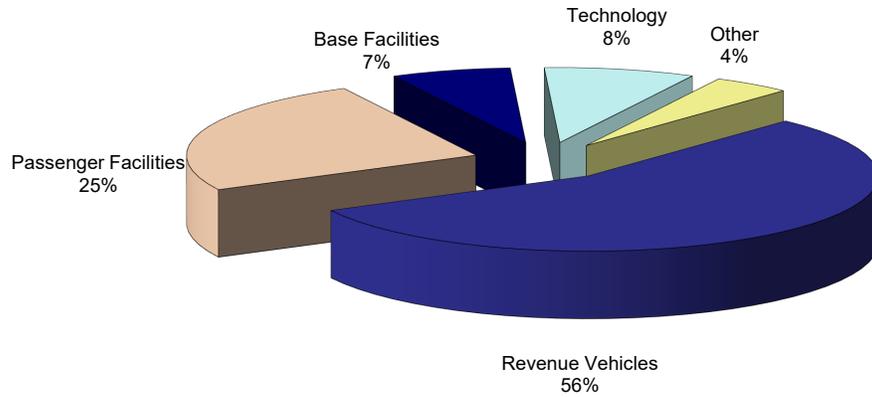
Revenue vehicles were 55% of 2018 Actual Expenditures.

	2018 Budget	2018 Actual
Revenue Vehicles	\$ 39,166,644	\$ 17,926,899
Passenger Facilities	18,301,891	8,095,288
Base Facilities	21,321,049	2,161,498
Technology	15,810,157	2,729,033
Other	8,285,548	1,410,143
	<u>\$ 102,885,289</u>	<u>\$ 32,322,861</u>

Highlights:

- 11 projects closed including West Base Property Acquisition, Building 6 Acquisition, Cameras on Buses, TDS G Street Expansion Zone, and AV System Replacement.
- 34 projects for \$44.6 million were carried over to the 2018 Budget, including Renewal at TCC, Tacoma Mall, Lakewood Towne Center, SR512, and 72nd Street Transit Centers, TDS Mid-Life Maintenance, Bus Fleet Replacement, Electric Bus Deployment, Collision Avoidance System, TDS Mid-Life Maintenance, ngORCA, HCT Feasibility Study, and Financial System Replacement.

2018 Actual Expenditures by Category



**2018 Year End
Self-Insurance
Expenditures**

Self-Insurance
expenditures
are under
budget.

	2018 Budget	2018 Actual	\$ Variance	% Variance
Workers' Comp. Insurance	\$ 2,915,000	\$ 2,628,913	\$ (286,087)	-10%
Unemployment Insurance	125,000	179,080	54,080	43%
	<u>\$ 3,040,000</u>	<u>\$ 2,807,993</u>	<u>\$ (232,007)</u>	-8%

Highlight:

- Claims resulting from injuries went down 9% during 2018 compared to 2017.

2018 Net Income	Operating	Capital	Insurance	Total
	2018 Budget			
Revenue	\$ 152,324,275	\$ 38,402,296	\$ 22,500	\$ 190,749,071
Expenses	146,150,631	102,885,289	3,040,000	252,075,920
Net Income/(Loss)	\$ 6,173,644	\$ (64,482,993)	\$ (3,017,500)	\$ (61,326,849)
2018 Actual				
Revenue	\$ 154,295,459	\$ 14,101,931	\$ 81,312	\$ 168,478,702
Expenses	136,404,324	32,322,861	2,807,993	171,535,178
Net Income/(Loss)	\$ 17,891,135	\$ (18,220,930)	\$ (2,726,681)	\$ (3,056,476)
Over/(Under) Budget				
Revenue	\$ 1,971,184	\$ (24,300,365)	\$ 58,812	\$ (22,270,369)
Expenses	(9,746,307)	(70,562,428)	(232,007)	80,540,742
Net Income/(Loss)	\$ 11,717,491	\$ 46,262,063	\$ 290,819	\$ 58,270,373

2018 Ending Balances	2018 Budget	2018 Actual	\$ Variance
	Operating	\$ 36,653,249	\$ 51,772,867
Capital	9,005,997	58,440,197	49,434,200
Insurance	2,000,000	2,266,681	266,681
Ending Balances	\$ 47,659,246	\$ 112,479,745	\$ 64,820,499