

**PIERCE TRANSIT
EXECUTIVE ORDER No. 1
ESTABLISHING A COMMITMENT TO UTILIZE GREEN TECHNOLOGIES AND STRATEGIES**

Background

On April 14, 2008, the Board of Commissioners of Pierce Transit adopted strategic goals to provide agency employees with a list of organizational values. Included in the list of values is a continued commitment to green technologies and strategies that respond to climate change and energy independence.

Providing public transportation options, which is Pierce Transit's core purpose, helps protect the environment by providing alternatives to automobile travel, reducing the number of vehicle miles traveled, and by encouraging compact, urban development at regional centers consistent with the Washington Growth Management Act. Pierce Transit's strategic goals are aligned with Washington State Department of Transportation's commitment to electrification and sustainability.

Pierce Transit is proud of its environmental record and continues to strive for improvement.

In 1986, the agency launched a four-year demonstration project to test the feasibility of using compressed natural gas (CNG) as a fuel source for its bus fleet. Since 2004, the agency's entire fleet has been converted to alternative fuels. Smog-producing hydrocarbon emissions are 80 percent lower, and CNG buses produce very little black soot or other harmful particulates. This year, we will take delivery of our first electric buses and install infrastructure to support these vehicles. Electric vehicles emit no air pollutants directly. Pierce Transit's electricity source is 96% fossil-fuel free and produced within our region.

Pierce Transit's clean-air efforts have garnered a number of awards from such groups as the American Lung Association, the Natural Gas Vehicle Coalition, American Gas Association, and the U.S. Department of Transportation. The U.S. Department of Energy honored Pierce Transit with a Clean Cities National Partner Award. In 2016, Pierce Transit took the APTA Sustainability Pledge which means we shall standardize recording and reporting of sustainability measures taken by our agency and recognizes levels of achievement of sustainability goals. By seeking more efficient alternatives to existing practices, sustainability programs often lead to cost savings overtime.

Pierce Transit is in the midst of two large projects: The Bus Rapid Transit (BRT) line on SR-7, and Maintenance and Operations Base Improvements (MOBI). In total, both projects are currently estimated to cost more than \$500,000,000 and will require significant local funding. The BRT line is not projected to be operational until 2027 while the MOBI project is divided into phases and completion will likely stretch to 2030. Identifying additional funding through grants and/or partner contributions for these projects will be a priority for the agency in the coming years. Today, 5% of the agency's revenue fleet are battery electric buses. In terms of zero emissions infrastructure, the current MOBI design can support battery electric bus charging for 12 buses, although it may be possible to expand to 15.

In 2018, Executive Order No. 1 was issued by then Chief Executive Officer Susan Dreier. The order laid the groundwork for a number of clean initiatives, including commute trip reduction, energy efficiency, and water conservation, as well as implementing green design standards and facility performance at Pierce Transit properties.

This Executive Order is amended to reinforce the agency's environmental commitment and responsibility, and will set the framework for a more ambitious, comprehensive approach for addressing sustainability throughout the agency acknowledging the agency's funding restrictions.

Order

By the authority vested in me as Chief Executive Officer of the Pierce County Public Transportation Benefit Area Corporation (Pierce Transit), pursuant to Resolution 08-017 (adopting Pierce Transit Strategic Goals), it is hereby ordered as follows:

Section 1

Sustainable business practices and strategies will be integrated throughout the Pierce Transit organization over time, including planning, designing, constructing, and operating existing and new transit systems and facilities.

Section 2

Staff is directed to explore and implement the following measures to the maximum extent viable.

Petroleum Conservation and Renewable Fuel/Energy

Purchase buses and staff vehicles that use alternative fuels and propulsion systems in accordance with RCW 43.19.648.

Commit to 20% electrification of revenue fleet by 2030 pending available financial resources.

Reduce fuel consumption through measures such as minimizing vehicle idling on Pierce Transit properties and encouraging carpooling and use of public transit or other modes when traveling to meetings, events, and job sites.

Work with energy providers to maximize the percentage of renewable energy purchased. Utilize renewable fuels including renewable natural gas and electricity.

Enhance commute trip reduction efforts.

Support workplace and public electric vehicle charging at PT facilities.

Support alternative methods of transportation to connect to transit (bicycles, walking, rideshare).

Energy Efficiency

Implement energy conservation strategies at agency buildings and facilities through measures such as

- conducting audits
- monitoring utility usage
- assessing heating, ventilation, air conditioning (HVAC) and lighting controls
- maximizing use of energy-efficient lighting (LED fixtures); and
- enabling energy-efficient features on electronic equipment such as agency computers, monitors, televisions, and appliances
- use of self-compacting trashcans in service areas.

Water Conservation

Implement water conservation strategies at agency buildings and facilities through measures such as: conducting audits, monitoring usage, reducing impervious surfaces, increasing landscaping areas and reducing consumption.

Toxics Reduction

Reduce toxic and hazardous chemicals acquired, used, or disposed by the agency through measures such as:

- conducting audits
- requiring contractors to minimize use of pesticides and other toxics when maintaining landscaping and rights-of-way
- using environmentally sound practices with respect to disposition of agency electronic equipment that has reached the end of its useful life
- utilize nontoxic, nonpolluting cleaners and supplies; and
- Use re-refined motor oil

Procurement

- Purchasing environmentally friendly, sustainable materials and products, such as those that are bio-based, energy-efficient, water-efficient, and which contain recycled-content.
- Purchasing of recycled printer cartridges
- Recycling motor oil, antifreeze and oil filters in Maintenance
- Using only green cleaning products through our janitorial contractor
- Use of recycled paper
- Purchasing buses with near-zero emissions
- Purchasing electric vehicles including buses

Pollution Prevention, Re-Use, and Recycling

- Reuse office supplies and other materials in agency administrative offices.
- Minimize single-use plastics in administrative offices and at agency events.
- Encourage electronic communication and two-sided printing.
- Maximize recycling efforts in agency buildings and facilities.
- Encourage contractors to prevent waste, re-use and recycle materials and debris, and purchase products and materials with recycled content.
- Moving from solvent based automotive paint in the Bodyshop to water-based automotive paint. Water based paints reportedly reduce VOCs & HAPs.

Building and Facility Performance (Green Design/Green Building)

Incorporate sustainable design features in agency buildings and facilities where practical through measures such as:

- revising agency design guidelines, taking into account Leadership in Energy and Environmental Design (LEED) standards or similar programs
- ensuring that construction and operations staff are consulted in the design phase of project development;
- using low-impact development (LID) techniques, such as rain gardens and pervious pavement
- using landscaping that minimizes use of water and pesticides; and
- making a determination of practicability of on-site solar energy generation for each major facility- related project and adopting solar-ready design.

Land Use

Explore opportunities to further incorporate transit-oriented development (TOD) and other sustainable economic development around transit centers and stations to foster compact urban communities.

Equity

Our commitment to address transportation disparities based on historic racism, income gaps and resulting power structures will require us to rethink our processes for public engagement, community outreach, as well as how and where to deliver public transportation services. Agency-wide decision making should consider an equity framework such as, but not limited to:

- Identifying the root causes of race and income inequities in our system.
- Talk about race/equity internally by establishing shared values and a common understanding.
- Advance equity and inclusion into stated organizational values.
- Bring together stakeholders to advance social change.
- Set goals for equity and track and measure progress.
- Assess the impact of policies and other actions on racial and ethnic groups.

Section 3

In order to implement this Executive Order and provide for continual improvement, it is further directed that:

Senior management be responsible for implementing as many of the measures outlined in this Executive Order as possible.

Staff should identify measurable targets and timeframes for implementing this order.

Staff shall collaborate and develop partnerships with agencies, businesses, and other organizations to promote sustainability and solutions to global climate change and to leverage expertise and resources.

This Executive Order shall be considered a starting point. Additional measures may be developed consistent with the spirit and intent of this Order and the commitment to continual improvement and other commitments in the agency's Environmental Policy.

Section 4

For purposes of funding this Executive Order, staff shall strive to implement these measures within available means and resources. Many of the measures promote conservation and efficiency, which should result in overall agency cost-savings.

To the extent that funding is required to implement a part of this Executive Order, staff shall use their best efforts to:

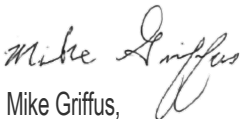
- Identify necessary funds within the specific program's existing budget.
- Work across departments and with the Finance Department to identify appropriate sources of funding within other programs contained in the agency's existing overall budget.
- Work with the Finance Department to assess cost-effectiveness of expenditures by identifying future cost savings.
- Include specific funding requests if necessary, as part of the annual Agency budget development cycle.
- Prioritize the Maintenance and Operations Base Improvements (MOBI) and Stream BRT 1 projects through at least 2027.

Section 5

To solidify the agency's plan for transitioning the agency's fleet to zero emissions, an outside firm has been selected to create a Zero Emission Bus Study. Their analysis on how to proceed is expected by the end of 2022. The study will consider all forms of zero emission vehicles, including battery electric and hydrogen fuel cell electric. No matter which path is ultimately recommended, there will be financial and logistical considerations that must be overcome to move towards the 20% goal.

The purpose of this section is to provide for greater flexibility in meeting the ambitious fleet electrification goal set out in Executive Order No. 1. The following changes and priorities will be set:

- After reviewing the results of the Zero Emission Bus Study and consulting with the Executive Team, staff will confirm or amend the goal year for reaching 20% electrification. Available space and resources should be key considerations in this decision.
- Using the confirmed goal year, staff will develop a formal plan to phase in additional electric charging infrastructure and zero emission buses. This plan will require the review and support of Executive Team and approval by the CEO.
 - Should the plan conflict with any pledges made by the agency in prior years (such as promising that BRT route 2 would be completely electric), those pledges will be listed for action and outreach to affected stakeholders by the agency.
- Because completing the MOBI and BRT 1 projects will be the priority for the agency through at least 2027, any zero emissions plan that is developed must be fiscally feasible and take into consideration resources required by the two projects.



Mike Griffus,
Chief Executive Officer

Amended 24th day of June, 2022
Executive Order issued 1st day of August, 2018