

Pierce Transit Administration Building
3701 96th ST SW, Lakewood, WA
Grand Conference Room



Executive Finance Committee

July 26, 2018

3:00 p.m.

AGENDA

CALL TO ORDER

APPROVAL OF MINUTES: April 26, 2018 Meeting

ACTION AGENDA:

1. FS 18-061, Authority to Enter into a Contract with Northeast Electric, LLC for the Construction/Installation of Base Lot Lighting Upgrades

Doug Dickinson
Sr. Construction Project Manager

DISCUSSION/UPDATE:

1. State/Federal Legislative Agenda Briefing
2. Bus Rapid Transit Update
3. Paid Time Off (PTO) Plan Proposal

Alexandra Mather
Government & Community Relations Officer

Tina Lee
Community Development Manager

Tara Schaak
Leave Administrator

COMMISSIONER COMMENTS

EXECUTIVE SESSION

ADJOURNMENT

**PIERCE TRANSIT
EXECUTIVE FINANCE COMMITTEE MEETING
3701 96th STREET SW, LAKEWOOD, WA
GRAND CONFERENCE ROOM**

April 26, 2018

MINUTES

CALL TO ORDER

Vice Chair Eidinger called the meeting to order at 3:11 p.m.

ATTENDANCE

Executive Finance Committee Commissioners present:

Daryl Eidinger, Vice Chair, City of Edgewood Mayor

(representing Edgewood, Fife and Milton)

Nancy Henderson, Town of Steilacoom Councilmember

(representing Auburn/Gig Harbor/Fircrest/Pacific/Ruston/Steilacoom)

Don Anderson, City of Lakewood Mayor

Executive Finance Committee Commissioners absent:

Rick Talbert, Chair, Pierce County Councilmember

Staff present:

Sue Dreier, Chief Executive Officer

Deanne Jacobson, Assistant to the CEO/Clerk of the Board

Dana Henderson, General Counsel

APPROVAL OF MINUTES

Commissioners Henderson and Eidinger **moved** and seconded to approve the January 25, 2018, meeting minutes as presented.

Motion **carried**, 3-0.

ACTION AGENDA

- 1. FS 18-030, Authority to Execute a Multi-Year Contract with Gordon Thomas Honeywell (GTH) Government Affairs to Provide State Legislative Liaison Services**

Government and Community Relations Officer Alex Mather presented on the item and noted that GTH has provided governmental affairs services since 2011 and have a great track record in representing Pierce Transit in legislative matters. She highlighted their achievements and noted that they would be instrumental in future legislative needs.

Commissioners Anderson and Henderson **moved** and seconded to authorize the CEO to enter into and execute a multi-year contract with Gordon Thomas Honeywell Governmental Affairs to provide state legislative liaison services.

Motion **carried**, 3-0.

DISCUSSION/UPDATE

1. Exploration of Express Bus Service in Thurston County

Service Planning Assistant Manager Peter Stackpole presented on the item. It was noted that Express Bus Service into Thurston County is currently operated by Intercity Transit and they are currently considering whether they want to continue this operation. For historical information, Pierce Transit operated this route beginning in 1990 and discontinued it in 2011 due to the recession. Discussion ensued about potential operating cost figures, level of service, fare consideration, whether financial partnerships could be obtained, whether different modes of service such as vanpool could be a solution, and the origin and destination of riders.

At the end of the discussion, the Committee directed staff to bring back to a future Executive Finance Committee origin and destination information for the route and overall cost information.

2. Tacoma Dome Station and Regional Parking

Project Manager Monica Adams presented on the item. She reported that it is estimated that 80 percent of the parkers are Sound Transit riders and that the Dome District and City of Tacoma parking lot is used by many non-Pierce Transit users. She revealed that studies show that park and ride users are generally averse to parking fees; however, more than half of users would be willing to pay up to \$1.50/day if a guaranteed space was provided. The benefits of paid parking and three potential parking strategies along with estimated costs and projected revenues were reviewed. She noted that Strategy No. 2 is recommended by the consultant with an estimated cost of \$419,000 for the costs.

Discussion ensued about the technology capabilities of the parking system with regards to license plate recognition and parking space management, whether to consider different rates for riders depending on their geographical location, and replacement/lifecycle costs.

At the end of the discussion, the Committee directed staff to move forward with a couple recommendations along with the framework from today's discussion and bring back to the full Board for consideration in September 2018 along with a public relations outreach plan.

COMMISSIONER COMMENTS:

Commissioner Henderson reported that the front page of the Seattle Times is reporting that King County Metro is unable to accommodate serve for the Rapid Transit riders.

EXECUTIVE SESSION

None.

ADJOURNMENT

There being no further business, the meeting was adjourned at 3:56 p.m.

Deanne Jacobson
Clerk of the Board

Daryl Eiding, Vice Chair
Board Executive Finance Committee



TITLE: Authority to Enter into a Contract with Northeast Electric, LLC for the Construction/Installation of Base Lot Lighting Upgrades

DIVISION: Finance

SUBMITTED BY: Douglas Dickinson, Sr. Construction Project Manager

RELATED ACTION:

Resolution No. 17-023, Amendment of the 2017 Capital Budget to Add the Base Lot Lighting Upgrades Project

Resolution No. 17-058, Award Task Order No. 11 with Parametrix for Engineering and Design Services for the Base Lot Lighting Upgrade Project

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Internal

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: Base Lot Lighting Upgrades

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 250,861 – contract amount \$37,629 – 15% contingency	Funding is available in the total budget for the Base Lot Lighting Upgrades project.
Grant/Other Amounts	\$ 0	
Total Expenditure	\$ 288,490	

BACKGROUND:

Based on Parametrix Engineering, Inc.'s design, Pierce Transit conducted a public procurement process for the construction/installation of the LED upgrade for lighting at Base, and received four bids. Two of which were deemed unresponsive and rejected. The two remaining bids were in competitive range and under the Engineer's Estimate of \$263,395.00. The lowest responsible and responsive bidder was Northeast Electric, LLC. at \$250,861.00.

STAFF RECOMMENDATION:

Northeast Electric, LLC's, bid of \$250,861 which includes bid alternate 1, Building 6 parking lot lights, was under the budgeted amount and within reasonable range of the Engineer's Estimate. Staff has verified references and related project and Northeast Electric, LLC is well experienced in this type work for public agencies. Therefore, staff recommends approval of the contract in the amount of \$250,861 and a contingency amount of \$37,629 for the construction/installation of the LED lighting at Pierce Transit Base.

ALTERNATIVES:

1. Do not authorize entering into a contract with Northeast Electric, LLC. This is not recommended because the current lighting condition is not ideal and is in need of an upgrade; or
2. Rebid the project. This is not recommended because the low bidder was within the project budget and a reasonable range of the Engineer's estimate. Rebidding would cause a significant delay and negatively impact the project schedule.

PROPOSED MOTION:

Authorize the Chief Executive Officer to enter into and execute a contract with Northeast Electric, LLC., in the amount of \$250,861 for the construction/installation of LED lighting at Pierce Transit's base facility parking lots including building 1-6, plus \$37,629 in contingency for a total not to exceed amount of \$288,490.

Pierce Transit 2019 State Legislative Agenda

Funding

- BRT 2 Feasibility Study: Planning & Phase 1 Implementation - \$20 Million
- WSDOT Park & Ride parking management
- Retain \$15 million from Connecting Washington

Sustainability

- Support legislation which promotes incentives for use of Clean Fuels, including Compressed Natural Gas
- Clean energy incentives
- Through the Regional Mobility Vanpool program, promote the use of electric vanpools
- Electric Bus Fleet Diversification

Stewardship

- Extend RCW [39.26.030](#) to include Public Transportation Benefit Areas (and local governments?)
 - Ensures bid submissions and bid evaluations are exempt from disclosure until the agency announces the apparent successful bidder.
- Work to include PTBA's as eligible to practice unit priced contracting, as stated in [RCW 39.04.010](#).
 - A form of public work contracting that allows government entities to enter into contract for an extended time period for public work without a known specific amount of work that will need to be done. Requires prevailing wage rates to be updated annually and intents to pay prevailing wages to be filed annually, rather than for individualized jobs.

Partnership

- Support Washington State Transit Association's Legislative goals and priorities
- Support Pierce County Regional Council's transportation goals and priorities

Support and Encourage

- Policies that reduce congestion
- Policies that promote environmental stewardship
- Policies that improve local governmental operations
- Statewide funding mechanism to fund Mass Transit

*Shop agenda to PCRC, county, Tacoma, Lakewood (entities with GR folks), WSTA and others

Pierce Transit Federal Legislative Agenda 2019

Pacific Avenue/SR 7 BRT Corridor (Capital Investment Grants - Small Starts)

Pierce Transit has requested entry into the Small Starts Project Development (SSPD) Phase seeking federal assistance in support of the Pacific Avenue/SR7 Corridor Bus Rapid Transit (BRT) Project through the Capital Investment Grant (CIG) Program.

The Pacific Avenue/SR7 Corridor is a 14-mile segment of Pacific Avenue S/SR 7 between the Commerce Street Transfer Center in Downtown Tacoma and 204th Street E in Spanaway, entirely within Pierce County. It is Pierce Transit's highest ridership corridor 5,950 average weekday boardings and over 18% of total fixed route ridership system wide. There are more than 3,500 weekday boardings along the portion of the Route 1 being considered for BRT. More than 1.7 million passengers were served in 2016, which is nearly 20 percent of Pierce Transit's fixed route ridership. Pierce Transit's Destination 2040 Long Range Plan, Sound Transit's ST3 Plan, and Puget Sound Regional Council's (PSRC) Transportation 2040 Long Range Plan all support this investment in the busiest transit corridor in Pierce County.

The project will: increase transit ridership through enhanced transit service; deliver cost-effective service that provides capacity to meet 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; and promote environmental stewardship and sustainability.

The current 31,500 jobs located along the corridor will increase to an estimated 59,000 by 2040. Approximately 11% of the people living along the corridor are dependent on transit for their travel needs. The City of Tacoma and Pierce County have already identified this corridor for higher-density, mixed-use, transit-oriented development. The project will result in better access to educational, vocational and job opportunities, services, and businesses and commerce in the area.

Pierce Transit has already committed nonfederal resources totaling \$75 million, including \$60 million from Sound Transit 3 and \$15 million in state funding. The agency will seek federal assistance for the Pacific Avenue/SR7 Corridor through the Small Starts Program. We appreciate your continued support for this critical infrastructure project.

Appropriations Requests

Capital Investment Grants (Section 5309)

Protect and preserve the Capital Investment Grant program, specifically the Small Starts program and direct the Administration to continue reviewing applications and making investments in the Pacific Avenue Corridor and other critical projects throughout the country.

Low or No Emissions Vehicles (5339c)
Bus and Bus Facilities (5339)
Formula Grants (5339a)
Discretionary Grants (5339b)
Urbanized Formula Grants (5307)

Maintain investment in key discretionary grant program, maintaining or exceeding the maximum annual levels authorized in the FAST Act.

Grant Applications

Transit Oriented Development Program Bus and Bus Facilities Program

We appreciate the Congressional delegation's continued support for Pierce Transit's pending and future federal grant applications. We will be sure to make you aware of any forthcoming proposals.

Tax Code

Preserve the Alternative Fuels Tax Credit, which resulted in \$852,617.60 in savings for Pierce Transit in 2017.

Surface Transportation Reauthorization Principles

As Congress prepares for the next surface transportation reauthorization when the FAST Act expires in FY2020, we encourage them to uphold these following principles.

Highway Trust Fund

Work toward bipartisan solution to address the solvency of the Highway Trust Fund to ensure long-term reliability.

Innovation

Promote policies that build upon the innovative pilot programs and demonstrations implemented by Pierce Transit with support of FTA Grants since FY 2016.

Work toward regulatory solutions that will better enable local transit agencies to partner with TNCs and rideshare operators to implement innovative, cost-effective models of service that increase riders' mobility, as appropriate, as Pierce Transit has tested on a pilot basis during the Limited Access Connections project supported by federal funding from the FTA MOD Sandbox Demonstration.

Enable partnerships that achieve better outcomes, like those that Pierce Transit has pursued with WSTIP.

Safety

Support the deployment of new and emerging technologies that can enhance safety for the public, such as Mobileye.

Engage and work with transit agencies to address industry concerns and promote best practices that will enhance safety for operators.