

Virtual Meeting Participation Information:

Dial: 1-253-215-8782 Meeting ID No. 83115511004
Webinar link: <https://us02web.zoom.us/j/83115511004>

Physical Meeting Location:

Pierce Transit Training Center
3720 96th Street SW
Lakewood, WA 98499

Call to Order

Roll Call

Presentations

1. Honoring Kirt Baldwin for Operator of the Month for June 2022

Public Comment:

Citizens wishing to provide comment will be given up to three minutes to comment on 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 to allow sufficient time for the Board to conduct business.

*To request to speak virtually during public comment, please press the Raise Hand button near the bottom of your Zoom window or press *9 on your phone. If speaking in person, please sign in at the table at the back of the room. Your name or the last four digits of your phone number will be called out when it is your turn to speak. Written comments may also be emailed to Djacobson@piercetransit.org.*

Public Hearing

Citizens wishing to provide comments during public hearing will be given up to three minutes to comment on the public hearing topic(s). The Chair, at his or her discretion, may reduce the comment time to allow sufficient time for the Board to conduct business.

*To request to speak virtually during public comment, please press the Raise Hand button near the bottom of your Zoom window or press *9 on your phone. If speaking in person, please sign in at the table at the back of the room. Your name or the last four digits of your phone number will be called out when it is your turn to speak. Written comments may also be emailed to Djacobson@piercetransit.org.*

1. Title VI Equity Analysis of the Proposed Fare Policy Change to Implement the Free Youth Transit Pass for 18 Years and Younger on all Pierce Transit Modes of Transportation, Effective September 1, 2022

Lindsey Sehmel
Principal Planner - Scheduling

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: June 1- June 31, 2022
2. Approval of Minutes: June 13, 2022, Study Session Meeting; June 13, 2022, Regular Board Meeting
3. 2022 2nd Quarter Contract Executed Over \$100K and Sole Source Report
4. FS 2022-032, Confirmation of the Removal of a Community Transportation Advisory Group (CTAG) Member and Elevating a CTAG Member from an Alternate Position to Member Position

Action Agenda

1. FS 2022-033, Authorizing Amendments to Pierce Transit's Code Chapter 3.72 Fares and Implementing Free Youth Transit Pass for 18 Years and Younger Across all Modes of Transportation Offered by Pierce Transit Effective September 1, 2022, Pursuant to the Move Ahead Washington Package; And Acknowledging Final Acceptance of Related Title VI Fare Equity Analysis
Lindsey Sehmel
Principal Planner - Scheduling
2. FS 2022-034, Authorize the Chief Executive Officer to Increase the Local Contribution and Overall Total Project Budget, for the Planned and Budgeted Design and Construction Work for the Bus Rapid Transit Pacific Avenue/State Route 7 Corridor Project
Sean Robertson
Sr. Construction Project Manager
3. FS 2022-035, Authorize the Chief Executive Officer to Submit an Application to the U.S. Department of Transportation for a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan
Chris Schuler
Chief Financial Officer
4. FS 2022-036, Authority to Increase the Contract Not to Exceed Amount with Medstar Transportation, Contract No. PT-52-18, to Extend the Pilot Program for On-Demand Paratransit Services Through December 31, 2022
Cherry Thomas
Specialized Transportation Manager
5. FS 2022-037, Authority to Execute Contract No. 1357 with Medstar Cabulance, Inc., to Provide Spanaway Runner Service to Spanaway, Midland, and Parkland Areas
Duane Wakan
Senior Planner

6. FS 2022-038, Authorizing the Chief Executive Officer to Execute a Contract with Gillig, LLC, Contract No. 1415, for the Purchase of Nine (9) Forty-Foot, Low Floor, Compressed Natural Gas (CNG) Replacement Buses

Adam Davis
E.D. of Maintenance

Staff Updates

1. CEO's Report
2. Quarterly BRT Update

Mike Griffus
Chief Executive Officer

Informational Board Items

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

Chair Campbell
Commissioner Keel
Commissioner Mello

Executive Session

Pursuant to RCW 42.30.110 (4) (g), Review the Performance of a Public Employee

Amy Cleveland
Executive Director of Administration

Adjournment

Handouts: 2022 Q2 Ridership Report



Presentations



**Pierce
Transit**

Operator of the Month June 2022

524

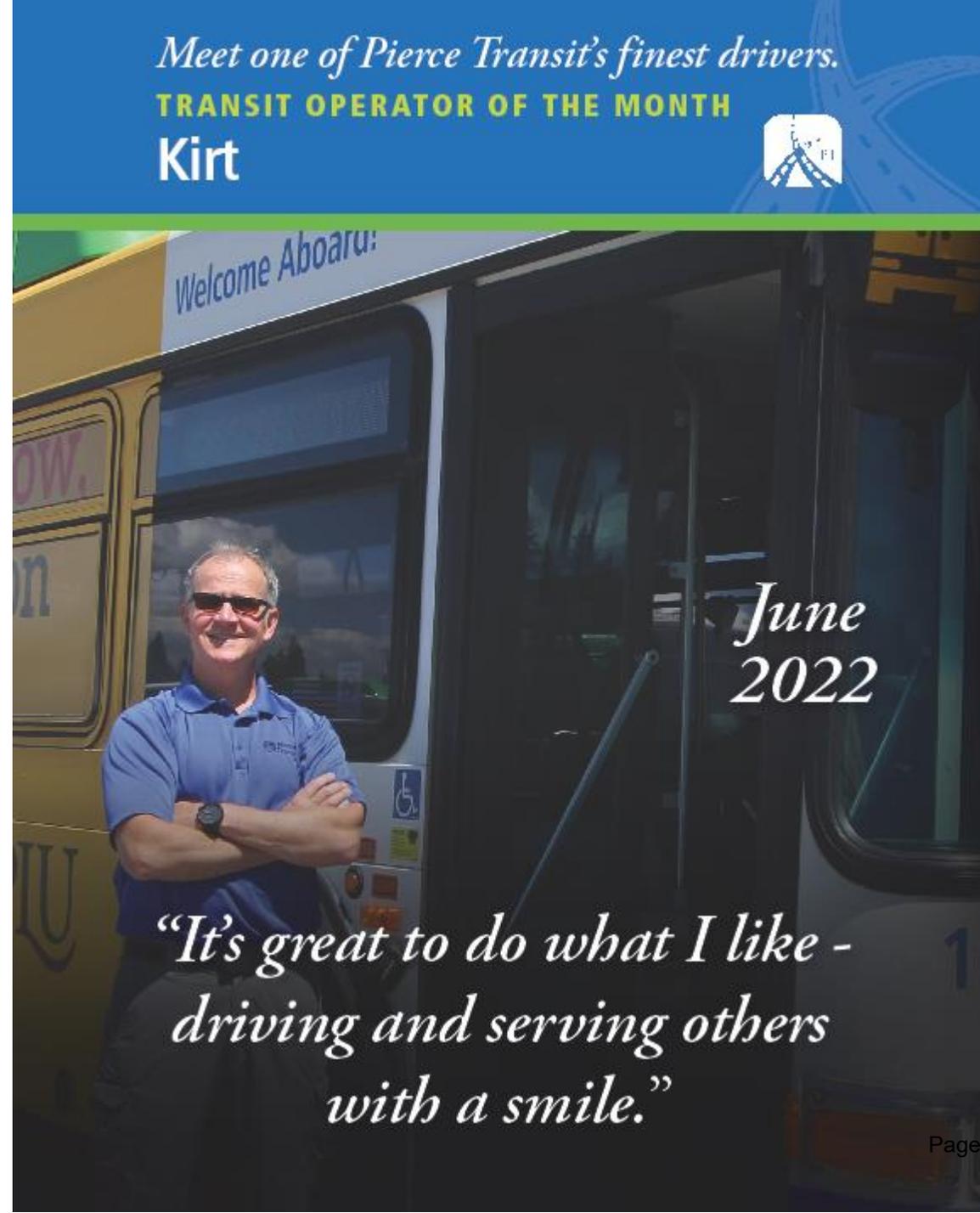
Pierce Transit

WASHINGTON
C4313C

Kirt Baldwin

June 2022

- Operator since 2014
- 6 Years Accident Free
- Excellent Community Service



Meet one of Pierce Transit's finest drivers.

TRANSIT OPERATOR OF THE MONTH

Kirt



June
2022

*"It's great to do what I like -
driving and serving others
with a smile."*



Public Hearing



**NOTICE OF PUBLIC HEARING
PROPOSED FARE POLICY CHANGE – IMPLEMENTATION OF A FREE YOUTH
TRANSIT PASS FOR 18 AND UNDER**

A public hearing will be held as part of the Board of Commissioners Regular Meeting on Monday, July 11, 2022. The Board meeting begins at 4:00 p.m. and members of the public may attend the meeting in person or virtually through Zoom.

The purpose of this hearing is to advise the public and receive public comment on a system wide Fare Change to implement as defined by Pierce Transit Code (1.060.10(A)). This Fare Change and associated Equity Analysis pertains to Pierce Transit's Board's intent to adopt amendments to the Fare code, establishing a Free Youth Transit Pass for passengers 18 and under on all Pierce Transit modes of transportation effective September 1, 2022. The Board may adopt the proposed fare code changes and authorize adoption of the Free Youth Transit Pass for 18 Years and younger at the July 11, 2022, Board Meeting.

Additional information regarding this proposed fare change can be found on Pierce Transit's website at <https://www.piercetransit.org/FYTPassPublicHearing/>. Details on how to provide comments during the public hearing can be located on the July 11, 2022, meeting agenda by visiting <https://www.piercetransit.org/board-meetings/> after July 6, 2022. Those wishing to submit written comments may do so by emailing Djacobson@piercetransit.org, or by submitting written comments no later than July 8, 2022, to Deanne Jacobson, Pierce Transit Clerk of the Board, 3701 96th Street SW, Lakewood, WA 98499. Written comments will be compiled and forwarded to the Pierce Transit Board.

Dated this 28th day of June 2022.

Deanne Jacobson, Clerk of the Board

Published in the Tacoma Daily Index and Tacoma News Tribune on Wednesday, June 29, 2022.



Pierce Transit

Public Hearing on Title VI Equity Analysis 3.72 Fare amendments authorizing the Free Youth Transit Pass

July 11, 2022

Transit Support Grant

Transit Support Grant Program for operating and capital funding

RCW Chapter 47.66 **NEW Sec. 422**

(2) To be eligible to receive a grant, the transit agency must have adopted, at a minimum, a **zero-fare policy** that allows passengers **18 years of age and younger** to ride **free of charge on all modes** provided by the agency. Transit agencies must submit documentation of a zero-fare policy for 18 years of age and under by **October 1, 2022** to be eligible for the 2023-2025 biennium. Transit agencies that submit such fare policy documentation following the October 1, 2022, deadline shall become eligible for the next biennial distribution.

(3) The department shall, for the purposes of the "Summary of Public Transportation" report, require grantees to **report the number of trips** that were taken under this program.



	Existing	New
Policy	Children 5 and younger ride free Youth 6 to 18 years old = \$1 cash fare	18 and younger ride free
Revenue	\$ 1,194,655 - \$ 1,624,055 Estimated range of revenue for 2019	\$7,756,328 Estimated annual funding of program for Pierce Transit starting with '23-'25 biennium per WSTA April 2022 estimates

Revenue

- Revenue for “Youth” estimates are based on High/Low estimates of “Youth” passenger boardings.
- “Youth” passenger boarding estimates are based on percent of pass types used:
 - “Youth” passes alone = low estimate
 - “Youth” passes + “Youth, Senior/Disabled” category of passes = high estimate

YOUTH RIDERSHIP = Total Boardings * % Passes Used

Youth Passes Alone *Low Estimate*

	Total Boardings - PT	Est % Youth Boardings	%
2019	8,321,507	1,162,919	14%
2020	4,755,898	469,878	10%
2021	4,363,240	443,142	10%

**Youth + Youth,
Senior/Disabled Passes** *High Estimate*

	Total Boardings - PT	Est % Youth Boardings	%
2019	8,321,507	1,580,911	19%
2020	4,755,898	687,458	14%
2021	4,363,240	682,319	16%

YOUTH REVENUE = Youth Boardings * Average Fare per Boarding
(Average Fare per Boarding = Total Revenue / Total Boardings)

Revenue from Youth Ridership	2019	2020	2021
Total Revenue - PT	\$ 8,548,604	\$ 4,461,166	\$ 4,423,976
<i>Low Estimate</i>	\$ 1,194,655	\$ 440,759	\$ 449,310
%	14%	10%	10%
<i>High Estimate</i>	\$ 1,624,055	\$ 644,855	\$ 691,817
%	19%	14%	16%

High estimate accounts for possibility of youth riders in other fare categories.

Ridership

Fixed Route:

- Youth fare categories account for 10%+ of boardings
- Remove multiple fare types for youth and improve tracking for youth ridership

SHUTTLE:

- Passengers 18 and younger account for less than 1% of boardings
- Begin to formally track free ridership for youth passengers

Vanpool:

- Commuters age 18 will not have to pay

Runner / On-Demand Service:

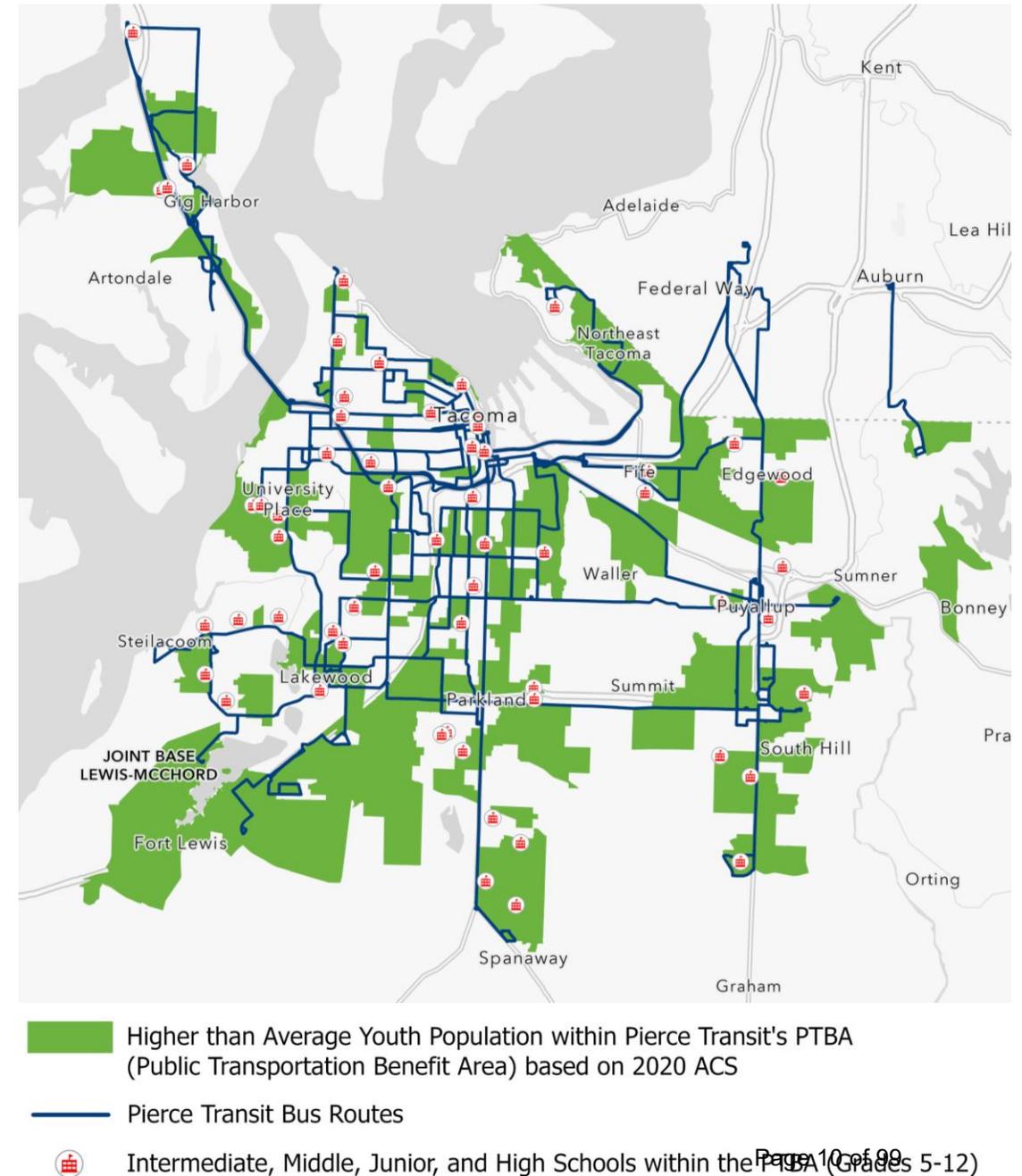
- Currently not a formally adopted mode in 3.72 FARES
- Will need to begin tracking ridership for passengers 18 and younger

Ridership

Youth Ridership	2019	2020	2021
Fixed Route (Low Estimate)	1,162,919	469,878	443,142
<i>(% of Fixed Route Total)</i>	14%	10%	10%
Fixed Route (High Estimate)	1,580,911	687,458	682,319
<i>(% of Fixed Route Total)</i>	19%	14%	16%
SHUTTLE*	772	122	392
<i>(% of SHUTTLE Total)</i>	1%	0%	1%
*Includes boardings from accompanying companions for youth passengers			

Youth Population:

- ACS 2019 Census estimates: approximately **23%** of Pierce Transit's PTBA population is under 18 years old.
- 2017 Pierce Transit Customer Survey: **12%** of respondents payed Youth fare



Code Amendments

Code	Type	Description
3.72.010	Definitions	Amendments to a variety of Definitions to align with policy changes.
3.72.020	Local fixed route, On demand and Bus PLUS cash fares.	Amendment to be clear on the ZERO fare for Youth on all modes.
3.72.030	Tickets	Amendment to be clear on the ZERO fare for Youth on all modes.
3.72.040	Local fixed route, On demand and Bus PLUS passes.	Striking many of the Youth passes and fare categories.
3.72.050	SHUTTLE service fares.	Amendment to be clear on the ZERO fare for Youth on all modes.
3.72.070	Free riding privileges.	Language amendments for 5 and under.
3.72.080	Special event service.	Strike language on children 13 and under.
3.72.130	Vanpool Services – Defined - Fares	Language clean up and clarity that youth fares are zero dollars.

Title VI Equity Analysis – Fare amendments

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.

- **Disparate Impact Finding**

*We see that individually and in aggregate, there are no fare types with a difference of greater than 10%, and in aggregate the difference between all riders and minority riders who use these fare types is less than 1%, so there would be **no disparate impact to minority riders** of the proposed changes.*

- **Disproportionate Burden Policy**

*We see that individually and in aggregate, there are no fare types with a difference of greater than 5%, and in aggregate the difference between low-income riders who use Youth fare types is 2% less than all riders who use Youth fare types, so **there is no disproportionate burden to low-income riders** of the proposed changes.*

Action Timeline for Fare Amendments

Spring 2022

- **February 24th** – Community Transportation Advocacy Group (CTAG) Review
- **April 11th** – Board of Commissioners (BOC) Meeting
- **April 28th** – CTAG Update
- **May 19th** – Executive Finance Committee Meeting (present code legislative mark-up, financial estimates)
 - Amend Draft Mark up and Financial estimates based on EFC Recommendation

Summer 2022

Title VI Equity Analysis and Report Development

- **June 23rd** – CTAG presentation
- **June 29th** – Notice for Public Hearing published
- **July 11th** – Board holds Public Hearing on Fare Change Analysis and directs staff for any final amendments
 - Amend based on public feedback
- **July 11th** – Board Action on Fare Change and Amendment to Fare Code Section 3.72

Fall 2022

Fall 2022 Implementation

- **OPERATIONAL September 1st** – Free Youth Transit Pass accepted on all modes operated by Pierce Transit.
- **STATE GRANT October 1st** – Final deadline to submit zero-fare policy documentation for Transit Support Grant Program funding

PUBLIC HEARING

- Staff is available for any questions on the proposed amendments and Title VI Equity Analysis.
- Recommend the Board open the public hearing, take testimony and consider impacts.
- Action on the resolution is on the Board's agenda after consent.



**Pierce
Transit**

Questions or Comments?



Consent Agenda

PIERCE TRANSIT
Board Payments Over \$50,000
Payments From: Jun 1, 2022 to Jun 30, 2022
Cash and Investment Balance: \$185,943,472.34

Payment Numbers CK 00378570 through CK 00378773
 Wire Numbers EFT 00010730 through EFT 00011005
 No Advance Travel Checks
 Total \$15,759,560.19

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

Operating Fund				
	Check	Vendor	Item/Service	Amount
CHK	00378647	VOYAGER FLEET SYSTEMS INC	FUEL VANPOOL 06/01/22	68,487.65
EFT	00010786	GREAT WEST RETIREMENT	DEF COMP CEO PP11 2022	69,463.95
EFT	00010787	ICMA RETIREMENT	DEF COMP LOAN PP11 2022	203,475.14
EFT	00010801	GOVERNMENTJOBS.COM INC	SUBSCR NEOGOV 03/22-03/23	129,611.48
EFT	00010818	SHI INTERNATIONAL CORP	MS CLOUD SVCS 01/01-03/31/22	488,737.30
EFT	00010833	ASSOCIATED PETROLEUM	FUEL USAGE	88,620.33
EFT	00010848	CUMMINS INC	MISC BUS INVENTORY PARTS	58,413.96
EFT	00010851	FIRST TRANSIT	FAREBOX RECOVERY 05/22	597,281.10
EFT	00010874	SAYBR CONTRACTORS INC	INSTALL SIGNS COMM 05/22	4,561.20
EFT	00010877	SOUND TRANSIT	FARES COLLECTED 05/22	82,941.58
EFT	00010892	ASSOCIATED PETROLEUM	FUEL USAGE	172,246.74
EFT	00010898	BRIDGESTONE AMERICA	DAMAGED TIRES TAB30945 05/22	55,819.02
EFT	00010900	CUMMINS INC	MISC BUS INVENTORY PARTS	59,738.64
EFT	00010950	UNITED ENERGY TRADING LLC	CNG USAGE 05/22	64,521.39
EFT	00010956	AWC EMPLOYEE BENEFIT TRUST	DENTAL PREM 06.22	1,190,249.30
EFT	00010957	GREAT WEST RETIREMENT	DEF COMP CEO PP12 2022	68,051.89
EFT	00010958	ICMA RETIREMENT	DEF COMP LOAN PP12 2022	201,731.01
EFT	00010962	US BANK CORPORATE PAYMENT SYST	MISC BUSINESS EXPENSES	68,057.43
EFT	00010972	GENFARE	YEARLY SUPP AGREEMENT	77,716.72
EFT	00010984	PACIFIC POWER PRODUCTS	ESS3 CERTIFICATION	71,422.77
EFT	00010988	SOUND TRANSIT	CAM RECON 2021	6,649,432.39
Payments for Fund 1 Total				\$ 10,470,580.99

Capital Fund				
	Check	Vendor	Item/Service	Amount
EFT	00010749	KPFF CONSULTING ENGINEERS	STUDY STREAM 04/02-04/29/22	70,244.12
EFT	00010785	WSP USA, INC.	DESIGN SVC BRT 03/05-04/01/22	295,114.53
EFT	00010837	ABSHER CONSTRUCTION COMPANY	B&O TAX MOBI F/W 04/22	1,738,456.22
EFT	00010847	CONSTRUCT, INC.	CONSTR COMM ADDL TRAFF 05/22	159,239.56
EFT	00010855	HUITT-ZOLLARS INC.	PROF SV MOBI F/W 04/02/22	92,663.65
EFT	00010874	SAYBR CONTRACTORS INC	CONSTR KIMBP&R GEN 05/22	208,965.03
EFT	00010934	SOUND TRANSIT	NGORCA EQUIP 13 04.22	125,665.73
EFT	00010962	US BANK CORPORATE PAYMENT SYST	COMP REPLMT PROJECT	16,574.71
EFT	00010966	CLEVER DEVICES	INSTALL CAD/AVL 100%	733,766.25
EFT	00010976	KPFF CONSULTING ENGINEERS	INTEGRATION SPANTC 05/27/22	50,036.17
Payments for Fund 9 Total				\$ 3,490,725.97
Total Payments in Excess of \$50,000.00				\$ 13,961,306.96

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Pierce Transit
Payment Certification for Jun 30, 2022
Payments Jun 1, 2022 to Jun 30, 2022
Payment Numbers CK 00378570 through CK 00378773
No Advance Travel Checks
Wire Numbers EFT 00010730 through EFT 00011005

Bank ID	Check Num	Check Date	Amount	Vendor Name
01	CHK	00378570	06/02/2022	9,521.29 ALL PRO BUILDING MAINTENANCE
01	CHK	00378571	06/02/2022	333.33 AMPLIFIED WIRELESS SOLUTIONS I
01	CHK	00378572	06/02/2022	1,575.00 ATU LOCAL 758 CORP
01	CHK	00378573	06/02/2022	339.00 BUILDERS EXCHANGE OF WA
01	CHK	00378574	06/02/2022	117.58 BUNCE RENTALS INC
01	CHK	00378575	06/02/2022	911.60 CHAPTER 13 TRUSTEE
01	CHK	00378576	06/02/2022	4,539.14 COLONIAL SUPPLEMENTAL LIFE
01	CHK	00378577	06/02/2022	83.34 COMM ON POLITICAL EDUCATION
01	CHK	00378578	06/02/2022	226.34 CONSOLIDATED ELECTRICAL DIST
01	CHK	00378579	06/02/2022	478.08 COPIERS NORTHWEST INC
01	CHK	00378580	06/02/2022	1,391.52 CUDA WASHINGTON
01	CHK	00378581	06/02/2022	140.45 DAILY JOURNAL OF COMMERCE INC
01	CHK	00378582	06/02/2022	11.00 DANIEL MARQUEZ-GONZALEZ
01	CHK	00378583	06/02/2022	110.49 FRUITLAND MUTUAL WATER COMPANY
01	CHK	00378584	06/02/2022	1,116.77 GENES TOWING CORP
01	CHK	00378585	06/02/2022	661.75 IAM & AW
01	CHK	00378586	06/02/2022	220.00 INTERNAL REVENUE SERVICE
01	CHK	00378587	06/02/2022	921.50 RPAI US MANAGEMENT LLC
01	CHK	00378588	06/02/2022	306.96 LAKEVIEW LIGHT & POWER CO
01	CHK	00378589	06/02/2022	47.25 LAKEWOOD FORD
01	CHK	00378590	06/02/2022	1,597.85 MICHAEL G MALAIER
01	CHK	00378591	06/02/2022	447.00 ANOKA COUNTY HUMAN SERVICES
01	CHK	00378592	06/02/2022	136.40 NH DEPT OF H & HS
01	CHK	00378593	06/02/2022	2,117.49 NU-STAR INC
01	CHK	00378594	06/02/2022	435.21 NYS CHILD SUPPORT PROCESSING
01	CHK	00378595	06/02/2022	103.37 O'REILLY AUTO PARTS
01	CHK	00378596	06/02/2022	3,576.55 PUGET SOUND ENERGY
01	CHK	00378597	06/02/2022	499.65 PURCELL TIRE & RUBBER COMPANY
01	CHK	00378598	06/02/2022	797.77 SNIDER ENERGY
01	CHK	00378599	06/02/2022	500.00 SM STEMPEER ARCHITECTS PLLC
01	CHK	00378600	06/02/2022	99.47 SUPERIOR SAW & SUPPLY, INC.
01	CHK	00378601	06/02/2022	61.78 TACOMA DAILY INDEX
01	CHK	00378602	06/02/2022	4,975.22 TACOMA MALL PARTNERSHIP
01	CHK	00378603	06/02/2022	293.35 TX CHILD SUPPORT SDU
01	CHK	00378604	06/02/2022	929.17 UNITED SITE SERVICES (Everson)
01	CHK	00378605	06/02/2022	993.33 UNITED WAY OF PIERCE COUNTY
01	CHK	00378606	06/09/2022	13,364.18 ALL STARZ STAFFING AND CONSULT
01	CHK	00378607	06/09/2022	134.07 AT&T
01	CHK	00378608	06/09/2022	488.00 AT&T
01	CHK	00378609	06/09/2022	580.35 CITY OF GIG HARBOR
01	CHK	00378610	06/09/2022	44,147.82 CITY OF LAKEWOOD
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01	CHK	00378612	06/09/2022	497.25 CITY TREASURER - TPU
01	CHK	00378613	06/09/2022	153.91 COMCAST
01	CHK	00378614	06/09/2022	245.85 COMCAST
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01	CHK	00378616	06/09/2022	1,509.00 DM RECYCLING CO INC
01	CHK	00378617	06/09/2022	25,763.52 ENERGY SYSTEMS MANAGEMENT/TRS
01	CHK	00378618	06/09/2022	10.32 FEDERAL EXPRESS CORP
01	CHK	00378619	06/09/2022	50.00 FORMFOX, INC.
01	CHK	00378620	06/09/2022	1,373.31 GENES TOWING CORP
01	CHK	00378621	06/09/2022	2,015.15 GILCHRIST CHEVROLET
01	CHK	00378622	06/09/2022	6,247.13 HAROLD LEMAY ENTERPRISES
01	CHK	00378623	06/09/2022	1,500.00 TYLER PIGOTT
01	CHK	00378624	06/09/2022	3,771.30 KING COUNTY FINANCE
01	CHK	00378625	06/09/2022	151.40 LEMAY MOBILE SHREDDING
01	CHK	00378626	06/09/2022	11.00 MIKE MUSCARNERA
01	CHK	00378627	06/09/2022	4,747.20 MULTICARE HEALTH SYSTEM
01	CHK	00378628	06/09/2022	17,932.00 MULTICARE HEALTH SYSTEM
01	CHK	00378629	06/09/2022	1,395.68 NORTHWEST IAM BENEFIT TRUST
01	CHK	00378630	06/09/2022	169.96 ODP BUSINESS SOLUTIONS LLC
01	CHK	00378631	06/09/2022	746.88 PACIFIC TORQUE
01	CHK	00378632	06/09/2022	2,670.80 PETER E DOVE
01	CHK	00378633	06/09/2022	4,259.71 PIERCE COUNTY BUDGET & FINANCE
01	CHK	00378634	06/09/2022	215.56 PIERCE COUNTY RECYCLING LLC
01	CHK	00378635	06/09/2022	1,190.00 PREMIER MEDIA GROUP
01	CHK	00378636	06/09/2022	106.14 PUGET SOUND ENERGY

01	CHK	00378637	06/09/2022	10.00	ROBERT BARNEY
01	CHK	00378638	06/09/2022	1,766.00	SCHINDLER ELEVATOR CORPORATION
01	CHK	00378639	06/09/2022	3,250.00	SIMON AND COMPANY INC
01	CHK	00378640	06/09/2022	4,455.99	SMITH FIRE SYSTEMS INC
01	CHK	00378641	06/09/2022	5,250.00	SOURCE PANEL
01	CHK	00378642	06/09/2022	50.00	TACOMA PIERCE COUNTY CHAMBER
01	CHK	00378643	06/09/2022	123.54	TERMINIX COMMERCIAL
01	CHK	00378644	06/09/2022	131.26	TERMINIX COMMERCIAL
01	CHK	00378645	06/09/2022	2,000.00	SIJ HOLDINGS LLC
01	CHK	00378646	06/09/2022	446.15	UNITED SITE SERVICES (Everson)
01	CHK	00378647	06/09/2022	68,487.65	VOYAGER FLEET SYSTEMS INC
01	CHK	00378648	06/09/2022	150.00	WA FINANCE OFFICERS ASSOC
01	CHK	00378649	06/16/2022	1,435.50	AAA FIRE PROTECTION INC
01	CHK	00378650	06/16/2022	90.05	AT&T
01	CHK	00378651	06/16/2022	26.61	AT&T
01	CHK	00378652	06/16/2022	47,304.40	ATU LOCAL 758 CORP
01	CHK	00378653	06/16/2022	67.19	CENTURY LINK
01	CHK	00378654	06/16/2022	8,774.24	CENTURY LINK
01	CHK	00378655	06/16/2022	917.70	CENTURY LINK
01	CHK	00378656	06/16/2022	911.60	CHAPTER 13 TRUSTEE
01	CHK	00378657	06/16/2022	160.91	CITY TREASURER - TPU
01	CHK	00378658	06/16/2022	136.00	CITY TREASURER - TPU
01	CHK	00378659	06/16/2022	4,624.44	CITY TREASURER - TPU
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01	CHK	00378663	06/16/2022	199.83	COMCAST
01	CHK	00378664	06/16/2022	9,160.32	CWA INC
01	CHK	00378665	06/16/2022	104.07	DISH
01	CHK	00378666	06/16/2022	319.08	GENES TOWING CORP
01	CHK	00378667	06/16/2022	510.33	GILCHRIST CHEVROLET
01	CHK	00378668	06/16/2022	98.85	HARBOR FREIGHT TOOLS
01	CHK	00378669	06/16/2022	315.01	HAUGEN GRAPHICS
01	CHK	00378670	06/16/2022	298.22	HOME DEPOT CREDIT SERVICES
01	CHK	00378671	06/16/2022	3,884.13	HULTZ BHU ENGINEERS INC.
01	CHK	00378672	06/16/2022	220.00	INTERNAL REVENUE SERVICE
01	CHK	00378673	06/16/2022	3,928.50	JAMES GUERRERO ARCHITECT
01	CHK	00378674	06/16/2022	9,397.06	KITSAP TRANSIT
01	CHK	00378675	06/16/2022	37,350.30	LAKEVIEW LIGHT & POWER CO
01	CHK	00378676	06/16/2022	5,019.98	LEVEL 3 (CENTURY LINK)
01	CHK	00378677	06/16/2022	677.74	LEVEL 3 (CENTURY LINK)
01	CHK	00378678	06/16/2022	1,127.43	LOWE'S COMPANIES INC
01	CHK	00378679	06/16/2022	1,597.85	MICHAEL G MALAIER
01	CHK	00378680	06/16/2022	447.00	ANOKA COUNTY HUMAN SERVICES
01	CHK	00378681	06/16/2022	8,800.00	MOUNTAIN CONTAINER TRADING INC
01	CHK	00378682	06/16/2022	6,606.00	MULTICARE HEALTH SYSTEM
01	CHK	00378683	06/16/2022	136.40	NH DEPT OF H & HS
01	CHK	00378684	06/16/2022	435.21	NYS CHILD SUPPORT PROCESSING
01	CHK	00378685	06/16/2022	362.93	PENINSULA LIGHT
01	CHK	00378686	06/16/2022	15,779.03	PUGET SOUND ENERGY
01	CHK	00378687	06/16/2022	682.39	PURCELL TIRE & RUBBER COMPANY
01	CHK	00378688	06/16/2022	574.27	QUADIENT INC
01	CHK	00378689	06/16/2022	312.48	REX PEGG FABRICS INC
01	CHK	00378690	06/16/2022	10,413.80	SM STEMPER ARCHITECTS PLLC
01	CHK	00378691	06/16/2022	420.00	T-MOBILE USA, INC
01	CHK	00378692	06/16/2022	3,504.44	TCF ARCHITECTURE PLLC
01	CHK	00378693	06/16/2022	293.35	TX CHILD SUPPORT SDU
01	CHK	00378694	06/16/2022	681.50	UNITED SITE SERVICES (Everson)
01	CHK	00378695	06/16/2022	993.33	UNITED WAY OF PIERCE COUNTY
01	CHK	00378696	06/23/2022	5,508.00	ALL STARZ STAFFING AND CONSULT
01	CHK	00378697	06/23/2022	25,859.25	CITY OF FEDERAL WAY
01	CHK	00378698	06/23/2022	3,733.05	CITY TREASURER - TPU
01	CHK	00378699	06/23/2022	550.00	CIVICPLUS LLC
01	CHK	00378700	06/23/2022	153.85	COMCAST
01	CHK	00378701	06/23/2022	11.24	FEDERAL EXPRESS CORP
01	CHK	00378702	06/23/2022	328.89	FRUITLAND MUTUAL WATER COMPANY
01	CHK	00378703	06/23/2022	813.44	GENES TOWING CORP
01	CHK	00378704	06/23/2022	150.00	GOVERNMENT FINANCE OFFICERS AS
01	CHK	00378705	06/23/2022	13.94	JOHNSTONE SUPPLY
01	CHK	00378706	06/23/2022	128.00	KENT KEEL
01	CHK	00378707	06/23/2022	1,471.50	KITSAP TRANSIT
01	CHK	00378708	06/23/2022	6,468.45	LAKEVIEW LIGHT & POWER CO
01	CHK	00378709	06/23/2022	5,451.87	LAKEWOOD WATER DISTRICT
01	CHK	00378710	06/23/2022	4,452.19	MULTICARE HEALTH SYSTEM
01	CHK	00378711	06/23/2022	168.47	ODP BUSINESS SOLUTIONS LLC
01	CHK	00378712	06/23/2022	60.00	PATRICIA MILLER

01	CHK	00378713	06/23/2022	257.72	PUGET SOUND ENERGY
01	CHK	00378714	06/23/2022	2,500.00	QUEBEC INC
01	CHK	00378715	06/23/2022	697.92	SNIDER ENERGY
01	CHK	00378716	06/23/2022	61.27	STEVE RIVERA
01	CHK	00378717	06/23/2022	139.08	SUNBELT RENTALS
01	CHK	00378718	06/23/2022	1,567.75	UNITED SITE SERVICES (Everson)
01	CHK	00378719	06/23/2022	2,000.00	UNIVOX MEDIA LLC
01	CHK	00378720	06/23/2022	12,069.42	WESTEK MARKETING
01	CHK	00378721	06/23/2022	1,124.59	WURTH USA INC
01	CHK	00378722	06/30/2022	3,839.69	ALL STARZ STAFFING AND CONSULT
01	CHK	00378723	06/30/2022	1,775.00	ATU LOCAL 758 CORP
01	CHK	00378724	06/30/2022	77.50	BUILDERS EXCHANGE OF WA
01	CHK	00378725	06/30/2022	911.60	CHAPTER 13 TRUSTEE
01	CHK	00378726	06/30/2022	50.00	CHILD SUPPORT ENFORCEMEN
01	CHK	00378727	06/30/2022	46,714.53	CITY OF LAKEWOOD
01	CHK	00378728	06/30/2022	637.83	CITY OF PUYALLUP
01	CHK	00378729	06/30/2022	1,028.58	CITY TREASURER - TPU
01	CHK	00378730	06/30/2022	4,044.35	COLONIAL SUPPLEMENTAL LIFE
01	CHK	00378731	06/30/2022	245.85	COMCAST
01	CHK	00378732	06/30/2022	94.39	COMCAST
01	CHK	00378733	06/30/2022	153.91	COMCAST
01	CHK	00378734	06/30/2022	8,081.78	COMCAST
01	CHK	00378735	06/30/2022	83.34	COMM ON POLITICAL EDUCATION
01	CHK	00378736	06/30/2022	360.40	DAILY JOURNAL OF COMMERCE INC
01	CHK	00378737	06/30/2022	800.00	EASTER SEALS WASHINGTON
01	CHK	00378738	06/30/2022	70.29	FEDERAL EXPRESS CORP
01	CHK	00378739	06/30/2022	1,315.04	GILCHRIST CHEVROLET
01	CHK	00378740	06/30/2022	744.00	IAM & AW
01	CHK	00378741	06/30/2022	220.00	INTERNAL REVENUE SERVICE
01	CHK	00378742	06/30/2022	33,561.00	JOHNSON CONTROLS
01	CHK	00378743	06/30/2022	3,228.99	JON-DON
01	CHK	00378744	06/30/2022	3,937.00	LEVEL 3 (CENTURY LINK)
01	CHK	00378745	06/30/2022	447.00	ANOKA COUNTY HUMAN SERVICES
01	CHK	00378746	06/30/2022	1,570.14	NORTHWEST IAM BENEFIT TRUST
01	CHK	00378747	06/30/2022	827.17	OWEN EQUIPMENT
01	CHK	00378748	06/30/2022	652.16	PACIFIC TORQUE
01	CHK	00378749	06/30/2022	328.89	PARKLAND LIGHT & WATER CO
01	CHK	00378750	06/30/2022	422.13	PENINSULA LIGHT
01	CHK	00378751	06/30/2022	2,905.11	PUGET SOUND ENERGY
01	CHK	00378752	06/30/2022	1,262.35	PURCELL TIRE & RUBBER COMPANY
01	CHK	00378753	06/30/2022	3,250.00	SIMON AND COMPANY INC
01	CHK	00378754	06/30/2022	350.11	SNIDER ENERGY
01	CHK	00378755	06/30/2022	12,010.95	SM STEMPE ARCHITECTS PLLC
01	CHK	00378756	06/30/2022	7,012.50	LAMAR ADVERTISING CO
01	CHK	00378757	06/30/2022	205.50	UNITED SITE SERVICES (Everson)
01	CHK	00378758	06/30/2022	7,521.88	VERIZON WIRELESS
01	CHK	00378759	06/30/2022	2,166.16	VERIZON WIRELESS
01	CHK	00378760	06/30/2022	728.67	VERIZON WIRELESS
01	CHK	00378761	06/30/2022	1,127.93	VERIZON WIRELESS
01	CHK	00378762	06/30/2022	853.30	VERIZON WIRELESS
01	CHK	00378763	06/30/2022	576.11	VERIZON WIRELESS
01	CHK	00378764	06/30/2022	1,349.10	VERIZON WIRELESS
01	CHK	00378765	06/30/2022	637.19	VERIZON WIRELESS
01	CHK	00378766	06/30/2022	607.19	VERIZON WIRELESS
01	CHK	00378767	06/30/2022	1,522.09	VERIZON WIRELESS
01	CHK	00378768	06/30/2022	576.11	VERIZON WIRELESS
01	CHK	00378769	06/30/2022	596.47	VERIZON WIRELESS
01	CHK	00378770	06/30/2022	1,090.33	VERIZON WIRELESS
01	CHK	00378771	06/30/2022	1,418.56	VERIZON WIRELESS
01	CHK	00378772	06/30/2022	342.30	WA ST DEPT OF L&I - ELEVATOR
01	CHK	00378773	06/30/2022	874.28	WURTH USA INC
01	EFT	00010730	06/02/2022	934.19	ADVANCED TRAFFIC PRODUCTS INC
01	EFT	00010731	06/02/2022	4,736.99	BATTERY SYSTEMS
01	EFT	00010732	06/02/2022	40.54	BERNARD JOHNSON
01	EFT	00010733	06/02/2022	946.67	BONNIE MITCHELL
01	EFT	00010734	06/02/2022	2,077.65	BRAVO ENVIRONMENTAL NW INC
01	EFT	00010735	06/02/2022	42,264.87	CHEVRON PRODUCTS CO.
01	EFT	00010736	06/02/2022	20,204.28	CUMMINS INC
01	EFT	00010737	06/02/2022	308.00	DYNAMIC LANGUAGE
01	EFT	00010738	06/02/2022	15,583.25	GALLS LLC
01	EFT	00010739	06/02/2022	16,493.78	GILLIG LLC
01	EFT	00010740	06/02/2022	1,538.62	GRAINGER
01	EFT	00010741	06/02/2022	271.92	GROENEVELD LUBRICATION SOLUTIO
01	EFT	00010742	06/02/2022	2,626.91	IWG TOWERS ASSETS I LLC
01	EFT	00010743	06/02/2022	2,390.00	JAJ ENTERPRISES, LLC
01	EFT	00010744	06/02/2022	384.00	JASON M WHALEN

01	EFT	00010745	06/02/2022	15,299.14	JENCO DEVELOPMENT
01	EFT	00010746	06/02/2022	384.00	JOHN HINES
01	EFT	00010747	06/02/2022	1,576.88	WESTERN FLUID COMPONENTS
01	EFT	00010748	06/02/2022	99.00	KARISSA BASALYGA
01	EFT	00010749	06/02/2022	70,244.12	KPFF CONSULTING ENGINEERS
01	EFT	00010750	06/02/2022	543.38	LARSCO INC
01	EFT	00010751	06/02/2022	763.40	LARSEN SIGN COMPANY
01	EFT	00010752	06/02/2022	769.12	MALLORY SAFETY & SUPPLY LLC
01	EFT	00010753	06/02/2022	3,815.00	MAYES TESTING ENGINEERS INC
01	EFT	00010754	06/02/2022	309.01	MCGUIRE BEARING CO
01	EFT	00010755	06/02/2022	24,391.84	MEDSTAR CABULANCE INC
01	EFT	00010756	06/02/2022	1,207.31	MOHAWK MFG & SUPPLY
01	EFT	00010757	06/02/2022	115.93	MOOD MEDIA
01	EFT	00010758	06/02/2022	1,838.50	MUNCIE RECLAMATION & SUPPLY CO
01	EFT	00010759	06/02/2022	13,500.00	MYPAD3D INC
01	EFT	00010760	06/02/2022	1,250.00	NAVIA BENEFIT SOLUTIONS
01	EFT	00010761	06/02/2022	1,733.03	NEOPART TRANSIT LLC
01	EFT	00010762	06/02/2022	11,599.15	NORTHWEST LIFT & EQUIPMENT
01	EFT	00010763	06/02/2022	94.94	OUTFITTER SATELLITE INC
01	EFT	00010764	06/02/2022	12,586.31	PACIFIC POWER PRODUCTS
01	EFT	00010765	06/02/2022	11.00	THERMO KING NW INC
01	EFT	00010766	06/02/2022	13.94	PROTERRA INC
01	EFT	00010767	06/02/2022	555.23	QUALITY PRESS
01	EFT	00010768	06/02/2022	2,475.71	R E AUTO ELECTRIC
01	EFT	00010769	06/02/2022	410.84	SEATTLE AUTOMOTIVE DIST.
01	EFT	00010770	06/02/2022	21,603.86	SOUND TRANSIT
01	EFT	00010771	06/02/2022	105.15	SPORTWORKS NORTHWEST INC
01	EFT	00010772	06/02/2022	760.32	STANDARD PARTS CORP
01	EFT	00010773	06/02/2022	2,318.27	STAPLES
01	EFT	00010774	06/02/2022	675.00	SUPERION LLC
01	EFT	00010775	06/02/2022	1,719.21	TACOMA DODGE CHRYSLER JEEP
01	EFT	00010776	06/02/2022	624.38	TACOMA SCREW
01	EFT	00010777	06/02/2022	4,867.60	THE AFTERMARKET PARTS CO LLC
01	EFT	00010778	06/02/2022	2,074.85	TITUS WILL FORD INC
01	EFT	00010779	06/02/2022	34,007.00	JEANNETTE TWITTY
01	EFT	00010780	06/02/2022	115.00	TRANSITALENT.COM LLC
01	EFT	00010781	06/02/2022	31.18	UNIFIRST CORPORATION
01	EFT	00010782	06/02/2022	2,710.07	WESTERN PETERBILT
01	EFT	00010783	06/02/2022	10.30	WILLIAMS OIL FILTER
01	EFT	00010784	06/02/2022	1,537.56	ASSOCIATED PETROLEUM
01	EFT	00010785	06/02/2022	295,114.53	WSP USA, INC.
01	EFT	00010786	06/07/2022	69,463.95	GREAT WEST RETIREMENT
01	EFT	00010787	06/07/2022	203,475.14	ICMA RETIREMENT
01	EFT	00010788	06/07/2022	14,709.23	NAVIA BENEFIT SOLUTIONS
01	EFT	00010789	06/07/2022	11,330.26	TACOMA EMPLOYEES RETIREMENT SY
01	EFT	00010790	06/07/2022	5,286.69	WA ST CHILD SUPPORT REGISTRY
01	EFT	00010791	06/09/2022	447.50	CSCHED
01	EFT	00010792	06/09/2022	729.96	BATTERY SYSTEMS
01	EFT	00010793	06/09/2022	81.90	BRAUN CORPORATION
01	EFT	00010794	06/09/2022	250.00	CYBERSOURCE CORP.
01	EFT	00010795	06/09/2022	3,233.67	DIAMOND PARKING SERVICES LLC
01	EFT	00010796	06/09/2022	2,970.00	ESRI, INC.
01	EFT	00010797	06/09/2022	7,243.23	GALLS LLC
01	EFT	00010798	06/09/2022	10,475.60	GILLIG LLC
01	EFT	00010799	06/09/2022	30.00	GLEN JOHNSON
01	EFT	00010800	06/09/2022	5,750.00	GORDON THOMAS HONEYWELL
01	EFT	00010801	06/09/2022	129,611.48	GOVERNMENTJOBS.COM INC
01	EFT	00010802	06/09/2022	320.72	GRAINGER
01	EFT	00010803	06/09/2022	24,550.35	HIGH LINE SOFTWARE INC
01	EFT	00010804	06/09/2022	147.83	JASON EDWARDS
01	EFT	00010805	06/09/2022	51.84	JON NEWMAN
01	EFT	00010806	06/09/2022	384.00	KRISTINA WALKER
01	EFT	00010807	06/09/2022	181.50	LARSEN SIGN COMPANY
01	EFT	00010808	06/09/2022	184.80	MALLORY SAFETY & SUPPLY LLC
01	EFT	00010809	06/09/2022	15,662.84	MEDSTAR CABULANCE INC
01	EFT	00010810	06/09/2022	157.88	MOHAWK MFG & SUPPLY
01	EFT	00010811	06/09/2022	615.27	NATIONAL AUTO PARTS WAREHOUSE
01	EFT	00010812	06/09/2022	2,420.00	NATIONAL COUNCIL FOR BEHAVIORA
01	EFT	00010813	06/09/2022	24.72	PAPE KENWORTH NORTHWEST
01	EFT	00010814	06/09/2022	10,660.00	STEVAN GORCESTER
01	EFT	00010815	06/09/2022	222.25	QUADIENT FINANCE USA INC
01	EFT	00010816	06/09/2022	618.12	SAMBA HOLDINGS INC
01	EFT	00010817	06/09/2022	201.05	SEATTLE AUTOMOTIVE DIST.
01	EFT	00010818	06/09/2022	488,737.30	SHI INTERNATIONAL CORP
01	EFT	00010819	06/09/2022	2,827.95	SOUTH TACOMA GLASS
01	EFT	00010820	06/09/2022	280.44	STANDARD PARTS CORP

01	EFT	00010821	06/09/2022	206.26	STAPLES
01	EFT	00010822	06/09/2022	270.00	SUPERION LLC
01	EFT	00010823	06/09/2022	664.09	TACOMA DODGE CHRYSLER JEEP
01	EFT	00010824	06/09/2022	8.78	TACOMA SCREW
01	EFT	00010825	06/09/2022	570.00	TECHNICAL SECURITY INTEGRATION
01	EFT	00010826	06/09/2022	2,913.98	THE AFTERMARKET PARTS CO LLC
01	EFT	00010827	06/09/2022	781.08	TITUS WILL FORD INC
01	EFT	00010828	06/09/2022	5,200.00	TRAPEZE SOFTWARE GROUP
01	EFT	00010829	06/09/2022	3,615.13	UNIFIRST CORPORATION
01	EFT	00010830	06/09/2022	1,942.82	WAXIE SANITARY SUPPLY
01	EFT	00010831	06/09/2022	1,285.40	WESTERN PETERBILT
01	EFT	00010832	06/09/2022	182.00	WILLIAMS OIL FILTER
01	EFT	00010833	06/09/2022	88,620.33	ASSOCIATED PETROLEUM
01	EFT	00010834	06/09/2022	11,121.00	ZONAR SYSTEMS INC
01	EFT	00010836	06/16/2022	5,210.00	A CUSTOMER'S POINT OF VIEW
01	EFT	00010837	06/16/2022	1,738,456.22	ABSHER CONSTRUCTION COMPANY
01	EFT	00010838	06/16/2022	24,655.00	ACI CUSTODIAL INC
01	EFT	00010839	06/16/2022	166.05	AIRGAS-NOR PAC INC
01	EFT	00010840	06/16/2022	2,060.41	ALLSTREAM
01	EFT	00010841	06/16/2022	764.61	AMB TOOLS & EQUIPMENT
01	EFT	00010842	06/16/2022	10,204.36	ATWORK! COMMERCIAL ENTERPRISES
01	EFT	00010843	06/16/2022	2,434.61	BATTERY SYSTEMS
01	EFT	00010844	06/16/2022	62.65	BRAUN CORPORATION
01	EFT	00010845	06/16/2022	159.59	CINTAS FIRE PROTECTION
01	EFT	00010846	06/16/2022	718.41	COMMERCIAL BRAKE & CLUTCH
01	EFT	00010847	06/16/2022	159,239.56	CONSTRUCT, INC.
01	EFT	00010848	06/16/2022	58,413.96	CUMMINS INC
01	EFT	00010849	06/16/2022	326.75	DRIVELINES NW INC
01	EFT	00010850	06/16/2022	132.13	FINISHMASTER, INC
01	EFT	00010851	06/16/2022	597,281.10	FIRST TRANSIT
01	EFT	00010852	06/16/2022	160.27	FRANK GOFINCH (EMPLOYEE)
01	EFT	00010853	06/16/2022	40,945.54	GILLIG LLC
01	EFT	00010854	06/16/2022	1,188.28	GRAINGER
01	EFT	00010855	06/16/2022	92,663.65	HUITT-ZOLLARS INC.
01	EFT	00010856	06/16/2022	2,160.73	INTELLICORP RECORDS INC
01	EFT	00010857	06/16/2022	398.67	INTERCITY TRANSIT
01	EFT	00010858	06/16/2022	4,644.36	K & L GATES
01	EFT	00010859	06/16/2022	1,729.87	WESTERN FLUID COMPONENTS
01	EFT	00010860	06/16/2022	646.95	KPFF CONSULTING ENGINEERS
01	EFT	00010861	06/16/2022	288.13	LARSCO INC
01	EFT	00010862	06/16/2022	2,261.25	MAYES TESTING ENGINEERS INC
01	EFT	00010863	06/16/2022	36.00	MICHAEL GRIFFUS
01	EFT	00010864	06/16/2022	1,040.16	MOHAWK MFG & SUPPLY
01	EFT	00010865	06/16/2022	842.02	MUNCIE RECLAMATION & SUPPLY CO
01	EFT	00010866	06/16/2022	4,959.32	NEOPART TRANSIT LLC
01	EFT	00010867	06/16/2022	10,901.51	PACIFIC POWER PRODUCTS
01	EFT	00010868	06/16/2022	19.53	PACIFIC WELDING SUPPLY INC
01	EFT	00010869	06/16/2022	126.79	THERMO KING NW INC
01	EFT	00010870	06/16/2022	1,746.26	PROTERRA INC
01	EFT	00010871	06/16/2022	203.08	R E AUTO ELECTRIC
01	EFT	00010872	06/16/2022	147.83	RED WING SHOE STORE
01	EFT	00010873	06/16/2022	492.91	ROBBLEES TOTAL SECURITY INC
01	EFT	00010874	06/16/2022	213,526.23	SAYBR CONTRACTORS INC
01	EFT	00010875	06/16/2022	384.52	SCHETKY NORTHWEST SALES INC
01	EFT	00010876	06/16/2022	215.07	SEATTLE AUTOMOTIVE DIST.
01	EFT	00010877	06/16/2022	82,941.58	SOUND TRANSIT
01	EFT	00010878	06/16/2022	11,548.01	SOUND TRANSIT
01	EFT	00010879	06/16/2022	1,307.96	SOUTH TACOMA GLASS
01	EFT	00010880	06/16/2022	335.73	STANDARD PARTS CORP
01	EFT	00010881	06/16/2022	2,117.53	STAPLES
01	EFT	00010882	06/16/2022	538.03	STELLAR INDUSTRIAL
01	EFT	00010883	06/16/2022	1,030.82	TACOMA DODGE CHRYSLER JEEP
01	EFT	00010884	06/16/2022	1,577.71	TACOMA SCREW
01	EFT	00010885	06/16/2022	33,513.75	THE AFTERMARKET PARTS CO LLC
01	EFT	00010886	06/16/2022	23.89	TITUS WILL FORD INC
01	EFT	00010887	06/16/2022	481.62	UNIFIRST CORPORATION
01	EFT	00010888	06/16/2022	17,086.80	WA ST AUDITOR
01	EFT	00010889	06/16/2022	2,034.18	WESMAR
01	EFT	00010890	06/16/2022	7,897.32	WESTERN PETERBILT
01	EFT	00010891	06/16/2022	90.64	WILLIAMS OIL FILTER
01	EFT	00010892	06/16/2022	172,246.74	ASSOCIATED PETROLEUM
01	EFT	00010893	06/21/2022	2,279.49	WA ST DEPT OF REVENUE
01	EFT	00010894	06/23/2022	3,222.40	A & E IMAGING
01	EFT	00010895	06/23/2022	692.21	BATTERY SYSTEMS
01	EFT	00010896	06/23/2022	62.70	BRAUN CORPORATION
01	EFT	00010897	06/23/2022	4,018.76	BRAVO ENVIRONMENTAL NW INC

01	EFT	00010898	06/23/2022	55,819.02 BRIDGESTONE AMERICA
01	EFT	00010899	06/23/2022	1,661.24 CAMI SCHMIDT
01	EFT	00010900	06/23/2022	59,738.64 CUMMINS INC
01	EFT	00010901	06/23/2022	12.82 DAVID LEE
01	EFT	00010902	06/23/2022	347.09 DAWNE SHOTSMAN
01	EFT	00010903	06/23/2022	286.94 DRIVELINES NW INC
01	EFT	00010904	06/23/2022	4,365.00 DRUG FREE BUSINESS
01	EFT	00010905	06/23/2022	147.80 EDWARD BLAKLEY (EMPLOYEE)
01	EFT	00010906	06/23/2022	2,187.88 FINISHMASTER, INC
01	EFT	00010907	06/23/2022	1,096.58 GARDA CL NORTHWEST INC
01	EFT	00010908	06/23/2022	4,153.29 GENFARE
01	EFT	00010909	06/23/2022	36,592.56 GILLIG LLC
01	EFT	00010910	06/23/2022	4,908.57 GRAINGER
01	EFT	00010911	06/23/2022	1,200.00 INTERCITY TRANSIT
01	EFT	00010912	06/23/2022	256.00 JOHN G PALMER
01	EFT	00010913	06/23/2022	128.00 JOHN HINES
01	EFT	00010914	06/23/2022	147.83 KEVIN LEGGETT
01	EFT	00010915	06/23/2022	95.00 KIM MCGILVERY
01	EFT	00010916	06/23/2022	128.00 KIMBERLY M ROSCOE
01	EFT	00010917	06/23/2022	384.00 KRISTINA WALKER
01	EFT	00010918	06/23/2022	343.25 LINDSEY SEHMEL
01	EFT	00010919	06/23/2022	2,065.51 MALLORY SAFETY & SUPPLY LLC
01	EFT	00010920	06/23/2022	747.34 MCGUIRE BEARING CO
01	EFT	00010921	06/23/2022	5,663.65 MEDSTAR CABULANCE INC
01	EFT	00010922	06/23/2022	1,199.55 MOHAWK MFG & SUPPLY
01	EFT	00010923	06/23/2022	7,109.85 MUNCIE RECLAMATION & SUPPLY CO
01	EFT	00010924	06/23/2022	136.37 NATIONAL AUTO PARTS WAREHOUSE
01	EFT	00010925	06/23/2022	4,583.71 OPEN SQUARE
01	EFT	00010926	06/23/2022	14,071.84 PACIFIC POWER PRODUCTS
01	EFT	00010927	06/23/2022	5,525.20 PACIFICA LAW GROUP
01	EFT	00010928	06/23/2022	850.93 THERMO KING NW INC
01	EFT	00010929	06/23/2022	1,917.88 R E AUTO ELECTRIC
01	EFT	00010930	06/23/2022	73.64 SCHETKY NORTHWEST SALES INC
01	EFT	00010931	06/23/2022	31.04 SEATTLE AUTOMOTIVE DIST.
01	EFT	00010932	06/23/2022	670.67 SELENA NGO
01	EFT	00010933	06/23/2022	1,557.50 SITECRAFTING INC.
01	EFT	00010934	06/23/2022	125,665.73 SOUND TRANSIT
01	EFT	00010935	06/23/2022	300.00 MARK W MEROD
01	EFT	00010936	06/23/2022	5,407.63 SOUTH TACOMA GLASS
01	EFT	00010937	06/23/2022	2,395.54 STANDARD PARTS CORP
01	EFT	00010938	06/23/2022	1,985.25 STAPLES
01	EFT	00010939	06/23/2022	1,149.98 STELLAR INDUSTRIAL
01	EFT	00010940	06/23/2022	47.04 STERICYCLE
01	EFT	00010941	06/23/2022	147.40 STEVEN J MILLER
01	EFT	00010942	06/23/2022	3,240.00 SUPERION LLC
01	EFT	00010943	06/23/2022	4,993.30 TACOMA COMMUNITY COLLEGE
01	EFT	00010944	06/23/2022	5,205.01 TACOMA DODGE CHRYSLER JEEP
01	EFT	00010945	06/23/2022	142.55 TACOMA SCREW
01	EFT	00010946	06/23/2022	7,739.89 TECHNICAL SECURITY INTEGRATION
01	EFT	00010947	06/23/2022	14,226.31 THE AFTERMARKET PARTS CO LLC
01	EFT	00010948	06/23/2022	1,149.47 TITUS WILL FORD INC
01	EFT	00010949	06/23/2022	1,412.50 UNIFIRST CORPORATION
01	EFT	00010950	06/23/2022	64,521.39 UNITED ENERGY TRADING LLC
01	EFT	00010951	06/23/2022	1,718.96 WA ST TRANSIT INSURANCE POOL
01	EFT	00010952	06/23/2022	0.28 WAXIE SANITARY SUPPLY
01	EFT	00010953	06/23/2022	4,838.83 WESTERN PETERBILT
01	EFT	00010954	06/23/2022	84.61 WILLIAMS OIL FILTER
01	EFT	00010955	06/23/2022	44,468.99 ASSOCIATED PETROLEUM
01	EFT	00010956	06/27/2022	1,190,249.30 AWC EMPLOYEE BENEFIT TRUST
01	EFT	00010957	06/27/2022	68,051.89 GREAT WEST RETIREMENT
01	EFT	00010958	06/27/2022	201,731.01 ICMA RETIREMENT
01	EFT	00010959	06/27/2022	15,376.50 NAVIA BENEFIT SOLUTIONS
01	EFT	00010960	06/27/2022	11,442.96 TACOMA EMPLOYEES RETIREMENT SY
01	EFT	00010961	06/27/2022	4,988.19 WA ST CHILD SUPPORT REGISTRY
01	EFT	00010962	06/16/2022	84,632.14 US BANK CORPORATE PAYMENT SYST
01	EFT	00010963	06/30/2022	5,195.25 BATTERY SYSTEMS
01	EFT	00010964	06/30/2022	61.67 BLANCHARD AUTO ELECTRIC CO
01	EFT	00010965	06/30/2022	1,881.22 BRAVO ENVIRONMENTAL NW INC
01	EFT	00010966	06/30/2022	733,766.25 CLEVER DEVICES
01	EFT	00010967	06/30/2022	1,209.12 COMMERCIAL BRAKE & CLUTCH
01	EFT	00010968	06/30/2022	49,039.16 CUMMINS INC
01	EFT	00010969	06/30/2022	1,707.43 DANETTE ROGERS
01	EFT	00010970	06/30/2022	3,247.36 DIAMOND PARKING SERVICES LLC
01	EFT	00010971	06/30/2022	408.21 FINISHMASTER, INC
01	EFT	00010972	06/30/2022	77,716.72 GENFARE
01	EFT	00010973	06/30/2022	45,661.97 GILLIG LLC

01	EFT	00010974	06/30/2022	1,148.03	GRAINGER
01	EFT	00010975	06/30/2022	1,127.44	WESTERN FLUID COMPONENTS
01	EFT	00010976	06/30/2022	50,036.17	KPFF CONSULTING ENGINEERS
01	EFT	00010977	06/30/2022	906.91	MOHAWK MFG & SUPPLY
01	EFT	00010978	06/30/2022	5,334.12	MUNCIE RECLAMATION & SUPPLY CO
01	EFT	00010979	06/30/2022	13,500.00	MYPAD3D INC
01	EFT	00010980	06/30/2022	146.80	NATHANIEL AVERY
01	EFT	00010981	06/30/2022	1,255.00	NAVIA BENEFIT SOLUTIONS
01	EFT	00010982	06/30/2022	2,326.51	OPEN SQUARE
01	EFT	00010983	06/30/2022	94.94	OUTFITTER SATELLITE INC
01	EFT	00010984	06/30/2022	71,422.77	PACIFIC POWER PRODUCTS
01	EFT	00010985	06/30/2022	254.79	R E AUTO ELECTRIC
01	EFT	00010986	06/30/2022	11,098.05	SAYBR CONTRACTORS INC
01	EFT	00010987	06/30/2022	188.05	SCHETKY NORTHWEST SALES INC
01	EFT	00010988	06/30/2022	6,649,432.39	SOUND TRANSIT
01	EFT	00010989	06/30/2022	43,338.04	SOUND TRANSIT
01	EFT	00010990	06/30/2022	8,525.73	SOUTH TACOMA GLASS
01	EFT	00010991	06/30/2022	5,541.80	SPORTWORKS NORTHWEST INC
01	EFT	00010992	06/30/2022	277.23	STANDARD PARTS CORP
01	EFT	00010993	06/30/2022	2,119.56	STAPLES
01	EFT	00010994	06/30/2022	200.04	STEVE ADAMS
01	EFT	00010995	06/30/2022	1,511.23	TACOMA DODGE CHRYSLER JEEP
01	EFT	00010996	06/30/2022	1,991.87	TACOMA SCREW
01	EFT	00010997	06/30/2022	15,628.02	THE AFTERMARKET PARTS CO LLC
01	EFT	00010998	06/30/2022	51.00	TITUS WILL FORD INC
01	EFT	00010999	06/30/2022	34,007.00	JEANNETTE TWITTY
01	EFT	00011000	06/30/2022	5,550.55	UNIFIRST CORPORATION
01	EFT	00011001	06/30/2022	55.00	VEHICLE MAINTENANCE PROGRAM
01	EFT	00011002	06/30/2022	738.54	WAXIE SANITARY SUPPLY
01	EFT	00011003	06/30/2022	12,514.21	WESTERN PETERBILT
01	EFT	00011004	06/30/2022	9,550.60	WOOD HARBINGER INC
01	EFT	00011005	06/30/2022	786.93	ASSOCIATED PETROLEUM
Total Payments				<u>\$15,759,560.19</u>	

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
SPECIAL STUDY SESSION MEETING MINUTES**

June 13, 2022

CALL TO ORDER

Chair Campbell called the special study session meeting to order at 3:37 p.m.

ROLL CALL

Commissioners present:

Marty Campbell, Chair of the Board, Pierce County Councilmember
John Hines, City of Tacoma Councilmember
Kent Keel, City of University Councilmember (*representing University Place and Fircrest*)
Ryan Mello, Pierce County Councilmember
John Palmer, Deputy Mayor for City of Puyallup (*representing Puyallup and Edgewood*)
Kristina Walker, Vice Chair of the Board, City of Tacoma Councilmember
Victoria Woodards, City of Tacoma Mayor

Commissioners excused:

Kim Roscoe, Mayor of Fife (*representing Fife/Milton/ Pacific/Auburn/Gig Harbor/
Ruston/Steilacoom*)
Jason Whalen, City of Lakewood Deputy Mayor

Staff present:

Mike Griffus, Chief Executive Officer
Chris Schuler, Chief Financial Officer
Deanne Jacobson, Clerk of the Board
Brittany Carbullido, Deputy Clerk of the Board

OPENING REMARKS AND HOUSEKEEPING

Chair Campbell welcomed attendees and gave instructions for meeting participation and protocol.

REVIEW/DISCUSSION

Review of Financial Plan for Pierce Transit's Major Capital Projects

CEO Mike Griffus reviewed the current status and projections for completion of the Bus (*Commissioner Woodards arrived at 3:41 p.m.*) Rapid Transit project, noting that revenue service is expected to begin in 2027. He also reported that due to the rerun of the Traffic Impact Analysis (TIA), and inflation costs assumed the new estimated project cost has changed from \$222 million to \$241.4 million, which will create a \$66 million funding gap. The agency has requested additional \$119 million in funding from the FTA and will learn the results in Q3/Q4 of 2023.

Chief Financial Officer Chis Schuler reviewed the strategy to fund the BRT project and reported that staff will be asking the board to approve a BRT funding plan on July 11, 2022, comprised of costs that assume an increase in FTA funding, various other grants, and local monies. Staff may need to return to the board for additional local funding in the future if the agency does not receive additional funding from the FTA.

CEO Mike Griffus provided an overview of the Maintenance Operations Base Improvement (MOBI) project, reviewing its inception and the current status of the project. He explained the relationship of the MOBI project with the BRT project, noting that the improvements will allow for the agency to service and maintain 60 ft. articulated buses, double decker buses, as well as support future fleet and infrastructure needs.

Chief Financial Officer Schuler reviewed the projected costs of the MOBI project by phase and discussed two financial options that will fully fund the BRT project and fully fund the MOBI project by utilizing a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan (Option 1); or fully fund the BRT project and fund the MOBI project to a logical stopping point until additional funding becomes available (Option 2). Option 2 does not consider any infrastructure loans.

Option 1 includes applying for a TIFIA loan to fund MOBI, Spanaway Project, and other open capital projects. Option 2 includes pausing the MOBI project after Building 1 Phase 3 and halt any future expenditures on the project for a period.

Mr. Schuler gave an overview of the TIFIA loan program, discussing interest rate and repayment terms, and loan amount requirements.

Mr. Schuler also provided an overview of the build out of the MOBI project in phases and defined the logical stopping points based on funding available. The cost to complete all phases of the project is estimated to cost \$281 million. He concluded the presentation reporting that staff will return to the board in July requesting approval of the BRT funding package and approval to apply for a TIFIA loan.

Commissioner Mello expressed that he would like to hear more certainty from staff about the likelihood that the FTA will award additional funds for the BRT project during the rerate process, and more certainty around the permitting process with the City of Tacoma, and a clear understanding of the inflationary costs that are assumed in the overall BRT project costs before approving any commitments.

Mr. Schuler noted that escalation costs are already factored into the overall costs along with contingency costs. Staff will provide a more definitive breakdown of the numbers at the July board meeting.

CEO Griffus reported that over the last couple months the Pierce Transit and City of Tacoma BRT teams have been working well together and that the project is on a good trajectory.

EXECUTIVE SESSION

None scheduled.

ADJOURNMENT

There being no further business, Chair Campbell adjourned the meeting at 4:00 p.m.

Deanne Jacobson
Clerk of the Board

Marty Campbell, Chair
Board of Commissioners

**PIERCE TRANSIT
BOARD OF COMMISSIONERS
REGULAR MEETING MINUTES**

June 13, 2022

CALL TO ORDER

Chair Campbell called the regular board meeting to order at 4:14 p.m.

ROLL CALL

Commissioners present:

Marty Campbell, Chair of the Board, Pierce County Councilmember
John Hines, City of Tacoma Councilmember
Kent Keel, City of University Councilmember (*representing University Place and Fircrest*)
Ryan Mello, Pierce County Councilmember
John Palmer, Deputy Mayor for City of Puyallup (*representing Puyallup and Edgewood*)
Kim Roscoe, Mayor of Fife (*representing Fife/Milton/Pacific/Auburn/Gig Harbor Ruston/Steilacoom*)
Kristina Walker, Vice Chair of the Board, City of Tacoma Councilmember
Victoria Woodards, Mayor of the City of Tacoma

Commissioners excused:

Kim Roscoe, Mayor of Fife (*representing Fife/Milton/Pacific/Auburn/Gig Harbor Ruston/Steilacoom*)
Jason Whalen, City of Lakewood Mayor

Staff present:

Mike Griffus, Chief Executive Officer
Chris Schuler, Chief Financial Officer
Deanne Jacobson, Clerk of the Board
Brittany Carbullido, Assistant to the CEO/Deputy Clerk of the Board
Aaron Millstein, Counsel from K&L Gates

OPENING REMARKS AND HOUSEKEEPING ITEMS

Chair Campbell welcomed board members, staff, and citizens to the meeting and provided attendees with instructions for meeting participation.

SPECIAL BUSINESS

1. Election of Chair and Vice Chair

Chair Campbell reported that pursuant to Pierce Transit Code Section 2.04.020, the chairperson and vice chairperson shall be elected from among the voting members at the regular board meeting in June of each year with their leadership beginning in July, unless a vacancy occurs sooner.

A board member shall not serve as chairperson for more than two consecutive one-year terms. A board member shall not serve as vice chairperson for more than two consecutive one-year terms.

After confirming that the board members have no desire to change the current leadership positions, it was **moved** by Commissioners Woodards and Mello to re-elect Marty Campbell to Chair and Kristina Walker to Vice Chair.

Motion **carried**, 7-0.

2. Honoring Leroy Hall for Operator of the Month for May 2022 and Honoring Honor Roll Operators for 2021; presentation by Scott Gaines, Transportation Assistant Manager

Mr. Gaines honored Mr. Hall for being selected Operator of the Month for May 2022, detailing his contributions and strong work ethic that support earning this achievement and highlighting that Mr. Hall has enjoyed 23 years of accident-free driving.

Mr. Gaines also honored the following operators who earned the Honor Roll designation for 2021, which is awarded for having a perfect year, no sick absences, no lates, no preventable accidents, and no disciplines:

- Tabitha Bruhn
- Carl Cariaga
- Clay Chowning
- Wilson Corpuz
- Charles Dixon
- Bun Hem
- Tommy Jackson
- Alberto Rodriguez
- Greg Snyder
- Ritchie Warmouth
- Ricardo Munoz

PUBLIC COMMENT

Chair Campbell provided participation instructions to the public and opened public comment. The following individual(s) provided comment:

Bryan Johnson inquired whether Pierce Transit would continue with offering hybrid meetings and talked about the convenience of a virtual option.

He expressed concern about the lack of public restrooms at transit centers and the hardship that this could pose on individuals with disabilities and asked if the board could address this situation.

Chair Campbell confirmed that Pierce Transit will continue to offer a virtual option for its public meetings through the end of this year and beyond.

Clerk Jacobson noted that staff will follow up with Mr. Johnson regarding his concerns about public restrooms.

No other comments were provided and public comment was closed.

CONSENT AGENDA

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

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

Motion **carried**, 7-0.

1. Approval of Vouchers, May 1, 2022 – May 31, 2022
Operating Fund #10
Self-Insurance Fund #40
Capital Fund #90
Payment Nos. 378396 through 378569
Wire Nos. 10499 through 10729
No Advance Travel Checks
Total \$7,487,658.31
2. Approval of Minutes: May 9, 2022, regular board meeting.

ACTION AGENDA

1. **FS 2022-029, Approval of Resolution No. 2022-005, Appointing Maddie Merton and Ivan Tudela Each to a CTAG Term Beginning July 28, 2022, and Ending July 24, 2025, and Amin (Tony) Hester to a CTAG Alternate Beginning July 28, 2022, for any Vacancy That Occurs Within the Next 12 months;** presentation by Nathan BeVelle, Community Development Administrator

Mr. BeVelle presented on the item and gave an overview of the selection process. He responded to questions relating to the alternate position.

Commissioners Mello and Hines **moved** and seconded to Approve Resolution No. 2022-005, appointing Maddie Merton and Ivan Tudela each to a CTAG term beginning July 28, 2022, and ending July 24, 2025, and Amin (Tony) Hester to a CTAG alternate beginning July 28, 2022, for any vacancy that occurs within the next 12 months.

Motion **carried**, 7-0.

2. FS 2022-030, Authorize the Chief Executive Officer to Execute Contract No. 1097 with Pease Construction, Inc., and Authorize a Total Contract Spending Authority of \$2,924,187.00, to Construct Modernization of the Five Elevators at Tacoma Dome Station East and West Garages; presentation by Hope Gibson, Sr. Capital Project Manager

Ms. Gibson presented on the item and noted that the current elevators were built in the late 90s/early 2000s and are reaching the end of their useful life. She reviewed the procurement process and noted that Pease Construction was the lowest bidder.

Commissioners Mello and Hines **moved** and seconded to authorize the Chief Executive Officer to execute a contract No. 1097 with Pease Construction, Inc., and authorize a total contract spending authority of \$2,924,187.00, to construct modernization of the five elevators at Tacoma Dome Station east and west garages.

Motion **carried**, 7-0.

1. CEO'S Report

CEO Mike Griffus reported on the following items:

- Gave a short recap of the 3:30 p.m. study session upon request from Chair Campbell.
- Reported that the June 9 Transit Trivia Night event held to celebrate Ride Transit Month was a success, noting that teams were comprised of staff from Pierce Transit, Sound Transit and the Tacoma BRT team members.
- He reported that Pierce Transit will join others across Washington State in recognizing the Juneteenth Holiday on June 20th this year and talked about the significance of this day in our history.
- Reported that on Saturday, June 25 from 3-5 p.m., the agency will be honoring operators who will be inducted into the Million Mile Club and encouraged board commissioners to attend if they can.
- Reported that staff has been working hard to implement the new public safety model. He noted that security services using Allied Universal is expected to begin July 11 and gave an overview of the staffing coverage that will occur at transit centers and for coaches on routes.
- Introduced Grantley Martelly, Pierce Transit's new Chief Operating Officer, and reported that Mr. Martelly joined Pierce Transit on May 16 and joins Pierce Transit with a strong background in public transportation and transit safety.

Mr. Martelly provided introductory remarks, noting his thanks and gratitude for joining Pierce Transit and further elaborating on his background and experience.

On behalf of the Board of Commissioners, Chair Campbell welcomed Mr. Martelly to Pierce Transit.

INFORMATIONAL BOARD ITEMS

1. Chair's Report

Chair Campbell reported on the following items:

- The next Service Delivery and Capital Committee meeting will be held Thursday, June 16, 2022, at 3:00 p.m.
- A public hearing is scheduled for the July 11 Board meeting to hear testimony regarding the Title VI Equity Analysis that is required to implement the Free Youth Transit Passes. Staff was thanked for their efforts in launching the program.

2. Sound Transit Update

Commissioner Keel reported on the following matters:

- The Sound Transit Board of Directors CEO Selection Committee has recommended hiring Julie Timm as the organization's next CEO. The recommendation will be considered by the full Sound Transit Board on June 23.
- Update on West Seattle/Ballard Link Extension.
- Reported that it is important that Sound Transit pays attention to the needs of Pierce Transit for joint/shared services as well as for the BRT and MOBI projects and offered his services to help with facilitation if needed.

3. Puget Sound Regional Council Transportation Policy Board Update

Commissioner Mello provided an update on the last PSRC meeting and noted the Regional Plan was adopted. He noted the Board will continue to revisit the FTA funding model with an equity lens and noted that the money coming from the Bipartisan Infrastructure funding package should also have an equity lens with regards to how the funds are distributed.

4. Commissioners' Comments

No comments were provided.

EXECUTIVE SESSION

There was no executive session.

ADJOURNMENT

Commissioners Mello and Hines moved and seconded to adjourn the meeting at 4:49 p.m.

Motion **carried**, 7-0.

Deanne Jacobson
Clerk of the Board

Marty Campbell, Chair
Board of Commissioners

2nd Quarter 2022 Contracts Report

Report to Board of Commissioners
 Sole Source Over \$10,000 Approved by the CEO
 Contracts and Amendments - \$100,000 to \$200,000 Approved by the CEO

Sole Source Over \$10,000 Awarded from 01/01/22 through 03/31/22			
Name	Explanation	Amount	Eff. Date
NW Lift and Equipment	Install three Stertil-Koni heav duty lifts in Bldg 1 tire and body shop	\$33,000	5/8/22
Parametrix Inc	Provide methane detection alarming and Scada system upgrade at CNG facility	\$37,895	4/17/22

Contracts and Amendments - \$100,000 to \$200,000 awarded from 01/01/22 through 03/31/22			
Name	Explanation	Amount	Eff. Date
TruView BSI LLC	Pre-employment Background Screening Services	\$200,000	5/16/22

Sole Source: A circumstance when the vendor is the sole provider of licensed or patented goods or services, or has specialized knowledge or skill needed for a project when there is limited time and vendors with the expertise.

TITLE: Removal of Member from the Community Transportation Advisory Group (CTAG) and Appointing an Alternate Member to a Regular Member

DIVISION: Planning & Community Development

SUBMITTED BY: Nathan BeVelle, Community Development Administrator

RELATED ACTION: N/A

ATTACHMENTS:
Proposed Resolution
Exhibit A, CTAG Chair Recommendation for Removal
Exhibit B, May 2022 CTAG Minutes

RELATION TO STRATEGIC PLAN: Customer

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 outlined in the CTAG Charter, a pattern of unexcused absences, or other conduct that seriously interferes with a member's ability to perform his or her duties, may result in a recommendation for removal of the member to the board. Such recommendations for removal shall be made upon motion and approval by a quorum of CTAG members, or by the CEO with notice to the CTAG chair. Pierce Transit staff will track attendance and send notification of CTAG's or the CEO's intent to recommend removal to the respective member. CTAG Member Emily Freeman was appointed to CTAG with a term starting June 24, 2021. Since appointment Emily has missed 10 of 12 CTAG meetings with no notice given. Multiple attempts to reengage Emily have been made to her Pierce Transit email, phone number, and personal email on file. Pierce Transit staff have not received any reply to these contact attempts.

During the May CTAG meeting the CTAG Chair brought up the topic for removal of a member. A motion was made, seconded, and discussed to recommend the removal of Emily from CTAG with a vote of thanks for service. The motion passed unanimously and is presented to the Board for approval. Amin (Tony) Hester was to begin their CTAG alternate role on July 28, 2022 and is eligible to fill the vacancy left by Emily.

STAFF RECOMMENDATION:

Remove Emily Freeman effective immediately and elevate Amin (Tony) Hester from CTAG alternate to a CTAG member beginning July 28, 2022 and ending July 24, 2025.

ALTERNATIVES:

Decline to remove Emily Freeman and elevate Amin (Tony) Hester to a CTAG member and direct staff to continue reengagement attempts with Emily.

PROPOSED MOTION:

Move to: Approve Resolution No. 2022-006, removing Emily Freeman from the Community Transportation Advisory Group, effective immediately, and appointing Amin (Tony) Hester from CTAG alternate member to a CTAG regular member beginning July 28, 2022, and ending July 24, 2025.

RESOLUTION NO. 2022-006

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Removing a Member from the Community
2 Transportation Advisory Group and Appointing an Alternate Member to a Regular Member
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
7 provide feedback and suggest improvements and recommendations on plans, policies, and services offered
8 by Pierce 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, as reflected in Exhibits A and B, the CTAG has discussed and recommends the removal of
13 Emily Freeman, with gratitude of service to the agency, from the CTAG due to a pattern of unexcused absences
14 and lack of communication; and

15 WHEREAS, the Agency has outlined, through the CTAG Charter, the attendance, removal, and
16 resignation process for members; and

17 WHEREAS, the Agency recommends Amin (Tony) Hester be elevated from an alternate member to a
18 regular member on the CTAG, starting July 28, 2022.

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

20 Section 1. The Board of Commissioners hereby removes Emily Freeman from the Community
21 Transportation Advisory Group with gratitude for her service to the agency, effective immediately.

22 Section 2. The Board of Commissioners hereby appoints Amin (Tony) Hester for regular
23 appointment to the CTAG for a term beginning July 28, 2022 and ending July 24, 2025.

24 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
25 the 11th day of July 2022.

26 PIERCE TRANSIT

27
28 _____
29 Marty Campbell, Chair
30 Board of Commissioners

31 ATTEST/AUTHENTICATED

32 _____
33 Deanne Jacobson, CMC
Clerk of the Board

DATE: June 1, 2022
FROM: Don Green, Chair (253-468-4486)
Pierce Transit Community Transportation Advisory Group (CTAG)
SUBJECT: Request to discharge Emily Freeman as a member of the CTAG
TO: Pierce Transit Board of Commissioners; Marty Campbell, Chair
CC: Michael Griffus, Chief Executive Officer

The Pierce Transit Community Transportation Advisory Group (CTAG) requests the Pierce Transit Board discharge Ms Emily Freeman from her responsibilities as a member of the CTAG with a vote of thanks for the contributions she has made to the organization.

This action is consistent with the requirements of the CTAG charter that provides for a member's removal if the member demonstrates "a pattern of unexcused absences... that seriously interferes with a member's ability to perform his or her duties."

This proposed action was moved, discussed, and unanimously passed at the regularly scheduled CTAG meeting on May 26, 2022 which was conducted virtually (minutes attached).

Ms Freeman was provided the opportunity to participate in the deliberations, however she declined, through omission, to attend the meeting.

Sincerely,

Don Green

CTAG Chair



Pierce Transit
Community Transportation Advisory Group (CTAG)
Virtual Meeting via Teams/phone
Minutes – May 26, 2022

CALL TO ORDER

Meeting called to order at 5:31 p.m.

ROLL CALL AND ATTENDANCE

CTAG Members Present: Don Green, Blake Geyen, Linda Moran, Antoinette Craig, Jamie Witter, Paul Buchanan, Paul Crandall, Marlene Druker, Deirdre Maxwell, Brandi DeCoteau, and Ben Yoder.

Absent: Emily Freeman.

Pierce Transit Employees and Presenters Present:

Marty Campbell (Pierce Transit Commissioner), Nathan BeVelle (Community Development Administrator), Lani Fowlkes (Community Development Coordinator), Mike Griffus (Chief Executive Officer), Kathy Walton (Marketing Assistant Manager), Rebecca Japhet (Communications Manager) Kelly Harp (Digital Content and Outreach Coordinator).

COMMISSIONER MEET AND GREET

Commissioner Marty Campbell

Commissioner Campbell introduced himself to CTAG and shared his thoughts, expressed his appreciation for CTAG's guidance and input. Commissioner Campbell is encouraged by the opportunities for CTAG to provide input on agency initiatives. He enjoyed his work with Blake on a sidewalk installation project. Commissioner Campbell reminded CTAG of his open-door policy and invites CTAG's feedback on what we can do better. He feels that Pierce Transit, under Mike Griffith's leadership, pivoted well, "making quite a good mark". There was also time for a Q&A session.

Approval of Minutes

Minutes from April 2022 were reviewed and approved. Linda Moran moved, and Marlene Druker seconded.

CTAG MEMBERS COMMITTEE REPORTS

None

PUBLIC COMMENT

None

DISCUSSION ITEMS

CEO Update (Mike Griffus)

Mike announced the arrival of our new COO, Grantley Martelly, whose background includes Safety, Security, Operations, Planning, Light Rail and BRT. He shared that our #1, current challenge is our Operator shortage. We are planning for a major service change in August. We are losing Pierce County officers, but we are contracting with a private security provider. We are still contracting with Lakewood, Federal Way Police departments. Ridership is coming back. Ridership is up 16% up from last year. 14

new vanpools formed in the last two mos. Youth will ride free by October 2022. Due to the operator shortage the Gig Harbor Trolley and Puyallup Fair service will not be in service in 2022. Trolley wrapped buses will be used on the Route 100 this summer and an additional stop will be added to the Route 100 to help supplement the loss of the Trolley this season. BRT project costs are escalating. We need more federal funding assistance. Mike asked CTAG for their input on the bus shelter replacement project. The agency will have prototypes sent to CTAG for comment. There was time for Q and A.

Promoting Transit Ridership (Kathy Walton, Rebecca Japhet, and Kelly Harp)

Kathy made a PowerPoint presentation highlighting the New Day, New Way campaign. Ads will be on the website, ad shelters, customer testimonials, transit ads, digital ads, and social media. They plan to promote Runner, Vanpool, new technology, recruitment campaigns, ORCA for Multifamily and safety, and the free youth transit passes. Kathy invited CTAG's marketing ideas.

Kelly provided an update on the communication methods employed.
Mike's newsletter: monthly newsletter, monitors around the agency, email, quarterly all staff meetings, in person tabling, and presentations. News releases, text messages by route, pod cast.
We have 16K followers.

Removal of Cement Benches from TDS [Nathan BeVelle (on behalf of Tammara Good)]

Public Safety recommended the removal of three benches as TDS due to safety concerns. CTAG discussed the pros and cons of removing these benches. CTAG is recommending that the benches less attractive for overnight campers. They are proposing a design change, instead of removal. The official motion was to study and implement ergonomic deterrents and keep the benches unless the changes are cost prohibitive or not effective then remove them. This motion will be shared with Tammara.

MEMBER DELIBERATION

Discussed removal of a CTAG member from CTAG, as the individual's attendance is outside of the Charter's attendance requirements. They attended only two meetings (June and July 2021). After a discussion a motion was made to remove the member with thanks for service. This was seconded and approved unanimously. The motion will be taken to the Pierce Transit Board for action.

PIERCE TRANSIT NEWS & ANNOUNCEMENTS

Nathan invited CTAG's thoughts on alternate titles for volunteers or ambassadors/outreach crew. June is Ride Transit Month. Pierce Transit is coordinating with Downtown on the Go and Pierce Trips for a Transit Trivia Night - June 9th, 6p-8p Seven Seas Brewery. Nathan provided an update on the slate of nominees being sent to the Board for approval to fill vacant positions and an alternate. Nathan provided an update on conference rooms and potential for hybrid meetings in the future.

ADJOURNMENT

Meeting adjourned at 7:34 p.m.

Submitted by
Nathan BeVelle

Approved by
Don Green



Action Agenda

TITLE: Authorizing Amendments to Pierce Transit’s Code Chapter 3.72 FARES to Implement the Free Youth Transit Pass for all Ages 18 and Under Across all Transportation Modes Offered by Pierce Transit, Effective September 1, 2022, and Acknowledging Final Acceptance of the Related Title VI Fares Equity Analysis

DIVISION: Planning & Community Development

SUBMITTED BY: Lindsey Sehmel, AICP – Principal Planner Scheduling

RELATED ACTION: N/A

ATTACHMENTS:

RELATION TO STRATEGIC PLAN: Customer

Proposed Resolution
 Exhibit A, Revisions to PT Code 3.72 (red-lined)
 Exhibit B, Title VI Fare Equity Analysis

BUDGET INFORMATION: See explanation below. This program will remain in effect indefinitely contingent upon the availability and distribution of grant funds to Pierce Transit.

BACKGROUND:

Washington State Legislation has adopted a new Transit Support Grant Program that would provide an estimated \$7,756,328 in annual revenue funding for approximately 16 years beginning with the 2023-2025 biennium provided that the following conditions are met:

Chapter 47.66 RCW NEW Sec. 422

- (2) To be eligible to receive a grant, the transit agency must have adopted, at a minimum, a zero-fare policy that allows passengers 18 years of age and younger to ride free of charge on all modes provided by the agency. Transit agencies must submit documentation of a zero-fare policy for 18 years of age and under by October 1, 2022, to be eligible for the 2023-2025 biennium. Transit agencies that submit such fare policy documentation following the October 1, 2022, deadline shall become eligible for the next biennial distribution.
- (3) The department shall, for the purposes of the "Summary of Public Transportation" report, require grantees to report the number of trips that were taken under this program.

According to ACS 2019 estimates, approximately 23% of Pierce Transit’s PTBA population is under 18 years old. In 2019, youth fares accounted for between 14% and 19% of passenger types. The table below compares existing fare policy to impacts of a new, adopted policy:

	Existing	New
Policy	Children 5 and younger ride free Youth 6 to 18 years old = \$1 cash fare	18 and younger ride free
Revenue	\$ 1,194,655 - \$ 1,624,055 Estimated range of revenue for 2019	\$7,756,328 Estimated annual funding of program for Pierce Transit starting with '23-'25 biennium per WSTA April 2022 estimates

Note: There are funds available for the remainder of the 2022 FY at approximately 3 Mil for Pierce Transit.

FINANCIAL ESTIMATES:

Exact revenue from “Youth” passengers is difficult to estimate. This is largely because passes sold by Pierce Transit are not necessarily used on Pierce Transit service. For regional fares, Pierce Transit receives an apportioned value of all rides taken on Pierce Transit service. While the current ORCA system is unable to report distinct categories of fares for revenue received, reporting should improve with ORCA NextGen. Another reason for difficulty in reporting is because some fare categories may include youth passengers. For example, a Pierce Transit Discounted All Day Pass paid for with cash includes any rider in the category of “Youth, Senior/Disabled”: it is currently not possible to parse “youth” riders from this larger category. Additionally, Pierce Transit offers free rides to children under the age of 5, law enforcement officers, and board of commissioners. It is also not possible to parse youth passengers from this category. But upon adoption of the new policies, staff will be able to separate the Youth category from both of these fare types to ensure accurate reporting of rides provided under the Grant.

While it is possible to report revenue from specific fare categories that serve youth riders (such as Pierce Transit’s Class Pass, Summer Youth Pass, and SHUTTLE passengers 18 and younger), fixed route revenue from Youth is estimated through a different method. Revenue from these categories—including ORCA Passport Business Accounts that serve youth passengers—are accounted for in the total fixed route estimates below.

Municipal Code	Fixed Route - Fare Category	2019	2020	2021
3.72.030 B	One Ride Youth			
3.72.040 B	All Day Pass - Youth (Local)			
-	All Day Pass - Youth (Regional)			
3.72.040 E	Monthly - Youth (Regional)			
3.72.040 I	Summer Youth Pass	\$ 18,000.00	\$ 4,361.00	\$ 5,148.00
3.72.040 J	Class Pass	\$ 528.00	\$ 96.00	\$ -
	SHUTTLE Revenue (Youth Estimate)	\$ 1,807.58	\$ 195.25	\$ 491.50

Current ORCA System is unable to report distinct categories; improvements expected with ORCA NextGen

ORCA Passport Business Accounts	2019	2020	2021
Bethel Acceleration Academy	\$ -	\$ -	\$ 1,494.80
Tacoma School District	\$ 389,197.20	\$ 362,922.88	\$ 296,906.11
Tacoma Creates	\$ 28,759.37	\$ 57,518.75	\$ -
Summit Public Schools	\$ 23,952.84	\$ 13,726.72	\$ 5,729.53
Puyallup Digital Learning	\$ 75.20	\$ 564.33	\$ 233.86
TOTAL	\$ 441,984.61	\$ 434,732.68	\$ 304,364.30

Revenue for “Youth” estimates are based on High/Low estimates of “Youth” passenger boardings. “Youth” passenger boarding estimates are based on percent of pass types used.

YOUTH RIDERSHIP = Total Boardings * % Passes Used

	Youth Passes Alone	Low Estimate	
	Total Boardings - PT	Est % Youth Boardings	%
2019	8,321,507	1,162,919	14%
2020	4,755,898	469,878	10%
2021	4,363,240	443,142	10%

	Youth + Youth, Senior/Disabled Passes	High Estimate	
	Total Boardings - PT	Est % Youth Boardings	%
2019	8,321,507	1,580,911	19%
2020	4,755,898	687,458	14%
2021	4,363,240	682,319	16%

YOUTH REVENUE = Youth Boardings * Average Fare per Boarding
(Average Fare per Boarding = Total Revenue / Total Boardings)

Revenue from Youth Ridership	2019	2020	2021
Total Revenue - PT	\$ 8,548,604	\$ 4,461,166	\$ 4,423,976
Low Estimate	\$ 1,194,655	\$ 440,759	\$ 449,310
%	14%	10%	10%
High Estimate	\$ 1,624,055	\$ 644,855	\$ 691,817
%	19%	14%	16%

High estimate accounts for possibility of youth riders in other fare categories.

Based on this methodology, Pierce Transit revenue from youth passengers has ranged between an estimated 10% (\$440,759) to 19% (\$1,624,055) over the past three years. This only accounts for fixed route and SHUTTLE ridership; there are currently no vanpool commuters 18 and younger, and there is no data for youth ridership on Pierce Transit's On-Demand service (Runner).

By adopting the zero-fare policy for riders aged 18 and younger, Pierce Transit would begin to report the number of trips taken under the Washington State Transit Support Grant. This would create a single fare category for Youth and result in more precise youth ridership activity in the future.

TITLE VI ANALYSIS:

Based on demographic data from the 2017 Ridership Survey, the findings of the impact to our youth in the PTBA are that there is no disparate impact or disproportionate burden which can be found in Attachment B to the Resolution. A notice of public hearing was advertised in the Tacoma News Tribune and Tacoma Daily Index on June 29, 2022.

STAFF RECOMMENDATION:

Staff recommends approving Resolution No. 2022-006 to implement the Free Youth Transit Pass for all ages 18 and under across all transportation modes offered by Pierce Transit effective September 1, 2022, and to acknowledge acceptance of the related Title VI Equity Analysis.

ALTERNATIVES:

Do not approve the policy change to allow the Free Youth Transit Pass and continue with the current fare structure and policies. This is not recommended as the grant program is a great opportunity to expand transit access to youth ages 18 and younger and to build and instill the value of transit as a sustainable source of transportation.

PROPOSED MOTION:

Move to: Approve Resolution 2022-007, approving the amendments to Pierce Transit Code Section 3.72 Fares as presented in Exhibit A to allow for the implementation of the Free Youth Transit Pass for ages 18 and under across all transportation modes offered by Pierce Transit effective September 1, 2022, and acknowledging final acceptance of related Title VI Fares Equity Analysis as presented in Exhibit B.

RESOLUTION NO. 2022-007

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Authorizing Amendments to Pierce Transit's
2 Code Chapter 3.72 FARES to Implement the Free Youth Transit Pass for all Ages 18 and Under Across all
3 Transportation Modes Offered by Pierce Transit Effective September 1, 2022, and Acknowledging Final
4 Acceptance of the Related Title VI Fares Equity Analysis
5

6 WHEREAS, the Revised Code of Washington 36.57A provides the Board of Commissioners the
7 authority to set fares; and

8 WHEREAS, the 2022 Legislative Session of the Washington State Senate passed Move Ahead
9 Washington, a 16-year transportation package, authorizing transit agencies funding to provide free youth
10 trips on all modes of service offered; and

11 WHEREAS, the Board of Commissioners received an overview of the grant and the process for moving
12 forward for implementing the Free Youth Transit Pass for ages 18 and younger at the April 11, 2022, Board of
13 Commissioners meeting; and

14 WHEREAS, CTAG was informed at their April 28, 2022, meeting of the upcoming amendments and
15 details of the state grant; and

16 WHEREAS, Staff received feedback on the proposed policy change presented to the Executive Finance
17 Committee on May 13, 2022; and

18 WHEREAS, Pierce Transit has been participatory in regional groups and conversations regarding the
19 implementation and roll out of the Free Youth Transit Pass to ensure coordinated efforts; and

20 WHEREAS, Pierce Transit provided notice of public hearing on June 29, 2022, in the Tacoma News
21 Tribune and Tacoma Daily Index newspapers, and agency website; and

22 WHEREAS, the Board of Commissioners held a Public Hearing on July 11, 2022; and

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

24 Section 1. The Board of Commissioners authorizes the amendments to Pierce Transit Code Section
25 3.72 Fares as presented in Exhibit A.

26 Section 2. The adoption of the Free Youth Transit Pass through the Transit Mobility Grant
27 authorized under RCW Chapter 47.66 Section 422 shall remain in effect indefinitely contingent upon the
28 availability and distribution of grant funds for this program to Pierce Transit.

1 Section 3. The free youth transit trips are effective on September 1, 2022, and each trip shall be
2 documented in the appropriate fare system log.

3 Section 4. The Board of Commissioners acknowledges Final Acceptance of the Title VI Fares
4 Equity Analysis as presented in Exhibit B.

5 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
6 the 11th day of July 2022.

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PIERCE TRANSIT

Marty Campbell, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

Deanne Jacobson, CMC
Clerk of the Board

Part 3 – FINANCE
ARTICLE IV. FARES

ARTICLE IV. FARES

Chapter 3.72 FARE SCHEDULE¹

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, or purchased ~~through PiercePay~~ utilizing a mobile ticketing app, 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.
- ~~E.~~ ~~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.
- ~~F.~~ ~~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.
- ~~G.~~ ~~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.
- ~~H.~~ ~~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.
- ~~I.~~ ~~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.
- ~~J.~~ ~~K.~~ "Fixed route" means transit service using buses to provide service at designated bus stops along specific routes on set schedules.
- ~~K.~~ ~~L.~~ "Full-fare" means the fare for riders nineteen years of age and older not specifically designated to qualify for a reduced fare.

¹Editor's note(s)—Res. No. 15-030, § 1(Exh. A), adopted June 8, 2015, amended chapter 3.72 in its entirety to read as herein set out. Former chapter 3.72, §§ 3.72.010—3.72-150, pertained to similar subject matter. See Code Comparative Table and Disposition List for complete derivation.

~~L. M.~~ "On Demand" means transit services differentiated from fixed route service by customer initiated on demand service in a zone.

- M. "Personal care attendant" means a person traveling as an aide in order to facilitate travel by a person with disabilities ~~disabled person~~.
- N. "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.
- O. "Preschool child" means any person five years of age or younger when accompanied by a fare-paying passenger responsible for their supervision.
- P. "Public safety officer" means a person commissioned by any state, county, or municipal law enforcement or fire protection agency.
- Q. "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.
- R. "Qualified human services agency" means a verified 501(c)3 tax-exempt not for profit organization that provides services relating to: prevention and treatment of illnesses and substance abuse; children and family services; domestic violence prevention and services; and/or support of low income, seniors and/or disabled populations and that has applied for and been approved by Pierce Transit staff to buy certain fare media at a discounted rate.
- S. "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).
- T. "Service day" means the span of service that comprises a day of transit service. Service begins at 3:00 a.m. and ends at 2:59 a.m.
- U. "SHUTTLE" means specialized transportation (paratransit) for persons with disabilities.
- V. "Special event" means any open to the public event of less than thirty days duration expected to attract significant numbers of people.

Commented [LS1]: Relating to Orca LIFT Context

~~W.~~ "Vanpool Commuter" is considered the age 18 and older and has applied for and been accepted into a vanpool.

~~X. W.~~ "Youth" means any person six ~~te~~through eighteen years of age whom may ride independently but may need to be accompanied by a responsible party.

Fare policies:

- A. The Pierce Transit Board of Commissioners shall review transit fares at least once every two years.
- B. The fixed route farebox recovery goal shall be twenty percent.
- C. It is the intent of the Agency to achieve parity between its SHUTTLE fare and adult fixed route cash fare over time. The SHUTTLE fare will achieve parity when the ratio of the cash SHUTTLE fare to the cash adult fixed route bus fare is one to one.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Res. No. 15-072, § 1(Exh. B), 12-14-2015; Res. No. 2018-043, § 2(Exh. B), 11-15-2018; Res. No. 2019-026, § 2(Exh. A), 8-12-2019)

3.72.020 Local fixed route, On demand and Bus PLUS cash fares.

Commented [LS2]: What about Refunds???

- A. The cash fare for full-fare riders shall be two dollars during all hours of operation.

B. The cash fare for youth riders shall be ~~one~~zero dollar during all hours of operation with validated virtual or physical pass present for documentation.

C. The discounted cash fare shall be one dollar during all hours of operation.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Res. No. 15-072, § 1(Exh. B), 12-14-2015)

3.72.030 Tickets.

A. Full-fare tickets shall be two dollars per ticket.

B. Youth tickets on all modes shall be ~~one~~zero dollar per ticket with valid virtual or physical pass present for documentation.

C. Discounted tickets shall be one dollar per ticket.

D. SHUTTLE tickets shall be one dollar and seventy-five cents per ticket.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Res. No. 15-072, § 1(Exh. B), 12-14-2015; Ord. No. 17-015, § 1(Exh. A), 4-10-2017; Res. No. 17-028, § 2(Exh. A), 7-10-2017; Res. No. 2018-043, § 2(Exh. B), 11-15-2018)

3.72.035 Human service agencies program.

Qualified human service agencies may purchase paper one ride tickets and all day passes that are not for sale to the general public at a 50% discount of the current ticket or pass price, provided that such fare media is given to the qualified human service agency's clients free of charge.

Governmental entities and/or other organizations that provide human services but do not qualify as qualified human service agency(ies) may purchase paper one ride tickets and all day passes that are not for sale to the general public, but must pay full price for that fare media.

Subject to these parameters, the chief executive officer may develop other rules or requirements for the program to provide paper one ride tickets and all day passes to human service organizations.

(Res. No. 2019-026, § 2(Exh. A), 8-12-2019)

3.72.040 Local fixed route, On demand and Bus PLUS passes.

A. Full-fare all-day passes shall be two times the full-fare cash fare plus one dollar.

B. Youth with a validated virtual or physical pass present for documentation shall not pay a fare-all-day passes shall be two times the youth cash fare plus fifty cents.

C. Discounted all-day passes shall be two times the discounted cash fare plus fifty cents.

D. The full-fare monthly pass (two dollar regional PugetPass) shall be seventy-two dollars.

~~E. The youth monthly pass (one dollar regional PugetPass) shall be thirty-six dollars.~~

~~F. The discounted monthly pass (one dollar regional PugetPass) shall be thirty-six dollars.~~

~~G. The Pierce Transit specific discounted monthly pass shall be sixty-three dollars.~~

H. The Pierce Transit specific adult monthly pass shall be sixty-two dollars (which may be on a thirty (30) day rolling basis only if purchased through utilizing a Pierce Transit specific mobile ticketing app the Pierce Pay system).

Commented [LS3]: Per Definition – see discounted.

Commented [LS4]: Huh?

Commented [LS5R4]: Moved to 3.72.050 only - SHUTTLE

Commented [LS6]: Consider in ORCA LIFT updates to include a reduced rolling pass.

~~I. The summer youth pass shall be thirty-six dollars for unlimited youth rides during June, July and August. The summer youth pass shall have no transfer value on Olympia Express or Sound Transit services.~~

~~J. The class pass shall be forty-eight dollars.~~

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Res. No. 15-072, § 1(Exh. B), 12-14-2015; Res. No. 2018-043, § 2(Exh. B), 11-15-2018)

3.72.050 SHUTTLE service fares.

- A. The cash fare shall be one dollar and seventy-five cents, for registered SHUTTLE riders 19 years of age and older.
- B. The Pierce Transit monthly pass shall be sixty-three dollars for fare paying riders.
- C. The cash fare shall be zero dollars for riders 18 years of age and younger with a validated virtual or physical pass.
- ~~C.D.~~ One registered personal care attendant traveling with a SHUTTLE customer shall ride for free.
- ~~D.E.~~ Accompanying companions may travel with SHUTTLE customers for the same fares as described in subsections A. ~~and~~, B ~~and~~ C. of this section.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Res. No. 15-072, § 1(Exh. B), 12-14-2015; Res. No. 17-028, § 2(Exh. A), 7-10-2017)

3.72.060 Transfers.

Transfers are allowed for customers using an all-day pass or an ORCA card with e-purse pursuant to ORCA terms of use.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Res. No. 2018-043, § 2(Exh. B), 11-15-2018)

3.72.070 Free riding privileges.

- A. An unlimited number of ~~children five years of age and under~~ preschool children ride free on any Pierce Transit service when accompanied by a person responsible for their supervision ~~fare paying passenger.~~
- B. General authority Washington peace officers of a general authority Washington law enforcement agency, or fully commissioned federal peace officers may ride Pierce Transit service without payment of fare provided such officers are in uniform or display their police badge(s) to the transit operator.
- C. The board of commissioners of Pierce Transit shall ride free on all Pierce Transit services.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Ord. No. 17-015, § 1(Exh. A), 4-10-17)

3.72.080 Special event service.

The fare for special event transit service shall be equal to local fixed route fares for all fare categories. ~~Up to four children, ages 13 and under, may ride free when accompanied by a fare paying passenger.~~

(Res. No. 15-030, § 1(Exh. A), 6-8-2015)

Created: 2021-12-17 13:59:03 [EST]

(Supp. No. 19, Update 1)

3.72.090 Special express and supplemental service.

The rate for special express and supplemental service shall be based on the local direct hourly rate with a minimum charge of two hours.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015)

3.72.100 Special rates of fare.

- A. For the purpose of attracting new ridership, relieving congestion, developing marketing strategies, testing prices or experimental service, and implementing other special events, programs or promotions, the chief executive officer may temporarily waive, discount or increase fare, ticket and pass prices. The waiver or discount shall not require the addition of regularly scheduled public transportation services and, in the judgement of the chief executive officer, the value of the program or promotion and the benefit to the public exceeds the expected loss of revenue. The loss in revenue of all such waivers or discounts shall, in the aggregate, be no greater than three hundred thousand dollars annually.
- B. The chief executive officer is authorized to suspend fares at such time an emergency situation is determined to exist.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Ord. No. 17-015, § 1(Exh. A), 4-10-17)

3.72.110 Conference and convention visitor passes.

Pierce Transit is authorized to sell special conference and convention visitor passes. The pass per day rate shall be calculated at twice the full-fare cash fare.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015)

3.72.120 Bicycle locker rental rates.

- A. The chief executive officer is authorized to set bicycle locker rental and key deposit rates at a nominal level which will encourage use, recover some administrative costs and allow for productive management.
- B. Rates will be reviewed annually with thirty days' advance written notice of any rate change sent to all persons renting lockers.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015)

3.72.130 Vanpool Services—Defined—Fares.

- A. Definitions.
 - 1. "Commuter vanpool" is defined as a group of people, meeting the definition of Vanpool Commuter, who travel round trip per day to and from work. The fare structure is set by the Board of Commissioners. The Board of Commissioners delegates authority to the Chief Executive Officer to modify or adjust certain components of the authorized fare structure to achieve program goals within the following parameters:
 - a. Round-trip mileage sums may be modified or adjusted no more than twice per year.
 - b. A maximum of one fare tier may be added or removed no more than once per year.

-
- c. Fare amounts may be increased or decreased by a maximum of 25%. An increase or decrease of greater than 25% must be approved by the board of commissioners prior to implementation.
 - d. Variables used for determining fares may not be added or removed by the chief executive officer.
 - e. The board of commissioners shall be notified of all modifications or adjustments to fare amounts authorized by the chief executive officer at least two weeks in advance of implementation.
 - f. Written notice of any fare change must be provided to all current commuter vanpool participants at least thirty days in advance.
2. "Special use vanpool" is defined as one which serves a finite group of people and which is sponsored by an organization or an agency. Use of this vanpool is usually limited to that organization's or agency's staff and/or clients. Fares are set by the chief executive officer to include a fixed rate and mileage rate that includes an amount estimated for full or partial recovery of the fixed rate, depending upon how fares are collected.
 3. "Shared use vanpool" is defined as supplemental use of a given commuter vanpool which is used during non-commute hours primarily by social service agencies. The vanpool is used during commute hours as a commuter vanpool. Fares will be set by the chief executive officer and will be based on a mileage rate.
 4. "Community use vanpool" is defined as one that serves and is available to all members of a given community or organization for transportation for employees and clients outside a usual commute. Services are not limited to one round trip per day. Fares will be set by the board of commissioners.
 5. "Vanshare" is defined as a service that provides the link connecting commuters from home to established bus, train, or ferry service or from said service to employer. This service will be limited to thirty (30) miles or less round trip per day. The fee is set by the chief executive officer to include a flat rate.
- B. Vanpool fares will be based on recovering a majority of the program's direct operating costs.
- C. Vanpool fares will be reviewed biannually by the board of commissioners.

D. Youth fares for all vanpool services is zero dollars.

(Res. No. 15-030, § 1(Exh. A), 6-8-2015; Res. No. 16-032, § 1(Exh. A), 9-12-2016; Res. No. 2021-014, § 2(Exh. B), 11-8-2021)

Pierce Transit

Title VI Fare Equity Analysis

Pursuant to FTA Circular 4702.1B

Free Youth Transit Pass – Move Ahead Washington

July 11, 2022

PIERCE TRANSIT TITLE VI FARE EQUITY ANALYSIS

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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 proposed addition of a new Free Youth Transit Pass for 18 years of age and younger.

2 BACKGROUND

2.1 Proposed Fare Changes

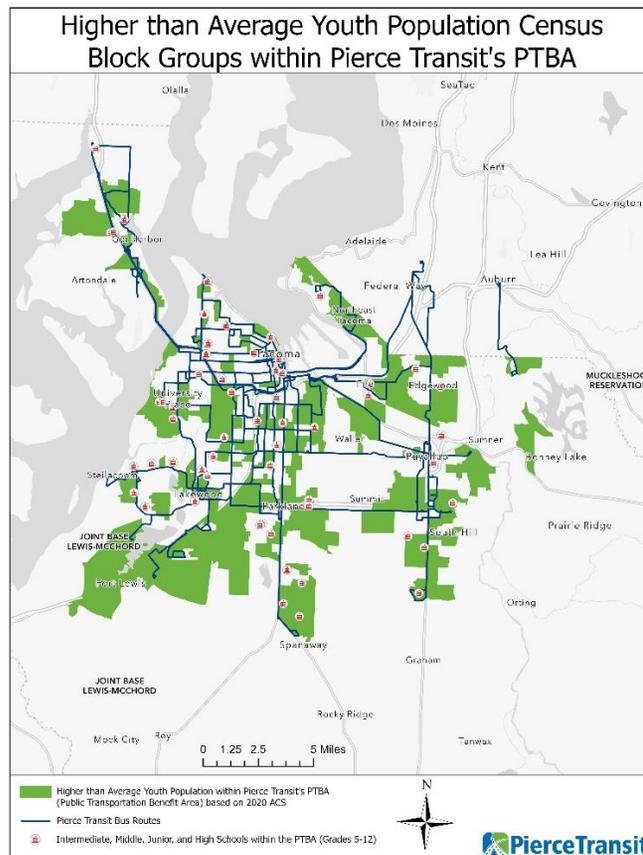
Pierce Transit conducted a comprehensive fare review in 2012. The primary recommendations from that review were to: eliminate paper transfers; introduce an all-day pass and introduce a discounted Pierce Transit-specific adult pass. The elimination of paper transfers and the introduction of an all-day pass occurred in 2014. The discounted Pierce Transit-specific adult pass was recommended due to rider demographics, specifically, household income. Data from the 2017 customer satisfaction survey shows that 60 percent of our riders live in households with annual household incomes of \$25,000 or less. Washington State adopted new law in 2022 that provides additional grant funding available for transit agencies that provide free trips to youth aged 18 years and under for all modes offered. This proposed fare change reduces fares for youth ages 6-19 from \$1 a trip to \$0.

A Free Youth Transit pass will make transit a viable transportation mode within the reach of more of our residents.

A public hearing was held at the July 11, 2022 Board of Commissioners meeting to allow the public to comment on the proposed new Free Youth Transit Pass. The Community Transportation Advisory Group (CTAG) voiced support for this new Fare Type at their June meeting.

This fare equity analysis analyzes whether the addition of a new PT-specific Zero Fare for Youth 18 and younger will have a disparate impact on Pierce Transit’s minority riders and/or a disproportionate burden on the agency’s low-income riders.

FIGURE 2.1 Higher than Average Youth Populations within the PTBA



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 addition of a PT-specific Zero Fare for Youth 18 and younger 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 new 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 2016 the poverty limit was \$24,563 for a family of four.

4 METHODOLOGY

Staff used data from Pierce Transit’s 2017 Customer Satisfaction Survey to assist with the fare equity analysis. (Add a note for why we haven’t conducted a survey since 2017?) This survey of 615 Pierce Transit Riders provides local system-wide representation proportionate to weekday ridership by route and time of day on Pierce Transit’s local fixed routes. A two-phase approach was used for data collection. A database of potential respondents was developed through several different outreach methods and were asked to provide contact information – email and/or phone number. Those who provided an email address were initially contacted by email and asked to complete the survey online. To encourage online completes, a \$5 incentive (in the form of a coffee card) was offered. If they did not respond to the email invitation and they also provided a phone number, they were contacted by phone. Customers who only provided a phone number were contacted by phone to complete the survey. Surveys were completed with 615 respondents – 339 online and 276 by telephone. Of those 615 respondents, 506 were riders who paid adult fares. The new monthly PT-specific pass is an youth fare so this group is the primary subject of the analysis in Tables 4-3 and 4-4 below.

Data collection occurred from October 16 through December 3, 2017. The data from the 2017 survey represents the most current data on our riders available to Pierce Transit.

The 2017 survey provides data on the following:

- Trip purpose (commute, school, work, medical, shopping, recreation)
- Payment method (Paper Ticket, Paper Day Pass, Mobile Ticket, Mobile Pass, ORCA Pass, ORCA e-purse, Cash, UPass, Clover Park ID, Other)
- Fare type (Adult, Youth, Senior, Disabled)
- Time of day (peak, mid-day, evening, weekends)
- Routes ridden
- Ridership
 - Very Infrequent (0-2 Trips)
 - Infrequent (3-10 Trips)
 - Moderate (11-20 Trips)
 - Frequent (21-50 Trips)
 - Very Frequent (>50 Trips) Length of time riding Pierce Transit (years)
 - Number of transfers
- Overall satisfaction with Pierce Transit (Dissatisfied, Neutral, Satisfied)
 - Comfort/Cleanliness (stops, buses)
 - Drivers

- Personal safety/security
- Transit Centers/Park and Ride lots
- Information
- Customer Service
- Demographics
 - Number of vehicles in household (None, 1, 2+)
 - Driver's license (yes/no)
 - Employment status
 - Length of residency in Pierce County
 - Household size and ages
 - Income (less than \$7.5K, \$7.5-\$15K, \$15K-\$25K, \$25K-\$35K...)
 - Gender
 - Ethnicity
 - Phone type (cell/landline)

The majority of customers surveyed are dependent on Pierce Transit for transportation—that is, they do not have a driver's license and/or access to a vehicle for their personal use. Only two out five customers surveyed in 2017 have a driver's license. Approximately three out of five (59%) customers surveyed have one or more vehicles in their household. However, fewer than half (48%) of those report that the vehicle is available for their personal use. The survey provides valuable information about the demographics of the agency's customers and their fare payment methods. In terms of ethnicity, 40% of Pierce Transit's riders identified themselves as non-white. Sixty percent of riders have annual incomes of less than \$25,000. 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:

TABLE 4-1 2022 200% FEDERAL POVERTY GUIDELINES – for the 48 Contiguous States

Household/Family Size	200% - Monthly Income	200% - Annual Income
1	\$2,265	\$27,180
2	\$3,052	\$36,620
3	\$3,839	\$46,060
4	\$4,625	\$55,500
5	\$5,412	\$64,940
6	\$6,199	\$74,380
7	\$6,985	\$83,820
8	\$7,772	\$93,260
9	\$8,558	\$102,700
10	\$9,345	\$112,140

Source: U.S. Census Bureau

Census Year	Total PTBA Population	100% Federal Poverty Level	%	200% Federal Poverty Level	%
ACS 2020	584,318	65,092	11%	153,145	26%

Source: U.S. Census Bureau

Table 4-2 below shows the proposed changes to youth fares, by fare type. No changes are proposed for Adult or Senior/Disabled fares for this current policy amendment.

TABLE 4-2 PROPOSED FARE CHANGES

Fare Type	Cost		Change	
	Existing	Proposed	Absolute	Percentage
Adult ORCA Monthly Pass	\$72.00	\$72.00	\$ -	0%
Adult PT-Specific Pass (30 day rolling)	\$62.00	\$62.00	\$ -	0%
Adult Cash	\$2.00	\$2.00	\$ -	0%
Adult ORCA e-purse	\$2.00	\$2.00	\$ -	0%
Adult ORCA Regional All-day Pass	\$8.00	\$8.00	\$ -	0%
Adult Mobile Ticket	\$2.00	\$2.00	\$ -	0%
Adult Paper One-ride Ticket	\$2.00	\$2.00	\$ -	0%
Adult Mobile All-day Pass	\$5.00	\$5.00	\$ -	0%
Youth ORCA Pass	\$36.00	\$0.00	-\$36.00	-100%
Youth Cash	\$1.00	\$0.00	-\$1.00	-100%
Youth e-purse	\$1.00	\$0.00	-\$1.00	-100%
Youth Ticket	\$1.00	\$0.00	-\$1.00	-100%
Senior/Disabled ORCA Pass	\$36.00	\$36.00	\$ -	0%
Senior/Disabled Cash	\$1.00	\$1.00		
Senior/Disabled e-purse	\$1.00	\$1.00	\$ -	0%
Senior/Disabled Ticket	\$1.00	\$1.00	\$ -	0%

Table 4-3 below provides the data on how Pierce Transit’s youth riders paid their fares. We examine characteristics of youth riders because the fare amendment would impact passengers aged 18 and younger.

TABLE 4-3 PIERCE TRANSIT RIDERS BY FARE PAYMENT TYPE

Fare Type	Usage by Group (%)					Impacted by Change
	All Riders	Minority Riders	Difference (> +10%?)	Low-income Riders	Difference (> +5%?)	
Adult ORCA Pass	19.48%	18.62%	-0.86%	16.00%	-3.48%	No
Adult Cash	35.33%	39.36%	4.03%	32.00%	-3.33%	No
Adult e-purse	12.89%	16.49%	3.60%	11.50%	-1.39%	No
Adult Ticket	0.72%	0.53%	-0.19%	0.00%	-0.72%	No
Youth ORCA Pass	5.58%	3.72%	-1.86%	5.50%	-0.08%	Yes
Youth Cash	3.05%	4.79%	1.73%	1.50%	-1.55%	Yes
Youth e-purse	0.84%	1.06%	0.22%	0.50%	-0.34%	Yes
Youth Ticket	0.17%	0.53%	0.36%	0.00%	-0.17%	Yes
Senior/Disabled ORCA Pass	13.14%	10.11%	-3.03%	19.00%	5.86%	No
Senior/Disabled Cash	1.92%	1.06%	-0.86%	3.50%	1.58%	No
Senior/Disabled e-purse	6.87%	3.72%	-3.15%	10.50%	3.63%	No
Senior/Disabled Ticket	0.00%	0.00%	0.00%	0.00%	0.00%	No
Total	100%	100%		100%		

Source: Pierce Transit 2017 Customer Survey

TABLE 4-4 PT RIDERS IMPACTED BY FARE CHANGE

Fare Type	Usage by Group (%)				
	All Riders	Minority Riders	Difference (> +10%?)	Low-income Riders	Difference (> +5%?)
Youth ORCA Pass	5.58%	3.72%	-1.86%	5.50%	-0.08%
Youth Cash	3.05%	4.79%	1.73%	1.50%	-1.55%
Youth e-purse	0.84%	1.06%	0.22%	0.50%	-0.34%
Youth Ticket	0.17%	0.53%	0.36%	0.00%	-0.17%
Total	10%	10%	0.46%	8%	-2%

Source: Pierce Transit 2017 Customer Survey

The data provided in Table 4-3 and 4-4 is based on the Pierce Transit 2017 Customer Survey. While more recent data estimates would be preferable, this is the most up to date information that can be used to parse demographic information for the equity analysis below in Section 5.

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. In the case of a fare change, the intent of the policy is to compare the difference between the percentage of all riders using that fare type and the percentage of minority riders using that fare type, and to look at whether more minority riders are more impacted by the change than all riders. Table 4-3 provides this data for fare payment categories from the Pierce Transit 2017 Customer Survey in the darker green column entitled "Difference > +10%?".

Table 4-4 shows which fare types apply specifically to Youth passengers. . In Table 4-4 where these are grouped, we again look at the darker green column entitled "Difference > +10%. We see that individually and in aggregate, there are no fare types with a difference of greater than 10%, and in aggregate the difference between all riders and minority riders who use these fare types is less than 1%, so there would be no disparate impact to minority riders of the proposed changes.

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 the case of a fare change, this means that we must examine the difference between the percentage of all riders using that fare type and the percentage of low-income riders using that fare type and look at whether more low-income riders are more impacted by the change than all riders. Table 4-3 provides this data based on the Pierce Transit 2017 Customer Survey in the final darker blue shaded column entitled "Difference > +5%?".

Table 4-4 shows which fare types apply specifically to Youth passengers. In Table 4-4 where these are grouped, we again look at the darker blue column entitled "Difference > +5%. We see that individually and in aggregate, there are no fare types with a difference of greater than 5%, and in aggregate the difference between low-income riders who use Youth fare types is 2% less than all riders who use Youth fare types, so there is no disproportionate burden to low-income riders of the proposed changes.

TITLE: Authorize the Chief Executive Officer to Increase the local contribution and overall total project budget for Planned and Budgeted Design and Construction Work for the Bus Rapid Transit Pacific Avenue/State Route 7 Corridor Project

DIVISION: Finance

SUBMITTED BY: Sean Robertson, Sr. Construction PM

RELATED ACTION:

Resolution No. 21-018, Adoption of the Annual Budget for Fiscal Year 2022

Resolution No. 19-023, Authorized the Chief Executive Officer to Execute a Funding Agreement Providing for Sound Transit to Contribute Funds to Pierce Transit for Bus Capital Enhancements for Speed, Reliability, and Convenience along Pacific Avenue/State Route 7 Corridor Bus Rapid Transit Project.

Resolution No. 19-008A, adopting the Locally Preferred Alternative Running Way Option and Access to Tacoma Dome Station Option for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit Project.

Resolution No. 18-028, Confirming and Assuring that the Chief Executive Officer has the Authority, and that Pierce Transit has the Financial Capacity to Fund Project Development for the Pacific Avenue Bus Rapid Transit Corridor.

Resolution No. 18-025, adopting the Locally Preferred Alternative (LPA), Mode, Termini and Alignment for the Proposed Pacific Avenue/State Route 7 Corridor Bus Rapid Transit Project.

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Customer

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: BRT Pac Ave SR7 Construction
 2019 - Project Number 563

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Projected Federal Grant Funding	\$ 133,199,725	Resolution 21-018 dedicated \$10,678,839 in local funding as part of the 2022 budget. This request increases that amount by \$11,321,161 for a new total of \$22,000,000 in local fund contributions towards the project.
Projected State Grant Funding	\$ 86,200,275	
Pierce Transit General Fund Contribution	\$ 22,000,000	The expected project cost is \$241,400,000 with a revenue service date expected in 2027. A table included in the background section below breaks the total project cost down into individual funding sources.
Total Authorized Project Cost	\$ 241,400,000	

BACKGROUND:

Pierce Transit (PT), in cooperation with the Federal Transit Administration (FTA) and Sound Transit, is implementing a new corridor-based Bus Rapid Transit (BRT) System in a north-south corridor connecting the City of Tacoma’s central business district to the Tacoma Dome Station (TDS), Parkland and Spanaway. The corridor is currently served by the Route 1, which has the highest ridership of any PT route. In 2017, the BRT portion of the Route 1 saw more than 1 million boarding’s, accounting for 12% of PT’s total ridership.

The BRT system is expected to provide the following:

- Safe, fast, and reliable transportation that will connect the South Sound community.
- Time-savings from gridlock with relaxing, frequent service and state-of-the-art buses that can comfortably hold up to 90 passengers and have amenities such as Wi-Fi and multiple boarding doors.
- A fast ride that rivals car travel times, with buses arriving every 10 to 15 minutes.
- New BRT Stations which feature pre-payment options, real-time travel info, and weather protection.
- Accessibility to all with level boarding for bikes, strollers, wheelchairs, and pedestrians.
- Environmentally friendly, high-speed transit for a fraction of the cost of rail modes.
- A uniquely branded system that is easy to understand and use.
- Better opportunities for economic development along the corridor.

The projected cost of the project has increased in recent years to **\$241,400,000** primarily due to unprecedented inflation. The following breakdown shows the current estimated cost broken down into major funding sources.

Source of Funding	Current Funding Projections
FTA 5309 Small Starts	\$118,466,073
FTA 5307 (Speed & Reliability)	\$1,440,000
FTA 5307 (Coaches)	\$7,000,000
FTA CMAQ	\$6,293,652
2017 State Transportation Package	\$15,000,275
WSDOT Regional Mobility Grant	\$4,200,000
New Move Ahead State Funding	\$7,000,000
Sound Transit	\$60,000,000
Pierce Transit General fund	\$22,000,000
Total Small Starts Project	\$241,400,000
5309 Funding percentage	49.1%

As part of the adoption of the annual budget for fiscal year 2022, Pierce Transits Board of Commissioners already approved \$10,678,839 of local funding as part of resolution 2021-018.

Due to increased costs the project is expected to submit a Small Starts 5309 Grant Update to the FTA by August 26th, 2022. Our current 5309 Grant ask is for \$75,000,000 with a planned request for an increased total of

\$118,466,073. This is still below the 49.9% 5309 funding threshold that is required to keep our current medium-high rating. The current funding projections will be updated once the FTA has reviewed our August 2022 update. If the new ask of \$118,466,073 is not approved by the FTA we may require additional general fund contributions or new grant opportunities to bridge the gap in funding.

In order to keep our competitive rating and show the FTA that we are fully funded, we must increase the current local Pierce Transit funding to \$22,000,000. Pierce Transit is ranked and is expecting to receive an additional \$4,800,000 CMAQ grant, but is not showing this in the current funding breakdown because the money is not fully committed. In conjunction with the City of Tacoma, WSDOT, and Pierce County we continue to pursue new grant opportunities. Significant risks including high inflation rates continue to alter the project cost. If additional grants become available or risks raise the total cost, staff will return to the board for approval to decrease or increase the general fund contributions accordingly.

STAFF RECOMMENDATION:

Staff recommends authorization to increase the total project budget and also increase the Pierce Transit General Fund Contribution to the Bus Rapid Transit Pacific Avenue/State Route 7 Project.

ALTERNATIVES:

Reject the local contribution increase amount which will require more contribution from the FTA. This would result in our FTA SSGA contributions going over 50% of the total project costs. This is not recommended as it would lower the projects ranking with the FTA and could jeopardize the Small Starts Grant funding.

PROPOSED MOTION:

Move to: Approve Resolution No. 2022-008, authorizing the Chief Executive Officer to increase the total project budget to \$241,400,000 and raise the local Pierce Transit General Funds contribution amount to \$22,000,000 for the Bus Rapid Transit Pacific Avenue/State Route 7 Corridor Project.

RESOLUTION NO. 2022-008

1 A RESOLUTION of the Board of Commissioners Authorizing the Chief Executive Officer to Increase the Local
2 Contribution and Overall Total Project Budget for Planned and Budgeted Design and Construction Work for the
3 Bus Rapid Transit Pacific Avenue/State Route 7 Corridor Project
4

5 WHEREAS, Pierce Transit (PT) working in partnership with the City of Tacoma, Pierce County,
6 Washington State Department of Transportation (WSDOT), Sound Transit (ST), Puget Sound Regional Council
7 (PSRC), and other agencies, is completing project development of an approximately 14.4-mile corridor along
8 Pacific Avenue/SR 7 between downtown Tacoma and Spanaway; and

9 WHEREAS, this corridor is currently served by Route 1, one of Pierce Transit’s four trunk routes and the
10 highest ridership route in the system. The segment of the Route 1 which will be replaced with the proposed
11 BRT corridor has an estimated daily ridership of more than 3,500 passengers. Ridership projections for the
12 Pacific Avenue BRT Corridor are estimated at 9,700-10,400 daily boardings by 2040; and

13 WHEREAS, the Pierce Transit Board of Commissioners adopted the Locally Preferred Alternative (LPA)
14 including mode, termini and alignment on July 9, 2018; and

15 WHEREAS, the Pierce Transit Board of Commissioners adopted the Funding of Project Development on
16 August 13, 2018; and

17 WHEREAS, the FTA is projected to contribute \$118,466,073 in funding to the project as part of a 5309
18 Grant; and

19 WHEREAS, the FTA has committed \$1,440,000 in funding to the project as part of a 5307 Grant for
20 Speed and Reliability; and

21 WHEREAS, the FTA has committed \$7,000,000 in funding to the project as part of a 5307 Grant for
22 Coaches; and

23 WHEREAS, the FTA has committed \$6,293,652 in funding to the project as part of a CMAQ Grant; and

24 WHEREAS, the State has committed \$15,000,275 in funding to the project as part of a State
25 Transportation package; and

26 WHEREAS, the State has committed \$4,200,000 in funding to the project as part of a WSDOT Regional
27 Mobility grant; and

TITLE: Authorize the Chief Executive Officer to Submit an Application to the U.S. Department of Transportation for a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan

DIVISION: Finance

SUBMITTED BY: Christopher Schuler, Chief Financial Officer

RELATED ACTION: N/A

ATTACHMENTS: Exhibit A, TIFIA Loan Summary

RELATION TO STRATEGIC PLAN: Financial

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: N/A

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Loan Amount	\$ 140,000,000 (estimate)	
Grant/Other Amounts	\$ N/A	
Total Expenditure	\$ N/A	

BACKGROUND:

The Maintenance and Operations Base Improvement (MOBI) project began in 2018 to address aging infrastructure and meet the needs of the current fleet. It was also intended to provide additional capacity for projected fleet growth through 2040.

The goals of MOBI are to increase vehicle parking, provide a fuel and wash facility, increase maintenance capacity, upgrade facilities to contemporary safety and operational standards, and to support new and future vehicle configurations (e.g., articulated, double-decker) with these services.

MOBI is a multi-phase project expected to be completed in 2029. Current funding allows only partial completion of the maintenance building which is a significant part of the project. While it is possible to pause construction at an interim phase of this building, this would result in additional logistical challenges, reduced parking availability, and increased future costs to complete the project.

Through a recommendation by FTA, a Transportation Infrastructure Finance and Innovation Act (TIFIA) program loan from the US Department of Transportation would fund construction through the end of the project and allow repayment of the loan up to 35 years. The completion of the MOBI project also supports Bus Rapid Transit projects and services

provided through Pierce Transits partnership with Sound Transit. The loan may also be designed to assist with funding other capital projects over the next six to eight years.

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional significance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities.

The loan application process may take nine to twelve months. Staff will review terms and if fiscally sound, would bring the agreement back to the Board with a recommendation for approval.

STAFF RECOMMENDATION:

Staff recommends proceeding with a TIFIA loan application with the anticipation that the future agreement would provide adequate funding to complete the MOBI and possibly fund other necessary capital projects.

ALTERNATIVES:

Pausing MOBI at Phase 3 of the construction of the new maintenance facility (building 1) would allow Pierce Transit to just barely maintain reserve margins over multiple years of the project. Base operations would be challenging as maintenance would be performed across two separate structures. Maintenance and repair bays in both the old building one and new, though incomplete, would be required. Some maintenance and repair of articulated and double decker buses will need to be outsourced. Pierce Transit may also need to find solutions to address reduced base parking for transit vehicles.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to submit an application to the U.S. Department of Transportation for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and directing staff to return to the full board for final approval of the loan agreement contingent upon receiving a successful loan approval from the U.S. Department of Transportation.

TIFIA Credit Program Overview



Transportation Infrastructure Finance and Innovation Act (TIFIA)

Updated January 2017

1



Background on TIFIA

- **Strategic goal** – to leverage limited Federal resources and stimulate capital market investment in transportation infrastructure by **providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit** (rather than grants) to projects of national or regional significance.
 - **Key objectives**
 - Facilitate projects with significant public benefits
 - Encourage new revenue streams and private participation
 - Fill capital market gaps for secondary/subordinate capital
 - Be a flexible, “patient” investor willing to take on investor concerns about investment horizon, liquidity, predictability and risk
 - Limit Federal exposure by relying on market discipline
-

2



Background on TIFIA (continued)

- **Major requirements**
 - **Minimum Anticipated Project Costs** –
 - \$10 million for Transit-Oriented Development, Local, and Rural Projects
 - \$15 million for Intelligent Transportation System Projects
 - \$50 million for all other eligible Surface Transportation Projects
 - **TIFIA Credit Assistance Limit** – Credit assistance limited to 33 percent of reasonably anticipated eligible project costs (unless the sponsor provides a compelling justification for up to 49 percent)
 - **Investment Grade Rating** – Senior debt and TIFIA loan must receive investment grade ratings from at least two nationally recognized credit rating agencies (only one rating required if less than \$75 million)
 - **Dedicated Repayment Source** – The project must have a dedicated revenue source pledged to secure both the TIFIA and senior debt financing
 - **Applicable Federal Requirements** – Including, but not limited to: Civil Rights, NEPA, Uniform Relocation, Buy America, Titles 23 and 49
- **Rolling application process** – Applicants must submit detailed letters of interest when a project is able to provide sufficient information to satisfy statutory eligibility requirements, such as creditworthiness and readiness to proceed; after invitation from the TIFIA Joint Program Office, a formal application is required

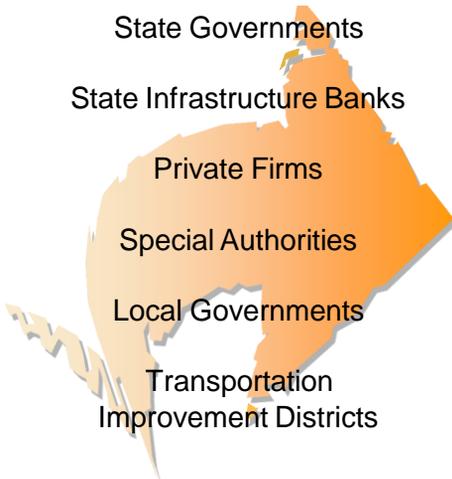
3



Eligible Sponsors and Projects

ELIGIBLE SPONSORS

State Governments
State Infrastructure Banks
Private Firms
Special Authorities
Local Governments
Transportation Improvement Districts



ELIGIBLE PROJECTS

Highways and Bridges
Intelligent Transportation Systems
Intermodal Connectors
Transit Vehicles and Facilities
Intercity Buses and Facilities
Freight Transfer Facilities
Pedestrian and Bicycle Infrastructure Networks
Transit-Oriented Development
Rural Infrastructure Projects
Passenger Rail Vehicles and Facilities
Surface Transportation Elements of Port Projects



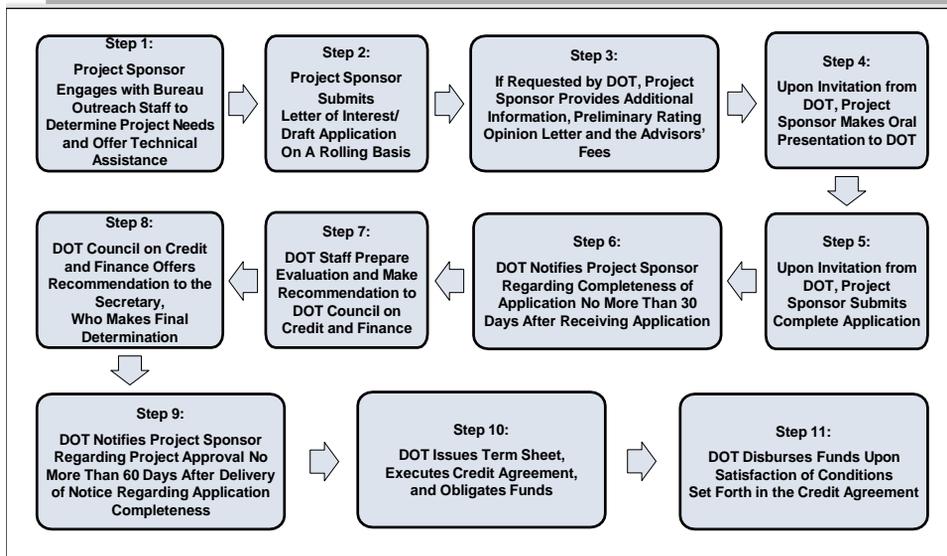
4

 **Eligibility Requirements**

1. Creditworthiness:
 - a. Ability to satisfy applicable creditworthiness standards
 - b. Rate covenant, if applicable
 - c. Adequate coverage requirements to ensure repayment
 - d. Ability to obtain investment grade ratings on senior debt
2. Foster partnerships that attract public and private investment for the project
3. Ability to proceed at an earlier date or reduced lifecycle costs (including debt service costs)
4. Reduces Contribution of Federal Grant Assistance for the Project
5. Construction contracting process can commence no more than 90 days from execution of a TIFIA credit instrument

5

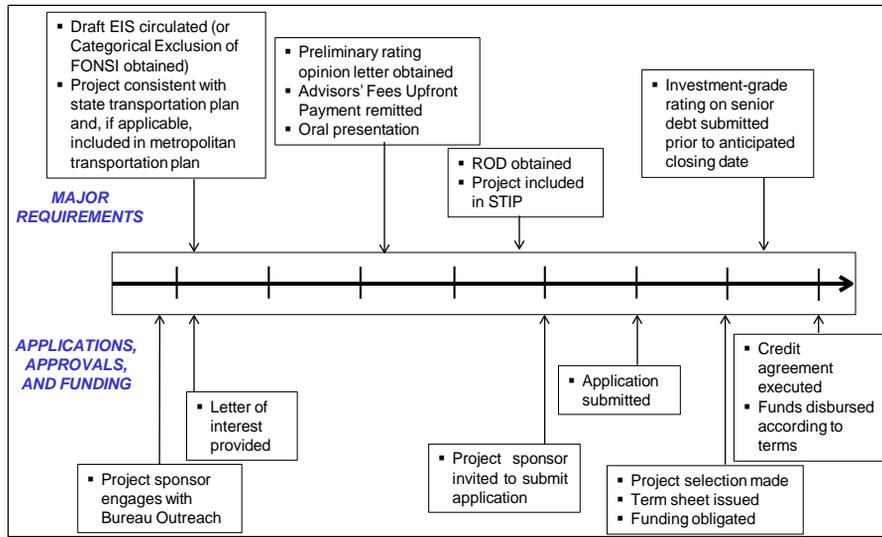
 **Program Implementation: Selection & Funding of a TIFIA Project**



6



TIFIA Documentation Requirements



7



TIFIA Program Fees

- Project sponsors must reimburse DOT for the costs of the outside advisors who advise TIFIA on the transaction.
 - This transaction fee generally ranges between \$400,000 and \$700,000.
 - Fee may vary significantly depending on the complexity of the project.
- Borrowers must pay an annual Loan Servicing Fee, due by November 15, of approximately \$13,000.
- DOT may also charge a Monitoring Fee as defined in the credit agreement (to date this fee has not been charged).

8

TITLE: Authorize the Chief Executive Officer to Increase the Contract Not to Exceed Amount with Medstar Transportation, Contract No. PT-52-18, to Extend the Pilot Program for On-Demand Paratransit Services Through December 31, 2022

DIVISION: Service Delivery & Support

SUBMITTED BY: Cherry Thomas, Specialized Transportation Manager

RELATED ACTION:

Fact Sheet No. 2019-057 Authority to Implement a One-Year Pilot Program for the Operation of On-Demand Paratransit Services and Authorizing the Chief Executive Officer to Execute Contract No. PT-52-18 with Medstar Transportation for the Administration, Operation and Deliver of Said Program.

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Customer

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number:

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Current Contract Amount	\$ 442,560	This increase is budgeted through the approved Paratransit Purchased Transportation Budget and will cover services through the term of the contract which expires 12/31/2022.
Increase Amount	\$ 95,000	
Total Authorized Amount	\$ 537,560	

BACKGROUND:

Through a competitive RFP process, Pierce Transit entered into a contract with Medstar Transportation in 2019 to begin a pilot program for same-day on-demand service to eligible SHUTTLE customers. The pilot program was implemented to offer SHUTTLE customers an improved rider experience by allowing for same day on demand and individualized service separate from the traditional SHUTTLE service, which requires the customer to schedule a trip one to five days in advance of travel.

The pilot program was temporarily suspended during COVID and after reinstatement was extended through 12/31/2022 to provide adequate time to thoroughly evaluate whether On Demand Paratransit services should be operationalized.

FACT SHEET
PAGE 2

The on-demand service increases mobility and customer experience for our most vulnerable population but also saves the agency on average \$43.10 per trip. 2021 average ADA Paratransit cost per trip: \$86.60, Current average On-Demand Paratransit cost per trip: \$43.50.

The below table reflects the on-demand ridership with traditional service:

	2020								
	Jan	Feb	Mar	Apr	Aug	Sep	Oct	Nov	Dec
On-Demand	172	814	683	179	134	238	300	298	299
SHUTTLE	24,247	23,541	13,872	5,985	10,793	10,713	11,698	10,109	9,996

	2021											
	Jan	Feb	Mar	Apr	May	Jun	Jly	Aug	Sep	Oct	Nov	Dec
On-Demand	305	353	503	636	576	581	467	435	469	388	407	270
SHUTTLE	9,570	9,639	12,366	13,010	12,851	13,600	14,913	15,596	15,401	16,046	15,617	14,415

	2022				
	Jan	Feb	Mar	Apr	May
On-Demand	256	305	411	308	364
SHUTTLE	13,005	14,775	17,883	17,139	17,060

Next Steps:

Following the conclusion of this pilot project, staff will return to the Board with a review and evaluation of the service. If the program is considered successful, staff will ask the Board to operationalize the service.

STAFF RECOMMENDATION:

Staff recommends increasing the total contract not to exceed amount for Contract No PT-52-18 in order to carry-out the pilot project for on-demand paratransit services so that the agency can collect and analyze the data to determine if this model should be operationalized for future service needs.

ALTERNATIVES:

Reject the increase to the total not to exceed amount and end service. This is not recommended as customers would revert to only one option for scheduling trips, one to five days in advance, at a higher cost to the agency.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to increase the contract not to exceed amount with Medstar Transportation, Contract No. PT-52-18, in the amount of \$95,000 to extend the pilot program for On-Demand Paratransit services through December 31, 2022, for a new authorized contract not to exceed amount of \$537,560.



**Pierce
Transit**

**Spanaway RUNNER
Board of Commissioners**

Duane Wakan: Senior Planner

524

Pierce Transit

WASHINGTON
C4313C



On-Demand



Pierce Transit
«RUNNER»



On-Demand
Services

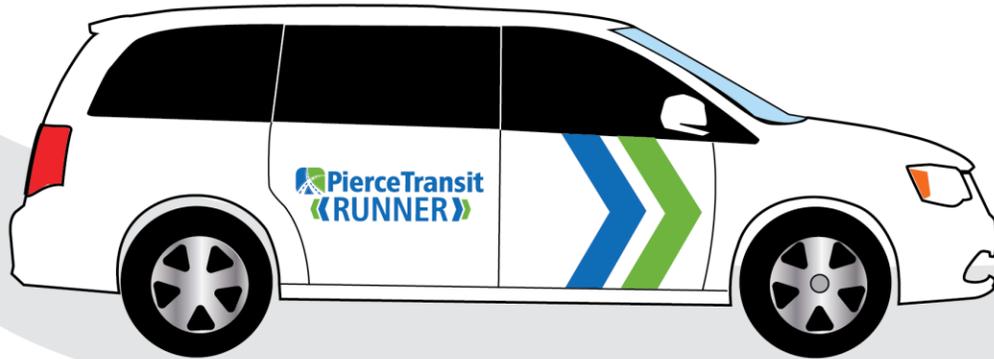
Runner Services

4



Existing or Planned Zones

Pierce Transit «RUNNER» Service Overview



3 Types of Service





Spanaway RUNNER WSDOT Grant Awarded

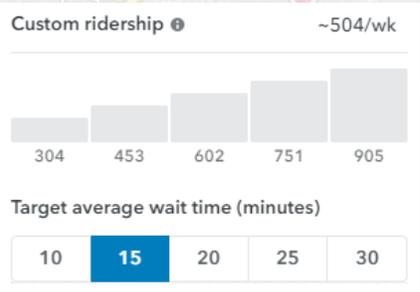
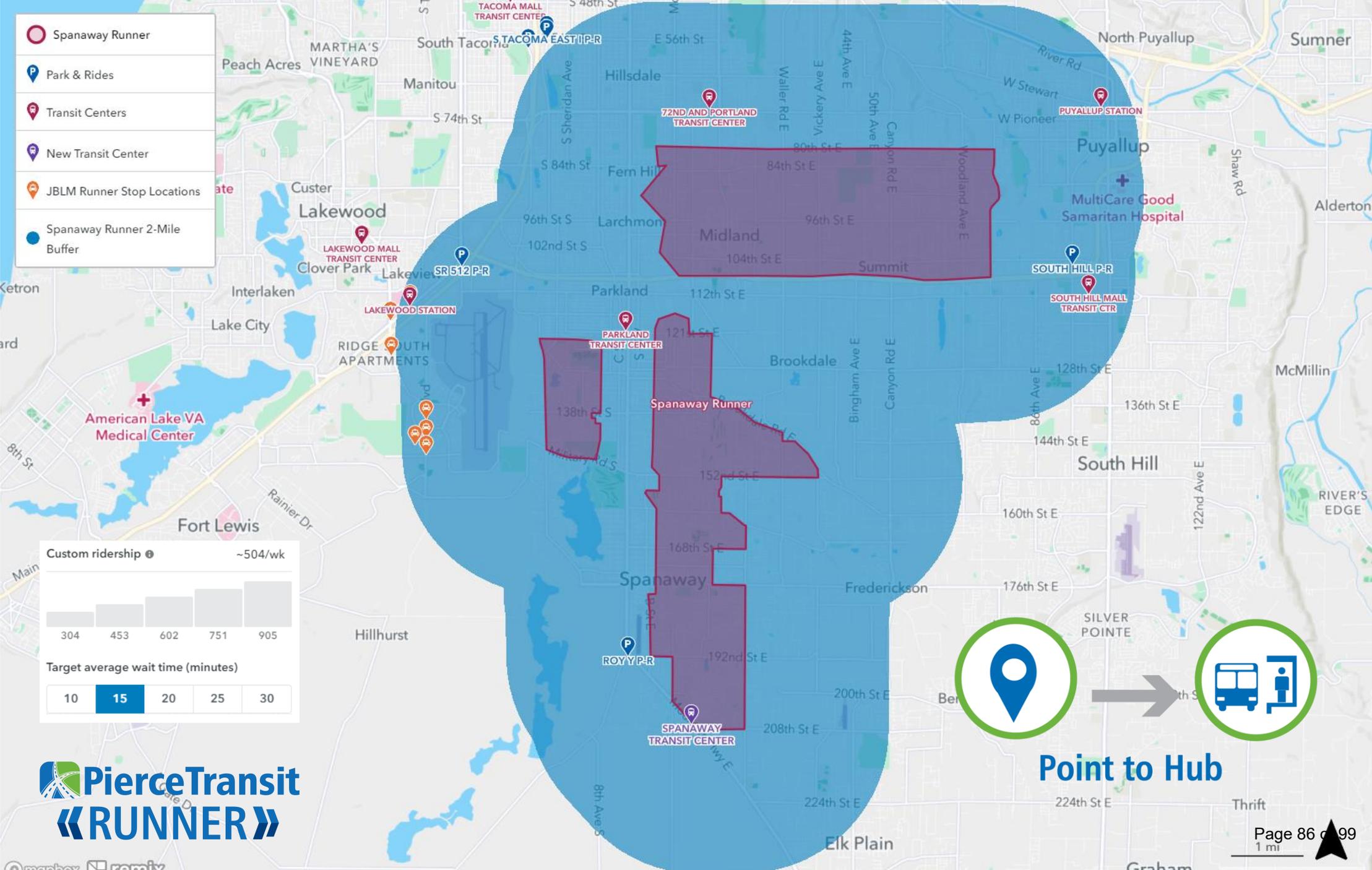
- Consolidated Special Needs Grant
 - 2021-2023 & 2023-2025 Biennia
- Transit Objective
 - Seniors
 - Veterans
 - Mobility Challenges
- No Eligibility Requirements
 - Open to the general public
 - Market to Special Needs Populations



Spanaway RUNNER Operations

- Medstar
 - 7 AM to 10 PM **15 Service/Day**
- Trip Planning
 - Goin Mobile App
 - Call Dispatch **253.270.1340**
- Trip Payment
 - Passage Transit Ticketing Mobile App
 - Valid ORCA Card
 - Valid All-Day Pass

- Spanaway Runner
- Park & Rides
- Transit Centers
- New Transit Center
- JBLM Runner Stop Locations
- Spanaway Runner 2-Mile Buffer



Point to Hub



Feedback CTAG:

- Spanaway RUNNER
 - CTAG June 23, 2022
 - CTAG Feb 24, 2022
 - CTAG June 24, 2021
- Positive Feedback from CTAG on all occasions



**Pierce
Transit**

Questions?

Duane Wakan: Senior Planner

253.983.3396

dwakan@piercetransit.org

524

Pierce Transit

WASHINGTON
C4313C

TITLE: Authority to Execute Contract No. 1357 with Medstar Cabulance, Inc., to Provide the Spanaway Runner Service in the Spanaway, Midland and Parkland Areas

DIVISION: Planning & Community Development

SUBMITTED BY: Duane Wakan, Senior Planner

RELATED ACTION:

Fact Sheet No. 2021-069 Authorizing the Chief Executive Officer to Accept the Special Needs Consolidated Grant Awarded by WSDOT to Expand Microtransit Services in the Spanaway-Midland-Parkland Areas.

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Customer

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: Spanaway Runner Services

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 295,770	As detailed in the 2021-2026 Transit Development Plan, the Spanaway Runner constitutes one of four planned zones for on demand microtransit service for the agency.
Grant	\$ 591,540	
Total Contract Authority Amount	\$ 887,310	

BACKGROUND:

Pierce Transit received grant funds through a WSDOT sponsored grant program to the serve the Spanaway-Midland-Parkland areas with on-demand microtransit zones. Microtransit services are trending nationally as a legitimate form of on demand public transportation to areas with limited fixed-route opportunities.

The on-demand micro transit zone is in the Spanaway-Parkland-Midland area known as the "Spanaway Runner". This point to hub on-demand service will connect special needs populations such as seniors and those with limited mobility to and from points of origin to transit hubs, medical appointments, employment opportunities and other pertinent destinations within the Spanaway Runner zone as well as within a two-mile buffer from the zone. Unlike paratransit service, recipients of this service would not undergo American Disability Act assessments or eligibility requirements prior to using this runner service.

The CTAG received an overview of current and future Runner Services including the Spanaway Runner service at the June 23, 2022, meeting. The CTAG overall has been supportive of microtransit services as it helps connect more people to transit in a more convenient manner.

A Request for Proposals (RFP) was advertised April 4, 2022. Pierce Transit received one (1) proposal. The Evaluation Committee reviewed Medstar Cabulance, Inc.'s, proposal and conducted an interview. Medstar Transportation met all the requirements of the RFP. They understand the scope of work and are capable of delivering the services. Medstar has current experience providing on-demand services with inhouse training, dispatching, fleet maintenance, and enabling service to seniors, persons with special needs, and limited mobility.

NEXT STEPS:

Staff will work with Medstar to commence service in the 3rd quarter of 2022. A marketing campaign will be developed to alert residents of the new service and to promote the service.

STAFF RECOMMENDATION:

Staff recommend the approval of the Contract with Medstar Cabulance, Inc.

ALTERNATIVES:

Do not approve the contract. This is not recommended as we currently do not have the availability of staff to provide such services, and public transit options are limited in the Spanaway, Midland and Parkland areas.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to enter into and execute a contract with Medstar Cabulance, Inc., Contract No. 1357, to provide the Spanaway Runner Service to the Spanaway, Midland, and Parkland areas for a total contract spending authority amount of \$887,310.

TITLE: Authorize the Chief Executive Officer to Execute a Contract with Gillig, LLC, Contract No. 1415, for the Purchase of Nine (9) Forty-Foot, Low Floor, Compressed Natural Gas (CNG) Replacement Buses

DIVISION: Maintenance

SUBMITTED BY: Adam Davis, Executive Director of Maintenance

RELATED ACTION: N/A

ATTACHMENTS: N/A

RELATION TO STRATEGIC PLAN: Customer

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: 622 Bus Fleet Replacement 2022

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 1,322,542	The contract spending authority includes a contingency in the amount of \$315,000. The Total Project Budget is \$7,061,429.
Grant	\$ 5,290,167	
Total Contract Authority Amount	\$ 6,612,709	

BACKGROUND:

The Agency budget for 2022 includes funding for up to nine (9) forty-foot, low floor, CNG replacement buses.

Washington State Department of Enterprise Services (DES) has established a State Cooperative Purchasing Schedule currently available to Pierce Transit. Pierce Transit received the authorization by DES to purchase nine (9) transit buses from DES competitively procured Master Contract No. 06719-01 on June 9, 2022.

Pierce Transit seeks authority to enter into and execute Contract No. 1415 with Gillig, LLC, to purchase nine (9) forty-foot, low floor, CNG buses pursuant to Washington State DES State Cooperative Purchasing Schedule Master Contract No. 06719-01 Transit Buses: Heavy Duty that was competitively procured by DES. The buses are expected to be delivered fourth quarter of 2023 with anticipated in-service beginning first quarter 2024.

STAFF RECOMMENDATION:

Staff recommend the approval of the contract with Gillig, LLC.

ALTERNATIVES:

Do not approve the contract. This is not recommended as the buses being replaced are currently 16 to 17 years old with average miles of 690,000. Replacement is consistent with Pierce Transit's Replacement Policy. These vehicles are becoming more unreliable and expensive to maintain.

PROPOSED MOTION:

Move to: Authorize the Chief Executive Officer to enter into and execute a contract with Gillig, LLC, Contract No. 1415, for nine (9) forty-foot, low floor, CNG Buses for a total contract spending authority amount of \$6,612,709.



Handouts



**Pierce
Transit**

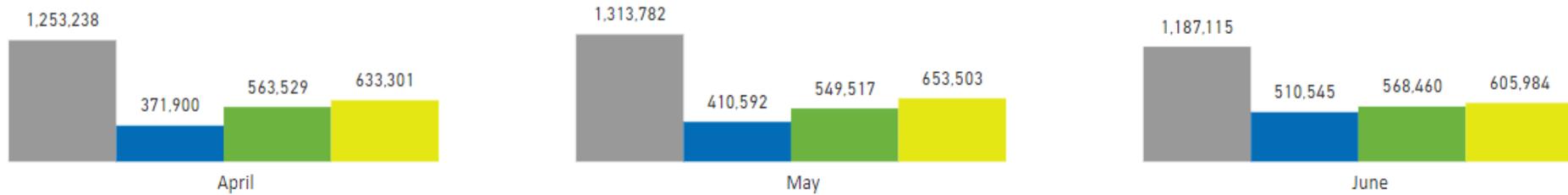
Quarterly Ridership and On Time Performance Report

**Quarter 2
(April – June 2022)**

2nd Quarter Ridership - Includes Sound Transit Boardings

Total boardings (all modes) by month and year

● 2019 ● 2020 ● 2021 ● 2022

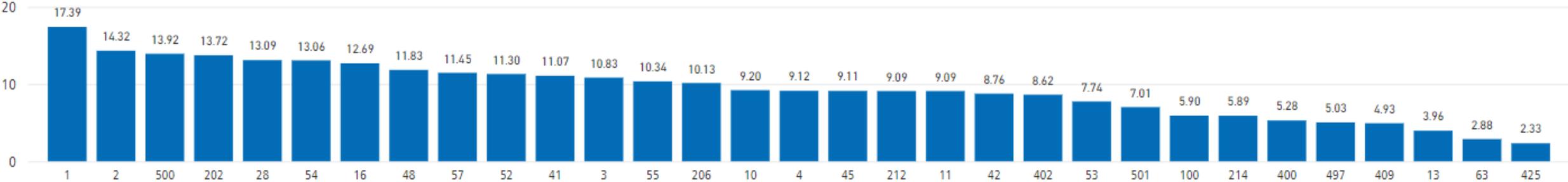


All modes boardings, miles, and hours by year and month

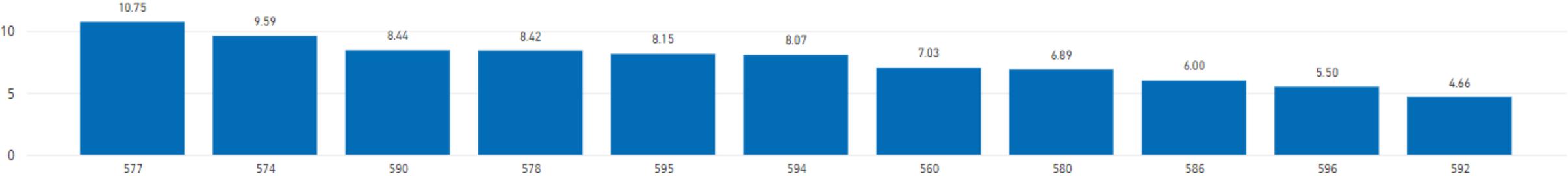
Year & Month	Pierce Transit Fixed Route Boardings	Vanpool Boardings	SHUTTLE Boardings	Sound Transit Fixed Route Boardings	Total Boardings
2022	1,211,658	64,604	39,407	577,119	1,892,788
April	397,655	33,133	17,139	185,374	633,301
May	412,425	31,471	17,060	192,547	653,503
June	401,578	*	5,208	199,198	605,984
Total	1,211,658	64,604	39,407	577,119	1,892,788

*Vanpool data for previous month pending

2nd Quarter Boardings per Service Hour



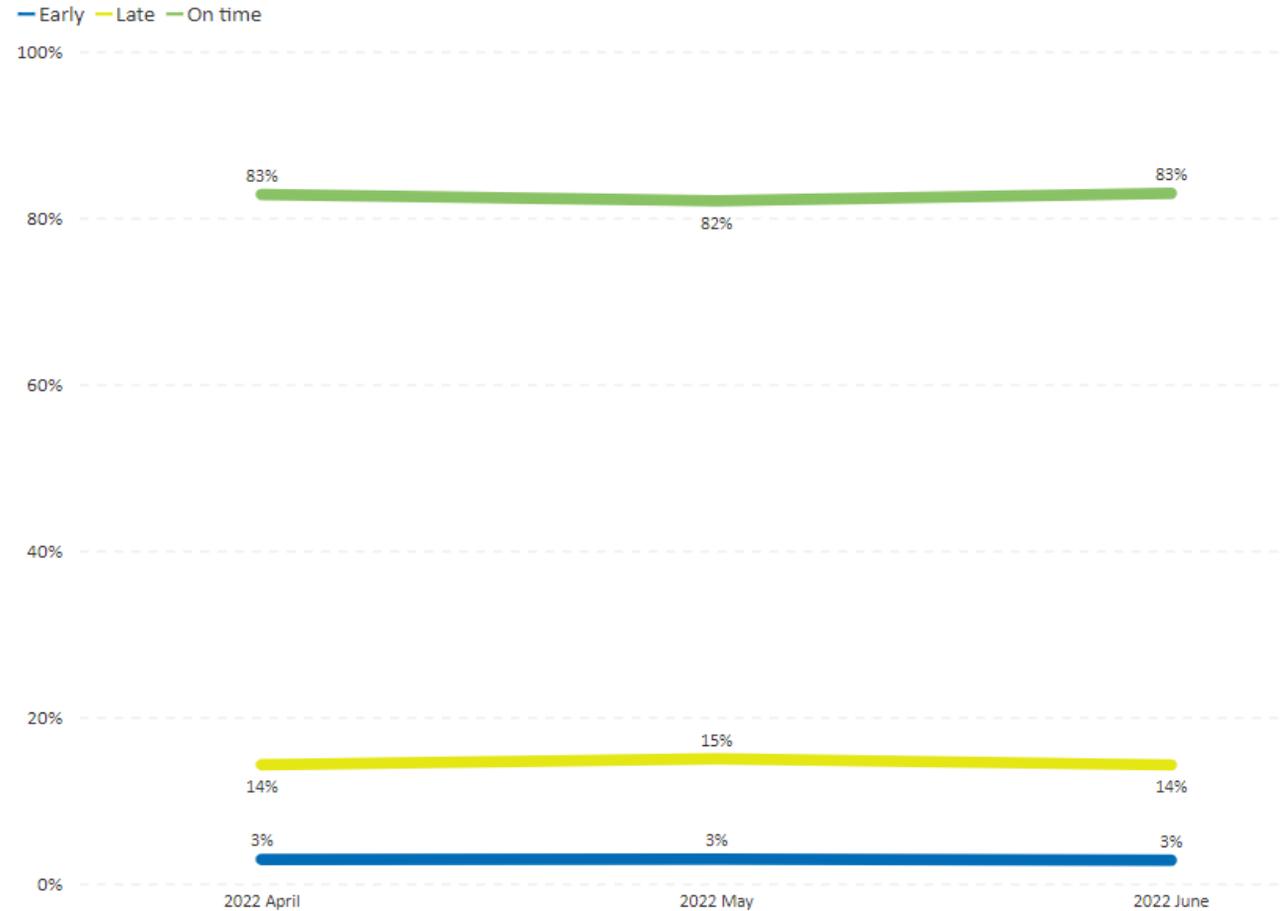
Pierce Transit Routes



Sound Transit Routes

2nd Quarter Pierce Transit On Time Performance (OTP)

Official monthly on-time performance (OTP)



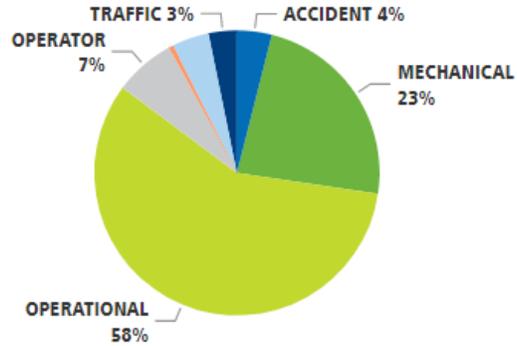
Highest OTP Routes	
13 – N 30 th St	95.8%
63 – NE Tacoma	93.8%
497 – Lakeland Hills connector	93.5%
10 – Pearl St	93.4%
52 – TCC Tac Mall	92.8%

Lowest OTP Routes	
409 – Puyallup/72 nd	67.3%
1 – 6 th Ave / Pacific Ave	72.3%
100 – Purdy Gig Harbor TCC	75.5%
28 – S 12 th St	77.0%
214 – Washington	77.1%

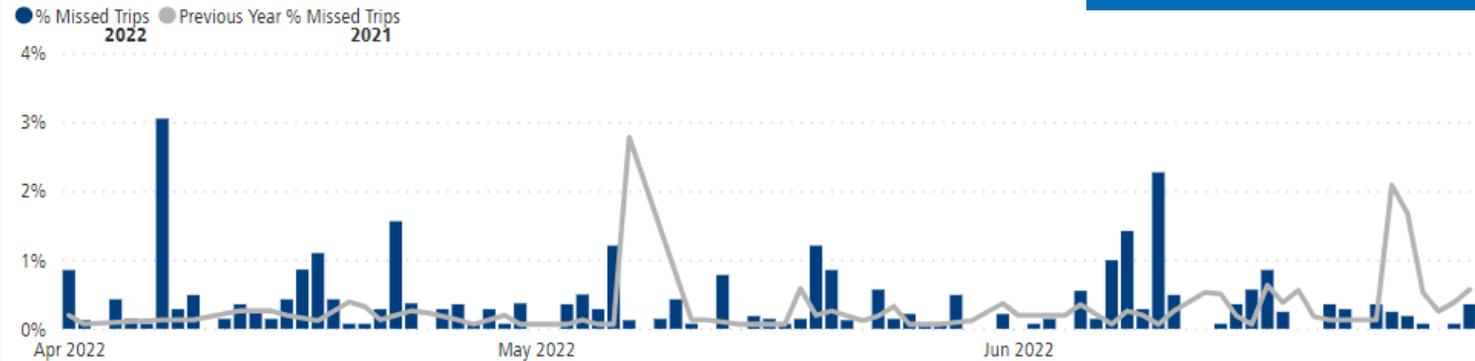
2nd Quarter Missed Trips by Route

406	273
Missed trips in 2022	Missed trips in 2021
0.4%	0.2%

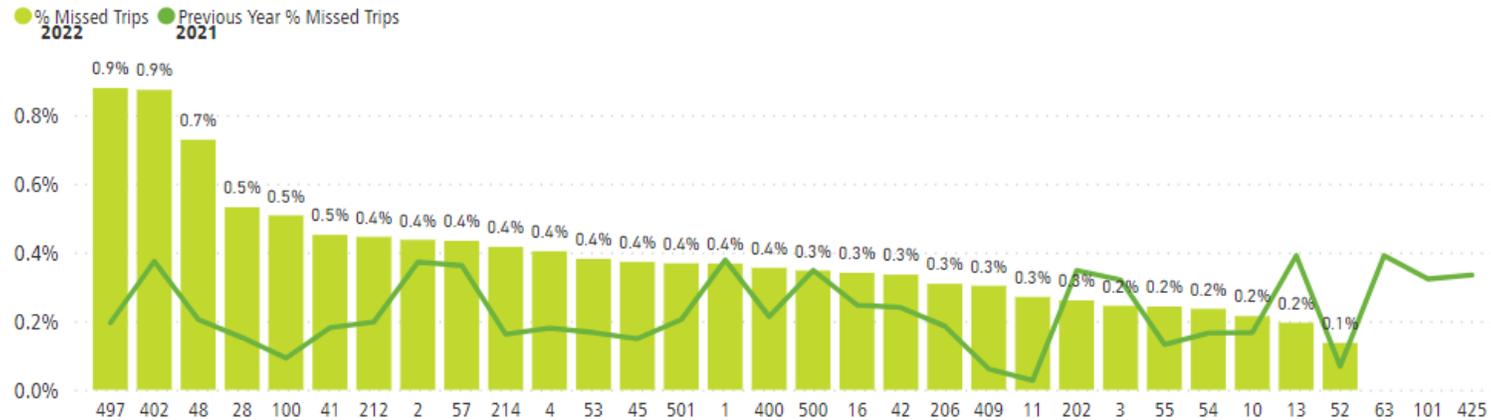
Reasons for missed trips 2022



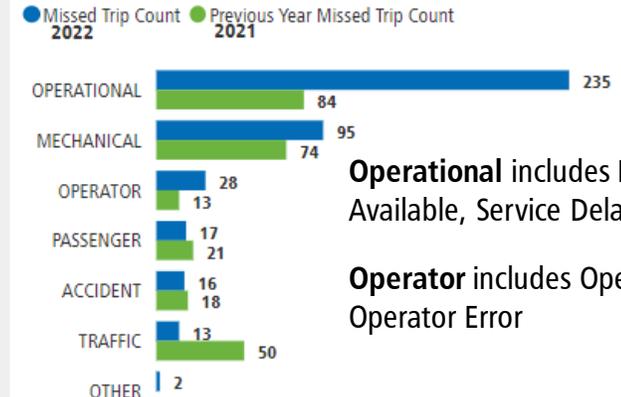
Percentage of trips missed, by day



Percentage of trips missed, by route



Missed trips, by reason



Operational includes No Operator Available, Service Delays, etc.

Operator includes Operator Illness, Operator Error

Key Take-Aways

- Total boardings for all modes are higher in April, May, and June 2022 compared to same months in 2020 and 2021
- Boardings per service hour (all day types) are highest on PT routes 1, 2, 500, 202, and 28 and highest on ST routes 577, 574, 590, 578, and 595.
- Average OTP for all PT routes during April, May, and June 2022 is 82-83%.
- Missed trips on PT routes in Q2 were the highest in April (160), then decreased in May (112) and increased again slightly in June (134)