

Virtual Meeting Participation Information:

Dial: 1-253-215-8782 Meeting ID No. 82148732268

Webinar link: <https://us02web.zoom.us/j/82148732268>

Physical Meeting Location:

Pierce Transit Training Center

3720 96th Street SW

Lakewood, WA 98499

Call to Order

Roll Call

Flag Salute

Presentations

1. Honoring Angelina Santana for Operator of the Month for January 2023 and for her Exceptional Actions for Keeping her Passengers Safe

Ron Makenzie
Transportation Assistant Manager

Special Business

1. Welcoming Commissioner Olgy Diaz from the City of Tacoma to the Pierce Transit Board
2. Welcoming ATU Local 758 President John Hoheusle to the Pierce Transit Board, Serving as a Non-Voting Member
3. Welcoming New Pierce Transit Chief of Public Safety, Ed Roberts
4. Filling a Vacancy on the Service Delivery and Capital Committee

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

Lanai Tua
Senior Planner

1. Proposal to Amend Pierce Transit's Fare Policy to Allow for the ORCA LIFT Program and to Remove the Policy Goal to Achieve Fare Parity Between SHUTTLE and Adult Fixed Route Services

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.

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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: January 1-31, 2023
2. 2022 4th Quarter Sole Source Report and Contracts Executed over \$100,000 Report
3. Approval of Minutes: January 9, 2023, regular board meeting

Action Agenda

1. FS 2023-006, A Resolution of the Board of Commissioners of Pierce Transit, Amending Pierce Transit Code Section 3.72 FARES to Implement the ORCA LIFT Program, with an Effective Date of April 1, 2023, Removing Fare Policy Goal Language Seeking Fare Parity Between Adult Fixed Route Service and SHUTTLE Service, and Acknowledging Acceptance and Receipt of Related 2023 Title VI Fares Equity Analysis
2. FS 2023-007, Authority to Purchase up to Fifty (50) Replacement Vanpool Vehicles and up to Eleven (11) Replacement Support Vehicles Utilizing Washington State Department of Enterprise Services Contract No. 05916

Lanai Tua
Senior Planner

Brenda Lacey
Warranty Coordinator

Review and Discussion

1. 2022 Competitive Grants Review & 2023 Lookahead

Tina Lee
Planning Manager

Staff Updates

1. CEO's Report
2. 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 Marty Campbell

Commissioner Ryan Mello

Executive Session – None scheduled

Adjournment

Handouts – None

Pierce Transit does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Clerk's Office at 253.581.8066, before 4:00 p.m., no later than the Thursday preceding the Board meeting.



**NOTICE OF PUBLIC HEARING
PROPOSAL TO AMEND PIERCE TRANSIT'S FARE POLICY TO ALLOW
FOR THE ORCA LIFT PROGRAM AND TO REMOVE THE POLICY GOAL TO ACHIEVE FARE
PARITY BETWEEN SHUTTLE AND ADULT FIXED ROUTE SERVICES**

A Public Hearing will be held as part of the Board of Commissioners Regular Meeting on Monday, February 13, 2023. 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 receive public comment on a non-demonstration, system wide Fare Amendment Proposal to adopt the ORCA LIFT program and to amend Pierce Transit Code Section 3.72.010, removing the policy goal to achieve fare parity between adult fixed route service and SHUTTLE service. The ORCA LIFT program would allow for qualified riders to pay a reduced bus fare because their household income is less than or equal to 200% the Federal Poverty Level guidelines. This program is only applicable for Adult ORCA Fares. Youth 18 and under are currently free, and Seniors have a reduced fare that aligns with the ORCA LIFT fare program.

The proposed fare amendments, which also includes the ORCA LIFT program and related Title VI Equity Analysis, will be considered for adoption at the February 13, 2023, Board of Commissioners meeting, with the intent of the ORCA LIFT program being effective on April 1, 2023. Additional information regarding the ORCA LIFT program may be found on Pierce Transit's website located [here](#).

Details on how to attend this hearing in person or virtually can be found on the February 13, 2023, Pierce Transit Board of Commissioners meeting agenda page by visiting <https://www.piercetransit.org/board-meetings/> after February 8, 2023. Those wishing to submit written comments may do so by emailing Djacobson@piercetransit.org, or by submitting written comments to Deanne Jacobson, Pierce Transit Clerk of the Board, 3701 96th Street SW, Lakewood, WA 98499. Written comments will be received up to 12:00 p.m. on February 13, 2023, and will be forwarded to the Pierce Transit Board.

Dated this 1st day of February 2023

Deanne Jacobson, Clerk of the Board

Published in the Tacoma Daily Index and Tacoma News Tribune on Thursday, February 2, 2023.

Public Hearing on Fare Amendment: ORCA LIFT



February 13, 2023

INTRODUCTION

Pierce Transit Planning Staff introduced a Fare Amendment proposal to the Board of Commissioners on January 9, 2023, proposing to adopt ORCA LIFT program and remove the fare policy goal to achieve parity between SHUTTLE and Adult cash fares.



ORCA LIFT OVERVIEW

There is a more affordable way to get where you need to go. With ORCA LIFT, income-qualified adults have the convenience of an ORCA card at a lower price. The ORCA LIFT card allows riders to pay \$1 for one-way trips on:

- Sound Transit (ST) Link light rail, Sounder Commuter Rail and ST Express buses
- King County Metro buses
 - King County Water Taxi
 - Seattle Monorail
 - Seattle Streetcar
- Kitsap Transit buses and eastbound fast ferry
- Everett Transit buses
- Community Transit buses



EVERETT TRANSIT



ORCA LIFT OVERVIEW

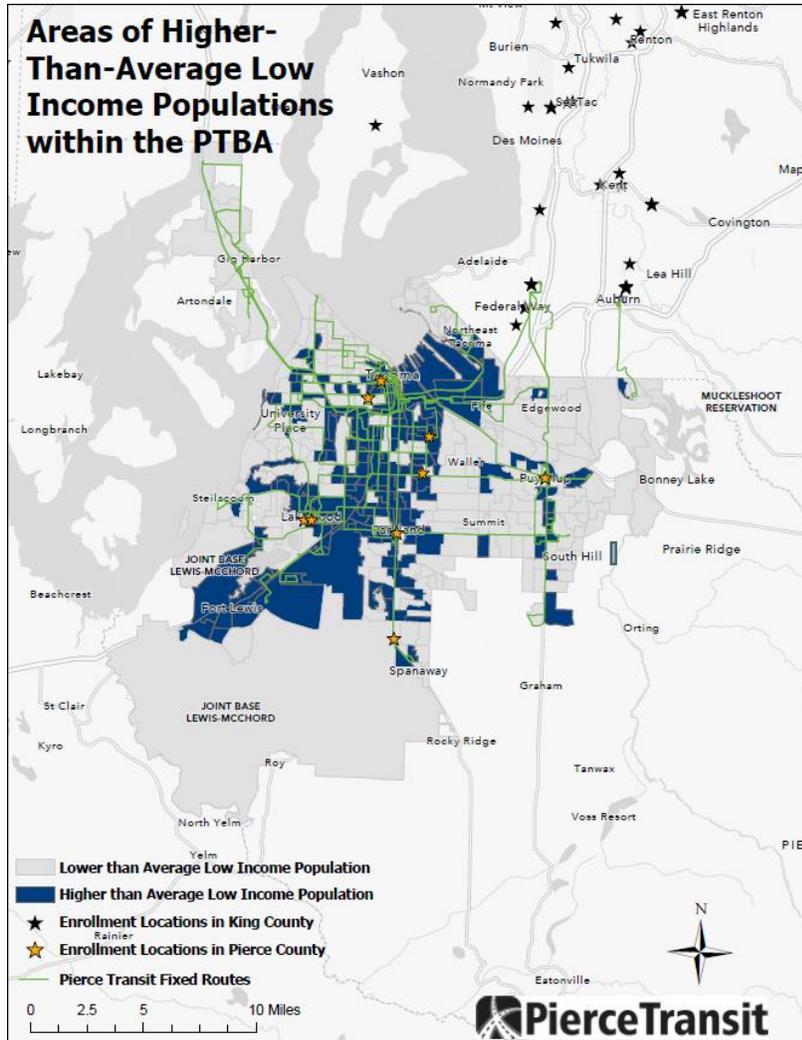
ORCA LIFT enrollment is available to apply online or in person at designated locations.

- There is no fee for initial applications
- ORCA LIFT card will expire 24 months after the card issue date
- 9 established enrollment facilities available in Pierce County
- Income eligibility amount is up to 200% of the federal poverty level
 - \$27,180 for a single person annual income



*2022 Federal Poverty Level Guidelines

PTBA ELIGIBILITY



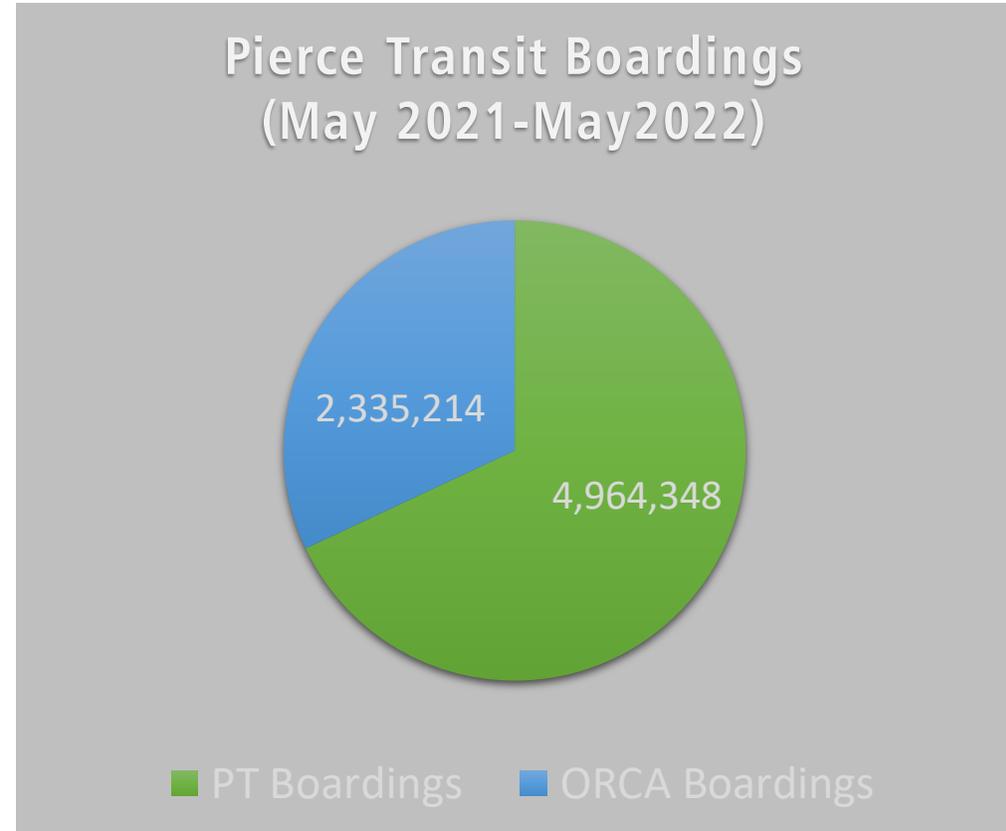
Census Year	Total PTBA Population	%
ACS 2020	584,318	
100% Federal Poverty Level	65,092	11%
200% Federal Poverty Level	153,145	26%

*2020 U.S. Census Bureau

- 37% total of Public Transportation Benefit Area (PTBA) population would qualify for ORCA LIFT

PIERCE TRANSIT RIDERSHIP

- Between May 2021 through May 2022, total Pierce Transit boardings were 4,964,348. During this time period, **47%** of those boardings are ORCA card users.
- Based on a recent news release from Sound Transit formally adopting ORCA LIFT, the enrollments in Snohomish, King, and Pierce counties increased by 22%.
- Partnering agencies experienced on average a 7% increase in ridership.
- Staff will monitor the ridership levels and program enrollments to document results.



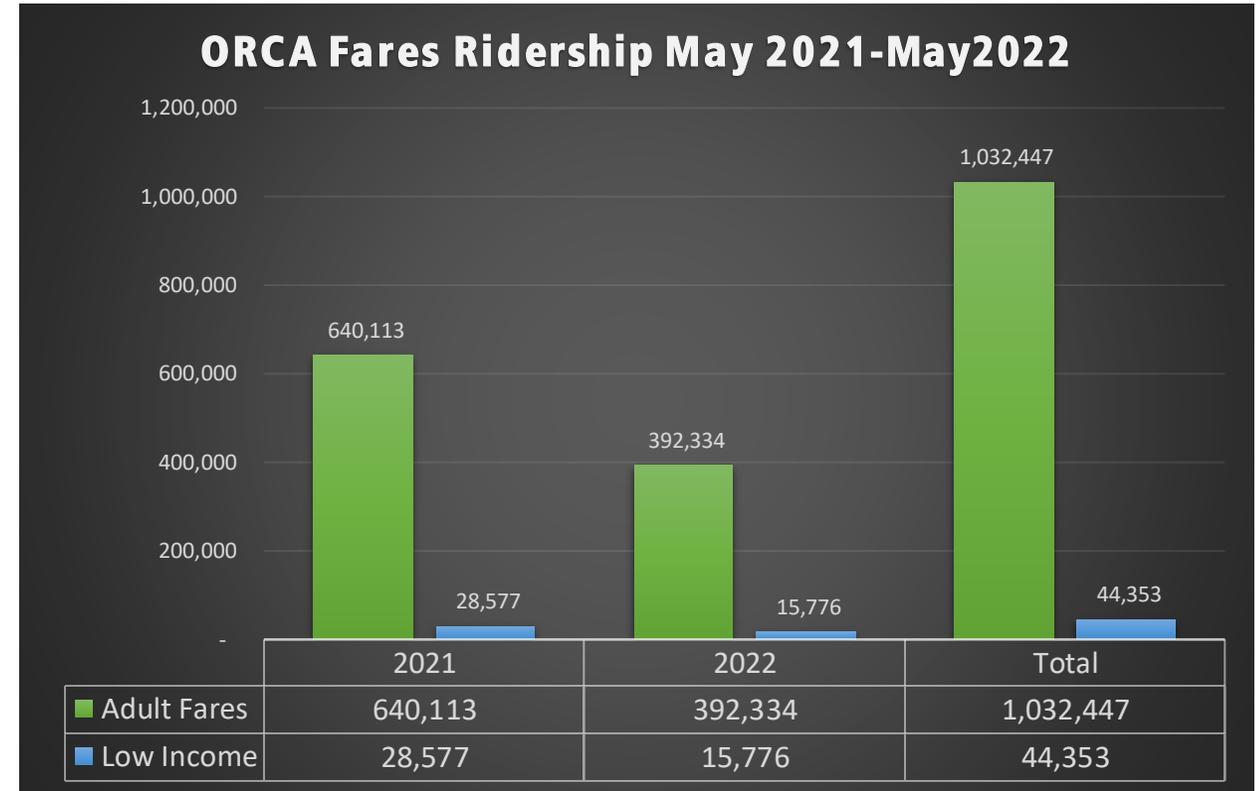
RIDERSHIP- ORCA FARES

Adult ORCA Fares:

- 2021 640,113 boardings
- 2022 392,334 boardings
 - Total 2,090,712 (May 2021-May 2022)

Low-income ORCA Fares:

- 2021 28,577 boardings
- 2022 15,776 boardings
 - Total 44,353 (May 2021-May 2022)



Approximately 2% of our PTBA riders that use Adult ORCA for fare payment are associated with ORCA LIFT on their ORCA card.

CODE AMENDMENTS

CODE	Definition	Detail Amendment
3.72.010 (F)	<p>“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.</p>	<p>“Discounted fare” means the fare offered to <i>low-income qualified adults</i>, senior citizens, persons with disabilities or individuals with a valid Medicare card. <i>An approved application and/or</i> valid regional reduced fare permit is required to obtain the discounted fare.</p>
3.72.010 Fare Policy (C)	<p>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.</p>	<p>Remove language- <i>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.</i></p>

PUBLIC OUTREACH

Staff collaborated efforts to strategically plan and perform outreach to the community utilizing marketing techniques to campaign the Fare Amendment Proposal including the ORCA LIFT program. This includes but not limited to the following items

- Physical Outreach to 35 community organizations in Pierce County
- Marketing/Advertising Campaign to 200+ languages including Braille
- Web-site Announcements
- Survey Links
- News and Social Media

PUBLIC OUTREACH CAMPAIGN EFFORTS

- Deliverables/Task
- Website
- Fact Sheet
- Internal
- Partnering Agencies
- HSA Communications



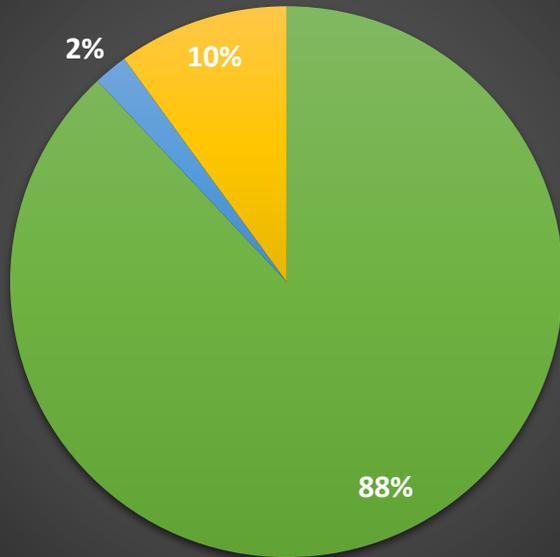
- Website
- A-Boards
- Fare & Bus Pages
- SHUTTLE Web Pages
- Runner Web Pages
- Fact Sheet

- Gov Delivery-Route Alert
- External Monitor at TDS
- News Release
- Real Time Monitor Messages
- Internal Messages
- Talking Points

- Public Outreach Events
- Community Organization
- CTAG Engagement
- Washington State School for the Blind (WSSB) connections

PUBLIC OUTREACH SURVEY FEEDBACK

Supportive of Fare Amendment Changes and ORCA LIFT



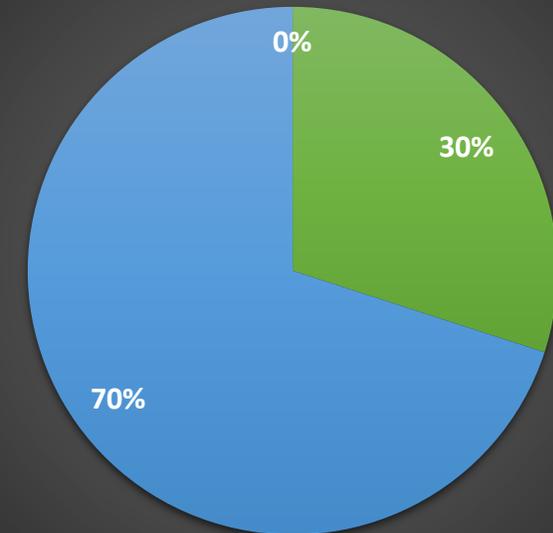
■ Yes! Supportive ■ No! Supportive ■ No Response

*"Its obvious people are struggling pretty bad. What would help them the most is lowering the overall fare cost(s) to take a bus somewhere."
-A.G., PT Rider*

*"Tremendously. I do not own a personal vehicle; however, I am a previous owner. My driver's license is current (I have had to rent vehicles periodically). I rely on public transit to commute to and from my employer's office site Mon-Fri. I have purchased the monthly passes too. Since I also utilize my ORCA card on Pierce Transit, Sound Transit, and King County Metro."
-K.D., PT Rider*

*"I think it is fantastic to offer low-income individuals and family's access to critical transit needs."
-Unknown, PT Rider*

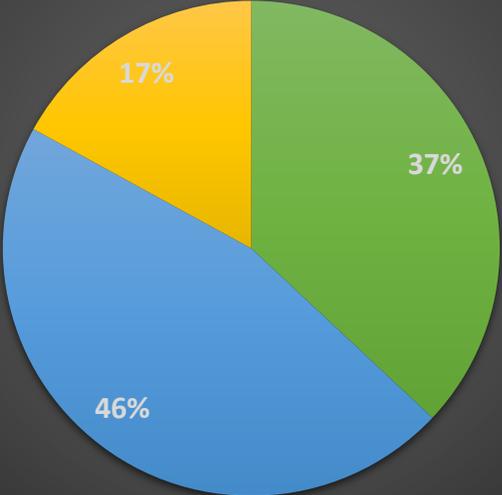
Enrolled with ORCA LIFT



■ Yes ■ No ■ No Response

PUBLIC OUTREACH SURVEY FEEDBACK

Will this Fare Amendment impact your transportation needs?



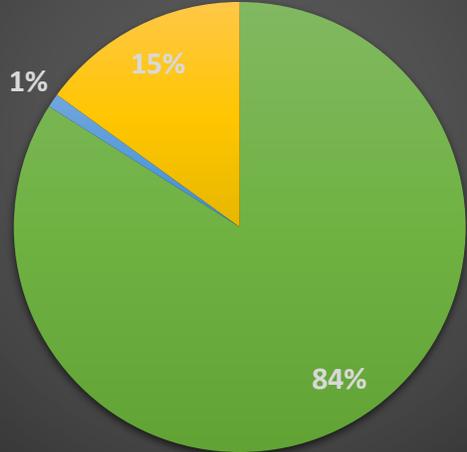
■ Positive Impact ■ No Impact ■ No Response

"I will be more likely to take public transportation rather than get a ride from friends, taking more cars off the road and reducing traffic and reducing gas emissions."
 -Unknown, PT Rider

"Bouncing back and forth from King and Pierce County it would really help with transferring."
 -Michael

"Extremely helpful!"
 -Michael, PT Rider

Highly Likely or Not Likely to continue to use Pierce Transit if fare amendment is approved by the board?



■ Highly Likely ■ Not Likely ■ Neutral/No Response

ACTION TIMELINE FOR FARE AMENDMENT— ORCA LIFT

Winter 2023

- **February 13th** – Public Hearing Process and Adoption
- **February 14th** – **Ongoing** Continued Public Outreach

Spring 2023

- **February 17th – March 31st** - Marketing Preparations
- **April 1st** – Effective GO LIVE date

Spring/Summer 2023

- **April 17th** – Public Outreach post implementations of ORCA LIFT
- **May/June 2023** – Ongoing education and monitoring of the ORCA LIFT program

FARE AMENDMENT PROPOSAL

- Adopt ORCA LIFT with an effective date of April 1, 2023
- Remove fare policy goal language from Pierce Transit Fare Policy Code 3.72.010 (C) seeking fare parity between SHUTTLE and adult fixed route fares.



Public Hearing on Fare Amendment: ORCA LIFT



PIERCE TRANSIT
Board Payments Over \$50,000
Payments From: Jan 1, 2023 to Jan 31, 2023
Cash and Investment Balance: \$197,694,868.44

Payment Numbers CK 00379939 through CK 00380130
 Wire Numbers EFT 00012609 through EFT 00012864
 No Advance Travel Checks
 Total \$11,253,587.70

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

Operating Fund				
Check	Vendor	Item/Service	Amount	
CHK	00379974	VOYAGER FLEET SYSTEMS INC	EXP VP CLOSE 01/01/23	54,315.66
CHK	00380042	UNIVERSAL PROTECTION SERVICE L	SEC SV 2 SUPS 11/25-12/29/22	295,166.48
CHK	00380069	ATU LOCAL 758 CORP	EE DED PP2 2023	50,693.35
CHK	00380106	PIERCE COUNTY BUDGET & FINANCE	BUS STOP REPL SIGNS	91,493.38
EFT	00012609	AWC EMPLOYEE BENEFIT TRUST	DENTAL PREM 12.22	1,196,184.10
EFT	00012611	ICMA RETIREMENT	DEF COMP LOAN PP25 2022	148,985.53
EFT	00012616	ICMA RETIREMENT	DEF COMP LOAN PP26 2022	135,443.43
EFT	00012660	SUPERION LLC	SUBSCR F/E 12/31/22-12/30/23	122,943.74
EFT	00012698	FIRST TRANSIT	ADA PARATRANSIT SVCS 12/22	681,362.86
EFT	00012725	SOUND TRANSIT	ST FARES 12/22	50,592.83
EFT	00012738	ASSOCIATED PETROLEUM	DIESEL USAGE	225,342.87
EFT	00012749	CUMMINS INC	MISC BUS INVENTORY PARTS	73,061.48
EFT	00012752	GILLIG LLC	MISC BUS INVENTORY PARTS	53,237.08
EFT	00012765	PACIFIC POWER PRODUCTS	MISC BUS INVENTORY PARTS	100,329.42
EFT	00012767	PARAMETRIX ENGINEERING	PROF SV CNG DETECT 10/29/22	11,337.21
EFT	00012784	UNITED ENERGY TRADING LLC	CNG USAGE 12/22	62,611.96
EFT	00012794	GREAT WEST RETIREMENT	DEF COMP CEO PP1 2023	75,054.30
EFT	00012795	ICMA RETIREMENT	DEF COMP LOAN PP1 2023	222,819.79
EFT	00012805	BRIDGESTONE AMERICA	TIRE MILES 12/22	57,664.39
EFT	00012857	ASSOCIATED PETROLEUM	DIESEL USAGE	100,831.78
EFT	00012859	AWC EMPLOYEE BENEFIT TRUST	ER BGLI 01.23	1,274,075.84
EFT	00012860	GREAT WEST RETIREMENT	DEF COMP CEO PP2 2023	89,278.57
EFT	00012861	ICMA RETIREMENT	DEF COMP LOAN PP2 2023	260,374.74
Payments for Fund 1 Total			5,433,200.79	
Self Insurance Fund				
Check	Vendor	Item/Service	Amount	
Payments for Fund 4 Total			0.00	
Capital Fund				
Check	Vendor	Item/Service	Amount	
CHK	00380063	SECURITY SOLUTIONS NORTHWEST I	RET SECSOL 1162A 3	140,993.78
EFT	00012624	CLEVER DEVICES	HARDWARE CAD/AVL	349,483.19
EFT	00012646	PARAMETRIX ENGINEERING	ADV SVC BRT 08/28-10/01/222	140,288.76
EFT	00012670	WSP USA, INC.	DESIGN SV BRT 10/01-11/04/22	860,983.30
EFT	00012683	CLEVER DEVICES	ADDITIONAL NRV KITS/TABLETS	94,098.90
EFT	00012748	CONSTRUCT, INC.	EROSION SPANTC 12/31/22	410,000.00
EFT	00012756	HUITT-ZOLLARS INC.	DEMO MOBI B2/3 F/W 09/03/22	653,430.27
EFT	00012767	PARAMETRIX ENGINEERING	ADV SV GCCM BRT 10/02-10/29/22	314,317.36
EFT	00012789	WSP USA, INC.	DESIGN BRT 11/05-12/02/22	533,817.48
Payments for Fund 9 Total			3,497,413.04	
Total Payments in Excess of \$50,000.00			8,930,613.83	

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Pierce Transit
Payment Certification for Jan 31, 2023
Payments Jan 1, 2023 to Jan 31, 2023
Payment Numbers CK 00379939 through CK 00380130
Wire Numbers EFT 00012609 through EFT 00012864
No Advance Travel Checks

Bank ID	Check Numbe	Check Date	Amount	Vendor Name
01	CHK	00379939	01/05/2023	333.33 AMPLIFIED WIRELESS SOLUTIONS I
01	CHK	00379940	01/05/2023	488.00 AT&T
01	CHK	00379941	01/05/2023	21,063.17 AT&T
01	CHK	00379942	01/05/2023	67.50 AUTOZONE
01	CHK	00379943	01/05/2023	67.34 CENTURY LINK
01	CHK	00379944	01/05/2023	44,279.65 CITY OF LAKEWOOD
01	CHK	00379945	01/05/2023	570.05 CITY TREASURER - TPU
01	CHK	00379946	01/05/2023	153.91 COMCAST
01	CHK	00379947	01/05/2023	153.91 COMCAST
01	CHK	00379948	01/05/2023	245.85 COMCAST
01	CHK	00379949	01/05/2023	158.85 COMCAST
01	CHK	00379950	01/05/2023	153.91 COMCAST
01	CHK	00379951	01/05/2023	8,298.12 COMCAST
01	CHK	00379952	01/05/2023	48.97 CURTIS BERGLAND
01	CHK	00379953	01/05/2023	1,509.00 DM RECYCLING CO INC
01	CHK	00379954	01/05/2023	6.82 FEDERAL EXPRESS CORP
01	CHK	00379955	01/05/2023	2,095.00 FITNESS INTERACTIVE EXPERIENCE
01	CHK	00379956	01/05/2023	119.83 FRUITLAND MUTUAL WATER COMPANY
01	CHK	00379957	01/05/2023	4,127.64 GENES TOWING CORP
01	CHK	00379958	01/05/2023	283.83 GILCHRIST CHEVROLET
01	CHK	00379959	01/05/2023	7,861.61 HAROLD LEMAY ENTERPRISES
01	CHK	00379960	01/05/2023	9,570.51 HDR ENGINEERING INC
01	CHK	00379961	01/05/2023	269.50 MVP POSTER
01	CHK	00379962	01/05/2023	3,302.31 NORTHWEST TANK
01	CHK	00379963	01/05/2023	432.93 PURCELL TIRE & RUBBER COMPANY
01	CHK	00379964	01/05/2023	82.00 SCHINDLER ELEVATOR CORPORATION
01	CHK	00379965	01/05/2023	3,250.00 SIMON AND COMPANY INC
01	CHK	00379966	01/05/2023	700.80 SNIDER ENERGY
01	CHK	00379967	01/05/2023	33,442.30 STANTEC
01	CHK	00379968	01/05/2023	420.00 T-MOBILE USA, INC
01	CHK	00379969	01/05/2023	124.96 TACOMA DAILY INDEX
01	CHK	00379970	01/05/2023	5,124.47 TACOMA MALL PARTNERSHIP
01	CHK	00379971	01/05/2023	1,768.85 SIJ HOLDINGS LLC
01	CHK	00379972	01/05/2023	21,600.00 TOKEN TRANSIT INC
01	CHK	00379973	01/05/2023	1,100.00 U S POSTAL SVC (PRMT RENEW)
01	CHK	00379974	01/05/2023	54,315.66 VOYAGER FLEET SYSTEMS INC
01	CHK	00379975	01/05/2023	825.77 WALTER E NELSON CO.
01	CHK	00379976	01/05/2023	75.00 WA FINANCE OFFICERS ASSOC
01	CHK	00379977	01/12/2023	2,773.27 4IMPRINT
01	CHK	00379978	01/12/2023	1,650.00 ALLDATA CORPORATION
01	CHK	00379979	01/12/2023	27.56 AT&T
01	CHK	00379980	01/12/2023	20,557.97 AT&T
01	CHK	00379981	01/12/2023	2,475.00 ATU LOCAL 758 CORP
01	CHK	00379982	01/12/2023	103.16 BUNCE RENTALS INC
01	CHK	00379983	01/12/2023	13,600.00 CABBROS CLEANING SERVICE LLC
01	CHK	00379984	01/12/2023	82.22 CENTURY LINK
01	CHK	00379985	01/12/2023	917.70 CENTURY LINK
01	CHK	00379986	01/12/2023	81.72 CENTURY LINK
01	CHK	00379987	01/12/2023	8,736.25 CENTURY LINK
01	CHK	00379988	01/12/2023	581.60 CHAPTER 13 TRUSTEE
01	CHK	00379989	01/12/2023	5,705.70 CITY TREASURER - TPU
01	CHK	00379990	01/12/2023	31,227.30 CITY TREASURER - TPU
01	CHK	00379991	01/12/2023	3,226.35 COLONIAL SUPPLEMENTAL LIFE
01	CHK	00379992	01/12/2023	205.14 COMCAST
01	CHK	00379993	01/12/2023	83.34 COMM ON POLITICAL EDUCATION
01	CHK	00379994	01/12/2023	3,627.00 CONSOLE CLEANING SPECIAL
01	CHK	00379995	01/12/2023	29,222.60 CUDA WASHINGTON
01	CHK	00379996	01/12/2023	109.09 DISH
01	CHK	00379997	01/12/2023	1,527.02 ENERGY SYSTEMS MANAGEMENT/TRS
01	CHK	00379998	01/12/2023	4,496.36 EWING IRRIGATION
01	CHK	00379999	01/12/2023	74.10 FEDERAL EXPRESS CORP
01	CHK	00380000	01/12/2023	115.72 FLEET MOBILE LUBE-WASH INC
01	CHK	00380001	01/12/2023	50.00 FORMFOX, INC.
01	CHK	00380002	01/12/2023	716.10 GENES TOWING CORP
01	CHK	00380003	01/12/2023	1,470.93 GILCHRIST CHEVROLET
01	CHK	00380004	01/12/2023	150.00 GOVERNMENT FINANCE OFFICERS AS
01	CHK	00380005	01/12/2023	198.77 HOME DEPOT CREDIT SERVICES
01	CHK	00380006	01/12/2023	845.50 IAM & AW
01	CHK	00380007	01/12/2023	220.00 INTERNAL REVENUE SERVICE
01	CHK	00380008	01/12/2023	852.50 JAMES GUERRERO ARCHITECT
01	CHK	00380009	01/12/2023	26.03 LANGUAGE LINE SERVICES
01	CHK	00380010	01/12/2023	5,328.04 LEVEL 3 (CENTURY LINK)
01	CHK	00380011	01/12/2023	677.68 LEVEL 3 (CENTURY LINK)
01	CHK	00380012	01/12/2023	1,269.00 LOOMIS ARMORED US LLC
01	CHK	00380013	01/12/2023	1,002.05 LOWE'S COMPANIES INC

01	CHK	00380014	01/12/2023	220.09	M2 PROJECT LLC
01	CHK	00380015	01/12/2023	293.08	MICHAEL G MALAIER
01	CHK	00380016	01/12/2023	600.20	MILES RESOURCES
01	CHK	00380017	01/12/2023	447.00	ANOKA COUNTY HUMAN SERVICES
01	CHK	00380018	01/12/2023	136.40	NH DEPT OF H & HS
01	CHK	00380019	01/12/2023	1,744.60	NORTHWEST IAM BENEFIT TRUST
01	CHK	00380020	01/12/2023	435.21	NYS CHILD SUPPORT PROCESSING
01	CHK	00380021	01/12/2023	60.95	ODP BUSINESS SOLUTIONS LLC
01	CHK	00380022	01/12/2023	45.08	WASHINGTON STATE SCHOOL FOR TH
01	CHK	00380023	01/12/2023	4,118.49	PIERCE COUNTY BUDGET & FINANCE
01	CHK	00380024	01/12/2023	595.00	PREMIER MEDIA GROUP
01	CHK	00380025	01/12/2023	76.30	PTBA PETTY CASH
01	CHK	00380026	01/12/2023	16,086.83	PUGET SOUND ENERGY
01	CHK	00380027	01/12/2023	382.39	PURCELL TIRE & RUBBER COMPANY
01	CHK	00380028	01/12/2023	616.00	SCHINDLER ELEVATOR CORPORATION
01	CHK	00380029	01/12/2023	406.63	SNAP-ON TOOLS - Robert Mustain
01	CHK	00380030	01/12/2023	500.00	SOURCE PANEL
01	CHK	00380031	01/12/2023	100.00	TACOMA PIERCE COUNTY CHAMBER
01	CHK	00380032	01/12/2023	131.26	TERMINIX COMMERCIAL
01	CHK	00380033	01/12/2023	131.26	TERMINIX COMMERCIAL
01	CHK	00380034	01/12/2023	293.35	TX CHILD SUPPORT SDU
01	CHK	00380035	01/12/2023	20,789.00	TOOLE DESIGN GROUP LLC
01	CHK	00380036	01/12/2023	854.55	TRUVIEW BSI LLC
01	CHK	00380037	01/12/2023	1,335.83	UNITED WAY OF PIERCE COUNTY
01	CHK	00380038	01/12/2023	5,000.00	UNIVOX MEDIA LLC
01	CHK	00380039	01/12/2023	225.00	WA ST RIDESHARING ORGANIZATION
01	CHK	00380040	01/12/2023	1,225.02	WURTH USA INC
01	CHK	00380041	01/19/2023	1,408.00	20/10 PRODUCTS, INC
01	CHK	00380042	01/19/2023	295,166.48	UNIVERSAL PROTECTION SERVICE L
01	CHK	00380043	01/19/2023	100.51	AT&T
01	CHK	00380044	01/19/2023	5,121.71	CITY TREASURER - TPU
01	CHK	00380045	01/19/2023	158.85	COMCAST
01	CHK	00380046	01/19/2023	158.85	COMCAST
01	CHK	00380047	01/19/2023	8,462.09	COMCAST
01	CHK	00380048	01/19/2023	20,000.00	DOWNTOWN ON THE GO
01	CHK	00380049	01/19/2023	485.00	GOVERNMENT FINANCE OFFICERS AS
01	CHK	00380050	01/19/2023	3,959.87	KING COUNTY FINANCE
01	CHK	00380051	01/19/2023	48,344.52	LAKEVIEW LIGHT & POWER CO
01	CHK	00380052	01/19/2023	152.57	LAKEWOOD WATER DISTRICT
01	CHK	00380053	01/19/2023	4,167.45	LEVEL 3 (CENTURY LINK)
01	CHK	00380054	01/19/2023	4,834.63	MULTICARE HEALTH SYSTEM
01	CHK	00380055	01/19/2023	5,000.00	NATIONAL CINEMEDIA LLC
01	CHK	00380056	01/19/2023	195.43	ODP BUSINESS SOLUTIONS LLC
01	CHK	00380057	01/19/2023	360.00	OLYMPIC SPORTS & SPINE PLLC
01	CHK	00380058	01/19/2023	266.05	PENINSULA LIGHT
01	CHK	00380059	01/19/2023	49,360.44	PIERCE COUNTY BUDGET & FINANCE
01	CHK	00380060	01/19/2023	764.78	PURCELL TIRE & RUBBER COMPANY
01	CHK	00380061	01/19/2023	3,098.71	RAINIER SUPPLY
01	CHK	00380062	01/19/2023	112.30	REX PEGG FABRICS INC
01	CHK	00380063	01/19/2023	140,993.78	SECURITY SOLUTIONS NORTHWEST I
01	CHK	00380064	01/19/2023	866.68	SNIDER ENERGY
01	CHK	00380065	01/19/2023	2,739.04	SM STEMPER ARCHITECTS PLLC
01	CHK	00380066	01/19/2023	5,500.00	SIJ HOLDINGS LLC
01	CHK	00380067	01/19/2023	981.75	WALTER E NELSON CO.
01	CHK	00380068	01/19/2023	391.07	WURTH USA INC
01	CHK	00380069	01/26/2023	50,693.35	ATU LOCAL 758 CORP
01	CHK	00380070	01/26/2023	16.40	BRIAN LEONARD
01	CHK	00380071	01/26/2023	60.25	BUILDERS EXCHANGE OF WA
01	CHK	00380072	01/26/2023	1,312.33	CCC INTELLIGENT SOLUTIONS INC
01	CHK	00380073	01/26/2023	581.60	CHAPTER 13 TRUSTEE
01	CHK	00380074	01/26/2023	19,642.50	CITY OF FEDERAL WAY
01	CHK	00380075	01/26/2023	43,188.92	CITY OF LAKEWOOD
01	CHK	00380076	01/26/2023	26,009.01	CITY OF PUYALLUP
01	CHK	00380077	01/26/2023	6,822.50	CITY TREASURER - TPU
01	CHK	00380078	01/26/2023	17,340.47	CITY TREASURER - TPU
01	CHK	00380079	01/26/2023	298.35	CITY TREASURER - TPU
01	CHK	00380080	01/26/2023	19.00	CLASSY CHASSIS CAR CARE
01	CHK	00380081	01/26/2023	1,980.00	CRANE CONSULTANTS INC
01	CHK	00380082	01/26/2023	8,154.20	ENERGY SYSTEMS MANAGEMENT/TRS
01	CHK	00380083	01/26/2023	17.78	FEDERAL EXPRESS CORP
01	CHK	00380084	01/26/2023	2,591.49	GENES TOWING CORP
01	CHK	00380085	01/26/2023	14,302.10	GILCHRIST CHEVROLET
01	CHK	00380086	01/26/2023	150.00	GOVERNMENT FINANCE OFFICERS AS
01	CHK	00380087	01/26/2023	3,100.00	HOME SPUN MINISTRIES
01	CHK	00380088	01/26/2023	666.04	HULTZ BHU ENGINEERS INC.
01	CHK	00380089	01/26/2023	1,260.00	IBI GROUP A CALIFORNIA PARTNER
01	CHK	00380090	01/26/2023	220.00	INTERNAL REVENUE SERVICE
01	CHK	00380091	01/26/2023	333.39	LAWSON PRODUCTS INC
01	CHK	00380092	01/26/2023	949.14	RP AI US MANAGEMENT LLC
01	CHK	00380093	01/26/2023	27,993.60	LAKEWOOD WATER DISTRICT
01	CHK	00380094	01/26/2023	536.25	M2 PROJECT LLC
01	CHK	00380095	01/26/2023	293.08	MICHAEL G MALAIER
01	CHK	00380096	01/26/2023	447.00	ANOKA COUNTY HUMAN SERVICES
01	CHK	00380097	01/26/2023	1,965.00	MULTICARE HEALTH SYSTEM
01	CHK	00380098	01/26/2023	7,242.81	NBCUNIVERSAL LLC
01	CHK	00380099	01/26/2023	136.40	NH DEPT OF H & HS

01	CHK	00380100	01/26/2023	435.21	NYS CHILD SUPPORT PROCESSING
01	CHK	00380101	01/26/2023	247.89	O'REILLY AUTO PARTS
01	CHK	00380102	01/26/2023	178.85	ODP BUSINESS SOLUTIONS LLC
01	CHK	00380103	01/26/2023	40.34	WASHINGTON STATE SCHOOL FOR TH
01	CHK	00380104	01/26/2023	357.88	PARKLAND LIGHT & WATER CO
01	CHK	00380105	01/26/2023	425.82	PENINSULA LIGHT
01	CHK	00380106	01/26/2023	91,493.38	PIERCE COUNTY BUDGET & FINANCE
01	CHK	00380107	01/26/2023	288.41	PUGET SOUND ENERGY
01	CHK	00380108	01/26/2023	1,072.45	PURCELL TIRE & RUBBER COMPANY
01	CHK	00380109	01/26/2023	1,151.31	QUADIENT LEASING USA INC
01	CHK	00380110	01/26/2023	279.72	SEATTLE PUMP & EQUIPMENT
01	CHK	00380111	01/26/2023	689.70	SMITH FIRE SYSTEMS INC
01	CHK	00380112	01/26/2023	213.95	SNAP-ON TOOLS - Robert Mustain
01	CHK	00380113	01/26/2023	700.00	SWARNER COMMUNICATIONS
01	CHK	00380114	01/26/2023	293.35	TX CHILD SUPPORT SDU
01	CHK	00380115	01/26/2023	7,000.00	LAMAR ADVERTISING CO
01	CHK	00380116	01/26/2023	9,285.40	UNITED SITE SERVICES (Everson)
01	CHK	00380117	01/26/2023	1,335.83	UNITED WAY OF PIERCE COUNTY
01	CHK	00380118	01/26/2023	274.76	VERIZON WIRELESS
01	CHK	00380119	01/26/2023	565.85	VERIZON WIRELESS
01	CHK	00380120	01/26/2023	1,070.41	VERIZON WIRELESS
01	CHK	00380121	01/26/2023	577.08	VERIZON WIRELESS
01	CHK	00380122	01/26/2023	632.76	VERIZON WIRELESS
01	CHK	00380123	01/26/2023	6,621.03	VERIZON WIRELESS
01	CHK	00380124	01/26/2023	1,483.92	VERIZON WIRELESS
01	CHK	00380125	01/26/2023	1,846.09	VERIZON WIRELESS
01	CHK	00380126	01/26/2023	8,768.27	VERIZON WIRELESS
01	CHK	00380127	01/26/2023	577.08	VERIZON WIRELESS
01	CHK	00380128	01/26/2023	640.62	VERIZON WIRELESS
01	CHK	00380129	01/26/2023	597.42	VERIZON WIRELESS
01	CHK	00380130	01/26/2023	14,643.34	EMPLOYMENT SECURITY DEPT WASHI
01	EFT	00012609	01/04/2023	1,196,184.10	AWC EMPLOYEE BENEFIT TRUST
01	EFT	00012610	01/04/2023	46,801.28	GREAT WEST RETIREMENT
01	EFT	00012611	01/04/2023	148,985.53	ICMA RETIREMENT
01	EFT	00012612	01/04/2023	15,131.88	NAVIA BENEFIT SOLUTIONS
01	EFT	00012613	01/04/2023	14,596.26	TACOMA EMPLOYEES RETIREMENT SY
01	EFT	00012614	01/04/2023	4,396.81	WA ST CHILD SUPPORT REGISTRY
01	EFT	00012615	01/04/2023	44,265.87	GREAT WEST RETIREMENT
01	EFT	00012616	01/04/2023	135,443.43	ICMA RETIREMENT
01	EFT	00012617	01/04/2023	15,368.41	NAVIA BENEFIT SOLUTIONS
01	EFT	00012618	01/04/2023	14,394.42	TACOMA EMPLOYEES RETIREMENT SY
01	EFT	00012619	01/05/2023	2,864.16	ALL STARZ STAFFING AND CONSULT
01	EFT	00012620	01/05/2023	3,894.81	AMAZON CAPITAL SERVICES INC
01	EFT	00012621	01/05/2023	200.00	ANDREW MARTIN
01	EFT	00012622	01/05/2023	2,847.64	BRAVO ENVIRONMENTAL NW INC
01	EFT	00012623	01/05/2023	1,265.00	CENTRAL PUGET SOUND REGIONAL T
01	EFT	00012624	01/05/2023	349,483.19	CLEVER DEVICES
01	EFT	00012625	01/05/2023	201.83	COMMERCIAL BRAKE & CLUTCH
01	EFT	00012626	01/05/2023	5,893.28	CUMMINS INC
01	EFT	00012627	01/05/2023	2,912.25	CUSTOM EDGE, INC.
01	EFT	00012628	01/05/2023	6,347.66	CXTEC INC
01	EFT	00012629	01/05/2023	456.93	TRUCKPRO HOLDING CORPORTATION
01	EFT	00012630	01/05/2023	885.00	EASTER SEALS WASHINGTON
01	EFT	00012631	01/05/2023	110.09	FINISHMASTER, INC
01	EFT	00012632	01/05/2023	110.39	FOISAGA FULU
01	EFT	00012633	01/05/2023	11,485.09	GALLS LLC
01	EFT	00012634	01/05/2023	3,010.49	GRAINGER
01	EFT	00012635	01/05/2023	18,025.00	LIBERTY MUTUAL GROUP INC
01	EFT	00012636	01/05/2023	16,242.60	HUBSPOT, INC.
01	EFT	00012637	01/05/2023	2,626.91	IWG TOWERS ASSETS I LLC
01	EFT	00012638	01/05/2023	3,027.00	JAJ ENTERPRISES, LLC
01	EFT	00012639	01/05/2023	130.65	WESTERN FLUID COMPONENTS
01	EFT	00012640	01/05/2023	52.31	LARSCO INC
01	EFT	00012641	01/05/2023	847.00	MALLORY SAFETY & SUPPLY LLC
01	EFT	00012642	01/05/2023	22,788.66	MEDSTAR CABULANCE INC
01	EFT	00012643	01/05/2023	1,390.00	NAVIA BENEFIT SOLUTIONS
01	EFT	00012644	01/05/2023	1,105.42	PACIFIC POWER PRODUCTS
01	EFT	00012645	01/05/2023	31,806.54	PAPE KENWORTH NORTHWEST
01	EFT	00012646	01/05/2023	140,288.76	PARAMETRIX ENGINEERING
01	EFT	00012647	01/05/2023	5,125.00	STEVAN GORCESTER
01	EFT	00012648	01/05/2023	436.98	PLATT ELECTRIC SUPPLY
01	EFT	00012649	01/05/2023	101.00	PRINT NW
01	EFT	00012650	01/05/2023	2,041.20	QUALITY PRESS
01	EFT	00012651	01/05/2023	1,929.45	R E AUTO ELECTRIC
01	EFT	00012652	01/05/2023	350.00	SEAN KIM
01	EFT	00012653	01/05/2023	129.01	SEATTLE AUTOMOTIVE DIST.
01	EFT	00012654	01/05/2023	10,577.17	SOUND TRANSIT
01	EFT	00012655	01/05/2023	250.00	MARK W MEROD
01	EFT	00012656	01/05/2023	2,097.68	SOUTH TACOMA GLASS
01	EFT	00012657	01/05/2023	117.97	STANDARD PARTS CORP
01	EFT	00012658	01/05/2023	86.50	STERICYCLE
01	EFT	00012659	01/05/2023	72.18	STEVEN JEFFRIES
01	EFT	00012660	01/05/2023	122,943.74	SUPERION LLC
01	EFT	00012661	01/05/2023	6,898.40	TACOMA DODGE CHRYSLER JEEP
01	EFT	00012662	01/05/2023	9.08	TACOMA SCREW
01	EFT	00012663	01/05/2023	16,885.80	THE AFTERMARKET PARTS CO LLC

01	EFT	00012664	01/05/2023	61.98	TITUS WILL FORD INC
01	EFT	00012665	01/05/2023	34,007.00	JEANNETTE TWITTY
01	EFT	00012666	01/05/2023	4,768.14	UNIFIRST CORPORATION
01	EFT	00012667	01/05/2023	2,015.68	VEHICLE MAINTENANCE PROGRAM
01	EFT	00012668	01/05/2023	496.19	WESTERN PETERBILT
01	EFT	00012669	01/05/2023	26,138.76	ASSOCIATED PETROLEUM
01	EFT	00012670	01/05/2023	860,983.30	WSP USA, INC.
01	EFT	00012671	01/05/2023	11,121.00	ZONAR SYSTEMS INC
01	EFT	00012672	01/12/2023	130.00	US BANK CORPORATE PAYMENT SYST
01	EFT	00012673	01/12/2023	2,423.52	ALL STARZ STAFFING AND CONSULT
01	EFT	00012674	01/12/2023	3,606.00	ALPHA CARD COMPACT MEDIA LLC
01	EFT	00012675	01/12/2023	9,846.47	AMAZON CAPITAL SERVICES INC
01	EFT	00012676	01/12/2023	10,204.36	ATWORK! COMMERCIAL ENTERPRISES
01	EFT	00012677	01/12/2023	1,985.80	BATTERY SYSTEMS
01	EFT	00012678	01/12/2023	77.00	BLANCHARD AUTO ELECTRIC CO
01	EFT	00012679	01/12/2023	5,123.18	BRIOTIX
01	EFT	00012680	01/12/2023	13,750.00	CDW GOVERNMENT INC
01	EFT	00012681	01/12/2023	35,574.00	CHARGEPOINT INC
01	EFT	00012682	01/12/2023	663.98	CHEVRON PRODUCTS CO.
01	EFT	00012683	01/12/2023	94,098.90	CLEVER DEVICES
01	EFT	00012684	01/12/2023	1,300.00	COACHING SYSTEMS, LLC
01	EFT	00012685	01/12/2023	2,804.10	COGENT COMMUNICATIONS INC
01	EFT	00012686	01/12/2023	9,384.86	COMMONSTREET CONSULTING LLC
01	EFT	00012687	01/12/2023	35,282.45	CUMMINS INC
01	EFT	00012688	01/12/2023	152.39	CUMMINS-ALLISON CORP
01	EFT	00012689	01/12/2023	1,167.76	CUSTOM EDGE, INC.
01	EFT	00012690	01/12/2023	250.00	CYBERSOURCE CORP.
01	EFT	00012691	01/12/2023	11,900.23	DESIGNER DECAL
01	EFT	00012692	01/12/2023	10,331.25	DLR GROUP INC
01	EFT	00012693	01/12/2023	200.00	DOUGLAS E. DICKINSON
01	EFT	00012694	01/12/2023	286.30	TRUCKPRO HOLDING CORPORATION
01	EFT	00012695	01/12/2023	6,756.50	DRUG FREE BUSINESS
01	EFT	00012696	01/12/2023	960.00	EASTER SEALS WASHINGTON
01	EFT	00012697	01/12/2023	5,582.32	FINISHMASTER, INC
01	EFT	00012698	01/12/2023	681,362.86	FIRST TRANSIT
01	EFT	00012699	01/12/2023	4,044.26	GENFARE
01	EFT	00012700	01/12/2023	13,905.73	GILLIG LLC
01	EFT	00012701	01/12/2023	1,327.37	GRAINGER
01	EFT	00012702	01/12/2023	600.18	H-E PARTS
01	EFT	00012703	01/12/2023	18,025.00	LIBERTY MUTUAL GROUP INC
01	EFT	00012704	01/12/2023	147.83	JAMESON BROWN
01	EFT	00012705	01/12/2023	1,557.28	WESTERN FLUID COMPONENTS
01	EFT	00012706	01/12/2023	7,807.71	KPFF CONSULTING ENGINEERS
01	EFT	00012707	01/12/2023	3,914.56	MALLORY SAFETY & SUPPLY LLC
01	EFT	00012708	01/12/2023	42,600.60	MEDSTAR CABULANCE INC
01	EFT	00012709	01/12/2023	1.85	MINUTEMAN PRESS
01	EFT	00012710	01/12/2023	417.66	MOHAWK MFG & SUPPLY
01	EFT	00012711	01/12/2023	254.10	MUNCIE RECLAMATION & SUPPLY CO
01	EFT	00012712	01/12/2023	1,040.96	NORTHWEST LIFT & EQUIPMENT
01	EFT	00012713	01/12/2023	723.80	PACIFIC FITNESS PRODUCTS
01	EFT	00012714	01/12/2023	30,029.48	PACIFIC POWER PRODUCTS
01	EFT	00012715	01/12/2023	20.90	PACIFIC WELDING SUPPLY INC
01	EFT	00012716	01/12/2023	8,725.00	PACIFICA LAW GROUP
01	EFT	00012717	01/12/2023	2,265.60	PRINTWEST
01	EFT	00012718	01/12/2023	3,248.50	PROTERRA INC
01	EFT	00012719	01/12/2023	310.26	QUADIENT FINANCE USA INC
01	EFT	00012720	01/12/2023	147.83	RED WING SHOE STORE
01	EFT	00012721	01/12/2023	716.20	SCHETKY NORTHWEST SALES INC
01	EFT	00012722	01/12/2023	468.16	SEATTLE AUTOMOTIVE DIST.
01	EFT	00012723	01/12/2023	18.71	SHANE HALL
01	EFT	00012724	01/12/2023	4,105.20	SIR SPEEDY
01	EFT	00012725	01/12/2023	50,592.83	SOUND TRANSIT
01	EFT	00012726	01/12/2023	4,450.54	SOUND TRANSIT
01	EFT	00012727	01/12/2023	1,440.36	SOUTH TACOMA GLASS
01	EFT	00012728	01/12/2023	460.44	STANDARD PARTS CORP
01	EFT	00012729	01/12/2023	2,475.91	STAPLES
01	EFT	00012730	01/12/2023	3,613.71	TACOMA DODGE CHRYSLER JEEP
01	EFT	00012731	01/12/2023	808.80	TACOMA SCREW
01	EFT	00012732	01/12/2023	68.15	TENNANT
01	EFT	00012733	01/12/2023	32,358.31	THE AFTERMARKET PARTS CO LLC
01	EFT	00012734	01/12/2023	4,390.55	TITUS WILL FORD INC
01	EFT	00012735	01/12/2023	5,768.24	UNIFIRST CORPORATION
01	EFT	00012736	01/12/2023	1,470.70	WILLIAMS OIL FILTER
01	EFT	00012737	01/12/2023	2,326.10	WOOD HARBINGER INC
01	EFT	00012738	01/12/2023	225,342.87	ASSOCIATED PETROLEUM
01	EFT	00012739	01/19/2023	6,600.00	CSCHED
01	EFT	00012740	01/19/2023	3,300.00	ANDRE SIMS
01	EFT	00012741	01/19/2023	27,855.00	ACI CUSTODIAL INC
01	EFT	00012742	01/19/2023	186.30	AIRGAS-NOR PAC INC
01	EFT	00012743	01/19/2023	7,091.55	ALL STARZ STAFFING AND CONSULT
01	EFT	00012744	01/19/2023	987.11	AMAZON CAPITAL SERVICES INC
01	EFT	00012745	01/19/2023	1,430.00	CERIUM NETWORKS
01	EFT	00012746	01/19/2023	4,162.97	CHEVRON PRODUCTS CO.
01	EFT	00012747	01/19/2023	1,170.75	COMMERCIAL BRAKE & CLUTCH
01	EFT	00012748	01/19/2023	410,000.00	CONSTRUCT, INC.
01	EFT	00012749	01/19/2023	73,061.48	CUMMINS INC

01	EFT	00012750	01/19/2023	742.56	TRUCKPRO HOLDING CORPORATION
01	EFT	00012751	01/19/2023	1,180.09	FINISHMASTER, INC
01	EFT	00012752	01/19/2023	53,237.08	GILLIG LLC
01	EFT	00012753	01/19/2023	5,750.00	GORDON THOMAS HONEYWELL
01	EFT	00012754	01/19/2023	1,230.59	GRAINGER
01	EFT	00012755	01/19/2023	600.18	H-E PARTS
01	EFT	00012756	01/19/2023	653,430.27	HUITT-ZOLLARS INC.
01	EFT	00012757	01/19/2023	393.88	WESTERN FLUID COMPONENTS
01	EFT	00012758	01/19/2023	44.88	KAMAN INDUSTRIAL TECHNOLOGIES
01	EFT	00012759	01/19/2023	4,830.28	KPFF CONSULTING ENGINEERS
01	EFT	00012760	01/19/2023	1,167.45	LUMINATOR MASS TRANSIT LLC
01	EFT	00012761	01/19/2023	1,130.00	MAYES TESTING ENGINEERS INC
01	EFT	00012762	01/19/2023	105.97	MCGUIRE BEARING CO
01	EFT	00012763	01/19/2023	688.99	MOHAWK MFG & SUPPLY
01	EFT	00012764	01/19/2023	952.11	MUNCIE RECLAMATION & SUPPLY CO
01	EFT	00012765	01/19/2023	100,329.42	PACIFIC POWER PRODUCTS
01	EFT	00012766	01/19/2023	5,042.90	PACIFICA LAW GROUP
01	EFT	00012767	01/19/2023	325,654.57	PARAMETRIX ENGINEERING
01	EFT	00012768	01/19/2023	922.22	PLATT ELECTRIC SUPPLY
01	EFT	00012769	01/19/2023	628.71	POWDER COATING SYSTEMS
01	EFT	00012770	01/19/2023	147.83	RED WING SHOE STORE
01	EFT	00012771	01/19/2023	573.77	SAMBA HOLDINGS INC
01	EFT	00012772	01/19/2023	8,626.50	SAYBR CONTRACTORS INC
01	EFT	00012773	01/19/2023	925.52	SEATTLE AUTOMOTIVE DIST.
01	EFT	00012774	01/19/2023	277.20	SIR SPEEDY
01	EFT	00012775	01/19/2023	42,938.68	SOUND TRANSIT
01	EFT	00012776	01/19/2023	6,762.11	SOUTH TACOMA GLASS
01	EFT	00012777	01/19/2023	2,542.82	STANDARD PARTS CORP
01	EFT	00012778	01/19/2023	909.66	STAPLES
01	EFT	00012779	01/19/2023	2,098.84	TACOMA DODGE CHRYSLER JEEP
01	EFT	00012780	01/19/2023	622.72	TACOMA SCREW
01	EFT	00012781	01/19/2023	277.86	TENNANT
01	EFT	00012782	01/19/2023	20,564.55	THE AFTERMARKET PARTS CO LLC
01	EFT	00012783	01/19/2023	490.54	UNIFIRST CORPORATION
01	EFT	00012784	01/19/2023	62,611.96	UNITED ENERGY TRADING LLC
01	EFT	00012785	01/19/2023	348.00	WA ST AUDITOR
01	EFT	00012786	01/19/2023	1,378.80	WAXIE SANITARY SUPPLY
01	EFT	00012787	01/19/2023	18,528.31	WESTERN PETERBILT
01	EFT	00012788	01/19/2023	201.96	WHELEN ENGINEERING CO INC
01	EFT	00012789	01/19/2023	533,817.48	WSP USA, INC.
01	EFT	00012790	01/19/2023	4,995.00	XPLANE CORPORATION
01	EFT	00012791	01/19/2023	2,063.33	ALLSTREAM
01	EFT	00012792	01/23/2023	49,480.03	US BANK CORPORATE PAYMENT SYST
01	EFT	00012793	01/23/2023	10,540.73	US BANK CORPORATE PAYMENT SYST
01	EFT	00012794	01/24/2023	75,054.30	GREAT WEST RETIREMENT
01	EFT	00012795	01/24/2023	222,819.79	ICMA RETIREMENT
01	EFT	00012796	01/24/2023	15,987.90	NAVIA BENEFIT SOLUTIONS
01	EFT	00012797	01/24/2023	14,493.05	TACOMA EMPLOYEES RETIREMENT SY
01	EFT	00012798	01/24/2023	4,988.60	WA ST CHILD SUPPORT REGISTRY
01	EFT	00012799	01/24/2023	11,771.99	WA ST DEPT OF REVENUE
01	EFT	00012800	01/25/2023	14,965.00	FTA
01	EFT	00012801	01/26/2023	13,434.25	CSCHED
01	EFT	00012802	01/26/2023	11,098.62	ALL STARZ STAFFING AND CONSULT
01	EFT	00012803	01/26/2023	3,584.45	AMAZON CAPITAL SERVICES INC
01	EFT	00012804	01/26/2023	2,564.18	BRAVO ENVIRONMENTAL NW INC
01	EFT	00012805	01/26/2023	57,664.39	BRIDGESTONE AMERICA
01	EFT	00012806	01/26/2023	1,097.75	CENTRAL PUGET SOUND REGIONAL T
01	EFT	00012807	01/26/2023	344.29	CONTINENTAL BATTERY COMPANY
01	EFT	00012808	01/26/2023	20,575.29	CUMMINS INC
01	EFT	00012809	01/26/2023	147.83	DANIEL GUY
01	EFT	00012810	01/26/2023	5,305.37	DIAMOND PARKING SERVICES LLC
01	EFT	00012811	01/26/2023	24,722.48	DLT SOLUTIONS LLC
01	EFT	00012812	01/26/2023	2,310.00	ESRI, INC.
01	EFT	00012813	01/26/2023	2,710.00	FENCE SPECIALISTS INC
01	EFT	00012814	01/26/2023	123.42	FINISHMASTER, INC
01	EFT	00012815	01/26/2023	17,774.50	GALLS LLC
01	EFT	00012816	01/26/2023	30,076.39	GILLIG LLC
01	EFT	00012817	01/26/2023	40,560.00	GOVERNMENTJOBS.COM INC
01	EFT	00012818	01/26/2023	614.11	GRAINGER
01	EFT	00012819	01/26/2023	345.84	HOLMES DISTRIBUTING
01	EFT	00012820	01/26/2023	510.00	INTERCITY TRANSIT
01	EFT	00012821	01/26/2023	3,193.79	K & L GATES
01	EFT	00012822	01/26/2023	234.33	WESTERN FLUID COMPONENTS
01	EFT	00012823	01/26/2023	40,963.06	KPFF CONSULTING ENGINEERS
01	EFT	00012824	01/26/2023	407.00	LANAI TUA
01	EFT	00012825	01/26/2023	1,305.36	LARSCO INC
01	EFT	00012826	01/26/2023	1,133.35	LUMINATOR MASS TRANSIT LLC
01	EFT	00012827	01/26/2023	1,809.87	MALLORY SAFETY & SUPPLY LLC
01	EFT	00012828	01/26/2023	298.94	MCGUIRE BEARING CO
01	EFT	00012829	01/26/2023	1,186.08	MOHAWK MFG & SUPPLY
01	EFT	00012830	01/26/2023	42,000.00	MYPAD3D INC
01	EFT	00012831	01/26/2023	109.99	NGHIA DANG
01	EFT	00012832	01/26/2023	99.08	OUTFITTER SATELLITE INC
01	EFT	00012833	01/26/2023	10,262.31	PACIFIC POWER PRODUCTS
01	EFT	00012834	01/26/2023	9,923.17	QBSI-XEROX
01	EFT	00012835	01/26/2023	407.00	ROSETTE FLORES

01	EFT	00012836	01/26/2023	13,070.93	SAYBR CONTRACTORS INC
01	EFT	00012837	01/26/2023	15.00	SCOTT CHENOWETH
01	EFT	00012838	01/26/2023	11.55	SEATTLE AUTOMOTIVE DIST.
01	EFT	00012839	01/26/2023	110.80	SHI INTERNATIONAL CORP
01	EFT	00012840	01/26/2023	250.00	MARK W MEROD
01	EFT	00012841	01/26/2023	1,508.44	SOUTH TACOMA GLASS
01	EFT	00012842	01/26/2023	363.98	STANDARD PARTS CORP
01	EFT	00012843	01/26/2023	1,613.96	STAPLES
01	EFT	00012844	01/26/2023	702.00	STEPHANIE PELLETT
01	EFT	00012845	01/26/2023	86.50	STERICYCLE
01	EFT	00012846	01/26/2023	7,809.00	SUMMIT LAW GROUP PLLC
01	EFT	00012847	01/26/2023	4,993.30	TACOMA COMMUNITY COLLEGE
01	EFT	00012848	01/26/2023	4,242.20	TACOMA DODGE CHRYSLER JEEP
01	EFT	00012849	01/26/2023	712.21	TACOMA SCREW
01	EFT	00012850	01/26/2023	17,491.82	THE AFTERMARKET PARTS CO LLC
01	EFT	00012851	01/26/2023	636.49	TITUS WILL FORD INC
01	EFT	00012852	01/26/2023	260.24	TITUS-WILL TOYOTA
01	EFT	00012853	01/26/2023	632.50	TWO BUSY TO COOK CATERING LLC
01	EFT	00012854	01/26/2023	219.78	UNIFIRST CORPORATION
01	EFT	00012855	01/26/2023	23,831.28	WA ST CORRECTIONAL IND
01	EFT	00012856	01/26/2023	1,666.65	WESTERN PETERBILT
01	EFT	00012857	01/26/2023	100,831.78	ASSOCIATED PETROLEUM
01	EFT	00012858	01/26/2023	11,482.72	ZONAR SYSTEMS INC
01	EFT	00012859	01/27/2023	1,274,075.84	AWC EMPLOYEE BENEFIT TRUST
01	EFT	00012860	01/27/2023	89,278.57	GREAT WEST RETIREMENT
01	EFT	00012861	01/27/2023	260,374.74	ICMA RETIREMENT
01	EFT	00012862	01/27/2023	15,937.90	NAVIA BENEFIT SOLUTIONS
01	EFT	00012863	01/27/2023	14,458.68	TACOMA EMPLOYEES RETIREMENT SY
01	EFT	00012864	01/27/2023	4,988.60	WA ST CHILD SUPPORT REGISTRY
Total Payments				\$11,253,587.70	

4th 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 10/1/22 through 12/31/22			
Name & Contract #	Explanation	Amount	Eff. Date

Contracts and Amendments - \$100,000 to \$200,000 awarded from 10/1/22 through 12/31/22			
Name & Contract #	Explanation	Amount	Eff. Date
NW Cascade #1538	Unit priced on-call snow removal	\$100,000.00	12/12/22
Central Square #1562	Annual License renewal for financial system	\$122,943.74	12/31/22
DELL USA LP #1597	FortiGate Firewalls Hardware Replacement	\$166,389.41	12/5/22
Kaiser Foundation Health Plan of Washington #1433	Unit priced contract for employment medical exam services	\$200,000.00	10/17/22
Lakewood Water District #1481	Install water meter and fireline for MOBI project	\$130,308.00	11/2/22

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.

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

January 9, 2023

CALL TO ORDER

Chair Campbell called the special board meeting to order at 4:01 p.m.

ROLL CALL

Commissioners present:

Marty Campbell, Chair of the Board, Pierce County Councilmember
Daryl Eidinger, Mayor of the City of Edgewood (*representing Edgewood and Puyallup*)
John Hines, City of Tacoma Councilmember
Ryan Mello, Pierce County Councilmember
Shannon Reynolds, City of Fircrest Councilmember (*representing University Place and Fircrest*)
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:

Jason Whalen, City of Lakewood Mayor

Staff present:

Mike Griffus, Chief Executive Officer
Grantley Martelly, Chief Operating 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

FLAG SALUTE

Chair Campbell stated that we gratefully honor and acknowledge that we rest on the traditional lands of the Puyallup People.

Chair Campbell led attendees in the Flag Salute, followed by a moment of silence.

OPENING REMARKS AND HOUSEKEEPING ITEMS

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

PRESENTATIONS

1. Honoring Miguel Nava for Operator of the Month for December 2022

Transportation Assistant Manager Ron Makenzie honored Operator Miguel Nava for being selected Operator of the Month for December 2022, noting that Mr. Nava has been an operator at Pierce Transit since March 2019 and discussing the qualities of his work ethic that qualified him for receiving the award.

Mr. Nava provided comments relating to receiving the award and expressed that he tries to do his best every day.

On behalf of the Board, Chair Campbell congratulated Mr. Nava and encouraged him to keep up the good work.

SPECIAL BUSINESS

1. Welcoming Shannon Reynolds from the City of Fircrest, Representing the Cities of Fircrest and University Place

On behalf of the Board of Commissioners, Chair Campbell welcomed Commissioner Shannon Reynolds from the City of Fircrest, who will be representing the Cities of Fircrest and University Place.

2. Filling a Vacancy on the Service Delivery and Capital Committee

Chair Campbell deferred making the appointment to the Service Delivery and Capital Committee until the next meeting, when there is expected to be a full complement of the Board.

3. Honoring Commissioners Kent Keel and Victoria Woodards for Their Service on the Pierce Transit Board

The Board recognized and honored Commissioner Keel for serving on the Pierce Transit Board from May 2012 through December 2022. Commissioner Keel was presented with an appreciation of service plaque and honorary gavel for serving as the Chair of the Pierce Transit Board from June 2016 – June 2018.

The Board recognized and honored Commissioner Woodards for serving on the Pierce Transit Board from February 2018 through January 2023 and for serving as the Chair of the Pierce Transit Board from June 2019-June 2021. Commissioner Woodards was presented with an appreciation of service plaque.

4. Recognizing Lieutenant Jeff Alwine from the City of Lakewood for the Coordination of the Law Enforcement Partnership Between the City of Lakewood and Pierce Transit

Lieutenant Alwine was honored for his service and dedication for leading coordination efforts of Law Enforcement services between Pierce Transit and the

City of Lakewood since 2014 and helping with the deployment of officers out in the Pierce Transit system. He was presented with an appreciation plaque.

5. Honoring Chief of Public Safety Jim Kelly for his Service to Pierce Transit

Jim Kelly was honored for his service and dedication for serving as Chief of Public Safety for Pierce Transit and was presented with a Crystal Bus in appreciation for his service.

PUBLIC COMMENT

Chair Campbell provided participation instructions to the public and opened public comment.

No written or oral public comments were received, and the public comment period 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 Roscoe **moved** and seconded to approve the consent agenda as presented.

Motion **carried**, 8-0.

1. Approval of Vouchers, December 1 – 31, 2022
Operating Fund #10
Self-Insurance Fund #40
Capital Fund #90
Payment Nos. 379706 through 379938
Wire Nos. 12315 through 12608
No Advance Travel Checks
Total \$8,910,557.11
2. Approval of Minutes: December 12, 2022, special study session meeting
3. FS 2023-001, Authorized the Chief Executive Officer to Execute a Multi-Year Contract with Battery Systems, Inc., (Contract No. 1479) for the Purchase of Batteries for Fuel-Powered Vehicles in the Amount of \$630,000
4. FS 2023-002, Authorized the Chief Executive Officer to Execute a Multi-Year Contract with American Custodial, Inc., (Contract No. 1533) for Janitorial Services at Operations Base Buildings 1-3, 6, Tacoma Dome Station East and West, Commerce Street Facilities, and the North-End Bus Turnaround, in the Amount of \$1,775,000

ACTION AGENDA

1. FS 2023-004, Electing a Primary Alternate Transit Representative to the Puget Sound Regional Council Transportation Policy Board for Calendar Year 2023

Commissioners Mello and Roscoe moved and seconded to approve Resolution No. 2023-001 electing Chair Marty Campbell as the primary representative and Commissioner Daryl Eidinger as the alternate representative on the PSRC Transportation Policy Board for calendar year 2023.

Motion **carried**, 8-0.

REVIEW AND DISCUSSION

1. Amendments to Fare Policy and Consideration to Implement ORCA LIFT

Senior Planner Lanai Tua provided a PowerPoint presentation that gave an overview of the proposed fare amendments, which also included an analysis of the ORCA LIFT program, including but not limited to eligibility requirements of the program, estimates for how many customers within the PTBA would qualify, impacts to ridership and revenue. Ms. Lanai reviewed the timeline for adoption and responded to questions relating to ridership projections.

CEO Griffus expressed that Pierce Transit is the only transit system in the ORCA program that does not participate in ORCA LIFT and noted that this program will pare nicely with the Tacoma Link when it is operationalized as the fare structure would be the same.

Ms. Lanai also shared that Pierce Transit's Community Transportation Advisory Group received an overview of the proposed fare amendments and was very supportive of the proposed fare amendment, including the implementation of the ORCA LIFT program.

Various commissioners expressed their support for moving forward with the program, citing the benefits such as it would provide consistency across the system and would be helpful to low-income riders, and simplify riding the system.

Staff was encouraged to coordinate the implementation of the ORCA LIFT program with the opening of the Tacoma Link, followed by staff acknowledging coordination efforts that are already underway and would continue.

STAFF UPDATES

1. CEO'S Report

CEO Mike Griffus shared the following items:

- Shared the agency's new bus wrap promoting the Free Youth Transit Pass program and noted that the agency is making plans now with school districts to get the bus to schools for events and the bus will be out at events throughout

the year at various outreach events. He thanked the Marketing Department for their great work on this project.

- Welcomed Commissioner Shannon Reynolds from the City of Fircrest.
- Thanked Commissioner Woodards for hiring him.

INFORMATIONAL BOARD ITEMS

1. Chair's Report

Chair Campbell reported that the next Executive Finance Committee Meeting will be held Thursday, January 19 at 3:00 p.m.

2. Sound Transit Update

Commissioner Roscoe provided an update on the progress of various Sound Transit expansion projects and noted that the Hilltop Link extension is experiencing delays.

3. Puget Sound Regional Council Transportation Policy Board Update

Commissioner Mello reported on the work that was conducted at the December meeting, noting they received an update on how the Regional Transportation Plan is set to perform against the 2030 climate goals. He reported that there is a focus on safety and spoke about an upcoming Safety Convening that will be organized and the potential Safe Street Grant (if awarded to PSRC) being consolidated under the scoping of the Regional Transportation Plan.

He also reported that they are getting closer to a recommendation about the federal funding formula and hope to hear no later than the February meeting.

4. Commissioners' Comments

No comments were provided.

EXECUTIVE SESSION

At 5:05 p.m. the regular meeting was recessed into executive session for approximately 30 minutes pursuant to RCW 42.30.110(1)(iii) to discuss matters relating to litigation or legal risks of a proposed action or current practice. The Chair advised that no final action or disposition will occur on any matter when the Board returns to open session.

At 5:35 p.m., the executive session was extended 15 minutes. The extension was announced to attendees.

At 5:51 p.m., the executive session was extended 10 minutes. The extension was announced to attendees. (Commissioners Woodards,

RECONVENE/ADJOURNMENT

Chair Campbell reconvened the meeting back to open session at 6:01 p.m.

Commissioners Eidinger and Mello **moved** and seconded to adjourn the meeting at 6:01 p.m.

Motion **carried**, 5-0.

Deanne Jacobson
Clerk of the Board

Marty Campbell, Chair
Board of Commissioners

TITLE: A RESOLUTION of the Board of Commissioners of Pierce Transit, Amending Pierce Transit Code Section 3.72 FARES to Implement the ORCA LIFT Program, with an Effective Date of April 1, 2023, Removing Fare Policy Goal Language Seeking Fare Parity Between Adult Fixed Route Service and SHUTTLE Service, and Acknowledging Acceptance and Receipt of Related 2023 Title VI Fares Equity Analysis

DIVISION: Planning & Community Development

SUBMITTED BY: Lanai Tua, Senior Planner

RELATED ACTION: N/A

ATTACHMENTS:

Proposed Fare Resolution
Exhibit A, PT Code 3.72 Legislative Markup
Exhibit B, Title VI Fare Equity Analysis
Exhibit C, Written Public Comments and Survey Results
Exhibit D, Outreach to Organizations

RELATION TO STRATEGIC PLAN: Customer

BUDGET INFORMATION: N/A

BACKGROUND:

At the request of the Pierce Transit Board of Commissioners in early 2022, staff reviewed possible amendments to fare policies, including whether to implement the ORCA LIFT program. The review entailed analysis of the ORCA LIFT program, consideration to remove the policy goal to achieve Fare Parity between adult Fixed Route service and SHUTTLE service, and consideration to increase adult fares for adult fixed route service. As information, prior to this proposed fare proposal, Pierce Transit implemented the following fare increases:

- Last SHUTTLE Fare increase was September 1, 2017 – increased fare from \$1.25 to \$1.75
- Last Adult Bus Fare increase was November 1, 2010 – increased fare from \$1.75 to \$2.00

After analyzing the fare structure and taking into consideration impacts to minority and low-income riders and the recent legislation passed in the *Move Ahead Washington* Funding Package which allows for Youth 18 and younger to ride free, Staff proposed the following recommendation to the Executive Finance Committee (EFC) on November 17, 2022:

- Fare Policy Recommendations:
 - Amend the Fare Parity SHUTTLE language in the Pierce Transit Code Section 3.72.010 (c) to remove the policy goal to achieve fare parity between SHUTTLE fares and adult fixed route fares (see Exhibit A).
 - Retain the HSA 501(C)(3) policy of purchasing fare tickets/passes at a discounted rate
- Adopt ORCA LIFT program
 - Discount ORCA fares up to 50% of Adult fare price

Following review, the EFC recommended that the proposed fare amendments be presented to the full Board at a future Board meeting. The Board of Commissioners received an overview of the proposed fare amendments at their January 9,

2023, meeting, which included a proposal to implement the ORCA LIFT program. There was a consensus amongst the Board to proceed with obtaining public feedback about the fare proposal and to return to the full Board for formal consideration.

The Community Transportation Advisory Group (CTAG) also received an overview of the proposed fare amendments at their December 15, 2022, meeting, followed by a subsequent review at their January 26, 2023, whereby the CTAG unanimously expressed their support for the proposal by unanimous vote.

Staff conducted outreach for the proposed fare amendments to 35 organizations (list provided in Exhibit D) that are part of the Black, Indigenous, and People of Color (BIPOC) communities including organizations affiliated with low-income communities. An informational Fact Sheet was also made available that could be translated into over 200 different languages and into Braille. In addition, the agency conducted an online survey from December 27, 2022, through February 13, 2023, to obtain feedback from the community. Survey results data and public comments received are reflected in Exhibit C, and any additional public comments or input received after the publications of this information will be supplemented at the February 13, 2023, board meeting.

Overview of ORCA LIFT and Cost Analysis

ORCA LIFT allows riders to pay a reduced bus fare because their household income is less than or equal to 200% the Federal Poverty Level guidelines (Table B). It is only applicable for Adult ORCA Fares. Youth 18 and under are currently free, and Seniors have a reduced fare that aligns with the ORCA LIFT fare program.

Based on the eligibility requirements, about 37% of the Public Transportation Benefit Area (PTBA) population are eligible to enroll in the ORCA LIFT program (Table A demonstrates Federal Poverty Level at 100% and 200%).

Table A

Eligibility in Pierce Transit PTBA					
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

2022 Federal Poverty Level Guidelines

Table B

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: 2022 Federal Poverty Level Guidelines

ORCA Ridership

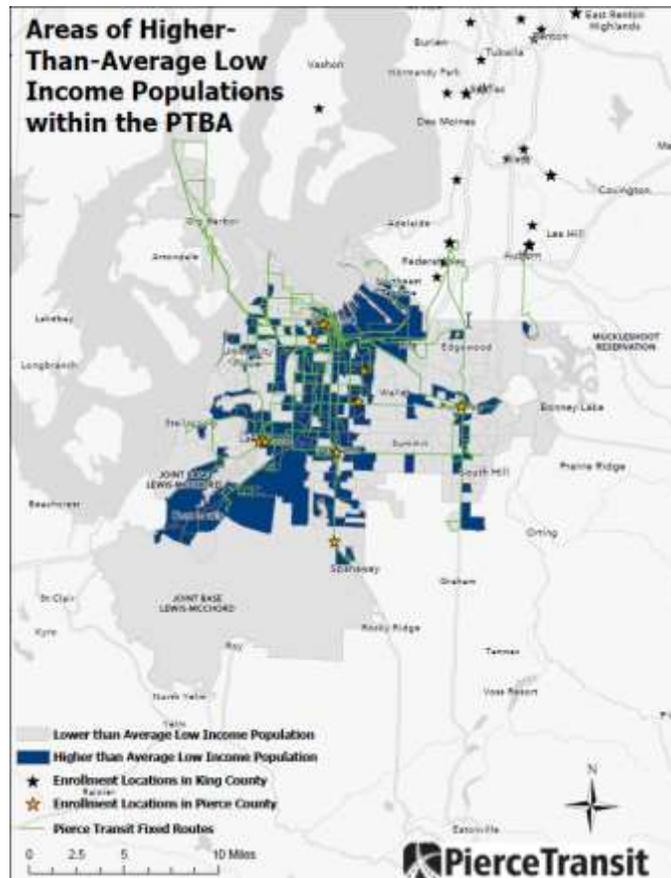
In May 2021 through May 2022, a total of 2,090,712 boardings used an ORCA pass. A total of 44,353 boardings were identified having an ORCA LIFT account associated with their ORCA pass. That is 2% of Pierce Transit boardings using an ORCA pass.

Advantages of ORCA LIFT:

- Eligibility requirements below or equal to 200% of the Federal Poverty Level
- Application process available online and at the established enrollment facilities
- 9 established enrollment facilities in Pierce County
- Ability to use multiple transit options across the region and other regional partners such as Community Transit, King County Metro, Sound Transit, and Kitsap County.
- ORCA Lift provides opportunities to our low-income population
- ORCA LIFT accepted documents-proof of State Programs (Apple Health, Woman, Infant, and Children (WIC) program, Washington (WA) Basic Food)

Shortcomings of ORCA LIFT:

- Estimated yearly revenue loss of \$254,799
- A full-time employee making minimum wage at \$15/hour would not meet the federal poverty limits to be eligible for ORCA LIFT.
- ORCA LIFT does not apply to senior or disable fare prices including SHUTTLE



ORCA LIFT Regional Fare Comparison:

Regional Comparison			
Agency	Full Fare	ORCA LIFT Fare	Discount
Community Transit - Local Fare	\$ 2.50	\$ 1.25	50%
Community Transit - Commuter Fare	\$ 4.25	\$ 2.00	53%
Everett Transit	\$ 2.00	\$ 1.50	25%
King County Metro	\$ 2.75	\$ 1.50	45%
Kitsap Transit	\$ 2.00	\$ 1.00	50%
Pierce Transit	\$ 2.00	-	-
Sound Transit	\$2.75 - \$3.75	\$ 1.50	45-60%

ORCA LIFT Fare Change Proposal:

FARES	Cost		Change	
	Existing	Proposed	Absolute	Percentage
Adult Regional ORCA Monthly Pass	\$72.00	\$36.00	\$36.00	-50%
Adult ORCA PT-Specific	\$62.00	\$31.00	\$31.00	-50%
Adult Cash	\$2.00			
Adult ORCA e-purse	\$2.00	\$1.00	\$1.00	-50%
Adult Regional All-day Pass	\$8.00	\$4.00	\$4.00	-50%
PT All Day Pass-Adult ORCA	\$5.00	\$2.50	\$2.50	-50%
Adult Mobile Ticket	\$2.00			
Adult Paper One-ride Ticket	\$2.00			
Adult Mobile All-day Pass	\$5.00			
SHUTTLE Fares	\$1.75			
SHUTTLE Monthly Pass	\$63.00			

Financial Impacts:

Based on 2021 ridership and projected growth for 2022 and 2023, financial estimates in adopting ORCA LIFT assume a yearly revenue loss of \$254,799, if not more.

	2021
Total Ridership	4,363,240
Less Youth	378,306
Net Ridership	3,984,934
HSA 501(3)c	156,571
Senior/Disabled	789,607
Qualify for ORCA Lift	528,248
2022 (12.0% Growth Based on YOY Jan - Oct)	
	594,950
2023 (1.7% Growth Budget Projection)	
	605,064
Average Fare per Boarding (Based on 2022 Jan - Oct Fare Collection/Ridership)	0.84
Total Potential Fares Affected	509,597
Reduced Price with ORCA Lift	50%
Potential Revenue Loss	\$ 254,799

Title VI Analysis and Public Hearing:

Based on demographic data from the 2022 Ridership Survey, analysis findings reflect that there is no disparate impact or disproportionate burden to Minority and Low-Income populations within the Public Transportation Benefit Area (see Exhibit B).

Pierce Transit provided Notice of Public Hearing on February 2, 2023, to receive comment on the proposed fare amendments at the February 13, 2023, Board of Commissioners meeting, which also invited public input in advance of the meeting.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution No. 2023-02, authorizing the fare amendments to 1) amend Pierce Transit Code Section 3.72.010 to remove the policy goal to achieve Fare Parity between Adult Fixed Route service and SHUTTLE service; 2) implement the ORCA LIFT program; and 3) Accept the 2023 Title VI Fare Equity Analysis related to the fare amendments.

ALTERNATIVES:

1. Decline to adopt all or any portion of the proposed fare amendments, which includes ORCA LIFT. This is not recommended due to the identified barriers in accessing low-income fares.

PROPOSED MOTION:

Move to: Approve Resolution No. 2023-002, authorizing Amendments to Pierce Transit Code Section 3.72 FARES, as presented in Exhibit A, authorizing the ORCA LIFT program, with an effective date of April 1, 2023, removing the policy goal that there be parity between Adult Fixed Route service and SHUTTLE service, and accepting the 2023 Fare Equity Analysis as presented in Exhibit B.

RESOLUTION NO. 2023-002

1 A RESOLUTION of the Board of Commissioners of Pierce Transit, Amending Pierce Transit Code Section 3.72
2 FARES to Implement the ORCA LIFT Program, with an Effective Date of April 1, 2023, Removing Fare Policy
3 Goal Language Seeking Fare Parity Between Adult Fixed Route Service and SHUTTLE Service, and
4 Acknowledging Acceptance and Receipt of Related 2023 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, in early 2022, the Pierce Transit Board of Commissioners directed staff to analyze adult
9 fare policies, which included the implementation of the ORCA LIFT program; and

10 WHEREAS, Staff presented their recommendation to the Executive Finance Committee on November
11 17, 2022, and received direction to proceed forward with adopting fare code amendments, which included
12 the ORCA LIFT program and the removal of the policy goal in Pierce Transit Code Section 3.72.010 seeking
13 fare parity between Adult Fixed Route service and SHUTTLE service; and

14 WHEREAS, the Board of Commissioners received an overview of the proposed fare amendments at
15 their January 9, 2023, board meeting, which included the proposal to implement the ORCA LIFT program; and

16 WHEREAS, Pierce Transit's Community Transportation Advisory Group (CTAG) reviewed the proposed
17 fare amendments, which also included an overview of the ORCA LIFT program, on December 15, 2022, and
18 received a subsequent review on January 26, 2023, whereby they unanimously expressed their support for
19 the proposed fare amendments by unanimous vote; and

20 WHEREAS, Staff's analysis and recommendation is to move forward with the proposed fare
21 amendments, which also includes the adoption of the ORCA LIFT program, to provide more access to low-
22 income populations; and

23 WHEREAS, riders will have an opportunity to apply for the discounted fare program known as ORCA
24 LIFT, allowing more fare options to the low-income riders and better connectivity across the region with other
25 regional partners such as Sound Transit, King County Metro, Community Transit, and Kitsap Transit; and

26 WHEREAS, projected financial impacts are estimated at a potential yearly revenue loss of \$254,799, if
27 not more, based on ridership projections for 2022 and 2023; and

28 WHEREAS, introducing the fare amendments, which include the ORCA LIFT program, has received
29 positive feedback and support from the community via an on-line survey (see Exhibit C) conducted December
30 27, 2022, through February 13, 2023, submitted written comments, and through public outreach to 35 site
31 visits (See Exhibit D) of public outreach to the Black, Indigenous, People of Color and Low-income

1 organizations in Pierce County, which included an informational Fact Sheet available in over 200 languages
2 and Brail; and

3 WHEREAS, Pierce Transit provided Notice of Public Hearing on February 2, 2023, to receive comment
4 on the proposed fare amendments at the February 13, 2023, Board of Commissioners meeting, which also
5 invites public input in advance of the meeting; and

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

7 Section 1. The Board of Commissioners authorizes amending Pierce Transit Code Section 3.72.010
8 to remove the policy goal that there be parity between SHUTTLE and Fixed Route fares and authorizes the
9 implementation of the ORCA LIFT Fare program, as presented in Exhibit A. All other Code sections shall
10 remain in effect.

11 Section 2. The ORCA LIFT Fare program is hereby adopted and will be in effect April 1, 2023.

12 Section 3. The Board of Commissioners hereby accepts and files receipt of Exhibit B, the 2023 Fare
13 Amendment Title VI Equity Analysis.

14
15 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on the 13th
16 day of February 2023.

17 PIERCE TRANSIT

18
19
20 _____
21 Marty Campbell, Chair
22 Board of Commissioners
23

24 ATTEST/AUTHENTICATED

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

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 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. "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. "Discounted fare" means the fare offered to [low-income qualified adults](#), senior citizens, persons with disabilities or individuals with a valid Medicare card. [An approved application and/or](#) a valid regional reduced fare permit is required to obtain the discounted fare.
- G. "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. "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. "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. "Fixed route" means transit service using buses to provide service at designated bus stops along specific routes on set schedules.
- K. "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. "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.
 - 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 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.
 - 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.
 - W. "Vanpool commuter" is considered the age 18 and older and has applied for and been accepted into a vanpool.
 - X. "Youth" means any person six 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; Res. No. 2022-007, § 1(Exh. A), 7-11-2022)

Exhibit B
Resolution No. 2023-002

Pierce Transit

Title VI Service Equity Analysis

Pursuant to FTA Circular 4702.1B

Fare Amendment – ORCA LIFT 2023

FEBRUARY 2023

Pierce Transit – Planning & Scheduling Dept.

PIERCE TRANSIT TITLE VI SERVICE EQUITY ANALYSIS

FARE AMENDMENT – ORCA LIFT 2023

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PIERCE TRANSIT TITLE VI SERVICE EQUITY ANALYSIS

FARE AMENDMENT – ORCA LIFT 2023

1 INTRODUCTION

- Title VI of the Civil Rights Act of 1964 prohibits discrimination on 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 a Title VI analysis of Pierce Transit’s proposed fare addition of ORCA LIFT and modification to the Pierce Transit Code Fare Policy 3.72.010 (C) regarding SHUTTLE fare parity to fixed route.

2 BACKGROUND

At the request of the Pierce Transit Board of Commissioners in early year of 2022, agency staff are to review possible fare amendments and any related impacts, this included adopting ORCA LIFT, Fare Parity to SHUTTLE, and Adult Fare increase. Staff presented to the Executive Team asking for guidance on recommendations for Fare Amendment proposals. The following recommendations was also shared with the Executive Finance Committee (EFC) and Community Transit Advisory Group (CTAG).

- Adopt ORCA LIFT program
 - Discount ORCA fares up to 50% of Adult fare price
- Fare Policy Amendments
 - Amend the Fare Parity SHUTTLE language in the PT Police Fare code 3.72.010 (c)

ORCA LIFT is a reduced Adult fare program that is available across the Puget Sound region. The program is a convenient more affordable way to get around Puget Sound. This program is eligibility based on Federal Poverty Level guidelines where individuals must apply or can review eligibility requirements to see if qualified. If eligibility requirements are met, the individual can apply online or in person at an authorized enrollment office with proof of income and proof of identity. Pierce County currently has nine established enrollment centers.

Once approved for ORCA LIFT, the individual receives an ORCA LIFT card primary registered to the card holder with no initial fee to purchase. The individual may then load funds based on their travel needs at a discounted Adult fare price. ORCA LIFT card expires after 2 years of application.

Eligibility Requirements for ORCA LIFT

- Figure 2.0 (a) demonstrates eligibility is based on 2022 Federal Poverty Guidelines where household income is less than or equal to 200%

Figure 2.0 (a)

2022 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: 2022 Federal Poverty Level Guidelines

Figure 2.0 (b)

Eligibility in Pierce Transit PTBA					
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

Based on the Public Transportation Benefit Area (PTBA), 37% would qualify for the ORCA LIFT program. Based on 2,090,712 ORCA riders between May 2021-May 2022, only 2% of the riders are registered or associated with ORCA LIFT but utilized in other regions that accept ORCA LIFT fares.

2.1 Proposed Fare Changes

Pierce Transit conducted a fare analysis pertaining to ORCA LIFT, SHUTTLE Fare Parity, and Adult Fare increase. As shown in Table 2-1 (a) ORCA LIFT applies to ORCA fares for adult. The discounted amount is at 50% of the adult fare price. ORCA LIFT would provide additional opportunities to Low-income riders utilizing ORCA fares. Adult ORCA PT-Specific Monthly cost is \$62.00, with ORCA LIFT the fare price (if eligible based on ORCA LIFT guidelines) would be reduced to \$31.00.

TABLE 2.1(a) Fare Comparison for ORCA LIFT

Table below shows the proposed changes to Adult ORCA fares by fare type highlighted in blue.

FARES	Cost		Change	
	Existing	Proposed	Absolute	Percentage
Adult Regional ORCA Monthly Pass	\$72.00	\$36.00	\$36.00	-50%
Adult ORCA PT-Specific	\$62.00	\$31.00	\$31.00	-50%
Adult Cash	\$2.00			
Adult ORCA e-purse	\$2.00	\$1.00	\$1.00	-50%
Adult ORCA Regional All-day Pass	\$8.00	\$4.00	\$4.00	-50%
PT All Day Pass-Adult ORCA	\$5.00	\$2.50	\$2.50	-50%
Adult Mobile Ticket	\$2.00			
Adult Paper One-ride Ticket	\$2.00			
Adult Mobile All-day Pass	\$5.00			
SHUTTLE Fares	\$1.75			
SHUTTLE Monthly Pass	\$63.00			

TABLE 2.1(b) Riders by Fare Payment Type

Table below shows Pierce Transit riders by Fare Type.

PT Riders by Fare Type						
Fare Type	Usage by Group (%)					Impacted by Change
	All Riders	Minority Riders	Difference (> +10%?)	Low-income Riders	Difference (> +5%?)	
Adult ORCA Pass	19.65%	13.40%	-6.25%	15.52%	-4.13%	No
Adult Cash	16.04%	16.75%	0.70%	12.19%	-3.85%	No
Adult e-purse	21.81%	24.12%	2.30%	26.97%	5.16%	Yes
Adult Ticket	6.67%	8.04%	1.37%	7.76%	1.09%	No
Youth ORCA Pass	1.08%	0.64%	-0.45%	0.74%	-0.34%	No
Youth Cash	0.18%	0.80%	0.62%	0.58%	0.40%	No
Youth e-purse	0.36%	1.15%	0.78%	1.28%	0.92%	No
Youth Ticket	1.08%	0.38%	-0.70%	0.37%	-0.71%	No
Senior/Disabled ORCA Pass	8.92%	7.42%	-1.49%	8.60%	-0.32%	No
Senior/Disabled Cash	5.82%	9.28%	3.46%	6.76%	0.93%	No
Senior/Disabled e-purse	14.92%	13.36%	-1.56%	14.94%	0.02%	No
Senior/Disabled Ticket	3.46%	4.45%	1.00%	4.30%	0.84%	No
Total	100%	100%		100%		

Fare Amendment to Pierce transit Fare Code Policy 3.72

The current Pierce Transit Fare Code Policy (3.72.010 (C)) states: *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.* Staff conducted analysis on SHUTTLE fare parity increasing SHUTTLE fares from \$1.75 to \$2.00 for single fare and \$78.75 for SHUTTLE Monthly Pass. This would increase SHUTTLE fares between 13%-25%. At this time, increasing SHUTTLE or Adult fares will create inequities to Low-income riders, so staff recommended to amend the fare policy code by removing fare parity for SHUTTLE language.

2.2 Financial Impact – ORCA LIFT

A financial loss is assumed of \$254,799 based on 2021 PT ridership and projected growth for 2022 and 2023 (table figure 2.2(a)). Implementing ORCA LIFT would have very minimal impact financially but will potentially gain ridership by introducing a reduced fare program.

TABLE 2.2(a) Financial Estimates

	2021
Total Ridership	4,363,240
Less Youth	378,306
Net Ridership	3,984,934
HSA 501(3)c	156,571
Senior/Disabled	789,607
Qualify for ORCA Lift	528,248
<hr/>	
2022 (12.0% Growth Based on YOY Jan - Oct)	594,950
2023 (1.7% Growth Budget Projection)	605,064
Average Fare per Boarding (Based on 2022 Jan - Oct Fare Collection/Ridership)	0.84
Total Potential Fares Affected	509,597
Reduced Price with ORCA Lift	50%
Potential Revenue Loss	\$ 254,799

3 TITLE VI POLICIES AND DEFINITIONS

Pierce Transit's Board of Commissioners adopted three new policies in February 2013 related to Title VI that guide this analysis: Major Service Change Policy; 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 MAJOR SERVICE CHANGE POLICY

The purpose of this policy is to establish a threshold that defines a major service change and to define an adverse effect caused by a major service change.

A major service change is defined as any change in service on any individual route that would add or eliminate more than twenty percent of the route revenue miles or twenty percent of the route revenue hours. All major service changes will be subject to an equity analysis which includes an analysis of adverse effects on minority and low-income populations. An adverse effect is defined as a geographical or time-based reduction in service which includes but is not limited to: span of service changes, frequency changes, route segment elimination, re-routing, or route elimination.

3.2 **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. Disparate impacts on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. Disparate impacts on routes with segment elimination, re-routing, or route elimination will be determined on a route-by-route basis.

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.

3.3 **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. Disproportionate burden on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. Disproportionate burden on routes with segment elimination, re-routing, or route elimination will be determined on a route-by-route basis.

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.

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

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 2022 the poverty limit was \$55,500 for a family of four.

4 METHODOLOGY

Staff used data from Pierce Transit's 2022 Customer Survey to assist with the fare equity analysis. This survey of 712 interviews; including 440 current riders and 167 occasional/lapsed riders provides local system-wide representation proportionate to weekday ridership by route and time of day on Pierce Transit's local fixed routes. This survey was conducted between September 12 through October 16, 2022. A public online survey of current and lapsed Pierce Transit riders was performed with survey invitations and links distributed by a variety of outreach methods, including:

- Customer email lists and text message subscribers
- Pierce Transit's website, Facebook, Twitter, and Instagram accounts
- Physical Outreach via signage on-board buses and at stops/shelters
- On-board audio announcements

The 2022 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/Husky Card, RRFP Card, Ticketing App, Youth/Student ID)
- Fare type (Adult, Youth, Senior, Disabled)
- Time of day (peak, mid-day, evening, weekends)
- Routes Ridden
- Ridership
 - Current Riders (at least once per month)
 - Occasional Riders (less than once per month)
 - Lapsed Riders (used Pierce Transit more frequently in the past than currently)
- Overall satisfaction with Pierce Transit (Dissatisfied, Neutral, Satisfied, Neither/Don't Know)
 - 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+)
 - Employment Status

- Length of Residency in Pierce County
- Household size and ages
- Income (less than \$25k, \$50k, \$250k or more)
- Gender
- Ethnicity
- Phone type (cell/landline)

5 EFFECTS OF PROPOSED FARE AMENDMENT AND IMPLEMENTATION OF ORCA LIFT

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% Low-income Riders could be subject to a finding of DI or DB.

5.1 Disparate Impact Analysis

Pierce Transit’s policy states that a disparate impact occurs when the minority population adversely affected by a fare or service change is ten percent 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. Figure table 2.1(b) provides this data for fare payment categories from the Pierce Transit 2022 Customer Survey in the darker green column entitled “Difference > +10%”. The proposed changes do not present any disparate impacts because the difference is less than 10%.

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 of service change is 5% more than the average low-income population of Pierce Transit’s service area. In the case of 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. Figure table 2.1(b) provides this data based on the Pierce Transit 2022 Customer Survey in the final darker blue shaded column entitled “Difference > + 5%”.

In Table 5.3 (below) where these are grouped, upon reviewing the darker blue column entitled “Difference > + 5%, Fare Type “Adult e-Purse” presents a difference of 5.16% individually, which could potentially be a positive impact to Adult ORCA users that would qualify for the ORCA LIFT program. However, all other categories 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 the adult fare types is -2% less than all riders who use Adult Fare types, so there is no disproportionate burden to low-income riders of the proposed changes.

TABLE 5.3 Pierce Transit Riders

PT Riders Impacted by ORCA LIFT						
Usage by Group (%)						
Fare Type	All Riders	Minority Riders	Difference (> +10%?)	Low-income Riders	Difference (> +5%?)	Impacted by Change
Adult ORCA Pass	19.65%	13.40%	-6.25%	15.52%	-4.13%	No
Adult Cash	16.04%	16.75%	0.70%	12.19%	-3.85%	No
Adult e-purse	21.81%	24.12%	2.30%	26.97%	5.16%	Yes
Adult Ticket	6.67%	8.04%	1.37%	7.76%	1.09%	No
Total	64%	62%	-2%	62%	-2%	No

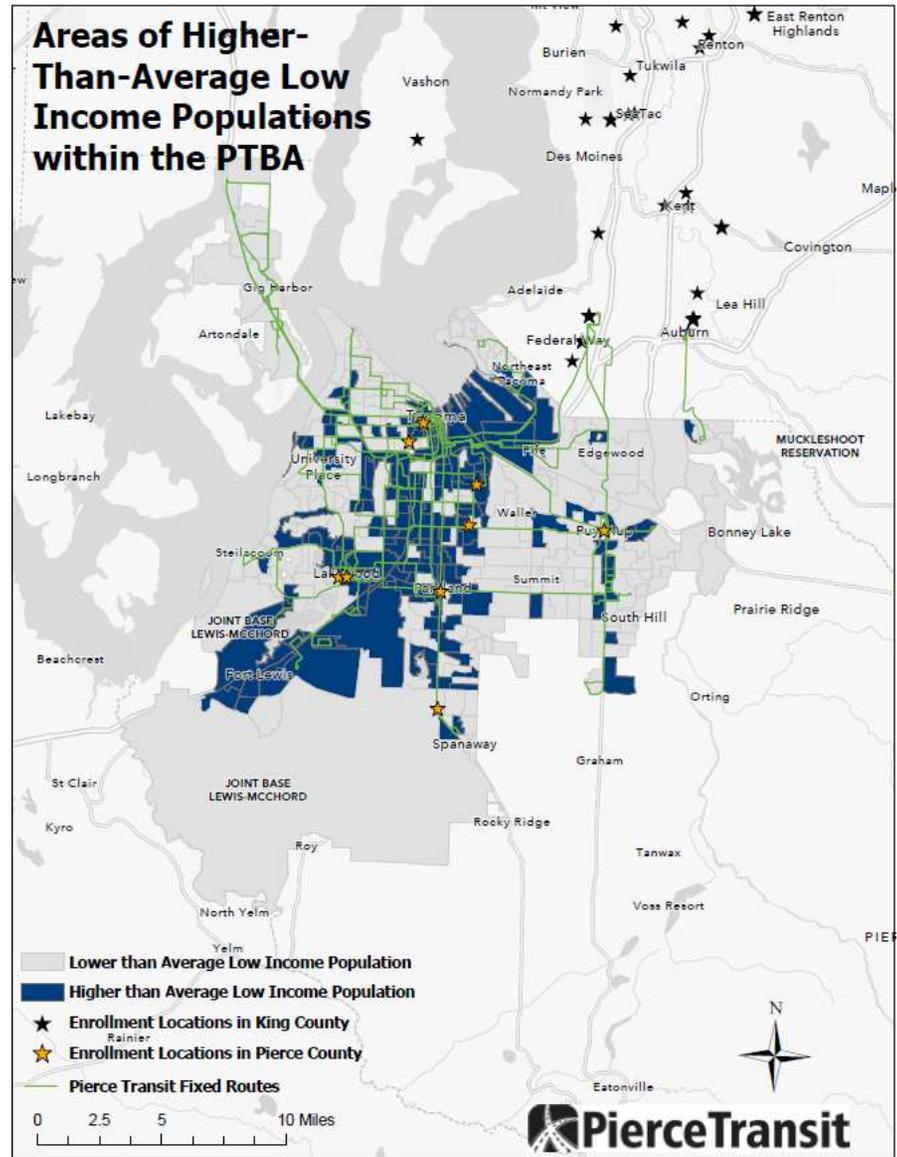
Source: Pierce Transit 2022 Customer Survey

6 OUTREACH AND DECISION MAKING

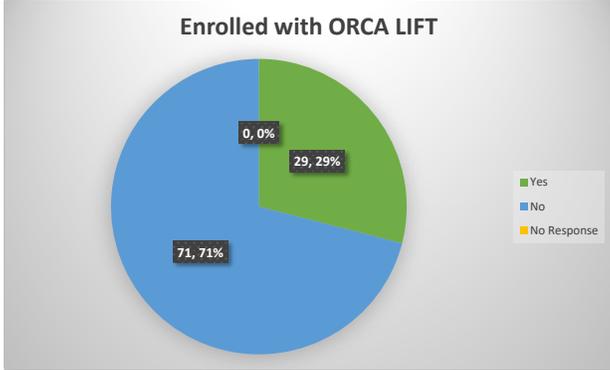
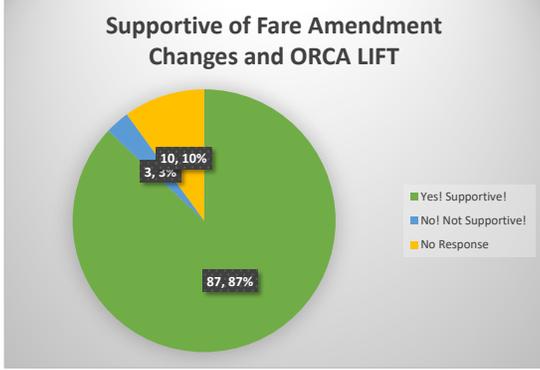
Pierce Transit staff presented to Executive Directors, Executive Finance Committee, Community Transportation Advisory Group (CTAG), and the Pierce Transit Board of Commissioners on the equity impacts of proposed changes. Staff issued press releases, rider alerts, and utilized technology to communicate the recent fare amendment proposal. Upon the support of all the committees, staff recommended to move forward to adopt ORCA LIFT. Staff also gathered input from the public regarding this fare amendment proposal of implementing ORCA LIFT, which was supportive in having a reduced fare option available.

7 APPENDIX

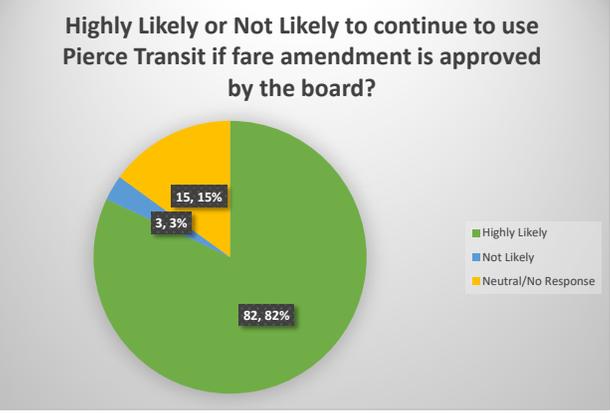
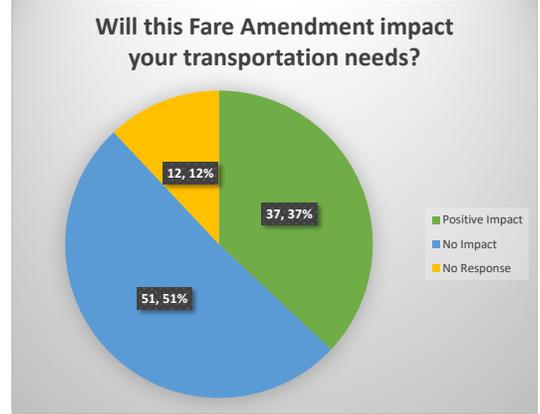
7.1 MAP OF ESTABLISHED ORCA LIFT ENROLLEMENT LOCATIONS



Fare Amendment Proposal Survey Feedback-100 RESPONSES							
Please briefly tell us what are your thoughts on the proposed fare amendment changes.	Yes! Supportive!	No! Not Supportive!	No Response	Are you currently enrolled with ORCA LIFT through other transit agencies such as Sound Transit or King County Metro?	Yes	No	No Response
Count	87	3	10	Count	29	71	0
Percent	87%	3%	10%	Percent	29%	71%	0%



Fare Amendment Proposal Survey Feedback-100 RESPONSES							
How will this fare amendment impact you and your transportation needs?	Positive Impact	No Impact	No Response	How likely will you continue to use Pierce Transit if this fare amendment becomes permanent?	Highly Likely	Not Likely	Neutral/No Response
Count	37	51	12	Count	82	3	15
Percent	37%	51%	12%	Percent	82%	3%	15%



Fare Amendment Proposal Survey Feedback-100 RESPONSES						
Submission Date	Please briefly tell us what are your thoughts on the proposed fare amendment changes.	Are you currently enrolled with ORCA LIFT through other transit agencies such as Sound Transit or King County Metro?	How will this fare amendment impact you and your transportation needs?	How likely will you continue to use Pierce Transit if this fare amendment becomes permanent?	Name:	E-mail Address
Feb 7, 2023	As a low-income transit rider who always wants to be able to consistently pay my fare, having the ability to pay less with my ORCA LIFT card would be a great benefit and it would aid my monthly budget so much!	Yes	Pierce Transit going to and from work twice a week, but because I still have to pay the usual fare amount for every transit ride I take, I must plan my shopping trips or local event trips via the bus/public transit strategically so that I get as much out of my fare with the time I'm allotted once I use my card as I possibly can, and I take non-work related transit trips sparingly to save money. This fare amendment would help SO MUCH - not just me, but so much of the community, as well. With this amendment set, I would feel so much freer to go to more local events or make more social trips via transit, and, having that opportunity, I would therefore feel even more like part of the community - and it would feel even more like	Highly Likely	Lily	lilyluff47@gmail.com
Feb 7, 2023	There is currently very limited low-income transit options in Pierce - and this is necessary for our diverse population with diverse needs. This should be more accessible to all.	No	There is currently very limited low-income transit options in Pierce - and this is necessary for our diverse population with diverse needs. This should be more accessible to all. It would allow to access more opportunities - like employment, medical visits, food shopping.	Highly Likely		
Feb 7, 2023	I absolutely support the fare amendment. Anything that can reduce transit fare is tremendously helpful to those with lower income.	No	It will support me and my team as we work with community members needing transportation resources.	Highly Likely Neutral		
Feb 6, 2023	you guys canceled routes, you guys canceled the time And route times not carrying about the people that work who needed the transportation but no you left us Hanging To fend for ourselves only cared how much you saved and how much money was put in the box at peek hours And now you want our our honest feedback About money issues again. I can't believe you people should You all should be a shamed					
Feb 6, 2023	OCRA LIFT is an important program in Washington state that allows everyone to access our PUBLIC transportation. I would love to see Pierce county accept the LIFT rates to allow for better access to transportation for all in our community.	No	It will not impact me personally, but I am a strong advocate for accessibility and equity across all communities in Washington state.	Neutral		
Feb 6, 2023		No		Very Likely		
Feb 5, 2023	PLEASE PROVIDE FREE FARES FOR SENIORS OR SUBSIDIZED BUS PASSES FOR LOW OR NO INCOME SENIORS. I AM A SENIOR WITH A BROKE DOWN CAR WHO HAS TROUBLE GETTING AROUND. CANT AFFORD THE BUS. BARELY GETTING BY.	Yes	I CAN THEN APPLY FOR THE ABOVE I MENTIONED THRU PIERCE CO DSHS I HOPE.	Highly Likely	Pamela Robinson	Kayerobinson1@yahoo.com
Feb 4, 2023	I think this sounds fantastic! But I currently have a permanent reduced fare bus pass and would suggest the specific monthly pass go back to \$27 a month I know that would help people in this community out a lot * I currently reside in Pierce County. Thank you :)	No	N/A currently have permanent reduced fair pass (pierce county)	Highly Likely	Ms. Nikki L.	butterflyprincess82@gmail.com
Feb 3, 2023	Very much in favor.	Yes	It will cut in half what it costs to move around Pierce County	Highly Likely	Faith Homan	fhoman@commhealth.org

Feb 3, 2023	This is an excellent change that will make transit more accessible!	No		Highly Likely		
Feb 3, 2023	Accepting Orca Lift is a great idea because it makes it more accessible. The more accessible a service is, the greater the amount and consistency of people paying fare becomes. I know from my own experience being homeless, I paid \$1 whenever I could for the bus, reasoning that something was better than nothing, especially because I really couldn't afford \$2.	No	Passengers from Pierce County, especially Tacoma and its surrounding areas, will be able to transport into and from Seattle more easily, which is nice because that can increase commerce, access to needed resources, make job hunting easier, and even just transiting for a job more viable.	Highly Likely	Aether Kertzen	aether.kertzen@soundtransit.org
Feb 3, 2023	affordability has always been a problem, so this change helps. My biggest concern is time waiting for transits to happen more timely, between pick up and drop off.	No	Don't know yet. I use bus after daughter drops me off from a non service area. I have to walk from 27th Street W to 19th and 87th Ave W when finishing shopping and lugging a basket. it hasn't been easy!! I am a 76 year old senior.	Highly Likely		rus8137@msn.com
Feb 3, 2023	I think Pierce Transit should honor the King County ORCA LIFT rate. There are plenty of Seattle workers who commute to/from Pierce County cities, and to not have transit agencies honor a rate they qualify for, for the full duration of their work commute directly contributes to inequitable access to PUBLIC transportation.	No	As someone who works to provide equitable access to and use of public transportation in my job, I actively work on referring people to the ORCA LIFT program and getting them connected to fares that are more economically just for them. The fare amendment would allow me to connect with more individuals outside of King County, it would make public transportation and ORCA LIFT more relevant to them and aligned with environmental justice advancement.	Neutral	Miranda	mperez@ecoss.org
Feb 3, 2023	Accepting Orca Lift cards makes transportation more accessible for folks with lower incomes. Many individuals use public transportation to get to work, buy groceries, attend medical appointments, go to school, and access other essential services.	No	I work with clients to register them with the Orca Lift program. I do not personally live in Pierce County, but many folks will travel to the Family Center from Southern destinations for services. This will positively benefit folks who are eligible for the reduced fare income-wise, but whose county does not currently accept the pass.	Unlikely	Hannah	hannah.hutchins@chs-wa.org
Feb 3, 2023	That would be fantastic.	Yes	It won't impact me directly, but I work with lower income folks who have to go to Tacoma for exams and appointments. It would help them tremendously.	Highly Likely		
Feb 3, 2023	this is excellent to allow better movement of those that qualify and pay a uniform price for transit across the region	No	not personally but it benefit to so many	Highly Likely	John C Morgan	john.morgan@soundtransit.org
Feb 2, 2023	My thoughts are that the proposal should not go through just because there is a lot of homelessness in this world myself included and so with whatever little bit of cash we have getting that discount on the orca lift helps out in a lot of ways looking for work maybe having a job but not being able to afford full payment I do stay in Pierce county and I am paying the even \$2 but I do travel to King county cuz family and getting that discount for not having to pay the full \$3 and something or \$4 \$5 whatever it is on the train Sounder train helps out a lot getting that discount.	Yes	It will impact me a lot just in the fact that I'm homeless staying in a shelter trying to get my life back together and I don't have any money coming in except what I'm able to make panhandling I am in process of looking for a job.	Neutral	Christina morada	missmarie0083@outlook.com

Feb 2, 2023	I think lowering the bar to ride public transit is good in any situation. Getting cars off the road and more people commuting via bus or rail is a great idea. I'm only not enrolled in the orca card because I get the benefit of one through my school, and its drastically boosted my rides per month.	No	It will make commuting to work more affordable for those who need it most. I'd still like to see the whole system go free to ride but understand that may not be fiscally feasible.	Highly Likely		
Feb 2, 2023	I think lowering the bar to ride public transit is good in any situation. Getting cars off the road and more people commuting via bus or rail is a great idea. I'm only not enrolled in the orca card because I get the benefit of one through my school, and its drastically boosted my rides per month.	No	It will make commuting to work more affordable for those who need it most. I'd still like to see the whole system go free to ride but understand that may not be fiscally feasible.	Highly Likely		
Feb 2, 2023		No	Help alot	Highly Likely	Fidelia Gonzalez	Gonzalez f23@gmail.com
Feb 2, 2023	It's obvious people are struggling pretty bad. What would help them the most is lowering the overall fare cost(s) to take a bus somewhere	No	I'm poor...so, yeah.	Very Likely	Amanda Gaynor	amandagaynor94@gmail.com
Feb 2, 2023	Great Idea.	No	Decrease daily/monthly cost.	Very Likely		
Feb 1, 2023	Los cambios propuestos beneficiarán a muchas personas en la comunidad, pero me inquieta saber si eso será posible, para seguir manteniendo las unidades en buen estado mecánico. en general creo que los autobús están en excelente estado mecánico, pero no de limpieza e higiene general durante el día, y contratar personas para hacer ese trabajo implica tener presupuesto disponible. Ya hoy dia hay muchas pasajeros (estudiantes, adultos mayores) que viajan en y entre las ciudades sin pagar absolutamente nada, es decir que existe ya una parte del presupuesto de Pierce Transit que cubre esto.	Yes	No me sentiría afectada por esta enmienda, siempre que no perjudica o desmejore el servicio actual.	Very Likely	Cándida Guerrero	candidalucia1972@gmail.com
Feb 1, 2023	Strongly favor	No	It won't as I already pay disabled fare	Highly Likely		
Feb 1, 2023	The proposed fair amendment changes will allow more low income people access to transportation to be able to live a full life independently, accessing community services, improving their mental and physical health care.	Yes	The bear amendment impacts my transportation needs by allowing me to have access to transportation at any time at a reduced rate, so that I may continue to access community resources and services in my area, not letting transportation be a hindrance to go out of my area also for those real local resources.	Highly Likely	Angela Tsoumas	angela.tsoumas@gmail.com
Feb 1, 2023	I once managed the paper ticket program grant at a human services program. I thought the administration was a burden. Orca cards seem a better option but I am mindful that some of our neighbors need access but don't have the skills, environment or behaviors to manage the asset of Orca cards or long-term passes. I'd be all-in for the Orca Lift option alone, but continuing paper ticket availability is still needed for a group of folks.	No	I am not income eligible for the program.	Very Likely		
Feb 1, 2023	I believe the fares are reasonable	Yes	Not too much at this time	Very Likely		
Feb 1, 2023	I approve of adopting ORCA Lift	No	I work for a human service agency, so fares may be more affordable for me	Highly Likely		
Feb 1, 2023	I agree. Orca lift doesn't allow for passengers who are on the boarder line of income restriction and the take \$100 a week from someone paycheck just so they can get to work is hard.	No	It would help me to put \$ towards food and house hold bills.	Highly Likely		

Feb 1, 2023	Fare amendments seem ok. It won't effect me a lot. I am not clear if you are replacing the orca card method of paying on the bus by the reader or are going to an all phone payment procedure.	No	At this point I do not know it's impact on me. I think a lot of people found other ways to get around when you shut down during Covid and many did not come back. Uber and Lyft are probably cutting into your business but most very low income riders cannot afford them. The fare doesn't bother me but cuts in service do. I am beginning to see more people on the 402 route. Route 4 is sketchy. The 425 does not run in the morning at all which is a shame. I rarely go into Lakewood on the 4 route or into Tacoma on the 1 or 400 routes anymore. I don't feel comfortable on the bus route there anymore.	Neutral	Jean Ross	
Jan 31, 2023		Yes		Highly Likely	Esther Villanueva	esthermarie16@yahoo.com
Jan 31, 2023	I'm not sure. I have an orca card costs me 1\$ ride with window up to 2hours I take 2-4 buses every trip. This I can afford. If it costs me more with my income will be hard. Thank God I don't do any 2\$per bus	No	I will be hard if I have to pay more I rely on buses to go anywhere. Every ride I take is to pay bills or buy food and medical trips. I haven't driven a car for almost 30 years	Highly Likely	Jeffery potter	potterjl669@gmail.com
Jan 31, 2023		Yes		Highly Likely	Lourdes G. Sarmiento	lourdegarmiento@gmail.com
Jan 31, 2023	I agree with it wholeheartedly	No	It will provide a low-cost alternative should my car break down, accident, etc.or if my kids need to get somewhere and can't get a ride.	Very Likely	Catherine Gard	catgard@comcast.net
Jan 31, 2023	I'm all for it. I think it's vital to provide transit access to those in need. Also, the more simple and consistent the program can be across the various agencies, the better. The system is confusing enough for those of us with resources to spend time to figure it out. This seems to provide a simpler structure across the many agencies, so a good plan, or at least certainly in the right direction.	No	Personally, I don't expect any direct impact, as I'm not in the need bracket. But I do believe that anything that helps those in need is better for the community overall; in some sense, it's the reason we have a 'community'.	Highly Likely		
Jan 31, 2023	I think it is an incredibly good proposal. I care for a disabled rider with low income and reduced fare is currently unavailable in Pierce County. This would change his life for the better.	Yes	I take my client everywhere he goes. Our cost of transportation would be slashed in half, allowing him to receive better quality care and make more appointments, and never have to fear being stranded—a wheelchair user's nightmare.	Highly Likely	Madeline Garringer	matthew.fae.g@gmail.com
Jan 31, 2023	I find it great that one program would cover all travel. As I am handicapped and have reduced fare for pierce transit how would that affect me for like going to Seattle. The fees seem better. I guess I need to know what would be required to get into the program.	No	I use pierce transit daily for cancer treatments and Dr appt and grocery store. Will it cost me more?	Very Likely	Sandy Mayfield	mayfieldsandy26@gmail.com
Jan 31, 2023	The changes don't affect me greatly but I see the benefits for others.	No	It will not impact me	Very Likely		
Jan 31, 2023	If making public transit more affordable/accessible is the issue then I'm all for it.	No	It won't since my Orca pass is paid for through my place of employment. But this is bigger picture so I'm not concerned about potential effects on me.	Highly Likely		
Jan 31, 2023	Adopting the ORCA LIFT program would be of great help to those regularly using PierceTransit.	Yes	This will help lessen my daily expenses. I would have more to spend on food.	Highly Likely		
Jan 31, 2023	Finally Pierce Transit will be participating in the ORCA LIFT program! I've been waiting for this for years!	Yes	This fare amendment will make it easier for me to travel within Pierce County.	Highly Likely	Michael Card	mike.c.card@gmail.com
Jan 31, 2023	I wholeheartedly support adding the Orca Lift proposal to PT. It's hard being poor. Most of us have no choice.	No	Very little impact to me. I have a reduced fare pass already and I spend around \$10 a month on fares.	Highly Likely	William Whitener	binkmagician@gmail.com

Jan 31, 2023	I think that the fair amendment should occur, especially for low income people I have been aware of the Orca low income one for several years now and tried to acquire it but realizing that Pierce Transit did not even honor it. So yes make it more accessible you want people to ride public transportation you have to provide the things that they need to do it	No	Not at all	Highly Likely	Melissa Brechbiel	m.brechbiel@gmail.com
Jan 31, 2023	I think it is good for the low income	No	It won't	Highly Likely	Amber Shaughnessy	jibs.froth-0b@icloud.com
Jan 31, 2023	More affordable rates for seniors and low income households would increase transit options for those groups. The amendment would help more people get to work, medical appointments, and good shopping.	No	It will not impact my fare needs. But it will provide more transit options to those who otherwise couldn't afford public transit.	Highly Likely		
Jan 31, 2023	These changes do not affect me, as I use a RFP ORCA on Pierce Yransit	No	It will have no impact.	Highly Likely	Stroessnerd332@gmail.com	Stroessnerd332@gmail.com
Jan 31, 2023	I'm glad to see PT adopting the ORCA lift program. Quite honestly, I'm not sure why it wasn't done before.	No	No impact to me personally but I'm glad that there will be more access for those who need it.	Highly Likely		
Jan 31, 2023	Extremely helpful	Yes	Bouncing back in fourth from king and pierce County it would really with transferring	Highly Likely	Michael	Mholster774@gmail.com
Jan 29, 2023		Yes		Highly Likely	Brent boess	bboess19@gmail.com
Jan 28, 2023	I think it is fantastic to offer low income individuals and families access to critical transit needs.	No	It won't impact me	Highly Likely		
Jan 27, 2023	I feel that the orca lift program is an awesome program and will benefit a whole lot of people.	Yes	I think it will help me a lot	Highly Likely	Ricky	rickyseverns51@gmail.com
Jan 27, 2023	If it's to raise bus fare I don't think we should in my theory is that people that do not have a fair should not ride a bus and these bus drivers should not let people on or let them Slide by just because they don't have a fair. It's extremely irritating with me when I have to pay my fair but someone else doesn't have to my thing is you don't have the fair you don't ride	No	It wouldn't impact me one bit I'll be irritated with it for a few weeks but then I'll get over it	Highly Likely	Jeremy David Cornyn	cornyn98@gmail.com
Jan 27, 2023	PROPOSED FARE AMENDMENT CHANGES. THROUGHOUT THE YEARS, I HAVE LIVED IN A FEW LARGE U.S. CITIES (DENVER, CO; HOUSTON, TX; NEWARK, NJ; BOSTON, MA; WASHINGTON, D.C.), AS WELL AS, A COUPLE OF SMALLER U.S. CITIES; AND BUS FARES; AND INTERESTINGLY ENOUGH, YOUR O/W \$2.00 BUS FARES ARE THE SAME AMOUNT THAT RIDERS LIVING IN WASHINGTON, D.C. PAY; DENVER, CO WAS THE HIGHEST AT \$3.00 O/W; BUT BOTH OF THE CITIES HAVE POPULATIONS THAT ARE DOUBLE THE SIZE OF TACOMA, WA. LASTLY, I USE TO COMMUTE FROM NEWARK, NJ TO NEW YORK, NEW YORK DUE TO EMPLOYER; AND THEIR MTA METRO CARD CHARGES (BUS;	Yes	TREMENDOUSLY. I DO NOT OWN A PERSONAL VEHICLE; HOWEVER, I AM A PREVIOUS OWNER; AND MY DRIVER'S LICENSE IS CURRENT (I HAVE HAD TO RENT VEHICLES PERIODICALLY). I RELY ON PUBLIC TRANSIT TO COMMUTE TO AND FROM MY EMPLOYER'S OFFICE SITE MON-FRI; I HAVE PURCHASED THE MONTHLY PASSES, TOO, SINCE I ALSO UTILIZE MY ORCA CARD ON PIERCE TRANSIT, SOUND TRANSIT, AND KING COUNTY METRO.	Highly Likely	KAY DACARY	K.DACARY@OUTLOOK.COM
Jan 25, 2023	As someone who qualifies for ORCA LIFT, I believe this amendment should be passed. I use Pierce Transit daily to commute to and from work.	Yes	It will help me save money.	Highly Likely	Shannon T Sparks	Tweetybirdblues2005@gmail.com

Jan 25, 2023	I am a mental health therapist and work with folks that are impacted through various issues, including financial barriers. Getting to their appointments is sometimes an issue when they do not have enough money. ORCA LIFT would make riding transit more affordable for those individuals and families disproportionately affected by low incomes. This would make healing more accessible which would improve their life, but the overall community as well. Pierce county is the only county that does not have the ORCA LIFT in the region. I believe our county is better than that and we can become a leader in wellness through decisions such as ORCA LIFT.	No	I am a mental health therapist and work with folks that are impacted through various issues, including financial barriers. Getting to their appointments is sometimes an issue when they do not have enough money. ORCA LIFT would make riding transit more affordable for those individuals and families disproportionately affected by low incomes. This would make healing more accessible which would improve their life, but the overall community as well. Pierce county is the only county that does not have the ORCA LIFT in the region. I believe our county is better than that and we can become a leader in wellness through decisions such as ORCA LIFT.	Highly Likely	Claudia	THEGIRASOLCOUNSELING@GMAIL.COM
Jan 25, 2023	It sounds like a great idea to open up public transportation for those in need, and will be extremely helpful for low income families, especially those with disabled individuals.	No	I work in a field where transportation issues often come up for those I engage with. A program like this would help people get to medical appointments, mental health appointments, and run their errands much more efficiently without the additional worries of cost.	Very Likely		
Jan 25, 2023	I've lived in many cities around the country and they all have reduced fare options. They make it more accessible to all people, especially those who don't make much money. In turn, it allows equal access to public transportation and allow more job options since they can get to their employment easier.	Yes	I'm a daily bus rider and it won't directly affect me but life isn't about me, it about all of us.	Highly Likely	Frank Gonzales	frgonzo77@gmail.com
Jan 25, 2023	I think it is very important to have reduced fare for our community members who have low incomes because it allows them to get to work, doctors appointments, school, etc., when affording a car and all of its associated costs aren't feasible.	Yes	I will be more likely to take public transportation rather than get a ride from friends, taking more cars off the road and reducing traffic and reducing gas emissions.	Highly Likely		
Jan 24, 2023	It will be very beneficial to have reduced fares for ORCA Lift programs.	Yes	No impact to my transportation needs	Neutral		
Jan 19, 2023	I agree!	No	Would help for sure!	Highly Likely		
Jan 15, 2023	I am all for it!	Yes	I am already an orca lift member but reside in Pierce county. It would be amazing to have this program here too and would be so beneficial to my day to day life. That's my fare cost cut in HALF!!	Highly Likely		
Jan 13, 2023	<ul style="list-style-type: none"> • Although I do not use the Orca lift! I am aware of personal orca lift riders that are friends or family. I wasn't aware of the cost to the riders. • After looking at the proposed change in fares I think it is a great ideal • Thank You for your time. 	No	N/A	Very Likely	Jacqueline L. Cheatham	
Jan 12, 2023	These changes provide for more equity, and enables those facing financial hardships to take public transit with less monetary burden. This proposal balances the need of those with disabilities and their fixed incomes. I think this amendment has the potential to increase ridership throughout the Pierce Transit service area.	No	The proposed changes present me with the opportunity to take Pierce Transit with less strain on my income. Allowing for more frequent trips on the shuttle and fixed route buses.	Highly Likely	Amin Hester	ahester@piercetransit.org
Jan 12, 2023	I think the fare amendment changes are great because it allows more ridership by lowering the fares and making it more accessible to passengers.	Yes	It will save me money when I take the ST buses and use passes.	Highly Likely	Jim Tryon	j.tryon@outlook.com

Jan 11, 2023	first glance, but then when I think about it, I see that it would create more problems than it would solve. The income limits are unreasonably low. Most people with income higher than that own cars. Those that don't own cars are either disabled, too old, or retired, and those people already get a reduced pass. Those who ride the bus to work might decide to drive if you raise the cost or if you lower the cost too much so that undesirable elements like drunk bums will ride buses more, which will make the atmosphere on buses more unpleasant than it already is. Usually the drivers are nice enough to let people without fair board the bus anyway. But if you make it too easy to get on cheap or free, then the buses will be	No	It will probably make buses more overcrowded and will make the rides more unpleasant. It will probably cause buses being late more often.	Neutral		
Jan 11, 2023	This change is long overdue. I live in Lakewood and have wondered why it's cheaper for me to take a Sound Transit bus to Seattle, than a Pierce Transit bus to downtown Tacoma.	Yes	The fare amendment will allow me to seek employment in Pierce County. I'm currently unemployed, but have been seeking a job in King County because my transportation would be cheaper to get there.	Highly Likely	Tyler Morse	tylerjeremymorse@gmail.com
Jan 11, 2023	These are good changes. It puts mobility and access more within reach for more of our neighbors. Ideally, this will be matched with high levels of service so that more people will use transit.	No	I can't see how it will personally impact me because I am able to pay the full fare. Had this been around when I was a child, it would have been transformative.	Highly Likely	Rubén Casas	rhouses@gmail.com
Jan 11, 2023	No thoughts - I'm satisfied with the way things are, I appreciate Pierce Transit.	No	It won't	Neutral		
Jan 11, 2023	I support the fare adjustment if it will not have a negative effect on Pierce Transit service.	No	No impact unless service levels are negatively affected.	Highly Likely		
Jan 10, 2023	It will help financially challenged low income people be able to better afford transportation. Especially an older single woman like me who needs to get to shopping and just to get out, get exercise and cheer up.	Yes	I won't be worried or discouraged from getting out and taking the bus because it will be so affordable. I am very low income, so it will help. Also, it makes me feel like part of a healthy community of people who care.	Highly Likely	Vicki Walker	vickisequoitree@gmail.com
Jan 10, 2023	I agree with them 100%	No	It will impact my adult children who ride the bus.	Neutral	Catherine Gard	catgard@comcast.net
Jan 10, 2023	I believe pierce county amendments will be mostly fair.	Yes	I am disabled & 66yrs I ride community transit, king county transit, wash ferry, pierce transit and hopefully Kitsap transit. My only complaint is the federal way bus and the Puyallup bus doesn't always run or are cancelled And the 402 bus is notorious for counseling the routes when I use that route from Federal Way I need to get to Puyallup	Very Likely	Marta McFarland	Mmcfarla056@gmail.com
Jan 10, 2023	I strongly support ORCA Lift fares. The program has shown to be a great success in King County and other areas that have adopted low income fare categories. We need to do everything we can to make transit more accessible to people who need it. Generally, introducing a new fare category comes with rider outreach and communication that will bring awareness to the people that will benefit from this program.	No	I generally park at Tacoma Dome and take 590 with an employer paid ORCA card so it doesn't impact me but I want as many people as possible to have an easier time accessible transit.	Neutral		

Jan 10, 2023	I'm so glad PT is pursuing ORCA LIFT! I'd love to see cash payment as eligible for ORCA lift too - as folks without banking access may also be low-income. I'd also love to see PT out in the community proactively signing people up. Going to the bus shops can be a major barrier.	No	I won't qualify personally - but we all benefit when our transit system is more affordable & equitable!	Highly Likely		
Jan 10, 2023	I think it's a good idea	No	No impact on me	Very Likely		
Jan 10, 2023	Please adopt ORCA LIFT to make public transit more accessible for our most vulnerable populations.	No	I don't qualify for ORCA LIFT, but I support adoption even if it means fare increases for me.	Highly Likely	Justin Ehli	justinjehli@gmail.com
Jan 10, 2023	I feel PT is an affordable means of transportation and already provide programs to help those in need. Like free fare for students, reduce fair seniors/disabled. Even allow people that are not able to pay, to ride. (For the most part, depending on driver mood) You also provide free fair days a couple times a year. My personal feelings if you have that extra allotment, spend it bettering the employees. Give them more education on how to deal with the public. Also, take kinks out of your software system.	No	No effect on me. However, can PT handle more passengers then they have now? That's the real question.. When there is a route cancellation, PT doesn't accommodate for the double portion of people for the route after. How can you guarantee you can handle more people catching bus, once implemented.	Neutral	Jackie kemp	jkmuch1998@gmail.com
Jan 10, 2023	I do not like your proposal. Im sick of being punished for working hard! Your income levels are ridiculous. A person working full time at minimum wage would exceed your limits. Therefore it would only benefit lazy people and bums!	No	Negatively. Ill be forced to be paying more so freeloaders can pay less. Also all those middle school and high school kids should only be allowed to ride free if they let paying adults to sit	Unlikely		
Jan 10, 2023	I'm in support of making transit more financially accessible, especially for those whose fully rely on public transit.	No	It will not affect me, I do not meet income qualifications nor do I take public transit for my commute.	Neutral		
Jan 10, 2023	It already is a huge pain for paying passengers when kids get off school and fill up the bus and they have no manners and don't offer elderly seats and are very noisy. It is also a huge pain when low income such as homeless ride buses because they often smell bad, are under influence, use foul language, etc. So im against your proposal and would prefer that you charge kids too.	No	The rides will be more crowded and more miserable and danger of catching flu or covid will increase. It will impact me personally negatively	Neutral		
Jan 10, 2023	It's okay with me.	No	It won't, as far as I know now.	Very Likely	Kathleen Champion	kat75cham@gmail.com
Jan 10, 2023	I'm all for that, but I'd rather see a focus on improving bus service and frequency. I'd also like to see training for drivers to help them be less rude.	No	Depends on PT's financial status going forward.	Highly Likely		
Jan 10, 2023	Sounds good. I am a senior and the senior fares on Pierce Transit and via Orca are already very good. This will help lower income families and should attract more riders.	No	No impact other than perhaps more people using the system, which is good.	Highly Likely	Kurt Jackson	kurtjackson100@hotmail.com
Jan 10, 2023	I feel like most of us that ride the bus are at poverty level. I think 2.00 is to much money to pay for the bus then to transfer is another 2 dollar's and it's ridiculous cause by the time I run my errands I could have filled up Ubers gas tank. That's not right and I can't afford it and when you ask for a courtesy ride the driver humiliates you. I'm tired of our bus system it really stinks.	Yes	Alot cause I will only be able to get my running around 1 a Mo. Instead of 2 or 3 times.	Neutral	Shannon Campbell	campbellshannon299@gmail.com
Jan 10, 2023	All for making it easier to ride and more affordable	No	Not at all	Highly Likely	Roy Bowen II	wauna234@gmail.com
Jan 10, 2023		No		Highly Likely		

Jan 10, 2023	looks like it will be saving me much needed money. As someone with a disability and zero income, coming up with bus fare in order to get to appointments and to see people, places, and things can be very challenging to say the least. It's embarrassing to get onto the bus and have to ask the driver in front of a bunch of people staring at you with contempt and judgment for not being able to afford a \$2-\$5 bus fare just to go down to the grocery store is already hard enough as it is. Some drivers are nice enough about it, but often times you are met with a heavy sigh, a nasty look, and negative energy that fills you with humiliation and can often effect your day and confidence in an already jaded society with stigmas and prejudices towards the	No		Highly Likely	Dane Waters	ccdanish347@gmail.com
Jan 10, 2023	I agree that LIFT does not need to equal basic fares since most of the people affected are in lower income brackets.	No	It does not now. However, situations can change.	Highly Likely		
Jan 10, 2023	Sounds good. Real good. It would be a huge relief if I could just put \$36 in the Orca Card Fare machine for a monthly bus pass that would be awesome. I would love it if Pierce Transit adopted the orca lift program.	Yes	I would use my orca lift card more. The savings would equal to three days of the square meals.	Highly Likely	Michelle Clark	mc98405@gmail.com
Jan 10, 2023		No		Neutral		
Jan 10, 2023	I am all for it. I only get 417 a month, but have a hard time proving my disability.	No	The amendment will make it more affordable for me to go places.	Very Likely	Adam Aldrich	
Jan 10, 2023	I am in favor of any program that encourages and allows more use of public transportation. Therefore, I like the proposed fare amendment.	No	Since I am already on reduced fare, it will have no direct impact on me.	Highly Likely		
Jan 10, 2023	The new implementation of the fare changes look very good. Providing low income families and persons is just one tiny step in the right direction for Washington state. I believe this program is very helpful.	No	I don't think this changes my transportation needs. I am unsure how this affects me.	Highly Likely	Allie Barnum	
Jan 10, 2023	I am absolutely in favor of making public transit more affordable for low-income families and individuals!	No	I am just above the 200%-of-poverty-line income limit, so it won't affect me, but living on the wages I get makes me very conscious of how much every cost-saving measure helps *anyone* making low five figures	Highly Likely		
Jan 10, 2023	i support any move to make public transportation more widely accessible	No	I don't know if this is something i would qualify for, but i know many people who would benefit from this	Highly Likely		
Jan 10, 2023	It's a good plan.	No	It will not impact me.	Highly Likely		
Jan 10, 2023	Remove fares altogether. Stop punishing the poor.	Yes	Will make Tacoma less awful.	Highly Likely		



King County

Dow Constantine

King County Executive

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Seattle, WA 98104

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January 5, 2023

Commissioner Marty Campbell
Chair, Pierce Transit Board of Commissioners
3701 96th St. SW
Lakewood, WA 98499

Dear Chair Campbell:

On behalf of the Sound Transit Board, I write today in support of the Pierce Transit Board of Commissioners adopting an ORCA LIFT program. As you know, this program will improve access for the nearly 37 percent of eligible participants within the Pierce Transit service area and provide expanded fare options to the riding public.

Pierce Transit's adoption of an ORCA LIFT program will align reduced fare products across the Puget Sound transit community, creating a uniform reduced fare experience for riders navigating public transportation across four counties. Currently, Sound Transit, King County Metro, Community Transit, Everett Transit, and Kitsap County all deploy the ORCA LIFT fare option for the riding public. Pierce County riders will be able to use ORCA LIFT to access Sound Transit's regional ST Express Bus Service, Sounder commuter rail, and T Line Light Rail in Tacoma. In addition, it will be a great resource for riders when regional Link light rail begins service to Federal Way and, later, Fife and Tacoma in the coming years.

We encourage all our Puget Sound transportation partners to work in tandem and collaborate whenever possible to create a user-friendly, simple, and seamless public transit experience. Pierce Transit's adoption and implementation of ORCA LIFT program would greatly benefit our region. We support this proposal before you for consideration and look forward to continued collaboration between our agencies.

Sincerely,

A handwritten signature in black ink that reads "Dow Constantine". The signature is fluid and cursive, written in a professional but personal style.

Dow Constantine
King County Executive
Chair, Sound Transit Board of Directors

PIERCE COUNTY COMMUNITY ORGANIZATIONS AND AGENCIES

NAME	ADDRESS
Asian Pacific Cultural Center	4851 S. Tacoma Way, Tacoma
Bates Technical College	1201 S. Yakima Ave., Tacoma
Bethel School District	516 176 th St. E. Spanaway
Blind Services Department	949 Market St. #508, Tacoma
Consejo Services	5915 Orchard St. W., University Place
Central Washington University-Tacoma	9401 Farwest Dr. SW., Tacoma
Department of Assigned Council	949 Market St. #334, Tacoma
Family Housing Network	5050 S. Tacoma Way, Tacoma
Franklin Pierce School District	315 129 th St. S. Tacoma
Helping Hand House	4321 2 nd St. S., Puyallup
St. Leo Parish	710 13 th St., Tacoma
HOPE Human Services	10009 59 th Ave SW, Lakewood
Korean Women Association-KWA	123 96 th St. E, Tacoma
Metropolitan Development Council	721 Fawcett Ave #204, Tacoma
Mi Centro	1208 S. 10 th St., Tacoma
Nativity House	702 S. 14 th St., Tacoma
Pierce County District Court Resource	925 Tacoma Ave. S., Tacoma
Pierce College Puyallup	1601 39 th Ave SE, Puyallup
Pierce County Community Action	3602 Pacific Ave. #200, Tacoma
Pierce County Housing Authority	603 Folk St. S., Parkland
Pacific Lutheran University	12180 Park Ave. S., Tacoma
Puyallup St. Francis House	322 7 th St. SE, Puyallup
Puyallup Tribe of Indians	3009 Portland Ave E., Tacoma
Shared Housing Services	901 S. 11 th St., Tacoma

Sound Outreach	1106 MLK Way, Tacoma
Tacoma Community College	6315 S. 19 th St., Tacoma
Tacoma Community House	1314 S. L St., Tacoma
Tacoma Pierce Affordable Housing	621 Tacoma Ave S., Tacoma
Tacoma Urban League	2550 Yakima Ave. Ste. A, Tacoma
Tahoma Indian Center	1809 E. 31 st St., Tacoma
Tacoma Pierce The Black Collective	2316 S. Yakima, Tacoma
The REACH Center	1314 S. L St., Tacoma
United Way of Tacoma	1501 Pacific Ave. #400, Tacoma
YMCA	1144 Market St., Tacoma
350 Tacoma	311 Puyallup Ave., Tacoma



TITLE: Authority to Purchase up to Fifty (50) Replacement Vanpool Vehicles and up to Eleven (11) Replacement Support Vehicles Utilizing Washington State Department of Enterprise Services Contract No. 05916

DIVISION: Maintenance

SUBMITTED BY: Brenda Davis, Warranty Coordinator

RELATED ACTION: N/A

ATTACHMENTS: Exhibit A, Proposed List of Vanpool Vehicles Identified for Replacement

RELATION TO STRATEGIC PLAN: Financial

Exhibit B, Proposed List of Support Vehicles Identified for Replacement

BUDGET INFORMATION

Is it Budgeted? Yes / No

Project Name or Number: Vanpool and Support Vehicle Replacement 2023

Operating Budget

Capital Budget

FUNDING SOURCE:		EXPLANATION:
Local Amount	\$ 2,560,060.00	The Vanpool Replacement project is included in the 2023 Capital Budget in the amount of \$1,933,230.00. The Support Vehicle Replacement project is included in the 2023 Capital Budget in the amount of \$626,830.00.
Grant/Other Amounts	\$	
Total Expenditure	\$ 2,560,060.00	

BACKGROUND:

The 2023 capital budget includes funds to replace existing vehicles that meet the replacement parameters and are beyond their useful life. Staff has reviewed the replacement schedule and found that up to fifty (50) Vanpool Vehicles and up to eleven (11) Support Vehicles are eligible for replacement per Pierce Transit’s and the FTA’s Useful Life Benchmark Schedule (ULB) replacement policy of: eight (8) years or 120,000 miles. The replaced vehicles will be surplus in accordance with our surplus policy and exchanged one for one.

The State of Washington has established vehicle contracts that allow for use by political subdivisions. Maintenance staff has reviewed the contracts available and is looking to replace these vehicles with vehicles appropriate for the intended purpose. State contract pricing is obtained on a competitive bid basis and is considered fair and reasonable. Replacing the vehicles in accordance with the Pierce Transit and FTA’s ULB’s will help mitigate major component failures, downtime, and unplanned maintenance cost. Replacing in accordance with the FTA schedule helps ensure we have a reliable fleet to meet the needs of our customers. Potential vendors include Bud Clary Dodge, Chevy and Ford, and Dwayne Lane Chrysler, Jeep, and Dodge.

Considering the continued supply chain issues affecting vehicle inventory and previous order cancellations, utilizing the state contract provides Pierce Transit with the best opportunity to purchase vehicles when they become available. It is the intent to purchase Hybrid or Electric vehicles when they are available for purchase; however, at this time there are no Electric or Hybrid vehicles that meet our requirements and previous orders have been canceled by the manufacturers. This may result in gas powered vehicles being ordered.

STAFF RECOMMENDATION:

Staff recommends Replace up to fifty (50) vanpool vehicles and up to eleven (11) support vehicles. utilizing the state contract.

ALTERNATIVES:

Develop specifications and solicit bids ourselves; however, in the past Pierce Transit was not able to achieve the same discounts offered in the state contract due to combined statewide volume.

Do not replace any of the vanpool or support vehicles; however, these vehicles will be beyond their useful life and require higher maintenance costs.

PROPOSED MOTION:

Authorize the Chief Executive Officer to purchase up to fifty (50) Replacement Vanpool Vehicles in an amount not to exceed \$1,933,230.00 and to purchase up to eleven (11) Replacement Support Vehicles in an amount not to exceed \$626,830.00 from the Washington State Department of Enterprise Services Contract No. 05916, for a total not to exceed amount of \$2,560,060.00

VAN #	Funding	Replacement	Vehicle			Passenger
		Year	Year	MFG	Model	Count
7394	State	2023	2015	Dodge	Caravan	7 Pass
7395	State	2023	2015	Dodge	Caravan	7 pass
7396	State	2023	2015	Dodge	Caravan	7 Pass
7397	State	2023	2015	Dodge	Caravan	7 Pass
7398	State	2023	2015	Dodge	Caravan	7 Pass
7399	State	2023	2015	Dodge	Caravan	7 Pass
7400	State	2023	2015	Dodge	Caravan	7 Pass
7401	State	2023	2015	Dodge	Caravan	7 Pass
7403	State	2023	2015	Dodge	Caravan	7 Pass
7404	Local	2023	2015	Ford	Transit Connect	7 Pass
7405	Local	2023	2015	Ford	Transit Connect	7 Pass
7406	Local	2023	2015	Ford	Transit Connect	7 Pass
7408	Local	2023	2015	Ford	Transit Connect	7 Pass
7409	Local	2023	2015	Ford	Transit Connect	7 Pass
7410	Local	2023	2015	Ford	Transit Connect	7 Pass
7411	Local	2023	2015	Ford	Transit Connect	7 Pass
7412	Local	2023	2015	Ford	Transit Connect	7 Pass
7413	Local	2023	2015	Ford	Transit Connect	7 Pass
7414	Local	2023	2015	Ford	Transit Connect	7 Pass
7415	Local	2023	2015	Ford	Transit Connect	7 Pass
7416	Local	2023	2015	Ford	Transit Connect	7 Pass
7417	Local	2023	2015	Ford	Transit Connect	7 Pass
7418	Local	2023	2015	Ford	Transit Connect	7 Pass
7419	Local	2023	2015	Ford	Transit Connect	7 Pass
7420	Local	2023	2015	Ford	Transit Connect	7 Pass
7421	Local	2023	2015	Ford	Transit Connect	7 Pass
7422	Local	2023	2015	Ford	Transit Connect	7 Pass
7423	Local	2023	2015	Ford	Transit Connect	7 Pass
7424	Local	2023	2015	Ford	Transit Connect	7 Pass
7425	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7428	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7431	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7433	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7434	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7439	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7440	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7441	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7442	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7443	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7447	FTA	2023	2015	Chevrolet	Express 2500	12 Pass
7460	Local	2024	2016	Fors	Connect	7 Pass

7486 Local	2024	2016 Chevrolet Express 3500	12 Pass
7481 Local	2024	2016 Chevrolet Express 3500	12 Pass
7483 Local	2024	2016 Chevrolet Express 3500	12 Pass
7490 Local	2024	2016 Chevrolet Express 3500	12 Pass
7501 Local	2024	2016 Chevrolet Express 3500	15 Pass
7507 Local	2024	2016 Chevrolet Express 3500	15 Pass
7519 Local	2024	2016 Chevrolet Express 3500	15 Pass

Equipme	Model year	Manufacturer	ID	Model ID
2544	2017	DODGE	GRAND CARAVAN	SUPERVISOR
2826	2014	DODGE	GRAND CARAVAN	SUPERVISOR
2829	2014	DODGE	GRAND CARAVAN	RELIEF
2830	2014	DODGE	GRAND CARAVAN	RELIEF
2831	2014	DODGE	GRAND CARAVAN	RELIEF
2832	2014	DODGE	GRAND CARAVAN	RELIEF
2833	2014	DODGE	GRAND CARAVAN	RELIEF
2834	2014	DODGE	GRAND CARAVAN	RELIEF
2835	2014	DODGE	GRAND CARAVAN	RELIEF
2836	2014	DODGE	GRAND CARAVAN	RELIEF
2256	2006	TOYOTA	PRIUS	RELIEF

2022 Competitive Grant Review & 2023 Lookahead



Tina Lee, Planning Manager

February 13, 2023

2022 Competitive Grant Review & 2023 Lookahead

Grants Team

- Barb Hunter, Grants Administrator
- Corine Jackson, Grants Coordinator
- Darin Stavish, Principal Planner
- Tina Lee, Planning Manager
- Ryan Wheaton, Executive Director

Close Coordination with

- Christopher Schuler, CFO; Finance & Budget Offices
- Alexandra Mather, Government Relations Administrator
- Steve Gorcester, Grants Support Consultant
- Grants Oversight Group
- Project Specific Subject Matter Experts (SMEs)

2022 Competitive Grant Review & 2023 Lookahead

2023 Priorities

- Zero Emission Bus Program Expansion
- Maintenance & Operations Base Improvement Project
- Stream Community Line (BRT)
- Stream System Expansion (BRT)

2022 Competitive Grant Review & 2023 Lookahead

2022 Milestones

- **11 – funding applications submitted in 2022**
- 1 – funding applications already submitted in 2023
- 4 – funding applications awarded (*including one from 2021*)
- \$48,289,966 – total amount requested
- **\$11,811,076 – total amount awarded**
- \$7,249,097 – recommended to the legislature for funding for three Regional Mobility Grants and a Green Transportation Grant
- First Year of Washington State Youth Ride Free Funding
- Selected to move to next step of Thriving Communities Program

2022 Competitive Grant Review & 2023 Lookahead

2023 Grant Targets

2023

- Feb 1 Thriving Communities, passed through 1st screening
- Feb 28 RAISE (MOBI, \$25M request)
- Feb 28 Congressional Spending Request (Senator Murray, MOBI \$4M)
- Apr 13 FTA Bus & Bus Facilities (MOBI & ZEB expansion, \$28M-\$46M)
- Apr 13 FTA Lo-No (MOBI & ZEB expansion, \$28-46M)
- Spring PSRC Lead, FTA 5307 Competitive
- Congressional Spending Requests
- Washington State Department of Commerce Green Grants

2022 Competitive Grant Review & 2023 Lookahead

Outyear Grant Programs

2024

- Raise 2024 (MOBI \$25M request)
- Federal Transit Administration (FTA) Bus & Bus Facilities
- FTA No-Lo
- Puget Sound Regional Council (PSRC) – FHWA Regional Competitive Grant Competition
- PSRC – Pierce County Regional Council (PCRC)/Transportation Coordination Committee (TCC) Countywide Competition
- PSRC FTA 5307 Competitive
- WSDOT Green Transportation Grant Program
- WSDOT Regional Mobility Grant Program
- WSDOT Bus & Bus Facilities Grant Program
- Congressional Spending Requests