

**The regular Board meeting will be held following this meeting at 4:00 p.m.**

**Agenda**

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**Call to Order**

**Pledge of Allegiance**

**Presentations**

1. Recap on Limited Access Connections Projects

Penny Grellier  
Business Partnerships Administrator

**Discussion**

1. Long Range Plan (Vision 2040) Review and Update, Including Input from Board Members

Ryan Wheaton  
E.D. of Planning and Community Development

&

Darin Stavish  
Principal Planner

**Adjournment**

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

### What

In 2016, Pierce Transit received \$205,000 through the FTA's Mobility On Demand Sandbox program. One of eleven transit agencies nationwide to be selected, we proposed a first and last mile project called Limited Access Connections to connect users to and from fixed route service across our service area. As part of the grant, a TNC (transportation networking company) was selected as primary partner to provide fully-subsidized trips. We also partnered with Sound Transit and Pierce College Puyallup; both were invited to participate due to select zones serving their customers. The goal of the project was to provide first and last mile connections to transit hubs and bus stops in areas and at times of limited service.

### Why

Spanaway and Parkland have little to no connective fixed route service and the walkshed for residents to reach Route 1 can be excessive. Midland has trunk route service on its periphery to the north, south and west, but no service in between. University Place has many neighborhoods designed around cul de sacs without opportune pedestrian access.

Northeast Tacoma is geographically isolated with very limited fixed route service. We provided trips to and from Tacoma Dome Station. This zone was expanded to all day after a fixed route connection from King County was removed from the area. Pierce College Puyallup is served by Route 4 but service stopped before night classes ended on weeknights. The most utilized zone provided connections from Fife and Puyallup into the Puyallup Sounder Station. The majority of users rode the train and would have otherwise further congested surrounding park & rides.

### Activities

October 2016	MOD Sandbox research funds awarded for one-year project
November 2016	Project planning, marketing campaign and TNC negotiations begin
May 15, 2018	Service launches
October 2018 – January 2019	NE Tacoma, Midland, Puyallup zones expanded
March 2019	FTA extends funding through end of year
June 1, 2019	Independent Evaluation Team begins data analysis (12-month term)
December 31, 2019	MOD Sandbox project ends

### Lessons Learned

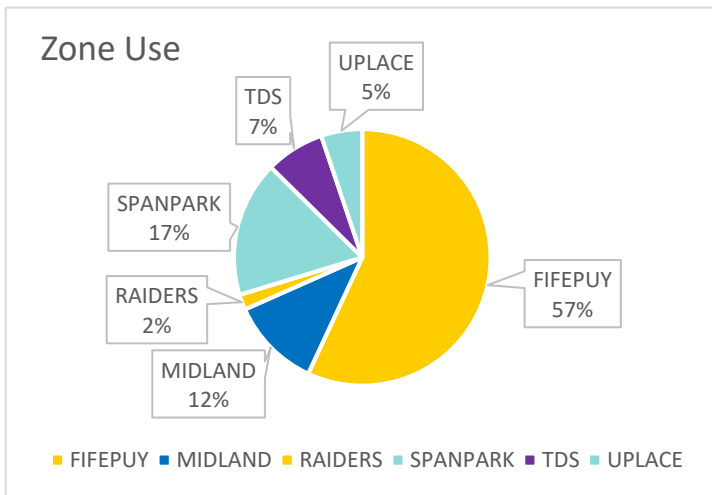
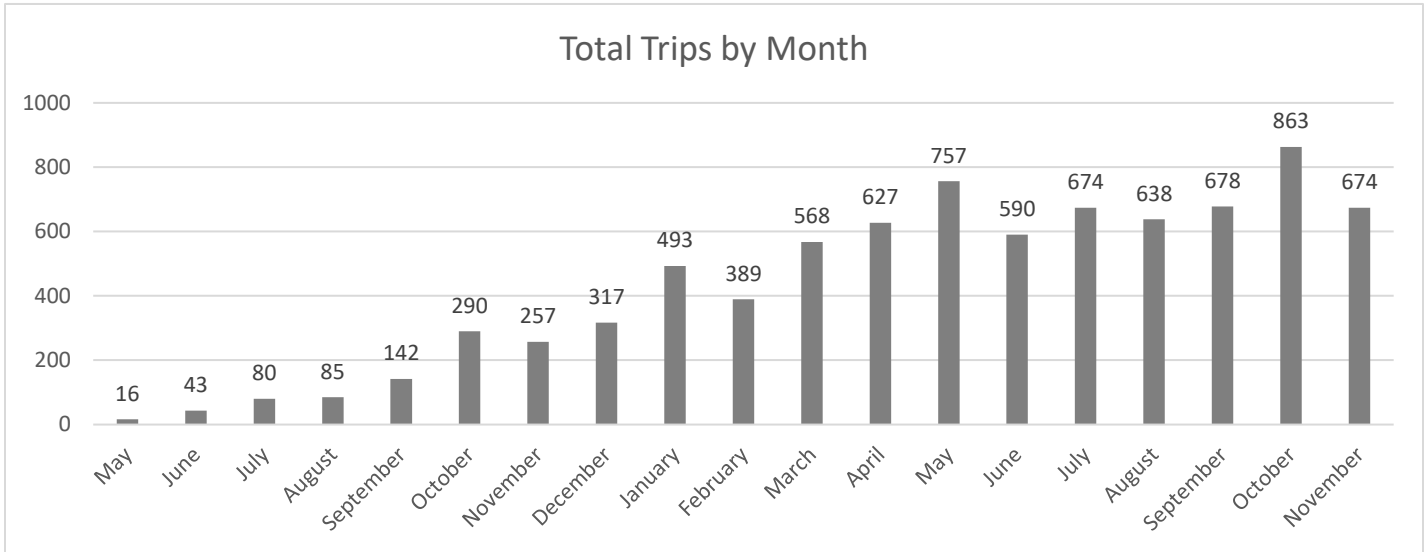
- On-demand zoned service is an economical way to feed riders into existing fixed route service
- TNC and public transit business models are disparate; Sandbox project work has helped forge connections
- Data shared by TNCs is less granular than traditionally provided by public transit agencies
- Zoned service provisions in Union contract limit number of available pilot service areas

### Moving forward

- Pierce Transit to coordinate *First & Last Service* to connect customers in Spanaway, Parkland and Midland zones to transit
- Service will be available from at least two providers to give customers the choice of which provider to use\*
- \*The FTA drug and alcohol testing regulations apply to all contract service providers who "stand in the shoes" of the transit system by providing transportation services to public transit patrons to make or complete a trip. . . . In the case of traditional taxi service, if the transit system subsidizes services from only one company (i.e., exclusively Uber) leaving the passenger with no choice but to use the one service, the company is then considered to be "standing in the shoes" of the transit system and is required to have an FTA-compliant drug and alcohol testing program. . . . The fact that drivers may be independent contractors rather than employees of the carrier is also irrelevant as the transit system has the relationship with the company, not the individual drivers.
- Part 655 does not apply to pilot programs (i.e., up to one year) that do not use any FTA funds. If the program continues beyond the one-year window, the transit agency must either expand its list of providers or include TNC drivers into its drug and alcohol testing.

## Results

Average cost per trip: \$11.47





## **Board of Commissioners' Special Study Session**

**Monday, January 13, 2020**

In 2016, Pierce Transit finalized and adopted its first Long Range Plan, Destination 2040. Its objective was to create “a comprehensive guiding document of the Agency’s vision for providing dependable, safe, efficient, and fully integrated public transportation services throughout the South Sound Region of today, tomorrow, and beyond.” Since that time, the agency has gone through many positive changes and feels the Long Range Plan is due for a minor update to refocus its goals and objectives. But unlike the inaugural document, this update offers a “fiscally constrained vision” that is more closely tied to realistic service-hour growth scenarios than the four annual growth rate scenarios (at 2.0 percent, 2.5 percent, and two versions at 3.0 percent; both within and beyond the current service area boundaries) proposed under the Destination 2040 Long Range Plan. To that end, this Update will show what fixed route services and coverage a full funding level (at a 0.9% sales tax rate within the service area boundaries of Pierce County) scenario would offer, based on a 735,000 annual service hours target or 55 percent increase over the 500,130 annual service hours in effect today. Since Pierce Transit is currently providing all the fixed route bus service it can at current funding levels, it is important to still have a plan in place for growth that could be rapidly implemented if additional operating revenues were to ever become available through taxation.

The initial draft document will be ready for review on Tuesday, January 21, 2020, and will be posted online at <https://www.piercetransit.org/destination-2040/> via a “Virtual Open House” format.

In the interim, please visit the website and take our text-only survey (*Additional Feedback*) at the bottom of the page. Or, you can use the *Future System Survey* mapping tool to pin comments to throughout the current fixed route service area and advise us on “How can Pierce Transit better serve you?” The marker choices are:

- *Ideas and Suggestions*
- *Something I Like*
- *Something I Don't Like*
- *More Direct Access*
- *Different Schedules*
- *Draw or Extend a Route*

Another area that we are incorporating into this Long Range Plan Update are the various routes that were considered for addition or expansion as part of the agency's *Comprehensive Fixed Route Analysis* completed in late 2016. This work was essentially done for us four years ago as part of the *Build Your Own System Tool* that was also offered online as part of the information gathering phase. That is, we are again taking those passengers' or customers' priorities into account as this LRP Update is being developed and service improvements or new routes are introduced under the additional service hours we could offer.



## How did we get here? By taking your priorities into account.

Strategy	Description	Y	N	Percent "Yes" <sup>**</sup>
Provide more frequent service on weekdays	Routes operate more frequently than they do today. For example, a route that currently runs every 30 minutes would run every 15 minutes.	301	133	69%
Provide earlier and later service on weekdays	Routes run earlier and later than they do today. For example, a route that currently runs between 6am-8pm would run between 5am-10pm.	348	182	66%
Introduce service to new areas	Expand service to areas or destinations that are currently unserved.	440	418	52%
Provide more frequent service on weekends	Routes operate more frequently on Saturdays and Sundays. For example, a route that currently runs every 60 minutes would run every 30 minutes.	423	474	49%
Provide earlier and later service on weekends	Routes run earlier and later than they do today. For example, a route that currently runs between 9am-7pm would run between 6am-9pm.	411	433	48%
Provide real-time info at bus stops	Real-time bus arrival information signs would be provided to allow riders to see when the next bus is coming.	339	511	38%
Provide more direct service to downtown Tacoma	More service is added and routes are reconfigured to improve access and reduce the number of transfers to reach downtown Tacoma.	379	542	37%
Reduce travel time by removing stops	Routes have fewer stops, resulting in higher speeds and reduced travel time. Average walk distance to a transit stop would be increased.	312	549	36%
Add more bus service to rail stations	The number of bus trips to Sounder Stations for regional connectivity to Sounder trains and Sound Transit Express buses would be increased.	381	574	35%
More shelters at bus stops	More shade and shelter at bus stops improve conditions when waiting for the bus and attract new customers.	381	574	35%
Improve lighting at bus stops	lluminated bus stops provide improved customer security and operational safety.	389	572	34%
Provide more community-based circulator service	Increase the number of local circulator services, for example the Puyallup Connector and Gig Harbor Trolley.	276	615	25%
Wi-Fi on bus	Offer free Wi-Fi internet service onboard to improve passenger experience.	399	662	23%
More benches at bus stops	More benches at bus stops improve conditions when waiting for the bus and attract new customers.	393	668	22%
Install bike racks at bus stops	Additional bike racks at stops to encourage ridership and free bike capacity on buses.	377	726	16%

### Priority 1



### Priority 2



Buses that come more often during weekdays was the highest priority. Buses that run earlier and later on weekdays was the second priority.

\* As of 12/30/24-16. Number of Build Your Own System responses = 861