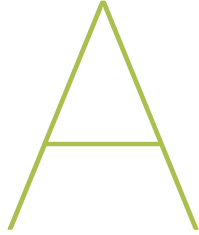


APPENDICES

- A: Existing and Proposed Future Fixed Route Frequencies and Average Daily Boardings
- B: Existing Fixed Route Network versus Proposed Expansion Network
- C: PSRC Travel Forecast Results Report (December 2019)
- D: Proposed Service Expansion and Improvements: Scenarios B and C
- E: Public Transportation Benefit Area Explanation of Boundary Realignment
- F: Pierce County Ordinance No. 2017-24s Modifying the Adopted Growth Management Act Population, Housing Unit, and Employment Targets for the Year 2030
- G: Pierce County Regional and Local Centers Map
- H: Pierce Transit Executive Order No. 1 – Establishing A Commitment to Utilize Green Technologies and Strategies
- I: Pierce Transit Proposed Maintenance and Operations Base (MOBI) Master Facilities Plan
- J: Public and Stakeholder Comments Received



APPENDIX

Existing and Proposed Future Fixed Route
Frequencies and Average Daily Boarding

Appendix A - Pierce Transit Destination 2040 Long Range Plan Update - Existing and Proposed Future Fixed Route Frequencies and Average Daily Boardings

Existing Route	Proposed Route	PT Fixed Route Service Type	PSRC Fixed Route Service Type	Route Name	Origin	Destination	Current Conditions		Vision Scenario at 735,000 Annual Service Hours	
							Headways (Frequencies)	2018 Daily Boardings	Headways (Frequencies)	2040 Daily Boardings
1		Trunk	Core	6th Avenue-Pacific Avenue	Tacoma Community College	Downtown Tacoma (Commerce Street)	15	5,290	15	6,800
	BRT 1	BRT	HCT	(To be determined)	Downtown Tacoma (Commerce Street)	Mountain Hwy (SR 7) at 8th Avenue E - Walmart	10		10	8,700
2		Trunk	Core	S. 19th Street - Bridgeport Way	Downtown Tacoma	Lakewood Transit Center	20	2,425	20	3,400
	BRT 2	BRT	HCT	S. 19th Street - Bridgeport Way	Downtown Tacoma	Lakewood Transit Center	-		15	5,800
3		Trunk	Core	Lakewood - Tacoma	Downtown Tacoma	Lakewood Transit Center	30	1,641	15	3,800
	BRT 3	BRT	HCT	(To be determined)	Downtown Tacoma	Lakewood Transit Center	10		-	-
4		Trunk	Core	Lakewood - South Hill	Lakewood Transit Center	South Hill Mall Transit Center/Pierce College Puyallup	30	1,335	15	4,300
	5	Trunk	Core	East Tacoma - 72nd Street	Tacoma Community College Transit Center	Parkland Transit Center	15		-	-
10		Urban	Community Connector	Pearl Street	Point Defiance	Tacoma Community College Transit Center	30	602	30	1,100
11		Urban	Community Connector	Point Defiance	Downtown Tacoma	Point Defiance	30	564	30	1,800
13		Urban	Community Connector	N. 30th Street	Tacoma Dome Station	Proctor	60	132	-	-
	15	Express	Community Connector	Ruston Express	Tacoma Dome Station	Point Defiance Ferry Terminal	-		30	300
16		Urban	Core	North End	S. 9th Street and Market Street/St. Helens Avenue	Tacoma Community College Transit Center	30	707	30	1,700
	17	Urban	Community Connector	Ruston Way	Downtown Tacoma	Point Ruston	30		-	-
28		Urban	Community Connector	S. 12th Street	Downtown Tacoma	Tacoma Community College Transit Center	30	588	30	200
41		Urban	Community Connector	56th Street - Salishan	Downtown Tacoma (Commerce Street)	Tacoma Mall Transit Center	30	1,108	20	2,400
42		Urban	Community Connector	McKinley Avenue	Downtown Tacoma (Commerce Street)	72nd Street Transit Center	30	567	30	400
45		Urban	Community Connector	Yakima Avenue	Downtown Tacoma	Parkland Transit Center	30	655	30	500
48		Urban	Core	Sheridan - S. M Street	Downtown Tacoma	Lakewood Transit Center	30	1,232	20	2,100
	49	Urban	Community Connector	Portland Avenue	72nd Street Transit Center	Parkland Transit Center	30		30	200
	51	Urban	Community Connector	Tyler Road - Bridgeport Way W (To be determined)	MultiCare Tacoma General Hospital (Stadium District)	Lakewood Transit Center	-		30	1,500
52		Urban	Core	Fircrest - Tacoma Community College	Tacoma Community College Transit Center	Tacoma Mall Transit Center	30	717	20	1,400
53		Urban	Community Connector	University Place	Tacoma Community College Transit Center	Tacoma Mall Transit Center	30	858	20	3,200
54		Urban	Core	S. 38th Street - Portland	Tacoma Mall Transit Center	72nd Street Transit Center	30	798	20	1,600
55		Urban	Community Connector	Tacoma Mall - Parkland	Tacoma Mall Transit Center	Parkland Transit Center	30	717	20	1,200
57		Urban	Community Connector	Union - S. 19th Street - Hilltop	Downtown Tacoma (Commerce Street)	Tacoma Mall Transit Center	30	1,049	20	1,600
	58	Urban	Community Connector	Proctor - Lakewood (Former Route 51)	Proctor District	Tacoma Mall Transit Center	30		-	-
63		Express	Community Connector	Northeast Tacoma Express	Northeast Tacoma	Downtown Tacoma	60	33	30	1,000
100		Suburban	Community Connector	Gig Harbor	Tacoma Community College Transit Center	Purdy Park & Ride	60	355	30	1,800
101		Seasonal	Community Connector	Gig Harbor Trolley	Historic Downtown Waterfront District	Uptown Shopping District	30	172	30	1,500
102		Express	Specialized	Gig Harbor - Tacoma Express	Purdy Park & Ride and Kimball Drive Park & Ride	Downtown Tacoma	60	120	30	800
202		Urban	Community Connector	S. 72nd Street	72nd Street Transit Center	Lakewood Transit Center	30	1,053	20	2,100
206		Urban	Community Connector	Pacific Highway - Tillicum - Madigan Hospital	Lakewood Transit Center	Tillicum/Madigan Hospital (JBLM)	30	950	30	900
212		Urban	Community Connector	Steilacoom	Steilacoom	Lakewood Transit Center	30	644	30	1,900
214		Urban	Community Connector	Washington	Pierce College at Fort Steilacoom	Lakewood Transit Center	30	571	30	900
400		Express	Community Connector	Puyallup - Downtown Tacoma	Downtown Tacoma	South Hill Mall Transit Center	60	546	30	2,800
402		Trunk	Core	Meridian	Federal Way Transit Center	171st Street and S. Meridian Avenue (WA State Route 161)	30	1,091	30	6,300
409		Suburban	Community Connector	Puyallup - 72nd Street Transit Center	72nd Street Transit Center	29th Street NE and 5th Avenue NE (Puyallup)	60	147	30	1,200
425		Suburban	Specialized	Puyallup Connector	South Hill Mall Transit Center (Loop)	Downtown Puyallup	30	74	30	800
497		Express	Community Connector	Lakeland Hills Express	Sunset Park Park & Ride	Auburn Sounder Station	20	315	20	200
	498	Suburban	Community Connector	Fife - Auburn	Fife TDLE LRT Station	Auburn Sounder Station	-		30	2,900
500		Trunk	Core	Federal Way	Downtown Tacoma	Federal Way Transit Center	30	1,207	30	3,700
501		Urban	Community Connector	Milton-Federal Way	Downtown Tacoma	Federal Way Transit Center via Milton	60	437	30	2,900
33	10						Totals	28,700		85,700

Trunk routes serve high volume corridors and provide the most frequent service within urbanized portions of Pierce County. Trunk routes are Pierce Transit's most intensive services.

Urban routes serve arterial streets within urbanized areas. They operate most days of the week, providing somewhat frequent service on weekdays with some night and weekend service.

Suburban routes are minor routes that serve suburban neighborhoods. Typically, they operate every 60 minutes or less and may not provide weekend service.

Express routes connect transit centers or park-and-ride lots with major transit destinations, offering travel times comparable to automobiles.

Denotes a proposed additional (new) route.

Route's headway is improved (increased) in 2040 network when compared to today (2019).

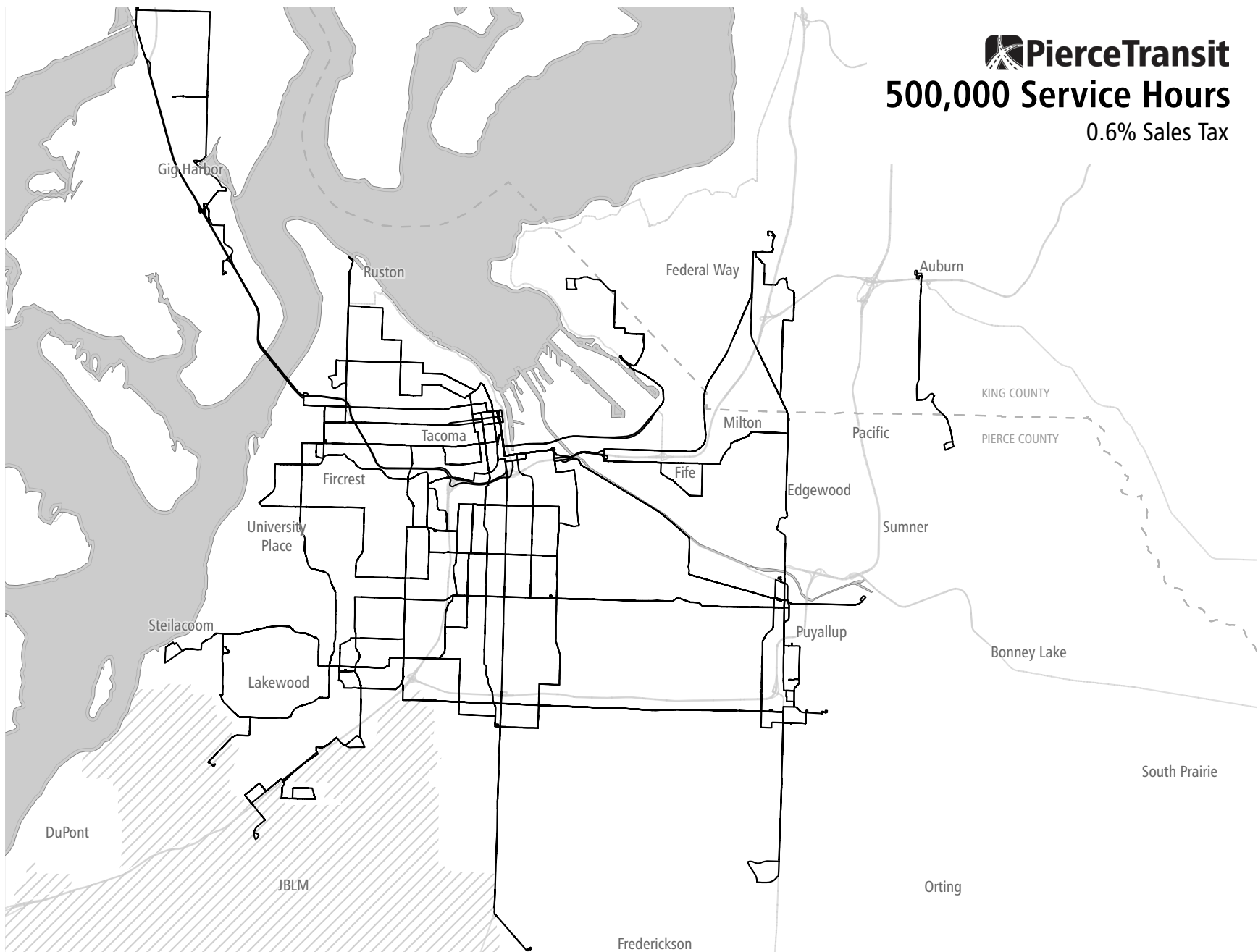
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APPENDIX

Existing Fixed Route Network versus
Proposed Expansion Network

EXISTING FIXED ROUTE NETWORK

 **Pierce Transit**
500,000 Service Hours
0.6% Sales Tax

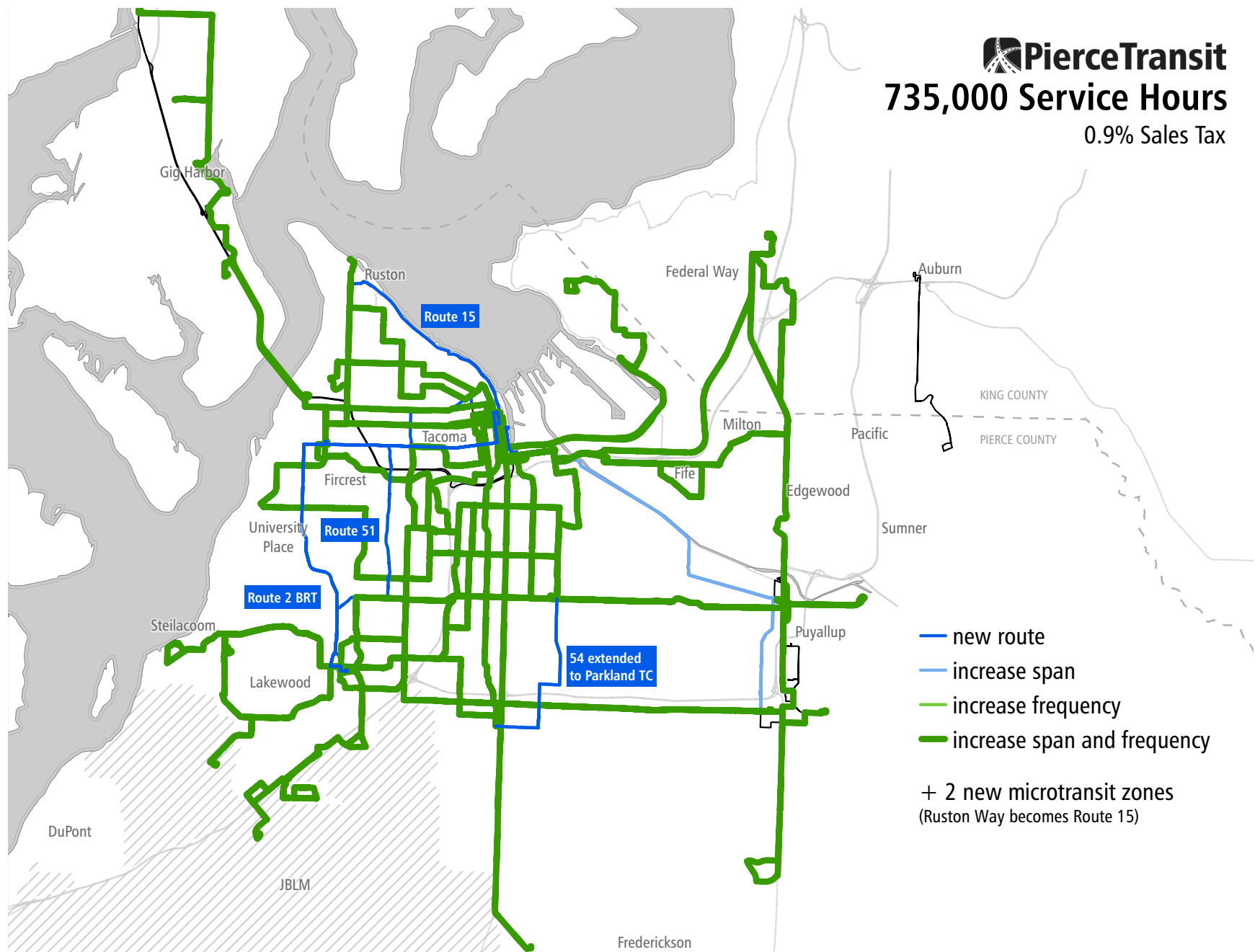


PROPOSED EXPANSION NETWORK



735,000 Service Hours

0.9% Sales Tax



- new route
- increase span
- increase frequency
- increase span and frequency

+ 2 new microtransit zones
(Ruston Way becomes Route 15)

C

APPENDIX

PSRC Travel Forecast Results Report
December 2019

PIERCE TRANSIT

DESTINATION 2040 LONG RANGE PLAN UPDATE

TRAVEL FORECASTING METHODOLOGY AND RESULTS

Prepared by:
Craig Helmann | Director of Data



Puget Sound Regional Council

December 2019

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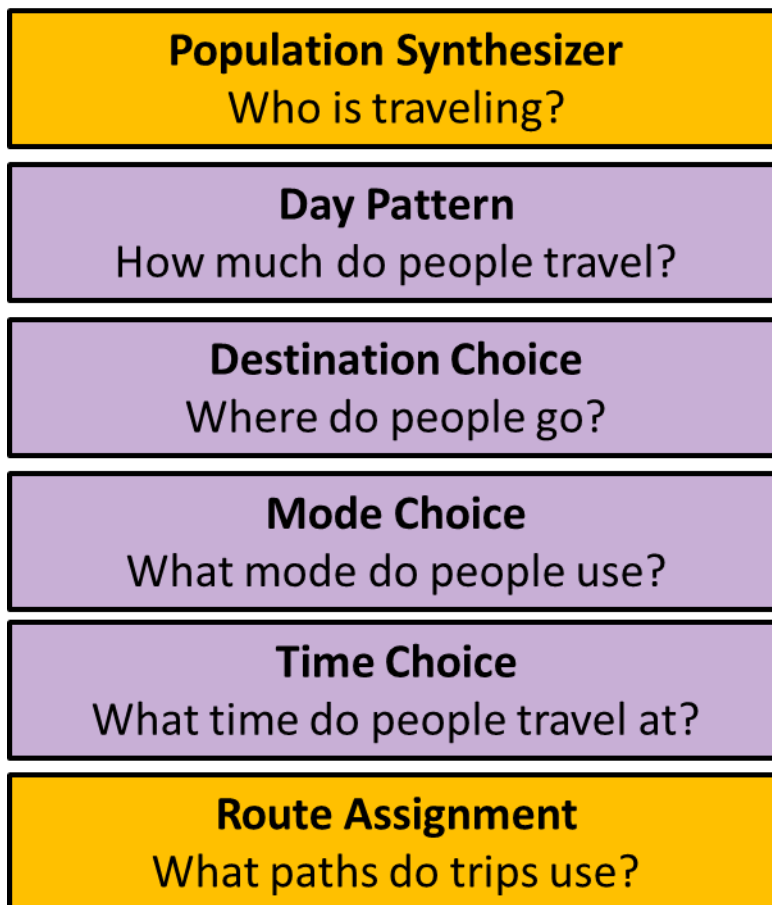
TRAVEL FORECASTING METHODOLOGY AND RESULTS

Background

By 2040 we are expecting almost 5.3 million people and 3.0 million jobs to be located within the Central Puget Sound Region. Of this, over 1.1 million people and 500,000 jobs are forecasted for Pierce County, 20 percent of the region's total people and jobs. These residents are forecasted to take over 19 million trips per day in 2040 with almost 4 million of those daily trips occurring in Pierce County. To accommodate this growth and still maintain the region's environment and quality of life, a robust transportation system with a variety of travel options is necessary. Pierce Transit's Long Range Plan is focused on delivering the transit component of this vision for the people of Pierce County.

Travel Demand Forecasting Model

The travel forecasting tool used for the Pierce Transit Long Range Plan is PSRC's SoundCast Activity Based. Documentation and validation of this model platform is available at <https://www.psrc.org/activity-based-travel-model-soundcast>. PSRC's SoundCast model is a state-of-the-art activity based model and was a key tool used for the 2018 Regional Transportation Plan Update as well as VISION 2050. The main steps of the model are described briefly below.



Who is traveling?



Example Household:

Adult – 29 years
Full Time worker
Male

Child – 3 years
Pre-school student
Male

Household Income - \$32,000

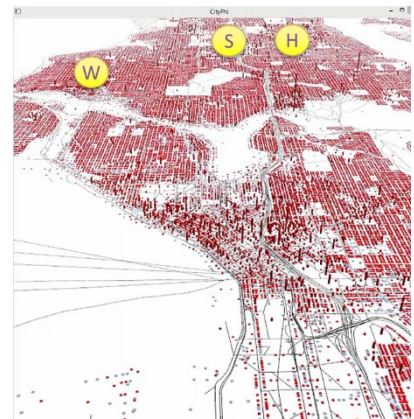
The population synthesizer is responsible for estimating the number of people who live in the region by the forecast year by their specific socioeconomic characteristics such as household income, family size, worker status, sex and age. The population synthesizer is validated for the base year using detailed Census data for the region.

How much do people travel?

The next modeling step predicts how much travel people do. These models are built from survey results for people and households like those synthesized in the first modeling step. Questions like if these people travel at all and if so, how many total trips and for what purposes will they travel for are predicted by these models. This is similar to trip generation in a traditional 4-Step travel demand model however it works at the person and household level, not traffic analysis zone (TAZ) level.

Where do people go?

Destination choice models predict where people will go to fulfill their travel needs by adding spatial information to the trips and tours predicted from the previous model steps. For example, the day pattern model predicts how many work trips a specific household may take and the destination choice models determine where these trips will occur. These locations are determined from a sample of likely (probabilistic) locations for specific people based on a variety of things including income, household makeup, age and vehicle availability. Reasonable travel time and distances are also considered but there is an inherent randomness of this step to better match observed observations.



What mode do people use?

Adult's Trips	Most Likely	Maybe?	Probably Not!
Drop off Child			
Go to Work			
Pick up Child			
Go home			

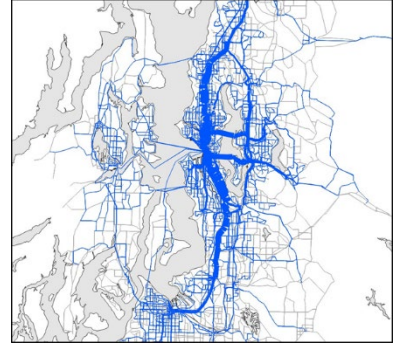
The mode choice model apportions trips to the available travel modes. Mode choice models are used in the analysis of policy-oriented transportation planning scenarios and in examining the effects of various policy measures. A wide range of transportation policies can be evaluated through the application of the behavioral-based mode choice models.

What time do people travel?

The time at which travel occurs will vary based on activities and household dynamics. These models are based on when activities are scheduled and itineraries are developed for each person. For any trips taken by two or more people, time of travel is required to match up.

What paths do trips use?

The route assignment model is the last step of the modeling process. The trip assignment model estimates the volume on each link in the transportation system for both highway and transit modes. In addition, the trip assignment model generates specific performance measures, such as the congested speed or travel time on a highway link or the boardings and alightings on a transit route. Trip assignment is performed separately for each mode (auto and transit) and time period (am peak, midday, pm peak, evening, and night).



Transportation Network Assumptions

Transportation project assumptions are based on the 2018 Regional Transportation Plan. Key transportation projects that are assumed in the 2018 Regional Transportation Plan include:

- Sound Transit Link Light Rail between Tacoma and Everett based on Sound Transit 3
- SR 167 and SR 509 Gateway Program
- I-5 JBLM Corridor Improvements
- I-5 Tacoma Area HOV Improvements
- Transit Service Hour increases of 2% per year for all operators other than Pierce Transit

The 2018 Regional Transportation Plan also assumes a road user charge (RUC) on all arterial and freeway lanes by the year 2040. The assumed RUC is \$0.10/mi during peak hours and \$0.05/mi during off peak hours. These assumptions work to provide financing for transportation investments as well as to reduce greenhouse gas emissions. For a full project list, please visit:

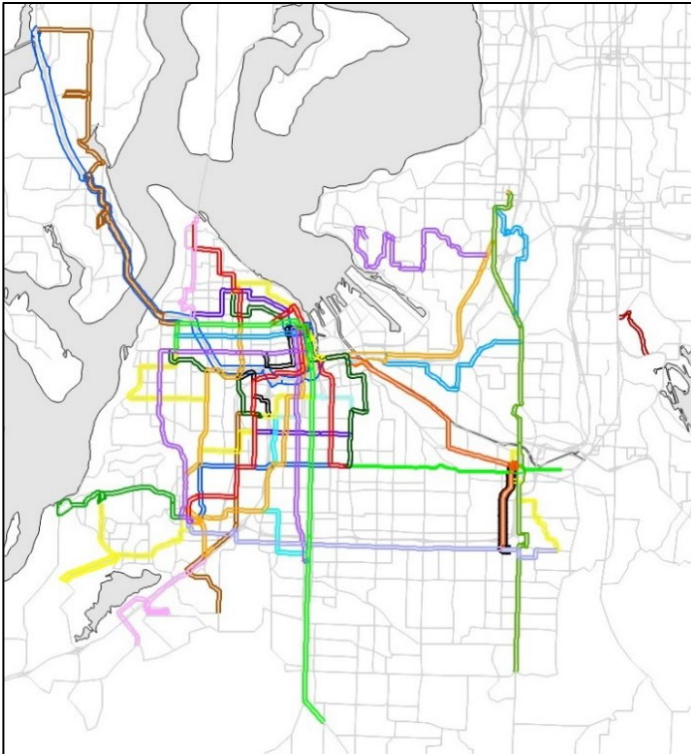
<https://www.psrc.org/our-work/regional-planning/rtp/regional-capacity-projects-list-and-approval-process>

Land Use Assumptions

The Land Use assumptions for this modeling effort are based on the “Land Use Vision Data Release 2.0” from May of 2017. This set of land use forecasts is the basis for the modeling for the 2018 Regional Transportation Plan and is consistent with the region’s long range policy goals as contained in “Vision 2040.” The region is expected to add approximately 1.2 million people by 2040 and almost 1.1 million jobs.

Scenarios

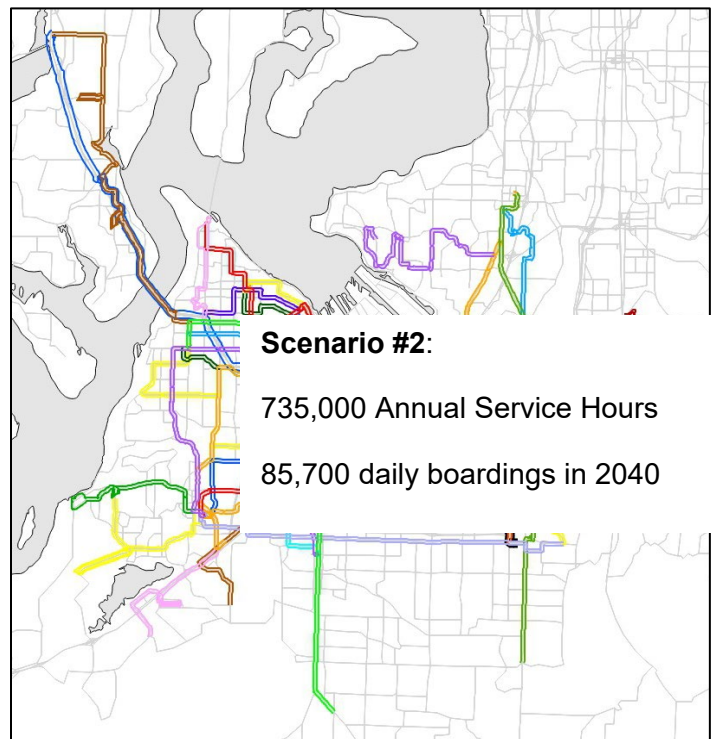
Two (2) different scenarios were run through the region's travel demand model to estimate the overall level of ridership potential of each scenario. Both scenarios assumed the same level of service hours by 2040 but had slight variations in the routes and headways included in the analysis. The following maps are a depiction of the routes analyzed in the modeling analysis. Color of routes is for display purposes only and is not an indicator of service quality or frequency. As can be seen in the maps, the overall coverage of the network is similar although the levels of service by route and areas vary by scenario.



Scenario #1:

735,000 Annual Service Hours

83,100 daily boardings in 2040



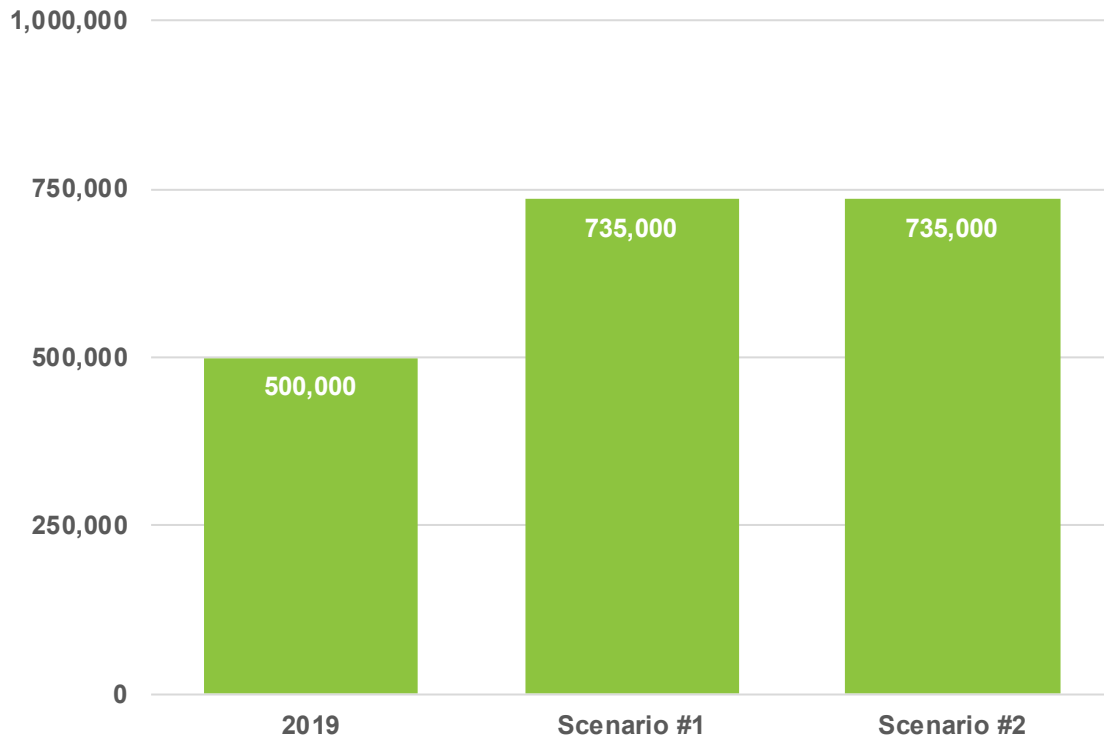
Scenario #2:

735,000 Annual Service Hours

85,700 daily boardings in 2040

Service Hours by Scenario

The annual service hours provided by scenario for all Pierce Transit fixed routes are shown below. In 2018, the agency provided 500,130 annual service for all Pierce Transit fixed routes. Historical Annual Service Hour allocations are provided as well. By 2040 this is expected to grow to over 735,000 hours in both of the scenarios analyzed; a 47% increase.



The peak headways (frequencies) assumed for each route by scenario are shown in the table below. The number of routes varies slightly between the two scenarios that were analyzed.

Pierce Transit Annual Fixed Route Service Hours Budgeted: CY 2016 - 2020	
2016	464,000
2017	500,130
2018	500,130
2019	500,130
2020	500,130

Route	PT Fixed Route Service Type	Name	2019 AM Peak Period Frequencies	Scenario #1 AM Peak Period Frequencies	Scenario #2 AM Peak Period Frequencies
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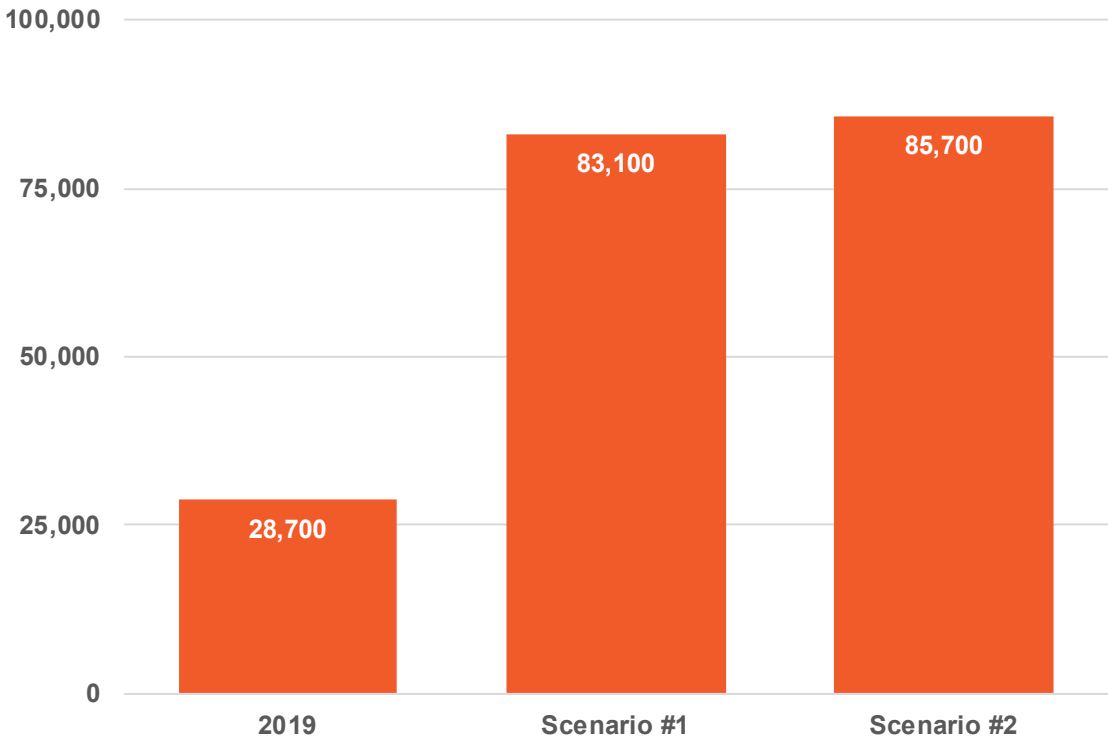
Route	PT Fixed Route Service Type	Name	2019 AM Peak Period Frequencies	Scenario #1 AM Peak Period Frequencies	Scenario #2 AM Peak Period Frequencies
1	Trunk	6th Avenue-Tacoma Dome Station	15	15	15
BRT 1	BRT	(To be determined)	-	10	10
2	Trunk	S. 19th Street -Bridgeport Way	20	15	20
BRT 2	BRT	(To be determined)	-	-	15
3	Trunk	Lakewood - Tacoma	30	15	15
BRT 3	BRT	(To be determined)	-	10	-
4	Trunk	Lakewood - South Hill	30	15	15
5	Trunk	East Tacoma - 72nd Street	-	15	-
10	Urban	Pearl Street	30	30	30
11	Urban	Point Defiance	30	30	30
13	Urban	N. 30th Street	60	30	
15	Express	Ruston Express	-	-	30
16	Urban	North End	30	30	30
17	Urban	Ruston Way	-	30	-
28	Urban	S. 12th Street	30	30	30
41	Urban	56th Street - Salishan	30	30	20
42	Urban	McKinley Avenue	30	30	30
45	Urban	Yakima Avenue	30	30	30
48	Urban	Sheridan - S. M Street	30	30	20
49	Urban	Portland Avenue	-	30	30

Route	PT Fixed Route Service Type	Name	2019 AM Peak Period Frequencies	Scenario #1 AM Peak Period Frequencies	Scenario #2 AM Peak Period Frequencies
51	Urban	Tyler Road - Bridgeport Way W (To be determined)	-	-	30
52	Urban	Fircrest - Tacoma Community College	30	30	20
53	Urban	University Place	30	30	20
54	Urban	S. 38th Street - Portland	30	30	20
55	Urban	Tacoma Mall - Parkland	30	30	20
57	Urban	Union - S. 19th Street - Hilltop	30	30	20
58	Urban	Proctor - Lakewood (Former Route 51)	-	30	-
63	Express	Northeast Tacoma Express	60	60	30
100	Suburban	Gig Harbor	60	30	30
101	Seasonal	Gig Harbor Trolley	30	30	30
102	Express	Gig Harbor - Tacoma Express	60	30	45
202	Urban	S. 72nd Street	30	30	20
206	Urban	Pacific Highway - Tillicum - Madigan Hospital	30	20	30
212	Urban	Steilacoom	30	20	30
214	Urban	Washington	30	30	30
400	Express	Puyallup - Downtown Tacoma	30	30	30
402	Trunk	Meridian	30	20	30
409	Suburban	Puyallup - 72nd Street Transit Center	60	30	30
425	Suburban	Puyallup Connector	30	30	30
497	Express	Lakeland Hills Express	20	20	20

Route	PT Fixed Route Service Type	Name	2019 AM Peak Period Frequencies	Scenario #1 AM Peak Period Frequencies	Scenario #2 AM Peak Period Frequencies
498	Suburban	Fife - Milton - Edgewood - Auburn	-	-	30
500	Trunk	Federal Way	30	15	30
501	Urban	Milton-Federal Way	60	30	30

Daily Boardings by Scenario

The figure below shows the total daily boardings by scenario for all Pierce Transit Routes for 2019 and the two 2040 scenarios. In 2018, there were approximately 29,000 daily boardings across the Pierce Transit fixed route system. Total daily boardings for the two 2040 scenarios ranged between 83,000 and 86,000 total daily boardings, almost 200% more than occurred in 2018. For reference, the population increase between the base and horizon years for Pierce County is 32%, so daily transit boardings are forecasted to increase almost 6,000 more than population growth alone. A large driver of this increases are the changes in Pierce Transit’s network along with the 2040 Sound Transit 3 projects expansion and completion connecting or within Pierce County.



Route level daily boardings by scenario are provided in the table on the following pages.

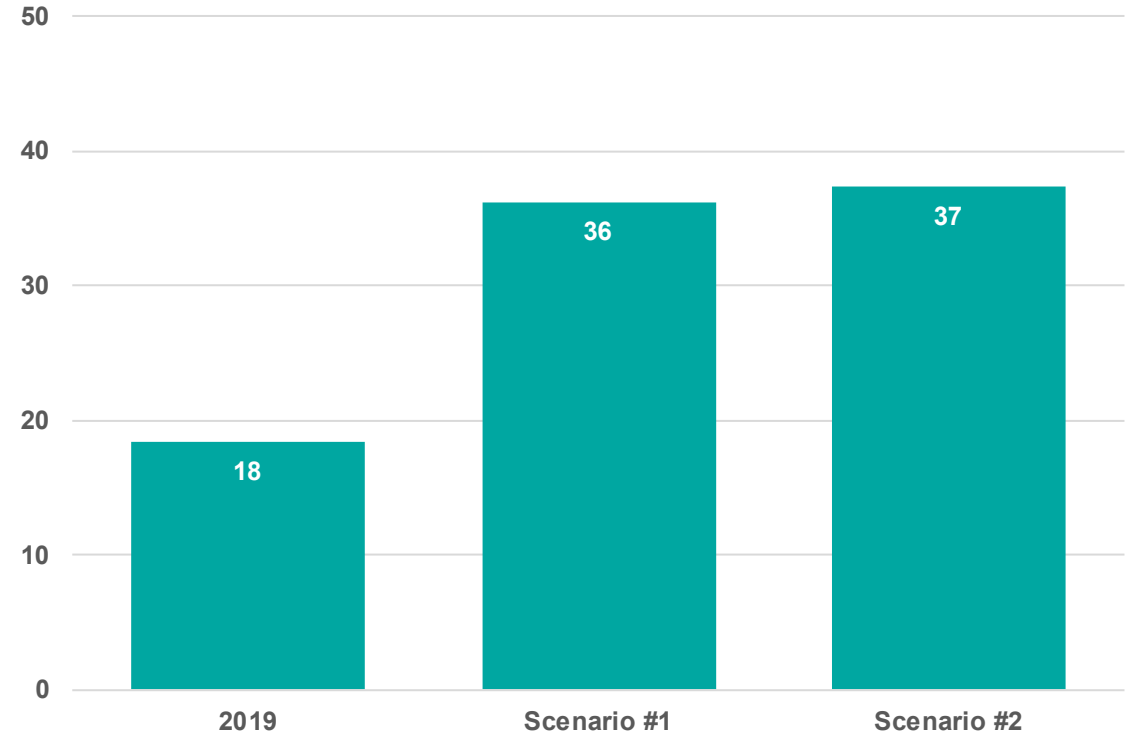
Route	PT Fixed Route Service Type	Name	2018 Daily Boardings	Scenario #1 2040 Daily Boardings	Scenario #2 2040 Daily Boardings
1	Trunk	6th Avenue-Tacoma Dome Station	5,290	6,800	6,800
BRT 1	BRT	(To be determined)	-	8,700	8,700
2	Trunk	S. 19th Street -Bridgeport Way	2,425	5,700	3,400
BRT 2	BRT	(To be determined)	-	-	5,800
3	Trunk	Lakewood - Tacoma	1,641	3,800	3,800
BRT 3	BRT	(To be determined)	-	2,600	-
4	Trunk	Lakewood - South Hill	1,335	4,300	4,300
5	Trunk	East Tacoma - 72nd Street	-	1,300	-
10	Urban	Pearl Street	602	1,000	1,100
11	Urban	Point Defiance	564	1,800	1,800
13	Urban	N. 30th Street	132	900	-
15	Express	Ruston Express	-	-	300
16	Urban	North End	707	1,700	1,700
17	Urban	Ruston Way	-	200	-
28	Urban	S. 12th Street	588	200	200
41	Urban	56th Street - Salishan	1,108	2,200	2,400
42	Urban	McKinley Avenue	567	400	400
45	Urban	Yakima Avenue	655	500	500
48	Urban	Sheridan - S. M Street	1,232	2,100	2,100
49	Urban	Portland Avenue	-	200	200

Route	PT Fixed Route Service Type	Name	2018 Daily Boardings	Scenario #1 2040 Daily Boardings	Scenario #2 2040 Daily Boardings
51	Urban	Tyler Road - Bridgeport Way W (To be determined)	-	-	1,500
52	Urban	Fircrest - Tacoma Community College	717	800	1,400
53	Urban	University Place	858	2,300	3,200
54	Urban	S. 38th Street - Portland	798	1,500	1,600
55	Urban	Tacoma Mall - Parkland	717	1,100	1,200
57	Urban	Union - S. 19th Street - Hilltop	1,049	1,100	1,600
58	Urban	Proctor - Lakewood (Former Route 51)	-	700	-
63	Express	Northeast Tacoma Express	33	700	1,000
100	Suburban	Gig Harbor	355	1,800	1,800
101	Seasonal	Gig Harbor Trolley	172	1,500	1,500
102	Express	Gig Harbor - Tacoma Express	120	1,000	800
202	Urban	S. 72nd Street	1,053	1,700	2,100
206	Urban	Pacific Highway - Tillicum - Madigan Hospital	950	1,400	900
212	Urban	Steilacoom	644	2,000	1,900
214	Urban	Washington	571	900	900
400	Express	Puyallup - Downtown Tacoma	546	2,800	2,800
402	Trunk	Meridian	1,091	6,300	6,300
409	Suburban	Puyallup - 72nd Street Transit Center	147	1,200	1,200
425	Suburban	Puyallup Connector	74	800	800
497	Express	Lakeland Hills Express	315	200	200

Route	PT Fixed Route Service Type	Name	2018 Daily Boardings	Scenario #1 2040 Daily Boardings	Scenario #2 2040 Daily Boardings
498	Suburban	Fife - Milton - Edgewood - Auburn	-	-	2,900
500	Trunk	Federal Way	1,207	5,900	3,700
501	Urban	Milton-Federal Way	437	3,000	2,900

Passengers per Service Hour by Scenario

The figure below shows the total passengers per service hour provided by scenario for all Pierce Transit Routes. Scenario #2 carried the most people per hour provided however both scenarios more than doubled the number of passengers moved per hour over 2018.



Summary

As noted previously, both scenarios more than double the number of passengers per hour provided than is currently observed in the Pierce Transit Fixed Route Network. This increase is reflective of both the increased transit service provided in the scenarios but also reflects the growth in the transit market in Pierce County as the Population and Employment in the region increases. As noted previously, the county population is forecasted to grow by 32% by 2040 however forecasted ridership is forecasted to grow almost 200% - six times more than the population growth alone. A driver of this growth are the future regional transit investments that will serve a greater number of Pierce County residents by 2040 and the connections that the Pierce Transit Fixed Route motorbus network provides to these places.

Table 1. 2030 Population Target ¹ by VISION 2040 Regional Geography			
Jurisdiction	Estimated '08 Population	'08 – '30 Population Growth	'30 Total Population Allocation
Metropolitan City Geography			
Tacoma	202,700	78,600	281,300
Core Cities Geography			
Auburn	6,605	1,345	7,950
Lakewood	58,780	13,220	72,000
Puyallup	36,930	13,070	50,000
Large Cities Geography			
Fife	7,525	1,900	9,425
University Place	31,440	8,100	39,540
Small Cities Geography			
Bonney Lake	16,220	5,420	21,640
Buckley	4,560	2,940	7,500
Carbonado	655	145	800
DuPont	7,390	4,510	11,900
Eatonville	2,375	745	3,120
Edgewood	9,595	4,105	13,700
Fircrest	6,315	635	6,950
Gig Harbor	6,910	3,590	10,500
Milton	5,710	40	5,750
Orting	6,075	1,925	8,000
Pacific	105	-	-
Roy	875	195	1,070
Ruston	755	695	1,450
South Prairie	440	310	750
Steilacoom	6,255	575	6,830
Sumner	9,060	2,910	11,970
Wilkeson	465	105	570
Unincorporated Urban Geography²			
Unincorporated Urban P.C.	174,965	60,000	234,965
McChord/Fort Lewis	29,300	1,000	30,300
Rural Geography			
Rural	173,392	3,600	176,992
P.C. Urban and Rural Geographies			
Total	805,397	209,680	1,014,972

¹ The 2008 estimates and 2030 allocation are for the 2008 municipal boundaries and urban service areas (USAs).
² Pierce County will further sub-allocate its urban unincorporated employment target to individual urban service/urban growth areas in consultation with the respective cities and towns.



1

Table 2. 2030 Housing Target ¹ by VISION 2040 Regional Geography			
Jurisdiction	Estimated '08 Housing Units (OFM)	'08 – '30 Housing Unit Growth	'30 Total Housing Unit Allocation
Metropolitan City Geography			
Tacoma	85,780	43,250	129,030
Core Cities Geography			
Auburn	3,244	390	3,634
Lakewood	25,904	8,380	34,284
Puyallup	15,631	6,980	22,611
Large Cities Geography			
Fife	3,767	690	4,457
University Place	13,448	5,250	18,698
Small Cities Geography			
Bonney Lake	5,828	2,670 2,776	8,498 8,604
Buckley	1,690	1,240	2,930
Carbonado	218	80	298
DuPont	3,191	2,100	5,291
Eatonville	943	410	1,353
Edgewood	3,803	2,200	6,003
Fircrest	2,811	540	3,351
Gig Harbor	3,301	2,130	5,431
Milton	2,539	240	2,779
Orting	2,241	880	3,121
Pacific	45	-	-
Roy	307	180	487
Ruston	365	390	775
South Prairie	161	420 54	284 215
Steilacoom	2,795	590	3,385
Sumner	3,973	1,770	5,743
Wilkeson	178	60-20	238-198
Unincorporated Urban Geography²			
Unincorporated Urban P.C.	71,563	28,000	99,563
McChord/Fort Lewis	4,710	300	5,010
Rural Geography			
Rural	65,447	7,910	73,360
P.C. Urban and Rural Geographies			
Total	323,883	116,750	440,588

2
3 ¹The 2008 estimates and 2030 allocation are for the 2008 municipal boundaries and urban service areas (USAs).

4 ² Pierce County will further sub-allocate its urban unincorporated employment target to individual urban
5 service/urban growth areas in consultation with the respective cities and towns.
6
7
8
9



Table 3. 2030 Total Employment Targets
by VISION 2040 Regional Geography

Jurisdiction	'08 Total Employment Estimate	'30 Total Employment Target	'08 – '30 Total Employment Growth ³
Metropolitan City Geography			
Tacoma	112,717	176,930	64,213
Core Cities Geography			
Auburn	628	834	206
Lakewood	29,051	38,336	9,285
Puyallup	25,267	34,267	9,000
Large Cities Geography			
Fife	15,011	19,300	4,289
University Place	6,593	9,593	3,000
Small Cities Geography			
Bonney Lake	4,307	5,448	1,141
Buckley	2,805	3,033	228
Carbonado	63	68	5
DuPont	3,158	9,078	5,920
Eatonville	901	2,335	1,434
Edgewood	1,664	3,094	1,430
Fircrest	1,427	1,544	117
Gig Harbor	8,351	9,954 10,189	1,603 1,838
Milton	1,893	2,337	444
Orting	1,170	2,370	1,200
Pacific	2,529	6,505 5,156	3,976 2,627
Roy	178	342	164
Ruston	222	494	272
South Prairie	84	307 140	223 56
Steilacoom	688	788	100
Sumner	10,828	20,135 21,484	9,307 10,656
Wilkeson	75	153 85	78 10
Unincorporated Urban Geography²			
Unincorporated Urban P.C.	49,325	65,893	16,568
Unincorporated Urban - JBLM	30,889	45,756	14,867
Rural Geography			
Rural	21,784	22,834	1,050
Total¹	331,608 (300,719 excluding JBLM)	481,728 (435,972 excluding JBLM)	150,120 (135,253 excluding JBLM)

1
2 ¹ Excluding JBLM: '08 Total Employment Estimate = 300,719; '30 Total Employment Target = 435,972, and; '08 –
3 '30 Total Employment Growth = 135,253.

4 ² Pierce County will further sub-allocate its urban unincorporated employment target to individual urban
5 service/urban growth areas in consultation with the respective cities and towns.

6 ³The total employment allocations should be reduced by 12.1 percent to account for mobile workers and work-at-
7 home employees for its commercial/industrial land needs analysis.



D

APPENDIX

Proposed Service Expansion and
Improvements: Scenarios B and C

Appendix D: Proposed Service Expansion Improvements for Scenarios B and C

Proposed Service Expansion & Improvements Scenario B: 0.8% Sales Tax Rate Scenario or 652,000 Annual Service Hours

IMPROVEMENT		SERVICE HOURS	COST ESTIMATE	NOTES/COMMENTS Only listed if changed from September 22, 2019 schedule
INCREASE FREQUENCY	Every local route to 30-minute daytime frequency (weekdays)	19,838	\$3,094,785	Routes 13, 62/63 (Express), 100, 212, 409, 501
	Six most productive local routes get 20-minute daytime frequency (weekdays)	22,166	\$3,457,939	Routes 41, 48, 52, 54, 57, 202
	Every trunk route to 15-minute daytime frequency (weekdays)	39,876	\$6,220,595	Routes 1, 2, 3, 4
INCREASE SPAN	Every local route runs until 10:00 pm (weekdays)	4,437	\$601,874	Routes 16, 28, 42, 45, 52, 54, 57, 100, 202, 206, 212, 400, 402, 409, 501
	Express Route 63 increases to all day, bi-directional service (Operates weekdays only)	7,849	\$1,408,111	Also improves to 30-minute headways
NEW ROUTES	Route 2 Bus Rapid Transit (Downtown-TCC-Lakewood)	TBD	\$9,120,000	Estimated capital costs only. Service hours need to be verified (i.e., depends on overlay or replacement).
	Unify/combine routes with similar profiles (e.g., 11+41, 52+55)		Would not incur additional costs if four existing routes merged into two	Also improve both new routes to 20-minute headways
NEW MOBILITY	Two zones for six vehicles in service at 3,000 hours per vehicle per year	18,000	\$2,808,000	Proposed zones: Ruston, Midland-Parkland-Spanaway
TOTALS		112,166	\$26,711,304	

Proposed Service Expansion & Improvements
Scenario C: 0.7% Sales Tax Rate Scenario or 571,000 Annual Service Hours

IMPROVEMENT		SERVICE HOURS	COST ESTIMATE	NOTES/COMMENTS Only listed if changed from September 22, 2019 schedule
INCREASE FREQUENCY	Every local route to 30-minute daytime frequency (weekdays)	19,838	\$3,094,785	Routes 13, 62/63 (Express), 100, 212, 409, 501
	Every local route runs until 10:00 pm (weekdays)	4,437	\$601,874	Routes 16, 28, 42, 45, 52, 54, 57, 100, 202, 206, 212, 400, 402, 409, 501
NEW ROUTES	Route 2 Bus Rapid Transit (Downtown-TCC-Lakewood)	TBD	\$9,120,000	Estimated capital costs only. Service hours need to be verified (i.e., depends on overlay or replacement).
	Unify/combine routes with similar profiles (e.g., 11+41, 52+55)		Would not incur additional costs if four existing routes merged into two	Also improve both new routes to 20-minute headways
NEW MOBILITY	One zone for three vehicles in service at 3,000 hours per vehicle per year	9,000	\$1,404,000	Proposed zone: Ruston
TOTALS		33,275	\$14,220,659	

E

Public Transportation Benefit Area
Explanation of Boundary Realignment

APPENDIX



Public Transportation Benefit Area Explanation of Boundary Realignment

In November 2011, the Pierce Transit Board of Commissioners passed a resolution authorizing the convening of a Public Transportation Improvement Conference (PTIC) for the purpose of "Evaluating the Need for Desirability of Revision to the Pierce County Public Transportation Benefit Area" (i.e., evaluating whether to revise the boundaries of Pierce Transit's service area). Conference membership was comprised of one elected official from each governmental jurisdiction within Pierce County, including the Pierce County Council. Each jurisdiction's representative was given the opportunity to withdraw their community from the PTBA at that time.

On March 8, 2012 the PTIC held a public hearing on the preliminary delineation (see figure 5-1) that was put forward on January 23, 2012. After hearing testimony from more than a dozen citizens the Conference convened a special meeting to deliberate the map. At the meeting the Conference unanimously passed a motion to approve the preliminary delineation (map) as put forward at the public hearing. The representatives from five cities – Bonney Lake, Buckley, DuPont, Orting and Sumner – voted to remove their city from the PTBA. The Pierce County representative also voted to remove a large portion of Unincorporated Pierce County.

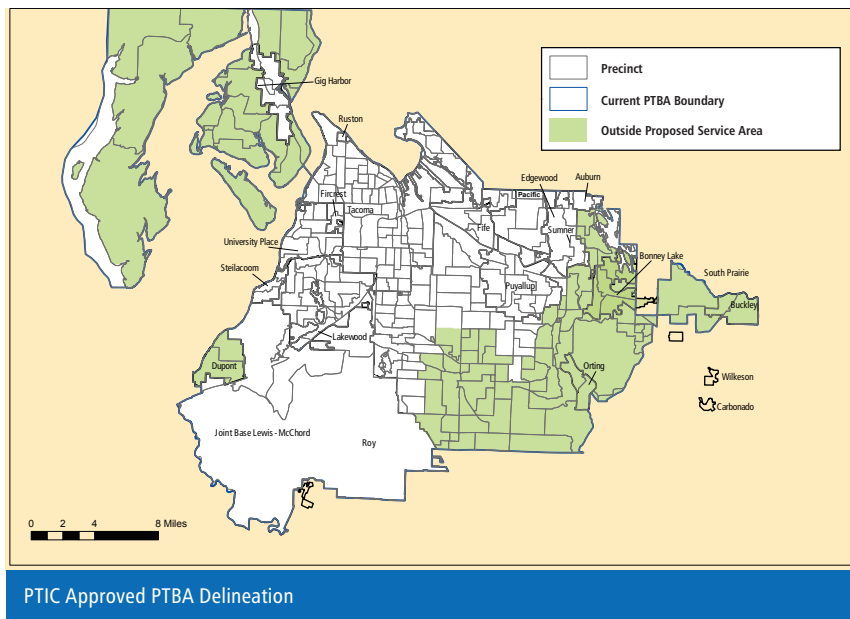
The Pierce County Council had 30 days from the passage of the approved delineation to object to the map as it passed the

Conference. April 9, 2012 was the County Council's deadline for objection; the County took no action and thereby the County's portion of the map was solidified as it passed the Conference.

Each city remaining in the Pierce Transit service area had 60 days from the passage of said map as a final opportunity to withdraw. That deadline was May 7, 2012; none of the 13 remaining jurisdictions

took action, and thus all remained in Pierce Transit's service area. The approved delineation (map) and the new composition of the Board of Commissioners became effective on May 8, 2012.

Taxing authority in the areas that were removed ended in October 2012. The financial impact to Pierce Transit in 2010 dollars was a loss of approximately \$7.5 million annually.



In 2016, Pierce Transit worked closely with state lawmakers on passage of a bill, HB 2427, requiring that any jurisdiction within a PTBA that would like to propose a change in participation (entering or leaving a transit district) advise the citizens of the county or city by means of an ordinance adopted by the legislative body of that city or county. This new process will increase transparency, encourage greater public participation and diminish the negative impacts of sudden changes to transit service and ridership.



Pierce County Ordinance No. 2017-24s
Modifying the Adopted Growth
Management Act Population, Housing Unit,
and Employment Targets for the Year 2030

APPENDIX



Findings of Fact

The Pierce County Council finds that:

1. The Growth Management Act (GMA) requires the County, and cities and towns within it, to plan for projected needs, based upon projected population growth, in the Land Use, Housing, Capital Facilities, and Transportation elements of a jurisdiction's Comprehensive Land Use Plan (RCW 36.70A.070).
2. VISION 2040 is the central Puget Sound region's multi-county planning policies.
3. Pierce County and its cities and towns' comprehensive plans are required to be consistent with VISION 2040.
4. The Pierce County Council finds that VISION 2040 requires Pierce County and its cities and towns to adopt housing unit and employment targets (Targets).
5. The Pierce County Council adopted the most recent GMA Targets through Ordinance No. 2011-36s.
6. The Puget Sound Regional Council (PSRC) reviews and certifies comprehensive plans for all counties, cities and towns within the Puget Sound region.
7. The PSRC has through its review of the GMA mandated 2015 Comprehensive Plan updates issued "conditional" certification for the five cities and towns originally categorized as a "Small City" under VISION 2040 regional geography for inconsistency between adopted 2030 Targets and local comprehensive plans. These cities and towns include: Bonney Lake, Gig Harbor, Pacific, South Prairie, and Wilkeson.
8. The PSRC will issue a "full" certification to these five jurisdictions if the adopted 2030 Targets are modified to rectify inconsistencies with the local comprehensive plan.
9. The PSRC suggested the cities work together with Pierce County to review adopted growth targets, including potential revisions to those targets to better align the cities' comprehensive plans while maintaining consistency with the VISION 2040 – Regional Growth Strategy.
10. The City of Bonney Lake has been reclassified as a "Large City" under VISION 2040 regional geography; however, its participation in this 2030 Target redistribution does not adversely affect the total growth adopted for the "Small City" geography.



- 1 11. The City of Sumner has the land capacity to accommodate additional employment
2 and has opted to participate in the redistribution of 2030 Targets.
3
- 4 12. The Pierce County Growth Management Coordinating Committee (GMCC)
5 established a subcommittee to identify issues stemming from "Small City" growth
6 targets through PSRC certification review.
7
- 8 13. The GMCC's "Small City" subcommittee met in July, August, and September 2016.
9
- 10 14. The jurisdictions participating in the subcommittee meetings agreed to the changes
11 to 2030 Targets as follows:
12
 - 13 • Sumner receiving 1,349 employment from Pacific;
 - 14 • Gig Harbor receiving 68 employment from Wilkeson and 167 employment from
15 South Prairie; and,
 - 16 • Bonney Lake receiving 40 housing units from Wilkeson and 66 housing units
17 from South Prairie.
18
- 19 15. The affected jurisdictions have also passed local legislative action confirming the
20 changes to their 2030 Targets.
21
- 22 16. The change to the individual jurisdictions 2030 Targets is a redistribution of growth
23 and does not change the total 2030 Target for Pierce County.
24
- 25 17. The PCRC recommended approval of the changes to the 2030 Targets at its
26 March 16, 2017, meeting.
27
- 28 18. The minor modifications to the growth targets are not subject to Planning
29 Commission review.
30
- 31 19. An environmental review was conducted pursuant to Chapter 43.21C RCW and a
32 Determination of Nonsignificance was issued on October 26, 2010, for Ordinance
33 No. 2011- 36s.
34
- 35 20. Modification of population, housing, and employment targets are covered under the
36 environmental review conducted for Ordinance No. 2011-36s.
37
- 38 21. The Community Development Committee of the County Council, after a properly
39 noticed public hearing, considered oral and written testimony and forwarded its
40 recommendation to the full Council.
41
- 42 22. The County Council held a public hearing on June 27, 2017, where oral and written
43 testimony was considered.



1 Sponsored by: Councilmembers Connie Ladenburg, Rick Talbert, and Derek Young
2 Requested by: County Executive/Planning and Public Works

3
4
5
6 **ORDINANCE NO. 2017-24s**
7

8
9 **An Ordinance of the Pierce County Council Modifying the Adopted Growth
10 Management Act Population, Housing Unit, and Employment
11 Targets for Select Cities and Towns for the Year 2030; and
12 Adopting Findings of Fact.**
13

14 **Whereas**, on July 1, 1990, the Growth Management Act (GMA) became effective
15 (Chapter 36.70A Revised Code of Washington); and
16

17 **Whereas**, GMA requires Pierce County Government (the County), and cities and
18 towns within Pierce County, to plan for projected needs, based upon projected
19 population growth, in the Land Use, Housing, Capital Facilities, and Transportation
20 elements of a jurisdiction's Comprehensive Plan (RCW 36.70A.070); and
21

22 **Whereas**, GMA requires the County to designate urban growth areas based
23 upon the urban growth management population projection made for the County by the
24 Office of Financial Management (OFM) (RCW 36.70A.110); and
25

26 **Whereas**, the Central Puget Sound Growth Management Hearings Board
27 (Board) is an administrative appeal board created by GMA. The Board has concluded
28 that the County has the authority to allocate population and employment to cities and
29 towns; and
30

31 **Whereas**, the Pierce County Council adopted Resolution No. R94-153 to allocate
32 2012 population projections to the cities, towns, and unincorporated areas of Pierce
33 County; and
34

35 **Whereas**, the Pierce County Council adopted Resolution No. R97-59 to allocate
36 2017 population projections to the cities, towns, and unincorporated areas of Pierce
37 County; and
38

39 **Whereas**, the Pierce County Council adopted Resolution No. R2000-173 to
40 update the 2017 population allocation for four jurisdictions; and
41



1 **Whereas**, the Pierce County Council adopted Ordinance No. 2003-104s to
2 allocate 2022 population projections to the cities, towns, and unincorporated areas of
3 Pierce County; and
4

5 **Whereas**, the Pierce County Council adopted Ordinance No. 2011-36s to adopt
6 2030 population, housing and employment targets (2030 Targets) for the cities, towns,
7 and unincorporated areas of Pierce County; and
8

9 **Whereas**, the GMA directs the Puget Sound region to adopt multi-county
10 planning policies; and
11

12 **Whereas**, the Puget Sound Regional Council (PSRC) membership is comprised
13 of central Puget Sound counties (King, Pierce, Snohomish, and Kitsap), and cities and
14 towns, ports, tribes, and transit agencies; and
15

16 **Whereas**, the PSRC is the regional authority to adopt multi-county planning
17 policies; and
18

19 **Whereas**, the PSRC adopted VISION 2040 at its May 2008 General Assembly
20 meeting; and
21

22 **Whereas**, VISION 2040 is the central Puget Sound region's multi-county
23 planning policies; and
24

25 **Whereas**, the County and its cities and towns must be consistent with VISION
26 2040; and
27

28 **Whereas**, VISION 2040's Regional Growth Strategy (RGS) categorizes
29 jurisdictions into one of six regional geographies; and
30

31 **Whereas**, VISION 2040's RGS identifies a growth share for population and
32 employment per regional geography; and
33

34 **Whereas**, the PSRC reviews and certifies comprehensive plans for all counties,
35 cities, and towns within the Puget Sound region; and
36

37 **Whereas**, the PSRC has through its review of the GMA-mandated 2015
38 Comprehensive Plan Updates issued "conditional" certification for five Pierce County
39 cities; and
40



1 **Whereas**, the PSRC’s “conditional” certification for these cities was based on
2 inconsistency with adopted 2030 population, housing, or employment targets; and
3

4 **Whereas**, the PSRC suggested the cities work together with Pierce County to
5 review adopted growth targets, including potential revisions to those targets to better
6 align the cities’ comprehensive plans while maintaining consistency with the RGS; and
7

8 **Whereas**, the affected cities and towns met in July, August, and September
9 2016, to discuss and recommend modification to the 2030 Targets to gain “full”
10 certification from the PSRC; and
11

12 **Whereas**, all of these impacted cities have passed local legislative actions
13 confirming these modifications to their respective 2030 Targets; and
14

15 **Whereas**, the Pierce County Regional Council (PCRC) is a multi-jurisdictional
16 group comprised of elected officials who represent the County and its cities and towns;
17 and
18

19 **Whereas**, the Pierce County Growth Management Coordinating Committee
20 (GMCC) is a technical subcommittee to the PCRC, and the GMCC includes staff
21 representatives from the County and its cities and towns; and
22

23 **Whereas**, a proposal to modify the 2030 Targets were presented to the GMCC
24 by the group of affected cities and towns; and
25

26 **Whereas**, the GMCC made its recommendation to the PCRC at its
27 September 22, 2016, meeting to modify the 2030 Targets; and
28

29 **Whereas**, at its March 16, 2017, meeting, the PCRC, based upon the
30 recommendation from the GMCC and its own discussion, recommended the proposed
31 modifications to the 2030 Targets as shown in attached Exhibit A.; and
32

33 **Whereas**, after a properly noticed public hearing, the Community Development
34 Committee of the County Council considered oral and written testimony at its June 19,
35 2017, meeting and forwarded its recommendation to the full Council; and
36

37 **Whereas**, the County Council held a public hearing on June 27, 2017, where oral
38 and written testimony was considered; **Now Therefore**,

39
40 **BE IT ORDAINED by the Council of Pierce County:**
41



1 Section 1. The adopted Pierce County population, housing unit, and employment
2 targets for GMA planning purposes for the year 2030 are hereby modified as shown in
3 Exhibit A, which is attached hereto and incorporated herein.

4
5 Section 2. Findings of Fact are hereby adopted as shown in Exhibit B, which is
6 attached hereto and incorporated herein

7
8 PASSED this 2nd day of June, 2017.

9
10 ATTEST:

PIERCE COUNTY COUNCIL

Pierce County, Washington

11
12
13 Denise D. Johnson

14
15 **Denise D. Johnson**
16 Clerk of the Council

Douglas G. Richardson

17
18 **Douglas G. Richardson**
19 Council Chair

Bruce F. Dammeier

20 **Bruce F. Dammeier**

Pierce County Executive

21
22 Approved Vetoed _____, this
23 30th day of June,
24 2017.

25
26 Date of Publication of

27 Notice of Public Hearing: June 7, 2017

28
29 Effective Date of Ordinance: July 10, 2017



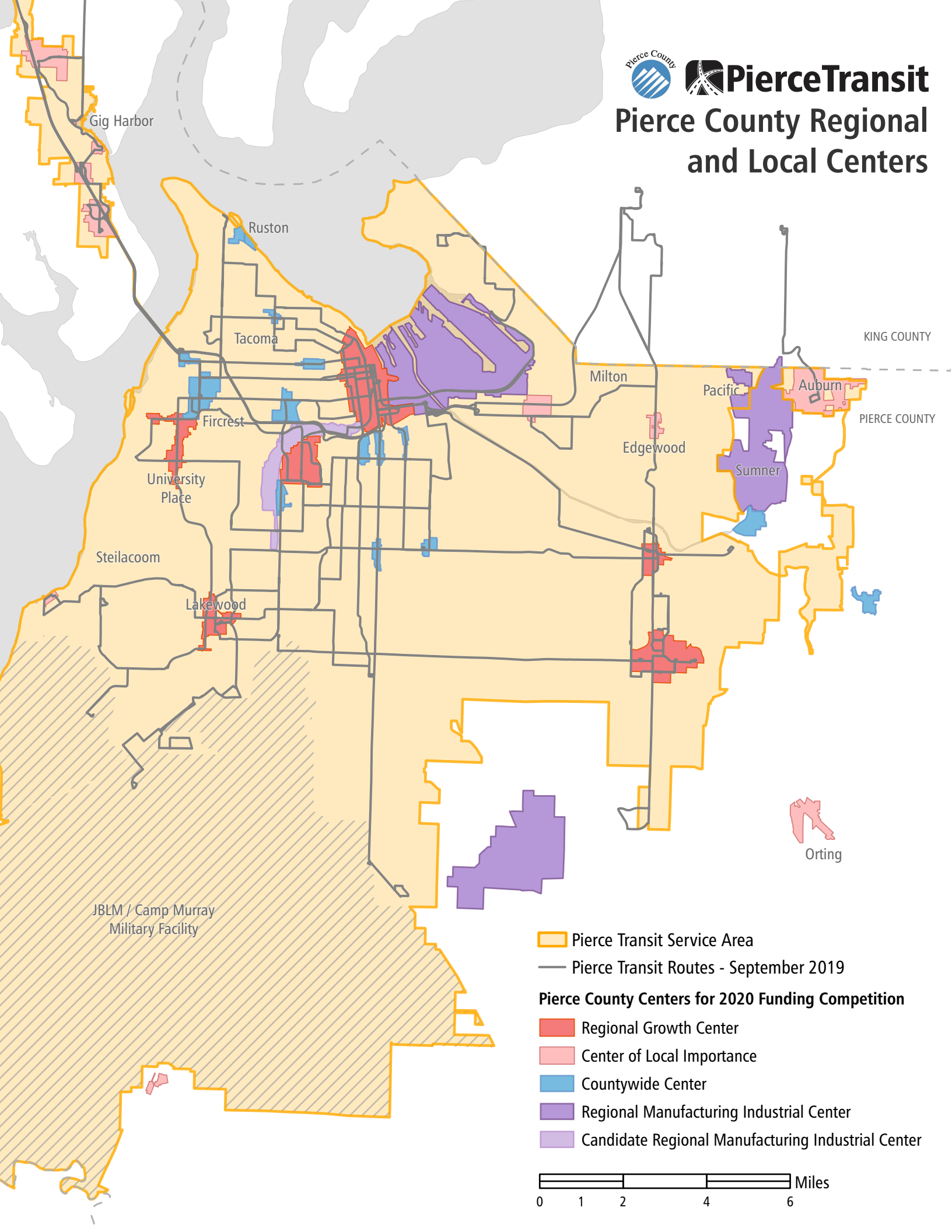
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APPENDIX

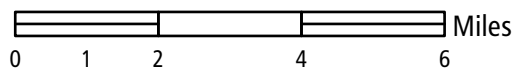
Pierce County Regional and
Local Centers Map

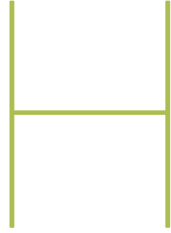


Pierce Transit Pierce County Regional and Local Centers



- Pierce Transit Service Area
- Pierce Transit Routes - September 2019
- Pierce County Centers for 2020 Funding Competition**
- Regional Growth Center
- Center of Local Importance
- Countywide Center
- Regional Manufacturing Industrial Center
- Candidate Regional Manufacturing Industrial Center





APPENDIX

Pierce Transit Executive Order No. 1 —
Establishing a Commitment to Utilize
Green Technologies and Strategies

PIERCE TRANSIT

EXECUTIVE ORDER No. 1

ESTABLISHING A COMMITMENT TO UTILIZE GREEN TECHNOLOGIES AND STRATEGIES

Background

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

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

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

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

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

By seeking more efficient alternatives to existing practices, sustainability programs often lead to cost savings over time.

This Executive Order will reinforce the Agency's environmental commitment and responsibility, and will set the framework for a more ambitious, comprehensive approach for addressing sustainability throughout the Agency.

Order

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

Section 1

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

Section 2

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

Petroleum Conservation and Renewable Fuel/Energy

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

Commit to 20% electrification of revenue fleet by 2030.

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

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

Enhance commute trip reduction efforts.

Support workplace and public electric vehicle charging at PT facilities.

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

Energy Efficiency

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

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

Water Conservation

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

Toxics Reduction

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

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

Procurement

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

Pollution Prevention, Re-Use, and Recycling

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

Building and Facility Performance (Green Design/Green Building)

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

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

Land Use

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

Section 3

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

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

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

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

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

Section 4

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

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

- Identify necessary funds within the specific program's existing budget.
- Work across departments and with the Finance Department to identify appropriate sources of funding within other programs contained in the Agency's existing overall budget.
- Work with the Finance Department to assess cost-effectiveness of expenditures by identifying future cost savings.
- Include specific funding requests if necessary as part of the annual Agency budget development cycle.



Sue Dreier,
Chief Executive Officer

On this 1st day of August, 2018

Pierce Transit Proposed
Maintenance and Operations Base
(MOBI) Master Facilities Plan

APPENDIX





EXISTING SITE PLAN

BUILDING LEGEND

- B1 Building 1 - Vehicle Maintenance
- B2 Building 2 - Bus Wash & Facilities Maint.
- B2a Building 2a - Temporary Storage Building
- B3 Building 3 - Fuel and Fare Collection
- B4 Building 4 - Admin/Operations
- B5 Building 5 - Admin/Training
- B6 Building 6 - Vanpool
- B7 Building 7 - Screaming Eagle Storage
- B8 Building 8 - Former County Warehouse - Storage

PARKING LEGEND

- RF Revenue/Fleet
- NR Non-revenue
- V Visitor
- E Employee

NOTE: THIS EXHIBIT IS FOR QUALITATIVE COMPARISON PURPOSES ONLY.



PROPOSED SITE PLAN

BUILDING LEGEND

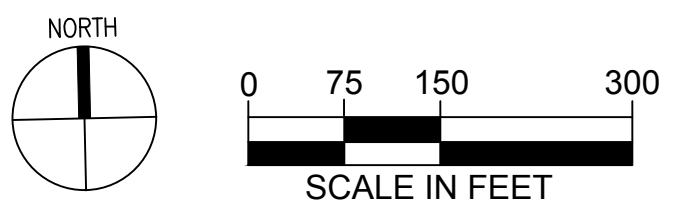
- B1 Building 1 - Vehicle Maintenance
- B4 Building 4 - Admin/Operations
- B5 Building 5 - Admin/Training
- B6 Building 6 - Vanpool
- WB West Base Building
- FW Fuel and Wash Building

PARKING LEGEND

- RF Revenue/Fleet
- NR Non-revenue
- V Visitor
- E Employee

PROPOSED IMPROVEMENTS

- Main Base (01/2022)**
Reconfiguration of bus parking and gated entries
- North Lot, New Fuel and Wash (11/2020)**
Reconfigured employee, shuttle, and non-revenue parking; new fuel and wash facility
- South Base (10/2019)**
Parking lot expansion
- West Base (06/2020)**
New building, ramp, and parking lots
- Building 1 (06/2020)**
Building expansion and remodel



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No.	DATE	BY	CHD	REVISION



HUITT-ZOLIARS
 Huitt-Zoliars, Inc. Seattle
 818 Stewart Street, Suite 1120
 Seattle, Washington, 98101
 Phone (206) 324-5500 Fax (206) 328-1880

LINE IS 'A' AT FULL SCALE	DESIGNED BY:	ISSUE DATE:
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		ER309309-EX_COND_PROP_COND.DWG

**PIERCE TRANSIT MOBI
 MASTER FACILITIES PLAN**

**EXISTING AND PROPOSED
 SITE PLANS**



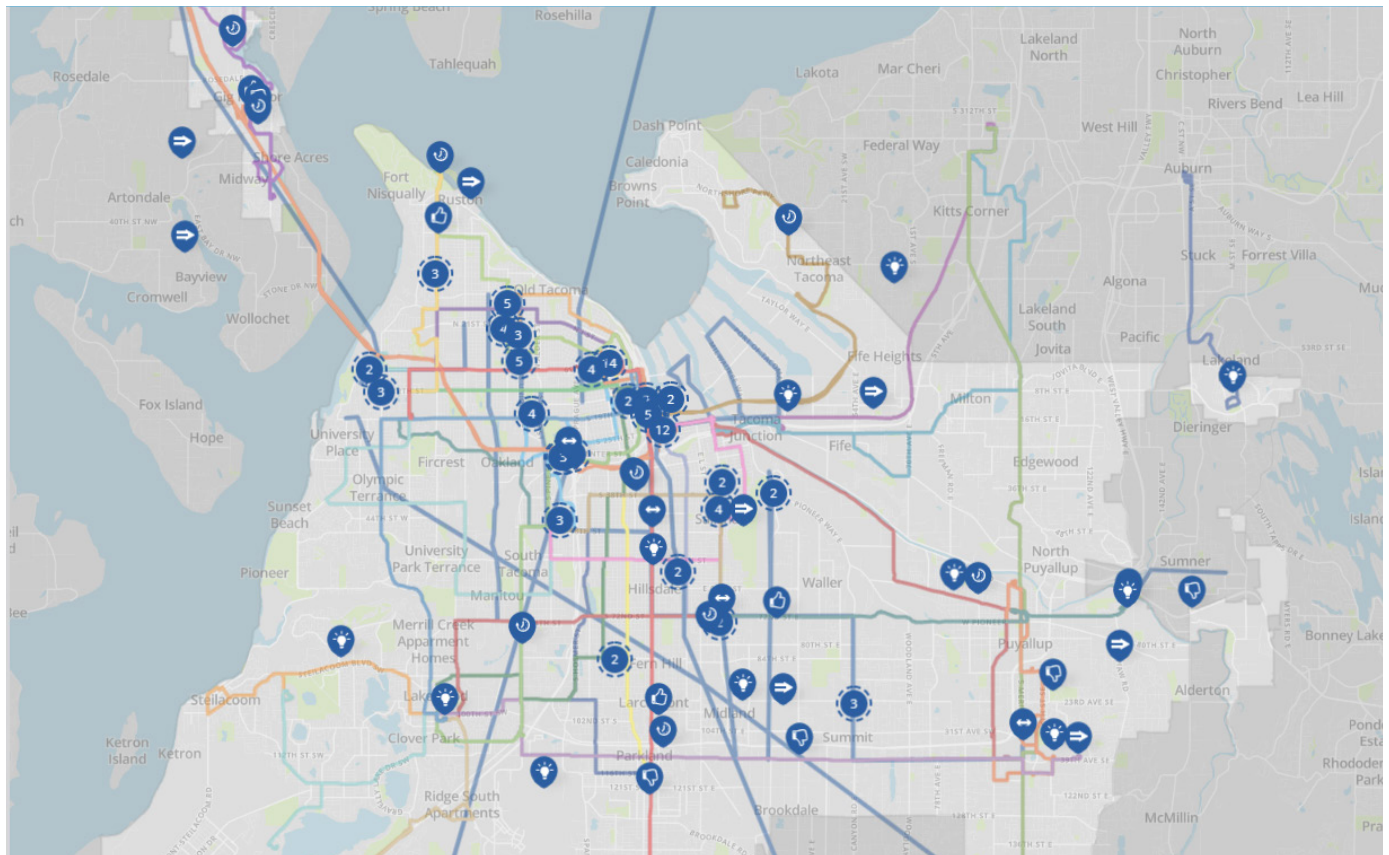
Public and Stakeholder
Comments Received

APPENDIX



Online Survey and Participatory Mapping through Social Pinpoint

In an effort to make input to this plan update more widely accessible, Pierce Transit set up an online survey and a participatory mapping exercise through Social Pinpoint. These tools allowed the community to respond to Pierce Transit's existing system and highlight strengths or offer suggestions for changes.



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

Social Pinpoint by the Numbers

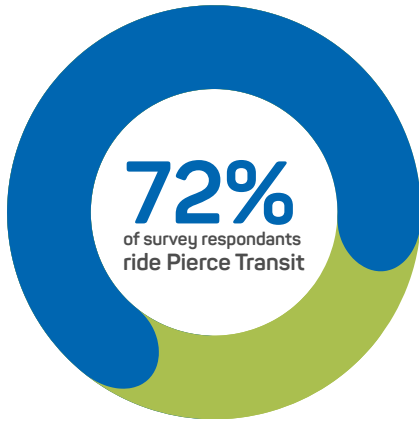
2283
Unique Users

163
Comments
on the Map

125
Stakeholders
Responded

37
Survey
Responses

What we heard from online survey comments



HOW CAN TRANSIT WORK BETTER FOR YOU?	
MORE FREQUENT SERVICE	63.9%
NEW ROUTES/MORE DIRECT ACCESS TO CERTAIN LOCATIONS	61.1%
LATE NIGHT SERVICE	41.7%
MORE SERVICE ON WEEKENDS	30.6%
EASIER TO WALK/BIKE TO THE BUS	11.1%

MORE FREQUENT SERVICE

"Add more frequency to all routes during peak periods, especially routes to/ from TDS (Tacoma Dome Station) to feed the future light rail, Amtrak, Express bus and Sounder so people don't have to drive their cars to TDS."

"Run all buses later and more frequently (10 min peak), 20-30 min off peak so people can more easily ride transit as an alternative to driving"

"ALL major routes should run at minimum every 15 minutes, NO ROUTE should run less than every 30 minutes during peak times. Buses that routinely only run once an hour are not efficient and useful transportation."

"I don't like the 11 only runs ever hour, stops running at 6 and takes more than an hour."

"Longer hours and more frequency if possible for 100"

"The 100 bus is not heavily used, but I think this is because hourly service is just not often enough to make it work for most people. I think our community would be better served by at least half hour service, even if this was a smaller bus to start with."

"Bus is not frequent or reliable enough to ride. Also, the route could be much more direct to downtown."

NEW ROUTES/MORE DIRECT ACCESS TO CERTAIN LOCATIONS

"Tacoma needs more north south routes to connect mixed use centers."

"Better services in Gig Harbor would be fantastic"right now, I live an hour's walk from the nearest bus station. I'd love to use the bus more frequently, but between the distance and 100's hourly schedule, I can rarely make it work."

"I wish we had bus access along Ruston Way that 1) connects Old Town to Pt. Ruston, 2) allows for greater enjoyment of recreation, 3) provides carless access to waterfront businesses."

"I would like to take the bus to work and appointments and weekend events. But from my house (10 minutes from downtown) it is nearly a 60 minute bus ride on the 11. Even the most devoted transit advocate has a hard time making that worth it."

"North-South routes needed! Line would connect Proctor, UPS, shopping district in Central with connect to Tacoma Mall. Need for North-South routes was brought up at Central Neighborhood Council meeting."

"It would be nice if all parks had a transit stop within a couple of blocks."

LATE NIGHT SERVICE

"I work in restaurants and I need later bus routes. The latest buses are 10:00 PM. The buses used to run later and I really need later bus routes - so does everyone else."

"Many opportunities would open up for lower income individuals if the bus services were to be expanded since many cannot afford a car or its upkeep. Expanding services into late night/early morning would allow those individuals to maintain a job with unusual hours."

"Buses probably should run until later at night"

"Add frequent late night service to 6th Avenue (At least till midnight)"

"It would be great if the 11 and 16 lines could run into the evenings later, especially on weekends. I suspect many folks in the north end would take the bus downtown or to stadium for the evening if they could get back closer to 9 or 10pm."

EARLY MORNINGS

"The 100 should start much earlier in the day and run more frequently"

"More direct service to the Tacoma Mall Transit Center with earlier operating hours would improve my ridership."

MORE SERVICE ON WEEKENDS

"In addition to adding more frequent weekday trips, can we start weekend service?"

"Lucky 13 bus is unlucky on the weekend's which doesn't make sense to connect the Eastside to Foss waterfront to The Social Bar and Grill on Dock Ave which is the one of the best places to go Day or night and on the weekend's year round. The 13 bus should run later during the week as well as the weekend's."

EASIER TO WALK/BIKE TO THE BUS

"As a bike commuter that commutes from Tacoma to Puyallup (Pierce College), I'd love to see more bike lanes going East-West. Park Ave and McKinley offer nice North-South options but all of the East-West options are quite heavily trafficked and dangerous without bike lanes (112th, 104th). I'd also love to see Pipeline Trail continue to expand beyond City of Tacoma limits!"

BETTER CONNECTIONS

"I would love to see greater alignment for routes that connect with Sound Transit services/schedules. I currently ride the 42 to transfer to the Sounder, but the 42 schedule doesn't align well with the Sounder schedule."

"Focus Route 400 service outside of Sounder Commuter hours in case passengers miss the train"

"There are two bus routes that meet the Vashon ferry. Many times those buses leave right before the ferry passengers arrive. If you could time the buses to the ferry schedule and wait an extra minute or two if necessary that would make these routes great connecting services!"

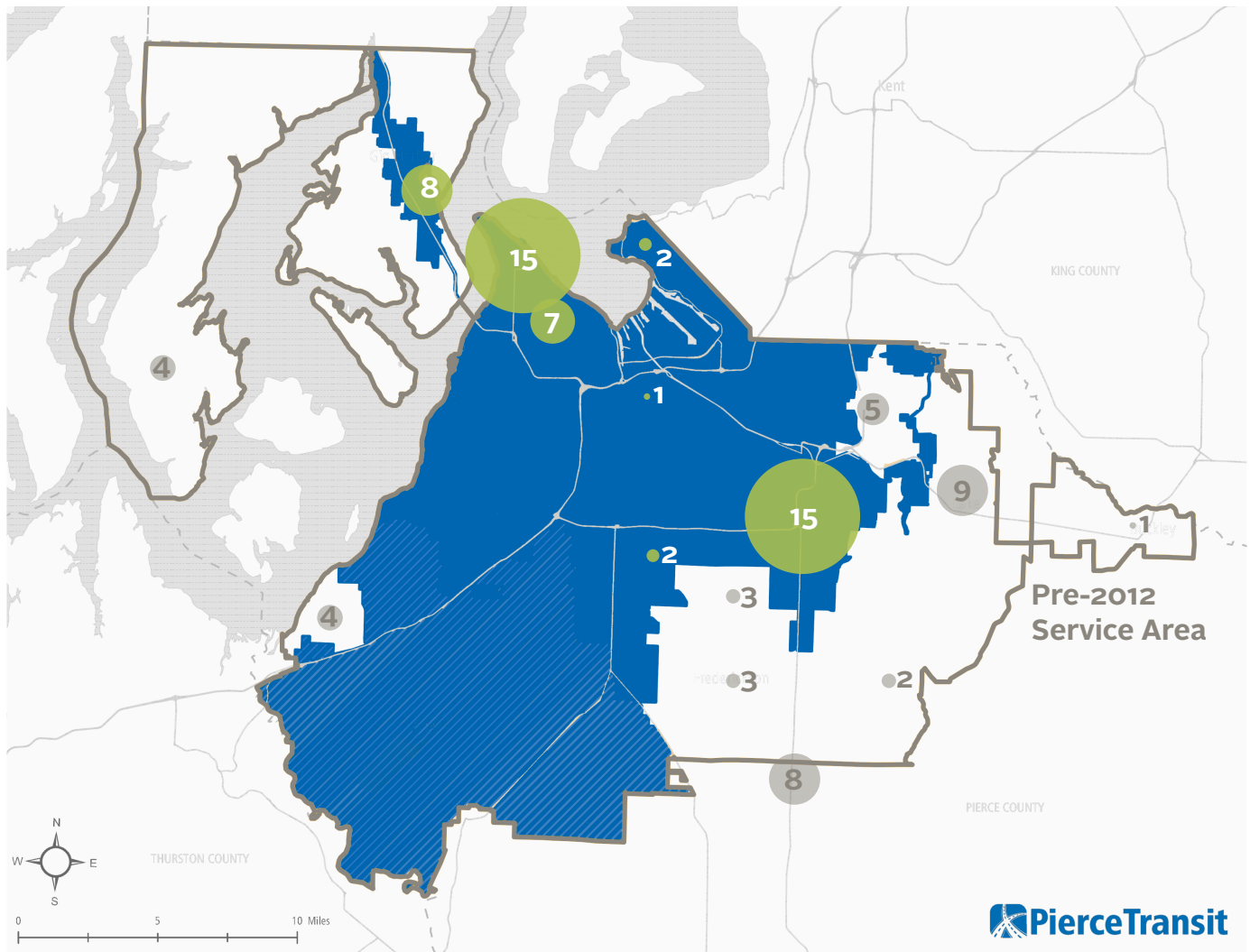
"Allow time for connecting routes. Since the schedule changed in Sept if taking route 1 you always miss the connecting 4 and end up having to wait almost 30 minutes for the next one."

ACCESSIBILITY CONSIDERATIONS

"A low-income fare option for my neighbors with limited income would mean that more people would be able to use Pierce Transit."

"Provide some form of language translation device for coaches that allow real-time translation from multiple languages to English and back. I believe that LEP riders/residents may be intimidated by not being able to speak or read English therefore relying on family/friends for rides to appointments and such. This is not for any particular route although analysis of service area would be beneficial."

SPECIFIC LOCATIONS PEOPLE WOULD LIKE PIERCE TRANSIT TO SERVE AGAIN OR SERVE BETTER



WITHIN THE CURRENT SERVICE AREA

- 15 Point Ruston/Point Defiance Zoo/Waterfront
- 15 Puyallup/South Hill/Sunrise
- 8 Gig Harbor
- 7 North Central Tacoma (Proctor)
- 2 Northeast Tacoma
- 2 Portland Avenue/Midland
- 1 East Tacoma/Salishan

RESUMED SERVICE REQUESTED

- 9 Bonney Lake
- 8 Graham
- 5 Sumner
- 4 DuPont
- 4 Key Peninsula
- 3 Canyon Road
- 3 Frederickson
- 2 Orting
- 1 Buckley

OFF THE MAP and outside of Pierce Transit's service area

- 3 Eatonville
- 2 Bethel
- 2 Roy
- 1 Southern part of Unincorporated Pierce County
- 1 Yelm

J

APPENDIX

This space is reserved for letters from local agency planning partners and other stakeholders. The letters are forthcoming and Pierce Transit will include them in the next iteration of this document, in May and June 2020.

Duane Wakan, Senior Planner
Pierce Transit
3701 96th Street Southwest
Lakewood, WA 98499

Subject: Pierce Transit Destination 2040 update

To Mr. Wakan and the Pierce Transit Planning Department:

As the rider-advisory group for Pierce Transit, we of the Community Transportation Advisory Group (CTAG) would like to offer the following thoughts and suggestions to the draft Pierce Transit's Destination 2040 Long Range Plan (LRP) update.

By 2040, Pierce County is expected to hold well over one million people. Public transit is a vital tool that the County needs to invest in and make better use of to handle this population while ensuring advances in climate action, mobility and access, economic equity, and social justice. To ensure sustainable growth, none of the municipalities within the Public Transportation Benefit District (PTBA) will be able to rely on a predominantly automobile-centric development pattern in use through the 21st century. Transit riders and stakeholders want to see a positive and forward-moving course of action to facilitate social transportation, local/regional travel, & commutes - without driving alone.

A growing number of households in the County pay more than 45% of their income for housing and transportation combined. Residents need more options for affordable housing near amenities and to affordable transportation to maintain financial stability and invest in their respective futures. Transit offers families and individuals the ability to become single- or no-car households, saving thousands of dollars per year in vehicle ownership costs while reducing the impact on public infrastructures such as roads and parking structures.

CTAG's primary purpose is to act as a forum for transit users within the PTBA. Most riders and/or members of the public do not possess the technical expertise and skill to respond to a plan of this type, scale, magnitude, or effect. CTAG members are familiar with how policies, plans, and actions within the LRP shall be carried out. We suggest that in LRP final iterations

include not only the requisite graphs, charts, and images, but use infographics to simplify concepts presented. This helps communicate the plan to a wider audience.

Those with mobility issues require a reliable and supportive method to develop and maintain their own independence. Pierce Transit can provide this support in the following ways:

- Maintaining a distinctive grid system where routes follow predictable paths, without sudden or inexplicable turns.
- Signs and maps at stops indicating which stops comes next if they are not immediately clear.
- In addition to Travel Training, offer a Bus Buddies program, consisting of staff or volunteers, who teach and demonstrate rider etiquette, key travel habits, and comfort with transit utilization.

To enhance system access, we specifically recommend the change of the terminus for Route 2 in Tacoma from the current Commerce Street Transit Area to the Tacoma Dome Station. This would allow riders to seamlessly transfer between route 2 and routes continuing north to Federal Way, SeaTac Airport, downtown Seattle, and the University of Washington. It would also provide a quick transfer to the Sounder Train at Freighthouse Square. This reroute would save riders, especially those with mobility challenges, a significant amount of time and effort because they could directly transfer at the Tacoma Dome Station instead of backtracking to the Commerce Street Transit Area.

Lastly, we support a multi-pronged approach for additional policy and operational improvements to engage ridership and induce following regional best practices:

- Customer Information
 - Develop a long-range marketing plan to encourage ridership for the future and pair with other groups to help approach different micro-cultures that may not have experience or access to public transit
 - Standardize information relayed to ridership User Interface mobile applications
 - Improve quality of audio announcements on buses
 - Specify location of bus stops in audio announcements
 - The overhead announcement “Connections to other routes” does not describe which routes, which leads to new and experienced rider confusion

- Optimize use of internal reader board to describe the next stop, connecting routes, or nearby attractions
- Fare Equity
 - Offer fare-free service starting with low-performing routes to encourage ridership and transition to system-wide within 6 years of program start
- Frequency
 - Equitably address rural, suburban, and urban concerns for transportation
- Legal & LEAN
 - Approach the State Legislature to diversify the funding source for public transit
 - Work with the State to more specifically promote and encourage alternative transportation methods among the resident and tourist/visitor populations
 - Closely follow international transit/mobility trends and innovations, and implement where feasible

We sincerely appreciate the opportunity to have our voices included and the opportunity to work closely with the Pierce Transit staff on previous and future projects.

Sincerely,

The Community Transportation Advisory Group



May 14, 2020

Sue Dreier, CEO
Pierce Transit
3701 96th St. SW
Lakewood, WA 98499

Subject: Destination 2040 Long Range Plan Update

Dear Ms. Dreier:

Thank you for the opportunity to review the Destination 2040 Long Range Plan Update. We understand that this is a supplement to the existing Plan rather than a full update, primarily intended to analyze the effects of raising the Pierce Transit sales tax rate from the current 0.6% to 0.9% within the existing Service Area. We are impressed by the service increases that would be realized if a tax increase is approved by voters. We are particularly supportive of the frequency improvements proposed in the unincorporated area, including Routes 1, 4, 45, 55 and 402.

We continue to partner with Pierce Transit on the SR 7 Bus Rapid Transit (BRT) project and are excited for revenue service to start in 2023. This service will allow for increased mobility in the higher density mixed-use development areas that we are planning in the SR 7 Corridor and the Centers that are connected by the route. We are also supportive of the future proposed BRT routes on SR 161 and 112th Street, as shown by proposed BRT Routes 4 and 5 in Figure 7-4. Thank you for the recognition of our Community Plans and urban development concepts within the document.

We appreciate that your staff revised previous drafts of the document in response to our verbal and E-mail comments over the past two months, which are now reflected in the April 10, 2020 version. Notably, we appreciate revisions on Page 45 that recognize the demographic diversity in the County, the addition of the speed and reliability discussion at the bottom of page 85, and clarification of the revenue figures on Page 88.

While not addressed in the document, we continue to be very supportive of expansion of the Service Area to include more of the Urban Unincorporated Area including the Frederickson Regional Manufacturing Center and the entirety of the 176th Street East corridor, which is planned for high-density residential and mixed land uses. The lack of transit service in these areas hampers the mobility of our residents and workers. Many of us in the industry were not aware of the decisions being made that led to the 2012 reduction of the Service Area and see it as step backwards in the development of our transportation system. There are very few retail services in the area where the boundary was retracted, so most residents in that area are likely paying the higher sales tax rate inside the service area for most of their purchases. We advocate for continued discussion between Pierce Transit, Pierce County about expansion of the Service Area. We request that the next comprehensive update of your

Sue Dreier
May 14, 2020
Page 2

Long Range Plan include analysis of an expansion, unless an expansion to include Frederickson precedes the update of the Plan.

Thank you again for the opportunity to review and comment on Destination 2040. We look forward to our agencies' continued partnership in transit planning and implementation. Any questions about this letter can be directed to Shawn Phelps, Senior Transportation Planner, at 253.798.3552, shawn.phelps@piercecountywa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Dennis Hanberg".

Dennis Hanberg, Director
Pierce County Planning & Public Works



June 3, 2020

Darin L. Stavish, Principal Planner
Pierce Transit
3701 96th St. SW
Lakewood, WA 98499

RE: Comments on Pierce Transit *Destination 2040* Long Range Plan Update

Dear Mr. Stavish:

Thank you for providing briefings to the Planning Commission in November 2019 and March 2020 on Pierce Transit's *Destination 2040* Long Range Plan Update (LRPU). Also, given the extraordinary situation regarding the COVID-19 pandemic, thank you to Pierce Transit for extending the public comment period into June 2020.

The Planning Commission is charged by the City Charter with ensuring plan consistency with *One Tacoma*, the City's Comprehensive Plan. It is the duty of the Commission to review planned regional transit improvements, such as the Sound Transit Long Range Plan Update the Commission reviewed in 2016 and currently the LRPU project, to ensure they are consistent with, and help realize, relevant goals and policies of the *One Tacoma* plan.

To ensure a coordinated approach to service provision, the *One Tacoma* plan includes policies to guide joint planning, setting of level of service standards, concurrency, and the integration of land use and transportation planning. From the Planning Commission's perspective, this integration of City-Transit Agency long-range plans is necessary to ensure the long-term health and welfare of our community and to bring our community's aspirations to fruition.

Based on our review of the LRPU, we offer the following comments for Pierce Transit consideration in finalizing the Plan:

1. One Tacoma Plan Consistency.

The Planning Commission concludes that the LRPU broadly fulfills and is consistent with multiple policies outlined in the following elements of the *One Tacoma* plan:

- ❖ Urban Form
- ❖ Design + Development
- ❖ Economic Development
- ❖ Housing
- ❖ Transportation

Please see [Attachment A](#) for a reference of pertinent policies from the *One Tacoma* plan.

2. System Network Prioritization.

The Commission concurs with the prioritization of span, frequency, and accessibility over new routing, with some exceptions (see below re: Underserved Areas and Priority Corridors). To

support increased transit use within our growing community we suggest that Pierce Transit consider service improvements to make transit ridership the preferred option for our residents. This could include: 1) expanding hours of operation on all routes, 2) increasing frequency on current fixed routes to attract demand and support one-or-zero car households, 3) reducing financial barriers to riding, and 4) providing additional shelters for existing transit lines.

3. Equitable Access.

The Planning Commission supports efforts to reduce fares and to improve equitable access to transit and suggests that Pierce Transit consider joining Sound Transit, King County Metro, and Community Transit in participating in the ORCA Lift low-income fare program or other targeted fare reduction efforts.

4. Reliability and Comfort.

To improve reliability and convenience, the Commission asks that Pierce Transit consider BRT-like improvements on all high frequency transit routes (20-minute service or better), such as off-coach fare collection, additional shelters and improved weatherization, high capacity buses with multiple loading doors, improved lighting, level boarding, signalization, and pedestrian accessibility improvements.

5. Frequent Transit Network (FTN).

The Commission broadly supports the creation of a Frequent Transit Network (FTN). The Pierce Transit Vision Scenario should identify a set of routes with 20 minute or better frequency that will compose the Frequent Transit Network (FTN) with a focus on establishing routes that are 1) *direct*, 2) *productive*, and 3) offering opportunities for *future density* or *future connections* to regional light rail service. The City of Tacoma is the designated Metropolitan Center of Pierce County and as such, the Pierce Transit Vision Scenario should explicitly focus the first tier of the High Frequency Network within the City, followed by expansion of the network to surrounding communities, with a plan to phase in the network over time in response to latent demand.

6. Multiple Route Options.

Within Mixed-use Centers and Regional Growth Centers, we encourage Pierce Transit to provide multiple route options that expand the range of destinations accessible from the Centers.

7. Standardizing Routes and Operations.

Standardizing Pierce Transit route service levels and practices would better support planning coordination with the City of Tacoma.

8. Underserved Areas and Priority Corridors.

We encourage Pierce Transit to include the following corridors for expanded study and joint planning. Please see [Attachment B](#) for specific summary and recommendations.

- ❖ South 19th Street
- ❖ Portland Avenue
- ❖ Tacoma Avenue
- ❖ Downtown Tacoma to Lakewood
- ❖ Point Ruston
- ❖ Proctor to Tacoma Mall

9. Concurrence between Long Range Plans

The Commission recommends a stronger commitment to concurrency between the Pierce Transit Vision Scenario and the *One Tacoma* plan, the Tacoma Mall Neighborhood Subarea Plan, the adopted Puget Sound Regional Council (PSRC) Transportation Plan, and Sound Transit 3 (ST3) in both planning and future implementation.

10. Active Partnership and Collaboration

The City of Tacoma and Pierce Transit have a long history of joint planning and collaboration and we encourage this ongoing partnership to implement the LRPU and continuously improve transit services for the people of Tacoma and Pierce County.

Thank you for the opportunity to comment. If you have any questions, please contact Principal Planner, Stephen Atkinson, Planning and Development Services Department, at (253) 905-4146 or satkinson@cityoftacoma.org.

Sincerely,



Anna Petersen
Chair of Planning Commission
(Representing "Environmental Community")



Chris Karnes
Member of Planning Commission
(Representing "Public Transportation")

c: Victoria Woodards, Mayor of the City of Tacoma and Chair of Pierce Transit Board
Members of the Tacoma City Council
Elizabeth Pauli, Tacoma City Manager
Tacoma Planning Commission
Tacoma Transportation Commission

Attached:

Appendix A: City of Tacoma - Comprehensive Plan Policy References
Appendix B: Underserved Areas and Priority Corridors

Appendix A

City of Tacoma – Comprehensive Plan Policy References

Reference:

https://www.cityoftacoma.org/government/city_departments/planning_and_development_services/planning_services/one_tacoma_comprehensive_plan

❖ Public Facilities and Services

- Policy PFS-1.4: Adopt by reference the capital facilities plans of the following providers of public facilities and services in Tacoma.
 - Parks: Metropolitan Park District
 - Schools: Tacoma School District
 - Transportation: Pierce Transit, Sound Transit and Washington State Department of Transportation
- Policy PFS-5.6: Use capital facility improvements within mixed-use centers to enhance and revitalize these areas, support compact development and encourage transit use.

❖ Housing

- Policy H-1.6: Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of special populations, to include older adults, and people with disabilities, and permanent, supportive housing for homeless individuals, especially in centers and other places which are in close proximity to services and transit.
- Policy H-3.3: Promote transit supportive densities along designated corridors that connect centers, including duplex, triplex, cottage housing, and townhouses.
- Policy H-4.4: Facilitate the expansion of a variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, Downtown Tacoma, manufacturing/industrial centers, and other employment areas.

❖ Downtown

- Policy 2.3D.D: In neighborhoods adjacent to Downtown, parking should be coordinated with programs available in the downtown, including a transit pass program.
- Policy 2.3G.A: In collaboration with Pierce Transit and Sound Transit design transit stops and intermodal connections integrated with the public realm, providing gathering spaces and an improved end-to-end transit experience.
- Policy 2.3G.B: Work with Pierce Transit and other transit providers to ensure ride quality on public transit. New vehicles should be of modern design, clean, and universally accessible.
- Policy 2.3G.C: Transportation planning should be coordinated with land use decisions, with transit supportive land uses located near to major transit hubs.
- See also corridors in Downtown Tacoma: Planning for Transit Priority (p. DT-82)

❖ **Transportation**

- Policy T-1.4: Partner with Transit - Integrate land use and transportation planning, promote transit-oriented or transit-supportive development (TOD) and multimodal transit access, and ultimately improve the reliability, availability, and convenience of bus, streetcar, and light rail transit options for all users and modes through partnerships with public transit agencies, local and regional government, and other regional agencies to leverage resources.
- Policy T-3.2: Green Hierarchy - Elevate active travelers and public transit riders in the planning and design of streets using the Green Transportation Hierarchy
- Policy T-3.4: System Completeness - The City will build the transportation system, as defined in the most current project list in Appendix B of the TMP, at a rate equal or ahead of the pace of development during the planning horizon. This system completeness LOS standard is measured against the proportion of the transportation network that is constructed, and will be accompanied by performance measures that track the transportation system's progress toward meeting the policy goals set forth in this document. Sample Performance Measures (for transit):
 - Presence of amenities at highly-utilized transit stops
 - Transit route speed and reliability
 - Provision of transit-accommodating treatments along major routes
 - Transit service frequency and headways
- Policy T-3.12: Transit Operational Efficiency - Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements for bus, streetcar, and light rail transit. See page 83 for potential transit-supportive elements
- Policy T-3.13: Encourage transit ridership by implementing pedestrian improvements near transit stops, conducting outreach to employers, and working with public transit agencies to identify strategies to improve the frequency and ridership of transit service, including bus, streetcar, and light rail, between high density residential areas and employment centers. These strategies would include locating transit stops / stations to maximize convenience of transfers between modes and/or connecting to other routes.
- Policy T-3.14: Create a Tacoma Streetcar Network that moves and connects people efficiently and effectively throughout the City focusing on connections to regional destinations, mixed use centers, and local and regional transit centers and routes.
- Policy T-4.4: Congestion Management - Decrease the use of SOVs and the environmental degradation associated with their use by encouraging and improving the appeal, convenience, and time competitiveness of travel by active modes, public transit, assistive devices, and ridesharing.
- Policy T-6.4: Support Mixed-Use Centers - Serve and support the existing MUCs and aid Tacoma in attracting new investments by giving high priority to those transportation facilities that serve these centers. Increase the livability of the MUCs by providing transportation choices and integrating amenities that create a safe and inviting environment for walking, bicycling, and taking public transit. Transportation facilities should include context-sensitive design that considers the unique needs of each neighborhood, such as on-street parking and public spaces.
- Policy T-6.8 Transit-Oriented Development: Promote TOD or transit-supportive development and provide incentives for development that includes specific TOD features.

Appendix B

Underserved Areas and Priority Corridors

- ❖ **High Capacity Transit Study for South 19th Street.** Pierce Transit should engage with the City of Tacoma, Sound Transit, and Metro Parks Tacoma in a high capacity transit study that covers the South 19th Street corridor between Tacoma Community College and St. Joseph Medical Center. The current Sound Transit Long Range Plan calls for an extension of Tacoma Link Light Rail to Tacoma Community College via South 19th Street for completion in 2039. Pierce Transit's draft LRP update calls for including Bus Rapid Transit on the same corridor by 2040. The Planning Commission believes that a coordinated high capacity transit study on South 19th Street that identifies the alternatives along this corridor is warranted to reduce duplication of efforts and establish a sustainable transportation vision to accelerate the implementation of the transit vision for this corridor. The inclusion of Metro Parks Tacoma in such a study may prove important given the intent to site a major sports facility on the corridor.
- ❖ **High Capacity Transit Study for Portland Avenue.** Pierce Transit should engage with the City of Tacoma, Sound Transit, Metro Parks Tacoma, and the Puyallup Tribe of Indians on a high-capacity transit study of Portland Avenue from the proposed East Tacoma Light Rail Station south to the City limits. This past year the City rezoned multiple areas along this corridor to allow for low to high-density multifamily development. In addition, the Corridor includes two designated mixed-use centers, a direct connection to the Link Light Rail, as well as recent investments in the Emerald Queen Casino and the Eastside Community Center that will provide a regional draw to this corridor. A high capacity transit study for this corridor is a top priority for the City and such transit investments could catalyze growth and development in the City's East Side.
- ❖ **Tacoma Avenue Service in the Downtown Regional Growth Center.** The Planning Commission believes Pierce Transit should investigate or study the need and potential for service along Tacoma Avenue in the Downtown Tacoma Regional Growth Center.
- ❖ **Downtown Tacoma to Lakewood High Capacity Transit Study.** The Planning Commission recommends that the City of Tacoma and Pierce Transit conduct a high capacity transit study for the Downtown Tacoma to Lakewood Bus Rapid Transit proposal. The proposed project is consistent with the One Tacoma Plan and supports the subarea planning work completed for the Tacoma Mall Regional Growth Center.
- ❖ **Point Ruston.** Pierce Transit should investigate or study the need and potential for transit service to the Point Ruston Neighborhood Mixed-Use Center. One alternative worth studying would be a pilot deviation of Route 10 and/or 11 from Pearl Street along North 51st to the Main Street roundabout. Such a deviation may cost substantially less than standalone fixed route services.
- ❖ **North-South Connection between Proctor and Tacoma Mall.** There is no current transit route that directly connects the mixed-use centers of Proctor and the Tacoma Mall, thus many transit users must take two or more routes with connections in Downtown Tacoma. After frequency and span improvements to existing routes have been implemented, Pierce Transit should consider reestablishing a fixed route connection that links the Proctor, 6th Avenue, Tacoma Central and Tacoma Mall Mixed-Use Centers.



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104•1035 \\\ psrc.org \\\ 206•464•7090

June 26, 2020

Tina Lee
Planning Manager
Pierce Transit
3701 96th Street SW
Lakewood, WA 98499

Subject: PSRC Comments on the draft Destination 2040 Pierce Transit Long Range Plan Update

Dear Ms. Lee,

Thank you for keeping us informed about your planning efforts and for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft of the Destination 2040 Pierce Transit Long Range Plan Update. We appreciate the substantial amount of time and effort the agency has put into developing the plan to support an integrated transit system that reflects community values. As you know, VISION 2040 and the draft VISION 2050 plan emphasize the importance of a transit system that meets regional mobility needs and supports new growth. Locally-driven planning is an important step in outlining the community vision, assessing mobility needs, and understanding how local transit contributes to the overall regional system.

PSRC's [transit plan checklist](#) is a useful tool for long range plans to address core issues in VISION 2040. There are many outstanding aspects of the draft plan that support our shared regional goals. Particularly noteworthy aspects include:

- Recognition of how the transit plan advances both regional and local growth management planning goals and objectives, including the draft VISION 2050
- Focus on coordination with local jurisdictions, other transit agencies, and state agencies
- Inventory of a spectrum of investments and options for decision-makers at different levels of funding investments
- Information about challenges and opportunities for public transit in light of new technologies and mobility options

The April 10, 2020 version of the draft long range plan advances regional policy in many important ways, though there are some items that should be considered for update or inclusion before the plan is finalized:

- **Bus rapid transit (BRT) investments.** Investments in high-capacity transit are critical for the VISION 2050 Regional Growth Strategy to succeed in Pierce County. PSRC's Growth Management Policy Board included changes to the draft VISION 2050 plan, as [recommended](#) by Pierce County and the city of Tacoma, on the basis that the South Hill unincorporated area would see high capacity transit investments in the future. BRT will be an important opportunity to provide fast and reliable transit connections throughout the Pierce Transit service area. However, Section 7 of the draft plan is unclear on which Pierce Transit BRT routes are included in the investment package. The narrative on page

85 and Figure 7-2 both indicate Pierce Transit is planning for three BRT routes. Starting on page 91, the narrative shifts to a discussion of five proposed BRT routes. The Pierce Transit long-range plan should include investments that support equitable transit-oriented development and are consistent with the recommendations in VISION 2050. The long-range plan should clarify which BRT investments are in the final package.

- **A Coordinated System: Integration with other modes and providers.** PSRC noted two topics covered under the description of Pierce Transit’s coordination efforts that could be improved, as follows:
 - **Pierce County Human Services Transportation Provider Coordination:** Pierce Transit identifies coordination with Sound Transit, neighboring transit agencies, WSDOT, and transportation network companies – highlighting two in particular: Uber and Lyft in Section 3. However, there is no information on how Pierce Transit coordinates with human service, private nonprofit and other transportation providers serving Pierce County communities, and particularly people with special transportation needs. Pierce Transit’s successful coordination with services such as Beyond the Borders and Key Peninsula Connects, and participation in coordination activities with the Pierce County Coordinated Transportation Coalition (PCCTC) are highlighted in the Pierce Transit’s 2019-2024 Transit Development Plan. This ongoing coordination and planning for future coordination should also be highlighted within Section 3.
 - **Ferry Service.** In Section 3, the draft plan explores several key regional connections and coordination considerations. The plan includes a summary of the 2018 Tacoma-Seattle Fast Ferry Feasibility Study and briefly mentions on Page 49 the Puget Sound Passenger-Only Ferry Study currently underway. In PSRC’s recent regional project selection competition, Pierce Transit was identified as a partner for a Kitsap Transit-sponsored downtown Seattle passenger-only ferry terminal. The draft plan could be improved to clarify how passenger-only ferry mode of transit fits into Pierce Transit’s plans, particularly as integrating with this mode of service could require additional resources unanticipated in the current draft plan.
- **Non-motorized access to transit.** In the assessment of current conditions, the draft plan discusses bike lanes, paths, and pedestrian trails (Pages 31-34). Based upon information contained in the narrative, it appears that “pedestrian trails” identified in the draft plan do not include sidewalks. The draft plan could benefit from inclusion of sidewalk connectivity and the importance of a complete sidewalk network to improving pedestrian access to fixed-route transit and decreasing demand on complementary ADA paratransit service, such as Pierce Transit’s SHUTTLE program.
- **Pierce Transit’s planning scenarios.** The draft plan articulates transit investments associated with a planning scenario assumption of 0.9% sales tax, an increase of 0.3% over Pierce Transit’s current sales tax rate. It would be beneficial to more clearly articulate which investments would occur under the current 0.6% sale tax authority. This would provide a clear contrast in planning scenarios.

PSRC staff appreciated the invitation to participate in the stakeholder process in the fall of 2019 and the opportunity to support the technical analysis of the draft plan. However, having additional engagement with Pierce Transit and jurisdictions during the development of the draft plan would have been valuable.

In the future, we would encourage more active engagement with the stakeholder committee during the planning process so that all parties can understand how the recommendations have taken shape.

Thank you again for providing an opportunity to review the draft plan. We are happy to help and review additional material as the plan moves through the adoption process. If you have any questions or need additional information, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053.

Sincerely,



Kelly McGourty
Director of Transportation Planning

cc: Gil Cerise, Program Manager
Liz Underwood-Bultmann, Principal Planner



950 Pacific Ave, Suite 300 | Tacoma, WA 98402

December 3, 2020

Pierce Transit
3701 96th St SW,
Lakewood, WA 98499

RE: "Destination 2040" Long Range Plan

Dear Pierce Transit Commission,

On behalf of the Downtown On the Go's Board of Directors and staff, I am writing to express our thoughts on Pierce Transit's "Destination 2040" Long Range Plan.

Downtown On the Go is the transportation advocate and resource for anyone whose life is in downtown Tacoma. We work across sectors to make Tacoma a better place to walk, bike, and take transit.

15 Minute Headways

We appreciate Pierce Transit's commitment to improving route headways throughout the system. Greater frequency allows for transit to better serve riders, particularly those who use transit for more than their work commute or outside of peak travel times. In the LRP and Appendices, headways are shown as improving to no longer than 30 minutes by 2040. While we appreciate this, we encourage a more ambitious goal of 15 minute headways throughout the system to better improve access and create a system which allows riders to use transit for all trips. We look forward to the completion of the Route 1 BRT line and the eventual 5 route BRT system Stream for its impact on headways and accessibility.

Connecting Neighborhoods

In the LRP, there is significant analysis of the needs of different regions and neighborhoods. We appreciate the recognition of these unique challenges, whether they are geographic, infrastructural, etc. However, we encourage Pierce Transit to expand these analyses to include how neighborhoods and regions can be better connected by transit. Presently, it is difficult for Tacoma riders to travel between neighborhoods, but it is easy to travel downtown. Expanding these connections would allow riders to use transit for more than daily commutes.

Multimodal Connectivity

We appreciate Pierce Transit's commitment to better access to transit through non-motorized transportation such as walking, biking, and micro-mobility. We hope that Pierce Transit will continue to increase multi-modal connectivity and work with local governments and organizations to advocate for better pedestrian and bike infrastructure in the name of transit connectivity and access.

We understand that these are trying times for transit. We recognize that Pierce Transit has worked to avoid severe route reductions due to the COVID-19 pandemic and subsequent budget shortfalls. We encourage Pierce Transit to continue with planned expansion outlined in the LRP. Shorter headways, better connectivity, and ease of access will allow transit to serve the full lives of Pierce County residents, not just their commutes.

Thank you for planning for the future of Pierce County, and for taking our feedback into consideration. We remain a huge cheerleader for transit and stand ready to support the work of the long range plan as it is implemented.

Sincerely,

A handwritten signature in black ink, appearing to read "Ari Lewkowitz". The signature is fluid and cursive, with the first name "Ari" and last name "Lewkowitz" clearly distinguishable.

Ari Lewkowitz
Board Chair