

2026

Transit Asset Management Plan



Executive Summary

Transit Asset Management is a strategic approach to managing the equipment, vehicle, and facility assets necessary to provide public transit. By implementing this Transit Asset Management (TAM) Plan, Pierce Transit aims to:

1. Assure sustainability of Agency's finances, infrastructure, and environment.
2. Balance transit asset management, safety, day-to-day operations, and expansion needs.
3. Efficiently maintain the Agency's assets in a State of Good Repair (SGR).
4. Maximize value of capital expenditures by using data to decide when to repair or replace assets.

To deliver transit every day, the agency manages a capital portfolio that includes, as of August 2026:

- 159 Coaches
- 9 Cutaways (body-on-chassis)
- 110 Paratransit Vehicles
- 128 Service and Support Vehicles
- 289 rideshare vehicles
- 14 Passenger Facilities, including over 3,900 commuter parking spaces
- 5 Headquarters Buildings (Maintenance and Administration)

Most of the agency's facilities are over 20 years old. To ensure these facilities remain safe and functional for the remainder of their useful life, or in a State of Good Repair, the agency uses transit asset management to plan and prioritize maintenance, repairs and replacement. By following best practices, the agency optimizes the value of the public funds that it invests in transit assets. To maintain its facility, rolling stock, and equipment assets in a State of Good Repair at current service levels, Pierce Transit projects needing an average of \$42M in annual capital expenditures over the next 20 years.

Over the time horizon of this TAM Plan, the agency will continue to refine its asset data collection and communication processes, consider the use of new technologies, and continue to find ways to efficiently steward public funds.

Americans with Disabilities Act (ADA) Information: In accordance with the Americans with Disability Act, this document is available in alternate formats upon request.

Title VI Notice to Public: Pierce Transit, as a recipient of federal funding, gives public notice of its policy to fully comply with Title VI of the Civil Rights Act of 1964 and all related laws and statutes. No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Pierce Transit program or activity, as provided by Title VI of the Civil Rights Act of 1964 and as amended, and the Civil Rights Restoration Act of 1987 (P.L. 100.259). Pierce Transit operates its programs without regard to race, color, or national origin.

Any person who believes that he or she has individually, or as a member of any specific class of persons, been excluded from participation in, been denied the benefits of, or otherwise subjected to discrimination under any Pierce Transit service, program, or activity, and believes the discrimination is based upon race, color, or national origin has the right to file a Title VI complaint with Pierce Transit's Civil Rights Officer. All complaints must be filed in writing with Pierce Transit within 180 days of the alleged discriminatory act or occurrence. Complaint forms may be obtained through the following contacts:

- Pierce Transit
Attention: Civil Rights Officer
3701 96th Street SW
Lakewood, WA, 98499
- Email: crofficer@piercetransit.org
- Visit the website: PierceTransit.org/title-vi-complaint-process/
- Call Customer Service: 253.581.8000, option 2

In addition to the Title VI process at Pierce Transit, Title VI complaints may be filed with the Federal Transit Administration, Attention: Complaint Team, East Building, 5th Floor – TCR 1200, New Jersey Avenue, SE Washington, DC 20590.

For information on the Title VI nondiscrimination policy regarding discrimination based on race, color, or national origin, contact the Pierce Transit Civil Rights Officer.

Translation Service

Translation service is available in more than 200 languages, by calling 253.581.8000.

Llame al 253.581.8000. Habrá un representante y servicio de traducción en español disponible para atenderle.

Заказать услуги представителя с переводом на русский язык можно по телефону 253-581-8000.

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한국어 번역 서비스를 제공하는 상담원과 통화하시려면 253-581-8000 으로 전화하십시오.

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致电253-581-8000 联系客户服务代表，
将提供中文翻译服务。

Required TAM Plan Elements for Tier I Transit Agencies

Table 1. Required TAM Plan Elements for Tier I Transit Agencies

Element	Brief Description
1. An inventory of assets	A register of capital assets and information about these assets.
2. A condition assessment of inventoried assets	A rating of the asset's physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets.
3. Description of a decision support tool	An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time (but) does not necessarily mean software.
4. A prioritized list of investments	A prioritized list of projects or programs to manage or improve the State of Good Repair (SGR) of capital assets.
5. TAM and SGR policy	A TAM policy is the executive-level direction regarding expectations for transit asset management; a TAM strategy consists of the actions that support the implementation of the TAM policy.
6. Implementation strategy	The operational actions that a transit provider decides to conduct, in order to achieve its TAM goals and policies.
7. List of key annual activities	The actions needed to implement a TAM plan for each year of the plan's horizon.
8. Identification of resources	A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.
9. Evaluation plan	An outline of how a provider will monitor update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement.

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Introduction

What’s in a TAMP?

In July 2016 the Federal Transit Administration (FTA) published the Transit Asset Management (TAM) Final Rule which established the TAM Plan requirements. The primary purpose of the FTA’s TAM program is to help achieve and maintain a State of Good Repair (SGR) for the nation’s public transportation assets. The TAM Final Rule established minimum Federal requirements for transit asset management that apply to all recipients and subrecipients of Title 49, Chapter 53 of U.S. Code funds that own, operate, or manage public transportation capital assets.

Initially required in 2018, public transportation providers are required to develop a TAM Plan that includes all assets used in the provision of public transit. A TAM Plan must be updated at least every 4 years, and it must cover a horizon period of at least four years. Pierce Transit TAM Plans for 2018 and 2022 can be found on the agency website.

Pierce Transit is considered a Tier I transit agency. Required elements of the Pierce Transit TAM Plan can be found in Table 1. The Pierce Transit TAM Plan accounts for the condition of capital assets such as equipment, rolling stock, infrastructure, and facilities and includes goals and implementation measures to maintain the condition of these assets.

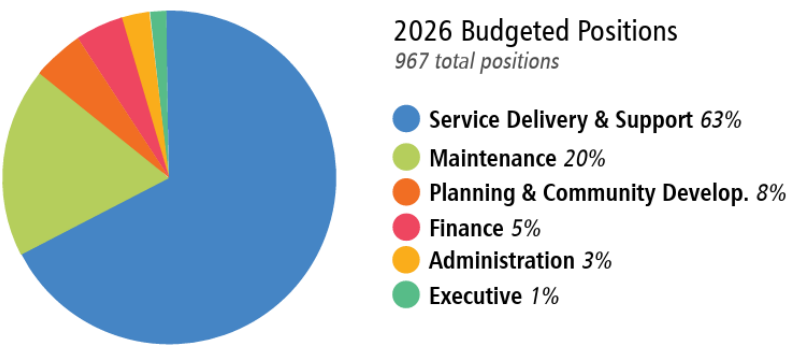
About Pierce Transit

Pierce Transit incorporated under the authority of RCW Chapter 36.57A assumed operation of Tacoma Transit in 1980 and has provided transit service to the residents and visitors of Pierce County ever since. Over the last 46 years the agency’s service area boundaries, also known as Public Transportation Benefit Area (PTBA), have changed but the focus on providing safe, reliable and accessible transportation has remained the same.

Today Pierce Transit provides public transportation services for Pierce County, Washington’s second largest county with a population of approximately 946,000. The PTBA covers nearly 300 square miles in Pierce County’s urban area and contains about 70% of the county population. The service area includes the incorporated cities and towns of Auburn, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Pacific, Puyallup, Ruston, Steilacoom, Tacoma, and University Place. It also includes multiple population centers within unincorporated Pierce County.

Pierce Transit directly operates 30 local fixed routes with 159 40-foot coaches and provides regional express bus service under contract to Sound Transit, the regional bus and rail transit provider. Pierce Transit both operates and contracts with Transdev for SHUTTLE (paratransit) services using 110 ADA-compliant SHUTTLE coaches. The Agency also offers an extensive Rideshare (Commute Trip Reduction) program using 289 vehicles. Pierce Transit is currently budgeted for a total of 967 staff positions (965 fulltime equivalent employees).

Figure 1. Budgeted Positions by Work Group



Between 1982 and 2005, the agency constructed almost all of its passenger facilities and most of its current administrative and maintenance buildings. Pierce Transit mechanics service and maintain the agency's entire fleet of agency-operated rolling stock and support vehicles out of the agency's original fleet maintenance building, which opened in 1986. After the completion of the Safety and Training building in 2005, the agency did not construct any new facilities until the Fuel and Wash building was replaced in 2023. In 2025, the agency constructed Spanaway Transit Center, its first new passenger facility in over 20 years.

Section 1. Inventory of Assets

This chapter provides an overview of the rolling fleets, support vehicles, specialty equipment, and facilities that Pierce Transit maintains. This inventory is current as of August 1, 2026.

Rolling Stock

Pierce Transit's rolling stock fleet includes fixed route coaches, body-on-chassis and paratransit vehicles, Rideshare vans and sedans, and equipment like forklifts, tugs, and hoists.

Table 2. Fixed Route Bus – 168 Total

Vehicle Type	Fleet Total	Quantity Exceeding ULB	Percentage Exceeding ULB	Notes
40-foot CNG Coach	136	0	0%	
40-foot Diesel-electric Hybrid Coach	17	11	65%	The agency plans to retire these vehicles as funding for replacements becomes available.
40-foot Battery Electric Bus (BEB)	6	0	0%	The agency owns 3 early-model BEBs that are not safe to operate.
25-foot Bus Plus (cutaway)	9	9	100%	These vehicles are extremely low-mileage with respect to their age and used for seasonal service, special event(s) and emergency service. The agency plans to overhaul these vehicles to extend their useful life.

Table 3. SHUTTLE (Paratransit) – 110 Total

Vehicle Type	Fleet Total	Quantity Exceeding ULB	Percentage Exceeding ULB	Notes
25-foot SHUTTLE	110	10	9%	The agency is in the process of replacing vehicles in this category that have exceeded their ULB.

Table 4. Rideshare – 289 Total

Vehicle Type	Fleet Total	Quantity Exceeding ULB	Percentage Exceeding ULB	Notes
7-passenger vehicle	176	8	5%	
12-passenger vehicles	69	29	42%	Over the next six years, the agency plans to replace 27 rideshare vehicles per year as shown in Section 8 of the 2026 TDP. Exact vehicle types to be determined based on customer needs and available funding.
15-passenger vehicles	44	25	57%	See note above.

Table 5. Service and Support Vehicles (Equipment) – 128 Total

Vehicle Type	Fleet Total	Quantity Exceeding ULB	Percentage Exceeding ULB	Notes
Sweepers	1	1	100%	
Support Vehicles	97	10	10%	Includes service support, fleet maintenance, operator relief, facilities, marketing
Support Trucks	24	4	57%	Includes flatbeds, boom trucks, etc.
Specialty Vehicles (lifts, tug, hoists)	6	0	0%	

Facilities

Pierce Transit has its headquarters and main operating base in Lakewood on 96th Street SW, just west of South Tacoma Way. The agency operates and maintains [nine transit centers](#) and [five park & rides](#) throughout its service area. These facilities are detailed below.

Pierce Transit Headquarters

Address: 3701 96th Street SW, Lakewood

Description: Includes Building 1 vehicle maintenance and operations, bus lot, CNG station, fuel and wash facility and Building 4 operator's lobby and administrative offices. Building 5 safety and training is located south of the bus lot across 96th Street, and Building 6 facilities warehouse is located a quarter-mile to the west on 40th Avenue.

Customer Service Center and Public Safety Office at Tacoma Dome Station

Address: 505 East 25th Street, Tacoma

Description: Customer service and public safety functions for Pierce Transit are located at Tacoma Dome Station to provide centralized, easily accessible services for customers.

Tacoma Dome Station (TDS)

Address: 610 Puyallup Avenue, Tacoma

Description: Tacoma's primary transit center has eight active bus zones and a 2,337-space Park & Ride parking garage, covered waiting area, real-time bus arrival/departure displays, bicycle lockers and racks, secure bicycle parking area, 24-hour security, and ride-hailing pick-up and drop-off area. The TDS area is also the hub for Amtrak, regional Sounder rail, Link light rail, and long-distance bus services.

Lakewood Transit Center

Address: 5719 Lakewood Towne Center Blvd SW, Lakewood

Description: Lakewood's primary transit center has eight active bus zones, four covered waiting areas, information kiosks, an operator comfort station and real-time bus arrival/departure displays.

Parkland Transit Center

Address: 303 South 121st Street, Lakewood

Description: Just north of the Parkland Community Center, this transit center has six active bus zones and a 62-stall Park & Ride lot. The transit center has two covered waiting areas and an operator comfort station.

72nd Street Transit Center

Address: 1319 E 72nd Street, Tacoma

Description: This facility near 72nd & Portland Avenue has eight active bus zones, four covered waiting areas, a 68-stall Park & Ride lot, real-time bus arrival/departure displays and an operator comfort station.

South Hill Mall Transit Center

Address: 503 39th Avenue E, Puyallup

Description: This transit center is located between the South Hill Mall parking lot and 39th Avenue SW. It has four active bus zones, an operator comfort station, four covered waiting areas and real-time bus arrival/departure displays.

Tacoma Mall Transit Center

Address: 2508 S 47th Street, Tacoma

Description: This transit center is located on the south side of 47th Street, opposite the Tacoma Mall. It has 11 bus zones, an operator comfort station, two covered waiting areas and real-time bus arrival/departure displays.

Tacoma Community College (TCC) Transit Center

Address: 6615 South 19th Street, Tacoma

Description: This transit center is located on TCC property at the northeast corner of S Mildred Street and S 19th Street. It offers 13 bus zones, an operator comfort station, two covered waiting areas, real-time bus arrival/departure displays, and a 95-stall Park & Ride lot.

Commerce Street Station

Address: Commerce Street between South 9th & South 11th Streets, Tacoma

Description: Located in downtown Tacoma along Commerce Street, this station shares roadway with the Tacoma Link and has a unique bus tunnel that includes the Theater on the Square along Broadway. The station includes seven bus zones, a bus turnaround and layover facility for operators, three battery electric bus charging ports, covered waiting areas, and real-time bus arrival/departure displays.

Spanaway Transit Center

Address: 20702 Mountain Highway E, Spanaway

Description: Newly opened in 2025, this 38-stall Park & Ride and bus turnaround facility with drop off area serves the southern end of Route 1 and Stream Community Line enhanced bus corridor in Spanaway. It has an operator comfort station, public electric vehicle chargers, bus shelters, and real-time bus arrival/departure displays. The expansion, with up to 222 additional parking stalls, is in design and expected to open in 2028.

Narrows / Skyline Park and Ride Lot

Address: 7201 6th Avenue, Tacoma

Description: This 195-stall Park & Ride lot is owned by City of Tacoma and maintained by Pierce Transit.

North Purdy (Purdy Crescent) Park and Ride Lot

Address: 14301 Purdy Drive NW, Gig Harbor

Description: This 220-stall Park & Ride lot is owned by WSDOT and maintained by Pierce Transit, and includes a covered waiting area.

Kimball Drive Park and Ride Lot

Address: 6808 Kimball Drive, Gig Harbor

Description: This 306-stall Park & Ride lot is owned by Tacoma Public Utilities and maintained by Pierce Transit, and includes two covered waiting areas and an operator comfort station.

SR 512 at I-5 Park and Ride Lot

Address: 10617 South Tacoma Way, Lakewood

Description: This 493-stall Park & Ride lot is owned by WSDOT and maintained by Pierce Transit. It includes two covered waiting areas, nine active bus zones, and an operator comfort station.

Roy Y Park and Ride Lot

Address: 19110 State Route 7, Pierce County

Description: This 100-stall Park & Ride lot is owned by the Department of Defense and maintained by Pierce Transit.

Section 2. Condition Assessment of Inventoried Assets

This chapter covers the condition of items from the inventory in the previous chapter.

Rolling Stock

Current conditions, warranty, parts replacements and preventative maintenance schedules for each vehicle in the agency's rolling stock fleet are tracked dynamically in Trapeze Enterprise Asset Management (EAM) software. This ensures that the Fleet Maintenance department has up-to-date, accurate information about every coach, cutaway, rideshare and support vehicle in the agency's fleet. For the purposes of TAM reporting, vehicle ULB compliance is used for comparison across agencies. Please see vehicle tables in Section 1 for ULB compliance information.

Facilities

While immediate repair needs are quickly identified and reported by staff, Pierce Transit also conducts regular assessments to keep track of the state of its facilities and forecast repair and replacement needs. In alignment with the TAM reporting cycle, Pierce Transit hires a third-party contractor to comprehensively assess its passenger, administrative, and maintenance facilities every four years. Parametrix Inc was hired in October 2025 to conduct the comprehensive Facilities Condition Assessment (FCA). The FCA included every administrative and maintenance building, transit center, station, and park and ride that the agency owns or maintains. The 2025 Facilities Condition Assessment is included as **Appendix B**. The assessment found that the agency's facilities are generally in a state of good repair and identified some elements of each facility that could be improved. The rough order of magnitude (ROM) estimated cost to complete these repairs over the next 6 years is approximately \$2.2M, however this does not include programmed repair and improvement costs identified and planned for in various capital projects and the Maintenance and Operations Base Improvements (MOBI) project. A description and status of MOBI and other major capital projects is available in the agency's annual Transit Development Plan, available at piercetransit.org/public-documents.

Table 6. Administrative and Maintenance Facility Condition Ratings, Parametrix 2025

	Building 1 – Fleet Maintenance	Building 4 – Administration	Building 5 – Safety & Training	Building 6 – Facilities	Fuel and Wash	CNG Station
Substructure	4.0	4.0	4.5	4.0	4.0	4.0
Shell	3.0	3.5	4.0	3.0	5.0	3.0
Interiors	2.5	3.5	4.0	4.0	4.5	3.7
Conveyance	N/A	4.3	3.8	N/A	N/A	N/A
Plumbing	3.0	4.0	3.7	3.5	4.3	N/A
HVAC	3.5	4.0	4.0	3.2	4.3	N/A
Fire Protection	3.8	3.8	3.8	3.8	3.8	N/A
Electrical	3.5	4.5	3.5	3.5	4.7	4.0
Site	3.5	3.5	3.5	3.0	3.0	3.0
Equipment	4.5	N/A	N/A	4.0	5.0	N/A
OVERALL	3.5	4.0	3.8	3.5	4.3	3.7

Table 7. Passenger Facility Condition Ratings, Parametrix 2025

	72nd Street Transit Center	Commerce Street Station	Lakewood Transit Center	Parkland Transit Center	South Hill Mall Transit Center	Tacoma Community College Transit Center	Tacoma Dome Station	Tacoma Mall Transit Center	Kimball Drive Park & Ride	Narrows Park & Ride	Purdy Park & Ride	WA SR 512 Park & Ride
Substructure	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	N/A	N/A	3.0
Shell	3.0	3.0	4.0	4.0	4.0	3.5	3.0	4.0	4.5	N/A	N/A	3.0
Interiors	3.0	3.0	4.0	4.0	4.0	3.0	3.0	3.0	4.5	N/A	N/A	3.0
Conveyance	N/A	N/A	N/A	N/A	N/A	N/A	3.5	N/A	N/A	N/A	N/A	N/A
Plumbing	3.8	3.0	3.3	3.1	3.5	3.0	3.2	3.0	3.5	3.0	3.8	3.3
HVAC	3.5	3.0	3.0	3.0	2.8	2.8	3.3	3.0	2.5	N/A	N/A	3.1
Fire Protection	N/A	3.0	N/A	N/A	N/A	N/A	3.8	N/A	N/A	N/A	N/A	N/A
Electrical	3.5	3.5	3.5	3.8	4.0	3.5	4.0	4.0	4.5	4.5	4.0	4.0
Equipment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Site	3.2	3.5	3.6	3.0	3.0	3.0	3.2	3.5	3.0	3.5	3.0	3.0
OVERALL	3.5	3.0	3.6	3.1	4.0	3.0	3.2	3.5	4.0	3.5	3.8	3.0

Section 3. Decision Support Tools

This section describes the terms, practices, and tools the agency uses to make decisions about asset repair and replacement.

Useful Life Benchmark

As defined by the FTA, Useful Life Benchmark (ULB) means the expected lifecycle of a capital asset for a particular transit agency's operating environment, or the acceptable period of use in service for a particular transit agency's operating environment. Pierce Transit defines its own ULBs based on factors including service frequency, climate, geography, and vehicle technology. ULBs help the agency forecast expenditures for replacement assets, as well as strategically timing major repairs.

State of Good Repair

As defined by the FTA, State of Good Repair (SGR) means a condition sufficient for capital assets to operate at a full level of performance, and means the asset is able to perform its designated function, does not pose a known unacceptable safety risk, and has met or recovered lifecycle investments.

TERM Lite

In developing each version of its TAMP, Pierce Transit staff used the FTA's Transit Economic Requirements Model (TERM) Lite tool to project future capital expenditures required to maintain the agency's assets in a State of Good Repair. The tool collects asset inventories, classifications, useful life benchmarks, acquisition costs, and more to predict future repair and replacement expenses under various target scenarios. This allows the agency to consider tradeoffs between various levels of service when developing the six-year capital budget. See **Appendix D** for TERM Lite configuration details.

Fleet EAM

Pierce Transit's Fleet Maintenance uses information from the Trapeze EAM system to analyze maintenance patterns and forecast replacement. We use several modules within EAM, including Work Orders, Parts, and Preventive Maintenance (PM). Trapeze EAM supports preventative maintenance schedules for all vehicle classes—such as buses, vans and shuttles—to reduce or minimize breakdowns and maximize the lifecycle of our fleet. The system also tracks vehicle availability, allowing us to monitor which vehicles are currently in service and which ones we have in reserve during service changes. Fuel usage is also tracked for each vehicle, providing data that supports cost analysis and identifies opportunities for savings.

The Facilities division uses the same EAM system to manage fixed assets (buildings, bus stops, building support equipment, etc.). It is used to plan preventative maintenance on a schedule basis and to help address issues that come up from everyday use. Both fleet and facilities rely on the service request module to submit and manage asset-related issues.

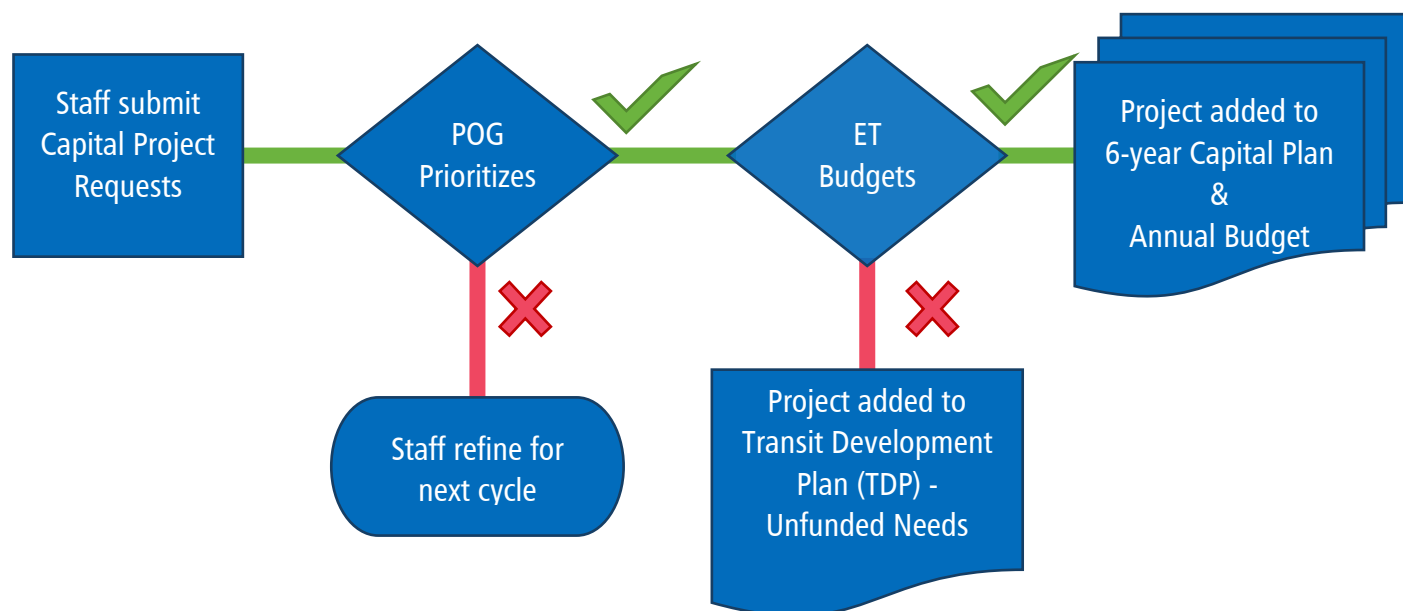
The warranty module is used to track vehicle and parts warranties helping the Maintenance department get parts replaced and vehicles serviced under warranty. The warehouse module supports inventory management by tracking stock that needs to be reordered to prevent extra down time.

While EAM includes many additional features, most of our activity centers on PMs, work orders, and parts management.

Capital Project Selection and Prioritization Process

Pierce Transit prioritizes investments through its Project Oversight Group (POG) and capital project review process. The POG oversees all capital projects and is made up of representatives from each division within the agency. Capital Project Requests (CPR) are proposed by agency staff and prioritized by the POG using the adopted Strategic Plan as a guide. The POG's recommendations are presented to the Executive Team (ET) for funding in the annual budget for the following year. Approved projects are also included in the six-year capital plan. Projects that are not included in the annual budget or six-year capital plan may be placed on the agency's Unfunded Needs List in the annual Transit Development Plan (TDP) for future consideration.

Figure 2. Capital Project Selection Process



Section 4. Prioritized Capital Investments

Capital Plan

Pierce Transit's six-year Transit Development Plan (TDP) is updated annually and adopted by the Board of Commissioners. The TDP identifies how the agency will meet state and local public transportation goals and includes the agency's six-year Capital Project List. The agency's 2026 Capital Project List is included in **Appendix A**. Refer to the current TDP for the most up-to-date list of projects.

TERM Lite Scenarios and Funding Requirements

The agency uses three TERM Lite funding scenarios to project SGR backlog and evaluate future funding needs. The scenario settings have been used consistently for the 2018, 2022, and 2026 to allow for comparison. Additional TERM Lite configuration details may be found in **Appendix D**.

The various funding scenarios are summarized in Table 8 and further described below. Each scenario predicts major facility costs for Tacoma Dome Station and the Maintenance and Operations Base at Pierce Transit Headquarters

between 2032-2037. The scenarios also predict system replacement costs for servers, radio, and other agency-wide equipment at roughly five-year intervals.

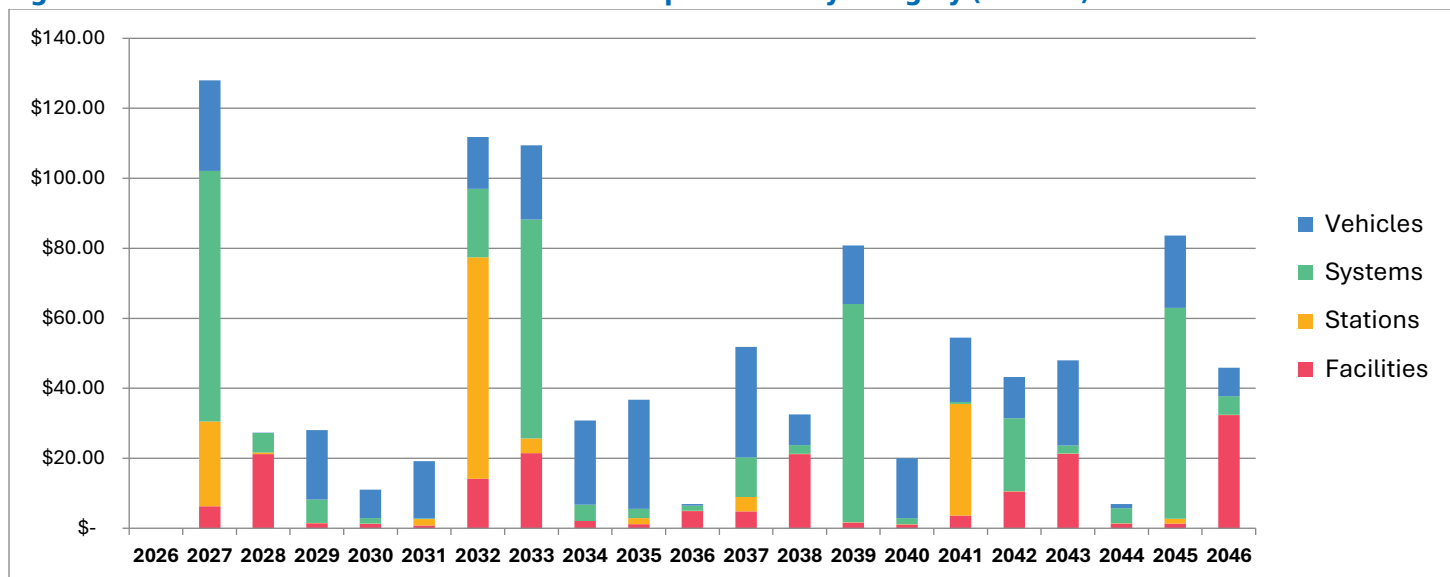
Table 8. TERM Lite Scenario Summary (Millions)

Scenario	First-year needs (2027)	10th-year Needs (2036)	Average Annual Needs
Scenario 1 – Unconstrained	\$127.9	\$6.9	\$48.8
Scenario 2 – Constrained with 5% Budget Growth	\$37.4	\$12.8	\$42.2
Scenario 3 – Constrained with 50% SGR Maintained	\$127.9	\$25.0	\$43.7

Scenario 1 – Unconstrained

This scenario assumes limitless funding to estimate the one-year cost to bring the agency's assets into a State of Good Repair, eliminating the agency's backlog, and future expenditures to maintain the agency's assets. This scenario is helpful for determining the baseline reinvestment requirements.

Figure 3. Scenario 1 - Unconstrained: Investment Expenditures by Category (Millions)



This scenario does not include a chart for SGR backlog because it assumes the backlog will be fully cleared in the first year.

Scenario 2 – Constrained Funding and 5% Spending Growth

This scenario uses the agency's 6-year Capital Budget for 2026-2031, and uses an average of these years to assume a \$40M capital budget for each forecast year starting 2032, with a 5% growth rate for subsequent years. The first chart (**Figure 4**) depicts anticipated expenditures required to maintain the agency's assets in a state of good repair. The second chart (**Figure 5**) depicts the size of the agency's backlog, or needed repairs that wouldn't be funded. This scenario sees a relatively stable SGR backlog through 2030. After 2030, the backlog increases substantially as major systems like radios and communication equipment reach the end of their useful lives and passenger facilities reach major points in their lifecycles, but could be fully eliminated by 2039 under this funding scenario.

Figure 4. Scenario 2 - Constrained with 5% Spending Growth: Investment Expenditures by Category (Millions)

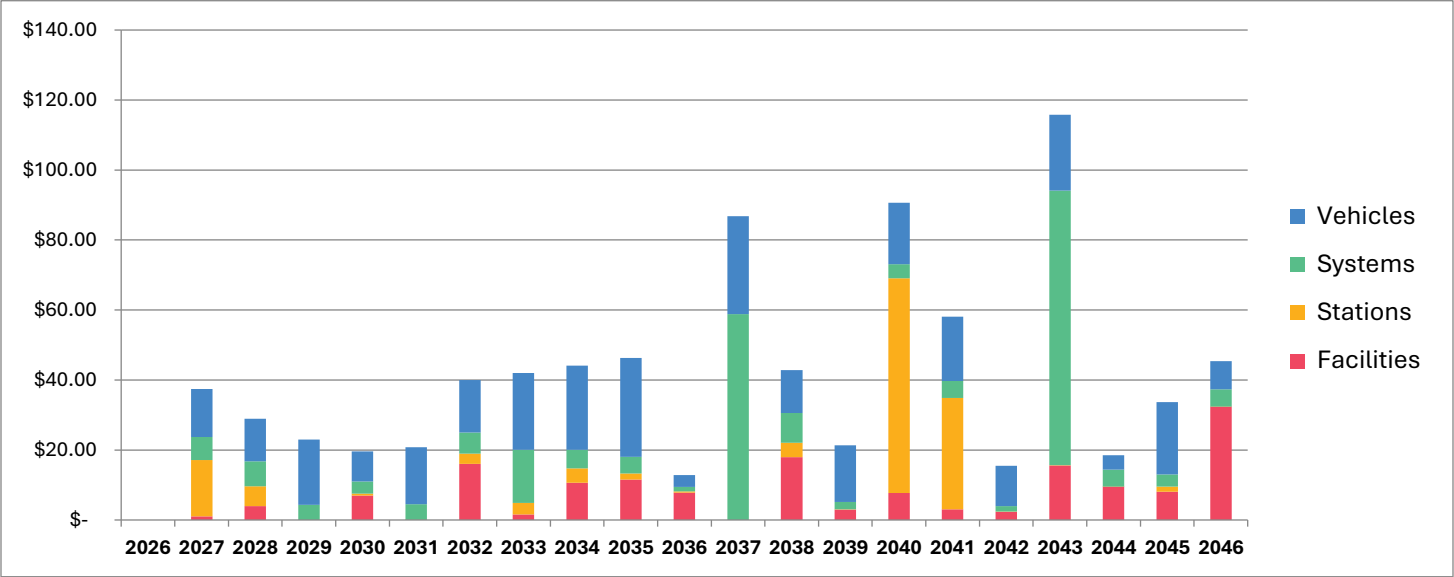
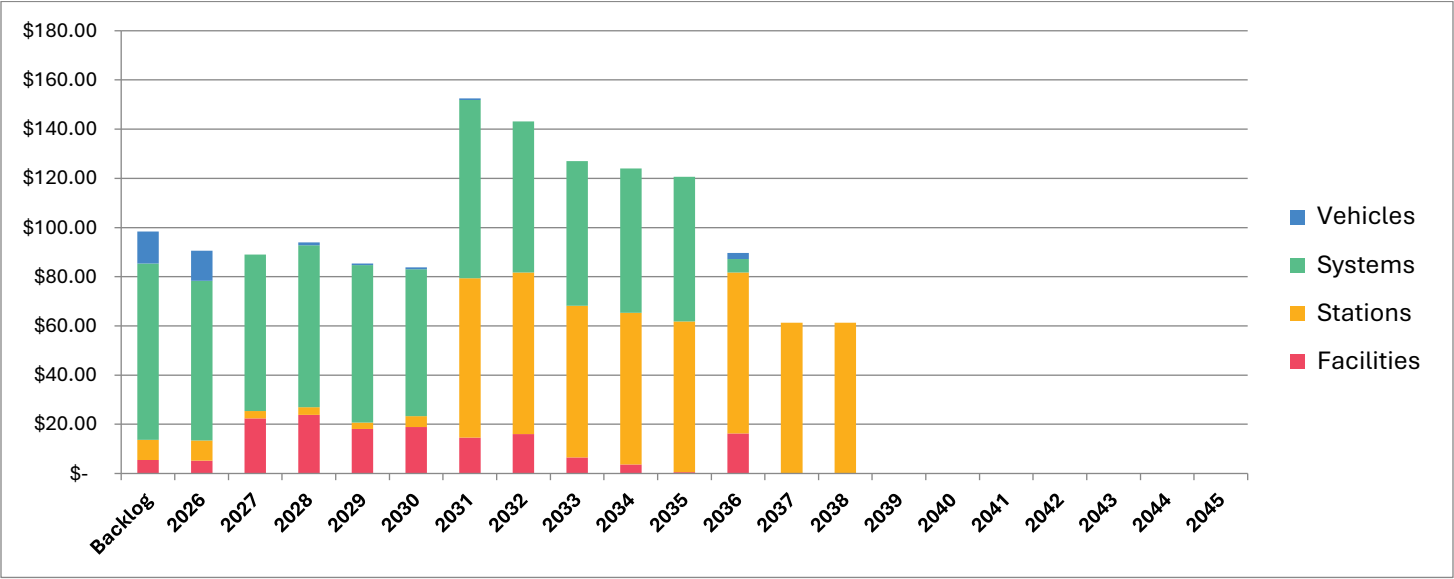


Figure 5. Scenario 2 - Constrained with 5% Spending Growth: SGR Backlog by Category (Millions)



Scenario 3 – Constrained Funding and Maintaining SGR Backlog by Target Year (2036)

This scenario is based on the same annual funding amounts in Scenario 2, but uses the Backlog Target Seek function to estimate funding required to meet a 50% backlog reduction within 10 years or by 2036. The first chart (Figure 6) shows how this strategy would result in variable funding requirements each year. The second chart (Figure 7) shows how the SGR backlog is kept relatively steady through the plan horizon.

Figure 6. Scenario 3 - Constrained with 50% SGR Backlog: Investment Expenditures by Category (Millions)

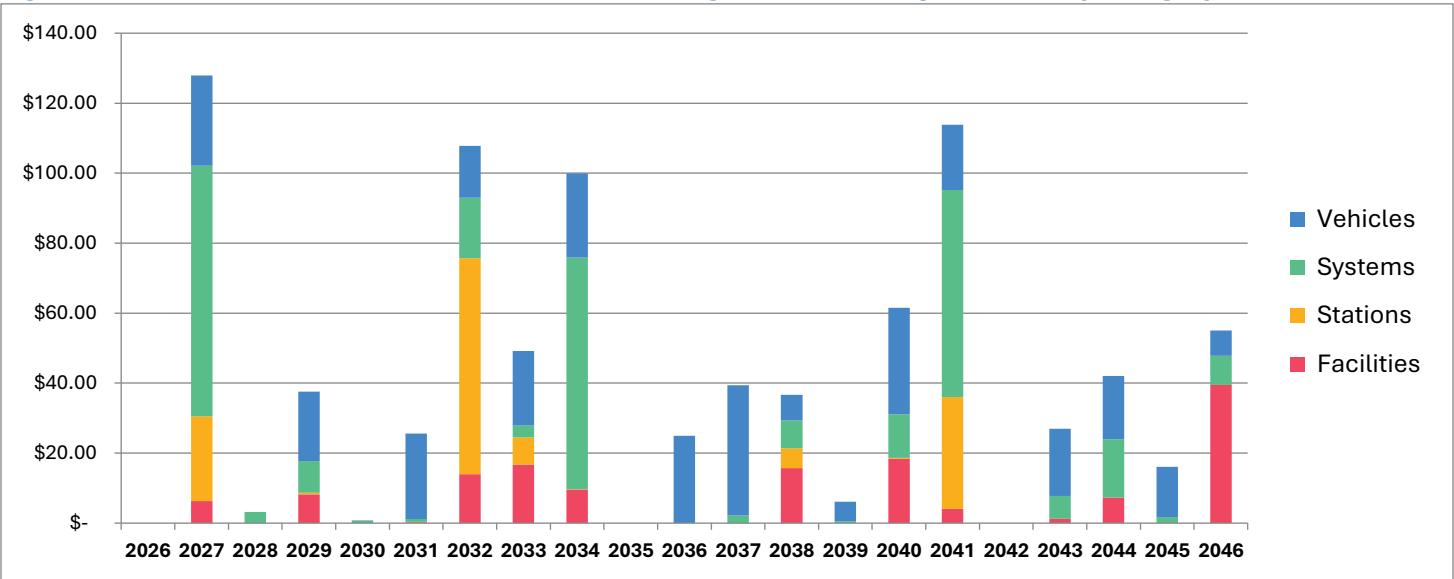
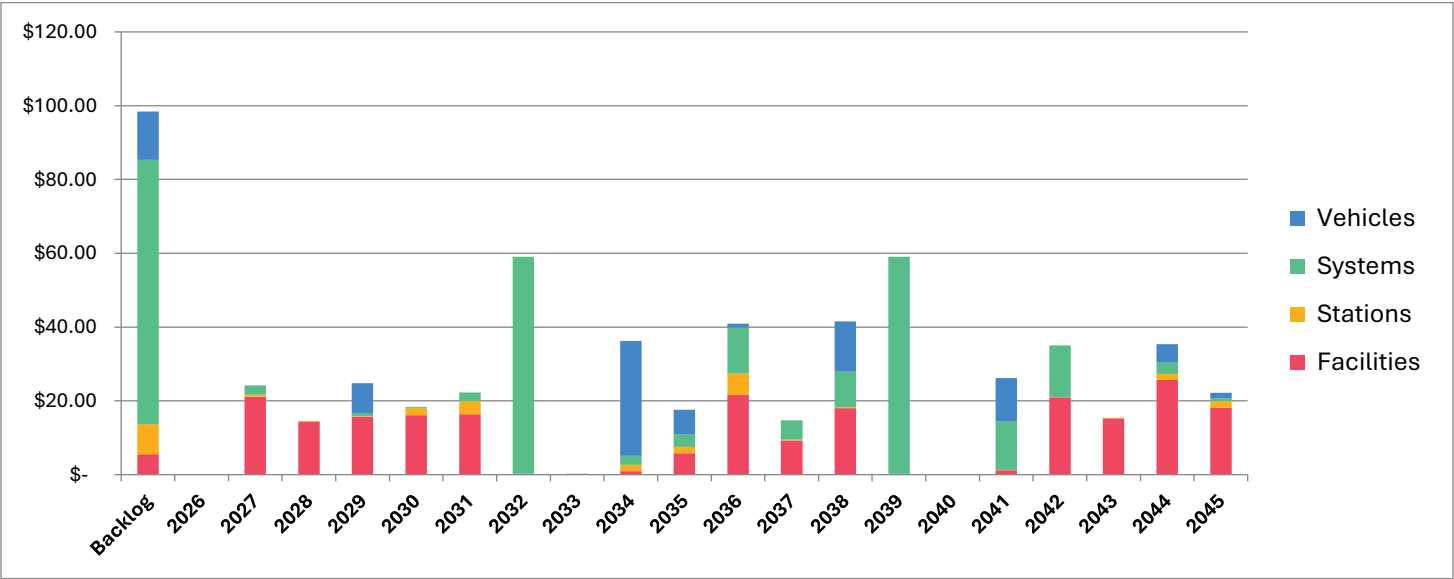


Figure 7. Scenario 3 - Constrained with 50% SGR Backlog: SGR Backlog by Category (Millions)



Section 5. TAM and SGR Policy

Pierce Transit closely monitors its fixed assets and rolling stock conditions with the intent of continuously offering our passengers the safest and most reliable public transportation options possible. The Agency also highly values its employees and is committed to investing in all areas of its Lakewood headquarters to provide modern workspaces equipped with the latest technology or tools, where each team member has the opportunity to succeed in their own public transportation area of expertise.

Transit Asset Management Goals

1. Assure sustainability of Agency's finances, infrastructure, and environment.¹
2. Balance transit asset management, safety, day-to-day operations, and expansion needs.
3. Efficiently maintain the Agency's assets in a State of Good Repair (SGR).
4. Maximize value of capital expenditures by using data to decide when to repair or replace assets.

Transit Asset Management Objectives

1. Revise and update the Agency's inventories of capital assets, including facilities, rolling stock, and equipment on an annual basis.
2. Update the Agency's facility condition data every three years.
3. Maintain rolling stock by following the Agency's Vehicle Maintenance Plan.
4. With each TAM Plan update, forecast 20-year capital funding needs using FTA's Transit Economic Requirements Model (TERM) Lite database under various State of Good Repair scenarios.
5. Use asset data to schedule and program Capital Project Requests (CPRs) for inclusion in the six-year capital improvement plan as published in the agency's annual budget and annual transit development plan.
6. Continue to improve processes and procedures for asset data collection and management.

¹ Pierce Transit 2024 Strategic Plan Goal 4

Table 9. State of Good Repair (SGR) Performance Measures & Targets for Capital Facilities, Equipment, and Rolling Stock

 State of Good Repair (SGR) Performance Measures & Targets for Capital Facilities, Equipment, and Rolling Stock Calendar Years 2026-2029 (Revised and Updated September 2025)				
Asset Category	Measured by	Revenue Vehicle Type	Performance Measure	Target
Facilities	Condition		Percent of capital facilities with a condition rating below 3.5 on the TERM scale.	Rehabilitate and restore at least 70 percent of capital facilities to a condition rating of 3.5 or above on the TERM scale by the end of calendar year 2029 (which is the end of the next four-year TAM horizon period).
Equipment	Age		Percentage of non-revenue, support, and service vehicles that have met or exceeded their Useful Life Benchmark (ULB).	No more than 10 percent of non-revenue, support, and service vehicles will be kept in operation beyond their ULB by the end of calendar year 2029.
	Condition		Percentage of equipment with a condition rating below 3.0 on the TERM scale.	Update, replace, or upgrade all equipment to a condition rating of 3.0 or above on the TERM scale by the end of calendar year 2029.
	IT Hardware's adherence to manufacturer defined hardware life cycle. *		Percentage of Information Technology hardware in operation that is a currently supported model, is meeting the Agency's needs, and can meet the industry's security standards.	Ninety (90) percent of Information Technology hardware will meet the IT hardware performance measure.
	IT Software's adherence to vendor supported versions and execution platform specifications. *		Percentage of Information Technology software in use that is at a version supported by the vendor, is meeting the Agency's needs, and can meet the Agency's security requirements.	Ninety (90) percent of Information Technology software will meet the IT software performance measure.
Rolling Stock	Age	Fixed Route Motorbus (40-foot) & BRT Articulated Coach (60-foot)	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB.	No more than 15 percent of fixed route buses will exceed their 16-year ULB by the end of calendar year 2029.
		SHUTTLE (Paratransit)		No more than 10 percent of paratransit vehicles will exceed their ULB by the end of calendar year 2029.
		Vanpool		No more than 15 percent of the other three revenue vehicle types will be kept in operation beyond their ULB by the end of calendar year 2029.
		Community Connector (Small Bus)		
		Rubber Tired Trolley		

*Policies are also in place to ensure that the Agency is continuously meeting cybersecurity best practices.

Section 6. Implementation Strategy

Over the course of the next four-year TAM Plan cycle, Pierce Transit will take the following actions to further the objectives and goals described in Section 5:

- Establish a TAM Workgroup composed of SMEs responsible for subject-area assets, including Fleet Maintenance, Facilities, IT, Planning, Finance and any other parties responsible for agency assets.
- Within respective areas of responsibility, asset managers will aim to maintain assets following the performance measures and targets in Section 5.
- Develop a hub for the agency's various digital resources and tools such as Power BI, EAM, E-Builder and GIS.
- Develop shared resources to better communicate rolling stock replacement schedules and funding sources.
- Evaluate potential agency ULB for BEBs to address unique performance characteristics.
- Evaluate potential agency ULBs or repair intervals for major facility components, such as transit center roof and pavement repairs, to inform outyear capital project requests and stagger or combine projects as funding opportunities change.
- Complete the Facilities EAM capital project to procure new software, support staff efforts to improve implementation of existing software, or otherwise meet the agency's asset management needs.

Section 7. Key Annual and Upcoming Activities

This section describes key activities planned for the coming years to accomplish our asset management goals.

Rolling Stock

Preventative Maintenance

The Fleet Maintenance division performs regular preventative maintenance following agency schedules based on asset information in Trapeze EAM, warranty requirements, and original equipment manufacturer recommendations.

Overhaul Strategy

The Fleet Maintenance division performs major vehicle overhauls at the 8-year mark for 40-foot coaches, targeting the vehicle's mid-life. Major focus areas are the engine, transmission, differential, planetary gear sets, radiator, and charge air cooler. Engines and transmissions are rebuilt in-house by Fleet Maintenance staff according to manufacturer guidelines.

The overhaul process can be time consuming. Pierce Transit's overhaul strategy is flexible to accommodate limitations in labor, facilities, parts availability, and vehicle demand, and might mean that some vehicles within the same sub fleet start the overhaul process early in their lifecycle, while others complete the process late. The Agency uses data from EAM such as oil sample data, oil usage, mileage, engine hours, and service history to prioritize overhauls.

Vehicle Replacement

Pierce Transit's Fleet Maintenance team maintains and updates the agency's vehicle replacement schedule in coordination with Grants, Finance, SHUTTLE paratransit, and other departments as needed. The Agency's 6-year fleet replacement schedule is updated annually and presented in the TDP.

When a vehicle reaches the end of its useful life and Fleet Maintenance has a suitable replacement ready, the agency begins to decommission the vehicle. Decommissioning involves de-branding and removing paint, decals, and agency equipment, along with updating information in the EAM. After decommissioning is completed, the vehicle can be surplus or sold. This process occurs throughout the year and may result varying fleet counts between this document and the TDP.

Facilities

Service Requests

The Agency has processes and procedures in place for Service Supervisors, Operators, and other staff members to submit Service Requests when they identify vandalism and other damage during routine operations. These requests then get triaged and, when appropriate, assigned as a work order to address the issue.

Quarterly Inspections

Pierce Transit's Facilities team conducts quarterly visual inspections of the agency's passenger, administrative, and maintenance facilities.

Facility Condition Assessments

The agency assesses its facilities every 3 years in accordance with FTA requirements. The current FCA is described in Section 2 Condition Assessment of Inventoried Assets – Facilities. Pierce Transit will conduct its next FCA in 2028.

SGR Capital Projects

Each year, staff submit Capital Project Requests (CPRs) to the agency's Project Management Office for consideration by the POG. Many of the projects serve to restore assets to or maintain assets in a State of Good Repair. Capital projects are further described in the annual Transit Development Plan, available on the agency's website at piercetransit.org/public-documents.

Tacoma Dome Station

In 2016, the agency contracted an in-depth facility condition assessment of the parking structures, bridges, ramps, and other elements of Tacoma Dome Station. Numerous repairs were conducted in partnership with the FTA and Sound Transit in subsequent years. The 2025 FCA found some areas for further investigation that will be evaluated in the next few years.

Section 8. Resources

This section identifies the resources and personnel available to the agency to develop and implement the TAMP under the direction of CEO Mike Griffus, who serves as the agency's Accountable Executive for the purposes of CFR 625.5.

While every part of Pierce Transit interacts with assets in some way, the following groups directly contribute to asset management. The following list is a general overview as some roles and resources may contribute to asset management functions across departments.

- Asset Maintenance and Data Collection – Fleet Maintenance, Facilities
- Capital Asset Inventory – Accounting Division
- Capital Budget Development – Budget Division

- Capital Project Selection and Project Management – Project Management Office
- Capital Project Oversight – Project Oversight Group
- Hardware and Software – Information Technology
- Power BI and NTD Reporting – Data Analytics
- Transit Asset Management Plan and GIS – Capital Planning Division

Section 9. Evaluation Plan

The TAMP is be considered a “living document” and will be reviewed and updated at least every four years. Pierce Transit will also update the TAMP if there is a significant change in the agency’s staff, funding, assets, operations, maintenance plans or development plans. Over the course of the next TAMP horizon, the agency will evaluate its ULBs, annual performance measures and targets, and improvements to our asset management processes.

Six-Year Capital Projects

Appendix A

Line #	Project Name	Project #	2026	2027	2028	2029	2030	2031
1	Security Systems Replacement	452	1,207,390					
2	ngORCA	482	2,782,690					
3	MOBI	525	503,550					
4	Pac Ave/SR7 P&R	556	3,481,070					
5	CAD/AVL	573	1,453,970					
6	TDS Elevator Repairs & Upgrades	588	99,890					
7	Call Center Software Replacement	604	7,530					
8	Spanaway TC Parking Lot Expansion	607	14,562,180					
9	TDS Wayfinding	608	1,179,190					
10	ADEPT Replacement	625	1,789,860					
11	Bus Shelter Replacement	633	4,218,440					
12	SHUTTLE Replacement 2023	637	3,114,590					
13	Real Time Sign Replacement	645	43,070					
14	Base BEB Charging Exp to 12	653	4,444,060					
15	Enhanced Bus SR7	657	3,845,760					
16	Bldg 1 Paint Booth Controls	658	210,580					
17	Bus Fleet Replacement 2024	659	13,651,990					
18	SHUTTLE Replacement 2024	660	13,898,430					
19	Bldg 1 Wheel Alignment Machine	661	103,000					
20	Bldg 1 Can Crusher	663	13,150					
21	Support Vehicle Replacement 2024	666	108,710					
22	Bldg 4 HVAC Retrofit	671	261,950					
23	Finance ERP	675	3,899,390					
24	Bldg 5 Spec Transportation	676	22,830					
25	Network Infrastructure Repl 2024	678	1,147,520					
26	Gantry w/ Depot for 30	680	16,963,830					
27	SHUTTLE Replacement	681	4,120,340					
28	Bus Fleet Replacement	682	8,796,250					
29	Bus Lot Emergency Notification Sys	683	104,390					
30	Bldg 1 Security Cameras & EWS	684	38,760					
31	F&W TV Monitor Screens	685	17,000					
32	Fleet Maintenance Purchases	686	705,450					
33	Braille & Real Time Signage	687	1,777,430					
34	Hastus Upgrade 2025	688	824,870					
35	NW Infrastructure Replacement	689	678,040					
36	Bldg 1 Tire Shop Office Reno	690	85,800					
37	Commerce Tunnel Gate Retrofit	691	280,000					
38	F&W EV Chargers	692	680,030					
39	RideShare Replacement	693	5,293,790					
40	Marketing Plotter Replacement	694	33,410					
41	VOAM Module Interface	695	227,920					
42	Support Vehicle Replacement	696	3,154,060					
43	Lakewood Transit Center Roof Repl	698	25,200					
44	Stream Community Line Exp	699	1,419,530					
45	Stream Meridian/SR161 TSP	703	1,560,000					
46	Facilities Maintenance Purchases	704	67,440					
47	Misc. Capital Equipment	778	200,000					
Subtotal Carryover & Additional			123,104,330	-	-	-	-	-
Line #	Project Name	Project #	2026	2027	2028	2029	2030	2031
48	Fleetwatch Software Update	NEW01	57,000					
49	Fleetwatch Bldg 1	NEW02	772,900					
50	Bus Stop Bench Expansion	NEW03	575,720					
51	Radio and Telephone Recording	NEW04	75,130					
52	TDS Pedestrian Improvements	NEW05	33,000					
53	Bus Stop Upgrades	NEW06	577,000	606,000	637,000	668,000	702,000	
54	EAM for Capital Facilities	NEW07	309,320					
55	Running Repair Restroom Reno	NEW08	31,500					
56	Bldg 1 Bodyshop Restroom Reno	NEW09	31,500					
57	Bldg 1 Lighting Modification	NEW10	151,800					
58	TCC Transit Center SOGR	NEW11	73,120	37,450				
59	Tacoma Mall TC Sealing	NEW12	67,200					
60	512 P&R Seal and Stripe	NEW13	93,450					
61	ADA Eligibility Assessment Fac	NEW14	2,686,350					
62	Workspace Design	NEW15	120,000					
63	South Hill TC Sprinkler Sys	NEW16	24,690					
64	Protective Devices	NEW17	75,590					
65	Bldg 5 Light Pole	NEW18	11,780					
Subtotal New Requests			5,767,050	643,450	637,000	668,000	702,000	-

Line #	Project Name	Project #	2026	2027	2028	2029	2030	2031
66	TCC BEB On-Route Charging	700			3,761,410			
67	Lakewood TC Ind Chargers & Support	701			2,841,800			
68	Bus Replacements	OUTYEAR01		11,965,810	13,060,340	14,180,450	15,237,340	15,788,020
69	Shuttle Replacements	OUTYEAR02		3,152,800				1,884,770
70	RideShare Replacement	OUTYEAR03		1,925,760	2,004,590	2,004,590	2,004,590	2,004,590
71	Support Vehicle Replacement	OUTYEAR04		1,688,810	1,688,810	1,125,870	562,940	562,940
72	Network Infrastructure Repl	OUTYEAR05		500,000	500,000	500,000	500,000	500,000
73	Bldg 1 Transmission Jack Replacement	OUTYEAR06		10,000				
74	Bldg 6 SOGR	OUTYEAR07		169,420	495,590			
75	Bldg 5 SOGR	OUTYEAR08		1,050,180	724,620			
76	Commerce Station SOGR	OUTYEAR09		296,100				
77	72nd & Portland TC SOGR	OUTYEAR10				37,390		
78	Bldg 4 Fire Alarm System	OUTYEAR11				138,280		
79	Parkland TC SOGR	OUTYEAR12				97,200		
80	72nd PR Seal Coat & Striping	OUTYEAR13					34,070	
81	Bldg 1 Brake Dyno Replacement	OUTYEAR14					250,000	
82	Bldg 1 Horizontal Ban Saw Replacement	OUTYEAR15					13,200	
83	Bldg 1 Parts Washer Replacement	OUTYEAR16					275,000	
84	South Hill TC SOGR	OUTYEAR17						47,530
Subtotal Outyears			-	20,758,880	25,077,160	18,083,780	18,877,140	20,787,850
Total 6-Year Capital			Totals	128,871,380	21,402,330	25,714,160	18,751,780	20,787,850

Indicates a project is partially covered with outside funding.

While the list of capital projects for the outyears includes those that we routinely replace, such as vehicles, each year we conduct a comprehensive evaluation of projects across the entire agency. This process may result in the addition of new projects to future budgets that are not currently listed. The following projects were submitted for inclusion but were ultimately not included in the budget.

Unfunded Projects	Cost	Year	Reason
Community Dev & Marketing Remodel	404,850	2026	POG Declined
Planning Area Workspace	247,670	2026	POG Declined
Mobile Shelter	35,900	2026	POG Declined
Fleet Admin Office Renovations	34,500	2027	Part of MOBI 2
RideShare Expansion 2027	1,116,530	2027	Cannot Expand at Current Tax Rate
Hydrogen Fuel Study	330,900	2028	POG Declined
RideShare Expansion 2028	1,157,980	2028	Cannot Expand at Current Tax Rate
Route 402: Fast, Frequent and Reliable	36,000,000	2028	Cannot Expand at Current Tax Rate
Stream S 19th St & Bridgeport	237,888,000	2028	Cannot Expand at Current Tax Rate
RideShare Expansion 2029	1,157,980	2029	Cannot Expand at Current Tax Rate
RideShare Expansion 2030	1,157,980	2030	Cannot Expand at Current Tax Rate
Route 41: Fast, Frequent and Reliable	41,283,640	2030	Cannot Expand at Current Tax Rate
RideShare Expansion 2031	1,157,980	2031	Cannot Expand at Current Tax Rate
Stream Downtown Tacoma to Lakewood	88,745,000	2031	Cannot Expand at Current Tax Rate
Total	410,718,910		

Pierce Transit Facilities Condition Assessment Report

Prepared for



December 2025

Pierce Transit Facilities Condition Assessment Report

Prepared for

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Lakewood, Washington

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APPENDICES

- A Administrative and Maintenance Facility Condition Assessments
- B Parking and Passenger Facility Condition Assessments

Acronyms and Abbreviations

AIM	Asset Inventory Module
EMT	electric metallic tube
ENV SP	Envision Sustainability Professional
FAST Act	Fixing America's Surface Transportation Act of 2015
FTA	Federal Transit Authority
MAP-21	Moving Ahead for Progress in the 21st Century Act
NTD	National Transit Database
PE	Professional Engineer
PVC	Polyvinyl chloride
SE	Structural Engineer
SR	State Route
TAM	Transit Asset Management
TERM Lite	Transit Economic Requirements Model Local Investment Tool Edition
WSDOT	Washington State Department of Transportation

Executive Summary

The Pierce County Transportation Benefit Area Authority (dba Pierce Transit) is a separate municipal corporation founded in 1979 that provides fixed route, paratransit, vanpool, and specialized seasonal public transportation services. In accordance with the recently promulgated 49 U.S.C. § 5335, Pierce Transit is required to report the condition of each facility supporting transit operations and report the findings to the National Transit Database at least once every four years. Additional information on Pierce Transit and the legislative requirement can be found in Chapter 1.

Pierce Transit hired Parametrix to provide an objective and qualified assessment of facilities to support this requirement. Parametrix assembled a team of structural, mechanical, and electrical engineers to provide an expert and objective assessment of all Pierce Transit facilities. The assessment team made on-site visits to Pierce Transit facilities to gather information and perform visual observations to make a recommendation as to the condition of the existing facilities. More details on the scope of work performed can be found in Chapter 1.

For each facility, a rating was determined for each primary level (e.g., substructure, shell, interiors, conveyance, plumbing, HVAC, fire protection, electrical, equipment, and site) of the facility and for the overall facility. Ratings were assigned based on the TERM Lite Scale, as noted in Table ES-1, below. Additional details about methodology used to perform the assessment and calculation of ratings can be found in Chapter 2.

Table ES-1. Summary of TERM Lite Scale Rating Levels

Rating	Condition	Description
4.8 – 5.0	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4.0 – 4.7	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3.0 – 3.9	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2.0 – 2.9	Marginal	Defective or deteriorated, in need of replacement; exceeded useful life
1.0 – 1.9	Poor	Critically damaged or in need of immediate repair; well past useful life

Administrative and Maintenance Facility Condition Ratings

Six administrative and maintenance facilities were assessed. The six facilities are located in Lakewood, Washington, at Pierce Transit headquarters. Pierce Transit Administrative and Maintenance facilities include:

- **HQ Building 1 – Fleet Maintenance:** Maintenance & Operations Building 1 was originally completed in 1987 (Phase 1) with a total program area of 83,700 square feet, including a 3,398 square foot parts storage mezzanine and a 667 square foot tire shop mezzanine. Additional spaces within the building provide a combination of administrative staff and management offices, parts storage, service bays, a lunchroom with supporting restrooms, and mechanical or other utility spaces. A four-service bay addition was completed in 2002 (Phase 2). HQ Building 1 received a condition rating of 3.5.

- **HQ Fuel and Wash Building** – The HQ Fuel and Bus Wash building, which opened in 2023, includes four fuel lanes, two bus washes, a chassis wash, and detail cleaning bay. The facility’s recent update increased the ability to fuel and add critical fluids for vehicles at a faster rate and for a greater variety of vehicles. The new facility includes additional fueling lanes, fueling dispensers, CNG dispensers, and a distribution system of key vehicle fluids that can be added during the refueling process. The wash facility increased Pierce Transit’s ability to maintain a variety of bus sizes and configurations, including double-decker express and articulated buses. HQ Fuel and Wash Building received a condition rating of 4.3.
- **CNG Station:** Located near the HQ Fuel & Wash Building, the CNG Station provides compressed natural gas for vehicle use. Significant upgrades to the CNG fueling equipment were completed in 2012. CNG Station received a condition rating of 3.7.
- **HQ Building 4 – Administration:** Pierce Transit’s Administrative Offices and Operators’ Lobby, including a lounge, “quiet room,” fitness center, and fixed route Operators Dispatch area are all housed in Building 4. The two-story building was also completed in 1987 and has a total program area of 36,987 square feet. The second floor includes executive and administrative offices, two meeting rooms, the mail room, a kitchen and dining area, and secure Information Technologies workspace. In 2018, the carpeting was replaced throughout the building. In 2019, the original single-car elevator was replaced. In 2020-2021, multiple Variable Air Volume units were replaced, along with ductwork being rerouted and rebalanced throughout the building to match various remodeling projects over the years. The new HVAC project included new drop ceilings throughout the building. While not part of the larger HVAC system project, Facilities Maintenance technicians replaced the compressors in Heat Pump #6, which controls the Operators’ Lobby and north side of the building to Planning & Scheduling office on first floor. HQ Building 4 received a condition rating of 4.0.
- **HQ Building 5 – Safety and Training Facility:** In 2005, Pierce Transit constructed a new, two-story Safety & Training Center (for transit operators) building at 3720 96th Street SW, just across the street from the original headquarters campus. The building includes two large conference rooms on the first floor with a moveable partition wall, restrooms (on both floors), and a kitchen/break room, along with secure offices. The third conference room is used for training, configured in a classroom setting with PCs at each desk. The conference room also doubles as the Agency’s Emergency Operations Center (EOC). The second floor is home to the Customer Service call center, SHUTTLE (paratransit), and Marketing departments, among others. As in Building 4, it includes a single-car elevator. The total building area is 26,500 square feet and includes a fully enclosed and gated (secure) employee parking behind it to the south with 408 unassigned spaces, 31 reserved spaces, 12 EV charging station access spaces, and 28 designated motorcycle parking stalls. Up to 55 Vanpool vehicles are stored there too when not out in revenue service. In addition, an open visitors’ parking lot on the east side of the building offers 22 unassigned and 10 reserved spaces. HQ Building 5 received a condition rating of 3.8.
- **HQ Building 6 – Facilities:** The latest addition to the Lakewood headquarters campus was Building 6, which was the home to the Vanpool program’s administrative offices from January 2019 through June 2022, including a secure (i.e., fully enclosed and gated) parking lot for vehicles. It was originally constructed in 1978 as a light industrial manufacturing facility with a total building area of 26,500 square feet. The address is 9622 40th Avenue SW and it is approximately 0.3 miles west/southwest of Building 5. HQ Building 6 received a condition rating of 3.5.

The administrative and maintenance facility condition ratings are summarized in Table ES-2 below. All facilities are in adequate condition with facility condition ratings ranging from 3.5 to 4.3. Although overall facilities are in adequate condition, there are components within each facility that have been identified as deficient. A summary of the deficiencies of each facility is described in Chapter 3, with additional details in Appendix A. HQ Building 1 and 6 were the lowest rated facilities, rated at 3.5 each. The HQ Fuel and Wash Building was the highest rated facility, with conditions at 4.3. The total cost to address deficiencies for all Administrative and Maintenance facilities is estimated to be \$1,415,700.

Table ES-2. Summary of Administrative and Maintenance Facility Condition Ratings

	HQ Building 1	HQ Fuel and Wash Building	CNG Station	HQ Building 4	HQ Building 5	HQ Building 6
Substructure	4.0	4.0	4.0	4.0	4.5	4.0
Shell	3.0	5.0	3.0	3.5	4.0	3.0
Interiors	2.5	4.5	3.7	3.5	4.0	4.0
Conveyance	N/A	N/A	N/A	4.3	3.8	N/A
Plumbing	3.0	4.3	N/A	4.0	3.7	3.5
HVAC	3.5	4.3	N/A	4.0	4.0	3.2
Fire Protection	3.8	3.8	N/A	3.8	3.8	3.8
Electrical	3.5	4.7	4.0	4.5	3.5	3.5
Site	3.5	3.0	3.0	3.5	3.5	3.0
Equipment	4.5	5.0	N/A	N/A	N/A	4.0
FACILITY	3.5	4.3	3.7	4.0	3.8	3.5
Total Cost for Recommended Actions	\$1,092,000	\$0	\$1,500	\$9,000	\$6,700	\$306,500
Total Cost for all Administrative and Maintenance Facilities				\$1,415,700		

Passenger and Parking Facility Condition Ratings

Eight passenger and four parking facilities were assessed throughout Pierce County. Pierce Transit passenger and parking facilities include:

- **72nd Street Transit Center:** This transit center is located on the northwest corner of E. 72nd Street and Portland Avenue E. It was constructed in 1995 includes a 68-stall Park & Ride lot. The facility consists of a 400 square foot building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four passenger shelters. The facility received a condition rating of 3.5.
- **Commerce Street Station:** Located along Commerce Street between S. 9th and S. 13th Streets in the central business district downtown, the area outside includes seven passenger boarding zones, accessed from the east and west sides of Commerce Street. Constructed in 1992, the cut and cover tunnel (restricted to employee access only) includes a bus layover tunnel and operators' lobby or lounge. The roof of the tunnel is a large public plaza, accessible via Broadway as well as a ramp from Commerce Street. The facility received a condition rating of 3.0.

- **Lakewood Transit Center:** This bus transfer facility, constructed in 1992, is in the northern peripheral area of the Lakewood Towne Center, a large outdoor retail shopping center, which includes a Safeway supermarket, both fast food and full-service restaurants, and Lakewood's City Hall (civic center). The facility consists of a 400 square foot utility building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four passenger shelters but no designated bus passenger parking spaces. The restroom facility is locked and not available to the public. The facility received a condition rating of 3.6.
- **Parkland Transit Center:** This facility is located on the northwest corner of Pacific Avenue S and 121st Street S, just east of the Pacific Lutheran University campus. It was constructed in 1984 (the Agency's second transit center) and includes a 62-stall Park & Ride lot. The facility consists of a 500-square building, including a mechanical room/custodial closet and two restrooms for operators and staff. There is one large multi-seat passenger shelter and two separate, smaller shelters. A unique feature of this facility is the World War II monument located at the entrance to the site. The facility received a condition rating of 3.1.
- **South Hill Mall Transit Center:** This facility is located on the northwest corner of 5th Street SE and 112th Street E, at the south end of the South Hill Mall and was constructed in 1998. The facility includes a 600 square foot building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four separate passenger shelters. However, there are no designated bus passenger parking stalls. The facility received a condition rating of 4.0.
- **Tacoma Community College Transit Center:** Located at the northeast corner of S. 19th and Mildred Streets, the facility was constructed in 1984 (the Agency's first transit center). It is owned by the community college but maintained by Pierce Transit. It includes 95 parking spaces in a lot adjacent to the bus loading and unloading zones. The facility includes a 400 square foot utility building, providing a mechanical room/custodial closet and two restrooms for operators and staff. There are two separate passenger shelters. The facility received a condition rating of 3.0.
- **Tacoma Dome Station:** This facility, by far the largest and most valuable in Pierce Transit's passenger-facing inventory, is located two blocks north of the Tacoma Dome on Puyallup Avenue between East E and East G Streets. It consists of a 2,337-space parking garage over six levels plus the roof, of which 37 spaces are reserved for short-term parking. The "East Garage" (Phase I) was originally constructed in 1997 with a "West Garage" (Phase II) added in 2001. The East Garage is connected to a covered waiting area for local and regional express bus routes. The garage includes a secure and enclosed bicycle parking area that was added in 2019. "TDS" is also the Tacoma hub for Sounder Commuter Rail and Sound Transit Link Light Rail. Taxicabs, Greyhound Bus, and Transportation Network Companies (e.g., Uber, Lyft) also have designated pick-up and drop-off areas. The facility received a condition rating of 3.2.

- Tacoma Mall Transit Center: This facility is located directly south of Tacoma Mall and west of Interstate 5 and Tacoma Mall Boulevard at S.47th and 48th Streets. It was first constructed in 1985 (the Agency's third transit center) and is operated under a long-term lease agreement with Simon Property Group, who also owns shopping malls in Kennewick and Seattle, Washington. The facility includes a 500 square foot utility building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are two separate passenger shelters on opposite corners of the property but no parking stalls (i.e., access is restricted to Pierce Transit vehicles only). The facility received a condition rating of 3.5.
- Kimball Drive Park & Ride: Constructed in 1997, this 306-stall Park & Ride lot is owned by Tacoma Public Utilities and maintained by Pierce Transit. It is located at 6808 Kimball Drive. Similar to the transit centers, it includes a 500 square foot utility building with a mechanical room/ custodial closet and two restrooms for operators and staff. In addition, the facility offers two passenger shelter areas at 450 square feet apiece. The facility received a condition rating of 4.0.
- Narrows Park & Ride: Constructed in 1986, this 195-stall Park & Ride lot is owned by the City of Tacoma but maintained by Pierce Transit. It is located at 7201 6th Avenue, just east of S. Jackson Avenue. However, unlike the transit center properties, it does not include a utility building, operator restrooms, or other restricted access structures. The facility received a condition rating of 3.5.
- Purdy Park & Ride: Constructed in 1991, this 200-stall Park & Ride lot is owned by WSDOT but maintained by Pierce Transit. It is located at 14301 Purdy Drive NW, on the northwest corner of 144th Street NW. It offers a covered passenger shelter and bench. However, unlike the transit center properties, it does not include a utility building or operator restrooms. The facility received a condition rating of 3.8.
- WA State Route (SR) 512 Park & Ride: Constructed in 1988, this Park & Ride lot is owned by WSDOT but maintained by Pierce Transit. It is located at 10617 S. Tacoma Way, less than a mile south of Pierce Transit headquarters. At eight acres and offering 505 parking stalls, it is the largest Park & Ride facility served by the Agency. Similar to the transit centers, it includes a 400 square foot utility building with a mechanical room/custodial closet and two restrooms for operators and staff. It also offers two large passenger shelters that can accommodate up to 50 people. The facility received a condition rating of 3.0.

The passenger and parking facility condition ratings are summarized in Tables ES-3 and ES-4, below. All facilities are in adequate or marginal condition with condition ratings ranging from 3.0 to 4.0. Although 12 of the 12 facilities are in adequate condition, there are components within some facilities that have been identified as deficient. A summary of the deficiencies of each facility is described in Chapter 4, with additional details in Appendix B. The 512 Park & Ride, Tacoma Community College Transit Center, and Commerce Street Station were the lowest rated facilities, all rated at 3.0. The facility with the highest rating was South Hill Mall Transit Center and Kimball Drive Park & Ride, both rated at 4.0. The total cost to address deficiencies for all passenger and parking facilities is estimated to be \$ \$1,347,911.

Table ES-3. Summary of Passenger Facility Condition Ratings

	72nd Street	Commerce Street	Lakewood	Parkland	South Hill Mall	Tacoma Community College	Tacoma Dome	Tacoma Mall
Substructure	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
Shell	3.0	3.0	4.0	4.0	4.0	3.5	3.0	4.0
Interiors	3.0	3.0	4.0	4.0	4.0	3.0	3.0	3.0
Conveyance	N/A	N/A	N/A	N/A	N/A	N/A	3.5	N/A
Plumbing	3.8	3.0	3.3	3.1	3.5	3.0	3.2	3.0
HVAC	3.5	3.0	3.0	3.0	2.8	2.8	3.3	3.0
Fire Protection	N/A	3.0	N/A	N/A	N/A	N/A	3.8	N/A
Electrical	3.5	3.5	3.5	3.8	4.0	3.5	4.0	4.0
Equipment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Site	3.2	3.5	3.6	3.0	3.0	3.0	3.2	3.5
FACILITY	3.5	3.0	3.6	3.1	4.0	3.0	3.2	3.5
Total Cost for Recommended Actions	\$0	\$691,700	\$2,500	\$83,863	\$17,750	\$16,500	\$76,000	\$0
Total Cost for all Passenger Facilities						\$888,313		



Table ES-4. Summary of Parking Facility Condition Ratings

	Kimball Drive	Narrows	Purdy	WA SR 512
Substructure	4.0	N/A	N/A	3.0
Shell	4.5	N/A	N/A	3.0
Interiors	4.5	N/A	N/A	3.0
Conveyance	N/A	N/A	N/A	N/A
Plumbing	3.5	3.0	3.8	3.3
HVAC	2.5	N/A	N/A	3.1
Fire Protection	N/A	N/A	N/A	N/A
Electrical	4.5	4.5	4.0	4.0
Equipment	N/A	N/A	N/A	N/A
Site	3.0	3.5	3.0	3.0
FACILITY	4.0	3.5	3.8	3.0
Total Cost for Recommended Actions	\$8,000	\$0	\$448,098	\$3,500
Total Cost for all Parking Facilities:	\$459,598			



1. Introduction

1.1 Pierce Transit

The Pierce County Transportation Benefit Area Authority (dba Pierce Transit) was founded in 1979 and currently serves 292 square miles of Pierce County and approximately 70 percent of the County's population. Serving Washington's second largest

MISSION: Improve people's quality of life by providing safe, reliable, and accessible transportation services that are locally based and regionally connected.

county, Pierce Transit provides four types of services: fixed route bus service, SHUTTLE paratransit, commuter rideshare, and microtransit ("Runner") to help get passengers to jobs, schools, and appointments throughout the South Puget Sound area. Pierce Transit is a separate municipal corporation and operates independently of Pierce County, the City of Tacoma, or Sound Transit. Pierce Transit headquarters are located at 3701 96th Street SW in Lakewood, Washington (98496). The headquarters site is zoned public/institutional and surrounded by industrial and commercial zoning.

More information on Pierce Transit and services provided can be found at:

<http://www.piercetransit.org/>

1.2 Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141, July 6, 2012), established new Transit Asset Management (TAM) data-reporting requirements for 49 U.S.C. § 5326. The Federal Transit Administration (FTA) promulgated the TAM rule in 49 CFR part 625 to affect this statutory requirement. On December 4, 2015, then President Barack Obama signed into law the Fixing America's Surface Transportation ("FAST") Act (Pub. L. 114-94), which supersedes MAP-21; however, FAST made no amendments to the transit asset management statute in 49 U.S.C. § 5326.

In accordance with 49 U.S.C. § 5335, agencies are required to calculate and report new data elements to the National Transit Database (NTD). New and updated regulations require transit agencies reporting to the NTD to include condition information on all assets reported to the database. To satisfy this new requirement, the condition of each facility supporting transit operations must be reported to the NTD at least once every four years. The TAM rule established performance measures to be reported to the NTD Asset Inventory Module (AIM) in 49 CFR part 625, Subpart D – Performance Management.

In addition to AIM reporting, the TAM rule requires asset inventory and condition assessments at a level of detail sufficient to monitor and predict the performance of assets and to inform investment prioritization in the TAM Plan. Facility condition assessments must be conducted by assessing the condition of and assigning a rating for facility assets using FTA's Transit Economic Requirements Model (TERM) Local Investment Tool Edition (Lite) scale. TERM is the capital needs analysis tool used by FTA to provide analysis of transit investment scenarios at a national level and is an extensive database of industry assets. TERM Lite is a similar tool developed specifically for local agencies for use in long-range capital planning and budgeting.



1.3 Purpose

The purpose of this report is to document the facilities conditions assessment¹ process and findings for the Lakewood headquarters buildings and customer-facing properties owned and operated by Pierce Transit, located throughout Pierce County, Washington. Pierce Transit hired Parametrix to provide an objective and qualified assessment of facilities. Parametrix is a hundred-percent employee-owned firm dedicated to providing high quality civil engineering, land surveying, planning, and environmental sciences. Parametrix has over 500 professionals across the Western United States providing multidisciplinary services and is recognized as one of the top planning, engineering, and environmental firms in the West. Parametrix strives to provide high quality service to assist our clients in making informed decisions.

For this assignment, a team of structural, mechanical, and electrical engineers was assembled to provide an expert and objective assessment of Pierce Transit facilities. The assessment team made on-site visits to Pierce Transit facilities to gather information and perform visual observations to make a recommendation as to the condition of the existing facilities. Observations and assessments were based on current existing conditions and did not project long-term deterioration. The Parametrix assessment team was comprised of the following members:

- Steve Wagner, Professional Engineer (PE), Structural Engineer (SE) – Steve is a Senior Structural Engineer with 42 years of industry experience and led the assessment of the substructure, shell, interior, and site primary level components.
- Joel Linke, PE, Envision Sustainability Professional (ENV SP) – Joel is a Senior Mechanical Engineer with 11 years of industry experience and led the assessment of the conveyance, plumbing, HVAC, and site primary level components.
- Jeff Reinmuth – Jeff is a Senior Electrical Designer with 20 years of industry experience and led the assessment of the electrical primary level components.
- Parametrix subcontracted with FSi Consulting Engineers, a mechanical engineering firm founded in 1985 with specialty expertise in fire protection services, to perform the assessment of the fire protection primary level components.
- Parametrix subcontracted with The Greenbusch Group, Inc., a multi-disciplinary engineering design firm founded in 1989, to complete the conveyance assessment.

¹ Throughout this report, the process of observing facilities, documenting conditions, and making recommendations is referred to as “assessment” rather than inspection. Inspection denotes a formal process performed by certified and licensed inspector and conforming to certain set standards. Assessments were made in conformance with FTA Guidance as a formal inspection process has not been established and certified inspectors are not required.

The Facilities Condition Assessment Report contains the following:

- Chapter 1 provides an overview of the background for the facility condition assessment requirement, describes the purpose of the report, and scope of work performed.
- Chapter 2 documents the process used to perform the facility condition assessments and methodology for documenting findings and aggregating condition ratings.
- Chapter 3 describes the overall findings for all the administrative and maintenance facilities that were assessed, including a summary of primary and secondary level ratings, identified deficiencies, and recommended corrective actions and associated costs.
- Chapter 4 documents the overall findings for all the passenger and parking facilities that were assessed, including a summary of primary and secondary level ratings, identified deficiencies, and recommended corrective actions and associated costs.
- Chapter 5 details the overall facility group performance measures calculated for the administrative and maintenance and the passenger and parking facility group ratings.
- Appendix A contains the complete facility condition assessments for the administrative and maintenance facilities.
- Appendix B contains the complete facility condition assessments for the passenger and parking facilities.

2. Facility Condition Assessment Process

This chapter documents the facility condition assessment process and includes descriptions of facility types, condition assessment procedures, condition assessment rating methodology, and project safety considerations. The facility condition assessment process follows the recommendations described in the TAM Facility Performance Measure Reporting Guidebook published by the FTA in March 2018¹, hereafter referred to as the FTA Guidebook. The FTA Guidebook details the methodology and procedures for compliance with the condition assessment requirement described in Section 1.1.

2.1 Facility Types

The FTA Guidebook describes the two overarching groups of facilities: 1) Administrative and Maintenance; and 2) Passenger and Parking. Pierce Transit is required to submit condition assessments for each facility, which will be aggregated to calculate the facility condition performance measure metric.

Administrative facilities are facilities that house management and supporting activities for overall transit operations such as accounting, finance, engineering, legal, safety, security, customer services, scheduling, and planning.

Maintenance facilities are facilities where routine maintenance and repairs or heavy maintenance are conducted. Agencies must not report maintenance facilities where third-party vendors perform services, such as a local gasoline station or body shop.

Pierce Transit administrative and maintenance facilities include:

- HQ Building 1 – Fleet Maintenance
- HQ Fuel and Wash Building
- CNG Station
- HQ Building 4 – Administration
- HQ Building 5 – Safety and Training Facility
- HQ Building 6 – Facilities

Passenger facilities include transit centers, transfer centers, and transit malls that have an enclosed structure (building) for passengers for items such as ticketing, information, restrooms, concessions, and telephones.

Parking facilities include Park & Ride lots as well as parking garages. Note that passenger and parking facilities are often collectively referenced as “passenger facilities.” Parking facilities are those immediately adjacent to passenger facilities.

¹ FTA 2018. TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation, Federal Transit Administration (October 2025)

Pierce Transit passenger facilities include the following transit centers:

- 72nd Street Transit Center
- Commerce Street Station
- Lakewood Transit Center
- Parkland Transit Center
- South Hill Mall Transit Center
- Tacoma Community College Transit Center
- Tacoma Dome Station
- Tacoma Mall Transit Center

Pierce Transit parking facilities include the following Park & Ride lots:

- Kimball Drive Park & Ride
- Narrows Park & Ride
- Purdy Park & Ride
- 512 Park & Ride

2.2 Condition Assessment Procedures

The condition assessment is primarily intended to assess the overall physical condition of the facility to support capital investment decisions and compliance with federal regulations.

To determine the overall condition of a facility, Pierce Transit is required to assess, at a minimum, each primary level (as applicable) for each facility. Primary and secondary levels for administrative and maintenance and parking and passenger facilities as defined in the FTA Guidebook are provided in Table 1 and Table 2, respectively.

Assessment of secondary levels is not required but was used by the assessment team to help inform a more thorough and accurate rating of each primary rating.

Table 1. Administrative and Maintenance Facilities: Rating Level

ID#	Primary Level	Secondary Level
A.	Substructure	Foundations; basement
B.	Shell	Superstructure/structural frame; roof; exterior walls, etc.; shell appurtenances
C.	Interiors	Partitions; stairs; finishes
D.	Conveyance	Elevators; escalators; lifts
E.	Plumbing	Fixtures; water distribution; sanitary waste; rain water drainage
F.	HVAC	Energy supply; heating and cooling generation and distribution systems; testing, balancing, controls, and instrumentation; chimneys and vents
G.	Fire Protection	Sprinklers; standpipes; hydrants
H.	Electrical	Electrical service/distribution; lighting and branch wiring; communications and security

Table 1. Administrative and Maintenance Facilities: Rating Level (continued)

ID#	Primary Level	Secondary Level
I.	Equipment ¹	Equipment related to the function of the facility
J.	Site	Roadways/driveways; parking lots; pedestrian areas; site development features; landscaping; utilities

Table 2. Passenger and Parking Facilities: Rating Level

ID#	Primary Level	Secondary Level
A.	Substructure	Foundations; basement
B.	Shell	Superstructure/structural frame; roof; exterior walls, etc.; shell appurtenances
C.	Interiors	Partitions; stairs; finishes
D.	Conveyance	Elevators; escalators; lifts
E.	Plumbing	Fixtures; water distribution; sanitary waste; rainwater drainage
F.	HVAC	Energy supply; heating and cooling generation and distribution systems; testing, balancing, controls, and instrumentation; chimneys and vents
G.	Fire Protection	Sprinklers; standpipes; hydrants
H.	Electrical	Electrical service/distribution; lighting and branch wiring; communications and security
J.	Site	Roadways/driveways; parking lots; pedestrian areas; site development features; landscaping; utilities

During the on-site assessment, the assessment team observed the primary and secondary level conditions identified in Table 1 and performed tasks to assess each primary and secondary level as detailed in Table 6 of the FTA Guidebook. The assessment team then recorded a description of each secondary level, describing the current condition, corrective actions (as needed), and estimated cost to address the corrective actions (as needed). In addition, assessors noted and reported any defects that may constitute a safety concern and may require immediate attention. Each secondary level was rated using the five-point scale used in the FTA's TERM Lite software program.

The scale has the following values, as indicated in Table 3. The TERM Lite scale uses integer values; however, Pierce Transit and Parametrix agreed to add a tenths decimal place to more accurately indicate the condition of the facility.

¹ The FTA Guidebook notes that agencies may choose to include equipment assets as an administrative and maintenance facilities asset or inventory the equipment in their TAM Plan in the equipment asset category. Equipment valued between \$10,000 and \$50,000 may be rated in a facility. If equipment is valued at \$50,000 or more, or is a piece of equipment that would be inventoried separately in the TAM Plan, it may not be rated in a facility. For the purposes of this report, the equipment primary level was not assessed.

Table 3. TERM Lite Scale Rating Levels

Rating	Condition	Description
4.8 – 5.0	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4.0 – 4.7	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3.0 – 3.9	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2.0 – 2.9	Marginal	Defective or deteriorated, in need of replacement; exceeded useful life
1.0 – 1.9	Poor	Critically damaged or in need of immediate repair; well past useful life

An asset is deemed to be in good repair if it has a rating of 3.0 or above on the TERM Lite scale. Likewise, an asset is deemed to not be in good repair if it has a rating of less than 3.0. Recommended corrective actions and estimated costs are provided for secondary level components that are rated below 3.0. In some instances, recommended corrective actions and estimated costs are listed for secondary level components that are rated above 3.0. This indicates that one portion of the described secondary level asset may require a corrective action; however, the overall condition of the described asset is functional but may be nearing the end of its useful life. All costs identified are included in the total estimated cost to bring the facility into a State of Good Repair. Generally speaking, FTA notes that the condition of an asset or system is said to be in a “State of Good Repair” when no backlog of capital needs exists, all life cycle investment needs have been addressed, and the asset has not exceeded its useful life.

Pierce Transit has adopted State of Good Repair performance measures and targets for three asset categories: facilities, equipment, and rolling stock. As outlined in the 2024–2029 Strategic Plan, the facilities target is to rehabilitate and restore at least 75 percent of capital facilities to a condition rating of 3.0 or above on the TERM Lite scale by the end of the calendar year 2029. Pierce Transit is required to update performance measures and targets annually.



2.3 Condition Assessment Rating Methodology

The following describes the methodology for aggregation of secondary level ratings and aggregation of primary level ratings to provide an overall facility condition rating.

Secondary level ratings were aggregated to provide a rating for each primary level. The FTA Guidebook notes that transit agencies have flexibility in how to weight their secondary levels, when aggregating to the primary level rating. If more than one secondary component was assessed, a median value approach was used to aggregate secondary ratings into the primary level rating, as described in Section 4.2 of the FTA Guidebook. Within each primary level, all secondary level ratings were sorted in ascending order. If there is an odd number of values, the median is the value that falls in the middle of the list. If there is an even number of values, the lower value of the middle values was selected as the median value.

Overall facility condition ratings were then developed using the same median value approach applied at the primary level. All primary level ratings for a facility were sorted in ascending order, and the median value was selected to represent the facility's overall condition, with the lower of the two middle values chosen when an even number of primary ratings existed to reflect the condition at which at least 50 percent of facility components are at or below.

2.4 Project Safety

Project safety was a fundamental focus during all on-site facility assessments. Prior to site visits, the assessment team reviewed and discussed Pierce Transit's and Parametrix's safety policies and held an internal safety meeting. While on-site, the assessment team held a safety briefing with Pierce Transit staff.



3. Administrative and Maintenance Facility Condition Ratings

This chapter provides a summary of administrative and maintenance facility condition assessment ratings. It also includes a brief description of each building and highlights key findings and identified deficiencies. Complete and discrete facility condition assessments for each building can be found in Appendix A.

3.1 Administrative and Maintenance Facility Condition Ratings Summary

Table 4 summarizes facility and primary level ratings for Buildings 1 through 8 located on the Pierce Transit headquarters campus, as well as total cost to perform the recommended corrective actions.

All facilities are in adequate condition with facility condition ratings ranging from 3.2 to 4.3. Although overall facilities are in adequate condition, there are components within each facility that have been identified as deficient. A summary of the deficiencies of each facility is described in Chapter 3, with additional details in Appendix A. The CNG station and HQ Building 1 were the lowest rated facilities, rated at 3.2 and 3.4, respectively. The HQ Fuel and Wash Building was the highest rated facility, with conditions at 4.3. The total cost to address deficiencies for all Administrative and Maintenance facilities is estimated to be \$1,415,700.

Table 4. Summary of Building Facility Condition Assessment Ratings

	HQ Building 1	HQ Fuel and Wash Building	CNG Station	HQ Building 4	HQ Building 5	HQ Building 6
Substructure	4.0	4.0	4.0	4.0	4.5	4.0
Shell	3.0	5.0	3.0	3.5	4.0	3.0
Interiors	2.5	4.5	3.7	3.5	4.0	4.0
Conveyance	N/A	N/A	N/A	4.3	3.8	N/A
Plumbing	3.0	4.3	N/A	4.0	3.7	3.5
HVAC	3.5	4.3	N/A	4.0	4.0	3.2
Fire Protection	3.8	3.8	N/A	3.8	3.8	3.8
Electrical	3.5	4.7	4.0	4.5	3.5	3.5
Site	3.5	3.0	3.0	3.5	3.5	3.0
Equipment	4.5	5.0	N/A	N/A	N/A	4.0
FACILITY	3.5	4.3	3.7	4.0	3.8	3.5
Total Cost for Recommended Actions	\$1,092,000	\$0	\$1,500	\$9,000	\$6,700	\$306,500
Total Cost for all Administrative and Maintenance Facilities					\$1,415,700	



Figure 1. Pierce Transit Administrative and Maintenance Facility Building Locations

3.1.1 HQ Building 1 – Fleet Maintenance

Maintenance & Operations Building 1 was originally completed in 1987 (Phase 1) with a total program area of 83,700 square feet, including a 3,398 square foot parts storage mezzanine and a 667 square foot tire shop mezzanine. Additional spaces within the building provide a combination of administrative staff and management offices, parts storage, service bays, a lunchroom with supporting restrooms, and mechanical or other utility spaces. A four-service bay addition was completed in 2002 (Phase 2). This building will continue to be brought to a state of good repair and remain the agency's primary maintenance and operations facility for the next ten years. Pierce Transit continues to investigate replacement or replacement in phases pending funding availability.

Table 5. HQ Building 1: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	2.5	
Conveyance	N/A	
Plumbing	3.0	
HVAC	3.5	
Fire Protection	3.8	
Electrical	3.5	
Equipment	4.5	
Site	3.5	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were found in the Shell, Interior, HVAC, and Fire Protection primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$1,092,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 6. Summary of HQ Building 1 Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Shell Secondary Level: Roof	All skylights are in bad condition. Acrylic domes are brittle and cracked. Many are covered with a plastic sheet to avoid leaks. Skylights lack fall-through protection.	Replace skylights	\$325,000
Primary Level: Interiors Secondary Level: Finishes	The CMU walls are dirty.	Pressure wash/clean	\$50,000
	Ceiling stains were found in upholstery shop. This is possible indication of a leak or a past leak.	Repaint as required. Leaks could be from skylight or piping above. Shop may be relocated, so action likely not required	
	Floors were noted to be generally dirty with some cracks noted. Wall non-skid strips worn at SE maintenance bays.	Replace non-skid strips	\$2,000
Primary Level: HVAC Secondary Level: Heat/cooling generation and distribution systems	The three large HVAC units in the Body and Paint Area are old and have reached the end of their typical life.	Replace large HVAC units in the Body and Paint Area.	\$600,000
	The spray booth man doors in the Body and Paint Area can shut violently without notice when the large HVAC units startup. This is a safety issue and is currently being addressed with a Caution note on each of the doors.	Provide slow-closing door actuators, makeup air or similar to prevent pressure differential from slamming doors shut.	\$5,000
	Compressor Room was very warm despite the rollup door being partially open and the site visit day being cool.	Check compressor room temperatures during warm summer days. If temperatures are higher than equipment manufacturers recommend, then provide room with mechanical cooling.	\$10,000
	Several of the rooftop mushroom type vents, presumably with fans underneath have locations where water is pooling, they are rusting and will soon need to recoated. It is likely that this fan and vent equipment has reached the end of its typical life and should be replaced.	Replace rooftop mushroom vent/fans.	\$50,000
	The Upholstery Room gets inundated with fumes when applying adhesives. Staff currently opens an exterior door for passive fresh air.	Add a vent hood that exhausts out the sidewall for better removal of adhesive fumes from the room.	\$10,000
Primary Level: Fire Protection Secondary Level: Battery Storage Room	Enclosed room for battery storage with emergency shower and fire extinguisher. Wooden shelving for batteries. Appears to be inadequate ventilation and fire protection for quantity of batteries. Need to confirm battery type and quantities.	Upgrade to meet fire code and ventilation requirements.	\$40,000

3.1.2 HQ Fuel and Wash Building

The HQ Fuel and Bus Wash building, which opened in 2023, includes four fuel lanes, two bus washes, a chassis wash, and detail cleaning bay. The facility's recent update increased the ability to fuel and add critical fluids for vehicles at a faster rate and for a greater variety of vehicles. The new facility includes additional fueling lanes, fueling dispensers, CNG dispensers, and a distribution system of key vehicle fluids that can be added during the refueling process. The wash facility increased Pierce Transit's ability to maintain a variety of bus sizes and configurations, including double-decker express and articulated buses.

Table 7. HQ Fuel and Wash Building: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	5.0	
Interiors	4.5	
Conveyance	N/A	
Plumbing	4.3	
HVAC	4.3	
Fire Protection	3.8	
Electrical	4.7	
Equipment	5.0	
Site	3.0	
Overall	4.3	

Key Findings:

- Overall facility was rated at 4.3
- Deficiencies (items rated 1 or 2) were not found in any of the primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

3.1.3 CNG Station

Located near the HQ Fuel & Wash Building, the CNG Station is a fueling and service station that offers CNG, diesel fuel, and unleaded gasoline. Significant upgrades to the CNG fueling equipment were completed in 2012.

Table 8. CNG Station: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	3.7	
Conveyance	N/A	
Plumbing	N/A	
HVAC	N/A	
Fire Protection	N/A	
Electrical	4.0	
Equipment	N/A	
Site	3.0	
Overall	3.7	

Key Findings:

- Overall facility was rated at 3.7
- Deficiencies (items rated 1 or 2) were found in the Electrical primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$1,500.
- A seal-off next to compressor #1 is missing its plug and appears unfilled, creating an explosion hazard.

Table 9. Summary of CNG Station Deficiencies

Deficiency	Corrective Action	Estimated Cost
Primary Level: Electrical	There is a seal-off missing the plug next to compressor #1. The seal-off does not appear to be filled. This is an explosion hazard.	\$1,500
Secondary Level: Electrical service & distribution		

3.1.4 HQ Building 4 – Administration

Pierce Transit’s Administrative Offices and Operators’ Lobby, including a lounge, “quiet room,” fitness center, and fixed route Operators Dispatch area are all housed in Building 4. The two-story building was also completed in 1987 and has a total program area of 36,987 square feet. The second floor includes executive and administrative offices, two meeting rooms, the mail room, a kitchen and dining area, and secure Information Technologies workspace. In 2018, the carpeting was replaced throughout the building. In 2019, the original single-car elevator was replaced. In 2020-2021, multiple Variable Air Volume units were replaced, along with ductwork being rerouted and rebalanced throughout the building to match various remodeling projects over the years. The new HVAC project included new drop ceilings throughout the building. While not part of the larger HVAC system project, Facilities Maintenance technicians replaced the compressors in Heat Pump #6, which controls the Operators’ Lobby and north side of the building to Planning & Scheduling office on first floor.

Table 10. HQ Building 4 Administration: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.5	
Interiors	3.5	
Conveyance	4.3	
Plumbing	4.0	
HVAC	4.0	
Fire Protection	3.8	
Electrical	4.5	
Equipment	N/A	
Site	3.5	
Overall	4.0	

Key Findings:

- Overall facility was rated at 4.0.
- Deficiencies (items rated 1 or 2) were found in the HVAC primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$9,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 11. Summary of HQ Building 4 Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: HVAC Secondary Level: Heat generation and distribution systems	Staff noted that the Operations area, HR/Payroll area, Grants area, and the room across from Planning/Scheduling have uneven heating and cooling.	It is recommended to have the HVAC distribution systems in the Operations area, HR/Payroll area, Grants area, and the room across from Planning/Scheduling analyzed and rebalanced, if needed, during a warm weather event in the summer and a cold weather event in the winter.	\$5,000
	Staff noted that the IT area will be too warm at times during the summer.	It is recommended to confirm that the cooling system for the IT area can comfortably cool the space during a warm weather in the summer.	\$2,000
	The rooftop unit in front of the roof access door was making a loud noise and vibrating one of the door panels from what seemed to be a vibrating rotating element inside the unit.	It is recommended to repair or replace the component causing the vibration to prevent further damage to the unit.	\$2,000

3.1.5 HQ Building 5 –Safety and Training Facility

In 2005, Pierce Transit constructed a new, two-story Safety & Training Center (for transit operators) building at 3720 96th Street SW, just across the street from the original headquarters campus. The building includes two large conference rooms on the first floor with a moveable partition wall, restrooms (on both floors), and a kitchen/break room, along with secure offices. The third conference room is used for training, configured in a classroom setting with PCs at each desk. The conference room also doubles as the Agency’s Emergency Operations Center (EOC). The second floor is home to the Customer Service call center, SHUTTLE (paratransit), and Marketing departments, among others. As in Building 4, it includes a single-car elevator. The total building area is 26,500 square feet and includes a fully enclosed and gated (secure) employee parking behind it to the south with 408 unassigned spaces, 31 reserved spaces, 12 EV charging station access spaces, and 28 designated motorcycle parking stalls. Up to 55 Vanpool vehicles are stored there too when not out in revenue service. In addition, an open visitors’ parking lot on the east side of the building offers 22 unassigned and 10 reserved spaces.

Table 12. HQ Building 5 Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.5	
Shell	4.0	
Interiors	4.0	
Conveyance	3.8	
Plumbing	3.7	
HVAC	4.0	
Fire Protection	3.8	
Electrical	3.5	
Equipment	N/A	
Site	3.5	
Overall	3.8	

Key Findings:

- Overall facility was rated at 3.8
- Deficiencies (items rated 1 or 2) were found in the HVAC and Electrical primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$6,700.
- Panel L in the first floor electrical room has a blank cover that is missing exposing live bus to facility personnel. The missing blank cover should be replaced as soon as possible for safety reasons.
- The Freight Room currently allows entry without a badge but requires one to exit, creating a safety risk if someone inside lacks a badge. Making badge access required for entry instead—and adding instructions for safely opening the roll-up door—would preserve security while ensuring safe egress in emergencies.

Table 13. Summary of HQ Building 5 Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: HVAC Secondary Level: Heat generation and distribution systems	Roof mounted HVAC equipment appears to be functioning and in good working condition. One of the panels covering one of the units needs to be reinstalled.	Reinstall panel that has been displaced.	\$200
	Wall mounted air conditioner unit on first floor Electrical/Phone room not working previously and has since been removed. The room is noticeably warm and cooling function should be returned to the room as originally design.	Repair or replace the wall mounted air conditioner unit.	\$5,000
	HVAC ducts are leaking in the storage room of the Training Rooms 1 and 2. HVAC tape has been used to attempt to seal the leaks but they are still leaking.	Seal the HVAC ducts in the Training 1 Room storage room.	\$1,000
Primary Level: Electrical Secondary Level: Electrical service & distribution	At the time of assessment, the UPS in the second floor server room was flashing an alarm.	UPS alarm should be assessed by the facilities approved maintenance personnel or an electrician.	\$250
	Panel L in the first-floor electrical room has a blank cover that is missing. Exposing live bus to facility personnel. This is a safety concern that should be addressed immediately.	The missing blank cover in Panel L must be replaced to protect facility personnel.	\$250

3.1.6 HQ Building 6 – Facilities

The latest addition to the Lakewood headquarters campus was Building 6, which was the home to the Vanpool program’s administrative offices from January 2019 thru June 2022, include a secure (i.e., fully enclosed and gated) parking lot for vehicles. It was originally constructed in 1978 as a light industrial manufacturing facility with a total building area of 26,500 square feet. The address is 9622 40th Avenue SW and is approximately 0.3 miles west/southwest of Building 5.

Table 14. HQ Building 6: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	4.0	
Conveyance	N/A	
Plumbing	3.5	
HVAC	3.2	
Fire Protection	3.8	
Electrical	3.5	
Equipment	4.0	
Site	3.0	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were found in the Shell, Plumbing, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$306,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 15. Summary of HQ Building 6 Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Structures	2 Large hung units on the high roof.	Roof will need maintenance. Replacement is needed within the next 10 years.	\$5,000
Secondary Level: Roof	Coating over metal roofing chipping off in places.		
Primary Level: Plumbing	Roof was or is leaking in the record storage area.		
Secondary Level: Rainwater drainage			
Primary Level: Site	The parking lot is asphalt paving that is in inadequate shape. The asphalt has substantial cracking that is mostly sealed. The asphalt pavement is still functioning but is reaching the end of its serviceable life will need replacement in the future.	Short-term seal approximately 100 LF of asphalt cracks	\$1,500
Secondary Level: Roadways/driveways, parking lots and associated signage, marking, and equipment		Repaint pavement markings and lines. Estimate 1,000 LF	\$5,000

4. Passenger and Parking Facility Condition Ratings

This chapter provides a summary of passenger and parking facility condition assessment ratings. It also includes a brief description of each facility and highlights key findings and identified deficiencies. Complete and discrete facility condition assessments for each building can be found in Appendix B.

4.1 Passenger and Parking Facility Condition Ratings Summary

Table 16 and Table 17 summarize facility and primary level ratings for Pierce Transit passenger and parking facilities, as well as the total costs to perform the recommended corrective actions.

The passenger and parking facility condition ratings are summarized in Table 16 and Table 17, below. All facilities are in adequate or marginal condition with condition ratings ranging from 3.0 to 4.0. Although 12 of the 12 facilities are in adequate condition, there are components within some facilities that have been identified as deficient. A summary of the deficiencies of each facility is described in Chapter 4, with additional details in Appendix B. The 512 Park & Ride, Tacoma Community College Transit Center, and Commerce Street Station were the lowest rated facilities, all rated at 3.0. The facilities with the highest rating were South Hill Mall Transit Center and Kimball Drive Park & Ride, both rated at 4.0. The total cost to address deficiencies for all passenger and parking facilities is estimated to be \$ \$1,347,661.

Table 16. Summary of Passenger Facility Condition Ratings

	72nd Street	Commerce Street	Lakewood	Parkland	South Hill Mall	Tacoma Community College	Tacoma Dome	Tacoma Mall
Substructure	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
Shell	3.0	3.0	4.0	4.0	4.0	3.5	3.0	4.0
Interiors	3.0	3.0	4.0	4.0	4.0	3.0	3.0	3.0
Conveyance	N/A	N/A	N/A	N/A	N/A	N/A	3.5	N/A
Plumbing	3.8	3.0	3.3	3.1	3.5	3.0	3.2	3.0
HVAC	3.5	3.0	3.0	3.0	2.8	2.8	3.3	3.0
Fire Protection	N/A	3.0	N/A	N/A	N/A	N/A	3.8	N/A
Electrical	3.5	3.5	3.5	3.8	4.0	3.5	4.0	4.0
Equipment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Site	3.2	3.5	3.6	3.0	3.0	3.0	3.2	3.5
FACILITY	3.5	3.0	3.6	3.1	4.0	3.0	3.2	3.5
Total Cost for Recommended Actions	\$0	\$691,700	\$2,500	\$83,863	\$17,750	\$16,500	\$76,000	\$0
Total Cost for all Passenger Facilities	\$888,313							

Table 17. Summary of Parking Facility Condition Ratings

	Kimball Drive	Narrows	Purdy	WA SR 512
Substructure	4.0	N/A	N/A	3.0
Shell	4.5	N/A	N/A	3.0
Interiors	4.5	N/A	N/A	3.0
Conveyance	N/A	N/A	N/A	N/A
Plumbing	3.5	3.0	3.8	3.3
HVAC	2.5	N/A	N/A	3.1
Fire Protection	N/A	N/A	N/A	N/A
Electrical	4.5	4.5	4.0	4.0
Equipment	N/A	N/A	N/A	N/A
Site	3.0	3.5	3.0	3.0
FACILITY	4.0	3.5	3.8	3.0
Total Cost for Recommended Actions	\$8,000	\$0	\$448,098	\$3,500
Total Cost for all Parking Facilities:			\$459,598	

4.2 Passenger Facility Condition Ratings

4.2.1 72nd Street Transit Center

This transit center is located on the northwest corner of E. 72nd Street and Portland Avenue E. It was constructed in 1995 includes a 68-stall Park & Ride lot. The facility consists of a 400 square foot building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four passenger shelters.

Table 18. 72nd Street Transit Center: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.8	
HVAC	3.5	
Fire Protection	N/A	
Electrical	3.5	
Equipment	N/A	
Site	3.2	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were found in the Electrical primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 19. Summary of 72nd Street Transit Center Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Electrical	The utility meter termination cover is only secured with a small latch and is missing the utility security tag.	Contact Utility to install utility security tag to prevent access to the public.	\$0
Secondary Level: Service Entrance	Access would not require tools or significant effort. Panel is available to the public and is a safety hazard.		

4.2.2 Commerce Street Station

Located along Commerce Street between S. 9th and S. 13th Streets in the central business district downtown, the area outside includes seven passenger boarding zones, accessed from the east and west sides of Commerce Street. Constructed in 1992, the cut and cover tunnel (restricted to employee access only) includes a bus layover tunnel and operators' lobby or lounge. The roof of the tunnel is a large public plaza, accessible via Broadway as well as a ramp from Commerce Street.

Table 20. Commerce Street Station: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.0	
HVAC	3.0	
Fire Protection	3.0	
Electrical	3.5	
Equipment	N/A	
Site	3.5	
Overall	3.0	

Key Findings:

- Overall facility was rated at 3.0.
- Deficiencies (items rated 1 or 2) were found in the Shell, Plumbing, HVAC and Electrical primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$691,700.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 21. Summary of Commerce Street Station Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Substructure Secondary Level: Shell	Skybridge to parking garage across street: Visible spalled concrete and cracks on underside of bridge. Evidence of water intrusion from walking surface above	Engineer should investigate integrity and recommend need repairs	\$10,000 (engineering only)
Primary Level: Substructure Secondary Level: Shell appurtenances	Exterior door closed, but leaking. Windows are exposed to the public.	Recommend installing wall over unused exterior windows and doors for security to reduce vandalism risks and maintenance	\$25,000
Primary Level: Plumbing Secondary Level: Water Distribution	Pump room and the small piping near the chlorine injection system. There are significant signs of corrosion throughout the pump room. Corrosion that is left unchecked will eventually cause failures in pipe joints, hangers, and supports; structural bases for equipment; and electrical and auxiliary systems. There is significant condensation collecting in the small piping near the chlorine injection system. This moisture is causing coatings to fail and causing nearby pipes, joints, hangers, and supports to corrode. Piping and valving are aging and have reached the end of their typical life. Pump manufacturer is no longer in business which makes getting replacement parts more difficult. Pumps have also reached the end of their typical life.	Pump Room: Pumps, pipe, and valves need to be replaced.	\$400,000
	C8 Room sink faucet leaks significantly when turned on. It doesn't appear that this sink is used often.	Repair sink faucet.	\$500
Primary Level: HVAC Secondary Level: Heating and cooling generation and distribution systems	Driver break room/ rest area The equipment was not able to provide the cooling temperature set on the thermostat during the summer. Staff indicated the space was too warm in the summer. The HVAC unit could not be located at the time of the site visit, but it has either reached the end of its useful life, needs to be repaired, or needs to be increased in size.	Repair or replace HVAC unit.	\$25,000
	Bus Shop No HVAC was operating and area was noticeably cold. Staff should confirm that this is the intended operation of the space.	Confirm if HVAC equipment should be on or off and repair as needed.	\$25,000
	Pump Room The HVAC system hinders the ability to maintain the rest of the equipment in the room. This can cause safety issues during operation and maintenance in the room.	When the piping, valves and pumps are replaced, the HVAC system should be replaced to increase maintenance ability and reduce safety issues in the room.	\$100,000

	Deficiency	Corrective Action	Estimated Cost
	Electrical Room fan The system is showing signs of corrosion. The corrosion can reduce fan performance, which reduces the air changes in the room and could affect the code classification of the room. The fan has likely reached the end of its typical life. Supply fans for electrical rooms should be filtered to help prevent electrical issues.	Replace fan and add air filter	\$3,000
Primary Level: Electrical	Pump Room	It is recommended to increase lighting capacity in lower pump room.	\$103,200
Secondary Level: Fixtures	Lighting in the lower pump room is dim and inadequate for maintenance and repairs. Pump Room J-boxes and branch wiring showed signs of severe corrosion and water penetration. This is a safety hazard due to the potential for short circuits and sparking. Open j-boxes with loose wires.	The corroded j-boxes with water penetration present a safety hazard. It is necessary to prevent water penetration and replace corroded equipment and j-boxes. This should be a high priority. Powering the system with these deficiencies could lead to short circuit and arc-flash events. It is recommended to close j-boxes to prevent access by untrained personnel.	

4.2.3 Lakewood Transit Center

This bus transfer facility, constructed in 1992, is in the northern peripheral area of the Lakewood Towne Center, a large outdoor retail shopping center, which includes a Safeway supermarket, both fast food and full-service restaurants, and Lakewood's City Hall (civic center). The facility consists of a 400 square foot utility building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four passenger shelters but no designated bus passenger parking spaces.

Table 22. Lakewood Transit Center: Overall and Primary Level Rating Summary

Building	Rating
Substructure	4.0
Shell	4.0
Interiors	4.0
Conveyance	N/A
Plumbing	3.3
HVAC	3.0
Fire Protection	N/A
Electrical	3.5
Equipment	N/A
Site	3.6
Overall	3.6



Key Findings:

- Overall facility was rated at 3.6
- Deficiencies (items rated 1 or 2) were found in the Plumbing and HVAC primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$2,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 23. Summary of Lakewood Transit Center Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Plumbing Secondary Level: Fixtures	Isolation valve knobs are missing underneath the hand sink in the men’s restroom.	Replace the hand sink isolation valves in the men’s restroom, if desired.	\$500
	Floor sink faucet was noted to have a slight leak.	Replace the floor sink faucet.	
	Water heater was operating as expected. It was noted that there may have been a past water leak on the water heater. Water heater was noted to have rust on the towards the base and is not properly braced.	Inspect the water heater for water leaks.	
Primary Level: HVAC Secondary Level: Heat generation and distribution systems	Baseboard heater on the left-hand side of the entryway in the utility room is not operating as expected.	Replace the baseboard heaters in the Utility Room.	\$2,000
	Wall heater grille in the Women’s Restroom had damage.	Replace the wall heaters in the restrooms.	
	Wall heater in the Men’s Restroom is not operational during the site visit.		

4.2.4 Parkland Transit Center

This facility is located on the northwest corner of Pacific Avenue S and 121st Street S, just east of the Pacific Lutheran University campus. It was constructed in 1984 (the Agency's second transit center) and includes a 62-stall Park & Ride lot. The facility consists of a 500 square foot building, including a mechanical room/custodial closet and two restrooms for operators and staff. There is one large multi-seat passenger shelter and two separate, smaller shelters. A unique feature of this facility is the World War II monument located at the entrance to the site.

Table 24. Parkland Transit Center: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	3.0	
Shell	4.0	
Interiors	4.0	
Conveyance	N/A	
Plumbing	3.1	
HVAC	3.0	
Fire Protection	N/A	
Electrical	3.8	
Equipment	N/A	
Site	3.0	
Overall	3.1	

Key Findings:

- Overall facility was rated at 3.1
- Deficiencies (items rated 1 or 2) were found in the Site and HVAC primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$83,863.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 25. Summary of Parkland Transit Center Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: HVAC Secondary Level: Heat generation and distribution systems	Restroom heaters are missing thermostat knobs.	Replace the wall heater in the Utility Room.	\$500
	Utility room wall heater is non-operational.	Inspect the exhaust fan for operability.	
	Cannot confirm exhaust fans are operational. The actual equipment is located in the attic space and could not be visually observed.		
Primary Level: Site Secondary Level: Roadways/driveways parking lots, and associated signage, marking, and equipment	Concrete paving appears in good condition with some cracks within the pavement that should be sealed	Seal all cracks in concrete pavement 100 LF in bus lane	\$6,000
	Asphalt paving in eastern parking lot contains extreme cracking and should be replaced in the future	Short Term: Seal all joints in the asphalt Estimated 300 LF	\$5,500
		Long Term: Replace asphalt parking lot Estimate 6500 SQFT	\$59,163
	There is curb missing in the western parking lot.	20 LF of curb replacement	\$1,700
	The curb in the eastern parking lot is extremely damaged and deteriorated	200 LF of curb replacement	\$11,000

4.2.5 South Hill Mall Transit Center

This facility is located on the northwest corner of 5th Street SE and 112th Street E, at the south end of the South Hill Mall and was constructed in 1998. The facility includes a 600 square foot building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four separate passenger shelters. However, there are no designated bus passenger parking stalls.

Table 26. South Hill Mall Transit Center: Overall and Primary Level Rating Summary

Building	Rating
Substructure	4.0
Shell	4.0
Interiors	4.0
Conveyance	N/A
Plumbing	3.5
HVAC	2.8
Fire Protection	N/A
Electrical	4.0
Equipment	N/A
Site	3.0
Overall	4.0



Key Findings:

- Overall facility was rated at 4.0
- Deficiencies (items rated 1 or 2) were found in the Interiors, HVAC, Electrical, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$17,750.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 27. Summary of South Hill Mall Transit Center Deficiencies

Deficiency		Corrective Action	Estimated Cost
Primary Level: Interiors Secondary Level: Passenger Areas	Smoking area and east end of bus lane flood during heavy rain. Sidewalk adjacent to bus lane appears to be undermined	Investigate and repair	\$10,000
Primary Level: HVAC Secondary Level: Heat generation and distribution systems	HVAC control knob is missing and needs to be replaced in order to fully control the HVAC system. Wall heaters are broken and were not operational during the visit.	Replace the control knob. Replace the wall heaters.	\$500
Primary Level: Electrical Secondary Level: Other electrical system-related pieces	Knob shaft is broken off inside the switch mechanism.	Replace speed control switch.	\$250
Primary Level: Site Secondary Level: Roadways, parking lots and associated signage, markings and equipment	The concrete paving is in adequate condition with moderate deterioration and one location with cracking that show be sealed with caulking.	Approximately 50 LF of concrete cracks to be caulked.	\$3,500
Primary Level: Site Secondary Level: Pedestrian areas and associated signage, markings, and equipment	The concrete flatwork in the pedestrian areas is in adequate condition with some minor surface cracks noted. These areas should be sealed with caulking.	Approximately 50 LF of concrete cracks to be caulked.	\$3,500

4.2.6 Tacoma Community College Transit Center

Located at the northeast corner of S. 19th and Mildred Streets, the facility was constructed in 1984 (the Agency's first transit center). It is owned by the community college but maintained by Pierce Transit. It includes 95 parking spaces in a lot adjacent to the bus loading and unloading zones. The facility includes a 400 square foot utility building, providing a mechanical room/custodial closet and two restrooms for operators and staff. There are two separate passenger shelters.

Table 28. Tacoma Community College Transit Center: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.5	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.0	
HVAC	2.8	
Fire Protection	N/A	
Electrical	3.5	
Equipment	N/A	
Site	3.0	
Overall	3.0	

Key Findings:

- Overall facility was rated at 3.0
- Deficiencies (items rated 1 or 2) were found in the HVAC, Electrical, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$16,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 29. Summary of Tacoma Community College Transit Center

	Deficiency	Corrective Action	Estimated Cost
Primary Level: HVAC Secondary Level: Heat generation and distribution systems	Wall-mounted unit heater in the men's restroom is rusty and appears to have reached its expected life. The baseboard heater in the utility room needs to have clearance of 12 inches on all sides of the unit.	Replace heater in Men's restroom. Clear/move all items from area near the heater.	\$500
Primary Level: HVAC Secondary Level: Chimneys and vents	Restroom doors have fixed louvers for air admittance into room to balance the exhaust fans. Some of the blades are bent, but the louvers are functional and in adequate condition. Exhaust fans were not functioning at the time of the site visit but were not physically observed because they were located in the attic space.	Replace the exhaust fan or locate the switch to test.	\$1,000
Primary Level: Electrical Secondary Level: Electrical service & distribution	The utility meter termination access panel is unsecured and accessible to the public. This is a safety hazard to the public	Contact Utility to provide utility security tag.	\$0
Primary Level: Site Secondary Level: Roadways/ driveways and associated signage, marking, and equipment	The asphalt parking lot was in marginal condition but is still functioning. The parking lot cracks should be resealed. There are approximately 50 LF of cracks that should be resealed.	Seal cracks in asphalt pavement. Estimated 50 LF	\$3,500
	Concrete paving at the bus location was in marginal condition and contained cracking. These cracks should be sealed.	Concrete paving – Approximately 150 LF of cracks should be sealed.	\$8,500
	The crosswalk at the NW entrance to the project has portions of the crosswalk without thermoplastic. This crosswalk should be installed where the thermoplastic has deteriorated.	Repaint thermoplastic crosswalk. Approximately 100 SQFT of thermoplastic needed.	\$3,000
Primary Level: Site Secondary Level: Pedestrian areas and associated signage, markings, and equipment	The brick surface located in the plaza areas was in marginal condition and is fairly faded and contains moss in some cracks. This should be cleaned up to prevent organic material from damaging the bricks.	Brick should be cleaned of moss and organics growing in joints.	\$0

4.2.7 Tacoma Dome Station

This facility, by far the largest and most valuable in Pierce Transit’s passenger-facing inventory, is located two blocks north of the Tacoma Dome on Puyallup Avenue between East E and East G Streets. It consists of a 2,337-space parking garage over six levels plus the roof, of which 37 spaces are reserved for short-term parking. The “East Garage” (Phase I) was originally constructed in 1997 with a “West Garage” (Phase II) added in 2001. The East Garage is connected to a covered waiting area for local and regional express bus routes. The garage includes a secure and enclosed bicycle parking area that was added in 2019. “TDS” is also the Tacoma hub for Sounder Commuter Rail and Sound Transit Link Light Rail. Taxicabs, Greyhound Bus, and Transportation Network Companies (e.g., Uber, Lyft) also have designated pick-up and drop-off areas.

Table 30. Tacoma Dome Station: Overall and Primary Level Rating Summary

Building	Rating
Substructure	3.0
Shell	3.0
Interiors	3.0
Conveyance	3.5
Plumbing	3.2
HVAC	3.3
Fire Protection	3.8
Electrical	4.0
Equipment	N/A
Site	3.2
Overall	3.2



Key Findings:

- Overall facility was rated at 3.2
- Deficiencies (items rated 1 or 2) were found in the Plumbing, HVAC, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$76,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 31. Summary of Tacoma Dome Station Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Plumbing Secondary Level: Rainwater drainage	West Garage: A drainage leak by the west elevators has prevented them from permitting use. Staff is aware of this issue and are currently working to fix it.	Eliminate water drainage at west elevators	Varies
Primary Level: HVAC Secondary Level: Heating and cooling generation and distribution systems	Customer Service (east end) HVAC system: Staff confirmed that the cooling system was not able to keep up on warm summer days and stated that the space needed to be evacuated because of high temperatures in the summer of 2024. Access to the unit was very limited and could not be visually inspected. Unit has either reached the end of its useful life or needs to be replaced with a larger unit.	Repair/replace HVAC unit that serves the east end of Customer Service.	\$50,000
	Facility Maintenance Work Room: One of the radiant heaters in the Facility Maintenance Work Room was not operating and needs to be replaced	Replace radiant heater	\$1,000
	West Elevator Room: The AC was not turning on while onsite and the room temperature was higher than the set temperature	Repair or replace HVAC/AC unit	\$20,000
Primary Level: Site Secondary Level: Pedestrian areas and associated signage, markings, and equipment	The pedestrian connection between the east and west garage contains a concrete surface with cracks that should be sealed.	Seal cracks in concrete Estimated 100 LF	\$5,000

4.2.8 Tacoma Mall Transit Center

This facility is located directly south of Tacoma Mall and west of Interstate 5 and Tacoma Mall Boulevard at S.47th and 48th Streets. It was first constructed in 1985 (the Agency's third transit center) and is operated under a long-term lease agreement with Simon Property Group. The facility includes a 500 square foot utility building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are two separate passenger shelters on opposite corners of the property but no parking stalls (i.e., access is restricted to Pierce Transit vehicles only).

Table 32. Tacoma Mall Transit Center: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	4.0	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.0	
HVAC	3.0	
Fire Protection	N/A	
Electrical	4.0	
Equipment	N/A	
Site	3.5	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5.
- Deficiencies (items rated 1 or 2) were not found on any primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

4.3 Parking Facility Condition Ratings

4.3.1 Kimball Drive Park & Ride

Constructed in 1997, this 306-stall Park & Ride lot is owned by Tacoma Public Utilities and operated and maintained by Pierce Transit. It is located at 6808 Kimball Drive. Similar to the transit centers, it includes a 500 square foot utility building with a mechanical room/ custodial closet and two restrooms for operators and staff. In addition, the facility offers two passenger shelter areas at 450 square feet apiece.

Table 33. Kimball Drive Park & Ride: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	4.5	
Interiors	4.5	
Conveyance	N/A	
Plumbing	3.5	
HVAC	2.5	
Fire Protection	N/A	
Electrical	4.5	
Equipment	N/A	
Site	3.0	
Overall	4.0	

Key Findings:

- Overall facility was rated at 4.0
- Deficiencies (items rated 1 or 2) were found in the HVAC and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$8,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 34. Summary of Kimball Drive Park & Ride Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: HVAC Secondary Level: Heat generation and distribution systems	Heater (Utility Room): Heater was not operating during the visit. Thermostat cannot be located.	Locate the thermostat and test the heater for operability	\$0
Primary Level: Site Secondary Level: Parking lots and associated signage, markings, and equipment	Asphalt pavement in north parking lot was found in adequate condition but contains cracking that should be sealed to prevent further damage Estimated 100LF of cracks	Seal all joints in the asphalt Estimated 100 LF	\$2,500

Deficiency	Corrective Action	Estimated Cost
Replace 100 LF of curb in north parking lot	Replace curb	\$5,500

4.3.2 Narrows Park & Ride

Constructed in 1986, this 195-stall Park & Ride lot is owned by the City of Tacoma but maintained by Pierce Transit. It is located at 7201 6th Avenue, just east of S. Jackson Avenue. However, unlike the transit center properties, it does not include a utility building, operator restrooms, or other restricted access structures.

Table 35. Narrows Park & Ride: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	N/A	
Shell	N/A	
Interiors	N/A	
Conveyance	N/A	
Plumbing	3.0	
HVAC	N/A	
Fire Protection	N/A	
Electrical	4.5	
Equipment	N/A	
Site	3.5	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were not found on any primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

4.3.3 Purdy Park & Ride

Constructed in 1991, this 200-stall Park & Ride lot is owned by WSDOT but maintained by Pierce Transit. It is located at 14301 Purdy Drive NW, on the northwest corner of 144th Street NW. It offers a covered passenger shelter and bench. However, unlike the transit center properties, it does not include a utility building or operator restrooms.

Table 36. Purdy Park & Ride: Overall and Primary Level Rating Summary

Building	Rating
Substructure	N/A
Shell	N/A
Interiors	N/A
Conveyance	N/A
Plumbing	3.8
HVAC	N/A
Fire Protection	N/A
Electrical	4.0
Equipment	N/A
Site	3.0
Overall	3.8



Key Findings:

- Overall facility was rated at 3.8
- Deficiencies (items rated 1 or 2) were found in the Site primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$448,098.43.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 37. Summary of Purdy Park & Ride Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Site Secondary Level: Parking lots and associated signage, markings, and equipment	The asphalt parking lot was observed in marginal condition and contained substantial cracking that should be sealed in the short term.	Short term – Seal 500 LF of cracks in pavement.	\$8,500
	The asphalt parking lot should be replaced in the future and is reaching the end of its usable life.	Long term – Replace Asphalt Parking Lot. Estimate 56,500 SQFT (6,277 SQYD)	\$433,198
	Curb in the parking lot was found in marginal condition with one segment of approximately 120 LF missing.	Curb replacement 120 LF of curb in parking lot	\$6,400

4.3.4 512 Park & Ride

Constructed in 1988, this Park & Ride lot is owned by WSDOT but maintained by Pierce Transit. It is located at 10617 S. Tacoma Way, less than a mile south of Pierce Transit headquarters. At eight acres and offering 505 parking stalls, it is the largest Park & Ride facility served by the Agency. Similar to the transit centers, it includes a 400 square foot utility building with a mechanical room/custodial closet and two restrooms for operators and staff. It also offers two large passenger shelters that can accommodate up to 50 people.

Table 38. 512 Park & Ride: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	3.0	
Shell	3.0	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.3	
HVAC	3.1	
Fire Protection	N/A	
Electrical	4.0	
Equipment	N/A	
Site	3.0	
Overall	3.0	

Key Findings:

- Overall facility was rated at 3.2
- Deficiencies (items rated 1 or 2) were found in the Plumbing and HVAC primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$3,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 39. Summary of 512 Park & Ride Deficiencies

	Deficiency	Corrective Action	Estimated Cost
Primary Level: Plumbing	Hose bib connection in utility room appears to be leaking and needs to be repaired	Repair hose bib connection leak	\$3,000
Secondary Level: Fixtures	Hot water tank in utility room appears to be leaking and is braced incorrectly based on the Uniform Plumbing Code which requires two horizontal straps for seismic restraint	Repair or replace leaking hot water tank. Install two horizontal bracing straps.	
	Possible leak can be seen surrounding the backflow preventer or the area may be wet from a previous cleaning	Inspect the backflow preventer to confirm leak	
	It was noted that the gauge needle is broken on the pressure gauge	Replace pressure gauge on backflow preventer	
Primary Level: HVAC	Restroom exhaust fans in both the Men's and Women's Restrooms are not operational. The actual equipment is located in the attic space and could not be visually observed	Confirm reason for non-functional restroom exhaust fans and replace if needed	\$500
Secondary Level: Heat generation and distribution systems	The heater in the storage/utility room is non-operational	Replace electric non-operational heater in storage utility/room	

5. Facility Group Performance Measures

After determining overall facility condition ratings for each administrative and maintenance, and passenger and parking facilities, Pierce Transit is required to calculate the performance measure for each of the overarching facility groups as noted in Section 5.0 of the FTA Guidebook. To determine the performance measure for a facility category, the number of facilities with a rating below 3.0 are counted and divided by the total number of facilities in the facility category (e.g. administrative and maintenance or passenger and parking). The performance measure is reported as a percentage.

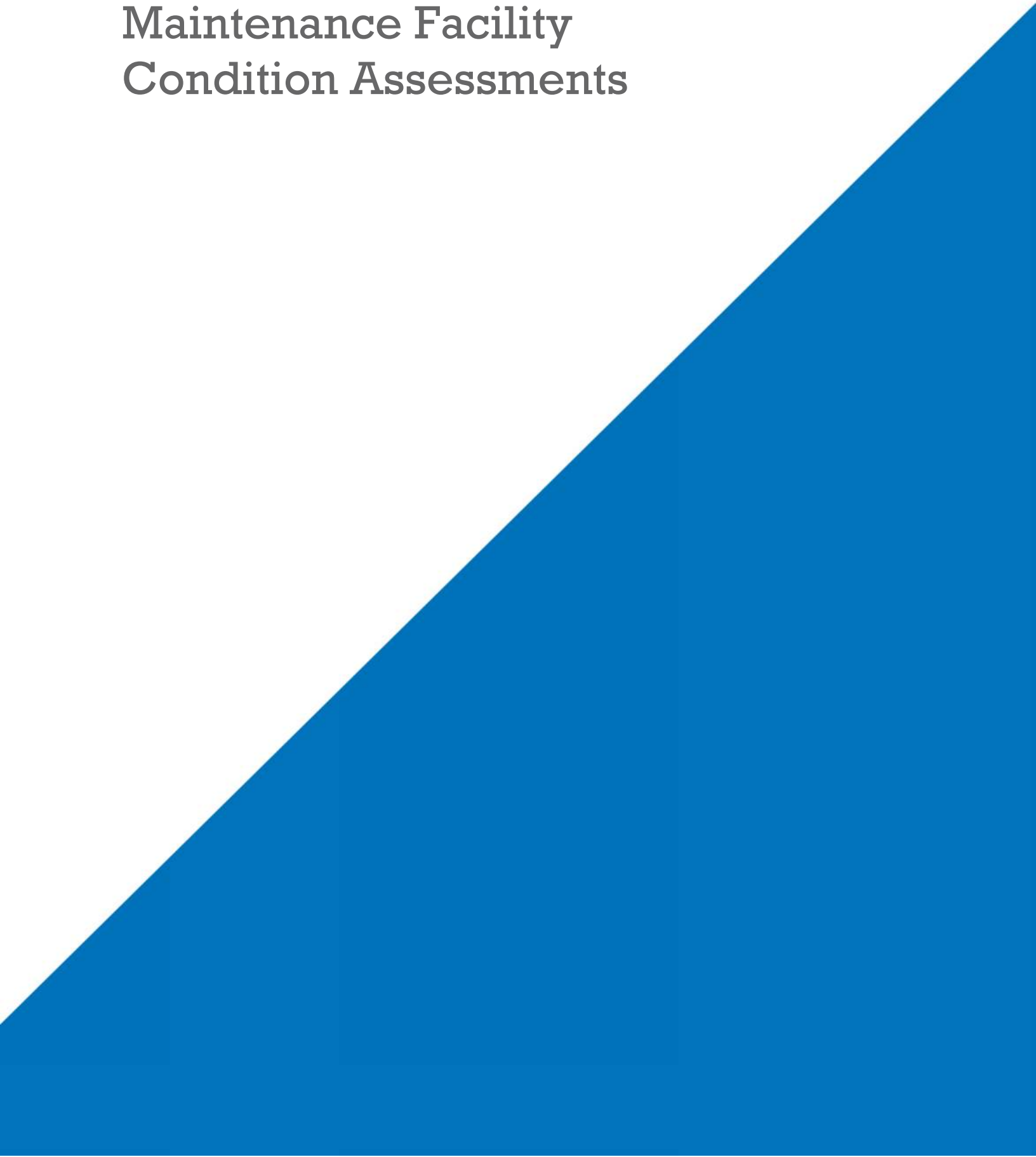
5.1 Administrative and Maintenance Facilities

Table 4 summarizes facility and primary level ratings for all administrative and maintenance facilities. There are no facilities that have a rating below 3.0. Therefore, the performance measure for administrative and maintenance facilities is 0 percent.

5.2 Passenger and Parking Facilities

Table 16 and Table 17 summarize facility and primary level ratings for Pierce Transit passenger and parking facilities. There are no facilities that have a rating below 3.0. Therefore, the performance measure for passenger and parking facilities is 0 percent.

Administrative and Maintenance Facility Condition Assessments

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Pierce Transit Facilities Condition Assessment Report: Appendices

Prepared for



December 2025

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Appendix A. Administrative and Maintenance Facility Condition Assessments

1. Detailed Facility Condition Assessment Ratings

1.1 Facility Condition Assessment Summary

The FTA TERM Condition Assessment Scale was used to rate primary and secondary levels within the facility. Values on the TERM Condition Assessment Scale¹ are defined in Table 1.

Table 1. TERM Lite Scale Rating Levels

Rating	Condition	Description
4.8 – 5.0	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4.0 – 4.7	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3.0 – 3.9	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2.0 – 2.9	Marginal	Defective or deteriorated, in need of replacement; exceeded useful life
1.0 – 1.9	Poor	Critically damaged or in need of immediate repair; well past useful life

To determine the overall condition of the facility, the following primary level components were inspected and assessed: substructure, shell, interiors, conveyance, plumbing, HVAC, fire protection, electrical, fare collection equipment, and site (if present). The overall rating of the facility, in addition to each primary level rating, is presented by facility in Appendix A. Detailed condition assessments, including secondary level ratings, are presented throughout Appendix A. Only components present in the facility are included in the tables. An asset is deemed to be in good repair if it has a rating of 3.0 or higher. Likewise, an asset is deemed to not be in good repair if it has a rating less than 3.0. Recommended corrective actions and estimated costs are provided for secondary level components that are rated below 3.0. In some instances, recommended corrective actions and estimated costs are listed for secondary level components that are rated above 3.0. This indicates that one portion of the described secondary level asset may require a corrective action; however, the overall condition of the described asset is functional and has not exceeded its useful life. All costs identified in Table 3 are included in the total estimated cost to bring the facility into a State of Good Repair.

¹ FTA, 2018. TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation, Federal Transit Administration (November 2025)

The following describes the methodology for aggregation of secondary level ratings and aggregation of primary level ratings to provide an overall facility condition rating.

- Secondary level ratings were aggregated to provide a rating for each primary level. If more than one secondary component was assessed, a median value approach was used to aggregate secondary ratings into the primary level rating, as described in Section 4.2 of the Condition Assessment Calculation guidebook (FTA 2018). Within each primary level, all secondary level ratings were sorted in ascending order. If there is an odd number of values, the median is the value that falls in the middle of the list. If there is an even number of values, the lower value of the middle values was selected as the median value.
- A weighted average condition approach was used to calculate the overall facility condition rating. The approach uses primary level TERM Lite ratings and respective estimated replacement costs provided by Pierce Transit. To calculate the facility condition rating, the sum of each primary level TERM Lite score was multiplied by its respective replacement cost. The total was then divided by the sum of all the replacement costs to provide a facility condition rating.

1. HQ Building 1 Vehicles Maintenance

1.1 Facility Snapshot

Maintenance & Operations Building 1 was originally completed in 1987 (Phase 1) with a total program area of 83,700 square feet, including a 3,398 square foot parts storage mezzanine and a 667 square foot tire shop mezzanine. Additional spaces within the building provide a combination of administrative staff and management offices, parts storage, service bays, a lunchroom with supporting restrooms, and mechanical or other utility spaces. A four-service bay addition was completed in 2002 (Phase 2). HQ Building 1 was assessed in Fall 2025.

1.2 Key Findings

Table 2. HQ Building 1: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	2.5	
Conveyance	N/A	
Plumbing	3.0	
HVAC	3.5	
Fire Protection	3.8	
Electrical	3.5	
Equipment	4.5	
Site	3.5	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were found in the Shell, Interior, HVAC, and Fire Protection primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$1,092,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 3. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed concrete shallow spread footings, not visible	No problems noted	4.0	None	N/A

Table 4. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/ structural frame	Concrete masonry walls, steel frame/bar joists/steel deck	No major problems noted	4.0	None	N/A
Roof	Spray On Insulation on underside (sound absorption?)	Roof has good slope/drain. Roofing in good condition, but with dirt accumulation in drain paths.	3.0	Clean dirt and debris	\$5,000
	Tapered rigid insulation on top of steel deck. Roofing appears to be 3 ply with mineral cap sheet	All skylights are in bad condition. Acrylic domes are brittle and cracked. Many are covered with a plastic sheet to avoid leaks. Skylights lack fall-through protection. 49 individual skylights counted. 1 large skylight over entry made up of 8 units.	1.0	Replace skylights	\$325,000
Exterior	Concrete Masonry walls, roll-up doors	All doors appear to be worn. Roll-up doors are unique, with panels that “accordion” when opened. Doors have had some replacement panels installed, with available parts.	3.0	Replace panels as needed.	N/A
	Exterior main doors	Gaps can be seen between door frame and masonry at some doors	3.0	RegROUT door frames to provide weather seal and maintain attachment.	

Photos:

			
Skylight covered with plastic sheeting to prevent leaking.	Skylight over entry – covered with plastic sheeting.	Roof near north end of building showing condition and the many roof penetrations in this area.	Lower roof on east siding, shows good drainage slope, but with accumulation of dirt.
			
East door at north end painting area. Worn door panels.	Paint/body shop showing large fans hung from ceiling.	Tire shop, looking west. Mezzanine is to the left. Door with worn slats.	Mechanical area, with wall and floor mounted jib cranes. Hoists are reported to be scheduled for replacement.

Table 5. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Partitions	Concrete masonry walls separating departments	Appears to be in reasonable condition. Parts of the masonry wall seen from the mezzanine have cracks at the south and west walls. Possibly due to Nisqually earthquake. They do not appear to be of serious concern.	3.5	None	N/A
Stairs	Includes stair to tire shop mezzanine, stair to parts storage mezzanine and roof access stair.	The tire shop stair to mezzanine is steel and in good condition. Parts Mezzanine & roof access stairs were noted to be steel and are in good condition.	3.5	None	N/A
Finishes	Painted walls	The CMU walls are dirty. Ceiling stains were found in upholstery shop. This is possible indication of a leak or a past leak.	2.5	Pressure wash/clean Repaint as required. Leaks could be from skylight of piping above. Shop may be relocated, so action likely not required.	\$50,000
	Concrete floors	Floors were noted to be generally dirty with some cracks noted. Wall non-skid strips worn at SE maintenance bays.	2.5	Replace non-skid strips	\$2,000

Photos:

		
Ceiling at upholstery shop.	Worn non-skid at SE corner service bays.	Typical "roll-up" door, with telescoping slats.

Table 6. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Bathroom fixtures, emergency showers and eyewashes (Washroom and Main Service Bay).	Fixtures in bathroom are working and in adequate condition. Eyewashes and showers are working, in adequate condition, and have been tested/inspected on a regular schedule.	3.0	None	N/A
Water distribution	Water distribution pipes.	No issues noted.	3.0	None	N/A
Sanitary waste	Sanitary waste system.	Sanitary waste system functioning with no apparent leaks.	3.5	None	N/A
Rain water drainage	Roof drains.	Most of the roof drains rain water adequately. One location near and HVAC unit on the south end of the roof shows evidence of a low area that collects water and debris and does not draining properly. This does not appear to be causing any current issues and no changes are recommended.	3.2	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
		Most of the roof skylights have developed cracks and are collecting water between the two panes. Some of the skylights have been covered in vinyl/plastic sheets. This issue is common knowledge to PT staff. See structural for recommended corrective actions.		None	N/A

Photos:

		
Restroom fixtures are working and in adequate condition.	Restroom fixtures are working and in adequate condition.	Hot water tank has proper seismic restraint.

Table 7. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Electric power to HVAC units.	Power appears to be adequate and no issues are noted.	3.6	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Heat/cooling generation and distribution systems	HVAC systems, roof mounted cooling units and exhaust fans. Heating and cooling systems are provided in building. Building duct surfaces.	Several roof mounted cooling units and exhaust fans are located on the roof and are in adequate condition. Staff indicated that the radiant heaters located in some of the rooms have been disconnected and are no longer used.	2.5	Replace large HVAC units in the Body and Paint Area.	\$600,000
		Body and Paint Area: The three large HVAC units are old and have reached the end of their typical life.			
		Body and Paint Area: The spray booth man doors can shut violently without notice when the large HVAC units startup. This is a safety issue and is currently being addressed with a Caution note on each of the doors.		Provide slow-closing door actuators, makeup air or similar to prevent pressure differential from slamming doors shut.	\$5,000
		Compressor Room: This room was very warm despite the rollup door being partially open and the site visit day being cool.		Check compressor room temperatures during warm summer days. If temperatures are higher than equipment manufacturers recommend, then provide room with mechanical cooling.	\$10,000
		Roof: Several of the rooftop mushroom type vents, presumably with fans underneath have locations where water is pooling, they are rusting and will soon need to recoated. It is likely that this fan and vent equipment has reached the end of its typical life and should be replaced.		Replace rooftop mushroom vent/fans.	\$50,000
		Upholstery Room: This room gets inundated with fumes when applying adhesives. Staff currently opens an exterior door for passive fresh air.		Add a vent hood that exhausts out the sidewall for better removal of adhesive fumes from the room.	\$10,000
Testing, balancing, controls, and instrumentation	HVAC instrumentation.	HVAC instrumentation appears to be functioning and in adequate condition. No issues noted.	3.5	None	N/A
Chimneys and vents	Generator intake vent.	Generator intake vent is in good condition.	4.0	None	N/A

Photos:

			
Large HVAC unit that has reached the end of its typical life.	Caution sign indicating door can slam shut without warning.	Rooftop vent/fan unit that has likely reached the end of its useful life.	Upholstery room that lacks ventilation during adhesive application.

Table 8. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sprinklers	Sprinkler system	Inspected 06/25 – no discrepancies noted.	3.8	Clear riser of stored items.	N/A
Emergency Showers	Emergency showers in shop areas	Inspected 10/25 – no discrepancies noted.	4.0	None	N/A
Battery Storage Room	Dedicated room for battery charging	Enclosed room for battery storage with emergency shower and fire extinguisher. Wooden shelving for batteries. Appears to be inadequate ventilation and fire protection for quantity of batteries. Need to confirm battery type and quantities.	2.5	Upgrade to meet fire code and ventilation requirements.	\$40,000

Photos:

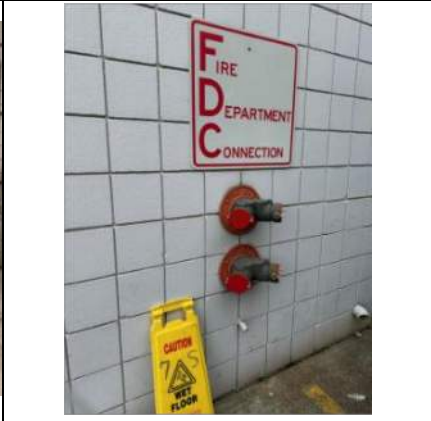
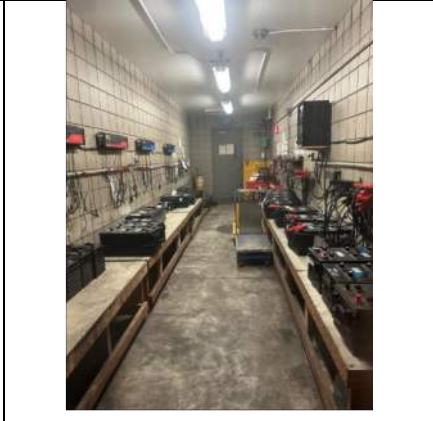
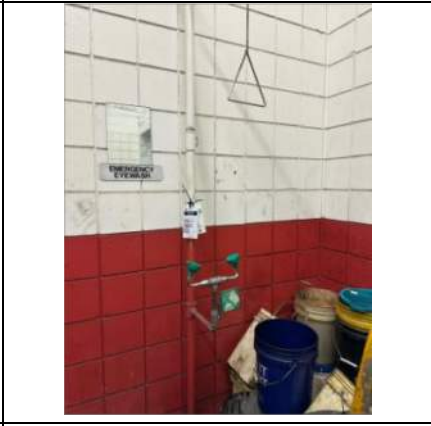
			
Flammable storage	Exterior Fire Department Connection	Riser (Inspected 06/25 – no discrepancies noted) (equipment blocking access)	Battery storage room (confirm adequate fire protection and ventilation)
			
Fire alarm panel (Inspected 07/25 – no discrepancies noted.)	Emergency shower (Inspected 10/25 – no discrepancies noted.)	Riser (Inspected 06/25 – no discrepancies noted.)	Paint spray booth

Table 9. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Electrical Distribution	Electrical distribution is original to the building and in good working order. Working space in front of electrical panels is kept clear.	3.5	None	N/A
Lighting & branch wiring (interior and exterior)	Building Interior: Fluorescent Building Exterior: LED	Most of the lighting is in good working order. There are some areas that will need to be addressed. The body shop lighting is reported to be inadequate during night hours when the skylights are not adding to bay lighting.	3.1	Update or increase body shop lighting to increase working area visibility during night hours.	\$7,000
		The quick check service bay has vapor-tight fluorescent lights that have missing or broken covers.		Repair wall mounted vapor-tight fluorescent lighting and replace broken or missing covers.	\$1,500
		Some exterior lighting is powered from extension cords run along roof top without conduit or physical protection.		Replace extension cords powering exterior lighting with permanently installed conduit and wire. Provide adequate conduit support along roof.	\$9,000
		Some exterior lighting along the east wall has covers that are held on with zip ties.		Replace missing latches on exterior east wall lighting.	\$1,500
		A conduit joint on the north end of the roof has become decoupled.		Recouple conduit on north end of the roof. Ensure liquid is not present in the conduit before recoupling.	\$225
Communications & security	Key card access to building	Card key access along exterior of building is in good working order.	4.0	None	N/A
	Security cameras	Exterior cameras appear to be in good working order		None	N/A
	Communication and security conduit and cable	Security/Network enclosure on north end of roof has flexible conduction lying on roof with cable present but disconnected.		Remove unused flexible conduit and remove un-used cable.	\$225

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Emergency egress lighting	Emergency egress lighting appears to be in good working order. Egress lighting on the mezzanine of the parts department is blocked by shelving and materials.	3.5	Remove shelving and materials in front of egress lighting or move egress lighting to unobstructed location.	\$450
	Generator	Generator appears to be in good working order and the filter is marked with a service date of 7-8-25.	3.5	None	N/A

Photos:

		
Exterior Lighting Powered by Extension Cord.	Lights in Quick Check Service Bay Missing Covers	Decoupled Conduit on North End of Roof.
		
Generator Filter with Service Date	Egress Lighting obstructed by Shelving and Materials	Unused Flexible Conduit on North End of Roof

Table 10. Detailed Condition Assessment: Primary Level I. Equipment

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies	Engine shop	Engine Shop: 2 Wall hung and 2 Pedestal 2-ton coffing hoists on jib booms. It was noted that hoists need to be replaced and that has been planned. Equipment is relatively new and in good condition.	4.5	None	N/A
	East bus bay	East Bus Bay: Ceiling mounted fall protection track with retractable lifelines for top of bus work in good condition.			
	Pallet lift in parts department	Lift appears to be in good working order.			
	Emergency Lighting	Emergency and egress lighting appears to be in good working order.	N/A	N/A	N/A

Photos:



Jib cranes in engine shop



Pallet lift in parts.



Overhead fall protection equipment for on-top-of-bus work.

Table 11. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways, parking lots and associated signage, marking, and equipment	Roadways, parking lots, curbs, and site gates.	The large parking and driving areas directly adjacent to Building #1 are concrete pavement in adequate condition with cracks that need to be addressed. There is also an asphalt area to the southwest of the building that is heavily damaged and should be replaced.	3.0	Caulk approximately 1000 LF of concrete cracks.	\$50,000
		Concrete Pavement – The concrete pavement around the building is in generally good condition but there are cracks throughout the pavement that require caulk installation to prevent further damage.		Short-Term – Seal 100 LF of cracks in asphalt	\$2,500
		Asphalt Pavement – The asphalt pavement to the southwest of the building is extremely damaged and should be replaced.		Long-term – Replace 15,000 SQFT of asphalt parking area and entrance.	\$78,000
Pedestrian areas and associated signage, markings, and equipment	Marked walking paths	The walking paths are hatched in yellow paint throughout the facility. These are in good condition.	3.5	None	N/A
Site development such as fences, walls, and miscellaneous structures	Site Fence	The perimeter fence is in overall good condition.	3.6	None	N/A
Site utilities	Storm drainage system	The storm drainage appeared to be unclogged and functioning	3.5	None	N/A

Photos:

 9515 39th Avenue Ct SW Lakewood WA 98499 United States Index number 117	 3701 96th St SW Lakewood WA 98499 United States Index number 29	 3701 96th St SW Lakewood WA 98499 United States Index number 40
Cracked concrete pavement	Cracked concrete pavement near bus parking	Cracked concrete pavement requiring sealant
 9515 39th Avenue Ct SW Lakewood WA 98499 United States Index number 109	 9515 39th Avenue Ct SW Lakewood WA 98499 United States Index number 121	 3701 96th St SW Lakewood WA 98499 United States Index number 42
Damage asphalt to southwest of building.	Damaged asphalt to the southwest of building.	Cracked concrete pavement near bus parking

2. HQ Fuel and Wash Building

2.1 Facility Snapshot

The HQ Fuel and Bus Wash building, which opened in 2023, includes four fuel lanes, two bus washes, a chassis wash, and detail cleaning bay. The facility's recent update increased the ability to fuel and add critical fluids for vehicles at a faster rate and for a greater variety of vehicles. The new facility includes additional fueling lanes, fueling dispensers, CNG dispensers, and a distribution system of key vehicle fluids that can be added during the refueling process. The wash facility increased Pierce Transit's ability to maintain a variety of bus sizes and configurations, including double-decker express and articulated buses that serve the future Stream Bus Rapid Transit routes. The HQ Fuel and Wash Building was assessed in Fall 2025.

2.2 Key Findings

Table 12. HQ Fuel and Wash Building: Overall and Primary Level Rating Summary

HQ Fuel and Wash Building	Rating	
Substructure	4.0	
Shell	5.0	
Interiors	4.5	
Conveyance	N/A	
Plumbing	4.3	
HVAC	4.3	
Fire Protection	3.8	
Electrical	4.7	
Equipment	5.0	
Site	3.0	
Overall	4.3	

Key Findings:

- Overall facility was rated at 4.3
- Deficiencies (items rated 1 or 2) were not found in any of the primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 13. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed to be shallow concrete foundations	There were some shrink cracks in the storeroom floor. Ground face CMU exterior with metal siding upper. Some areas that were wet in the SW corner of the storeroom. There appears to be leakage under door and low area in corner.	4.0	Normal concrete condition, not seen as problem requiring attention. Adjust door bottom seal and build up corner with grout to remove low spot.	\$1,500

Photos:

		
Shrinkage crack in storeroom floor.	Water in corner of storeroom.	South wall exterior of building.

Table 14. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/ structural frame	Ground face concrete masonry unit exterior with metal siding upper. Steel frame with tubular steel columns at canopy area. Steel corrugated "B deck" roof deck, supported by steel open web joints.	CMU bearing walls in new condition. All-steel frame is galvanized and in like-new condition. Canopy appears to be cantilever column system.	5.0	None	N/A
Roof	Single ply membrane roof over tapered rigid insulation. Dome skylights with wire fall-through protection. Extensive lightning protection system.	The flat roof with tapered insulation sloping. Good drainage. Good flashing around skylights and equipment mountings.	5.0	None	N/A
Exterior	Concrete masonry walls with horizontal corrugated metal panels on upper portions.	Exterior surfaces in like-new condition. The windows/doors are like new condition.	5.0	N/A	N/A

Photos:

				
South wall at storage/office/restroom bay.	Steel framing at fueling bays.	Roof access hatch which was awkward to open and exit.	Ladder access to higher roofs. Showing roof features.	Roof top equipment, screen walls and lightning protection.

Table 15. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Partitions	Interior walls masonry and gypsum board partitions.	In like-new condition.	4.5	None	N/A
Stairs	Roof access is through ladder and roof hatch.	The roof access hatch was difficult to operate.	4.5	Service hatch.	\$500
		The ladder was awkward to utilize towards the top.		Provide “Ladur-Up” extendable post at ladder top for safety	\$1,000
Finishes	Painted concrete masonry and gypsum board walls, painted roof decking.	In like-new condition.	4.5	none	N/A

Photos:

			
Interior of detail bay	Interior of detail bay	Interior of wash bay	Equipment Room for wash bay

Table 16. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Bathroom fixtures, emergency eye wash stations, hot water tank. Bathroom fixtures, compressed air piping, water heater in mechanical/electrical room.	Bus Wash Storage: Plumbing is operating properly. Refuel Area: Emergency eyewash/shower is being tested every month or two. Men's Restroom urinal is continuously leaking. Wash Area: Emergency eyewash/shower is being tested every month or two. Chassis Wash: Emergency eyewash/shower is being tested every month or two.	4.3	Replace leaky urinal valve.	\$500
Water distribution	Building water distribution.	Building water distribution is good condition.	4.3	None	N/A
Sanitary waste	Sanitary waste system.	Sanitary waste system functioning with no apparent leaks.	4.3	None	N/A
Rainwater drainage	Building roof drainage.	Roof was not accessed during site visit but appears to be properly sloped and drainage appears to functioning.	4.3	None	N/A

Photos:

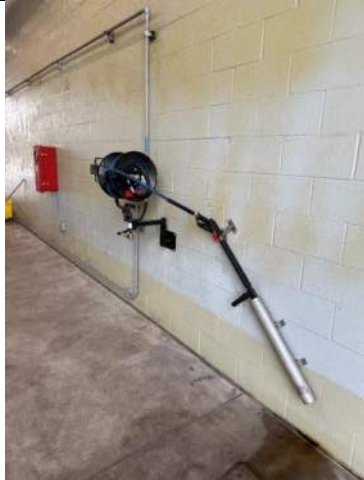
		
Emergency eyewash/shower is being regularly inspected.	Water heater with proper seismic restraint.	Washdown hose for washing vehicles.

Table 17. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Building energy supply.	Energy supply appears to be functioning and in good condition. No issues noted.	4.3	None	N/A
Heat/cooling generation and distribution systems	Heating and cooling systems.	Bus Wash Storage: Exhaust fan and unit heater were operating properly. Wash Area: Exhaust fans are operating properly. Supply air vents are working properly. Natural gas radiant heaters are working properly. Chassis Wash: Exhaust fans were operating properly. Fire Suppression Room: Electric unit heater was operating properly.	4.3	None	N/A
Testing, balancing, controls, and instrumentation	HVAC instrumentation.	HVAC instrumentation appears to be functioning and in good condition. No issues noted.	4.3	None	N/A
Chimneys and vents	Intake and exhaust vents	Intake and exhaust vents are functioning and in good condition	4.3	None	N/A

Photos:

		
Unit heater is operating and in good condition.	Wash area supply vents are operating and in good condition.	Natural gas radiant heaters are operating and in good condition.

Table 18. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sprinklers	Wet pipe and dry pipe systems	Inspected 07/25 – no discrepancies noted.	3.7	Confirm exterior expansion loops have breakaway couplings for seismic.	\$5,000
Clean Agent System	Clean Agent System for IT room	Inspected 07/25 – no discrepancies noted.	3.8	None	N/A
Hydrants and other fire protection specialties	Emergency shower	Inspected 10/25 – no discrepancies noted.	4.0	None	N/A

Photos:

		
Fire Alarm Panel (Inspected 07/25 – no discrepancies noted.)	Emergency shower (Inspected 10/25 – no discrepancies noted.)	Fire riser (Inspected 07/25 – no discrepancies noted.)

		
Fire extinguisher (Inspected 09/25 – no discrepancies noted.)	Interior to exterior expansion loop	Clean agent system (Inspected 07/25 – no discrepancies noted.)

Table 19. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Distribution Panels Distribution Transformers	The electrical distribution equipment is in good working order and appears to be near new. The vibration isolation pads for the transformers in the electrical room were installed upside down. This has led to some being compressed or damaged.	4.7	Transformer isolation pads should be replaced and installed properly. Failure to replace it could lead to equipment damage.	\$1,800
Lighting & branch wiring (interior and exterior)	Interior Building: LED Exterior Building: LED Area Lighting: LED	The lighting and branch wiring were in good working order. However, the assessment was conducted during daylight hours, and the area lighting could not be properly observed. Maintenance personnel reported no issues with area lighting.	4.9	Area lighting should be assessed during non-daylight hours and deficiencies in lighting repaired as needed.	\$100
Communications & security	Key card access Security cameras	Key card access is in good working order. Security cameras were placed both in the interior and exterior of the building and appeared to be in good working order.	4.9	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Generator ATS Gas detection system	The generator and ATS appeared to be in good working order. Generator filters annotated with service provided on 07-08-2025. Gas detection system was present and functional in all bays where vehicles may idle indoors or fueling was intended. Gas detectors showed green flashing lights indicating proper function	4.5	None	N/A

Photos:

		
Generator Service Date On Filter	ATS In Electrical Room	Linear Lighting
		
Compressed/Damaged Vibration Isolation Pads	Generator	

Table 20. Detailed Condition Assessment: Primary Level I. Equipment

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies	Fuel Tanks	Like new, properly installed.	5.0	None	N/A

Photos:



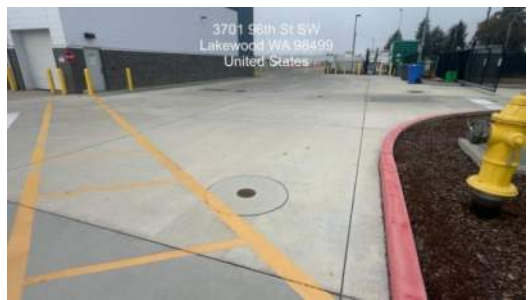
Fuel Tanks, viewed from roof

Table 21. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways, parking lots, and associated signage, marking, and equipment	Roadways, parking lots, curbs, and site gates.	The large parking and driving areas directly adjacent to the fuel and wash building are concrete pavement in good condition with minor cracks around utility vaults and drainage structures that need to be addressed. The pavement markings were found in good condition.	3.5	Caulk approximately 50 LF of concrete cracks	\$2,500
Pedestrian areas and associated signage, markings, and equipment	Painted walking paths	The marked walk paths within the concrete paving areas were observed in adequate condition.	3.4	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Site development such as fences, walls, and miscellaneous structures	Site Fencing	The fencing around the facility was observed in adequate condition.	3.0	None	N/A
Site utilities	Catch basin and utility vaults	The utilities within the concrete paving were observed in adequate condition. Concrete cracks were observed around structures and are described above in the 'Roadways/driveways, parking lots, and associated signage, marking, and equipment' section.	3.0	None	N/A

Photos:

		
View of the pavement adjacent to buildings 2 and 3	Minor cracking around drainage catch basins	Minor cracking utility vaults and castings
		
Concrete pavement in good condition	Concrete pavement markings are in good condition.	Concrete pavement markings are in good condition including stop bars

3. CNG Station

3.1 Facility Snapshot

Located near the HQ Fuel & Wash Building, the CNG Station provides compressed natural gas for vehicle use. Significant upgrades to the CNG fueling equipment were completed in 2012. The CNG Station was assessed in Fall 2025.

3.2 Key Findings

Table 22. CNG Station: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	3.7	
Conveyance	N/A	
Plumbing	N/A	
HVAC	N/A	
Fire Protection	N/A	
Electrical	4.0	
Equipment	N/A	
Site	3.0	
Overall	3.7	

Key Findings:

- Overall facility was rated at 3.7
- Deficiencies (items rated 1 or 2) were found in the Electrical primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$1,500.
- A seal-off next to compressor #1 is missing its plug and appears unfilled, creating an explosion hazard.

Table 23. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Independent shallow concrete equipment pads.	Slight weathering of concrete on older pads. All equipment appears to be properly anchored. The concrete cylinder pad was recently installed at the West end of enclosure.	4.0	None	N/A
Basement	None	N/A	N/A	N/A	N/A

Photos:

			
Cylinder pad	Filter	Compressors	Generator

Table 24. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	N/A	N/A	N/A	N/A	N/A
Roof	N/A	N/A	N/A	N/A	N/A
Exterior	Compressor and generator enclosures	Compressor 1: It was noted to have peeling paint. Compressor 2- Rust was noted at the door bottoms. Compressor 3-There was rust noted at the louver edges.	3.0	Paint enclosures as required.	\$5,000
Shell appurtenances	N/A	N/A	N/A	N/A	N/A

Table 25. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Rain water drainage	Site drainage.	Site visit was during a dry day, but area appears to be draining properly without evidence of significant sediment buildup in low spots. Site appears to have slope across large units.	3.7	None	N/A

Photos:



Site slope is evident at base of large units



Site slope is evident at base of large panel



No evidence of sediment build-up in low spots on site

Table 26. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sprinklers	No sprinkler system	N/A	N/A	N/A	N/A
Standpipes	No standpipe	N/A	N/A	N/A	N/A
Hydrants and other fire protection specialties	No other FP. Outdoor area.	N/A	N/A	Confirm distance between CNG station and building is compliant for volume of CNG stored.	N/A

Photos:

		
NG System (back side)	Control/electrical panel	NG system (front side)
		
Natural gas tanks	Compressor system tank	Yard equipment

Table 27. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Electrical distribution switchgear.	The switchgear and compressor starter panels appeared to be in good working order. There is a seal-off missing the plug next to compressor #1. The seal-off does not appear to be filled. This is an explosion hazard.	1.5	The seal must be checked for fill and the plug replaced. Fill seal-off if not already sealed. With the discrepancy in one location, it is recommended that all seal-offs in the area be checked to ensure they are sealed.	\$1,500
Lighting & branch wiring (interior and exterior)	Pole lighting	Assessment was conducted during daylight hours and area lighting could not be properly observed.	4.0	It is recommended that the lighting be assessed during non-daylight hours and deficiencies addressed as required.	\$100
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Generator Automatic transfer switches	The generator and automatic transfer switches appeared to be in good working order. The generator filters have annotations of being serviced on 07-11-2025. There was significant standing water in the generator enclosure.	4.0	It is recommended that the enclosure be inspected for leaks and repaired as needed.	\$450

Photos:

					
Generator Filter Service Date.	Pole Lighting.	Seal-Off Deficiency Near Compressor #1.	ATS	Distribution Switchgear	Standing Water in Generator Enclosure

Table 28. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways, parking lots, and associated signage, marking, and equipment	Roadways, parking lots, curbs, and site gates.	The large parking and driving areas directly adjacent to the CNG station are concrete pavement in good condition with minor cracks around utility vaults and drainage structures that need to be addressed. The pavement markings were found in good condition.	3.5	Caulk approximately 50 LF of concrete cracks	\$2,500
Pedestrian areas and associated signage, markings, and equipment	Painted walking paths	The marking walk paths within the concrete paving areas were observed in good condition.	3.4	None	N/A
Site development such as fences, walls, and miscellaneous structures	Site Fencing	The fencing around the facility was observed in adequate condition.	3.0	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Site utilities	Catch basin and utility vaults	The utilities within the concrete paving were observed in adequate condition. Concrete cracks were observed around structures and are described above in the 'Roadways/driveways, parking lots, and associated signage, marking, and equipment' section.	3.0	None	N/A

4. HQ Building 4 – Administration

4.1 Facility Snapshot

Pierce Transit's Administrative Offices and Operators' Lobby, including a lounge, "quiet room," fitness center, and fixed route Operators Dispatch area are all housed in Building 4. The two-story building was also completed in 1987 and has a total program area of 36,987 square feet. The second floor includes executive and administrative offices, two meeting rooms, the mail room, a kitchen and dining area, and secure Information Technologies workspace. In 2018, the carpeting was replaced throughout the building. In 2019, the original single-car elevator was replaced. In 2020-2021, multiple Variable Air Volume units were replaced, along with ductwork being rerouted and rebalanced throughout the building to match various remodeling projects over the years. The new HVAC project included new drop ceilings throughout the building. While not part of the larger HVAC system project, Facilities Maintenance technicians replaced the compressors in Heat Pump #6, which controls the Operators' Lobby and north side of the building to Planning & Scheduling office on first floor. Building 4 was assessed on was assessed in Fall 2025.

4.2 Key Findings

Table 29. HQ Building 4 Administration: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.5	
Interiors	3.5	
Conveyance	4.3	
Plumbing	4.0	
HVAC	4.0	
Fire Protection	3.8	
Electrical	4.5	
Equipment	N/A	
Site	3.5	
Overall	4.0	

Key Findings:

- Overall facility was rated at 4.0.
- Deficiencies (items rated 1 or 2) were found in the HVAC primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$9,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 30. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Appears to be shallow column footings with slab on grade ground floor.	Mostly covered by paving and not visible. No signs of cracking or distress	4.0	None	N/A

Table 31. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/ structural frame	At roof penthouse Main structure	Penthouse-Efflorescence on interior of CMU walls. No cracking of exterior stucco finish noted. No problems identified with main building structure.	3.8	Clean surfaces with mild acid solution and stiff bristle brush. Monitor whether it reappears, which would be a sign of moisture intrusion.	\$1,500
Roof	Roofing – 2 levels	Large Skylight was noted to be aged but OK. Flex cracks were seen in the roofing. West of skylight.	3.0	Clean skylight. Possible flexing in deck or insulation- monitor.	\$1,000
	Lower level off lunchroom	Lower level perimeter railing needs to be repainted		Paint railing.	\$2,500
	Upper level	Areas of rust on the air handler steel beam framing and handler hold-down/clips. The roof was dirty under the units.		Clean and paint rusted steel	\$2,500
	General	Roof drains and overflows are OK. Roofing generally good condition		Clean roof under HVAC units	\$1500

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Exterior	Aluminum framed windows. Stucco, tile, and brick siding.	It was noted that the windows are in good condition. Top Roof- Pour with min. cap sheet. It is noted to be generally good with patches seen wood sleepers at the north side of AC unit.	3.5	Install more permanent installation	N/A
Shell appurtenances	Roof drainage	Interior roof drains with overflow scuppers.	4.0	None	N/A

Photos:

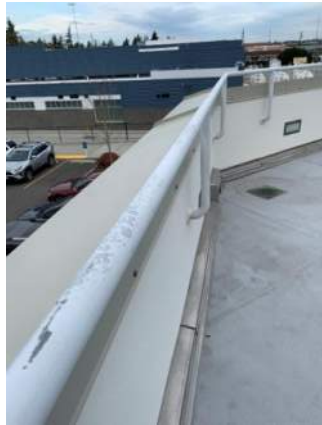
		
Low roof skylight, clean and re-caulk as required.	Low roof, splits in roofing at north side.	Low roof, perimeter handrail needs painting.
		
Upper roof, rust on Air Handle support beams and clips.	Upper roof, showing general condition, walkways, and drain sloping	Penthouse interior, efflorescence on interior concrete block walls. Source of possible water leakage on exterior not identified.

Table 32. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Partitions	Interior walls & doors	It was noted that all office doors are OK. Scars were noted on the East exit door.	3.5	Paint door	\$500
Stairs	Stair at entry, stair at East end of building.	Main stair entry to the 2 nd floor is in good condition. Concrete stairs at east end in good condition.	4.0	None	N/A
Finishes	Interior gypsum board walls.	1 st Floor Utility-Ceiling panels/floor tile/carpet Walls were noted to have minor damage/defects	4.0	None. Repair as needed when repainted.	N/A
	Floor tile and carpets.	Floor and ceilings were noted to be in good condition in public areas. Suspended ceilings in utility rooms have damaged panels	3.0	Not visible to public and most employees, not critical.	N/A

Table 33. Detailed Condition Assessment: Primary Level D. Conveyance

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Elevators	2,000 lbs. capacity, 2-stop hydraulic passenger elevator, installed around 2019.	No issues or damage were observed	4.3	N/A	N/A

Photos:

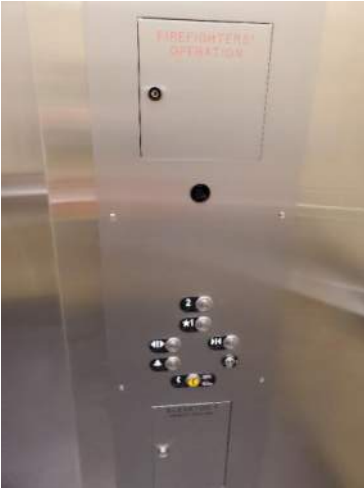
		
Level 1 Elevator Landing	Level 2 Elevator Landing	Cab Interior
		
Elevator Car Operating Panel	Elevator Control Cabinet	Hydraulic Power Unit Data

Table 34. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Bathroom fixtures, water heater.	Fixtures in bathrooms are working and in adequate condition. Water heater in utility room across from Quiet Room needs to be seismically restrained with two horizontal straps per the Uniform Plumbing Code.	3.0	Add seismic restraint strapping to the water heater.	\$500
Water distribution	Water distribution system	Water distribution system is working and functional with no apparent leaks.	4.0	None	N/A
Sanitary waste	Sanitary waste system	Sanitary waste system is working and functional with no apparent leaks.	4.0	None	N/A
Rainwater drainage	Roof drainage	Roof appears to be properly sloped and drainage appears to functioning	4.0	None	N/A

Photos:

		
Water heater that needs seismic restraint strapping to be installed.	Toilet fixture in downstairs restroom is working and in good condition.	Sinks in downstairs restroom are working and in good condition.

Table 35. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Building energy supply	Energy supply appears to be functioning and in good condition. No issues noted.	4.0	None	N/A
Heat generation and distribution systems	Building HVAC systems	Staff noted that the Operations area, HR/Payroll area, Grants area, and the room across from Planning/Scheduling have uneven heating and cooling.	2.5	It is recommended to have the HVAC distribution systems in the Operations area, HR/Payroll area, Grants area, and the room across from Planning/Scheduling analyzed and rebalanced, if needed, during a warm weather event in the summer and a cold weather event in the winter.	\$5,000
		Staff noted that the IT area will be too warm at times during the summer.		It is recommended to confirm that the cooling system for the IT area can comfortably cool the space during a warm weather in the summer.	\$2,000
		The rooftop unit in front of the roof access door was making a loud noise and vibrating one of the door panels from what seemed to be a vibrating rotating element inside the unit.		It is recommended to repair or replace the component causing the vibration to prevent further damage to the unit.	\$2,000
Heating/cooling generation and distribution systems	HVAC instrumentation	HVAC instrumentation appears to be functioning and in good condition. No issues noted.	4.0	None	N/A
Chimneys and vents	Exhaust and venting systems	Exhaust and venting systems appear to be functioning and in good condition. No issues noted.	4.0	None	N/A

Photos:



Rooftop HVAC unit with vibration that should be repaired.



Interior air handler unit for cooling elevator mechanical room.



Exterior cooling units for elevator mechanical room.



Large rooftop mounted HVAC unit.



HVAC supply and return vents in ceiling.

Table 36. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sprinklers	Wet Pipe System	Inspected 09/25 – no discrepancies noted.	3.8	Keep riser clear of stored items (mop bucket, chair, etc)	N/A
Clean Agent system	IT Room Clean Agent System	Inspected 07/25 – no discrepancies noted.	3.8	None	N/A

Photos:

		
Fire riser (Inspected 09/25 – no discrepancies noted.)	Fire alarm panel	Clean agent system (IT room) (Inspected 07/25 – no discrepancies noted.)
		
Clean agent fire alarm panel (Inspected 07/25 – no discrepancies noted.)	Sprinkler head	Riser inspection tag (Inspected 09/25 – no discrepancies noted.)

Table 37. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Distribution panels.	In general, the electrical distribution equipment is in good working order. There are some items that will require immediate action. Panel A7 on the first floor has a self-drilling screw holding the cover on. The pointed screw poses a hazard to the conductors inside.	3.5	1. To correct deficiencies in Electrical Panel A7 it is recommended that the self-drilling screw be removed and replaced with multiple (match number of factory attachment points) blunt point machine screws installed through the front cover into tapped holes in the panel enclosure.	\$225
		Panels UPS-A, UPS-B, and UPS-D located in the server room have copper wire acting as handle ties inside the panel. These field fabricated handle ties do not meet the function requirements of the National Electric Code.		To correct deficiencies in electrical panels UPS-A, UPS-B, and UPS-D the circuits should be evaluated for suitability in a multi-pole application. If suitable for the application, a manufacturer's listed handle tie should be installed, or the circuit breakers should be replaced with single-unit multipole breakers. If not suitable for a multipole application, the field fabricated handle ties should be removed.	\$10,000 It is unclear if this work could be completed during a planned network shutdown or if a cost for temporary power will be associated
		A UPS has been placed on the floor in the working space of panel X5A.		The UPS located on the floor, in front of panel X5A, needs to be relocated outside of the working space.	\$450
		Operations hallway electrical room door opens directly into wall mounted equipment. It is restricting the egress path.		Relocate wall mounted equipment to a location that does not impede egress path.	\$1,200

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Lighting & branch wiring (interior and exterior)	Building Interior LED and Fluorescent. Building Exterior: LED	In general, interior lighting is in good working order. Some fluorescent lights throughout the building were non-functioning, dim, or flickering. Exterior and parking area lighting assessment was conducted during daylight hours and the function was unable to be observed. Exterior lighting appears to be in good working order with no complaints from staff mentioned.	4.5	Repair or replace deficient lighting throughout the building. It is recommended to conduct an assessment of the exterior lighting during non-daylight hours. Repair or replace deficient fixtures as needed.	\$1,500
Communications & security	Key Card Access Security Cameras	Internal and external key card access stations were functioning properly. Cameras were noted around the building	4.5	None	N/A
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Standby Generator.	Generator appeared to be in good working order with filters annotated as being replaced in July of 2025	4.5	None	N/A
	Emergency egress lighting	Emergency egress lighting appeared to be in good working order. All tested units were working properly. Not all units could be reached during the assessment.		None	N/A

Photos:

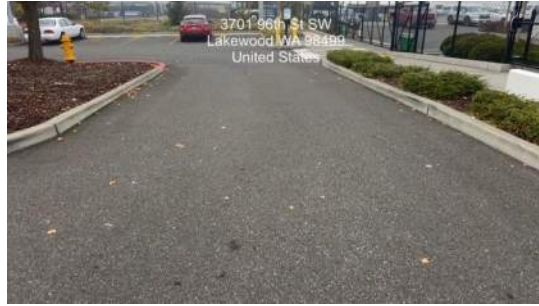
				
Panel UPS-D Field Fabricated Breaker Tie	Panel UPS-A Field Fabricated Breaker Tie	Panel UPS-B Field Fabricated Breaker Tie	Generator Filter Replacement Date	UPS Located in Panel X5A's Working Space

Table 38. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Roadways, driveways	Asphalt in parking area has some imperfections and small cracks but overall, the asphalt parking lot is in adequate working condition.	3.2	None	N/A
Parking lots and associated signage, markings, and equipment	Curb	New curb was noticed throughout the parking lot. This appears to have been installed recently. The existing curb was moderately deteriorated but not past useful life.	3.8	None	N/A
Pedestrian areas and associated signage, markings, and equipment	Pedestrian areas, pavement markings, and signage	Painting and markings in parking lot are in adequate condition. Main employee entrance parking lot by gate appears in good condition with new paint.	3.3	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Site development such as fences, walls, and miscellaneous structures	Site walls and employee gate	The concrete walls onsite were recently painted and in good condition. Employee gate appeared newly painted and functioning.	4.0	None	N/A
Landscaping and irrigation	Landscaping and irrigation	The landscaping and irrigation appeared in adequate condition	3.5	None	N/A
Site utilities	Catch basins and other site utilities	No issues were noted	4.0	None	N/A

Photos:

		
Condition of asphalt at entrance to Building #4	Condition of asphalt throughout parking lot	Newer curb is light gray color

5. HQ Building 5 Safety and Training Facility

5.1 Facility Snapshot

In 2005, Pierce Transit constructed a new, two-story Safety & Training Center (for transit operators) building at 3720 96th Street SW, just across the street from the original headquarters campus. The building includes two large conference rooms on the first floor with a moveable partition wall, restrooms (on both floors), and a kitchen/break room, along with secure offices. The third conference room is used for training, configured in a classroom setting with PCs at each desk. The conference room also doubles as the Agency's Emergency Operations Center (EOC). The second floor is home to the Customer Service call center, SHUTTLE (paratransit), and Marketing departments, among others. As in Building 4, it includes a single-car elevator. The total building area is 26,500 square feet and includes a fully enclosed and gated (secure) employee parking behind it to the south with 408 unassigned spaces, 31 reserved spaces, 12 EV charging station access spaces, and 28 designated motorcycle parking stalls. Up to 55 Vanpool vehicles are stored there too when not out in revenue service. In addition, an open visitors' parking lot on the east side of the building offers 22 unassigned and 10 reserved spaces. Building 5 was assessed in Fall 2025.

5.2 Key Findings

Table 39. HQ Building 5 Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.5	
Shell	4.0	
Interiors	4.0	
Conveyance	3.8	
Plumbing	3.7	
HVAC	4.0	
Fire Protection	3.8	
Electrical	3.5	
Equipment	N/A	
Site	3.5	
Overall	3.8	

Key Findings:

- Overall facility was rated at 3.8
- Deficiencies (items rated 1 or 2) were found in the HVAC and Electrical primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$6,700.
- Panel L in the first floor electrical room has a blank cover that is missing exposing live bus to facility personnel. The missing blank cover should be replaced as soon as possible for safety reasons.
- The Freight Room currently allows entry without a badge but requires one to exit, creating a safety risk if someone inside lacks a badge. Making badge access required for entry instead—and adding instructions for safely opening the roll-up door—would preserve security while ensuring safe egress in emergencies.

Table 40. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assume concrete shallow foundations, not visible.	No problems noted.	4.5	None	N/A
Basement	None	N/A	N/A	N/A	N/A

Table 41. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Tilt up concrete walls-steel frame/bar hoists, concrete filled pan deck	Shipping: horizontal crack in exterior wall. West stairwell: horizontal cracks in exterior wall Staff Lunchroom: Cracks on the west wall near the windows. East stairwell: horizontal and diagonal cracks in exterior wall.	4.0	These walls are shear walls that provide East-West bracing for the building. Cracks are narrow and may have occurred in construction or during Nisqually earthquake. They do not appear to be of structural concern.	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roof	Metal roof deck, with rigid insulation, single ply roofing over. Roof drains-thru parapet scuppers with overflows. Penthouse-Steel stud framed with metal siding. Main Entryway	Single Ply membrane roofing: Noted to be in good condition, but with some notable patches. Some puddles noted a low spots near drains. Penthouse-Steel stud framed with metal sidings. The interior metal roof over the entryway is dirty.	4.0	None Clean interior roof	N/A
Exterior	Tilt-up concrete panels, metal siding, architectural windows.	Hairline cracks in many tilt-up panels. Suspect they may be from original construction or Nisqually Quake. Do not appear to be of structural significance.	4.0	Efflorescence stains should be checked for wetness and cracks sealed if wetness detected. If not wet, cracks are probably self-healed with the mineral deposits.	N/A
Shell appurtenances	Doors	The garage door at Shipping is OK. The west exit door is noted to be "broken".	4.0	Looks like maintenance repairing closer, no further action needed.	N/A

Photos:

			
North (public entry) side of building.	Horizontal crack in concrete wall, typical of many. This one is in receiving.	Crack in wall at east stair, this one has efflorescence from moisture leaking from outside.	West exit door, which needs repair.

			
Interior "roof" over entry needing cleaning.	On the roof. Showing conduit supports, dish, wall of penthouse and some debris ponded next to roof drain.	Efflorescence due to water intrusion behind tile facing.	Landing at top of penthouse stairs. Could be improved with concrete or other non-skid material.

Table 42. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Partitions	Gypsum wall board.	All in good shape with minor wall damage.	4.0	Repair when repainting.	N/A
Stairs	Stairs located at East and West ends of building Stair for roof access from second floor utility room	Stairs at the east and west ends were noted to be good. Stairs to the roof from 2nd floor utility, steel stairs are in good condition. Top landing is flakeboard over the exposed steel decking. East stair top floor: A gap was noted from the landing to the window, about 2"-2.5"	4.0	None	N/A
Finishes	Floor coverings vary, bare concrete, tile, carpet. Suspended acoustical ceilings, gypsum board, no ceilings in service areas.	The carpets are in good condition. The ceilings are in good condition.	4.0	None	N/A

Table 43. Detailed Condition Assessment: Primary Level D. Conveyance

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Elevators	3,000 lbs. capacity, 2-stop hydraulic passenger elevator, manufactured around 2005.	The operation of the elevator is somewhat jerky with some rattling during travel. Otherwise, the car and equipment appear in good condition.	3.8	Have elevator maintenance provider review whether adjustments can be made to improve starting/stopping and ride quality.	Varies, may be included under current elevator maintenance contract.

Photos:

		
Level 1 Elevator Landing	Level 2 Elevator Landing	Cab Interior
		
Elevator Car Operating Panel	Elevator Control Cabinet	Hydraulic Power Unit Data

Table 44. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Fixtures in bathrooms, water heater in utility room.	Restroom fixtures were checked and are working and in good condition. Water heater is in good condition and is braced properly, but the piping above the recirculation pump has a slow leak and mineral deposits from the leaking water are evident on the pump and piping below.	3.5	Repair leak above water heater and clean piping and pump.	\$500
		The men's restroom on the first floor has a urinal that was not operating.		Repair men's restroom urinal.	\$500
Water distribution	Building water distribution system.	Water distribution system is working and functional.	4.0	None	N/A
Sanitary waste	Building sanitary waste system.	Sanitary waste distribution system is working and functional.	4.0	None	N/A
Rain water drainage	Roof drainage	There were several low spots that collect water and debris along the edge of the roof in front of drains and also where no drain was present. This is not an immediate concern but could cause issues over time after numerous freezing and thawing cycles of the puddles.	3.7	None	N/A

Photos:

		
Water leak with mineral deposits above water heater.	Men's Restroom with non-operational urinal	Low spot collecting water and debris in front of drain
		
Low spot collecting water and debris not in front of a drain	Restroom sinks working properly	Restroom toilet working properly

Table 45. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Building energy supply system.	Energy supply appears to be functioning and in good condition. No issues noted.	4.0	None	N/A
Heating/cooling generation and distribution systems	Building HVAC systems, including air conditioning, HVAC ducts, and associated equipment.	Roof mounted HVAC equipment appears to be functioning and in good working condition. One of the panels covering one of the units needs to be reinstalled.	2.7	Reinstall panel that has been displaced.	\$200
		Wall mounted air conditioner unit on first floor Electrical/Phone room not working previously and has since been removed. The room is noticeably warm, and the cooling function should be returned to the room as originally design.		Repair or replace the wall mounted air conditioner unit.	\$5,000
		HVAC ducts are leaking in the storage room of the training rooms 1 and 2. HVAC tape has been used to attempt to seal the leaks, but they are still leaking.		Seal the HVAC ducts in the Training 1 Room storage room.	\$1,000
Testing, balancing, controls, and instrumentation	HVAC instrumentation.	HVAC instrumentation appears to be functioning and in good condition. No issues noted.	4.0	None	N/A
Chimneys and vents	Building vents.	No issues noted.	4.0	None	N/A

Photos:

		
Rooftop unit with panel that needs to be reinstalled	1st Floor Electrical/Phone Room that needs air conditioning unit replaced	Storage Room in Training Room with leaks in HVAC duct
		
Roof mounted fan is working properly	Roof mounted heat pump is working properly	Training Room thermostat is working properly

Table 46. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sprinklers	Wet pipe system	Inspected 07/25 – no discrepancies noted.	3.8	None	N/A
Clean Agent System	Clean agent system in IT room	Inspected 07/24 – overdue, no discrepancies noted.	3.0	Inspect immediately	\$2,000
Hydrants and other fire protection specialties	Flammable storage in material room	Acceptable.	3.8	None	N/A

Photos:

		
Wet Pipe System riser (inspected 7.25)	Wet Pipe Fire Alarm Panel (Inspected 07/25 – no discrepancies noted)	Exterior Fire Protection Valve

		
IT room clean agent system (Inspected 07/24 – overdue – no discrepancies noted.)	IT room (exterior)	Flammable storage

Table 47. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Electrical distribution panels Electrical distribution transformers Branch wiring	In general, the electrical distribution equipment is in good working order. There are some items that need addressed. At the time of assessment, the UPS in the server room was flashing an alarm.	1.5	UPS alarm should be assessed by the facilities approved maintenance personnel or an electrician.	\$250
		Panel L in the first-floor electrical room has a blank cover that is missing, exposing live bus to facility personnel. This is a safety concern that should be addressed immediately.		The missing blank cover in Panel L must be replaced to protect facility personnel.	\$250
Lighting & branch wiring (interior and exterior)	Building Interior: fluorescent and LED. Building exterior: LED	In General, the lighting is in good working order and had minimal deficiencies. Some fluorescent lamps are out or show signs of dimming. Branch wiring is in good working order and no deficiencies were found.	3.9	Replace deficient lamps.	\$1,500

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Communications & security	Key card access. Security cameras.	Key card access was in good working order Polyvinyl chloride (PVC) conduit for wireless communications installed on roof is not installed in compliance with the National Electrical Code, Article 352.30. The PVC shares roof block supports with an electric metallic tube (EMT) conduit run. This does not allow for required movement for thermal expansion. The roof block supports are farther apart than three feet permitted by table 352.30.	3.5	Replace PVC conduit with EMT to match other existing conduit or provide appropriate PVC expansion fittings. Additional conduit support will be necessary if PVC remains. This is a low priority repair unless cables used are not rated for environment without conduit or conduit separation occurs resulting in cable damage.	\$5,000
		The 1 st floor Freight Room does not require a badge for ingress but requires a badge for egress. This is a potential safety issue for a guest without a badge or staff that misplaces their badge because they would not be able to leave the room in an emergency. The current configuration is likely intended to prevent delivery personnel from accessing the rest of the building. Requiring a badge for ingress would reduce the potential for personnel not being able to egress. In addition, directions for opening the roll-up delivery door could be added to the door so building egress is possible without allowing entry into the building.		Add a badge requirement for entry to the Freight Room and/or add directions on the man-door for opening the roll-up delivery door in case emergency egress is needed.	\$1000
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Standby generator and distribution equipment	Standby generator and automatic transfer switch appear to be in good working order. Filter annotation indicate service in July of 2025.	4.5	None	N/A

Photos:

				
UPS Alarm Light	PVC Conduit on Roof	Example of Deficient Lighting	Generator Filter Annotation	Panel L, Missing Blank Cover

Table 48. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways, parking lots, and associated signage, marking, and equipment	Driveways, parking lots and associated signage, marking, and equipment.	The parking lot contains concrete paving that was observed in good condition. There was minor cracking observed throughout the parking lot that should be sealed with caulking. Pavement markings and lines were observed in adequate condition and appeared to have been recently painted.	3.3	Caulk approximately 200 LF of concrete cracks	\$10,000
Site development such as fences, walls, and miscellaneous structures	Site Fencing and curbs	The site fencing was observed in adequate condition. The curbs throughout the parking lot were in adequate condition.	3.5	None	N/A
Landscaping and irrigation	Site landscaping and irrigation	The landscaping observed was in adequate condition.	3.5	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Site utilities	Storm drainage system	The storm drainage appeared to be unclogged and functioning. The concrete collars/pavement around the structures have cracks that should be sealed with caulking.	3.9	Caulk approximately 50 LF of concrete cracks	\$2,500

Photos:

		
Condition of concrete parking lot	Newly painted curb and striping Cracks in concrete	Cracking in concrete pavement
		
Cracks in concrete pavement/collar around sewer lid	Cracks in concrete pavement/collar around storm drain catch basin	Cracks in concrete pavement/collar around meter box

6. HQ Building 6 - Facilities

6.1 Facility Snapshot

The latest addition to the Lakewood headquarters campus was Building 6, which was the home to the Vanpool program's administrative offices from January 2019 through June 2022, including a secure (i.e., fully enclosed and gated) parking lot for vehicles. It was originally constructed in 1978 as a light industrial manufacturing facility with a total building area of 26,500 square feet. The address is 9622 40th Avenue SW and it is approximately 0.3 miles west/southwest of Building 5. Building 6 was assessed in Fall 2025.

6.2 Key Findings

Table 49. HQ Building 6: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	4.0	
Conveyance	N/A	
Plumbing	3.5	
HVAC	3.2	
Fire Protection	3.8	
Electrical	3.5	
Equipment	4.0	
Site	3.0	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were found in the Shell, Plumbing, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$306,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 50. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed shallow spread footings and slab on grade, not visible	Not visible-no evident problems	4.0	None	N/A

Table 51. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/ structural frame	Pre-engineered steel building with rigid frames	P.E.M.B-Hung ceilings	4.0	None	N/A
Roof	Corrugated metal roofing, with spray on coating.	2 large hung units on the high roof. Coating over metal roofing chipping off in places.	2.0	Roof will need maintenance. Replacement is needed within the next 10 years.	\$300,000
Exterior	Corrugated metal siding.	Metal siding damage at the west wall. This is along the whole length. There were two big dents and other small damage on the south wall. There were siding patches on the low roof located at the south wall. Siding bottoms covered by paving. Corrosion noted at the bottom edges of panels. There was also damage to the east wall, at the garage door jamb.	3.0	Siding is functional but may need replacement in future.	N/A
Shell appurtenances	Roof access	New roof access ladders in the front and back.	5.0	None	N/A

Photos:

		
Damaged panels at west wall.	Wall panel corrosion continues along east (front) wall. Down spout at corner.	Corroded siding bottoms at NE corner.
		
View at low roof over office area. Coating has been applied over roofing to seal leaks at roof fasteners. Roof must be crossed to service large HVAC units on both roofs.	Corrosion at bottom of siding at south wall, roof access ladder at left.	

Table 52. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Partitions	Office area, wall of high bay area	Gypsum wall board and paneling. No problems noted.	4.0	None	N/A
Stairs	Stair to stand alone steel framed mezzanine in high bay area	No problems noted	4.0	None	N/A
Finishes	Gypsum board walls, paneling	No problems noted.	4.0	None	N/A

Photos:



Prefab mezzanine along north wall.



Shop area, looking east.



Shop area – looking SW, main access door.

Table 53. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Bathroom fixtures, water heater, and eyewash/shower.	Fixtures in bathrooms are working and in adequate condition. Water heater in workout area is in adequate condition and is braced properly. Eyewash/shower is being checked regularly, every 1-2 months.	3.5	None	N/A
Water distribution	Water distribution system.	Water distribution system is working and functional. No leaks were observed.	4.0	None	N/A
Sanitary waste	Sanitary waste system.	Sanitary waste system is working and functional. No leaks were observed.	4.0	None	N/A
Rainwater drainage	Roof drainage	Roof was or is leaking in the record storage area.	2.7	Refer to Shell section for recommended repairs	N/A

Photos:

		
Water heater working and braced properly	Eyewash/shower is being checked regularly	Restroom fixtures are all working properly

Table 54. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Building energy supply.	Energy supply appears to be functioning and in good condition. No issues noted.	3.2	None	N/A
Heating/cooling generation and distribution systems	Six roof mounted HVAC units.	HVAC units could only be accessed visually from the edge of the roof. Each unit was working properly during the site visit.	3.2	None	N/A
Testing, balancing, controls, and instrumentation	HVAC instrumentation.	HVAC instrumentation appears to be functioning and in good condition. No issues noted.	3.2	None	N/A
Chimneys and vents	One exhaust hood in working area.	Exhaust hood is functioning properly.	3.2	None	N/A

Photos:

		
Return air vent in utility room	Exhaust hood in working area	Roof mounted HVAC unit working properly

Table 55. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sprinklers	Wet pipe system	Inspected 07/25 – no discrepancies noted.	3.8	None	N/A
Flammable storage	Flammable storage locker in shop area	Secured/acceptable.	3.8	None	N/A
Hydrants and other fire protection specialties	Emergency shower	Inspected 10/25 – no discrepancies noted.	3.8	None	N/A

Photos:

		
Fire riser (Inspected 07/25 – no discrepancies noted.)	Records room	Flammable storage
		
Emergency shower (Inspected 10/25 – no discrepancies noted)	Fire alarm panel (Inspected 07/25 – no discrepancies noted)	Shop area

Table 56. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Electrical distribution panels. Electrical distribution transformers.	Electrical service and distribution appear to be in good working order. Electrical panels are outdated, but not in need of replacement. Access is available for future building modifications to suit Pierce Transit needs.	3.5	None	N/A
Lighting & branch wiring (interior and exterior)	Building Interior: Fluorescent. Building Exterior: LED.	Interior lighting in good working order. Assessment was conducted during daylight hours and the exterior lighting was not able to be observed. Based on review of the existing site light locations, there may be low lighting in the southwest and northwest corners of the site, but could not be confirmed.	3.5	It is recommended that exterior lighting be assessed during non-daylight hours to confirm assessment.	\$100
Communications & security	Key card access. Security cameras.	Security system appears to be functioning and in good working order.	3.5	None	N/A

Photos:

		
Distribution Equipment	Electrical Service Equipment	Server Rack
		
Northwest and Southwest Exterior Corner	Warehouse Area Lighting	

Table 57. Detailed Condition Assessment: Primary Level I. Equipment

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies	Mezzanine and stairs	12x30 mezzanine with lockers. Prefabricated steel with stairs.	4.0	N/A	N/A

Table 58. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways, parking lots and associated signage, marking, and equipment	Roadway/driveways, parking lot, signage, and pavement markings.	The parking lot is asphalt paving that is in inadequate shape. The asphalt has substantial cracking that is mostly sealed. The asphalt pavement is still functioning but is reaching the end of its serviceable life will need replacement in the future.	2.8	Short-term seal approximately 100 LF of asphalt cracks	\$1,500
		Pavement markings were in adequate condition but should be repainted. Parking lot curb and wheel stops at building appeared new.		Repaint pavement markings and lines. Estimate 1,000 LF	\$5,000
Site development such as fences, walls, and miscellaneous structures	Site Fencing	The site fencing was chain-link security fencing with barbed wire observed in adequate condition.	3.0	None	NA
Site utilities	Storm drain catch basins	The catch basins and storm system onsite are encased with concrete. The system was observed unclogged and appeared functioning. The concrete encapsulating the storm appeared new and was observed in adequate condition compared to the surrounding asphalt.	4.0	None	NA

Appendix A

Parking and Passenger Facility Condition Assessments

Pierce Transit Facilities Condition Assessment Report: Appendices

Prepared for



December 2025

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Appendix B. Parking and Passenger Facility Condition Assessments

1. Detailed Facility Condition Assessment Ratings

1.1 Facility Condition Assessment Summary

The FTA TERM Condition Assessment Scale was used to rate primary and secondary levels within the facility. Values on the TERM Condition Assessment Scale¹ are defined in Table 1.

Table 1. TERM Lite Scale Rating Levels

Rating	Condition	Description
4.8 – 5.0	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4.0 – 4.7	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3.0 – 3.9	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2.0 – 2.9	Marginal	Defective or deteriorated, in need of replacement; exceeded useful life
1.0 – 1.9	Poor	Critically damaged or in need of immediate repair; well past useful life

To determine the overall condition of the facility, the following primary level components were inspected and assessed: substructure, shell, interiors, conveyance, plumbing, HVAC, fire protection, electrical, fare collection equipment, and site (if present). The overall rating of the facility, in addition to each primary level rating, is presented by facility in Appendix A. Detailed condition assessments, including secondary level ratings, are presented throughout Appendix A. Only components present in the facility are included in the tables. An asset is deemed to be in good repair if it has a rating of 3.0 or higher. Likewise, an asset is deemed to not be in good repair if it has a rating less than 3.0. Recommended corrective actions and estimated costs are provided for secondary level components that are rated below 3.0. In some instances, recommended corrective actions and estimated costs are listed for secondary level components that are rated above 3.0. This indicates that one portion of the described secondary level asset may require a corrective action; however, the overall condition of the described asset is functional and has not exceeded its useful life. All costs identified in Table 3 are included in the total estimated cost to bring the facility into a State of Good Repair.

¹ FTA, 2018. TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation, Federal Transit Administration (November 2025)

The following describes the methodology for aggregation of secondary level ratings and aggregation of primary level ratings to provide an overall facility condition rating.

- Secondary level ratings were aggregated to provide a rating for each primary level. If more than one secondary component was assessed, a median value approach was used to aggregate secondary ratings into the primary level rating, as described in Section 4.2 of the Condition Assessment Calculation guidebook (FTA 2018). Within each primary level, all secondary level ratings were sorted in ascending order. If there is an odd number of values, the median is the value that falls in the middle of the list. If there is an even number of values, the lower value of the middle values was selected as the median value.
- A weighted average condition approach was used to calculate the overall facility condition rating. The approach uses primary level TERM Lite ratings and respective estimated replacement costs provided by Pierce Transit. To calculate the facility condition rating, the sum of each primary level TERM Lite score was multiplied by its respective replacement cost. The total was then divided by the sum of all the replacement costs to provide a facility condition rating.

1. 72nd Street Transit Center

1.1 Facility Snapshot

This transit center is located on the northwest corner of E. 72nd Street and Portland Avenue E. It was constructed in 1995 includes a 68-stall Park & Ride lot. The facility consists of a 400 square foot building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four passenger shelters. The transit center was assessed in Fall 2025.

1.2 Key Findings

Table 2. 72nd Street Transit Center: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.8	
HVAC	3.5	
Fire Protection	N/A	
Electrical	3.5	
Equipment	N/A	
Site	3.2	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were found in the Electrical primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 3. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed concrete foundations, not visible	No problems noted	4.0	None	N/A

Table 4. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/ structural frame	Utility building: scored concrete masonry. Assumed wood frame roof, but not visible Four shelters: concrete columns with wood beam roof structure	No problems noted	3.5	None	N/A
Roof	Utility building: assumed flat, built-up roof, which was not visible during inspection. Scupper with overflow hole through parapet	No problems noted with roof leakage or drainage problems.	3.0	Condition of roof should be checked due to probable age.	N/A
	Shelters: Translucent plastic panels	No problems noted	3.0	None	N/A
	Interior gutters with stainless steel downspout	Concrete eroded at west downspout of west shelter		Repair concrete	\$500
Exterior	Utility building: Painted concrete masonry walls	No problems noted	3.5	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
	Shelters: Glass panels, wood lean rails	Wood lean rail needs painting	3.0	Paint wooden lean rail; refer to Table 5 for cost estimate	N/A
		Beam end protection is missing at the north shelter		Replace stainless plates	\$1,000
Shell appurtenances	Shelter	South shelter concrete noted to have corrosion at downspout	3.0	Check if drain blocked, repair concrete	\$1,500

Photos:

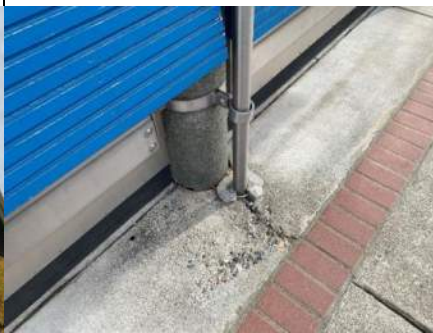
			
Utility building	The wood lean rail on the shelter is worn and needs to be painted.	Protective stainless steel beam covers are missing on ends of two beams on the south end of the east shelter.	Concrete has eroded around the downspout on the west side of the west shelter.

Table 5. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Shelters	Wood lean rails need painting	3.0	Paint rails	\$2,000
Partitions	Utility Building	Gypsum board walls	3.0	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Finishes	Utility Building Vinyl sheet flooring, Gypsum board walls and ceiling	It was noted to have vinyl floor sheet. It was noted that the shelter floors need cleaning	3.0	Floors need cleaning	\$250

Table 6. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures, water distribution, sanitary waste, rainwater/drainage	Utility building water, sewer, valves, toilets and utility controls Hot water tank, eye wash and mop sink in utility room	Restroom and utility room fixtures in good working condition No issues seen with water distribution or sanitary waste Site stormwater drains are in good condition and appear to function properly Water Heater seems to be replaced recently. The area of the water heater had evidence of a past leak All toilets flush as intended	3.8	Inspect the water heater area to confirm that there is no leak	NA
		On-site staff noted that this eye wash in the utility room is outdated and needs to be updated. It was unclear what it needs to be updated to		Replace eye wash system	\$500

Photos:

			
Water heater	Eye wash station	Water distribution piping in the Utility Room	Mop sink in the utility room

			
Hand sink in the women's restroom	Toilet in the women's restroom	Hand sink and urinal in the men's restroom	Toilet in the men's restroom

Table 7. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	HVAC equipment energy supply fed from utility room panel	No issues related to the energy supply to HVAC equipment	3.5	None	N/A
Heat generation and distribution systems	Electrical heaters and exhaust fans in utility building Baseboard heaters in utility room	All wall heaters work. The knob is missing on both the men's and women's restrooms, but it is assumed that is intentional to prevent unauthorized personnel from adjusting the heaters Exhaust fans in restrooms were operating and functional during site visit. The actual equipment is located in the attic space and could not be visually observed Unable to test the exhaust fan in the utility room A thermostat was found without a knob. This missing knob might be for the exhaust fan control	3.5	Replace thermostat knob or thermostat if needed to be able to adjust equipment operation	\$200
Chimneys and vents	Restroom doors vents	Restroom doors have fixed louvers for air admittance into room to balance the exhaust fans. Some of the blades are bent, but the louvers are functional and in adequate condition	3.3	None	N/A

Photos:

		
Wall Heater in the Men's Restroom with missing knob	Thermostat with missing knob	Women's Restroom Wall Heater
		
Women's Restroom Exhaust Fan	Men's Restroom Wall Heater	

Table 8. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance	The utility meter termination cover is only secured with a small latch and is missing the utility security seal. Access would not require tools or significant effort. The panel is available to the public and is a safety hazard	1.5	Contact Utility to install utility security seal to prevent access to the public	N/A
	Distribution Equipment	The distribution equipment appears to be in good working order	3.5	None	N/A
Lighting & branch wiring (interior and exterior)	Exterior: LED Interior: Fluorescent	Exterior lighting appeared to be in good working order and well-spaced throughout the facility. Interior lighting was adequate and functioning properly. Assessment was conducted during daylight hours, and some of the exterior lights were not in operation	4.5	It is recommended that the exterior lights be assessed for functionality during non-daylight hours. Replace bulbs and ballast as required	\$100
Communications & security	Key Card Access Security Cameras Bus Information Screen	Key card access was in good working order Security cameras appeared to be in good working order Passenger bus information screen was working properly and showed no signs of damage. The screen and associated cables are accessible to the public and risk vandalism	3.5	It is recommended that the bus information screen be enclosed to protect equipment and cables from vandalism	\$1,000

Photos:

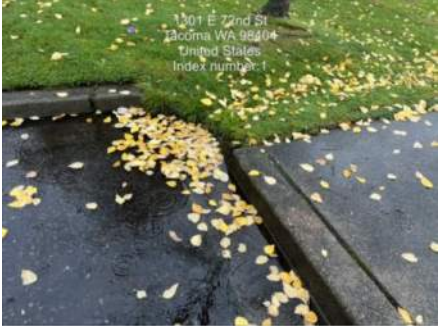
			
Utility Meter Termination Panel Unsecured	Bus Information Screen and Associated Cables Open to the Public	Exterior Lighting	Interior Lighting

Table 9. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways, parking lots and associated signage, markings and equipment	Site roadways, driveways, curbs, including concrete bus travel lanes and site asphalt	Asphalt parking lot areas should be repaired with an asphalt patch	3.2	Asphalt area found in adequate condition with several areas of extensive cracking. Total surface of failing asphalt is approximately 400 SQFT	\$4,000
		Asphalt in parking lot has cracking that should be sealed		Approximately 200 LF of asphalt cracks to seal	\$3,000
		Curb and gutter replacement needed in parking lot		Replace curb and gutter Approximately 50 LF	\$4,000
		Parking lot contains two crosswalks/ramps that are striped. The paint has faded and needs to be repainted		Repaint crosswalk and ramp areas Estimated 200 SQFT	\$4,000

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Pedestrian Areas and associated signage, markings, and equipment	Pedestrian Crosswalks, pedestrian sidewalks, and concrete around bus shelters	Flatwork at bus area was found in adequate condition. There was cracking observed in the flatwork that should be sealed with caulk to prevent further damage	3.2	Seal concrete cracks. Approximately 50 LF	\$3,500
		Sidewalk flatwork and walkways were in good condition with new concrete evident throughout the site. One concrete panel in the sidewalk is sticking up and should be replaced		Replace sidewalk panels. 32 SQFT	\$2,500
Site development such as fences, walls, and miscellaneous structures	Concrete seating walls	The concrete seating walls are in good condition	3.0	None	N/A
Landscaping	Site landscaping includes grass, shrubs and trees	Landscaping is in good condition	3.9	None	N/A
Site Utilities	Site Storm Drains	Storm drains appeared in good condition but some were clogged during the visit	3.0	Clean out catch basins	N/A

Photos:

		
Concrete joint is sticking up. Replace this portion of the sidewalk	Ponded water in the corner of the parking lot	Curb and gutter missing in the parking lot
		
Metro station concrete paving was observed in good condition	Metro station flatwork was in good condition	Concrete sidewalk leading to roadway

2. Commerce Street Station

2.1 Facility Snapshot

Located along Commerce Street between S. 9th and S. 13th Streets in the central business district downtown, the area outside includes seven passenger boarding zones, accessed from the east and west sides of Commerce Street. Constructed in 1992, the cut and cover tunnel (restricted to employee access only) includes a bus layover tunnel and operators' lobby or lounge. The roof of the tunnel is a large public plaza, accessible via Broadway as well as a ramp from Commerce Street. The Commerce Street Station was assessed in Fall 2025.

2.2 Key Findings

Table 10. Commerce Street Station: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.0	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.0	
HVAC	3.0	
Fire Protection	3.0	
Electrical	3.5	
Equipment	N/A	
Site	3.5	
Overall	3.0	

Key Findings:

- Overall facility was rated at 3.0.
- Deficiencies (items rated 1 or 2) were found in the Shell, Plumbing, HVAC and Electrical primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$691,700.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 11. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Underground retaining walls	No structural issues or defects were noted, underground retaining walls appear to be in good condition	4.0	None	N/A
Basement	Main structure underground open to street level on north side	Appeared to be in good condition	4.0	None	N/A

Table 12. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Frame is concrete pre-stress beams	Concrete is in good condition with no observed cracks or deflections Minor cracking in floor slabs Minor damage at ceiling level near bus lanes	4.0	None Cracks minor- no action recommended Cosmetic and not visible to public	N/A
	Skybridge to parking garage across street	Visible spalled concrete and cracks on underside of bridge. Evidence of water intrusion from walking surface above	2.5	Engineer should investigate integrity and recommend need repairs	\$10,000 (engineering only)

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roof	Roof is a park with plantings, sidewalks and fountain	Unknown waterproof membrane	3.0	None	N/A
Exterior	Exposed face on Commerce St. Concrete and tiled facing	No problems noted	3.0	None	N/A
Shell appurtenances	No doors open to public	Exterior door closed, but leaking Windows exposed to public	2.0	Recommend installing wall over unused exterior windows and doors for security to reduce vandalism risks and maintenance	\$25,000

Photos:

			
Inside view	Inside view	Unused exterior door leaking.	Floor slab cracking

			
Cracks on underside of pedestrian bridge	Cracks on underside of pedestrian bridge	Top surface of bridge w/ standing water	Park on top of bus tunnel

Table 13. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Partitions	Operator's lobby: gypsum board walls	Adequate condition	3.0	None	N/A
Finishes	Painted in utilized areas Suspended acoustical ceilings	No problems noted	3.0	None	N/A

Photos:

	
Driver's lobby	Driver's lobby

Table 14. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Restrooms in the Operator's Lobby (public restrooms accessed from Commerce St are locked, could not be accessed, and were not assessed)	Restroom fixtures are functional and appear to be in working condition	3.0	None	N/A
	Eyewash/shower in Pump Room	Eyewash/shower has not been tested since 2020 according to the tag next to it		Put eyewash/shower in Pump Room on checklist for inspection and add new tag to show inspection dates	\$200
	Water heater in Work Room (Sprinkler Valve Room)	Water heater requires two horizontal straps to meet UPC requirements; there is currently only one strap		Add a second horizontal strap to meet UPC code requirements	\$200

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Water distribution	Pump room and the small piping near the chlorine injection system	There are significant signs of corrosion throughout the pump room. Corrosion that is left unchecked will eventually cause failures in pipe joints, hangers, and supports; structural bases for equipment; and electrical and auxiliary systems There is significant condensation collecting in the small piping near the chlorine injection system. This moisture is causing coatings to fail and causing nearby pipes, joints, hangers, and supports to corrode Piping and valving are aging and have reached the end of their typical life Pump manufacturer is no longer in business which makes getting replacement parts more difficult. Pumps have also reached the end of their typical life	2.2	Pump Room: Pumps, pipe, and valves need to be replaced	\$400,000
	Small piping	C8 Room sink faucet leaks significantly when turned on. It doesn't appear that this sink is used often		Repair sink faucet	\$500
	Water Fountains	Fountains were decommissioned. No issues were indicated by staff		None	N/A
Sanitary waste	The water distribution and sanitary waste for the driver break-room/rest area	There were not any functional issues at the time of the site visit but staff noted difficulty of access for maintenance and repair	3.0	None	N/A
Rainwater drainage	Site	No issues identified or noted by staff	3.5	None	N/A

Photos:

		
Pumps, pipe, and valves need to be replaced	Sink faucet in room C8 that needs to be replaced	Fountains were turned off during site visit

Table 15. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Energy supply to the HVAC equipment	No noticeable defects were observed. Note that the electrical connections for many of the fans and other pieces of equipment could not be observed because they were in the ceiling or behind walls	3.0	None	N/A
Heating and cooling generation and distribution systems	Driver breakroom/rest area	The equipment was not able to provide the cooling temperature set on the thermostat during the summer. Staff indicated the space was too warm in the summer The HVAC unit could not be located at the time of the site visit, but it has either reached the end of its useful life, needs to be repaired, or needs to be increased in size	2.0	Repair or replace HVAC unit	\$25,000

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
	Bus Shop	No HVAC was operating and area was noticeably cold. Staff should confirm that this is the intended operation of the space		Confirm if HVAC equipment should be on or off and repair as needed	\$25,000
	Pump Room	The HVAC system hinders the ability to maintain the rest of the equipment in the room. This can cause safety issues during operation and maintenance in the room		When the piping, valves, and pumps are replaced, the HVAC system should be replaced to increase maintenance ability and reduce safety issues in the room	\$100,000
	Bus Tunnel Area	The HVAC system appeared to be working adequately and was in good condition		None	N/A
	Electrical Room fan	The system is showing signs of corrosion. The corrosion can reduce fan performance, which reduces the air changes in the room, and could affect the code classification of the room. The fan has likely reached the end of its typical life Supply fans for electrical rooms should be filtered to help prevent electrical issues		Replace fan and add air filter	\$3,000
	Large fans in room above the bus tunnel entrance	The fans have recently been replaced. The personnel access to the fan room is limited to a door approximately 3'x3' that is located in a vault on the north side of the room		None	N/A
	Driver Break Room area thermostats	Good condition and working properly	3.0	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Testing, balancing, controls, and instrumentation	Room C8 (Room C7 was not accessible)	Two thermostats appeared to be in use in this small room		Staff should confirm equipment being controlled by them and set them appropriately so they don't compete with each other (one calls for heating and the other calls for cooling)	\$1,000
Chimneys and vents	Bus tunnels and Pump Room vents	Louver and manual damper between the bus tunnel and Pump Room was in the open position. Equipment was in good condition	3.0	None	N/A

Table 16. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sprinklers	Dry Pipe System	Inspected 07/25 – no discrepancies noted	3.8	None	N/A
Fire Alarm Panel	Main fire alarm panel	Inspected 07/25 - System Status – Yellow. No access to duct smoke detectors in plaza level mechanical space	3.0	Inspect and provide access to duct detectors in plaza level mechanical space	\$7,500
Hydrants and other fire protection specialties	Fire extinguishers	Inspected 07/24 – no discrepancies noted, overdue	3.0	Inspect immediately	\$2,000

Photos:

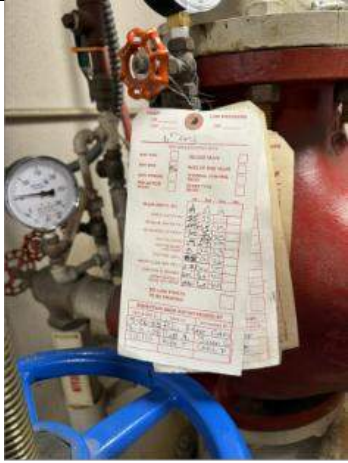
		
Exterior Siamese connection	Garage	Sprinkler system (Inspected 07/25 – no discrepancies noted)
		
Fire alarm panel (overdue for inspection)	Fire extinguisher (Inspected 09/25 – no discrepancies noted)	Fire extinguisher (Inspected 07/24 – overdue)

Table 17. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance and Service Entrance Switchgear	Service entrance equipment located in central electrical room appears to be in good working condition	4.0	None	N/A
	Pump Room Distribution Equipment	Pump Room distribution equipment shows signs of corrosion on exterior of motor control center Working space in front of motor control center is being used as storage space Fountain electrical equipment was turned off at time of inspection and was reported to have been shut down for more than a year	3.0	Refinish corroded areas to prevent further damage Remove equipment and materials from motor control center working space Use lock-out-tag-out procedures on the motor control center to prevent unintended use of pump room equipment	\$500
	North End Electrical Room Distribution Equipment	Distribution equipment appears to be in good working order Lighting panel working space is being used for storage	3.5	Remove air compressor and shelving from lighting panel working space	\$225
Lighting & branch wiring (interior and exterior)	Operator Break Room. Bus Tunnel.	Lighting in these locations was in good working order with no visible outages	4.5	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
	Pump Room	Lighting in the lower pump room is dim and inadequate for maintenance and repairs Junction boxes and branch wiring showed signs of severe corrosion and water penetration. This is a safety hazard due to the potential for short circuits and sparking Open j-boxes with loose wires	1.5	Increase lighting capacity in lower pump room The corroded j-boxes with water penetration present a safety hazard. Prevent water penetration and replace corroded equipment and junction boxes. This should be a high priority. Powering the system with these deficiencies could lead to short circuit and arc-flash events Close j-boxes to prevent access by untrained personnel	\$103,200
	Bus Shop	Some fluorescent lamps are out and lighting is dim	3.0	Replace nonfunctional lamps or replace with LED lighting	\$400
	Park Area	Lighting appeared to be in good working order One nonfunctional GFCI receptacle located at north end of park with broken cover	4.5	Replace the nonfunctional outlet with a blank cover as was done throughout the rest of the park	\$225
Communications & security	Key Card Access Security Cameras and Equipment	Key card access was in good working order Security cameras were located throughout and appeared to be in good working order Four abandoned security panels located in storage room (unnamed) Wire trough below abandoned security panels located in the unnamed storage room is open with wires hanging out of the trough Abandoned communication equipment located in north end electrical room	3.5	Remove nonfunctional equipment Remove any unused cables from wire trough and clean up the used cables. Then replace the front cover Remove inactive communication equipment	\$800
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Emergency and egress lighting	Emergency egress lighting appeared to be in good working order. All tested units functioned as required	4.0	None	N/A

Photos:

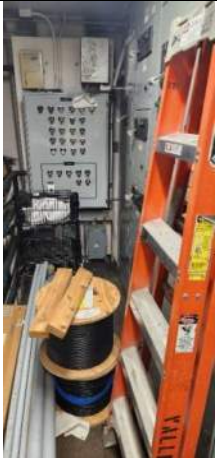
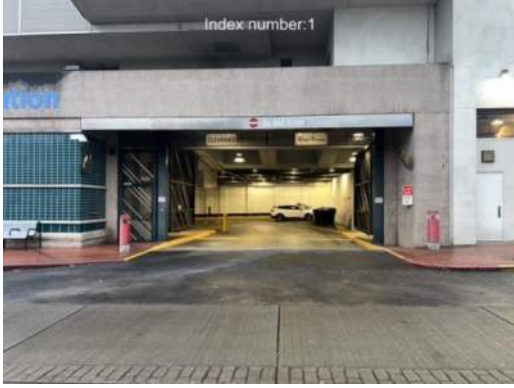
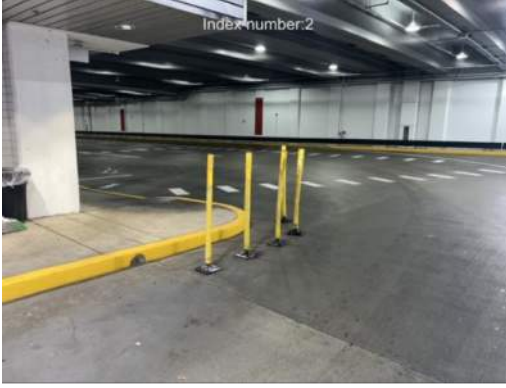
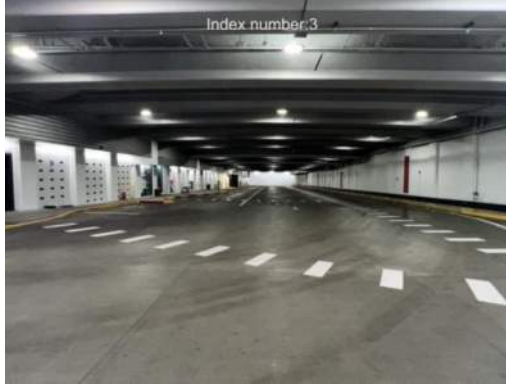
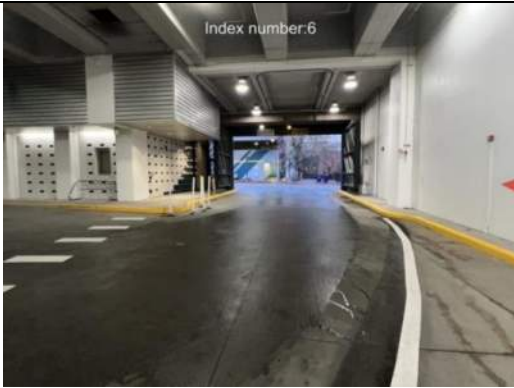
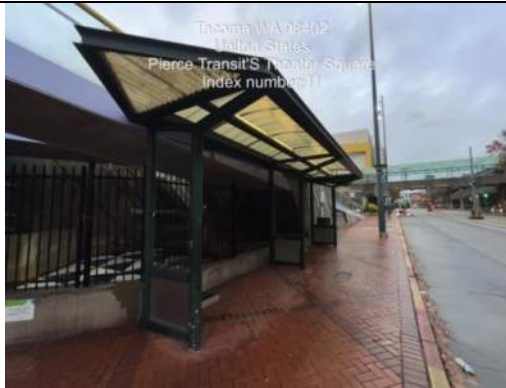
					
Pump Room motor control center corrosion and obstructed working space	Communication junction boxes in lighting panel dedicated space and obstructed lighting panel working space	Obstructed control equipment working space	Pump room junction box and branch circuit corrosion	Bus Shop lighting	Park area nonfunctional GFCI receptacle
					
Pump Room junction box and branch circuit corrosion	Pump Room junction box and branch circuit corrosion	Pump Room open junction boxes	Pump Room open junction boxes	Nonfunctional security panels with wire trough	Inactive communication equipment in north end Electrical Room

Table 18.. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Bus Tunnel Roadway	Bus tunnel pavement, striping, and signage were in good condition Pavement markings and paint were in good condition Minor portions of curb and gutter along Commerce St contained cracking but were still in functional condition. Approximately 20 LF of curb and gutter	3.8	None	N/A
Pedestrian areas and associated signage, markings, and equipment	Pedestrian areas	The concrete flatwork was observed in good condition	3.5	None	N/A
Site development such as fences, walls, and miscellaneous structures	Site features and walls	Concrete walls and glass walls in pedestrian areas were in good condition	3.5	None	N/A
Landscaping and Irrigation	Site landscaping	The landscaping throughout the project site was in good condition	3.5	None	N/A

Photos:

 Index number:1	 Index number:2	 Index number:3
Entrance to bus area	Pavement and striping conditions in bus area	Pavement and striping conditions in bus area
 Index number:6	 Tacoma, WA 98402 United States Pierce Transit's Theater Square Index number:12	 Tacoma, WA 98402 United States Pierce Transit's Theater Square Index number:11
Pavement and striping conditions in bus area	Brick flatwork on Commerce St	Waiting area at Commerce St

3. Lakewood Transit Center

3.1 Facility Snapshot

This bus transfer facility, constructed in 1992, is in the northern peripheral area of the Lakewood Towne Center, a large outdoor retail shopping center, which includes a Safeway supermarket, both fast food and full-service restaurants, and Lakewood's City Hall (civic center). The facility consists of a 400 square foot utility building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four passenger shelters but no designated bus passenger parking spaces. The transit center was assessed in Fall 2025.

3.2 Key Findings

Table 19. Lakewood Transit Center: Overall and Primary Level Rating Summary

Building	Rating
Substructure	4.0
Shell	4.0
Interiors	4.0
Conveyance	N/A
Plumbing	3.3
HVAC	3.0
Fire Protection	N/A
Electrical	3.5
Equipment	N/A
Site	3.6
Overall	3.6



Key Findings:

- Overall facility was rated at 3.6
- Deficiencies (items rated 1 or 2) were found in the Plumbing and HVAC primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$2,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 20. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed concrete foundations, not visible	It was noted that the utility room is okay with some exposed material exposed at the NW corner.	4.0	None	N/A

Table 21. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Utility Building: Split face Architectural concrete masonry Shelters: Tubular steel frames with translucent plastic roofing, glass panel walls	Ivy on the west side of Utility Building may damage masonry over time No problems noted for shelter structure	4.0	Maintain ivy to prevent overgrowth	N/A
Roof	Utility Building: assumed to be built up roofing, not visible during inspection Shelters: Translucent plastic panels	The utility building roofing was not visible Shelter poly cellular sheets are dirty	3.0	Maintain roof as required Clean Shelter roof panels	N/A \$2,500
Exterior	Shelters	Glass wall panels are noted to be clean and good condition	4.0	None	N/A
Shell appurtenances	Shelters	Shelter downspouts inside columns	4.0	None	N/A

Photos:

		
Overall view from North	Shelter, showing flaking paint on gutters	Shelter, showing flaking paint on gutters
		
Dirty seating wall inside shelter	Utility Building	Shelter interior view, dirty seating and floor

Table 22. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Shelters	Seating walls are dirty and need cleaning Floor slabs in shelters are dirty	4.0	Pressure wash	\$3,000
		Exterior wall tops are weathered		Clean exterior walls and apply sealer	\$5,000

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Partitions	Partitions	Seating walls need cleaning Exterior wall tops are weathered It was noted the utility room was okay	4.0	None	N/A
Finishes	Shelters	Shelters: The paint needs touch up. There were minor spots on the blue frame. The green paint is peeling on the gutters Restrooms: Interior epoxy floor. Painted CMU walls are in good condition	4.0	Prep and repaint gutters, touch up paint steel tube frames	\$5,000
	Utility Building	Utility Room: It was noted to be wet and dirty.		Clean Utility Room	N/A

Table 23. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Utility building sinks, faucets, and water heater	Restroom sinks and faucets appear to be in good condition and functional. Isolation valve knobs are missing underneath the hand sink in the Men's Restroom	2.7	Replace the hand sink isolation valves in the Men's Restroom, if desired	\$500
		Floor sink faucet was noted to have a slight leak		Replace the floor sink faucet	
		Water heater was operating as expected. It was noted that there may have been a past water leak on the water heater. Water heater has rust on the base and is not properly braced		Inspect the water heater for water leaks.	
Water distribution	Piping and valves	Water distribution system is working and functional	3.3	None	N/A
Sanitary waste	Employee restroom	Sanitary waste system is working and functional	3.8	None	N/A
Rainwater drainage	Storm drains for rainwater drainage	Storm drains on site provide surface water drainage and appear to be functioning properly. No evidence of clogged drains	3.8	None	N/A

Photos:

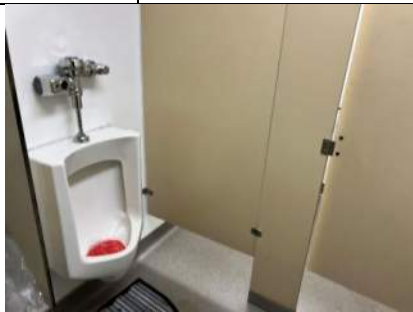
			
Floor sink faucet in the utility room	Water heater in the utility room	Floor sink in the utility room	
			
Hand sink in the men's restroom	Urinal in the men's restroom	Underneath the hand sink in the women's restroom	Floor drain in the women's restroom

Table 24. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Electric fed from work room panel	Energy supply to HVAC equipment appears to be working and functional	3.8	None	N/A
Heat generation and distribution systems	Electrical heaters and exhaust fans	Baseboard heater on the right-hand side of the entryway in the utility room is operating as expected Baseboard heater on the left-hand side of the entryway in the utility room is not operating as expected Wall heater in the Women's Restroom was operating as expected. Wall heater grille had damage as seen in photo Wall heater in the Men's Restroom was not operational during the site visit	2.5	Replace the baseboard heaters in the Utility Room Replace the wall heaters in the restrooms	\$2,000
Chimneys and vents	Exhaust Fan	Exhaust fans in all rooms work as expected. Louvres were noted to have collected dust	3.0	None	N/A

Photos:

		
Wall heater grille damage in the women's restroom	Exhaust fan in the women's restroom	Exhaust fan in the utility room

Table 25. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance Distribution Equipment	The utility meter is mechanically secured with screw but is missing the utility security seal	3.5	Contact Utility to replace security seal	N/A
Lighting & branch wiring (interior and exterior)	Exterior: LED Interior: Fluorescent	Exterior lighting appeared to be in good working order and well-spaced throughout the facility. Interior lighting was adequate and functioning properly Assessment was conducted during daylight hours, and the exterior lights were not in operation Bathroom receptacles are not GFCI at the device but are assumed to be GFCI protected at the panel. The panel schedule is unclear	4.5	Assess the exterior lights for functionality during non-daylight hours Update the panel schedule with current information	\$225
Communications & security	Key Card Access Security Cameras Bus Information Screen	Key card access was in good working order Security cameras appeared to be in good working order Passenger bus information screen was working properly and showed no signs of damage. The screen and associated cables are accessible to the public and risk vandalism	3.5	Enclose the bus information screen to protect equipment and cables from vandalism	\$1,000

Photos:

			
Utility meter termination panel is mechanically secured but missing utility security seal	Bus information screen and associated cables accessible to the public	Distribution Equipment	Interior Lighting

Table 26.. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Site roadways, driveways, including concrete bus travel lanes and site asphalt	Concrete paving appears in good condition with some joints that should be sealed Asphalt Paving contains substantial cracking adjacent to the concrete bus pad on the roadway. This asphalt should be replaced	3.5	Seal joints in concrete Estimated 50 LF	See below
				Replace approximately 2000 SQFT (222 SQYD) of failing asphalt. See below for short and long-term options	
				Short-term: Seal cracks in concrete 100 LF	\$6,000
				Long-term: Saw-cut asphalt, remove asphalt, remove sub-base material, install new sub-base material, install new asphalt	\$21,653
Pedestrian areas and associated signage, markings, and equipment	Pedestrian crosswalks, pedestrian sidewalks, and concrete around bus shelters.	Several crosswalks are faded and should be repainted Flatwork was found in adequate condition with some minor cracking	3.6	Repaint (2) crosswalks that are faded Estimated 200 SQFT (paint material)	\$3,000
				Pedestrian area flatwork contains cracking that should be sealed Estimate 50LF of crack sealant	\$3,500
Site development such as fences, walls, and miscellaneous structures	CMU Seating Walls	CMU Seating Walls were observed in good condition	3.6	None	N/A
Landscaping and irrigation	Site landscaping includes grass, shrubs and trees	Landscaping is in good condition	3.9	None	N/A
Site Utilities	Site Storm Drains	Storm drains were observed in good condition	4.0	None	N/A

Photos:

		
Crosswalk should be repainted	Interface between ADA ramp and pavement	CMU walls were in good condition
		
Concrete pavement and flatwork	Flatwork cracking in flatwork	Damaged Asphalt adjacent to bus concrete

4. Parkland Transit Center

4.1 Facility Snapshot

This facility is located on the northwest corner of Pacific Avenue S and 121st Street S, just east of the Pacific Lutheran University campus. It was constructed in 1984 (the Agency's second transit center) and includes a 62-stall Park & Ride lot. The facility consists of a 500-square building, including a mechanical room/custodial closet and two restrooms for operators and staff. There is one large multi-seat passenger shelter and two separate, smaller shelters. A unique feature of this facility is the World War II monument located at the entrance to the site. The Parkland Transit Center was assessed in Fall 2025.

4.2 Key Findings

Table 27. Parkland Transit Center: Overall and Primary Level Rating Summary

Building	Rating
Substructure	3.0
Shell	4.0
Interiors	4.0
Conveyance	N/A
Plumbing	3.1
HVAC	3.0
Fire Protection	N/A
Electrical	3.8
Equipment	N/A
Site	3.0
Overall	3.1



Key Findings:

- Overall facility was rated at 3.1
- Deficiencies (items rated 1 or 2) were found in the Site and HVAC primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$83,863.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 28. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed concrete foundations, not visible	Foundation was noted to be okay; no damage or cracking or damage to foundations Soil and landscaping behind Utility building has been lowered to expose foundation; could cause undermining or frost heave of footing	3.0	Fill depression next to foundation and ensure good drainage	\$2,500

Table 29. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Utility Building: Split face concrete masonry walls, wood framed roof South Shelter: Concrete columns with wood framed roof Two newer shelters to north, steel cantilevered columns and cross framing supporting wood frame roofs	CMU-scope split utility building The front walk in has worn concrete	4.0	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roof	Utility Building Three-tab asphalt shingles over wood decking and wood rafters	Utility Building Three tabs were noted to be newer Rafters at gable ends appear to have peeling paint and may have some deterioration.	4.0	Cover gable end rafters with metal flashing to prevent further damage	\$10,000
	Shelters: Wood framing and translucent plastic panels	Shelters: Some discoloring on roof panels		Clean or replace panels as required	\$2,500
Exterior	Utility Building: Split face and scored concrete masonry	Paint in all structures is good	4.0	None	N/A
Shell appurtenances	Gutters are steel pans at eaves with pipe downspouts	The gutters located at the utility building and shelter are in good condition	3.0	None	N/A

Photos:

		
Utility Building, looking East	Larger South Shelter	Smaller Shelters to the North

Table 30. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Shelters	Benches and wood screen walls are in good condition	4.0	None	N/A

Table 31. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Restroom sinks, faucets, urinals, and toilets	Sinks, faucets, urinals, and toilets appear to be in good condition and are functional A hole was noticed on the side of the faucet fixture in the Men's Restroom	3.1	Replace the faucet	\$500
Water distribution	Hot and cold water supply	Hot and cold water are in working condition with no visible leaks or defects The water heater is potentially leaking. A mop adjacent to the water heater was wet, possibly from a previous cleaning A noticeable leak was from the isolation valve adjacent to the backflow preventer	3.1	Inspect the water heater for leaks Replace the isolation valve, which may require replacing the backflow preventer	\$1,000
Sanitary waste	Restroom sanitary waste	Sanitary waste system was working properly during the site visit	4.5	None	N/A
Rainwater drainage	Surface water storm drains in bus lane area (two) and passenger parking areas (two)	Site appears to be adequately sloped to the drains and storm drains appear to be functioning properly	3.7	None	N/A

Photos:

		
Men's Restroom faucet has a hole on the side	Isolation Valve leak in the utility room	Utility Room water heater potential leak

Table 32. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	HVAC equipment power is fed from utility room panel	No issues related to the energy supply to the HVAC equipment	3.7	None	N/A
Heat generation and distribution systems	Heaters in restrooms and exhaust fans in utility building	Restroom heaters are missing thermostat knobs Utility room wall heater is non-operational Cannot confirm exhaust fans are operational. The actual equipment is located in the attic space and could not be visually observed	2.5	Replace the wall heater in the Utility Room Inspect the exhaust fan for operability	\$500
Chimneys and vents	Passive, manual opposed blade louvered ceiling vents in each restroom	Both vents were closed at the time of the site visit. Vents open to the open-air space between the roof structure and ceiling of the restrooms. Appear to be functioning and in good condition	3.0	None	N/A

Photos:

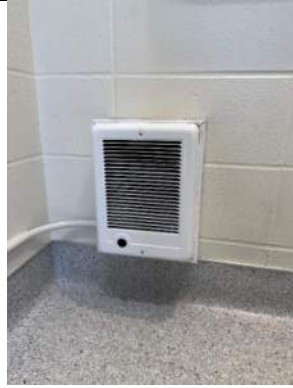
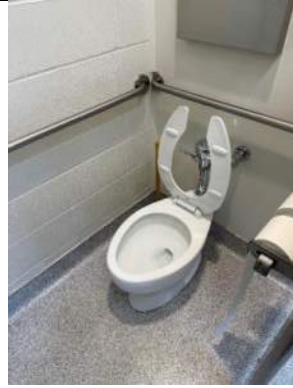
			
Utility room wall heater	Ceiling louver/vent in restroom	Wall heater missing knob	Men's restroom toilet

Table 33. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Utility power	Site electrical power appears to be adequate for the electrical needs of the facility	3.5	None	N/A
Lighting & branch wiring (interior and exterior)	Building Interior: LED linear and recessed flood light in restrooms	The site was assessed during daylight hours. Exterior lighting is controlled by a lighting contactor and was not on at time of inspection. LED lighting appeared to be in good working order	3.8	Confirm recessed lamp type and consider replacing with LED	\$225
	Building Exterior: Recently replaced with LED	Could not determine if restroom recessed flood light lamps were LED			
	Bus Shelter Interior: Fluorescent	Bus shelter fluorescent lights have cosmetic rust on the enclosures		Replace fluorescent shelter lighting	\$700
	Exterior: Pole mounted LED	Abandoned communications conduit and wire left in bus shelter		Remove the abandoned communications conduit and wire from the bus shelter	\$225

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Communications & security	Security cameras Card key access to building	Cameras around the site on the building and lighting poles Communications rack in utility room was locked but had side panel cover/fan missing allowing access	4.0	Provide secure cover over communications rack enclosure opening	\$500

Photos:

			
Building exterior LED lighting		Bus shelter fluorescent lighting	
			
Pole mounted lighting and security cameras	Abandoned communications wire in main bus shelter	Communications rack with open access in utility room	Electrical distribution panel in utility room

Table 34. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways parking lots, and associated signage, marking, and equipment	Site roadways, driveways, parking lots, including concrete bus travel lanes and site asphalt equipment	Concrete paving appears in good condition with some cracks within the pavement that should be sealed	2.7	Seal all cracks in concrete pavement 100 LF in bus lane	\$6,000
		Asphalt paving in eastern parking lot contains extreme cracking and should be replaced in the future		Short Term: Seal all joints in the asphalt Estimated 300 LF	\$5,500
				Long Term: Replace asphalt parking lot Estimate 6500 SQFT	\$59,163
		There is curb missing in the western parking lot		20 LF of curb replacement	\$1,700
		The curb in the eastern parking lot is extremely damaged and deteriorated		200 LF of curb replacement	\$11,000
Pedestrian areas and associated signage, markings, and equipment	Pedestrian crosswalks and signage, poured concrete in pedestrian waiting areas, and sidewalks	Crosswalks were in adequate condition generally but two crosswalks require restriping	3.0	Repaint two crosswalks Estimated 400 SQFT	\$5,000
Site development such as fences, walls, and miscellaneous structures	Fencing on edge of lot is in good condition	Fences around site were in good condition	3.0	None	N/A
Landscaping and irrigation	Site landscaping includes grass, shrubs and trees	The landscaping was in good condition	3.0	None	N/A
Site Utilities	Site Storm Drains	The site storm drains were observed in good condition	3.0	None	N/A

Photos:

 12002 Pacific Ave S Tacoma WA 98444 United States Index number 2	 12002 Pacific Ave S Tacoma WA 98444 United States Index number 9	 12002 Pacific Ave S Tacoma WA 98444 United States Index number 2
East Parking Lot is very cracked. Joints and cracks should be cleaned and resealed	East Parking Lot is very cracked. Joints and cracks should be cleaned and resealed	East parking lot curb and gutter is extremely deteriorated but still functioning
 12002 Pacific Ave S Tacoma WA 98444 United States Index number 3	 12002 Pacific Ave S Tacoma WA 98444 United States Index number 11	 12002 Pacific Ave S Tacoma WA 98444 United States Index number 14
Additional curb deterioration in east parking lot	Concrete paving for buses requires joint sealant reapplication	Cracks in concrete paving

5. South Hill Mall Transit Center

5.1 Facility Snapshot

This facility is located on the northwest corner of 5th Street SE and 112th Street E, at the south end of the South Hill Mall and was constructed in 1998. The facility includes a 600 square foot building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are four separate passenger shelters. However, there are no designated bus passenger parking stalls. The transit center was assessed in Fall 2025.

5.2 Key Findings

Table 35. South Hill Mall Transit Center: Overall and Primary Level Rating Summary

Building	Rating
Substructure	4.0
Shell	4.0
Interiors	4.0
Conveyance	N/A
Plumbing	3.5
HVAC	2.8
Fire Protection	N/A
Electrical	4.0
Equipment	N/A
Site	3.0
Overall	4.0



Key Findings:

- Overall facility was rated at 4.0
- Deficiencies (items rated 1 or 2) were found in the Interiors, HVAC, Electrical, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$17,750.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 36. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed shallow concrete foundations, not visible	Concrete foundation was not visible	4.0	None	N/A

Table 37. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Utility Building-concrete masonry with concrete columns at the corners Shelters: concrete columns 4'x6' wood rafter framing T&G wood sheathing	No problems noted	4.0	None	N/A
Roof	Standing seam metal roofing	No problems noted	4.0	None	N/A
Exterior	Utility Building: Wood framed upper walls with polycarbonate windows	No problems noted	4.0	None	N/A
Shell appurtenances	Downspouts Seating	Downspouts replumbed from the original design Shelter seats were noted to be sagging	4.0	None	N/A

Photos:

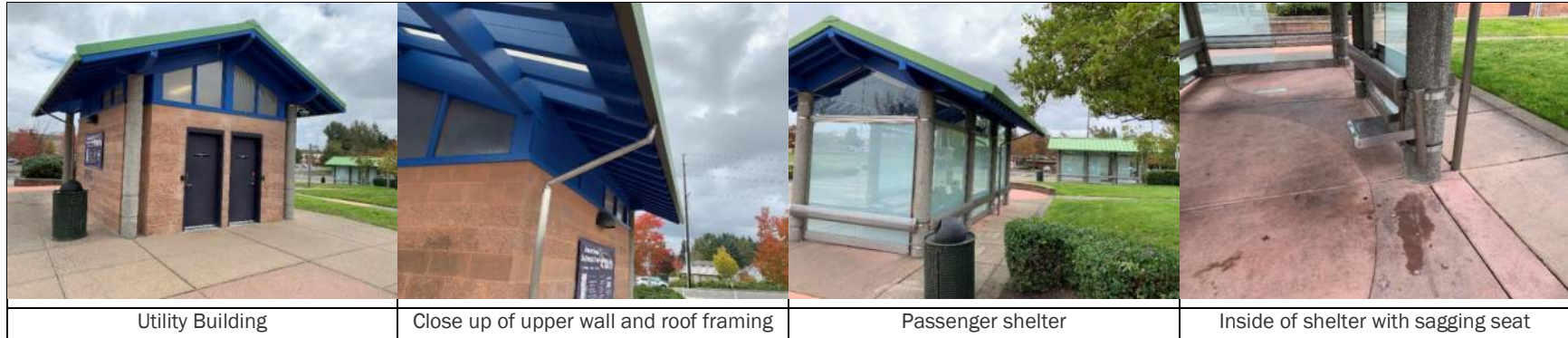


Table 38. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Paved areas	Smoking area and east end of bus lane flood during heavy rain. Sidewalk adjacent to bus lane appears to be undermined	2.0	Investigate and repair	\$10,000
Partitions	Utility Building Restrooms with tiled walls	No problems noted	4.0	None	N/A
Finishes	Tiled floors in restrooms Gypsum board ceilings	No problems noted	4.0	None	N/A

Table 39. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Utility building plumbing and fixtures	Restroom plumbing is functioning and in good condition The cover was closed on the lockable water hose bib at the back side of the utility building. It requires a square socket for operation and was unclear if it was still functional at the time of the site visit	3.0	Inspect the hose bib for operability	N/A
Water distribution	Utility building water distribution	No issues with the water distribution in the restrooms Water heater is due for a replacement. Seismic straps need to be added	3.5	Replace the water heater and add seismic straps	\$1,000
Sanitary waste	Utility building sanitary waste	Sanitary waste system is in good condition	3.5	None	N/A
Rainwater drainage	Utility building and bus shelters piping for downspouts	Underground piping for downspouts is in good condition and appears to be functioning	3.5	None	N/A

Photos:

			
Water heater in the utility room	Mop sink in the utility room	Building exterior hose bib	Men's/women's restroom toilet

Table 40. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Heat generation and distribution systems	HVAC Exhaust Fan, Wall Heaters (W/M #1 and Men's Restroom)	HVAC control knob is missing and needs to be replaced in order to fully control the HVAC system Wall heaters are broken and were not operational during the visit	2.8	Replace the control knob Replace the wall heaters	\$500
Chimneys and vents	Utility building ventilation	Ventilation in each restroom appears to be functioning, though slightly outdated Fan equipment was not accessible at the time of the site visit	3.5	None	N/A

Photos:

	
Broken HVAC Knob in the Utility Room	Ventilation in Restroom

Table 41. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Utility Power	Site electrical power appears to be adequate for the electrical needs of the facility	4.5	None	N/A
Lighting & branch wiring (interior and exterior)	LED throughout site	The site lighting was assessed during daylight hours. Exterior lighting is controlled by a lighting contactor and was not on at the time of inspection LED lighting was in good condition Building interior lighting appeared to be in good working order Power strip with small power supplies plugged in in utility room is attached to conduit with plastic zip ties. This is a violation of the National Electrical Code, Art 300.11(C)	4.0	Relocate power strip in utility room and provide appropriate support separate of the conduit system	\$225
		The junction box directly below (power strip noted above) has an abandoned EMT connector left in place		Remove abandoned EMT connector and provide a knockout seal in the junction box	\$225
		Utility room door access control box had unsupported cable routed along wall		Provide permanent cable support for cable to door access control box	\$300
Communications & security	Flat screen monitors with rider information at the bus shelters Security cameras Card key access to building	One of the flat screen monitors had a bent mounting bracket. A Pierce Transit Security officer (Puyallup Police) was on site and was asked about vandalism of the screens. He confirmed it had been previously damaged and replaced Cameras noted around the site on the building and lighting poles. Camera also located in utility room Utility room door access control box left open	4.0	It is understood the flat screen monitors are “hardened” for public use, but it is recommended to consider using a stainless steel enclosure with polycarbonate viewing window to protect the expensive components minimizing downtime due to vandalism Close and secure access control box	\$4,000 each
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Exhaust fan speed control switch in utility room	Knob shaft is broken off inside the switch mechanism	2.9	Replace speed control switch	\$250

Photos:

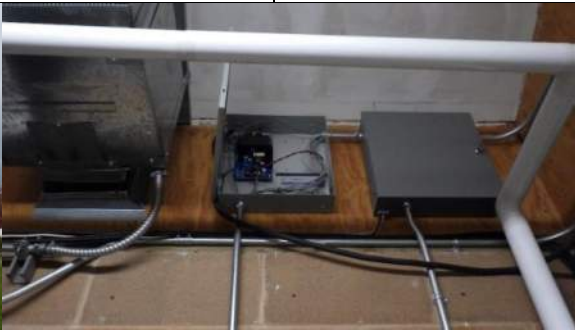
			
Electrical distribution panel in Utility Room	Power strip secured to conduit and abandoned EMT connector in junction box	Pole mounted lighting and security camera	Broken exhaust fan speed control switch
			
Building exterior lighting, camera, and electrical revenue meter	Utility room door access control box with door open and unsupported cable	Rider information monitor with damaged mounting bracket	

Table 42. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways, parking lots and associated signage, markings and equipment	Site concrete roadways and signage	The concrete paving is in adequate condition with moderate deterioration and one location with cracking that should be sealed with caulking	2.7	Approximately 50 LF of concrete cracks to be caulked	\$3,500
Pedestrian areas and associated signage, markings, and equipment	Pedestrian crossing areas, plazas, sidewalks	The concrete flatwork in the pedestrian areas is in adequate condition with some minor surface cracks noted. These areas should be sealed with caulking Crosswalks are patterned concrete rather than painted. They appear to be in adequate condition	2.8	Approximately 50 LF of concrete cracks to be caulked	\$3,500
Site development such as fences, walls, and miscellaneous structures	Site CMU seating	The CMU was in adequate condition	3.2	None	N/A
Landscaping and irrigation	Site landscaping	Plantings are in adequate condition	3.2	None	N/A
Site utilities	Storm drainage	Catch basins appeared in adequate condition	3.0	None	N/A

Photos:

 503 39th Ave SW Puyallup WA 98373 United States Index number:1	 Fifth St SW Puyallup WA 98373 United States South Hill Mall Index number:5	 Fifth St SW Puyallup WA 98373 United States South Hill Mall Index number:6
Concrete paving in the facility from the eastern driveway entrance	Crosswalk pattern at the facility	Cracked sidewalk ramp requiring caulking.
 Fifth St SW Puyallup WA 98373 United States South Hill Mall Index number:7	 503 39th Ave SW Puyallup WA 98373 United States Index number:23	 503 39th Ave SW Puyallup WA 98373 United States Index number:12
Cracked metro flatwork requiring caulking	Cracked concrete pavement requiring caulking.	Concrete flatwork in bus area

6. Tacoma Community College Transit Center

6.1 Facility Snapshot

Located at the northeast corner of S. 19th and Mildred Streets, the facility was constructed in 1984 (the Agency's first transit center). It is owned by the community college but maintained by Pierce Transit. It includes 95 parking spaces in a lot adjacent to the bus loading and unloading zones. The facility includes a 400 square foot utility building, providing a mechanical room/custodial closet and two restrooms for operators and staff. There are two separate passenger shelters. The Tacoma Community College Transit Center was assessed in Fall 2025.

6.2 Key Findings

Table 43. Tacoma Community College Transit Center: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	4.0	
Shell	3.5	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.0	
HVAC	2.8	
Fire Protection	N/A	
Electrical	3.5	
Equipment	N/A	
Site	3.0	
Overall	3.0	

Key Findings:

- Overall facility was rated at 3.0
- Deficiencies (items rated 1 or 2) were found in the HVAC, Electrical, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$16,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 44. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed concrete foundations, not visible	No problems noted	4.0	None	N/A

Table 45. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Utility Building: concrete masonry with wood framed roofs Shelters: concrete columns 4'x6' wood rafter framing Translucent roofing panels	No problems noted	4.0	None	N/A
Roof	Utility Building Shelters	Roof moss on east side No problems noted	3.5	Clean roof. May need a new within the next few years	\$5,000
Exterior	Utility Building: Split face and scored concrete masonry	No problems noted	4.0	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Shell appurtenances	Utility Building	Gutter damaged at northwest corner Doors need repainting	3.5	Replace when roof is replaced	\$1,000
	Middle Shelter	Sunken area in pavers around south side downspout. Rain running off southwest corner of gutter		Investigate; may have broken pipe under pavers.	\$2,000
	West Shelter	Rain dripping off southwest end of gutter		Investigate; may have plugged downspout	\$1,000

Table 46. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Shelters	Glass and painted wood panels appear to be in good condition	3.0	None	N/A
Partitions	Utility Building	Framed interior walls with gypsum wall board. Exterior walls painted concrete masonry	3.0	None	N/A
Finishes	Utility Building	Paint in good condition	3.0	None	N/A
	Shelters	Wood is unpainted, has rafter ends protected. Gutter paint appears okay			

Photos:

			
Gutter damage and moss on the roof of the utility building	Water running off gutter near the end on the middle shelter	Sunken pavers around west downspout of the middle shelter	West shelter

Table 47. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures, water distribution, sanitary waste	Utility building water, sewer, valves, and utility controls. Hot water tank in utility room	Valves and controls in restroom are in good condition Sewer and drainage at utility building are in good condition Hot water tank in utility room is braced incorrectly based on the Uniform Plumbing Code which requires two horizontal straps for seismic restraint. Slight water leak was noted at the outlet fittings. Water heater hose had corrosion There is a slop sink in the women's restroom that is working and is in good condition	3.0	Install additional horizontal straps on hot water tank. Repair the water heater leak Replace the water heater hose and fittings	\$1,000
Rainwater drainage	Rainwater drainage with gutters provided on bathroom facility and two shelters. Onsite driveway drainage with storm drains	Gutters, downspouts, storm drains appear to be in good condition and working properly	3.7	None	N/A

Photos:

		
Water heater outlet fitting leak	Water heater fittings corrosion noted	Women's restroom slop sink
		
Men's restroom urinal	Underneath the women's restroom hand sink	

Table 48. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Electric fed from utility room panel	There are no issues related to the energy supply to HVAC equipment	3.7	None	N/A
Heat generation and distribution systems	Electrical heaters and exhaust fans in utility building	Wall-mounted unit heater in the men's restroom is rusty and appears to have reached its expected life Women's restroom heater is in good condition The baseboard heater in the utility room needs to have clearance of 12 inches on all sides of the unit Restroom wall heaters work as expected	2.8	Replace heater in Men's restroom Clear/move all items from area near the heater	\$500
Chimneys and vents	Restroom doors and exhaust fans	Restroom doors have fixed louvers for air admittance into room to balance the exhaust fans. Some of the blades are bent, but the louvers are functional and in adequate condition. Exhaust fans were not functioning at the time of the site visit but were not physically observed because they were located in the attic space	2.8	Replace the exhaust fan or locate the switch to test	\$1,000

Photos:

		
Women's restroom toilet	Women's restroom wall heater	Items are too close to the baseboard heater in the utility room

	
Exterior restroom door ventilation	Men's restroom heater

Table 49. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance	The utility meter termination access panel is unsecured and accessible to the public. This is a safety hazard to the public	1.2	Contact Utility to provide utility security seal	N/A
	Distribution Equipment	Distribution appeared to be in good working order	3.5	None	N/A
Lighting & branch wiring (interior and exterior)	Exterior: LED	Exterior lighting appeared to be in good working order and well-spaced throughout the facility.	4.5	It is recommended that the exterior lights be assessed for functionality during non-daylight hours	\$250
	Interior: Fluorescent	Interior lighting was adequate and functioning properly Assessment was conducted during daylight hours, and the exterior lights were not in operation Wall heater thermostat knob in both bathrooms is missing			
				Replace wall heater thermostat knobs or replace with blank cover	

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Communications & security	Key Card Access Security Cameras Bus Information Screen	Key card access was in good working order Security cameras appeared to be in good working order Passenger bus information screen was working properly and showed no signs of damage. The screen and associated cables are accessible to the public and risk vandalism	3.5	It is recommended that the bus information screen be enclosed to protect equipment and cables from vandalism	\$4,000 each

Photos:

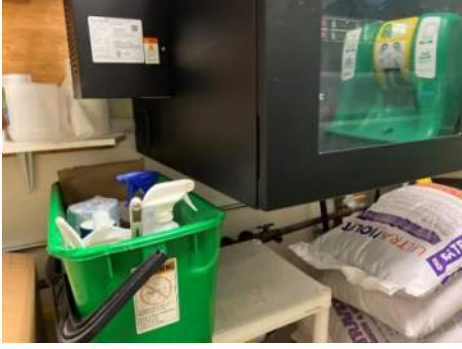
		
Utility meter termination panel unsecured	Distribution panel working space obstructions	Bus information screen and associated cables open to the public
		
Obstructed working space around communication equipment	Exterior lighting	Interior lighting

Table 50. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Driveways, parking areas, and bus lanes	The asphalt parking lot was in marginal condition but is still functioning. The parking lot cracks should be resealed. There are approximately 50 LF of cracks that should be resealed	2.5	Seal cracks in asphalt pavement Estimated 50 LF	\$3,500
		Concrete paving at the bus location was in marginal condition and contained cracking. These cracks should be sealed		Concrete paving – Approximately 150 LF of cracks should be sealed	\$8,500
		The crosswalk at the northwest entrance to the project has portions of the crosswalk without thermoplastic. This crosswalk should be installed where the thermoplastic has deteriorated		Repaint thermoplastic crosswalk Approximately 100 SQFT of thermoplastic needed	\$3,000
Parking lots and associated signage, markings, and equipment	Curb in parking lot	The asphalt parking lot was in good condition There is a 30 LF segment of curb in the parking lot that requires replacement	3.0	Replace curb in parking lot Approximately 30 LF	\$2,350
Pedestrian areas and associated signage, markings, and equipment	Pedestrian crossing areas, plazas, sidewalks	The brick surface located in the plaza areas was in marginal condition and is fairly faded and contains moss in some cracks. This should be cleaned up to prevent organic material from damaging the bricks	2.8	Brick should be cleaned of moss and organics growing in joints	N/A
Site development such as fences, walls, and miscellaneous structures	Passenger seating and garbage cans	The seating and garbage cans were observed in adequate condition and appeared freshly painted	3.0	None	N/A
Landscaping and irrigation	Site landscaping	Plantings and other landscaping appeared in adequate condition	3.0	None	N/A
Site utilities	Storm drainage	The drainage onsite appeared to be in adequate condition	3.8	None	N/A

Photos:

		
Sidewalk near entrance to the facility	Paving in bus pick up area has cracking requiring sealant	Paving in bus pick up area has cracking requiring sealant
		
Parking area asphalt and curb	Brick in pedestrian areas at the bus station contains moss growing in certain location. This should be cleaned and removed	Damaged curb in parking lot requiring replacement. Approximately 30 LF

7. Tacoma Dome Station

7.1 Facility Snapshot

This facility, by far the largest and most valuable in Pierce Transit’s passenger-facing inventory, is located two blocks north of the Tacoma Dome on Puyallup Avenue between East E and East G Streets. It consists of a 2,337-space parking garage over six levels plus the roof, of which 37 spaces are reserved for short-term parking. The “East Garage” (Phase I) was originally constructed in 1997 with a “West Garage” (Phase II) added in 2001. The East Garage is connected to a covered waiting area for local and regional express bus routes. The garage includes a secure and enclosed bicycle parking area that was added in 2019. “TDS” is also the Tacoma hub for Sounder Commuter Rail and Sound Transit Link Light Rail. Taxicabs, Greyhound Bus, and Transportation Network Companies (e.g., Uber, Lyft) also have designated pick-up and drop-off areas. Tacoma Dome Station was assessed in Fall 2025.

7.2 Key Findings

Table 51. Tacoma Dome Station: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	3.0	
Shell	3.0	
Interiors	3.0	
Conveyance	3.5	
Plumbing	3.2	
HVAC	3.3	
Fire Protection	3.8	
Electrical	4.0	
Equipment	N/A	
Site	3.2	
Overall	3.2	

Key Findings:

- Overall facility was rated at 3.2
- Deficiencies (items rated 1 or 2) were found in the Plumbing, HVAC, and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$76,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 52. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Concrete foundations are not visible, assume garages are supported by piling	Settlement noted for the patio on the west end of the west garage. Cracks are about 1" in width.	3.0	Address the settlement issues	\$5,000
		Vegetation was noted in the joints		Remove the vegetation located in the joints and further address the joints	
		No problems noted in remaining parking garages or surrounding structures.	4.0	None	N/A

Photos:

	
Sunken paving and vegetation in joints on the patio at west end of the west garage	View of patio from above

Table 53. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/ structural frame	Bus Shelters: steel framed with concrete masonry utility rooms.	Bus Shelters: No structural issues were noted. Glass is okay. Cleaning of passenger areas needed	4.0	Clean as required	\$2,500
	Steel framed canopies, offices on south side of parking garages.	Steel framed canopies: no problems noted.			
	Steel framed stair structures at corners of parking garages	Steel framing and stairs: no problems noted	4.0	None	N/A
Superstructure/ structural frame – East Garage	Concrete framed parking structure	Concrete cracked and spalling at connections of steel structures to concrete at upper levels of East Garage, at northeast, northwest, and southwest corners. Could be result of Nisqually quake	3.0	Remove broken concrete and repair	\$15,000
		At upper level 5-6, flexural cracks in column to beam joints at sides of center ramp. Possibly result of Nisqually quake	3.0	Patch cracks to prevent water intrusion and corrosion of rebar	\$15,000
Superstructure/ structural frame – West Garage	Old Greyhound on ground floor	Ground Floor: Old abandoned Greyhound off located at the north side	3.0	If to remain unused, board up exterior windows, possibly using steel corrugated panels to blend in with rest of structure	\$10,000
	Concrete framed parking structure, with steel framed stairways and elevator structures	1 st Level: Center diagonal cracks were noted at the shear north wall. North side of the 1 st level had large cracks noted in the ceiling. These cracks were noted in two bays. On the south side of the level, there were cracked noted in five bays and in the center ramp bay	3.0	Monitor for water intrusion	N/A
				Recommend engineering evaluation of the cracks, since some them pass straight across mid-span of the panels and may affect floor capacity	\$10,000
		6th Level: Steel ties across the center ramp bay harped under beam. This appears to have been done at the time of construction.	3.0	No action required. Steel ties were likely constructed to correct defects in beam post-tensioning.	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
		6th Level: Underside of top floor ramp has mid-panel north-south cracks, which may be a possible sign of overload. There are cracks in the patch concrete over the prestressing pockets in some of the column faces.		Break out loose concrete, inspect prestress anchorage for corrosion, paint if required and replace patch concrete.	\$20,000
Roof	Bus Shelters: steel framed with corrugated metal and translucent panels	Some panels were bent and dirty	3.0	Clean roof	\$2,500
	East Garage: concrete framed parking structure	Bird wires on parapets were broken		Repair if birds are a problem	N/A
		Moss noted on roof		Clean concrete surface	\$2,500
		Some large stones noted at the northeast corner		Remove to prevent vandalism	N/A
	West Garage: concrete framed parking structure, southwest elevator	Southwest elevator: Translucent roof panels are in poor condition. Out of service		Repair roof	\$2,500
		Cracked concrete floor		Seal cracks	\$1,000
		Northwest stair: rebar exposed at the ramp		Coat ramp surface	\$1,000
		Bird wires were noted to be broken		Repair if birds are a problem	N/A
		Moss noted on concrete surface		Remove moss	\$500
Exterior	Bus Shelters: steel framed with concrete masonry utility rooms	Bus Shelter: Paint was okay	4.0	Clean as required	N/A
		Office area and restrooms need to be cleaned.		Clean as required	\$500
	East Garage	Peeling paint along the bottom of the east wall	3.0	Repaint wall	\$2,500
		Mismatched replacement tiles on lower exterior walls		Cosmetic, replace in future	N/A
Shell appurtenances	Bus Shelter: steel canopy doors with corrugated roofing	Sticky doors were noted in the public restrooms	4.0	Repair doors	\$2,500

Photos:

			
Moss on roof of east garage	Broken bird wires at east garage	Elevator and stairs at southwest corner of west garage	Cracked concrete paving at southwest corner of west garage
			
Cracked concrete at stair tower connection to east garage	Cracked concrete at beam/column joint at the top of east garage	Crack in shear wall 1 st floor west garage	Crack in ceiling of west garage
			
Exposed rebar at northwest corner of west garage.	Cracked shear wall at level 6 west garage	Cracked concrete over prestressing anchorage pocket at west garage	Cracked ceiling level 1 of the west garage

Table 54. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Public restrooms and driver lounge at Bus Shelter area	Bus Shelters: Restroom needs to be cleaned Operator's lounge is okay	3.0	Clean restrooms	\$500
Partitions	Interior walls for restrooms and driver's lounge	No problems noted	3.0	Clean as required	N/A
Stairs	Stairway from grade level bus stop area to bridge leading to parking garages	Skybridge on the north side is dirty. Exterior stairs are weathered. Interior stairs are okay Stairways on the south side are okay	4.0	Clean concrete surfaces and seal	\$5,000
Finishes	Painting on steel structures	Blue paint on steel canopy and stair framing were in good condition	3.0	None	N/A

Photos:

			
Bus shelter area	Exterior stairs leading from west garage ground level to skybridge	View of sky bridge interior	Interior stairs from bus stop area to skybridge

Table 55. Detailed Condition Assessment: Primary Level D. Conveyance

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Elevators	Hydraulic passenger elevators located in East Garage, West Garage, and Pierce Transit Island. All were manufactured around 2023 East Garage and West Garage Elevators have rated capacities of 4,500 lbs. Pierce Transit Island elevator has a rated capacity of 3,000 lbs.	East Garage elevators are functioning adequately with some minor damage to the call button fixture at the Level 1/G landing and minor scratches to the cab finishes Pierce Transit Island elevator is functioning adequately with some dents/scratches and vandalism visible in the cab West Garage elevators are out of service due to a water leak at the landing which is causing an unsafe condition in the pit. Because of this, the cabs were not accessible during the assessment. Condition of equipment appears adequate, but operation of the units could not be confirmed	3.5	Minor repairs are recommended for the fixtures and finishes for the East Garage and Pierce Transit Island elevators, though the damage is mainly cosmetic West Garage elevators are out of service due to a condition not directly related to the elevator equipment. The water leakage must be repaired as soon as possible in order to return the elevators to service and prevent deterioration	Varies

Photos:

		
East Garage elevator landing, Level 1	East Garage damaged hall station, Level 1	East Garage Car 1 Cab; Car 2 Similar

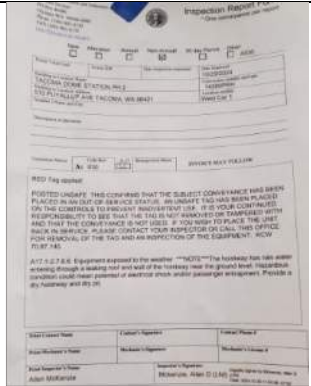
		
Hydraulic power unit, control cabinet and hydraulic oil cooler. East Garage Car 2 shown, other units are similar	West Garage elevator landing, Level 1	West Garage red tag notice
		
Pierce Transit Island elevator landing, Level 1	Pierce Transit Island elevator cab	Pierce Transit Island elevator car operating panel

Table 56. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Fixtures in the security room restroom, bus shop restrooms, and pick-up/drop-off area island restrooms.	Security room restroom fixtures appear to be in good condition with no visible leaks	3.0	Repair sink faucet and replace towel dispensers with integral garbage can	\$2,000
		Bus shop restrooms appear to be in good condition with no visible leaks. The bus shop restrooms are for public use and the fixtures are in good condition.			
		Fixtures in pick-up/drop-off area restroom are in good condition with the exception of one leaking faucet, one broken towel dispenser with integral garbage can, and one missing towel dispenser with integral garbage can			
	Facility water heaters	Water heater for the public restroom in the pick-up/drop-off island area is not properly braced per the Uniform Plumbing Code	3.2	All water heaters need two horizontal straps around its circumference to meet the Uniform Plumbing Code requirements	\$1,000
		Water heater in the storage room with mop sink is not properly braced per the Uniform Plumbing Code			
		Water heater tank in the staff room near the public restrooms is not properly braced in the facilities work room per the Uniform Plumbing Code			
		Water heater in the facilities maintenance work room is not properly braced per the Uniform Plumbing Code and has reached the end of its typical life and should be replaced		Replace Facility Maintenance Work Room water heater	\$1,000
Water distribution	Water distribution system	Water distribution system is working and functional. No leaks were observed	3.5	None	N/A
Sanitary waste	Sanitary waste system	Sanitary waste system is working and functional. No leaks were observed	3.5	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Rainwater drainage	Water drainage in the east and west parking structure	West Garage: A drainage leak by the west elevators has prevented them from permitting use. Staff is aware of this issue and are currently working to fix it East Garage: No current issues according to staff	2.5	Eliminate water drainage at west elevators	Varies (this is already being worked on)

Photos:

		
Leaking faucet in Public Restroom	Broken towel dispenser with integral garbage	Missing towel dispenser with integral garbage

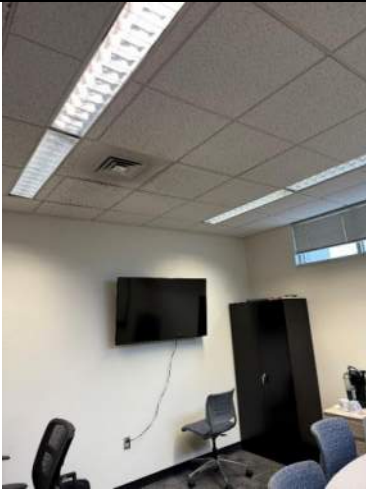
		
Water heater in Facility Maintenance Work Room that should be replaced	Water heaters need two horizontal straps per seismic code requirements	Rain water drainage preventing use of west elevators

Table 57. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Energy supply to HVAC system	No issues related to the energy supply to HVAC equipment	3.8	None	N/A
Heating and cooling generation and distribution systems	Security room HVAC system	Appears to be working properly during site visit, but area gets warm in summer	3.3	Repair or replace HVAC unit with larger unit if needed	\$25,000
	Customer Service (west end) HVAC system	Appears in good condition and able to provide desired temperatures to occupants	4.0	None	N/A
	Customer Service (east end) HVAC system	Staff confirmed that the cooling system was not able to keep up on warm summer days and stated that the space needed to be evacuated because of high temperatures in Summer 2024. Access to the unit was very limited and could not be visually inspected. Unit has either reached the end of its useful life or needs to be replaced with a larger unit	2.5	Repair/replace HVAC unit that serves the east end of Customer Service	\$50,000

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
	Facility Maintenance Work Room	One of the radiant heaters in the Facility Maintenance Work Room was not operating and needs to be replaced	2.0	Replace radiant heater	\$1,000
	West Elevator Room	The AC was not turning on while onsite and the room temperature was higher than the set temperature	2.5	Repair or replace HVAC/AC unit	\$20,000
Ventilation	Ventilation in restrooms	All restroom exhaust fans were functioning at the time of the site visit but were not physically observed because they were located in the attic space	3.5	None	N/A

Photos:

		
Security Room area gets too warm in summer	Facility Maintenance Work Room needs one radiant heater replaced	Aging water heater in Facility Maintenance Work Room should be replaced

		
East end of Customer Service that gets too warm in summer	West Elevator Room AC unit was not able to keep room at set temperature	Bathroom ventilation fans were all working properly

Table 58. Detailed Condition Assessment: Primary Level G. Fire Protection

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Standpipes	Standpipes in East and West Garages	Acceptable	3.8	None	N/A
Hydrants and other fire protection specialties	Fire extinguishers	Last serviced – 04/25	3.8	None	N/A

Photos:

		
Standpipe (garage - east)	Siamese connection (garage exterior)	Lobby ceiling (unsprinkled)
		
Fire extinguisher (entrance)	Standpipe (garage - west)	Breakroom (unsprinkled)

Table 59. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance Distribution Panels Distribution Transformers	Electrical distribution is generally adequate. Plastic trim around the main breaker in Panel P1 (East Garage Electrical Room) is not seated properly	4.5	Properly install plastic trim	\$225

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Lighting & branch wiring (interior and exterior)	Exterior: LED Interior: LED and Fluorescent	In general lighting is adequate. Branch wiring is in good condition Some lamps are out throughout the facility, but staff noted that facility is checked monthly and lamps are replaced Level of illumination appeared adequate even with lamps out	4.0	Continue monthly lighting checks and replace lamps and ballasts as necessary	N/A
Communications & Security	Key Card Access Security Cameras	Key card access throughout the facility was in good working order Security cameras noted throughout the facility with public safety indicating that all cameras were functioning properly East Garage communications room is cluttered with items stored near equipment	4.5	In east garage communications room, working space should be established around equipment	\$225
Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	Standby Generator	Each garage has its own standby generator. Generators appeared well kept with no obvious issues which require attention	3.5	Note that when the East Garage generator needs to be replaced, the fuel tank vents will need to be extended to the exterior of the building at least 12 feet above grade per National Fire Protection Association 30	N/A

Photos:

			
Unseated plastic trim in Panel P1	West Garage Generator	West Garage Communication Room	East Garage generator exhaust
			
West Garage Electrical Room	East Garage Electrical Room		East Garage Communication Room

Table 60. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Bus driveway area concrete paving and crosswalks	Concrete paving in bus area was found in adequate condition. Concrete cracks in paneling should be sealed to prevent further damage	3.3	Seal cracks in concrete pavement in bus area Estimated 200 LF	\$13,000
		There are four crosswalks that are fading around the site. These are all around the bus entrance and exit area		Reinstall crosswalk paint thermoplastic Estimated 800LF	\$18,000
Parking garage and associated signage, markings, and equipment	Parking garage pavement, striping & signage	Concrete driving surface in parking garage was observed in adequate condition. Some cracks in the concrete pavement should be sealed	3.2	Seal cracks in concrete pavement in west parking garage first floor. Estimated 100 LF	\$6,000
		East Parking Garage has two crosswalks that should be repainted (thermoplastic)		Reinstall crosswalk thermoplastic Estimated 400	\$9,000
Pedestrian areas and associated signage, markings, and equipment	Pedestrian walkways/bridge between parking garages	The pedestrian connection between the east and west garage contains a concrete surface with cracks that should be sealed	2.8	Seal cracks in concrete Estimated 100LF	\$5,000
Site development such as fences, walls, and miscellaneous structures	Stairway Rails	The rails throughout the stairways leading down to the bus area were observed in adequate condition and looked freshly painted	3.5	None	N/A
Landscaping and irrigation	Site Landscaping	Landscaping was well established and in adequate condition	3.6	None	N/A
Utilities	Catch Basins	The catch basins throughout the site were unclogged and appeared functioning	3.0	None	N/A

Photos:

 505 E 25th St Tacoma WA 98421 United States Index number:125	 510 Puyallup Ave Tacoma WA 98421 United States Index number:10	 510 Puyallup Ave Tacoma WA 98421 United States Index number:3
Tacoma Dome Station signage, bollards, and fencing	Painting in parking garage was recently painted	Crosswalk in front of west parking lot entrance is faded and required reinstallation (thermoplastic material)
 Index number:5	 510 Puyallup Ave Tacoma WA 98421 United States Index number:11	 610 Puyallup Ave Tacoma WA 98421 United States Index number:53
Crosswalks in west parking garage requires reinstallation of crosswalks (paint material)	Painting in parking garage was recently painted	Concrete pavement cracking in bus area requiring sealant

	
Crosswalk near bus pavement entrance requires reinstallation. (thermoplastic material)	Concrete pavement cracking in bus area requiring sealant

8. Tacoma Mall Transit Center

8.1 Facility Snapshot

This facility is located directly south of Tacoma Mall and west of Interstate 5 and Tacoma Mall Boulevard at S.47th and 48th Streets. It was first constructed in 1985 (the Agency's third transit center) and is operated under a long-term lease agreement with Simon Property Group. The facility includes a 500 square foot utility building, including a mechanical room/custodial closet and two restrooms for operators and staff. There are two separate passenger shelters on opposite corners of the property but no parking stalls (i.e., access is restricted to Pierce Transit vehicles only). The transit center was assessed in Fall 2025.

8.2 Key Findings

Table 61. Tacoma Mall Transit Center: Overall and Primary Level Rating Summary

Building	Rating
Substructure	4.0
Shell	4.0
Interiors	3.0
Conveyance	N/A
Plumbing	3.0
HVAC	3.0
Fire Protection	N/A
Electrical	4.0
Equipment	N/A
Site	3.5
Overall	3.5



Key Findings:

- Overall facility was rated at 3.5.
- Deficiencies (items rated 1 or 2) were not found on any primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 62. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed concrete foundations, not visible	No problems noted	4.0	None	N/A

Table 63. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Utility Building: Concrete masonry walls-painted, timber roof framing	No problems noted	4.0	None	N/A
	Shelters: Timber roof framing, concrete columns	Shelters: West shelter, West end, protective metal cap missing on South beam end, Steel clamp repair to split on North beam end and other steel likely added to replace damaged concrete column.	3.5	Replace protective metal cap	\$500
				Split and other repairs adequate as-is	N/A
Roof	Translucent Plastic panels on all structures	No problems noted	4.0	None	N/A
Exterior	Utility Building: Concrete masonry Shelters: Glass panels, painted wood panels	No problems noted	4.0	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Shell appurtenances	Utility building	Missing downspout allows rainfall to damage landscaping	3.0	Add chain to downspout or reroute downspout closer to wall so that it can be supported	\$1500

Photos:

		
Utility Building, view from north	Utility Building, missing downspout on west end	East Shelter, view looking west
		
West Shelter, looking north	West Shelter, missing protective cap on end of south beam	West Shelter, steel clamp to repair split on north beam end

Table 64. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	East Shelter	Seat at East end broken. Seat mounting flanges to concrete are rusting	3.0	Repair seat. Paint mounting flanges	\$1000
	West Shelter	Mounting flanges also rusting. Gutter on North side was reported to be overflowing during rain – not seen at visit	3.0	Paint mounting flanges. Check gutter and downspout for blockages	\$1000
Partitions	Utility Building: Gypsum board walls and ceilings	No problems noted	4.0	None	N/A
Finishes	Utility Building: Utility Room	Wet concrete floor at south end of room. Water appears to be coming from two unused conduits near bottom of wall	3.0	Plug conduits	\$500

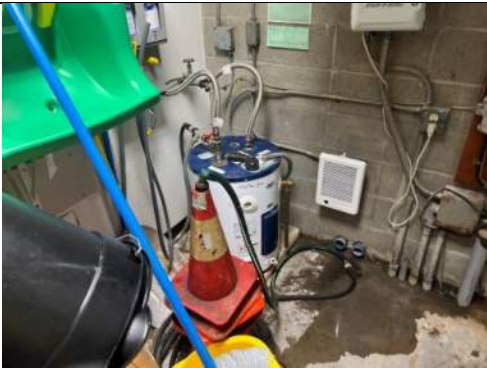
Photos:

		
East Shelter, broken seat	Rusted seat mounting flange	Dirt around column base

Table 65. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Restroom facility fixtures	Fixtures in bathrooms are working and in adequate condition. Isolation valve knobs are missing underneath the hand sinks for both the Men's and Women's Restroom	3.0	Replace the isolation valves, if desired	N/A
Water distribution	Restroom facility water distribution system	Water distribution system functioning with no apparent leaks There may have been a past water leak near the water heater. The water heater operates normally as expected	3.7	Inspect the water heater for water leaks	N/A
Sanitary waste	Restroom facility sanitary waste system	Sanitary waste system functioning with no apparent leaks	3.3	None	N/A
Rainwater drainage	Rainwater drainage with gutters provided on bathroom facility and two shelters. Onsite driveway drainage	One shelter drain that terminates in the street curb appears to be clogged with debris Onsite driveway drainage is provided by three storm water grates that appear to be functioning	3.0	Remove debris from drain termination in street	N/A

Photos:

		
Water Heater with possibly a slight leak	Water Heater with possibly a slight leak	Women's Restroom Toilet

	
Underneath the Slop Sink in the Women's Restroom	Men's Restroom Hand Sink

Table 66. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Electric power most likely fed from locked room that was not accessible at the time of the site visit	No issues related to the energy supply to HVAC equipment	3.5	None	N/A
Heat generation and distribution systems	Restroom facility wall mounted heaters	Heating provided by electric wall mounted unit heaters. Units appear to be functional. The thermostat knob on all restroom heaters appears to be missing Slight discoloration on the Wall Heater grille in the Men's Restroom	3.0	Replace the wall heater knob, if desired	\$1,000
		There is a note posted on the communications cabinet that states to leave the cabinet slightly open as the AC unit is broken		Repair the AC unit for the communications cabinet in the utility room	
Chimneys and vents	Restroom facility exhaust fans. A single bathroom exhaust fan was provided in each restroom with an on/off switch Restroom facility passive, manual opposed blade louvered ceiling vents	Exhaust fans were in working condition at the time of the site visit Both vents were open at the time of the site visit. Vents partially open to the open air space between the roof structure and ceiling of the building.	3.0	None	N/A

Photos:

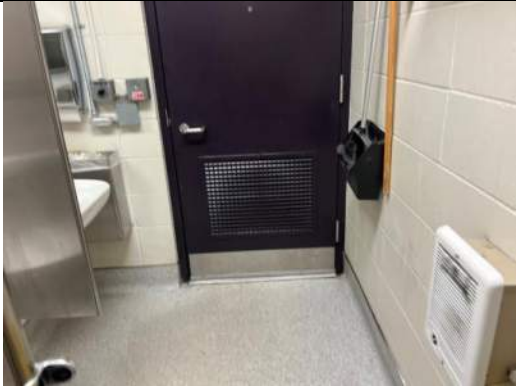
		
Communications Cabinet with a note regarding the broken AC Unit	Restroom Facility Louvered Ceiling Vents	Women's Restroom Wall Heater
		
Utility Room Wall Heater	Men's Restroom Wall Heater	

Table 67. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance Distribution Equipment	The service entrance and electrical distribution system appeared to be in good working order Distribution panel latch is missing and the cover appears to be held in place with tape	4.0	Replace the latch and fasten the cover with machine screws.	\$300
Lighting & branch wiring (interior and exterior)	Exterior: LED Interior: Fluorescent	Exterior lighting appeared to be in good working order and well-spaced throughout the facility. Interior lighting was adequate and functioning properly Assessment was conducted during daylight hours, and the exterior lights were not in operation Wall heater thermostat knobs in both bathrooms are missing Bathroom and utility room receptacles are not GFCI at the device but are assumed to be GFCI protected at the panel. It is unclear from the panel	4.5	Assess the exterior lights for functionality during non-daylight hours Replace wall heater thermostat knobs or provide blank cover Update the panel schedule with current information to ensure GFCI protection	\$225
Communications & security	Key Card Access Security Cameras Bus Information Screen	Key card access was in good working order Security cameras appeared to be in good working order Passenger bus information screen was working properly and showed no signs of damage. The screen and associated cables are accessible to the public and risk vandalism	3.5	Enclose the bus information screen to protect equipment and cables from vandalism	\$1,000
		The area in front of and around the communication equipment inside the utility room was cluttered and had reduced accessibility		Clear the area around the communication equipment inside the utility room	\$225

Photos:

		
Evidence of water penetration and corrosion	Obstructed working space around communication equipment	Bus information screen and associated cables open to the public
		
Exterior Lighting	Interior Lighting	

Table 68.. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Parking garage and bus driveway area concrete panels	Concrete paving in bus area was found in adequate condition. Concrete cracks in paneling should be sealed to prevent further damage Bus entrance area contains unsealed cracks	3.3	Seal cracks in concrete pavement in bus area Estimated 150 LF	\$8,500
Pedestrian areas and associated signage, markings, and equipment	Pedestrian crossing areas, plazas, sidewalks	Plaza concrete flatwork was in adequate condition. Minor cracking was observed	3.5	Seal cracks in concrete flatwork in bus area Estimated 50 LF	\$2,500
Site development such as fences, walls, and miscellaneous structures	Garbage cans and concrete walls for seating	The garbage cans throughout the facility were in adequate condition The concrete walls in the flatwork area are in adequate condition	3.5	None	N/A
Landscaping and irrigation	Site Landscaping	Site landscaping and trees were observed in adequate condition	3.5	None	N/A
Site utilities	Storm drainage catch basins	The drainage was observed unclogged and appeared to be functioning	3.5	None	N/A

Photos:

 2502 S 48th St Tacoma WA 98409 United States Index number:4	 2502 S 48th St Tacoma WA 98409 United States Index number:5	 2502 S 48th St Tacoma WA 98409 United States Index number:6
Bus waiting area and flatwork	Short Walls and metro flatwork	This pedestrian crosswalk allows users to cross to the bus waiting area. This crosswalk was recently painted
 2515 S 48th St Tacoma WA 98409 United States Index number:7	 2515 S 48th St Tacoma WA 98409 United States Index number:15	 2515 S 48th St Tacoma WA 98409 United States Index number:17
Cracked in concrete paving that was previously sealed	Cracking in concrete paving that contains moss and no sealant. This area should be sealed to prevent additional damage	Cracking in concrete paving that contains moss and no sealant. This area should be sealed to prevent additional damage

9. Kimball Drive Park & Ride

9.1 Facility Snapshot

Constructed in 1997, this 306-stall Park & Ride lot is owned by Tacoma Public Utilities and operated and maintained by Pierce Transit. It is located at 6808 Kimball Drive. Similar to the transit centers, it includes a 500 square foot utility building with a mechanical room/ custodial closet and two restrooms for operators and staff. In addition, the facility offers two passenger shelter areas at 450 square feet apiece. The Park & Ride was assessed in Fall 2025.

9.2 Key Findings

Table 69. Kimball Drive Park & Ride: Overall and Primary Level Rating Summary

Building	Rating
Substructure	4.0
Shell	4.5
Interiors	4.5
Conveyance	N/A
Plumbing	3.5
HVAC	2.5
Fire Protection	N/A
Electrical	4.5
Equipment	N/A
Site	3.0
Overall	4.0



Key Findings:

- Overall facility was rated at 4.0
- Deficiencies (items rated 1 or 2) were found in the HVAC and Site primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$8,000.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 70. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Assumed shallow concrete foundations – not visible	No problems noted	4.0	None	N/A

Table 71. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/structural frame	Utility Building Split face concrete masonry wood roof framing Shelters: Concrete columns, wood roof framing	No problems noted	4.5	None	N/A
Roof	Raised seam metal roofing on all structures	No problems noted	4.5	None	N/A
Exterior	Utility Building metal doors Shelters: glass panels	Doors painted and in good shape Glass panels clean and in good condition	4.5	None	N/A
Shell appurtenances	Gutters & downspouts	No problems noted	4.0	None	N/A

Photos:

			
Utility Building: Looking West	West Shelter: Looking West	Shelter: Glass panels and columns	West shelter: seat missing perforated metal cover

Table 72. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Shelters: seating, lean bars	At West shelter one broken seat	4.0	Repair seat	\$1,500
Partitions	Utility building	Tiles walls in good condition	4.5	None	N/A
Finishes	Painted wood trim & metal gutters	Good condition, no problems noted	4.5	None	N/A

Table 73. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Utility building plumbing and fixtures	Restroom plumbing is functioning and no leaks were observed	3.5	None	N/A
Water Distribution	Piping (Utility Room) Toilets (Men's and Women's Room)	No issues with the water distribution in the restrooms. No apparent leaks were observed Piping pitting and rust were noted during the visit. Pipe supports had rust All toilets flush and operate as expected during the visit	3.5	No recommended actions at this time	N/A
Sanitary Waste	Utility building sanitary waste	Sanitary waste system in good condition and functioning. No apparent leaks were observed	3.5	None	N/A

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Rainwater drainage	Catch basins and piped systems	Catch basins are located in adequate locations to maintain good drainage. Several of the catch basins were completely covered with leaves at the time of the site visit Downspouts are in good condition and appear to be functioning	3.5	Clean debris from catch basins	\$1,000

Photos:

			
Utility Room Photo	Utility Room Piping Corrosion	Eyewash Station in the Utility Room	
			
Handsink in the Women's Restroom	Toilet in the Women's Restroom	Handsink in the Men's Restroom	Toilet in the Men's Restroom

Table 74. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Electric power most likely fed from locked room that was not accessible at the time of the site visit	No issues related to the energy supply to HVAC equipment	3.5	None	N/A
Heat generation and distribution systems	Heater (Utility Room)	Heater was not operating during the visit. Thermostat cannot be located	2.5	Locate the thermostat and test the heater for operability	N/A
Testing, balancing, controls, and instrumentation	Utility building ventilation	Ventilation in each restroom appears to be functioning. Vent opening covers were missing in the public restrooms, but it is not recommended to replace them	3.5	None	N/A
Chimneys and vents	Exhaust Fan (Men's and Women's Room)	Exhaust fan was out of reach and could not confirm operability	2.5	Confirm operability	N/A

Photos:

			
Women's Restroom Exhaust Fan	Men's Restroom Heater	Exhaust Fan Assembly in the Utility Room	Heater in the Utility Room

Table 75. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance Distribution Equipment	The service entrance and distribution are in good working order	4.5	None	N/A
Lighting & branch wiring (interior and exterior)	Exterior Lighting: LED Interior Lighting: Fluorescent	Exterior lighting appeared to be in good working order and well-spaced throughout the facility. Interior lighting was adequate and functioning properly Assessment was conducted during daylight hours, and the exterior lights were not in operation	4.5	Assess the exterior lights for functionality during non-daylight hours. Replace bulbs and ballast as required	\$100
Communications & security	Key Card Access Security Cameras	Key card access was in good working order Security cameras appeared to be in good working order There is equipment stored in the working space in front of the communication cabinet	4.5	Clear the area around the communication equipment inside the utility room	\$225

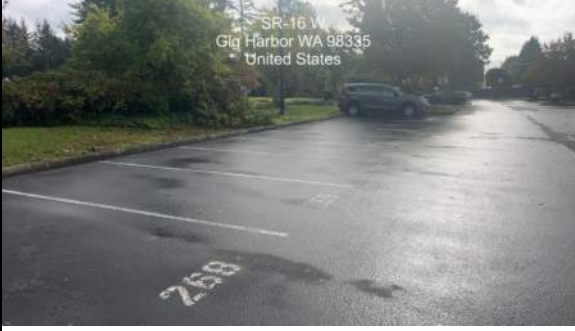
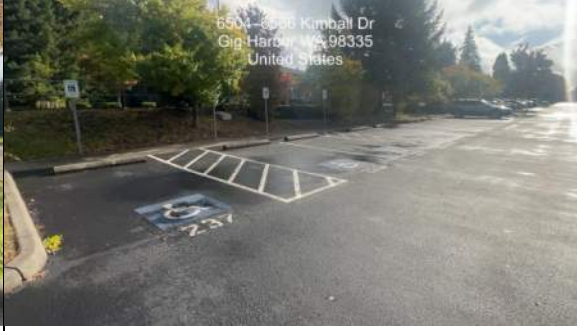
Photos:

			
Distribution Equipment	Obstructed Communication Equipment Working Space	Interior Lighting	Exterior Lighting

Table 76.. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Site roadways, driveways, parking lots, including concrete bus travel lanes and site asphalt	Concrete pavement was observed in adequate condition with some cracks that require sealing	3.2	Seal cracks in the concrete pavement Estimated 100 LF	\$6,000
Parking lots and associated signage, markings, and equipment	Site roadways, driveways, parking lots, including concrete bus travel lanes and site asphalt	Asphalt pavement in north parking lot was found in adequate condition but contains cracking that should be sealed to prevent further damage Estimated 100LF of cracks	2.5	Seal all joints in the asphalt Estimated 100 LF	\$2,500
		Replace 100 LF of curb in north parking lot		Replace curb	\$5,500
Pedestrian areas and associated signage, markings, and equipment	Pedestrian crosswalks and signage, poured concrete in pedestrian waiting areas, and sidewalks	Pedestrian waiting areas were in adequate condition Crosswalks were patterned concrete rather than painted crosswalks and were observed in adequate condition	3.0	None	N/A
Site development such as fences, walls, and miscellaneous structures	Garbage Cans and concrete walls for seating	The garbage cans throughout the facility were in adequate condition The concrete walls in the flatwork area are in adequate condition	3.5	None	N/A
Landscaping and irrigation	Site Landscaping	Site landscaping and trees were observed in adequate condition	3.5	None	N/A
Site utilities	Storm drainage, catch basins	The drainage appeared to be in adequate condition	3.0	None	N/A

Photos:

		
Damage concrete curb in north parking lot	Cracking in asphalt in north parking lot	Cracking in asphalt in north parking lot
		
South parking lot asphalt condition	South parking lot general conditions	Parking lot asphalt general condition

10. Narrows Park & Ride

10.1 Facility Snapshot

Constructed in 1986, this 195-stall Park & Ride lot is owned by the City of Tacoma but maintained by Pierce Transit. It is located at 7201 6th Avenue, just east of S. Jackson Avenue. However, unlike the transit center properties, it does not include a utility building, operator restrooms, or other restricted access structures. The Park & Ride was assessed in Fall 2025.

10.2 Key Findings

Table 77. Narrows Park & Ride: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	N/A	
Shell	N/A	
Interiors	N/A	
Conveyance	N/A	
Plumbing	3.0	
HVAC	N/A	
Fire Protection	N/A	
Electrical	4.5	
Equipment	N/A	
Site	3.5	
Overall	3.5	

Key Findings:

- Overall facility was rated at 3.5
- Deficiencies (items rated 1 or 2) were not found on any primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$0.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 78. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Rainwater drainage	Storm water drainage	Parking lot is sloped downhill from entrance towards Memorial Park. Storm water runs downhill and is collected by storm drains along the way with two drains at the bottom near the park turn-around. Drainage appears to be adequate	3.0	None	N/A

Photos:

		
Site Photo	Site Photo	Site Photo

Table 79. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service Entrance and Distribution Equipment	The distribution equipment appears to be in good working order	4.5	None	N/A
Lighting & branch wiring (interior and exterior)	Exterior: LED	Exterior lighting appeared to be in good working order and well-spaced throughout the facility Assessment was conducted during daylight hours, and the exterior lights were not in operation	4.5	It is recommended that the exterior lights be assessed for functionality during non-daylight hours. Replace bulbs and ballast as required	N/A

Photos:

	
Service Entrance and Distribution Equipment	Area Lighting

Table 80.. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways, driveways, including concrete bus travel lanes and site asphalt	Driveway and asphalt at bus area	The concrete driveways were observed in good condition and appear to have been installed recently	3.5	None	N/A
Parking lots and associated signage, markings, and equipment	Parking lots and associated signage, markings, and equipment	The asphalt parking lot was observed to be in adequate condition and appeared to have been seal-coated recently Pavement marking and parking lines and numbering were observed in good condition and were recently painted	3.2	None	N/A
Pedestrian areas and associated signage, markings, and equipment	Pedestrian sidewalks, concrete at pickup area with bench and signage	Concrete sidewalks were in adequate condition with much of the concrete being recently replaced	3.5	None	N/A
Site development such as fences, walls, and miscellaneous structures	Walls throughout site, Bench at pickup area	Bench at pickup area was in adequate condition Block wall observed in adequate condition	3.5	None	N/A
Landscaping and irrigation	Site Landscaping	The mature trees and shrubbery were in good condition	3.8	None	N/A
Site utilities	Storm drainage, catch basins	The storm drain system appeared to be functioning and were not clogged	3.5	None	N/A

Photos:

		
New concrete sidewalks were observed	Condition of pavement as well as newly installed curb connecting to existing old curb	Condition of pavement adjacent to utility structure lids

11. Purdy Park & Ride

11.1 Facility Snapshot

Constructed in 1991, this 200-stall Park & Ride lot is owned by WSDOT but maintained by Pierce Transit. It is located at 14301 Purdy Drive NW, on the northwest corner of 144th Street NW. It offers a covered passenger shelter and bench. However, unlike the transit center properties, it does not include a utility building or operator restrooms. The Park & Ride was assessed in Fall 2025.

11.2 Key Findings

Table 81. Purdy Park & Ride: Overall and Primary Level Rating Summary

Building	Rating
Substructure	N/A
Shell	N/A
Interiors	N/A
Conveyance	N/A
Plumbing	3.8
HVAC	N/A
Fire Protection	N/A
Electrical	4.0
Equipment	N/A
Site	3.0
Overall	3.8



Key Findings:

- Overall facility was rated at 3.8
- Deficiencies (items rated 1 or 2) were found in the Site primary level.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$448,098.43.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 82. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Sanitary Waste	Portable restroom facilities (locked for employees, not available to public)	Portable restroom available for employees with padlock on door. Not assessed since not permanent part of facility	None	None	N/A
Rainwater drainage	Catch basins	Basins are adequate size and in appropriate locations to accommodate drainage needs	3.8	None	N/A

Photos:

		
Site Photo	Site Photo	Portable Toilet

Table 83. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Service entrance and distribution equipment	Service entrance and distribution equipment appear to be in good working order Service Entrance and distribution equipment has graffiti on it	4.0	Clean or repaint service entrance and distribution equipment	\$400
Lighting & branch wiring (interior and exterior)	Exterior lighting	Assessment was conducted during daylight hours, and some of the exterior lights were not in operation	3.5	It is recommended that the exterior lights be assessed for functionality during non-daylight hours. Replace bulbs and ballast as required	N/A
Communications & security	Security Camera	Security cameras appear to be in good working order and seem well spaced for full area view	4.5	None	N/A

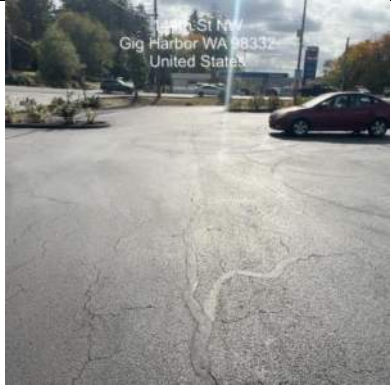
Photos:

		
Service Entrance and Distribution Equipment	Area Lighting	Security Camera

Table 84. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways, driveways, including concrete bus travel lanes and site asphalt	Driveway and asphalt at bus area	The asphalt roadway was observed in adequate condition but contained cracks that should be sealed	3.0	Seal cracks in asphalt pavement Estimated 250 LF	\$5,750
				Curb replacement at southern entrance Estimated 30 LF	\$3,350
Parking lots and associated signage, markings, and equipment	Parking lots and associated signage, markings, and equipment	The asphalt parking lot was observed in marginal condition and contained substantial cracking that should be sealed in the short term	2.3	Short term: Seal 500 LF of cracks in pavement	\$8,500
		The asphalt parking lot should be replaced in the future and is reaching the end of its usable life		Long term: Replace Asphalt Parking Lot Estimate 56,500 SQFT (6,277 SQYD)	\$433,198.43
		Curb in the parking lot was found in marginal condition with one segment of approximately 120 LF missing		Curb replacement 120 LF of curb in parking lot	\$6,400
Pedestrian areas and associated signage, markings, and equipment	Pedestrian sidewalks, concrete at pickup area with bench and signage	The sidewalks and pedestrian locations were in adequate conditions	3.2	None	N/A
Site development such as fences, walls, and miscellaneous structures	Garbage Can at waiting area	The garbage can was in good condition	4.0	None	N/A
Landscaping and irrigation	Site Landscaping	Mature trees and shrubbery were in good condition	4.0	None	N/A
Site utilities	Catch Basins	The catch basins were observed unclogged and appeared to be functioning	3.0	None	N/A

Photos:

		
Heavily cracked location within parking lot. These cracks should be sealed before they are worsened by water intrusions	Heavily cracked location within parking lot. These cracks should be sealed before they get worse from water intrusions	Cracking in asphalt at project entrance off the right-of-way
		
~120 LF of Curb and Gutter is missing here. Boulders are being used to disallow cars from traversing into this area	Damage asphalt pavement in parking lot	Damage asphalt pavement in parking lot

12. 512 Park & Ride

12.1 Facility Snapshot

Constructed in 1988, this Park & Ride lot is owned by WSDOT but maintained by Pierce Transit. It is located at 10617 S. Tacoma Way, less than a mile south of Pierce Transit headquarters. At eight acres and offering 505 parking stalls, it is the largest Park & Ride facility served by the Agency. Similar to the transit centers, it includes a 400 square foot utility building with a mechanical room/custodial closet and two restrooms for operators and staff. It also offers two large passenger shelters that can accommodate up to 50 people. The Park & Ride was assessed in Fall 2025.

12.2 Key Findings

Table 85. 512 Park & Ride: Overall and Primary Level Rating Summary

Building	Rating	
Substructure	3.0	
Shell	3.0	
Interiors	3.0	
Conveyance	N/A	
Plumbing	3.3	
HVAC	3.1	
Fire Protection	N/A	
Electrical	4.0	
Equipment	N/A	
Site	3.0	
Overall	3.0	

Key Findings:

- Overall facility was rated at 3.2
- Deficiencies (items rated 1 or 2) were found in the Plumbing and HVAC primary levels.
- The combined cost estimate of recommended repairs or corrective actions needed to bring the facility up to a State of Good Repair is \$3,500.
- No defects were identified that would constitute a safety concern that would require immediate attention.

Table 86. Detailed Condition Assessment: Primary Level A Substructure

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Foundation	Utility Building Appears to be slab on grade, not clearly visible Shelters: Assumed concrete footings, not visible	Utility Building Concrete foundation is in good condition. Crack noted in utility room floor Shelters: No problems noted	3.0	Seal the crack and paint	\$1,000 (Crack) \$500 (Paint)

Table 87. Detailed Condition Assessment: Primary Level B. Shell

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Superstructure/ structural frame	Utility Building: Split face Concrete masonry, wood roof framing Shelters: Concrete columns and wood roof framing	Masonry in good shape, no problems noted at roof It was noted that glass is dirty and the wood panel needs to be painted	3.0	Clean & paint as required	\$2,500
Roof	Utility Building Translucent plastic panels Shelters: Translucent plastic panels	Translucent fiberglass panels are dirty but sound	3.0	Clean	\$2,500
Exterior	Utility Building Concrete masonry Shelters: Glass panels at top with wood bottom panels	Utility Building: Bottom of three door frames rusted.	3.0	Spot sandblast and paint	\$2,500

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Shell appurtenances	Utility Building SST gutters without downspouts, drip off ends Shelters: SST gutters with SST pipe downspouts	Broken downspout bracket at the west side of the west shelter	3.0	Repair downspout bracket	\$1,500

Photos:

			
Utility Building: West Side	Utility Building: rust at door frame bottoms.	Shelter: Damaged paint on wood panels.	West Shelter: Damaged downspout.

Table 88. Detailed Condition Assessment: Primary Level C. Interiors

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Passenger Areas	Open shelters.	No problems noted	4.0	None	N/A
Partitions	Utility Building.	No problems noted	4.0	None	N/A
Finishes	Utility Building vinyl floors in restrooms. Bare concrete in Utility Room	Vinyl floors in the restrooms are okay The flooring in the Utility Room is bare	3.0	None	N/A

Table 89. Detailed Condition Assessment: Primary Level D. Plumbing

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Fixtures	Utility building water, sewer, sinks, valves, backflow preventer, pressure gauge and utility controls. Hot water tank in utility room	Valves and controls in restroom are in good condition. Sewer and drainage at utility building are in good condition. All sinks work as intended	2.5	None	\$3,000
		It was noted that the gauge needle is broken on the pressure gauge		Replace pressure gauge on backflow preventer	
		Hose bib connection in utility room appears to be leaking and needs to be repaired		Repair hose bib connection leak	
		Hot water tank in utility room appears to be leaking and is braced incorrectly based on the Uniform Plumbing Code which requires two horizontal straps for seismic restraint		Repair or replace leaking hot water tank. Install two horizontal bracing straps.	
		Possible leak can be seen surrounding the backflow preventer or the area may be wet from a previous cleaning		Inspect the backflow preventer to confirm leak	
Water distribution	Toilets	All toilets operate as intended	4.5	None	N/A
Sanitary waste	Sanitary waste system	No issues noted	3.3	None	N/A
Rainwater drainage	Building roof and gutters	Roof and gutters appeared to be working properly	3.3	None	N/A

Photos:



Table 90. Detailed Condition Assessment: Primary Level F. HVAC

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Energy supply	Electric fed from utility room panel	No issues related to the energy supply to HVAC equipment.	3.8	None	N/A
Heat generation and distribution systems	Electrical heaters and exhaust fans in utility building	Restroom exhaust fans in both the Men's and Women's Restrooms are not operational. The actual equipment is located in the attic space and could not be visually observed	2.5	Confirm reason for non-functional restroom exhaust fans and replace if needed	\$500
		Wall heaters in the restrooms operate. The heater in the storage/utility room is non-operational		Replace electric non-operational heater in storage utility/room	
Chimneys and vents	Restroom Exhaust Fan, Restroom Door	Restroom doors have fixed louvers for air admittance into room to balance the exhaust fans. Some of the blades are bent, but the louvers are functional and in adequate condition	3.1	None	N/A

Photos:

				
Men's Restroom Exhaust Fan Grating	Wall Heater in the Utility Room	Exhaust Fan in the Utility Room	Men's Restroom Wall Heater	Men's Restroom Exhaust Fan Switch

Table 91. Detailed Condition Assessment: Primary Level H. Electrical

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Electrical service & distribution	Utility power	Site electrical power appears to be adequate for the electrical needs of the facility Equipment was found stored in front of the electrical panel within the marked dedicated working space	3.8	Relocate stored equipment away from the electrical panel, outside of the marked space on the floor	\$225
Lighting & branch wiring (interior and exterior)	Building Interior: Fluorescent	The site was assessed during daylight hours	4.0	Replace interior fluorescent fixtures or upgrade with LED retrofit lamps	\$600
	Building Exterior: Recently replaced with LED				
	Bus Shelter Interior: LED				
	Exterior: Pole mounted LED	Exterior lighting is controlled by a lighting contactor and was not on at time of inspection. One pole mounted light at the north end of the bus island was on and assumed to be malfunctioning		Troubleshoot the one exterior pole mounted light that was on during daylight hours	\$225-\$1,000
		Multiple light pole bases in the parking area have crumbling grout at the bottom of the poles. This is mostly cosmetic and not structural but keeps out rodents and protects the conductors		Repair grout at the parking area light poles	\$225
Communications & security	Flat screen monitors with rider information at the bus shelters Security cameras Card key access to building	Rider information screens in working order Cameras noted around the site on the buildings and lighting poles. Appear to be recently replaced	4.5	None	N/A

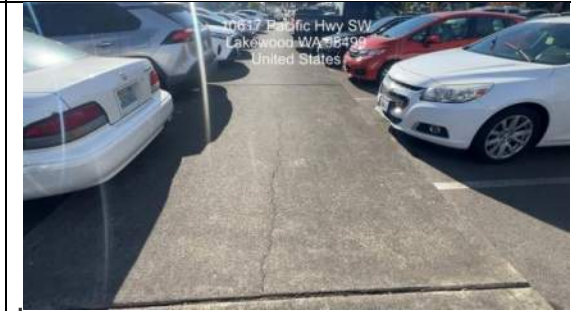
Photos:

		
Equipment stored in front of the electrical panel	Fluorescent lighting in restrooms	Security camera in utility room with room occupancy sensor
		
Bus shelter lighting and schedule display	Area pole lighting with security camera	Crumbling light pole base grout

Table 92. Detailed Condition Assessment: Primary Level J. Site

Secondary Level	Description	Current Condition	TERM Lite Rating	Recommended Corrective Action	Estimated Cost
Roadways/driveways and associated signage, marking, and equipment	Concrete pavement at bus station	The concrete pavement at the bus area is in adequate condition There are two crosswalks that require restriping Estimated 400 SQFT	3.6	Restripe crosswalks Estimated 240 SQFT	\$3,400
Parking lots and associated signage, markings, and equipment	Asphalt parking lot including concrete pedestrian sidewalks in middle of parking lot	The asphalt parking lot was observed in adequate condition with minimal cracking observed in the asphalt The sidewalk that runs through the center of the parking lot contained cracks that should be sealed with caulking Estimated at 200 LF	3.5	Seal cracks in concrete sidewalk 200 LF	\$5,000
		The parking lot striping needs to be reapplied		Restripe parking lot 10,000 LF	\$18,000
Pedestrian areas and associated signage, markings, and equipment	Utility Pavers at bus waiting area	Utility pavers should be pressure washed thoroughly	3.0	Pressure Wash Est 11,000 SQFT	\$12,000
		Sidewalk in bus area contains a sidewalk panel that is sticking up and is a trip hazard. Replace both panels		Replace Sidewalk Estimated 32 SQFT	\$3,460
Site development such as fences, walls, and miscellaneous structures	Low sitting walls	The walls throughout the site were observed in adequate condition	3.0	None	N/A
Landscaping and irrigation	Grass with woods and bare spots	The landscaping consisted of mature shrubbery and trees and was in adequate condition	3.0	None	N/A
Site utilities	Catch Basins	The catch basins were unclogged and appeared to be functioning. The concrete around the catch basins is cracked and should be sealed with caulk in two separate areas	3.0	Seal cracks in concrete pavement around catch basins Estimate 30LF	\$2,737
	Rusted Pull Boxes	The pull boxes are rusted near the utility building		Prep and Paint pull boxes	\$2,000

Photos:

		
Crosswalks should be repainted	Concrete around CB in the middle of roadway is heavily cracked	Concrete is sticking up in the sidewalk. Replace the panels to be flush
		
Concrete around CB in the middle of roadway is heavily cracked	Cracked concrete in Sidewalk in parking lot	Cracked concrete in Sidewalk in parking lot

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 overtime.

Pierce Transit is in the midst of two large projects: The Bus Rapid Transit (BRT) line on SR-7, and Maintenance and Operations Base Improvements (MOBI). In total, both projects are currently estimated to cost more than \$500,000,000 and will require significant local funding. The BRT line is not projected to be operational until 2027 while the MOBI project is divided into phases and completion will likely stretch to 2030. Identifying additional funding through grants and/or partner contributions for these projects will be a priority for the agency in the coming years. Today, 5% of the agency's revenue fleet are battery electric buses. In terms of zero emissions infrastructure, the current MOBI design can support battery electric bus charging for 12 buses, although it may be possible to expand to 15.

In 2018, Executive Order No. 1 was issued by then Chief Executive Officer Susan Dreier. The order laid the groundwork for a number of clean initiatives, including commute trip reduction, energy efficiency, and water conservation, as well as implementing green design standards and facility performance at Pierce Transit properties.

This Executive Order is amended to 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 acknowledging the agency's funding restrictions.

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 and propulsion systems in accordance with RCW 43.19.648.

Commit to 20% electrification of revenue fleet by 2030 pending available financial resources.

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.

Equity

Our commitment to address transportation disparities based on historic racism, income gaps and resulting power structures will require us to rethink our processes for public engagement, community outreach, as well as how and where to deliver public transportation services. Agency-wide decision making should consider an equity framework such as, but not limited to:

- Identifying the root causes of race and income inequities in our system.
- Talk about race/equity internally by establishing shared values and a common understanding.
- Advance equity and inclusion into stated organizational values.
- Bring together stakeholders to advance social change.
- Set goals for equity and track and measure progress.
- Assess the impact of policies and other actions on racial and ethnic groups.

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:

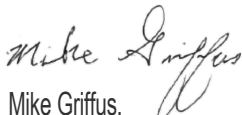
- Identify necessary funds within the specific program's existing budget.
- Work across departments and with the Finance Department to identify appropriate sources of funding within other programs contained in the agency's existing overall budget.
- Work with the Finance Department to assess cost-effectiveness of expenditures by identifying future cost savings.
- Include specific funding requests if necessary, as part of the annual Agency budget development cycle.
- Prioritize the Maintenance and Operations Base Improvements (MOBI) and Stream BRT 1 projects through at least 2027.

Section 5

To solidify the agency's plan for transitioning the agency's fleet to zero emissions, an outside firm has been selected to create a Zero Emission Bus Study. Their analysis on how to proceed is expected by the end of 2022. The study will consider all forms of zero emission vehicles, including battery electric and hydrogen fuel cell electric. No matter which path is ultimately recommended, there will be financial and logistical considerations that must be overcome to move towards the 20% goal.

The purpose of this section is to provide for greater flexibility in meeting the ambitious fleet electrification goal set out in Executive Order No. 1. The following changes and priorities will be set:

- After reviewing the results of the Zero Emission Bus Study and consulting with the Executive Team, staff will confirm or amend the goal year for reaching 20% electrification. Available space and resources should be key considerations in this decision.
- Using the confirmed goal year, staff will develop a formal plan to phase in additional electric charging infrastructure and zero emission buses. This plan will require the review and support of Executive Team and approval by the CEO.
 - Should the plan conflict with any pledges made by the agency in prior years (such as promising that BRT route 2 would be completely electric), those pledges will be listed for action and outreach to affected stakeholders by the agency.
- Because completing the MOBI and BRT 1 projects will be the priority for the agency through at least 2027, any zero emissions plan that is developed must be fiscally feasible and take into consideration resources required by the two projects.


Mike Griffus,
Chief Executive Officer

Amended 24th day of June, 2022
Executive Order issued 1st day of August, 2018

TERM Lite Database Configuration Notes

The following section summarizes the TERM Lite configuration and scenarios used by Pierce Transit for its 2018, 2022, and 2026 TAM Plans.

Scenario Settings

1. **Unconstrained** – In the Expenditure Constraints menu, the Unconstrained funding button applies a value of \$99B to each year within the plan horizon.
2. **Constrained Funding and Maintaining Current Spending Levels** – In the Expenditure Constraints menu, the agency's current 2026-2031 Capital Budget values were input. For the outer years, the rounded average yearly capital expenditure of \$40 million was used for 2032. The \$40M budget was then increased at a 5.0% growth rate per year over the remaining years in the plan horizon.
3. **Constrained Funding and Maintaining SGR Backlog** – In the Backlog Target Seek menu, the backlog target was set to 50% and the target year was set to 10.

Prioritization Criteria Options Setting

Along with expenditure constraints and the *Backlog Target Seek* function mentioned above, one of TERM Lite's optimization functions is the *Prioritization Criteria Settings* tab. This input form allows the user to establish weighting for different criteria including condition, safety & security, reliability, O&M cost impact, and other user-defined criteria. As in the 2018 and 2022 TAM Plans, Pierce Transit did not divert from the default settings in its various model runs and scenarios output for this exercise, in keeping consistent with peer transit agencies nationwide. In the future, the Agency may want to consider adding and assigning weights to additional user defined criteria.

Figure 5.1: Default Priority Criteria Settings and Weights in TERM Lite Database	
Asset Condition	65%
Safety & Security	10%
Reliability	20%
Operations & Maintenance Cost Impact	5%
User Defined	0%

Inflation Factors in TERM Lite Analysis

TERM Lite includes an option to consider For this analysis, the inflation factor was not used and was left at the zero percent [0%] default setting. All scenarios are presented in constant dollars. Given the exorbitantly high rate of inflation worldwide over the past several years, it was recommended to be consistent with the 2018 model outputs by not

attempting to adjust for inflation. This way, when we see an increase in backlog from one year to the next, we know that our backlog is increasing and not just appearing to grow because of inflation.