

PIERCE TRANSIT BOARD OF COMMISSIONERS

**EXECUTIVE/FINANCE COMMITTEE**

Building 4 – Conference Room 1A

November 21, 2013 – 3:00 PM.

**AGENDA**

**CALL TO ORDER**

**APPROVAL OF MINUTES:**                      None

**ACTION AGENDA:**

- |              |   |   |
|--------------|---|---|
| 1. FS 13-021 | Authorization for Puyallup<br>Demonstration Project Design and<br>Public Outreach | Tina Lee<br>Service Innovation Administrator    |
| 2.           | Draft Federal Advocacy Program  | Justin Leighton<br>Government Relations Officer |
| 3.           | Draft State Legislative Priorities  | Justin Leighton<br>Government Relations Officer |

**ADJOURNMENT**



FACT SHEET  
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area. Service on Thursday evenings would operate until approximately 9 pm to provide public transportation connections to and from community activities in the downtown. Smaller 25-foot cutaway vehicles would be utilized to operate this local connector.

Additionally the CIT recommended that the BDO continue to develop proposals for additional service concepts that will be investigated, and if feasible, brought forward at a later date as the BDO refines the concepts in conjunction with the Puyallup CIT.

**RECOMMENDATION:** Recommend the design and public involvement phase for the Puyallup Community Connector Demonstration Project to the December 9, 2013, Board of Commissioners Meeting.

**Executive/Finance Committee Action:**

Approved: \_\_\_\_\_

Disapproved: \_\_\_\_\_

\_\_\_\_\_  
Rick Talbert, Chair  
Executive/Finance Committee

ATTEST:

\_\_\_\_\_  
Deanne Jacobson, CMC  
Clerk of the Board

# INNOVATIVE Puyallup SOLUTIONS



November 18, 2013

## Background

In partnership with Pierce Transit, a committed Puyallup Community Investment Team designed a Community Connector focused on improving fixed route service within the Puyallup community. This tailored local service focuses on:

### Community needs

Connecting riders to key Puyallup community destinations including medical, shopping, and recreation.

### Seasonal activities

Shaping summertime service schedule to best serve important community events like Concerts at Pioneer Park, Saturday Farmer's Markets, and local activities in Downtown Puyallup.

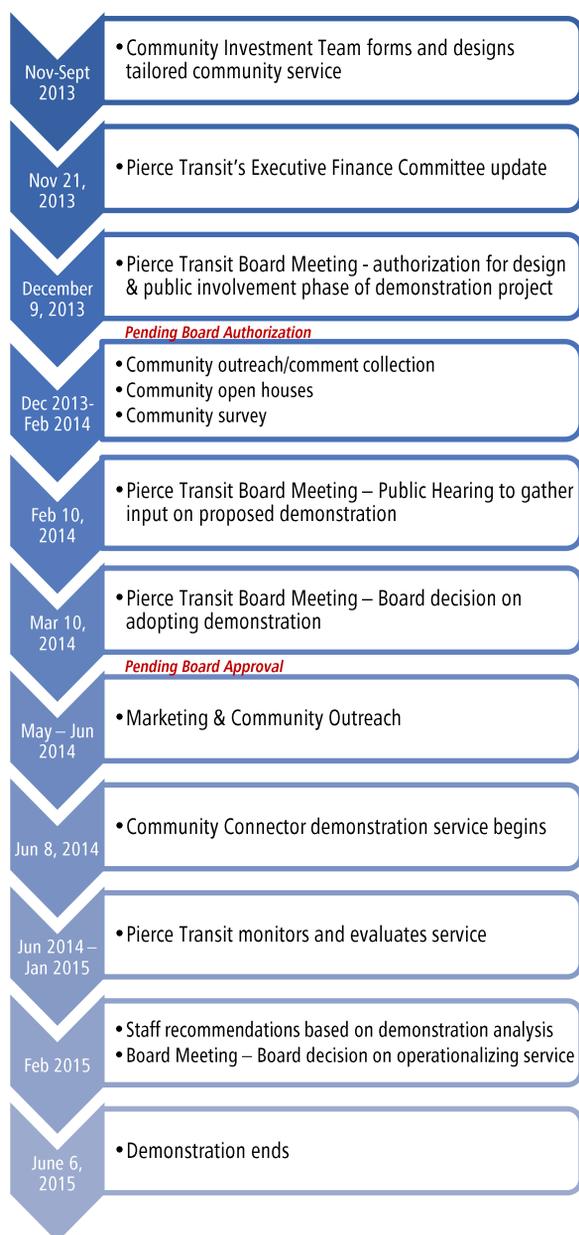
### Integration with existing transit system

Connecting service with Routes 400, 402, 409, 410, and 495 for ease of use; linking community connector to local routes to integrate the service for system effectiveness.

## Community Investment Team

- City of Puyallup
- MultiCare - Good Samaritan
- Puyallup Main Street Association
- Puyallup/Sumner Chamber of Commerce
- Puyallup Senior Center
- Pierce College
- Washington State Fair
- Senior Housing Assistance Group (SHAG)
- South Hill Mall

## Timeline



# Puyallup Community Connector

Proposed Puyallup Community Connector will connect riders with shopping, recreation, and medical facilities between Downtown and South Hill Puyallup.

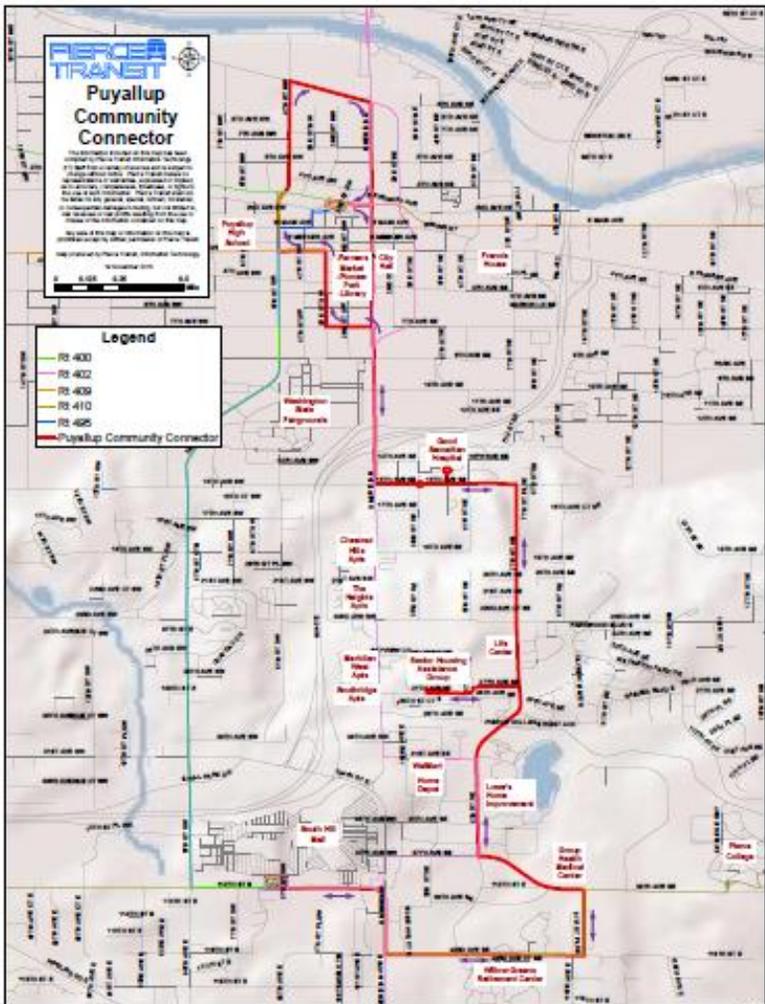
Service would operate seven days a week, running every 30 minutes between 10 am and 6 pm. During summer months, Thursdays will run until 9 pm to transport more riders to and from Concerts in the Park and Saturdays will begin at 9 am to accommodate the Downtown Farmer's Market.

Service would be integrated with existing transit services. Riders can transfer to other Pierce Transit services at the South Hill Mall Transit Center or Puyallup Station.

Proposed fares are the same as local fares enjoyed by all Pierce Transit riders--- \$2.00 adult fare or \$0.75 discounted and youth fare. Passengers can also take advantage of PT's Weekend All-Day Pass.



A small, uniquely-wrapped 25-foot vehicle would be used to transport customers.



## Seasonal Community Connector

June 8, 2014 – September 27, 2014

Day	Frequency	Span
Monday	30 minute	10 am – 6 pm
Tuesday	30 minute	10 am – 6 pm
Wednesday	30 minute	10 am – 6 pm
Thursday	30 minute	10 am – 9 pm
Friday	30 minute	10 am – 6 pm
Saturday	30 minute	9 am – 6 pm
Sunday	30 minute	10 am – 6 pm

## Community Connector

September 28, 2014 – June 6, 2015

Day	Frequency	Span
Monday-Sunday	30 minute	10 am – 6 pm

## Fares

	Adult	Youth	*Discounted
One Ride	\$2.00	\$0.75	\$0.75
Monthly Regional Pass	\$72	\$27	\$27

\*Must show Regional Reduced Fare Permit

## For more information...

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## Pierce Transit Federal Advocacy Program, 2014-2016

Pierce Transit provides over 10 million boardings annually to seniors, students, commuters and people with disabilities. Pierce Transit is impacted by federal policies and regulations which create barriers in providing safe, reliable and quality transit service. The agency has identified its top federal legislative priorities and seeks to implement the following.

### **Sustainable Federal Funding for Transit**

Transit funding is at risk as Congress and the Administration deliberate on the FY14 budget following the shutdown and set new spending caps for FY15 and subsequent years.

### **Bus & Bus Facilities Funding in Transportation Reauthorization**

2012 "MAP-21" legislation provided less funding for the Bus and Bus Facilities program, which benefitted Pierce Transit as a discretionary program. The program was formulized resulting in Pierce Transit and other bus-only mid-size systems, receiving less funding.

### **Alternative Fuel Tax Credit**

Pierce Transit relies considerably on the Alternative Energy Tax Credit, which has been kept alive legislatively by one-year "extenders". It is under review with ongoing tax reform deliberations and Pierce Transit to formalize the Alternative Fuel Tax Credit, which will provide sustainable financial planning for the agency.

### **Internet Sales Tax Reform**

The Senate has passed the Marketplace Fairness Act which would allow states to collect sales tax on internet purchases by residents of their states, which could generate over \$500 million annually for Washington State as tax compliance, not a new tax. An alternate version of this legislation is expected to emerge soon in the House. Enactment could generate additional sales revenues to sustain Pierce Transit service.

### **Charter Rule Waivers and Reforms**

The DOT Charter Rule requires private preference for any charter service, has created inequities and challenges for Pierce Transit in delivering service. Pierce Transit wants to seek waivers and reforms to the Rule when major regional events require bus charter service beyond private sector capabilities.

### **Transportation Grants**

Major federal transportation resources, including the Small Starts program, the TIGER grants, and TIFIA loans, are all available to fund future Pierce Transit projects on a competitive basis. Evaluate which future projects should have federal capital participation and seek funding working with the Congressional delegation and DOT.

### **For any questions regarding Pierce Transit or our legislative priorities, please contact:**

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## Pierce Transit 2014 State Legislative Priorities

Pierce Transit is the state's *partner* in providing public transportation services that connect people to jobs and assist our community's most vulnerable members in using transit to meet life's basic needs. Pierce Transit supports state policies and funding that help the agency provide an efficient, effective, and financially-stable public transportation system.

Like any public agency, Pierce Transit is impacted by a number of state policies; however, the agency has identified its top legislative priorities and asks that the State support our efforts.

### 2014 Legislative and Policy Priorities

-  Pursue legislation that reduces the cost to transit agencies in providing non-emergency medical transportation.
-  Encourage the state to adopt a transportation funding package that includes significant funding for public transportation.
-  Request additional flexibility for funds distributed through the Vanpool Investment Program for the JBLM corridor to focus on reducing congestion on the corridor, rather than trips ending/beginning on the military base.
-  Seek mitigating funds for operating impacts due to the pending I-5 HOV extension project.

### Monitor changes to policies and legislation related to:

-  State and regional tolling, MAP 21 implementation, public records, performance measures, accountability and/or governance that might negatively alter the oversight, financing, construction, and/or operations of Pierce Transit.

Pierce Transit has worked collaboratively with local, regional and state partners including, the Washington State Transit Association, the Puget Sound Regional Council, and the Regional Access Mobility Project (RAMP) in developing the 2014 State Legislative Priorities and will support partner agencies' legislative agendas where appropriate.

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