

APPENDIX Q

LETTERS OF SUPPORT

This appendix includes eight letters of support shared by local municipalities to Pierce Transit (Tacoma, Lakewood and Puyallup). The letters indicate their support for the Stream program, interest in staying engaged in continued planning and design and recommendations or suggestions that are of greatest interest for each municipality.



950 Pacific Ave, Suite 300 | Tacoma, WA 98402

August 30th, 2022

Pierce Transit Board of Commissioners
3701 96th St SW,
Lakewood, WA 98499

RE: BRT Stream System Expansion Study

Dear Pierce Transit Commissioners

On behalf of the Downtown On the Go's Board of Directors and staff, I am writing to express our support and recommendations for the BRT Stream System Expansion Study (SSES).

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

We were pleased to participate in the SSES process. Staff and consultants did a good job throughout the study in organizing information, incorporating feedback, and analyzing data. The final scoring system was comprehensive, well explained, and based on equity.

Downtown On the Go agrees with the study's recommendation to move forward with Route 3 as the next BRT route. We recommend a hybrid alignment combining elements of 3a and 3b to best serve the Lincoln Business District, provide access to the Safeway grocery store, and avoid heavy congestion and backtracking at the mall. The route should travel west on S 38th St through the Lincoln Business District, turn south on M St at the Safeway, and continue west to the Tacoma Mall on S 48th St.

In the downtown section, we recommend that Pierce Transit explore alternatives to Pacific Avenue, such as routing along Commerce St or Market St, with the north terminus at or adjacent to the Commerce Street Transfer Area.

Downtown On the Go is excited to see the Stream system expand to provide high quality and high frequency bus service to more Tacoma residents. We look forward to providing additional feedback, partnering on outreach, and providing support letters as Pierce Transit seeks out funding opportunities.

Sincerely,

Tracy Oster

Tracy Oster,
Executive Director



August 11, 2022

Mike Griffus, CEO
Pierce Transit
3701 96th Street SW
Lakewood WA 98499

Dear Mr. Griffus:

I am writing to express the City of Edgewood support for Pierce Transit's Stream System Expansion Study efforts in prioritizing the next Bus Rapid Transit (BRT) corridors in Pierce County. At their September 12, 2022 Board of Commissioners meeting, I would suggest that Option C would best represent our citizens, but acknowledge that any of the choices that will decrease transit times throughout the county benefit the community as a whole.

We recognize that High Capacity Transit (HCT) corridors, like BRT, are significant investments bringing with them the highest level of public transit service that Pierce Transit can provide. We look forward to working with Pierce Transit on a long-term partnership to support development of the next BRT corridor, from the initial planning stage to completion of construction and launch of new BRT revenue service.

As the next Stream BRT Corridor moves forward, the City of Edgewood will work directly with Pierce Transit's Planning and Community Development team on the necessary elements. Keeping in mind that none of the proposed BRT routes include the City of Edgewood unless there is a future extension because of our rapid growth, we are supportive of any effort to make our city Transit Orientated, and to help other communities with their efforts to do the same.

We will support with:

- Statements of support for Stream BRT capital and service investment, including commitments to support project development activities and potential federal or state funding grant applications (requiring letters of support from elected officials and agency leadership).
- Recommendations on how to best deliver Stream BRT service within your local agency including streamlining the design approval process within your right-of-way.
- Identifying agency staff to serve as a future project liaison during the project delivery phase. This liaison would support project implementation by providing internal local agency coordination and ensuring permitting and review schedules are maintained. The liaison would also help maintain a focused message from local agency staff to Pierce Transit.



- Agency confirmation that relevant planning documents and capital improvement prioritization plans will be revised to include and support future Stream BRT investments.

We support Pierce Transit's efforts to expand Stream BRT within Pierce County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Daryl Eiding", is written over the typed name and title.

Daryl Eiding

Mayor



July 25, 2022

Mike Griffus, CEO
Pierce Transit
3701 96th Street SW
Lakewood WA 98499

Jason Whalen
Mayor

Mary Moss
Deputy Mayor

Michael D. Brandstetter
Councilmember

Don Anderson
Councilmember

Patti Belle
Councilmember

Linda Farmer
Councilmember

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

Dear Mr. Griffus:

I am writing to express the City of Lakewood's support for Pierce Transit's Stream System Expansion Study efforts in prioritizing the next Bus Rapid Transit (BRT) corridors in Pierce County. Lakewood strongly supports expanding Stream BRT into the City, and encourages the agency to consider **Corridor B** as the next Stream HCT corridor project.

The City of Lakewood is the most racially, demographically and economically diverse community in Pierce County, Washington. The 2020 US Census estimated that 14.7% of Lakewood residents are living in poverty and 15.9% of Lakewood residents are over 65 years old. Lakewood hosts both Clover Park Technical College and Pierce College Fort Steilacoom. Collectively, these colleges enroll roughly 8,360 students. Lakewood is also the host city to Joint Base Lewis-McChord (JBLM), the largest military installation west of the Mississippi and the Power Projection Platform to the Pacific. JBLM's population is approximately 110,000 making it the second largest "city" in Pierce County. The City is a transit, employment and freight mobility hub - Lakewood area public transit options serve not only the City, JBLM and Camp Murray, but also residents of Steilacoom, University Place, DuPont, Tacoma and unincorporated Pierce County, including Spanaway and Parkland.

A BRT line will provide opportunity to some of our most disadvantaged citizens by providing transportation access to jobs and other economic prospects that currently does not exist. A BRT route will also be able to bring employees to major regional employment and education centers, including:

- the Lakewood Industrial Park, the fourth largest private employment site in Pierce County;
- Clover Park Technical College, with an enrollment of 3,500 full-time and 18,000 part-time students plus over 400 employees and teachers;
- the Woodbrook Industrial Park, which will be another major employment center in the coming years; and
- JBLM and Camp Murray.

Lakewood recognizes that High Capacity Transit (HCT) corridors, like BRT, are significant investments bringing with them the highest level of public transit service that Pierce Transit can provide. We look forward to working with Pierce Transit on a long-term partnership to support development of Corridor B as the next BRT corridor project.

In addition, Lakewood requests that Pierce Transit plan and construct Corridor B to run past the Lakewood Sounder Station en route to City Center. This may require that the line run along Bridgeport rather than another road. This request aligns with ongoing work by Sound Transit to improve area access to the Lakewood Sounder Station. Lakewood also requests that Corridor B be planned and constructed with the expectation that it will be expanded further south to Springbrook, Tillicum, Woodbrook and JBLM in the future.

As the next Stream BRT Corridor moves forward, the City of Lakewood will work directly with Pierce Transit's Planning and Community Development team on the necessary elements to develop this service within the City. Specific areas of coordination will include:

- Statements of support for Stream BRT capital and service investment, including commitments to politically support project development activities and potential federal or state funding grant applications to include letters of support from the City of Lakewood.
- Recommendations on how to best deliver Stream BRT service within the City of Lakewood including streamlining the design approval process within our right-of-way.
- City support for transit speed and reliability treatments within the City's right-of-way, such as far side bus stops, transit signal priority investments, in-lane transit stops/bus bulbs, transit priority at key intersections, and exclusive business/access/transit lane (i.e., BAT) treatments.
- Identifying City staff to serve as a future project liaison during the project delivery phase. This liaison will support project implementation by providing internal coordination and ensuring permitting and review schedules are maintained. The liaison will also help maintain a focused message from the City to Pierce Transit.
- Identifying City staff and processes to provide formal comment responses to project permitting and design submittals within a project schedule that will be established at project commencement.
- City commitment to establishing a technical standard for project design efforts, with focus on traffic level of service standards. This basis of design will be utilized for project approvals and adopted at the onset of project planning.
- City confirmation that relevant planning documents and capital improvement prioritization plans will be revised to include and support future Stream BRT investments.
- Discussions on the City's stance on permitting construction as a public works project.
- Discussions on our ability to provide financial commitment to support the project or path to provide a financial partnership.
- The City's stance on leading franchise utility relocation efforts through existing utility agreements.

Thank you for considering **Corridor B** as the next Stream HCT corridor project to include connecting to the Lakewood Sounder Station and that the corridor improvements be constructed in a manner that will allow BRT to be expanded further south to Springbrook, Tillicum, Woodbrook and JBLM in the future.

Sincerely,

A handwritten signature in cursive script that reads "John P. Caulfield".

John Caulfield, City Manager

cc: Jason Whalen, Mayor
Mary Moss, Deputy Mayor
Don Anderson, Councilmember
Patti Belle, Councilmember
Paul Bocchi, Councilmember
Mike Brandstetter, Councilmember
Linda Farmer, Councilmember
Tho Kraus, Deputy City Manager
Paul Bucich, PWE Director
Dave Bugher, CED Director
Tiffany Speir, Long Range & Strategic Planning Manager



Office of the County Council

Office of the County Executive



August 16, 2022

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

Subject: Pierce County comment letter on BRT Expansion Study

Dear Pierce Transit Board Members:

We write to request Pierce Transit:

1. Retain the two new candidate Bus Rapid Transit Routes in Pierce Transit's long-range plans for service in unincorporated Pierce County;
2. Conduct additional analysis of the viability of future BRT corridors by using the most current information and planning efforts; and
3. Share its funding strategy for future expansion routes with Pierce County's Planning and Public Works Department.

By way of background, Pierce Transit staff presented the findings from the BRT Stream Expansion Study at a June 28 County Council committee meeting. The evaluation results scored the two routes within the unincorporated area as the lowest for future BRT routes under consideration. The presentation questioned if BRT was the right transit mode to further consider in the respective areas.

We strongly urge you to keep these routes in Pierce Transit's long-range plan. Regional and local planning assumes these routes will exist, and growth is already happening in these areas. When Pierce County and the City of Tacoma were negotiating how to comply with our region's multicounty planning policies (Vision 2040/2050), it was agreed that transit along the SR 161 corridor is necessary to accommodate growth and reduce congestion. More than 64,000 people live on South Hill. If incorporated, it would be the second largest city in Pierce County. We need BRT there.

We further note the unincorporated corridors are historically underserved by transit options, even though current and future growth warrants transit investments in these areas. This leads to continued reliance on single-occupancy vehicles usage, increasing travel delay and greenhouse gas emissions. Principles around equitable access to transit requires we look to expand services in underserved areas before developing new lines in areas that already enjoy significant access to transit.

We also advocate for additional analysis of the viability of future BRT corridors by using the most current land use designations, 2044 growth targets, and planning efforts identified below. By applying these recent and significant changes, including the County's previous Centers and Corridors planning efforts, we believe the projections will reveal higher levels of travel activity and reflect more accurate ridership needs in unincorporated Pierce County. For the unincorporated routes, these changes include:

- Adoption of "High Capacity Transit Communities" in Vision 2050;
- Adoption of Pierce County Centers and Corridors land use designations;
- Recognition of all of Pierce County's designated Centers of Local Importance;
- Adoption of 2044 growth targets, specifically those for the unincorporated areas within the High Capacity Transit Communities regional geography;
- The County's increased focus on active transportation and complete streets through its efforts on the Active Transportation Plan and the Periodic Update to the Comprehensive Plan; and
- Incorporation of travel delay information for transit and general traffic in current and future years.

The incorporation of this critical information into the evaluation will strengthen these route's competitiveness for future funding opportunities.

Last, we respectfully request that Pierce Transit share the funding strategy for future expansion routes with our Planning and Public Works Department. Having a better understanding of the proposed or potential funding strategies will allow the County to coordinate our planning efforts more closely with the Stream implementation plan, as well as inform other regional transportation funding cycles.

We are grateful for the opportunity to engage in this effort as a partner committed to planning for responsible growth that is aligned with infrastructure needs. Pierce County is excited to work more closely with Pierce Transit in our collective planning efforts to provide multi-modal transportation options for our citizens.

Sincerely,



Derek Young
Pierce County Council Chair



Bruce F. Dammeier
Pierce County Executive

Cc:

Jen Tetatzin, Director, Planning and Public Works
Melanie Halsan, Assistant Director, PPW
Melissa McFadden, County Engineer, PPW
Jessie Hamashima, Transportation Planning Manager, PPW
Angie Silva, Long Range Planning Manager, PPW



CITY OF PUYALLUP

Office of the City Manager

August 5, 2022

Mike Griffus, CEO
Pierce Transit
3701 96th Street SW
Lakewood WA 98499

Dear Mr. Griffus:

I am writing to express the City of Puyallup's support for Pierce Transit's Stream System Expansion Study efforts in prioritizing the next Bus Rapid Transit (BRT) corridors in Pierce County. Pierce Transit staff will bring forward a recommendation for a priority corridor at their September 12, 2022 Board of Commissioners meeting.

We recognize that High Capacity Transit (HCT) corridors, like BRT, are significant investments bringing with them the highest level of public transit service that Pierce Transit can provide. We look forward to working with Pierce Transit on a long-term partnership to support development of the next BRT corridor, from the initial planning stage to completion of construction and launch of new BRT revenue service.

As the next Stream BRT Corridor moves forward, the City of Puyallup will work directly with Pierce Transit's Planning and Community Development team on the necessary elements to develop this service within our jurisdiction. Specific areas of coordination may include:

- Statements of support for Stream BRT capital and service investment, including commitments to support project development activities and potential federal or state funding grant applications.
- Recommendations on how to best deliver Stream BRT service within your local agency including streamlining the design approval process within your right-of-way.
- Agency support for transit speed and reliability treatments within the City's right-of-way, such as far side bus stops, transit signal priority investments, in-lane transit stops/bus bulbs, transit priority at key intersections, and exclusive business/access/transit lane (i.e., BAT) treatments.



CITY OF PUYALLUP

Office of the City Manager

- Identifying agency staff to serve as a future project liaison during the project delivery phase.
- Identifying agency technical staff and process to provide formal comment responses to project permitting and design submittals within a firm four-week review window (a project schedule will be established at project commencement).
- Agency commitment to establishing a technical standard in writing for project design efforts, with focus on traffic level of service standards. This basis of design would utilize for project approvals and adopted at the onset of project planning.
- Agency confirmation that relevant planning documents and capital improvement prioritization plans may be revised to include and support future Stream BRT investments.
- Discussions on local agency stance on permitting construction as a public works project.
- Discussions on our ability to provide financial commitment to support the project or path to provide a financial partnership.
- Local agency stance on leading franchise utility relocation efforts through existing utility agreements.

We support Pierce Transit's efforts to expand Stream BRT within Pierce County and encourage the agency to consider corridor "C" and "D" as the next Stream HCT corridor project.

Sincerely,

Steve Kinkelie
City Manager



City of Tacoma
Transportation Commission

Gerrit Nyland, Co-Chair, City Manager Appointed
Bruce Morris, Co-Chair, District 4
Richard Gardner, At-Large
Erin Anderson, At-Large
Troy Serad, At-Large
Matt Stevens, At-Large
Jacki Skaught, District 1
Vacant, District 2
Luis Alonzo, District 3
Aram Westergreen, District 5
Vacant, City Manager Appointed

July 13, 2022

Kristina Walker, Chair
Infrastructure, Planning, and Sustainability Council Committee
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: Pierce Transit Stream BRT System Expansion Study

Dear Chair Walker,

The Transportation Commission (Commission) of the City of Tacoma respectfully submits this letter regarding Pierce Transit's Stream Bus Rapid Transit (BRT) System Expansion Study.

The Commission understands that effective bus infrastructure and services is the core of an intelligently designed transportation network for Tacoma and Pierce County. BRT can have a transformative role in linking together the city's densest neighborhoods across its busiest corridors. The expansion study now underway should be an instrument through which this vision is realized.

The Commission strongly encourages Pierce Transit to prioritize BRT projects in Tacoma, especially as these high-capacity investments are innately suited to urban environments. The provision of a comprehensive bus network is vital to the fulfillment of the goals outlined in the Transportation Master Plan, as well as to the goal of building a sustainable and resilient city. With the city already host to Pierce County's most uniformly high population densities, the strategic goals of BRT implementation directly complements growth models and transportation goals for its existing mixed-use neighborhoods.

Of the route alternatives presented at the February 2022 joint meeting of the Transportation Commission and Planning Commission and at the June 2022 Transportation Commission meeting, the Commission supports both BRT Route A and BRT Route B. However, the Commission prioritizes the implementation of Route A over Route B.

Priority One: BRT Route A (existing bus Route 2)

The Route 2 features many key attributes that nurture other successful rapid-transit ventures: a prominent city center, vibrant neighborhoods, educational institutions, shopping, and other community anchors. For the line's terminus, the Commission advises the selection of the Commerce Street Transit Center over Tacoma Dome Station, a reflection of Downtown Tacoma's enduring role as the economic, cultural, and transportation center of the South Sound. We understand that Sound Transit's long-term vision to construct a streetcar extension along 19th Street, now slated for opening in 2041, may complicate Route 2's selection as the next Stream project.

Nevertheless, the Commission believes that because of similar levels of service, lower costs, and the nearer timeframe make BRT most appropriate for the corridor.

Priority Two: BRT Route B (existing bus route 3)

While not the highest priority for the Commission, Route B will also be a significant improvement to mobility and is supported by the Commission. To fully support this route, the Commission recommends three key elements:

- 1) Continued directly service to the Commerce Street Transit Center
- 2) Travel along on a Market Street or Tacoma Avenue alignment
- 3) Directly serve the Lincoln District as a median point between Downtown Tacoma and the Tacoma Mall Transit Station. The growing Lincoln District is a neighborhood worthy of dramatically enhanced transit service.

We believe these recommendations will ensure success and provide superior mobility options for riders.

The Commission underscores the importance of maintaining the Commerce Street hub. A Commerce Street hub, located in the historic core of Downtown, is a preferred location given that Downtown is home to thousands of jobs, University of Washington Tacoma, and growing, high-density housing. Should certain funding be predicated on service to Tacoma Dome Station to support Link Regional Light Rail, Pierce Transit should instead emphasize existing connections via the T Line.

The Transportation Commission recommends additional long-term study of BRT improvements in the City of Tacoma. Future projects should be advanced in a logical order that builds toward a comprehensive BRT network plan, as opposed to piecemeal improvements that lack a system focus. Routes in areas of high-transit dependency or ridership should be prioritized first for conversion. Consider Route 1, whose upgrade to full BRT service between Downtown and TCC continues to be a necessity from outlying areas.

The Transportation Commission fully supports additional BRT routes within the city of Tacoma and adjacent areas and seeks their proliferation. The Commission stresses that all upgrades to the existing network are welcome, especially those with an immediate high-value impact, including upgraded transit signal priority and level boarding.

A collaborative approach is critical for both the quality planning and implementation of these projects. Thank you for the opportunity to provide feedback.

Sincerely,



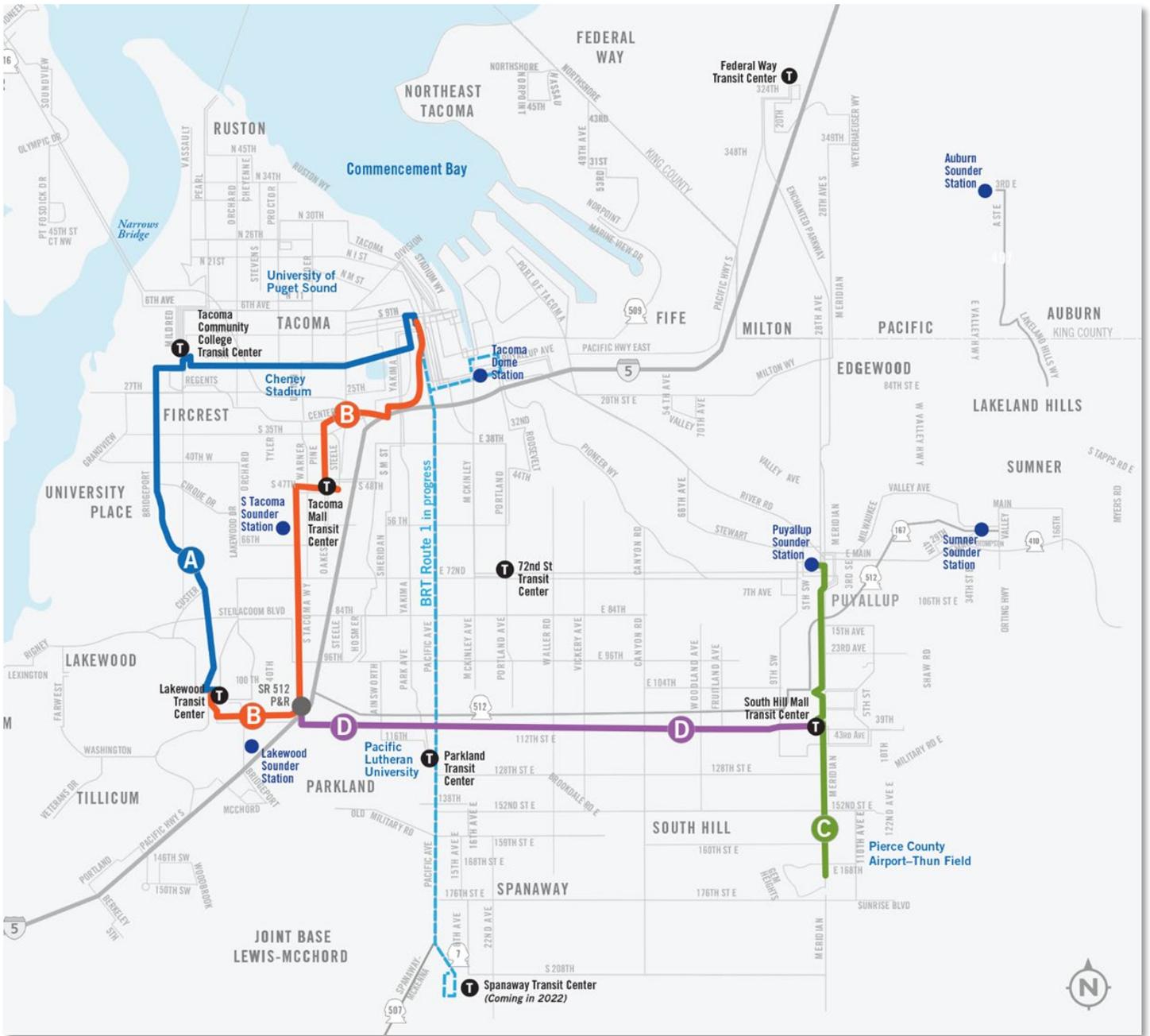
Gerrit Nyland
Co-Chair
Transportation Commission



Bruce Morris
Co-Chair
Transportation Commission

cc: Mayor Victoria Woodards and Tacoma City Councilmembers
Tacoma City Manager
Tacoma Planning Commission
Pierce Transit CEO
Chair of the Pierce Transit Board
Darin Stavish

Future Stream BRT Corridors Overview





August 15, 2022

Tina Lee, Pierce Transit Planning Manager
Darin Stavish, Pierce Transit Planner
Pierce Transit
3701 96th St. SW
Lakewood, WA 98499

RE: Bus Rapid Transit and Stream System Expansion Study

Dear Ms. Lee & Mr. Stavish:

The City of Tacoma's Transit-Oriented Development Advisory Group (TODAG) is composed of a diverse range of individuals and interests from the City's Commissions and neighborhoods. TODAG has been monitoring the development of transit, transportation, and land use projects that may affect transit ridership and accessibility to transit. TODAG received a presentation from you on the Stream System Expansion Study (SSES) on June 27, 2022. We would like to thank you for the update, and would like to provide additional comments.

Pierce Transit is to be commended for engaging the public in a process to develop potential corridors for Bus Rapid Transit (BRT). The Pierce County community is generally underserved in regard to frequent, convenient, high capacity transit, so the SSES is a welcome step forward. This initiative has the full confidence of the TODAG to help identify what the most promising investments for potential BRT service should be further studied to potentially serve the community. Pierce Transit considered relevant data and issues such as access to jobs, land use, socioeconomic equity, ridership, and multimodal connectivity. These criteria sync well with the Puget Sound Region's Vision 2050 plan, as well as the City of Tacoma's development priorities and policy goals as TODAG interprets them.

Through the presentation, TODAG learned that corridor B2 scored the highest against these unweighted evaluation criteria. The B2 corridor would connect Lakewood Town Center, the Tacoma Mall and Downtown Tacoma Regional Growth Centers and travel principally along 108th Street SW, South Tacoma Way, S. 48th Street and Pacific Avenue.

Corridor B2 should be moved forward for future development of a preferred transit alternative to succeed BRT Corridor 1 on Pacific Avenue. Pierce Transit should partner with the City of Tacoma to develop a subarea plan and EIS to enhance the neighborhoods and growth centers in the area of the proposed corridor, similar to the "Picture Pac Avenue" corridor plan and EIS currently underway.

Moreover, future BRT or high capacity transit corridors should generally have a subarea plan in place *prior* to transit project development in order to ensure that the community has adequate buy-in for transit-supportive land use, design standards, and transit quality standards that will set the stage for successful grant applications and a successful BRT project. It is important to note that BRT Corridor 1 on Pacific Avenue proceeded with project development without a



subarea plan in the City of Tacoma. With the right plans in place, TODAG believes that transit can be a catalytic and transformational public investment in livability, climate resiliency, equity, housing security, and economic development.

TODAG also recommends consideration of the Tacoma Dome Station as a potential northern terminus for Corridor B2 in future study. Tacoma Mall to Tacoma Dome is an important transportation connection whose demand will likely grow over time. TODAG also encourages future study of permutations of the B2 corridor that serve the Lincoln District Mixed Use Center, Lower Pacific Avenue Mixed Use Center, and McKinley Mixed Use Centers, in order to maximize future development potential along the second Pierce County BRT corridor.

Finally, TODAG wishes to highlight the need for future bus rapid transit projects to emphasize the safety of all roadway users – especially that of pedestrians, cyclists and transit riders when crossing arterial streets. We encourage Pierce Transit to explore corridor options that can accommodate traffic calming measures and robust physical barriers to protect vulnerable users from collisions with high speed traffic. Pierce Transit's clear recognition of the importance of safety will help to encourage ridership and build community support for future bus rapid transit projects.

Thank you for the opportunity to comment on the SSES, which is a critical step in setting the stage for the expansion of the BRT system.

Sincerely,



Imad H. Bahbah, AIA
Chair of TODAG

(Chris Karnes, Lead Author, Member of TODAG and Chair of Planning Commission)

- c. Mayor Victoria Woodards and Tacoma City Council
Tacoma Transportation Commission
Tacoma Planning Commission
Brian Boudet, Planning Manager, Planning and Development Services Department

July 29, 2022

Mike Griffus, CEO
Pierce Transit
3701 96th Street SW
Lakewood WA 98499

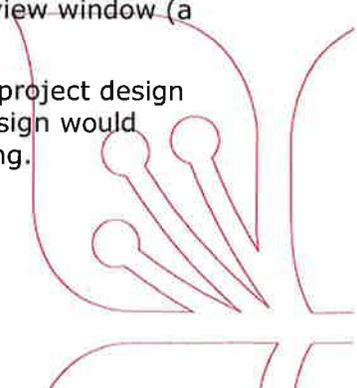
Dear Mr. Griffus:

I am writing to express the City of University Place support for Pierce Transit's Stream System Expansion Study efforts in prioritizing the next Bus Rapid Transit (BRT) corridors in Pierce County. Pierce Transit staff will bring forward a recommendation for a priority corridor at their September 12, 2022 Board of Commissioners meeting.

We recognize that High Capacity Transit (HCT) corridors, like BRT, are significant investments bringing with them the highest level of public transit service that Pierce Transit can provide. We look forward to working with Pierce Transit on a long-term partnership to support development of the next BRT corridor, from the initial planning stage to completion of construction and launch of new BRT revenue service.

As the next Stream BRT Corridor moves forward, the City of University Place will work directly with Pierce Transit's Planning and Community Development team on the necessary elements to develop this service within our jurisdiction. Specific areas of coordination should include:

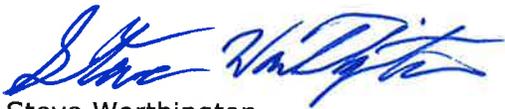
- Statements of support for Stream BRT capital and service investment, including commitments to politically support project development activities and potential federal or state funding grant applications (requiring letters of support from elected officials and agency leadership).
- Recommendations on how to best deliver Stream BRT service within University Place including streamlining the design approval process within your right-of-way.
- Agency support for transit speed and reliability treatments within the City's right-of-way, such as far side bus stops, transit signal priority investments, and in-lane transit stops/bus bulbs.
- Identifying agency staff to serve as a future project liaison during the project delivery phase. This liaison would support project implementation by providing internal local agency coordination and ensuring permitting and review schedules are maintained. The liaison would also help maintain a focused message from local agency staff to Pierce Transit.
- Identifying agency technical staff and process to provide formal comment responses to project permitting and design submittals within a firm four-week review window (a project schedule will be established at project commencement).
- Agency commitment to establishing a technical standard in writing for project design efforts, with focus on traffic level of service standards. This basis of design would utilize for project approvals and adopted at the onset of project planning.



- Agency confirmation that relevant planning documents and capital improvement prioritization plans will be revised to include and support future Stream BRT investments.
- A right-of-way permit would be required to accommodate any BRT improvements within the City of University Place. The City will coordinate with Pierce Transit and provide guidance and technical assistance on the permitting process to help ensure timely reviews and feedback.

We support Pierce Transit's efforts to expand Stream BRT within Pierce County. We would note, however, that the City's support comes follows Pierce Transit presentation to the City Council on July 5, 2022. As you know, the City of University Place has invested over \$20,000,000 in improvements to its major transit corridors, and Bridgeport Way in particular. These investments, which provide lane separation and roadway beautification, are integral parts of the streetscape of University Place. During this presentation, your staff expressly represented to our City Council that these features would not substantially be affected by any of the Stream HCT projects under consideration and assuaged community concerns that these improvements would be removed. In light of the assurances that University Place would be able to maintain these investments, we encourage Pierce Transit to consider corridor A as the next Stream HCT corridor project.

Sincerely,



Steve Worthington

Mayor