



**Pierce Transit
Community Transportation Advisory Group
(CTAG) Hybrid Meeting via Zoom
Minutes – Thursday, September 28, 2023**

CALL TO ORDER

Meeting called to order at 5:30pm

ROLL CALL AND ATTENDANCE

CTAG Member **Present:** Linda Moran (Chair), Tony Hester (Vice Chair), Parker Hill, Don Green, Deirdre Maxwell, Kye Robinson, Marlene Druker, Ivan Tudela, Brandi DeCoteau

CTAG Members **Absent:** Ben Yoder, Maddie Merton (excused)

PIERCE TRANSIT EMPLOYEES AND PRESENTERS PRESENT

Rachel Holzhaeuser, Tammy Heldt, Monica Adams, Alexander Mather, Nathan Groh, Darin Stavich, Nelson/Nygaard Consultant Team: Thomas Whittman

APPROVAL OF MINUTES

August minutes moved by Don, Tony second.
Minutes approved.

PUBLIC COMMENT

No public comment.

DISCUSSION ITEMS

**Monica Adams, Senior Project Manager
Bus Shelter Replacement Project Update:**

Monica discussed

State of PT bus shelters, 500 + total shelters, many are 20 years old, with repeat vandalism and in need of system wide refresh. CTAG reviewed design options in early 2022 with no strong opinion on design but would also like to have additional bus shelters installed. PT reviewed contracting out vs in house repair options and decided to gear up for contract as it was too much work to be done in house. CTAG was updated at March 2023 meeting and supported staff recommendations of similar design, smaller panes of glass, black as new standard color, easier to touch up, more cost effective to replace shelters all together, several designs considered, CTAG at this meeting again requested additional shelters.

Recommended style has all four panes glass supported. PT Facilities dept. has been replacing glass but can't keep up over 300+ work order requests so far. PT retrofitted 11 demonstration shelters with perf panels and only one site has been vandalized. Worked on a comprehensive bid packet process, explored interior lighting, solar panels, Federal clauses, ability for PT to purchase shelters in future. Finalized technical specifications, advertised the project, and received 6 bids from contractors. The lowest Talakai Construction at 830,655.00, which is just under 16,000 for each shelter without extra options.



With CTAG support tonight, Monica asked for approval to award the contract to Talakai Construction at the October 9th Board meeting, which would include the replacing of 49 shelters and PT would continue to apply for grants and funding and replace additional shelters and as funding allows include shelter lighting.

Q&A:

Tony: With shelters being painted black – how does that effect safety at night?

Monica: We did not directly look at that but have not heard any complaints of current black shelters at Lincoln District.

Tony: If PT can't find anyone to pick up old shelters, can they be broken down and sell parts?

Monica: That creates a logistical challenge, no space to store and break down, recommendation is to properly recycle and dispose of them

Marlene: Question regarding the comment of “continuing to apply for grants and other funding.”

We have service groups in our community who like to contribute to outreach projects could you solicit sponsorship of a shelter and then have their business name/logo etched in the glass – are you able to ask for those donations and accept donations?

Monica: Great question, has worked with Eagle Scout project before as a partnership. It is one thing for groups to donate funds for shelter, however with the concrete and permitting, a lot that is involved but would discuss further

Marlene: Option to emboss names in concrete bus shelter pad, some bus stops are very unloved but understand right of way is an issue. Suggestion of putting information on PT website for someone to donate for a shelter.

Monica: Will follow up to explore if that can be put on website.

Ivan: With 49 shelters scheduled to be replaced how are you deciding which ones are being replaced

Monica: Those in bad shape and highest ridership and spread throughout region, focusing on bus stops with pull outs

Linda: question of color (which is like Intercity) - concern that they are dark, (comments from group that they are back lit so you can see them and there is contrast such as the Lincoln district with black shelter and red roof). Thank you, Monica, for bringing back all this additional information, we need to approve design project and motion.

Don:

Motion:

I move we support the proposed bus shelter design contained within the bus shelter replacement project as presented to the CTAG on September 28, 2023, prior to being presented to the Pierce Transit Board of Commissioners.

Second: Marlene

Vote: Unanimous, All members in favor

Alexandra Mather, Governmental Relations Administrator

Legislative Update: Alex had to drop off to another commitment at Downtown on the Go

Darin Stavich PT Planning & Thomas Wittman with Nelson\Nygaard Consultant Team

Fixed Route System Recovery Plan Scenarios:

Thomas: Discussed why are we doing Bus System Recovery Plan - Covid 19 changed when and where people travel, and PT has significant challenges to add back service due to lack of drivers and maintenance staff, PT is



operating at about 80% pre-pandemic service levels.

The system Recovery Plan provides a roadmap on how to build back service that was reduced after 2020, how to rebuild. Looked at recommendations from customers and how use has changed, data on ridership & connections every route, included Fall 2022 travel patterns by using phone data, population and employment data, socioeconomic data, and future growth projections and plans, what does it look like today how it might change and demands change in future.

Outreach Efforts: 750 survey response one of the highest responses PT has ever had with great feedback, riders, and non-riders and more than 50 bus operators' feedback on how we build the service. Suggested improvements included later evening, earlier morning service, restore Saturday service, restore previously reduced service, and improve timed transfers.

Darin: Clarifying that restoration means bringing back the fixed route bus service levels that PT offered from 2017 to 2019 improving span and frequency of the existing network it will not include bringing back any fixed bus routes that were eliminated in 2017 when PT implemented a restructuring of bus routes.

Thomas: Two scenarios designed to rebuild pre-pandemic service levels. Implementation will be phased but must have bus drivers and mechanics. Scenarios highlight different strategies on frequency, and how early/late service runs, almost all routes maintain their current travel pattern, both scenarios include new Pacific Ave/SR 7 Enhanced Bus Service.

Focus Span of Service: Routes 13, 63, East 409, and 425 will change and replaced by Runner Service.

Routes 1, 2, 3, 500 will operate every 15 minutes also look at restore timed transfers at T-Mall during evening and buses run hourly to restore some timed transfers. Buses operate earlier and later – weekday 6am-10pm, Saturday 7am-10pm, Sunday 8am-8pm.

Focus on weekday frequency scenarios – routes 409 and 425 will change travel patterns, routes 1, 2, 3, 41, 48, 54, 500 run every 15 minutes, restored timed transfers at T-Mall when buses run less frequently, Runner replaces fixed route service in Puyallup some of route 409, most routes to operate every 30 minutes, the highest ridership routes would operate seven days a week.

Next Steps: Taking feedback on two scenarios through open houses, virtual open house, had great coverage on Q13 and take feedback to use to develop recovery plan to be presented to the board in November and finalized at the December Board meeting. We want to hear back from customers and how you feel about the two options, what do people like about both options and find a best path forward.

Q&A:

Linda: People want to know who they can talk to specifically about what impacts them, are people bringing you that feedback on how it impacts them and specifics and is that getting back to you.

Thomas: Reviewed 5 years of customer comments that have been collected on priorities, restoring routes, comments such as can't make trips because of connections, or not available in evenings. Asked participants to help us understand and hearing from 750 folks really broadens our information, also heard from stakeholders that buses don't run late enough and as frequent - common themes are what we wanted to focus on

Darin: We receive request all the time, but it is tough to try to work for every individual.

Parker: Not a fan of replacing fixed route with Runner with population base. Replace the 13 & 63 North East Tacoma

Darin: Last three years the 63 is empty buses with bad ridership, the 13 is in bottom 5 of ridership



routes

Parker: Those routes do not run frequently to increase ridership

Thomas: Those have been historically underserving routes, a reason the service has been reduced

Linda: What is the usage from the new Runner ridership

Darin: Can provide ridership numbers report if needed

Rachel: Just received information from Erik that Runner ridership is up and trending in the right direction

Marlene: Felt the last survey was good as it asked people to think of what they were asking for in terms of money and gave a sense of wishing for what you want but it is public funding. The Route 100 dies because it is an hourly service and does not work for people, so they make other plans, where the Runner may provide alternative.

Thomas: Route 100 is the fullest trip first in the morning, trying to respond to that with an additional morning trip from travel patterns we have seen.

Marlene: The 102 is not coming back, it was a covid causality

Darrin: Kitsap Transit is looking to add a route that would replace that

Don: Wanted to mention that Darrin and team do a great job with involving public as with bus stop consolidation project. We ask for everything - 24/7 service with heat and lights, and we walk away and ask for PT to make it happen. You have done a great job listening to our comments and streamlining information.

Tony: Scenario 2 the buses more frequent – are those highly populated buses being expanded in time or just in frequency

Thomas: The 1, 2, and 3 would operate until 10pm. The 7 routes would run every 15 minutes. Focused on improving frequency but came at the expense of trying to operate later evening service, what do people think is most important, ideally, we want to do both.

Tony: Why not run some of the buses later Saturday when people are out later? Expand on weekend

Darrin: Would be happy to spend time one on one to explain further with more time, would like to schedule a meeting with Tony to discuss further

Tony: Yes, would like to meet

Nathan Groh, Zero Emissions Fleet Coordinator

Zero Emissions Update:

Nathan discussed:

PT has one of the cleanest public fleets in the nation with 80% buses run on compressed natural gas, 13% hybrid electric buses, 5% battery electric buses. 2% diesel buses.

PT has goal of 20% zero emission bus fleet by 2030 and recently completed ZEB plan which outlines PT fleet will be 100% zero emission by 2042 but is dependent on internal and external funding.

Grants & Purchases: 2018 first grant 3 Battery Electric Bus (BEB), 2021 additional 6 BEB buses, 2022 another federal grant for 3 BEB which puts fleet at 9 with an additional 3 coming for total of 12.

Electric Light Duty Fleet: Status Quo - Ford Fusion PHEVs we have 2 for admin use, New - Tesla Model Y's with 10 for relief and 15 for vanpool. Future - Ford F150 Lightning for Service Impacts Supervisor.

Zero Emission Bus Study completed early this year guide us toward 100% ZEB by 2042 transition plan includes a market evaluation, modeling simulation, infrastructure assessment, financial analyses, and



funding.

Recent development Commerce TC Electric bus charger – 3 dispensers will allow for adding an extra 5-20% each charge. All operators have been trained on this process.

WA State Clean Fuel Standard – allows PT to receive credit for using low-carbon fuels for transportation, it is on a rolling basis but Q1 we received \$63,869.53 Q2 should increase to 70,000 which is nice bump revenue coming in that did not have in the past. PT is accruing credits for Renewable Natural Gas, 2 separate RNG Flows with credits valued at \$900k-1.2m/year. The credits that PT will receive will accrue and be made payable as soon as pathways are approved.

Renewable Diesel R99 – made from fats and oils such as soybean or canola oil. Can be used as replacement fuel or blended with petroleum diesel. Began use on 9/5/2023. Reduces GHG emissions by roughly 50% and decreases maintenance costs.

PT is a leader when comes to zero emissions across the board and is extremely exciting to be a part of.

Q&A:

Tony: Credit system – how are they used

Nathan: Credits are sold on the open market; producers of higher carbon fuel must purchase credits from those that use cleaner fuel. Bought credits get sent to PT in form of a check that can used for projects or enhancements.

OLD BUSINESS

No old business.

MEMBER DELIBERATION

CTAG Member Committee Reports – All

Don: Attended the Service Delivery and Capital committee meeting last month. Committee is allowed to obligate funds up to 1 million dollars without going to full commission. PT pays \$75,000 year to have fluid analysis done, Mike was authorized to sign contract for 5 years \$375,000 as it was not feasible to be done in house. Another committee report was presented by Chief Security Officer regarding greater presence has reduced vandalism and incidents on bus and keeps drivers safe. Also passed authorization for CEO to spend \$641,000 to update software system to track buses, was unanimously passed.

Ivan: Asked Don clarify the security discussion at transit locations

Don: CSO presentation indicated the more presence of security, the less incidents so they have tried to significantly raise presence. Focused resources on where we have had greatest incidents. PT contracts out with Allied Security Staffing and have PT patrols.

Ivan: I like tracking security discussions to relay information back to the seniors and people with disabilities.

Don: Discussion on drivers needing protection and folks commenting they don't like to ride the bus because they don't feel safe. We need to make people feel comfortable. This was not discussed at meeting but personally feel we need to have security officers that can make legal arrests, it was not well received at last legislative meetings. My opinion but would recommend and press that our group pushes for those officers to get the ability to make legal arrests.

Linda: Don, since you will be leaving with end of your term, should we have another CTAG member



assigned to that meeting.

Don: Yes, suggest that someone with experience and comfortable knowledge of how the organization works

Linda: Working to understand what committees CTAG members are involved with that our group is invited to be part of.

Don: The Service Delivery and Capital committee is the only standing committee aware of

CTAG Member Transit Talk – if needed; 2-3 minutes each

Marlene: You are all invited to Halloween Bike Ride (Rattle them Bones) Oct 29th – putting in chat for your invite. PT is a sponsor, working with Christina at PT to have outreach booth at this Gig Harbor event.

Tony: Started project for 10th and Commerce rail signage for bus stops. Creating prototypes now and connect with ADA coordinator (Gail) with signage – it is well on the way.

Disability Right of Washington, week without driving, Oct 2-8 trying to get participants, proclamation made on Tuesday Tacoma City Council if you can promote and challenge all to do it.

PIERCE TRANSIT NEWS AND ANNOUNCEMENTS

Rachel: Updates Outreach: Rattle Them Bones Event, Fall Prevention (Ivan) suggested PT attended. We welcome you to provide suggestions because we will try to attend. Bus Recovery Project Open Houses and Virtual Town Houses.

Operator Outreach: 517 operators are our target, we are at 417 right now, with a class of 31 operators now.

Received 8 CTAG applications, interviews in October please send email if want to participate.

ACTION ITEMS

Contact Rachel if interested in being on the CTAG interview panel in October

ADJOURNMENT

Meeting adjourned at 7:12pm

Moved by: Tony

Seconded by: Ivan

Submitted by: Tammy H

Approved by:

