Funding Application

Competition
Regional FTA

Application Type
Main Competition

Status
submitted

Submitted:
April 27th, 2020 4:47 PM

Prepopulated with screening form?
Yes

Project Information

1. **Project Title**
   Spanaway Transit Center - Phase II

2. **Regional Transportation Plan ID**
   2602

3. **Sponsoring Agency**
   Pierce Transit

4. **Cospromors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   N/A

6. **If not, which agency will serve as your CA sponsor?**
   N/A

7. **Is your agency a designated recipient for FTA funds?**
   Yes

8. **Designated recipient concurrence**
   This Capital project qualifies under the FTA's Section 5307 funding program: "Construction of other facilities, for example, transfer facilities, intermodal terminals and bus shelters, including design and engineering, and land acquisition."

Contact Information

1. **Contact name**
   Barb Hunter

2. **Contact phone**
   253.984.8200

3. **Contact email**
   bhunter@piercetransit.org

Project Description

1. **Project Scope**
   Pacific Avenue S/State Route 7: Park-and-Ride/Bus Turnaround Facility with Operators' Comfort Station at Southern end of Route 1 Corridor in Spanaway. This independent utility project has been in Pierce Transit's expansion plans for many years now. The project, as currently funded, will provide a turnaround and layover facility for either fixed route or BRT coaches where none exists today. However, there is not enough committed construction funding available to offer more than 30 passenger or customer parking spaces. Based on predicted parking demand once the BRT corridor opens in 2022, the agency believes that up
to 250 spaces will be needed, which will also serve to entice more ridership to downtown Tacoma or the entire length of the corridor versus just short-distance local trips. In addition, Pierce Transit would like to install electric vehicle (EV) or Battery-Electric Bus (BEB) charging infrastructure on-site, so would need add this supplemental utility work to the current design phase.

2. Project Justification, Need, or Purpose

Problem/Opportunity: The pullout in this area is currently functioning beyond capacity as multiple Route 1 buses and SHUTTLE (paratransit) vehicles vie for limited passenger loading and unloading space. Operational efficiencies are expected to improve immediately as the current on-street turnaround used to end the route would be eliminated. Current amenities are limited to one shelter and a small bench shared by over 300 passengers per weekday, but no parking. The new facility will also provide a much-needed comfort station for bus operators to take a break and eat lunch or dinner.

Goals and objectives of the project include, but are not limited to:
- Improve fixed route transit service to better accommodate already existing high transit ridership on Route 1 by building a Bus Turnaround Facility, Operators’ Comfort Station, and a 250-stall park-and-ride lot where none exists today
- Relieve congestion and improve air quality in Pierce County as more SOV trips shift to rapid transit in the Pacific Avenue/SR 7 corridor
- Better connect a Regional Growth Center (Downtown Tacoma) to the southern end of the PTBA boundary (Spanaway)
- Serve regional, high capacity, and multi-agency transit via Tacoma Dome Station (e.g., Sound Transit Tacoma Link streetcar/regional express bus/Sounder commuter rail, Amtrak passenger rail, Greyhound [interstate] bus, Intercity Transit bus)
- Support local and regional goals of stimulating urban infill projects through compact land use, transit-oriented development. Additionally, the project will target growth in employment opportunities by providing an enhanced, high-capacity rapid transit alternative in the Pacific Avenue S/SR 7/Mountain Highway E corridor from Downtown Tacoma south to Spanaway.

Project Location

1. Project Location
   20710 Mountain Highway E, Spanaway, WA 98387

2. Please identify the county(ies) in which the project is located. (Select all that apply.)
   Pierce

3. Crossroad/landmark nearest the beginning of the project
   SR 7/Mountain Highway E and 208th Street E

4. Crossroad/landmark nearest the end of the project
   N/A

5. Map and project graphics
   1_Spanaway_TC_Location_Map.pdf

Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?
   Yes

2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.
   Pierce County Comprehensive Plan - Parkland-Spanaway-Midland Communities Plan
   While not specifically identified, this project directly supports the Pierce County Transportation Plan. "(Chapter 19A.80.100) includes policies detailing the process used to prioritize transportation improvement projects. The policies list criteria such as safety/accidents; congestion/level of service; incomplete transit, roadway, bicycle, pedestrian, and ferry systems; traffic impacting neighborhoods; and other criteria. The intent of the policies is to use a standardized, well-documented process to establish clear priorities for transportation expenditures in the County. The Pierce County Transportation Plan also states that the first priority is to maintain or upgrade existing facilities to serve existing residents and business at acceptable levels of service; second is to upgrade or build new transportation facilities to encourage and support growth and economic development in the more urban areas of the County; and third to upgrade or build new transportation facilities in the more rural areas of the County."
3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.

N/A

Federal Functional Classification

1. **Functional class name**
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

   While the project is not currently within a Regional Growth Center or Manufacturing-Industrial Center, Pierce County is in the process of rezoning the immediate area in the southernmost part of the county for higher density, transit supportive, mixed use infill development.

   Pierce County Centers & Corridors Rezone: The existing zoning along the Pacific Avenue, Mountain Highway, 112th Street East, and 176th Street East corridors is proposed to change under the proposed Centers & Corridors concept.

   In addition, a new Towne Center is being proposed in the plan area, the Mountain Highway Towne Center between approximately 200th Street East and 206th Street East and between approximately 4th Avenue East and 10th Avenue East (in the area surrounding the Walmart Supercenter). The new Towne Center zoning would plan for new development that would act as central gathering places for the community to access services and amenities. This proposed change would also allow additional housing options such as apartments and townhomes.

   Areas at the "Roy Y" and along Mountain Highway adjacent to the Towne Center would be rezoned Employment Corridor, allowing office and industrial uses.

   Generally, areas within one block of Pacific Avenue and the area along 112th Street East between Park Avenue South and Golden Given Road East are proposed to be zoned Urban Corridor, a mixed residential and commercial zone. Areas approximately one-to-two blocks off of Pacific Avenue and areas along 176th Street East between A Street South and 26th Avenue East are proposed to be zoned Neighborhood Corridor, a mixed residential zone.

   Source: https://www.co.pierce.wa.us/4709/Parkland-Spanaway-Midland

Criteria: Benefit to Center

1. **Describe how the project will benefit or support the existing and planned housing and employment development of a center or centers. Does it support multiple centers?**

   Under the County's Community Plan Update, the project is directly adjacent to new Proposed Zoning: Towne Center (TCTR)

   Allowed Use(s): Allows multifamily housing, civic, utilities, office/business, and commercial uses with a goal of being a walkable gathering place for the community.

   Density: 15-80 housing units per net acre

   Maximum Height: 65 feet or 85 feet if 20 percent of the housing units are affordable

   The project will indirectly support other centers, such as the Parkland/PLU Pierce Countywide Center and Tacoma-Downtown Regional Growth Center via transit trips on the existing Route 1 and future BRT (scheduled for opening in 2023).

2. **Describe how the project will support the development or redevelopment plans and activities (objectives and aims) of a center or centers.**

   The proposed updates to the Pierce County Community Plan build on the transportation policies contained in Pierce County's Transportation Plan. The Transportation Plan sets priorities for transportation improvements over the next 20 years. The proposed changes to the Community Plan include policies relating to road, transit and pedestrian and bicycle facilities.

   These policies call on the County to:

   - Invest in safe pedestrian and bicycle infrastructure, especially where they connect people to schools, parks and proposed Towne Centers.

   - Encourage development of bus rapid transit on State Route 7 and continued expansion of...
Does the project promote Commute Trip Reduction (CTR) opportunities?

This project will promote transit ridership for both local and regional trips by providing secure all-day parking for transit patrons where none exists today. However, the Transit Center is being designed to provide direct and safe access for pedestrians, bicyclists, and wheelchair or other mobility device users as well through continuous sidewalks and curb ramps. That is, it will not be oriented strictly towards park-and-ride or kiss-and-ride patrons, but to those living in the new multi-family housing units adjacent to the property who ideally will access the bus without utilizing a parking space. Streetscape improvements are planned as well, including overhead security lighting and “xeriscaping” or landscaping with native plants that require minimal irrigation or upkeep. For those participating in active transportation choices, all Pierce Transit BRT vehicles will include bike racks either on the exterior for existing routes and new BRT vehicles will have bike racks inside the vehicles.

Describe how the project will benefit those groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

According to the latest US Census data, 11.9% of Spanaway, Washington, residents are considered to be living in poverty (compared to 8.7% for Pierce County) and 10.7% reported having a disability. The data also show that 18.2% of residents do not speak English as their primary language at home.

Source: https://www.census.gov/quickfacts/spanawaycdpwashington

In addition, many residents of south Pierce County rely on transit for their sole source of personal transportation. Demographic data from the Remix transit planning software program for the Route 1 show 11.7% of residents have no motor vehicle at home. The minority population along the route is also high at well over one-third (35.6%).

Pierce Transit believes that Spanaway has been due for a proper transit center facility with passenger parking for many years now, not only for its transit-dependent population, but to enhance the ridership experience and promote transit usage throughout the 14-mile Pacific Avenue/State Route 7 corridor.

Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

According to the "Amazing Place" analysis (PSRC, September 2017), Pierce County offers job opportunities in Aerospace Manufacturing and Electronic & Catalog Shopping. The two largest sectors (i.e., where the county's Locations Quotients are among the highest in the four-county region) are Maritime, especially Water Cargo Transportation through the Port of Tacoma and Military & Defense. The report notes, "Approximately 90% of the region’s direct base employment is located at Joint Base Lewis-McChord (JBLM) or on board Naval Base Kitsap. JBLM is the U.S. Department of Defense’s premiere West Coast facility, featuring state-of-the-art training and infrastructure, as well as fully capable mobilization and deployment operations for Army, Navy, Air Force, and Marines.

The project area lies to the southwest of Joint Base Lewis-McChord, although direct access to the military installation from Pacific Avenue/State Route 7 is limited. The Frederickson MIC is located about five miles to the northeast of the project.

Does the project promote Commute Trip Reduction (CTR) opportunities?
Yes, by building a new transit center with ample passenger parking for "one-seat rides" north to multiple educational, employment, medical, civic, and recreational activity centers, not only along the Pacific Avenue/SR 7 corridor, but even more so within downtown Tacoma's Central Business District. The facility will also provide a new safe, secure meeting point for vanpool and carpool travelers meeting for HOV trips. Year end 2019 parking and ride utilization indicates that Pierce County's park and ride lots are at 81% capacity. Key facilities along the corridor such as the Tacoma Dome Station are at capacity often before 7 am each morning.

Criteria: System Continuity/Long Term Benefit-Sustainability

1. **Describe how this project provides a "logical segment" that serves a center, or allows users to access the system.**
   Since it is not a linear project, it does not provide a "logical segment" within the exiting surface transportation system. However, adding a transit center and parking facility where none exists today is expected to induce ridership on the current Route 1 while having an even bigger, positive impact on the future BRT route that will replace it in 2023. This site will be a critical anchor providing a vital connection to Downtown Tacoma.

2. **Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.). Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.**
   Since automobile-oriented growth in southern Pierce County is expected to continue in the immediate future, a multimodal facility of this type would provide a viable option for reducing the number of single occupant vehicles (SOVs) traveling up and down the Pacific Avenue/SR 7 corridor from Tacoma to Spanaway as long-distance or commuter automobile trips begin transitioning to transit trips into the urban core.

3. **Describe how this project addresses safety and security.**
   The new transit center will utilize Crime Prevention through Environmental Design (CEPTED) principles through enhanced lighting, fencing, landscaping, and strategically placed, continuously monitored security cameras. Space is being reserved on-site for a Pierce Transit Security office as well. The facility will be designed with passenger safety as its #1 priority, in order to provide easy and direct access for bicyclists, pedestrians, and those using a mobility device, while clearly demarcating bus-only zones. In addition, a new signalized entryway (driveway) is being designed so buses have a dedicated traffic light for left (northbound) turns out of the facility and onto Mountain Highway E.

4. **Describe how the project improves intermodal connections (e.g. between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilities connections between separate operators of a single mode (e.g., two transit operators).**
   Again, the immediate benefit of constructing the transit center and Park-and-Ride facility is that it will offer a safe and secure off-street waiting, boarding, and alighting area for transit patrons where none exits today. The current Route 1 and future Pacific Avenue BRT Corridor service which will operate from this facility will provide high capacity transit connections directly to Downtown Tacoma and regional services at the Tacoma Dome Station. Additional east/west connections along the route provide easy access to regional services at the Puyallup Station, SR-512 Park and Ride, and Lakewood Station. While Sound Transit does not currently serve this section of the county, Pierce Transit believes it could be considered for future regional commuter bus route in the future, based on substantial population and employment growth projections for the southern and southeastern parts of Pierce County. Based on the PSRC's 2040 Forecasts, employment growth within the corridor is projected to increase by 35.5% or to 4,071 Employees per Square Mile from 2010 to 2040. Over those same 30 years, population growth is projected at 23.1% or 5,535 Persons per Square Mile.

5. **If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.**
   Under the Pacific Avenue/SR 7 Corridor High Capacity Feasibility Study, a Travel Time Analysis was conducted, comparing current Route 1 trips to the future BRT. Today, southbound transit trips from downtown Tacoma to Spanaway average 61 minutes and northbound transit trips from Spanaway to Tacoma 63 minutes. Once the BRT is operating, southbound transit trip travel times are expected to decrease by 30% with northbound trips improving by 33%, respectively. A travel time benefit is not an expected outcome of this project, specifically. However, reliability for transit patrons of the current Route 1 and future BRT would benefit from having a secure parking area at the southern terminus of either route where none exists today. Pierce Transit has received comments and survey results where this dedicated transit and parking facility has been repeatedly requested through the years.

6. **If applicable, describe how the project increases transit use to or within centers.**
   As part of the Pacific Avenue/SR 7 Corridor High Capacity Transit Feasibility Study, a Travel Time Analysis was included for both existing conditions and the future, proposed BRT service upgrade. The analysis includes estimated 2040 total daily ridership increasing from 5,880 (Base Year 2014) to a low of 7,470 and a high of 9,390 in 2040, based
on the Sound Transit 3 Regional Riderhip model. Centers served by both the existing Route 1 and future BRT are Parkland/Pacific Lutheran University and Tacoma-Downtown.

Source: Existing and Future Conditions Report, June 2017, p. 60. DKS / WSP| Parsons-Brinckerhoff

7. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.

General traffic congestion trends are not forecasted to change dramatically by 2025 or 2045. The major traffic flow along Pacific Avenue S is expected to remain mostly directional, heading northbound in the AM peak and southbound in the PM peak. Table 2-11 below summarizes estimated future volume to capacity (v/c) ratios at five screenlines along Pacific Avenue. Generally speaking, any v/c ratio less than 0.60 is reflective of free-flow traffic conditions, whereas v/c ratios greater than that reflect increasing congestion—with a v/c ratio of 1.00 or greater being the worst. The AM peak continues to see relatively consistent volume to capacity ratios in the off-peak direction with the peak direction seeing volumes approaching or exceeding the roadway’s capacity—indicating the potential for high levels of congestion. In both 2025 and 2045, the AM peak sees higher levels of congestion than the PM peak period.

Table 3-4. 2025 and 2045 Traffic Congestion at Key Points on the Study Corridor depict three areas operating above a V/C of 0.85 (i.e., congested conditions) in the northbound A.M. and two in the southbound P.M. peak travel periods by 2025. Traffic volumes increase in 2045 to include a third segment operating above capacity in the northbound A.M. while the southbound P.M. remain at two.

Source: Existing and Future Conditions Report, June 2017, p. 59. DKS / WSP| Parsons-Brinckerhoff

The study posits that there could be a latent demand for faster, frequent, and more reliable transit throughout this corridor in the future, which would ideally shift a considerable amount of automobile or SOV trips to transit or HOV trips.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.
   Transit and Ferry Service

Air Quality and Climate Change: Transit and Ferry Service

1. What is the current transit ridership for the affected transit stops or routes?
   Route 1 2019 Average weekday ridership: 5,028 boardings

2. What is the average transit trip length for the affected routes?
   Route 1 average: 4.6 miles per trip

3. What is the average transit trip length of the entire system?
   Pierce Transit (all 32 routes) average: 4.5 miles per trip

4. If the project includes a park and ride, how many new stalls are being provided?
   250

5. Are there other amenities included to encourage new transit ridership? If so, please describe.
   Yes, a covered (weather protected) waiting area with seating, a ticket vending machine, ORCA reader, real-time bus arrival information (i.e., dynamic signage), waste receptacles, security cameras, LED lighting, landscaping, and direct, unobstructed access to the buses for pedestrians, bicyclists, and those using a personal mobility device.

6. What is the expected increase in transit ridership from the project?
   As part of the recently completed work for Pierce Transit's Destination 2040 Long Range Plan Update, the entire expansion network was rerun using the Travel Demand Forecasting Model for two growth scenarios at 735,000 annual service hours. The modeling results show an increase in ridership on Route 1 from 5,290 Average Daily Boardings in 2018 to 8,700 Average Daily Boardings in 2040 as the current fixed route is upgraded to BRT; a 64% increase in ridership.

7. If a new or expanded ferry service, what is the length of the driving route being replaced?
   N/A

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous
Criteria: Project Readiness and Financial Plan

1. **What is the PSRC funding source being requested?**
   N/A

2. **Has this project received PSRC funds previously?**
   No

3. **If yes, please provide the project's PSRC TIP ID**
   N/A

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<th>Year</th>
<th>Alternate Year</th>
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Total Request: $4,000,000.00

**Total Estimated Project Cost and Schedule**

**PE**

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**Expected year of completion for this phase:** 2021

**Construction**

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<tr>
<td>Local</td>
<td>Reasonably Expected</td>
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**Expected year of completion for this phase:** 2023

**Summary**

1. **Estimated project completion date**
   September 2023

2. **Pretty total project cost**
   $10,000,000.00

**Funding Documentation**

1. **Documents**
   PT_2020-2025_Financial_Documentation.pdf

2. **Please enter your description of your financial documentation in the text box below.**
   The project received Washington State Regional Mobility Grant funds for the FY 2017-2019 biennium in the amount of $4.0M which Pierce Transit matched with $1.0M of Local funds. These combined funded Phase I, including purchasing the property, PE/Design, Right-of-Way, and Construction of the operators’ comfort station (e.g., break room/kitchenette/restrooms), bus turnaround area, and 30 parking spaces for customers/passengers. All funding indicated above is secured.

**Project Readiness: PE**
1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   
   No

2. **What is the actual or estimated start date for preliminary engineering/design?**
   
   2021

3. **Is preliminary engineering complete?**
   
   No

4. **What was the date of completion (month and year)?**
   
   N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**
   
   N/A

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   
   N/A

7. **When are preliminary plans expected to be complete?**
   
   2022

**Project Readiness: NEPA**

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   
   Categorical Exclusion (CE)

2. **Has the NEPA documentation been approved?**
   
   No

3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   
   September 2021

**Project Readiness: Right of Way**

1. **Will Right of Way be required for this project?**
   
   No

2. **What is the actual or estimated start date for right of way?**
   
   N/A

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   
   N/A

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   
   N/A

5. **What is the zoning in the project area?**
   
   N/A

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   
   N/A

7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   
   N/A

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   
   N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   
   N/A

**Project Readiness: Construction**
1. **Are funds being requested for construction?**
   Yes

2. **Do you have an engineer's estimate?**
   No

3. **Engineers estimate document**
   N/A

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   The project will require completion of a SEPA checklist for the State Department of Ecology and would be expected to receive a Determination of Non-Significance (DNS) by the lead agency. If the project were awarded this FTA grant funding, it will require following the NEPA process. Although it is too soon to tell if that would be under a Categorical Exclusion (CE) or a Documented Categorical Exclusion (DCE). All environmental review would be expected to be completed at the 60% Design milestone.

5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   N/A

6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   N/A

7. **When is the project scheduled to go to ad (month and year)?**
   September 2023

**Other Considerations**

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**
   The new Spanaway Transit Center/Park-and-Ride is on a Washington state route (SR 7). This is a four-lane highway with speeds exceeding 40 MPH in the section fronting the new facility. Spanaway has seen an exponential amount of growth over the past decade and is expected to continue to grow as people migrate south. As mentioned, the immediate area is zoned for higher density mixed use and transit supportive development as well. A recent study that Pierce Transit conducted also shows a lot of commuters in this area walk or bicycle to catch the current Route 1 bus at its terminus in Spanaway. However, the SR 7 corridor has limited sidewalks and pedestrian improvements in this area. The Phase II improvements to the Spanaway Transit Center/Park-and-Ride will be primarily safety improvements to continue to accommodate growth and directly support multi-mobile transportation options. The Phase II improvements will include frontage improvements and signal improvements to increase safety. As the Park-and-Ride usage and the State Route 7 traffic increases, free left turns across a four lane highway will become unsafe. A connection from the Park-and-Ride to the 208th Street E intersection will allow people to use a new traffic signal for protected left turns. The installation of sidewalk and buffers along the State Route will also make it much safer for people walking or biking to the facility. Changes to the intersection and frontage improvements will require both an Intersection Control Evaluation and a plan for approval review by WSDOT. The US Department of Defense must also be consulted with to accommodate fencing changes near the 208th Street E intersection. These processes are timely and costly, which is why Pierce Transit could not include them in the first phase of this project. Instead, the agency would like to start planning for and designing the Phase II safety and access improvements immediately.

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   The future Pacific Avenue/SR 7 BRT line will use battery electric buses. Currently there is no bus on the market that has a battery life that can accommodate a full day's operation, especially over a 14.4-mile route from end to end. Pierce Transit is looking to expand their mobile charging options to accommodate top-off charging. The Phase II improvements under this application may also accommodate electric charging for both bus and personal vehicles at the Spanaway Transit Center/Park-and-Ride. There is no electric vehicle charging infrastructure in this area of rural Spanaway at present, so this addition would serve both Pierce Transit and the public as we collectively move towards electric and zero emissions vehicles.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**
   Pierce Transit uses a combination of Cost-Benefit Analysis, overall budget constraints, alignment with the Agency’s strategic goals, State of Good Repair needs or requirements, and selection criteria, to determine which capital projects to take on. The attached document (Quantitative Model for Scoring Capital Requests) is what the Project
The attached document (Quantitative Model for Scoring Capital Requests) is what the Project Oversight Group uses as a guide to score Capital Requests (aka Business Cases). In the end, after the quantitative scoring, Pierce Transit also applies a subjective level prior to finalizing the capital portfolio as an input to the Agency’s overall budget process.

4. **Final documents**
   Quantitative_Model_for_Scoring_Capital_Requests_2020.docx
## 2020 Capital Request Scoring Chart

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Weight</th>
<th>Description</th>
<th>Rating Scale (1-9)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health/Safety/Legal</td>
<td>5</td>
<td>Is the project required to meet legal, compliance, or regulatory mandates? Would Pierce Transit or its customers be exposed to a risk or impact if the project was not completed?</td>
<td>0 = not required/mandated, no risk to PT or customers if not completed 1 = little risk to PT or customers if not completed 5 = some risk to PT or customers if not completed 9 = required or mandated, high risk to PT or customers if not completed</td>
</tr>
<tr>
<td>Revenue Generation/On-going Cost Savings</td>
<td>4</td>
<td>Will this generate future revenue, or reduce cost for Pierce Transit?</td>
<td>0 = No cost saving, no revenue generated 1 = $0-$75k combined revenue generation/cost saving over lifecycle 3 = $75k-$150k combined revenue generation/cost saving over lifecycle 5 = $150k-$225k combined revenue generation/cost saving over lifecycle 7 = $225k-$300k combined revenue generation/cost saving over lifecycle 9 = &gt;$300k combined revenue generation/cost saving over lifecycle</td>
</tr>
<tr>
<td>Replacement/SOGR</td>
<td>4</td>
<td>Is this a Replacement of an existing system/fixed asset? Is this required for SOGR?</td>
<td>0 = Not a Replacement/not needed to meet SOGR 1 = Replacement can be delayed/Asset is still w/i SOGR 5 = Replacement recommended/Asset is at end of useful life 9 = Replacement needed, high risk of asset failure/Asset exceeds useful life</td>
</tr>
<tr>
<td>Grant funded</td>
<td>2</td>
<td>Is this project likely to be grant funded?</td>
<td>0 = no grant funding 1 = &lt;10% chance of receiving grant funds 3 = 10%-25% chance of receiving grant funds 5 = 25%-50% chance of receiving grant funds 7 = 50%-75% chance of receiving grant funds 9 = &gt;75% chance of receiving grant funds</td>
</tr>
<tr>
<td>On-going expense</td>
<td>2</td>
<td>Does this require additional on-going expense (local funding)?</td>
<td>-9 = Additional FTE(s) and/or &gt;$300k additional on-going expense over lifecycle -7 = $225k-$300k additional on-going expense over lifecycle -5 = between $150k-$225k additional on-going expense over lifecycle -3 = between $75k-$150k additional on-going expense over lifecycle -1 = between $0-$75k additional on-going expense over lifecycle 0 = No additional on-going expense</td>
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### PIERCE TRANSIT
2020-2025 Six-Year Financial Plan

Revenues & Expenditures

<table>
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<th>2020 Budget</th>
<th>2021</th>
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<tr>
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<tr>
<td><strong>Revenue</strong></td>
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<table>
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<tr>
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<tr>
<td><strong>Revenue</strong></td>
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<table>
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<tr>
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<td>0.729920</td>
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<tr>
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|                      |         |         |       |       |       |       |       |
| **Total Operating Revenue** | $160.675390 | $171.175672 | $174.771456 | $180.962173 | $188.089835 | $195.467077 | $202.211948 |

<table>
<thead>
<tr>
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<th>2019 YE Est</th>
<th>2020 Budget</th>
<th>2021</th>
<th>2022</th>
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<tr>
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<td>0.002122</td>
<td>0.002165</td>
<td>0.002208</td>
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<td><strong>Total Operating Expenditures (w/out Debt, Depreciation, and NonDepartmental)</strong></td>
<td>$148.171512</td>
<td>$154.020353</td>
<td>$161.815219</td>
<td>$166.432025</td>
<td>$174.182227</td>
<td>$180.768365</td>
<td>$187.754034</td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>2019 YE Est</th>
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<tbody>
<tr>
<td><strong>Non-Operating</strong></td>
<td></td>
<td></td>
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<td></td>
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<td><strong>Payments to Pierce Co for 5307 Agreement</strong></td>
<td>1.143468</td>
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<tr>
<td><strong>Total Operating Expenditures</strong></td>
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<td>$188.897088</td>
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## PIERCE TRANSIT
### 2020-2025 Six-Year Financial Plan
#### Ending Balances

<table>
<thead>
<tr>
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<th>2019 YE Est</th>
<th>2020 Budget</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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</thead>
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<tr>
<td><strong>OPERATING</strong></td>
<td></td>
<td></td>
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<tr>
<td>Revenue</td>
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<td>$207,931,376</td>
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<td>$175,325,821</td>
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<td>$188,897,088</td>
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<td>Transfers from OPER</td>
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46