Spanaway Transit Center - Phase II
FTA Regional Competition
May 11, 2020
Tina Lee, Planning Manager
Spanaway Transit Center - Phase II

Project Elements – Construction

Request
- 250 park & ride stalls
- Intersection improvements for transit access
- Battery electric bus charging
- Electric vehicle charging

$4M 2023 FTA 5307 Regional Funding
Spanaway Transit Center

Project Location & Need
- Route 1 is PT’s busiest route
- Bus and operator layover facilities needed at the terminus
- Park & ride needed to support service
Spanaway Transit Center - Phase I

**Status**

- Site selection complete
- Property acquisition by 2\textsuperscript{nd} Qtr 2020
- SEPA not required
  - Archeological & Cultural Resources (Executive Order 05-05) complete
  - Phase II Environmental Assessment - complete
- Design underway
- Construction Complete in 2021
Spanaway Transit Center - Phase I

Spanaway Transit Center Preliminary Footprint

- Option 1
  - Bus program parallel to East I-5
  - Compact, efficient site layout
  - Bus layout to accommodate for transit center opening and future needs & opportunity to connect to future roadway at East and West end of bus loop
  - Patron vehicle driveway provides access to which future parking may be organized, with minimal reconfiguration in the future
  - Potential stormwater facility integral to parking area
  - Curb cuts aligned with existing driveway entrances across Mountain Highway
  - Two options provided for Operator’s Facility building location

- Lewis-McChord Joint Base
- Project Boundary
- Future roadway to bus program
- Existing Building
- Layover Bus
- Active Bus
- Future Bus Program
- Bike Parking Program
Spanaway Transit Center – Phase II

Benefits

• Connects Downtown Tacoma Regional Growth Center to southern end of Pierce Transit’s boundary (Spanaway)

• Direct high capacity transit connection to other regional, high capacity & multi-agency transit services at Tacoma Dome Station (Sounder, Regional Express, LINK, Amtrak, Greyhound & Intercity bus)

• Support local & regional goals of stimulating infill projects with compact land use, transit oriented development
Spanaway Transit Center - Phase II

Benefits

### Forecast Jobs Growth

<table>
<thead>
<tr>
<th>Percent Growth (2010-2040)</th>
<th>Estimated Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>35.5%</td>
<td>4,071 jobs per sq mile</td>
</tr>
</tbody>
</table>

### Forecast Population Growth

<table>
<thead>
<tr>
<th>Percent Growth (2010-2040)</th>
<th>Estimated Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>23.1%</td>
<td>5,535 persons per sq mile</td>
</tr>
</tbody>
</table>

### Pacific Ave BRT Travel Time Savings

<table>
<thead>
<tr>
<th>Direction of Travel</th>
<th>Today</th>
<th>Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanaway to Downtown Tacoma (Northbound)</td>
<td>63 min</td>
<td>33%</td>
</tr>
<tr>
<td>Downtown Tacoma to Spanaway (Southbound)</td>
<td>61 min</td>
<td>30%</td>
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</tbody>
</table>

### Ridership Projections

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Daily Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 1 – Today</td>
<td>5,290</td>
</tr>
<tr>
<td>Pacific Ave BRT – 2040</td>
<td>8,700</td>
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</table>

*64% Increase in Boardings*
## Spanaway Transit Center - Phase II

### Project Budget

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>$10,000,000</th>
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</thead>
<tbody>
<tr>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td><strong>Funding Source</strong></td>
<td><strong>Secured/Unsecured</strong></td>
</tr>
<tr>
<td>Local</td>
<td>Secured</td>
</tr>
<tr>
<td>5307</td>
<td>Reasonable Expected</td>
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<tr>
<td><strong>Construction Phase Total</strong></td>
<td></td>
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</table>