



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, November 20, 2019, 5:00 p.m.

LOCATION: Council Chambers, 1st Floor, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes (November 6, 2019)

C. Public Comments

- Comments are accepted on Discussion Item and are limited to 3 minutes per person.

D. Discussion Items

1. Tacoma Dome Link Extension (TDLE) Update

- Description: Review the status of the project, focusing on the conceptual site plans for station location alternatives.
- Action: Feedback
- Staff Contact: Lihuang Wung, 253-591-5682, lwung@cityoftacoma.org

2. Pierce Transit Destination 2040 Long Range Plan Update

- Description: Review Pierce Transit's long range plan update that is currently in development and will be released for public review in January 2020.
- Action: Feedback
- Staff Contact: Lihuang Wung, 253-591-5682, lwung@cityoftacoma.org

E. Topics of the Upcoming Meeting (December 4, 2019):

- (1) Human Rights Commission and Planning Commission Joint Session on Housing Justice Policy
- (2) 2020 Amendment – Transportation Master Plan Amendments
- (3) Residential Infill Pilot Program 2.0

F. Communication Items

- (1) Tideflats Subarea Plan Update – Staff will provide an update on the outcomes of the Tideflats Interim Regulations 6-month extension and the Tideflats Steering Committee meeting of November 7, 2019.
- (2) The Infrastructure, Planning and Sustainability Committee is meeting on Wednesday, November 20, 2019, at 4:30 p.m., in Room 248. Tentative agenda (subject to change) includes: Landmarks Preservation Commission Interviews; and Urban Forestry Management Plan.

A. Adjournment





MINUTES (DRAFT)

TIME: Wednesday, November 6, 2019, 5:00 p.m.

PLACE: Council Chambers, Tacoma Municipal Building, 1st Floor
747 Market Street, Tacoma, WA 98402

PRESENT: Anna Petersen (Chair), David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez

ABSENT: Jeff McInnis (Vice-Chair), Carolyn Edmonds, Ryan Givens

A. CALL TO ORDER AND QUORUM CALL

Chair Petersen called the meeting to order at 5:01 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES

The agenda for the meeting was approved; and the minutes for the meeting of October 2, 2019 was approved as submitted.

C. PUBLIC COMMENTS

None.

D. DISCUSSION ITEMS

1. Tacoma Dome Link Extension (TDLE) Update

Andrew Austin, Sound Transit, began by indicating that, at this meeting, Sound Transit staff would provide a recap of the TDLE project, status update on Environmental Impact Statement (EIS), decisions made by the Sound Transit Board of Directors in July 2019 regarding EIS alternatives, and most importantly guiding principles for station design. They would also come back to the next meeting with more detailed updates on the preliminary station design and footprints.

Curvie Hawkins, Sound Transit, presented an overview of the TDLE's scope of work and timeline. They had gone through the scoping period and are in the Planning phase, specifically the Environmental Assessment process, which tentatively will go on until 2022. The scoping period for environmental review took place in Spring 2019. The goal is to complete the EIS draft and open for public comment in Spring 2021. Upon completing the Planning phase and receiving the Record of Decision from the Federal Transit Administration in 2022, the Design phase will proceed through 2025, followed by the Construction phase, with the goal of starting service in 2030. Regarding the preferred alternatives and other alternatives for EIS identified by the Sound Transit Board, Mr. Hawkins noted that the Board broke the entire TDLE alignment into two parts which were addressed with two respective motions, one focused on the Tacoma Dome area and the other for East Tacoma/Fife/South Federal Way area. The Tacoma Dome station area has three alternatives (one "preferred" and two "other"), all of which are elevated stations. There is also an additional alternative that Sound Transit is evaluating, called "Close to Sounder" alignment and station, which would follow the Sounder corridor as much as possible to minimize impact on front streets. The East Tacoma station area has two alternatives, one for each category.

Tim Bates, Sound Transit, reviewed the guiding principles for station design, which were developed largely based on feedback and suggestions received from the community, including the City Council's scoping comments transmitted via a resolution from June 2019. Three main categories for the guiding principles are development capacity, comfortable urban design, and great multi-modal transit hub. Mr. Bates also went over suggestions that they had received from different groups and committees.

Commissioner Santhuff was glad that the "Close to Sounder" option was included for consideration and praised the guiding principles. He also suggested adding a principle to consider how the station alignment would enable future expansion. Commissioner Karnes commented that, in consideration of quick and safe transfer, it was necessary to prioritize which mode to be best connected, and factor in its characteristics in the design.

Mr. Hawkins noted that at the next meeting, the names of alternatives would be different, most likely to reflect the street location of the station (such as "Portland Avenue") instead of being numbered (such as "ET-3A").

E. TOPICS OF THE UPCOMING MEETING

1. Tacoma Dome Link Extension (TDLE) Update
2. Pierce Transit Long Range Plan Update

F. COMMUNICATION ITEMS

The Commission acknowledged receipt of communication items on the agenda.

Brian Boudet, Manager of Planning Services Division, reported to the Commission that the Tideflats Interim Regulations were going through its renewal process. The second reading is scheduled to be on Tuesday, November 12, 2019.

The Tideflats Subarea Plan will have the next Steering Committee Meeting on Thursday, November 7, 2019. They aim to have consultants on board by the end of the year.

The Shoreline Master Program Update, which is part of the 2019 Annual Amendments and requires joint approval by both the City Council and the State's Department of Ecology, has been approved by the State.

Regarding the Affordable Housing Actions Strategy, the City Council gets quarterly updates, of which the next update will be at the Council meeting on Tuesday, November 12, 2019.

The Sound Transit Board has approved \$3.5 million for the Hilltop Link Extension project, completing the \$10 million streetscape improvement project on Hilltop.

G. ADJOURNMENT

The meeting was adjourned at 5:38 p.m.

****These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:***

http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **Tacoma Dome Link Extension (TDLE) Update**
Meeting Date: November 20, 2019
Memo Date: November 13, 2019

Action Requested:
Feedback.

Discussion:

At the Planning Commission's meeting on November 20, 2019, Sound Transit staff will provide an update of the Tacoma Dome Link Extension (TDLE) project. The briefing is a continuation from the one provided at the previous meeting on November 6th, and will focus on the conceptual site plans for the following station location alternatives for the East Tacoma and Tacoma Dome areas:

- Portland Avenue
- TD 25th West
- TD 25th East
- TD 26th
- TD Close to Sounder

Project Summary:

The TDLE project will extend regional light rail approximately 10 miles from the Federal Way Transit Center to the Tacoma Dome, with stations at South Federal Way, Fife, East Tacoma and Tacoma Dome. The project also includes two parking facilities in South Federal Way and Fife, as well as the Operations and Maintenance Facility South (OMFS) to be located in either Kent or Federal Way.

The overall schedule for the TDLE is as follows:

- Planning (2017-2022)
 - Phase 1 – Alternatives Development (2017-2019)
 - Phase 2 – Draft Environmental Impact Statement (DEIS) (2019-2021)
 - Phase 3 – Final Environmental Impact Statement (FEIS) (2021-2022)
- Design (2022-2025)
- Construction (2025-2030)
- Start of Service (2030)

The TDLE is currently at the juncture of having completed *Planning Phase 1* and moving into *Planning Phase 2*. The above-mentioned station location alternatives, as identified by the Sound Transit Board on July 25, 2019, are to be considered during the DEIS process.

(Continued on the next page)



Sound Transit is currently seeking public input on the station location alternatives and the OMFS alternatives through an online open house and a series of drop-in sessions. For more information, please review the attached posters and/or visit <https://tdlink.participate.online/> and <https://omfsouth.participate.online/>.

Prior Actions:

- November 6, 2019 – Review of State Development Principles
- April 17, 2019 – Submitted scoping comments to Sound Transit
- April 3, 2019 – Review of a draft letter prepared by Commissioner Brett Santhuff
- March 20, 2019 – Review of TDLE status by Planning and Transportation Commissions
- February 21, 2018 – Review of scope of TDLE by Planning Commission

Staff Contact:

- Lihuang Wung, lwung@cityoftacoma.org, (253) 591-5682

Attachments:

1. Poster – TDLE Drop-in Sessions (Pierce County)
2. Poster – TDLE and OMFS Drop-in Sessions (South King County)

c. Peter Huffman, Director

Tacoma Dome Link Extension



Connecting Pierce County to the regional light rail system

Learn about route and station refinements

➤ tdlink.participate.online

Attend a drop-in session

Eastside Community Center

Saturday, Nov. 16 // 10 a.m.–12 p.m.
1721 E 56th St., Tacoma

Starbucks

Wednesday, Nov. 20 // 8-10 a.m.
900 E Meridian Ave. E, Suite 12, Milton

Evergreen State College Tacoma Campus

Wednesday, Nov. 20 // 5-7 p.m.
1210 6th Ave., Front Lobby, Tacoma

Poodle Dog

Thursday, Nov. 21 // 9 a.m.–1 p.m.
1522 54th Ave. E, Fife

UW Tacoma Campus, Central Stairway

Tuesday, Dec. 3 // 10 a.m.–12 p.m.
1900 Commerce St., Tacoma

Fife Pierce County Library

Tuesday, Dec. 3 // 4-6 p.m.
6622 20th St. E, Fife

Tacoma Sounder Station

Wednesday, Dec. 4 // 6-8 a.m.
424 E 25th St., Tacoma

 **SOUNDTRANSIT** / Powering progress

In 2016, voters approved Sound Transit system expansion to connect communities throughout the Puget Sound region. Now we're planning the Tacoma Dome Link Extension:

- A regional light rail expansion from Federal Way to Tacoma, opening in 2030.
- Link light rail will provide fast, reliable service from Pierce County to Sea-Tac International Airport, and beyond.
- We're studying routes and stations. The Sound Transit Board will make the final route and station selections in 2022.

Questions?

Contact the Community Outreach team

Email: tdlink@soundtransit.org

Phone: (206) 398-5453

For more information about Sound Transit projects or services, visit soundtransit.org.

To request accommodations for persons with disabilities or information in alternative formats, call 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org
Para información acerca del proyecto llame al 1-800-823-9230 / 要瞭解項目資訊，請致電 1-800-823-9230 / За информацией об этом проекте обращайтесь по телефону 1-800-823-9230 / 프로젝트에 관한 정보를 위해, 1-800-823-9230로 전화 부탁드립니다 / Để biết thông tin về dự án, hãy gọi: 1-800-823-9230 / សម្រាប់ព័ត៌មានអំពីគម្រោង សូមហៅទូរស័ព្ទលេខ 1-800-823-9230

**Operations and Maintenance Facility South
Tacoma Dome Link Extension**



**More regional light rail
projects are coming to
South King County**

Learn about the status of both projects

➤ southsoundlink.participate.online

Attend a drop-in session

Highline College

Wednesday, Nov. 13 // 6-8 p.m.

2400 S 240th St, Building 8, Des Moines

Federal Way Library

Saturday, Nov. 16 // 10 a.m.–12 p.m.

34200 1st Way S, Federal Way

Federal Way Performing Arts Center

Wednesday, Nov. 20 // 6-8 p.m.

31510 Pete Von Reichbauer Way S, Federal Way

Federal Way Community Center

Wednesday, Dec. 4 // 5-7 p.m.

876 S 333rd St, Federal Way



In 2016, voters approved Sound Transit system expansion to connect communities throughout the Puget Sound region. Now we're planning two projects in your area:

- Operations and Maintenance Facility South
- Tacoma Dome Link Extension

Questions?

Contact the Community Outreach team

Email: [OMFS: omfsouth@soundtransit.org](mailto:omfsouth@soundtransit.org) // [TDLE: tdlink@soundtransit.org](mailto:tdlink@soundtransit.org)

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To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **Pierce Transit Destination 2040 Long Range Plan Update**
Meeting Date: November 20, 2019
Memo Date: November 13, 2019

Action Requested:

Feedback and general comments on the Update's format and content.

Discussion:

At the Planning Commission's meeting on November 20, 2019, Pierce Transit staff will provide a briefing on the update of the *Destination 2040* Long Range Plan. The Draft Plan Update is currently in development and will be released for public review and comment in January 2020.

Attached to facilitate the Commission's review and dialogue on November 20th are the Scope of Service (as shown in the Request for Proposals) and the Implementation Schedule for the *Destination 2040* Update.

Project Summary:

In April 2016, Pierce Transit finalized and adopted its first Long Range Plan, *Destination 2040*. Its objective was to create "a comprehensive guiding document of the Agency's vision for providing dependable, safe, efficient, and fully integrated public transportation services throughout the South Sound Region of today, tomorrow, and beyond."

Since that time, the agency has gone through many positive changes and feels the Long Range Plan is due for a minor update to refocus its goals and objectives. But unlike the inaugural document, this update offers a "fiscally constrained vision" that is more closely tied to realistic service-hour growth scenarios than the four annual growth rate scenarios (at 2.0 percent, 2.5 percent, and two versions at 3.0 percent; both within and beyond the current service area boundaries) proposed under the *Destination 2040* Long Range Plan.

To that end, this Update will show what fixed route services and coverage a full funding level (at a 0.9% sales tax rate within the service area boundaries of Pierce County) scenario would offer, based on a 735,000 annual service hours target or 55 percent increase over the 500,130 annual service hours in effect today.

Since Pierce Transit is currently providing all the fixed route bus service it can at current funding levels, it is important to still have a plan in place for growth that could be rapidly implemented if additional operating revenues were to ever become available through taxation.

For more information or to take the survey, please visit www.piercetransit.org/destination-2040 or contact Darin Stavish, Principal Planner, at (253) 983-3329 or dstavish@piercetransit.org.

(Continued on the next page)



Staff Contact:

- Lihuang Wung, lwung@cityoftacoma.org, (253) 591-5682

Attachments:

1. Destination 2040 Update Scope of Service
 2. Destination 2040 Update Implementation Schedule – Timeline and Milestones (2019-2020)
- c. Peter Huffman, Director

**PIERCE TRANSIT – DESTINATION 2040 LONG RANGE PLAN UPDATE
SCOPE OF SERVICE**

As shown in Request for Proposals released April 22, 2019

1. INTRODUCTION

Pierce Transit is soliciting proposals from qualified firms to provide Consultant Services to design, edit, and format an update to the agency’s Destination 2040 Long Range Plan (LRP), as originally finalized by the Agency and formally adopted by the Board of Commissioners in April 2016.

Pierce Transit is a municipal corporation formed under authority of Chapter 36.57A of the Revised Code of Washington. Founded in 1979, Pierce County Public Transportation Benefit Area Corporation (Pierce Transit) is a nationally recognized leader in the public transportation industry. Pierce Transit covers 292 square miles of Pierce County with roughly seventy percent (70%) of the county population. Serving Washington’s second largest county, Pierce Transit provides three (3) types of service, Fixed Route, SHUTTLE paratransit and Vanpools that help get passengers to jobs, schools and appointments.

2. BACKGROUND

Pierce Transit is seeking proposals from qualified firms to assist in the design, editing, and formatting of the Agency’s Long Range Plan (LRP) update, known as Destination 2040 and adopted by the Board of Commissioners in April 2016, as a key component of the Agency’s comprehensive long range planning efforts. This updated version of the Long Range Plan will be used to establish an implementation strategy for the Agency, including identifying capital projects and service improvements over both the mid-term and long-term (i.e., a 10-year to 20-year planning horizon). Furthermore, the updated LRP will reevaluate current conditions against future population and employment projections for Pierce County, Washington, as well as considering buildable lands, household densities, employment densities, major activity or industrial centers, high density mixed-use infill or redevelopment projects, plus any demographic or socioeconomic criteria proven to generate transit ridership and related demand.

The objective of this LRP update is to reach as wide an audience as possible by relying on charts, graphs and tables, along with concise narrative reporting free of industry jargon (i.e., not written at a level that only transportation or transit planning professionals can understand), to convey Pierce Transit’s vision for horizon year 2040. The plan is being developed as a “living” reader-friendly document written in plain language that will be continuously revised or updated on a four-year cycle (i.e., in 2019, again in 2023, etc.), in order to measure whether performance-based goals and objectives are being realized from year to year. Recognizing this, the Agency is soliciting assistance with designing, editing and formatting the narrative and graphics in the LRP document using WSDOT’s Performance Journalism approach to most effectively communicate measurable performance results to diverse audiences including – but not limited to – the general public, customers or passengers, the media, elected officials, policymakers and jurisdictional planning partners (i.e., our stakeholders). As the LRP is being updated, the consultant team will be tasked with leading a comprehensive public involvement and outreach program, in order to engage as wide an audience as possible.

3. SCOPE OF WORK/REQUIREMENTS

Pierce Transit requests proposals to provide evaluation services in accordance with the following scope of work.

A key component of *Destination 2040*, Pierce Transit's Long Range Plan of 2016, was for Pierce Transit staff to internally develop and analyze three hypothetical fixed route transit network scenarios (Items A, B, and C below) for incremental growth against current conditions (Item D below). As in 2016, these four future scenarios (listed below from the largest network to the smallest) will be again be used as the baseline to determine directly related capital improvement projects, infrastructure, and fixed route service enhancements that would also be required in tandem over both the mid- and long-term.

- A. *Aspirational Growth Scenario 2040* (Vision): Based on high growth in transit service hours, expanded or new routes, and unlimited or non-constrained funding availability. Identified long-term Agency priorities in years 11 thru 25 (Horizon Years 2025-2040). Also known as "The Vision" with growth at 3.0% annually and to approximately 700,000 annual service hours by 2030 and 950,000 annual service hours by 2040.
- B. *Rapid Growth Scenario* (Baseline Plus): Based on maintaining or upgrading the assets and facilities we have today, while still returning to the Agency's historically highest levels of service/service hours whenever feasible. Fiscally constrained to target approximately 650,000 annual service hours by 2030 at 2.5% average annual growth.
- C. *Incremental Growth Scenario* (Per PSRC goals): Identified 6-year TIP capital project candidates and agency priorities (2015-2020) plus 10-year/Mid-Term Implementation Strategies (2020-2030). As prescribed by *Transportation 2040*, fiscally constrained to grow at 2% annually to approximately 600,000 service hours by 2030 and approximately 730,000 service hours by 2040.
- D. *Current Conditions* (Baseline): Budgeted at a flat annual growth rate (0.0%) with approximately 500,000 service hours in 2019 thru 2024.¹

The four scenarios described above (i.e., Items A, B, C, and D) were developed as an integral part of *Destination 2040* and assumes that no outside assistance is needed in refining that task. However, should Pierce Transit decide to revise and update any of the above-mentioned scenarios as part of this scope of work, the Consultant will assist the Agency in most effectively depicting the various future service scenarios and, if necessary, using the explanatory narrative to create complementary charts, graphs, and maps. Therefore, outside support could be utilized to produce materials describing and/or depicting comparisons and contrasts between the five proposed scenarios in that key section of the LRP document, in order to reach the widest possible audience. This includes developing a web-based mapping tool to select and view specific fixed routes – both existing and proposed – and the ability to provide feedback, comments, and suggestions online.

¹ Note that when *Destination 2040* was being created in 2015, the agency was targeting only 442,000 service hours by 2020. However, additional sales tax revenues allowed the agency to restore 59,000 service hours over the next two calendar years; exceeding that goal by the September 2017 service change or three years ahead of schedule.

In order for any additional fixed route service to be implemented in either the short- or long-term, additional revenues would be required. Sales tax represents 85 percent of the 2019 operating budget, excluding Sound Transit. Currently, Pierce Transit collects 6/10 of 1 percent within the Public Transportation Benefit Area (PTBA). However, a full 9/10 of 1 percent is allowed by the Washington State Department of Revenue. As part of this Long Range Plan update, the agency is evaluating various increases in service hours and fixed route scenarios beginning in 2022 or 2023, based on the 2016 LRP (Appendix F - Existing and Future Fixed Route Origins, Destinations, and Frequencies) and 2016 Comprehensive Fixed Route Analysis. This assumes a sales tax increase for cities, towns, and unincorporated areas within the PTBA were approved in the November 2020 General Election. For example, this section will list what routes could see improvements with an additional 1/10, 2/10, and 3/10 of 1 percent sales tax increase, based on higher service hour budgets projected from 2022 onward. It may also provide a funding set-aside for establishing “First Mile/Last Mile” connections link with the fixed route network (e.g., using the mobility on demand/transportation network company model).

A second key component of this LRP update is more detailed planning for four Bus Rapid Transit routes (i.e., the inaugural Pacific Avenue/State Route 7 route currently in development, along with three additional BRT routes). The BRT routes will be depicted as part of a new High Capacity Transit (HCT) network of seamlessly interconnected fixed routes with improved frequencies (i.e., shorter headways) and extended operating hours (i.e., span of service), including early mornings, late nights, and weekends. As the entire fixed route network is reexamined as part of this update, an emphasis shall be placed on the east-west routes that would directly connect to the proposed BRT corridors.

The third and final component of this LRP update will be a detailed list of funded (programmed) and unfunded (“vision”) capital projects that would be required to support the various growth scenarios and HCT network described above. Base Master Plan expansion requirements and related projects shall be listed too. One of the selection criteria to determine if the capital project makes either list shall be how the project directly supports a State of Good Repair initiative by reducing the backlog, as identified in the agency’s inaugural *Transit Asset Management Plan* of October 2018. This section is Appendix L - Unfunded/Unprogrammed (Vision) Projects in the 2016 LRP.

An integral part of this Scope of Work shall require using public involvement and outreach methods to most effectively engage transit patrons (both existing and potential), solicit feedback, and provide real-time, interactive information throughout the LRP development process.

DESTINATION 2040 • Pierce Transit Long Range Plan Update

IMPLEMENTATION SCHEDULE - TIMELINE & MILESTONES (2019-2020)



2019

2020

