

**CITY of TACOMA**  
**TRANSIT-ORIENTED DEVELOPMENT TASK FORCE**  
**MEETING SUMMARY**

**MEETING DATE:**           **January 10, 2024**

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Members Present: Pamela Wrenn (Chair), Chris Karnes, Troy Serad

Visitors: Gil Cerise (PSRC)

Agency Partners: Erik Jaszewski (PT)

Staff Support: Wesley Rhodes (COT/PDS), Carrie Wilhelme (COT/PW), Mary Crabtree (COT/PDS)

**CALL TO ORDER**

Chris Karnes called the meeting to order at 12:00 p.m.

**1. Review of Meeting Notes of December 13, 2023**

The Group approved the Meeting 3 Summary with no changes.

**2. Review of Public Comments**

The Group received two items of public comment regarding requests to extend the hours of T-Line service during weekday evenings and weekend mornings.

**DISCUSSION/ACTION ITEMS**

**1. PSRC Discussion: Planning for Transit**

Gil Cerise presented about the PSRC policy frameworks for local comprehensive plans, transit agency plans, and transportation improvement programs. He discussed the need for coordination between planning and public works staff in development of the transportation element to ensure that land use and transportation strategies work together to achieve long-range goals, as well as ways that local jurisdictions can plan for multi-modal mobility.

The Group discussed coordination between local governments and transit agencies in long-range planning, in addition to existing project-level coordination.

Gil concluded by sharing some transit access resources for local jurisdictions.

The Taskforce also asked Pierce Transit to respond to questions regarding future budget needs in order to fulfill its existing plans. Pierce Transit mentioned that in the short term, staffing vehicle operators have been the largest barriers to expanding service.



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Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.

## 2. New Business/Closing Comments

The Group suggested a presentation from City of Seattle, King County Metro, or Spokane Transit Authority at a future meeting.

## ADJOURNMENT

The meeting was adjourned at 1:01 p.m.

## POST MEETING CORRESPONDENCE

The following are responses provided via email to the Taskforce's questions by Pierce Transit executive leadership.

QUESTION: What are Pierce Transit's plans for increasing revenue?

RESPONSE:

*"Pierce Transit's Board of Commissioners determines if the agency should ask voters for an increase in sales tax that funds Pierce Transit. At this time, staff has no direction from our Board of Commissioners."*

An additional clarification was offered by Erik Jaszewski of Pierce Transit:

*"...the City of Tacoma has significant representation on the Pierce Transit Board of Commissioners: three out of nine (voting) commissioners are current Tacoma City Council members."*

QUESTION: How does Pierce Transit intend to implement its published plans given the current funding environment? What is the intent of Pierce Transit in regard to meeting committed service levels on routes within the City of Tacoma, as the city funds and executes capital improvements intended to benefit these routes?

RESPONSE:

*"In the short term, our service recovery plan is tied to getting staffing back to normal. In the long term, we anticipate needing additional revenue to expand services in the City of Tacoma and across our service area, as envisioned in Pierce Transit's long-range plans."*

QUESTION: What is the intent of Pierce Transit in regard to meeting committed service levels on routes within the City of Tacoma, as the city improves zoning, development standards, and development incentives along Pierce Transit routes?

RESPONSE:

*"Operations and Maintenance staffing shortages continue to control service planning decisions. Our current schedule is now the permanent schedule for our service area. As such, service levels*

*beyond where we are currently cannot be committed to until we see a change in staffing. With that said, we did just adopt a recovery plan that will be implemented as staffing allows. Our long-range planning effort this year will contemplate our current reality of uncertain staff resources. Any service beyond what was delivered pre-COVID will likely require some form of new/additional revenue.”*