Board of Commissioners Special Meeting Agenda April 10, 2023 - 3:00 p.m.

Virtual Meeting Participation Information: Dial: 1-253-215-8782 Meeting ID No. 86077412082 Webinar link: <u>https://us02web.zoom.us/j/86077412082</u>



Physical Meeting Location: Pierce Transit Training Center 3720 96th Street SW Lakewood, WA 98499

The regular board meeting will follow this meeting at 4:00 p.m.

Call to Order

Roll Call

Review and Discussion

Preliminary and Conceptual Design Changes to the Pacific Avenue/SR-7 Bus Rapid Transit Project to Improve Cost Savings and Project Delivery to the Public

Mike Griffus Chief Executive Officer & Sean Robertson Sr. Construction Project Manager

Executive Session

RCW 42.30.110 (i) (iii) - Litigation or legal risks of a proposed action or current practice that the agency has identified when public discussion of the litigation or legal risks is likely to result in an adverse legal or financial consequence to the agency

Adjournment

Pierce Transit does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Clerk's Office at 253.581.8066, before 4:00 p.m., no later than the Thursday preceding the Board meeting.

PierceTransit Stream

Board of Commissioners Study Session

April 10, 2023

History

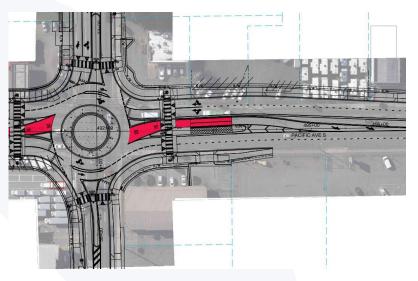
\$150M project estimate based on 1% design. This did not include traffic impact			Submitted Small Starts application for re- rating. SSGA funding was increased to \$75M at this			TIA re-run shifts the construction start date back				
Locally Preferred Alternative (LPA) adopted by the Board.	mitigation, roundabouts or significant property acquisition costs.		time; these funds were also included in President Biden's budget.			by a year. This and additional inflation increases the estimate to \$241.4M.		al	TIA #2 complete.	
July 2018	April 2019		August 2020		Febru		Jary 2022		December 2022	
	•	•		•			•	•	•	
September 2018 Small Starts application submitted. \$60M was requested from the FTA at this time.		March 2020 30% design plans are issued. This estimated the project cost at \$170M.		Augus Project re-estir \$222M after a review. This as construction s		2021	July 202 Updated project bu \$241.4M approved Board, including an additional \$22M in funds, Diarco Transi)22	
						mal risk ned in 2023.			d by the n n local	
			Majority of cost increases due to inflation. TIA #1 complete.			funds. Pierce Transit inten to ask the FTA for an additional \$43.4M in fun to bridge the remaining g		r an M in funding		

Where We Are

- 60 percent design package submitted
- Rigorous agency participation to date
- Still lacking overall agreement and consensus with partners on the project footprint and potential mitigation
- Current design requires significant agency agreements
 - Some agreements nearing resolution while others are stalled
- Uncertainty around the type, nature, cost and extent of mitigations that may be required by local agency partners

What We Have Learned

- Modeling of current corridor conditions
- Better understanding of property impacts
- Large median stations with a wide project footprint do not fit within the existing constrained corridor environment
- WSDOT is planning a "Complete Streets" project along SR-7 north of 121st St.
- Lack of transit benefit with roundabouts
 - Not reimbursable by FTA



Property Impacts at 96th St. Roundabout



Base Conditions – 2030 AM

Why We Are Here

The Funding Challenge

Current Revenue/Funding Source	S	Potential Cost Adjustments							
FTA Small Starts (pending)	\$ 75,000,000	Current project estimate (2022)	\$241,400,400						
Other FTA	\$ 14,733,652	Estimated construction escalation	\$ 30,000,000						
WA State	\$ 26,200,275	Estimate for City required improvements	\$ 20,000,000						
Sound Transit	\$ 60,000,000	Estimate for property acquisition/cleanup	\$ 20,000,000						
Pierce Transit general fund	\$ 22,000,000								
Total anticipated funding	\$197,933,927	Potential current design cost	\$311,400,000						
Potential funding gap: \$113M Project expenses to date: ~\$29M									

Charting a Path Forward



Goals For Reimagined Design:

- Retain most important BRT features
- Maintain an FTA rating of MEDIUM or higher
- Avoid property impacts
- Deliver service more quickly
- Achieve parity with other BRT systems in the state, including RapidRide (KCM), The Vine (C-TRAN), and Swift (CT)



Current LPA Design Overview

- 14.4 miles
- 3.3 miles of dedicated lanes
- 30 station pairs
- 4 roundabouts
- Transit Signal Priority (TSP)
- Connection to TDS
- Accessibility improvements
- (17) 60' CNG buses



BRT In Mixed Traffic Speed and Reliability Improvements

Critical Components

- Transit Signal Priority (TSP)
- Queue jumps using existing turn lanes
- Selective BAT lanes
- Stop consolidation
- Boarding efficiencies
- New bus efficiencies
- Spanaway, TDS, and Commerce remain as termini

Small Starts Rating Estimation

Project Justification:

- Mobility improvements
- Cost effectiveness
- Congestion relief
- Environmental benefits
- Land use
- Economic development

Medium - High

Local Financial Commitment:

• CIG share (<50%)

Partner, Cost and Timeline Challenges

- City of Tacoma agreements
- An additional traffic impact analysis re-run
- WSDOT Airspace Lease
- WSDOT Temporary Construction Airspace Lease
- New Intersection Control Evaluation
 - Roundabouts without transit benefits

Next Steps

- Return to Board to review proposed new design in more detail and request approval of new LPA
- After new LPA is adopted, request updated City Council resolution
- Estimating an off-cycle FTA re-rating submission (likely Fall 2023)
- Community engagement planning

Questions?

PierceTransit Stream