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: https://us02web.zoom.us/j/86077412082

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.
History

- **Locally Preferred Alternative (LPA) adopted by the Board.**
  - **July 2018**

- **Small Starts application submitted. $60M was requested from the FTA at this time.**
  - **September 2018**

- **$150M project estimate based on 1% design. This did not include traffic impact mitigation, roundabouts or significant property acquisition costs.**
  - **April 2019**

- **Submitted Small Starts application for re-rating. SSGA funding was increased to $75M at this time; these funds were also included in President Biden's budget.**
  - **August 2020**

- **$150M project estimate based on 1% design. This did not include traffic impact mitigation, roundabouts or significant property acquisition costs.**
  - **March 2020**

- **30% design plans are issued. This estimated the project cost at $170M.**
  - **August 2021**

- **Project re-estimated at $222M after a formal risk review. This assumed construction start in 2023. Majority of cost increases due to inflation. TIA #1 complete.**
  - **July 2022**

- **TIA re-run shifts the construction start date back by a year. This and additional inflation increases the estimate to $241.4M.**
  - **February 2022**

- **Updated project budget of $241.4M approved by the Board, including an additional $22M in local funds. Pierce Transit intended to ask the FTA for an additional $43.4M in funding to bridge the remaining gap.**
  - **December 2022**
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

<table>
<thead>
<tr>
<th>Current Revenue/Funding Sources</th>
<th>Potential Cost Adjustments</th>
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<tbody>
<tr>
<td>FTA Small Starts (pending)</td>
<td>Current project estimate (2022)</td>
</tr>
<tr>
<td>$ 75,000,000</td>
<td>$241,400,400</td>
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<tr>
<td>Other FTA</td>
<td>Estimated construction escalation</td>
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<tr>
<td>$ 14,733,652</td>
<td>$ 30,000,000</td>
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<tr>
<td>WA State</td>
<td>Estimate for City required improvements</td>
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<tr>
<td>$ 26,200,275</td>
<td>$ 20,000,000</td>
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<tr>
<td>Sound Transit</td>
<td>Estimate for property acquisition/cleanup</td>
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<tr>
<td>$ 60,000,000</td>
<td>$ 20,000,000</td>
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<tr>
<td>Pierce Transit general fund</td>
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<tr>
<td>$ 22,000,000</td>
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<tr>
<td><strong>Total anticipated funding</strong></td>
<td><strong>Potential current design cost</strong></td>
</tr>
<tr>
<td><strong>$197,933,927</strong></td>
<td><strong>$311,400,000</strong></td>
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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
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
Project Justification:
- Mobility improvements
- Cost effectiveness
- Congestion relief
- Environmental benefits
- Land use
- Economic development

Local Financial Commitment:
- CIG share (<50%)

Medium - High
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?