

**Board of Commissioners Special Study Session Meeting Agenda
June 12, 2023 - 3:00 p.m.**



Virtual Meeting Participation Information:

Dial: 1-253-215-8782 Meeting ID No. 88572913028

Webinar link: <https://us02web.zoom.us/j/88572913028>

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

Discussion and Potential

Project Update and Next Steps Pertaining to the Pacific
Avenue/SR-7 Bus Rapid Transit Project

Mike Griffus
Chief Executive Officer
&

Sean Robertson
Sr. Construction Project Manager

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.

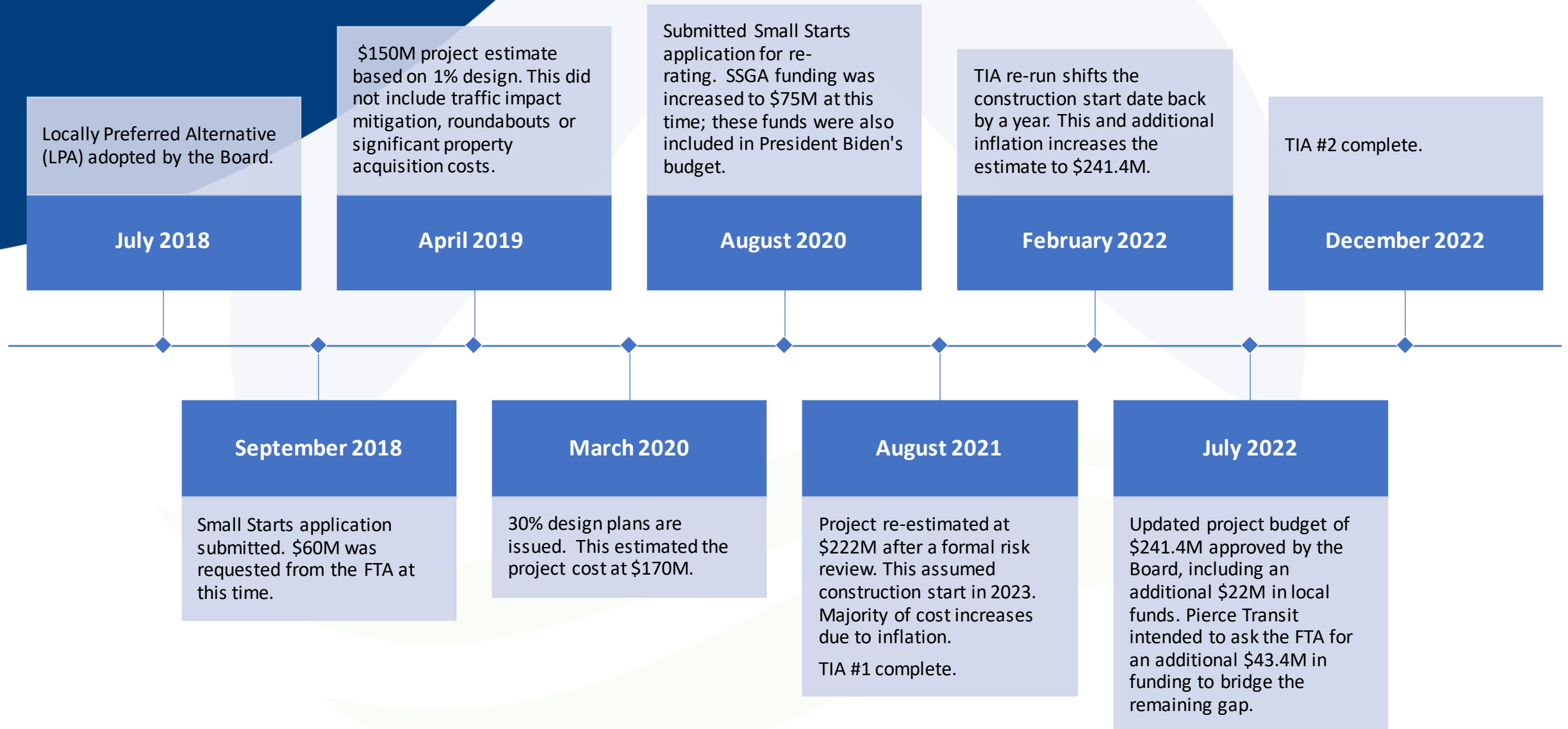


PierceTransit *Stream*

Board of Commissioners Study Session

June 12, 2023

History

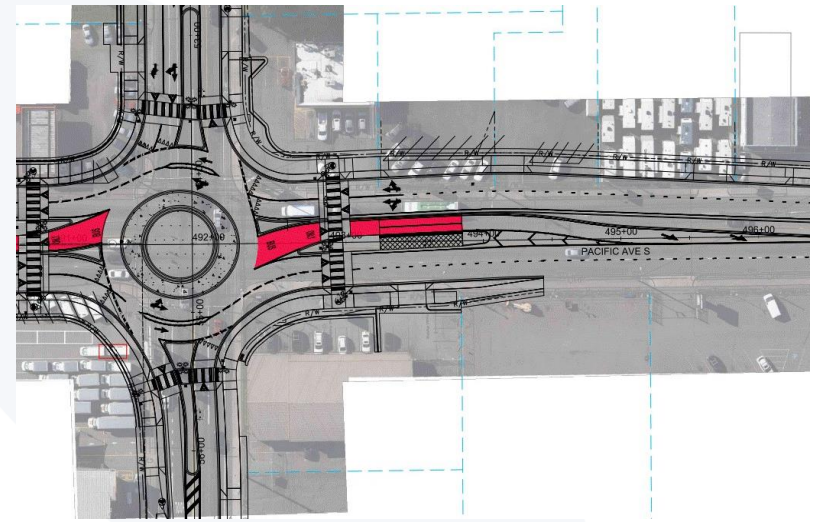


Where We Are

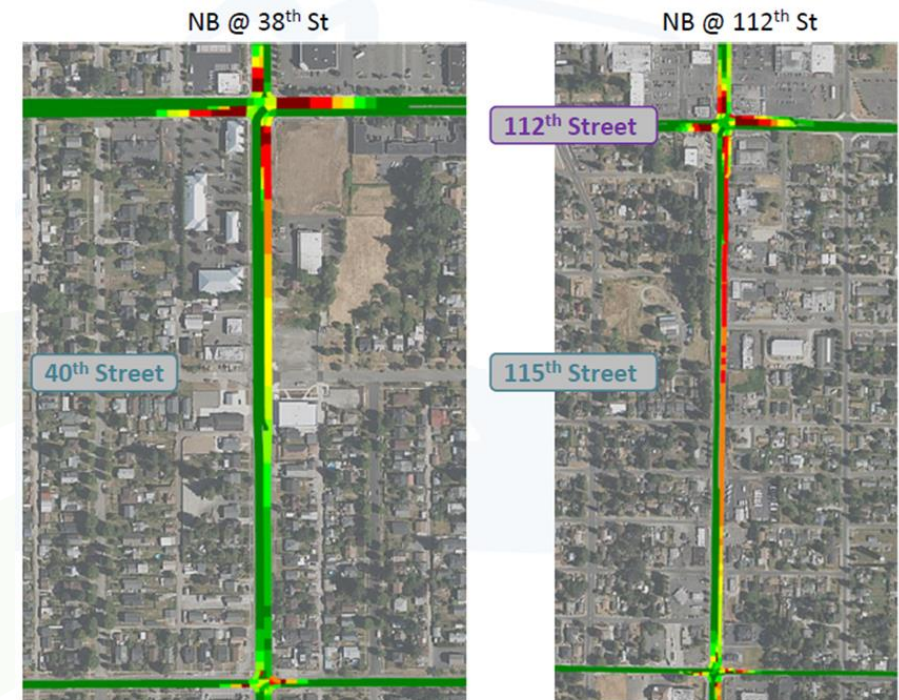
- 60 percent design package submitted
- Rigorous agency participation to date
- Still lacking overall agreement and consensus with partners on the project footprint and potential mitigation
- Current design requires significant agency agreements
 - Some agreements nearing resolution while others are 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.



Property Impacts at 96th St. Roundabout



Base Conditions – 2030 AM

Current Design Funding Challenge

Current Revenue/Funding Sources		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 for current design	\$197,933,927	Potential current design cost	\$311,400,000

Potential funding gap: \$113M

Project expenses to date: ~\$29M



Why We Are Here

Charting a Path Forward

Goals For Reimagined Design:

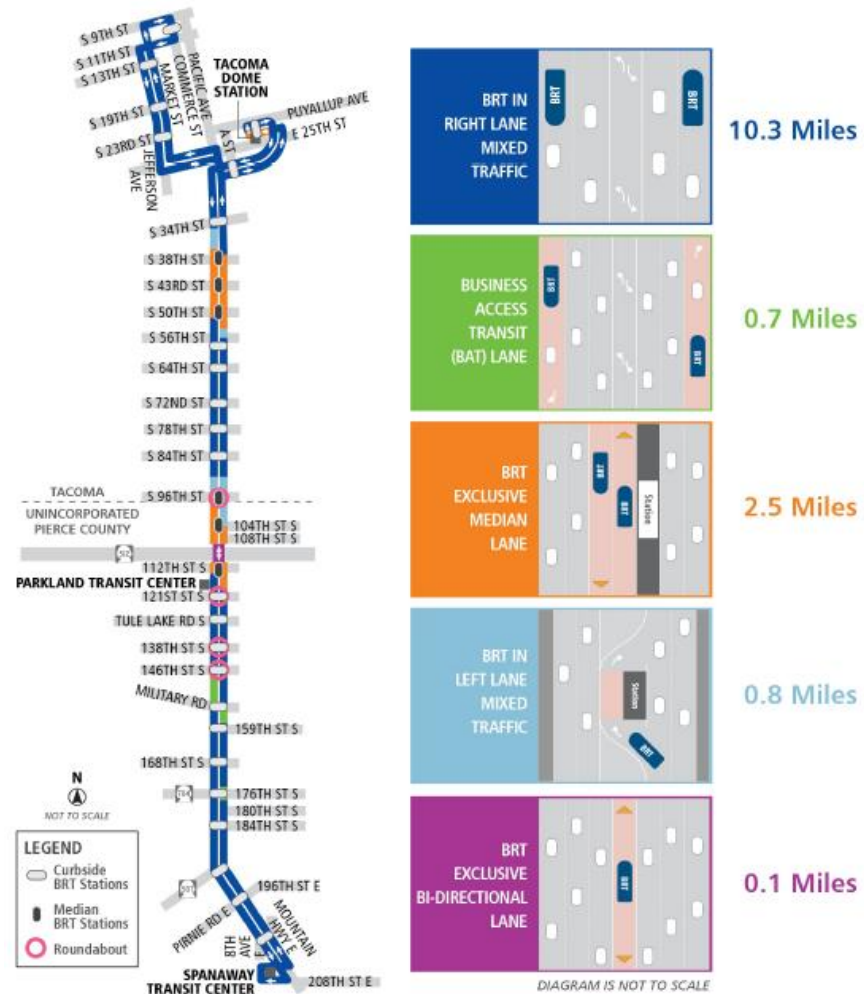
- Retain most important BRT features
- Maintain an FTA rating of MEDIUM or higher
- Avoid property impacts
- Deliver service more quickly
- Achieve parity with other BRT systems in the state, including RapidRide (KCM), The Vine (C-TRAN), and Swift (CT)



Previous LPA Design

Potential cost: \$311M

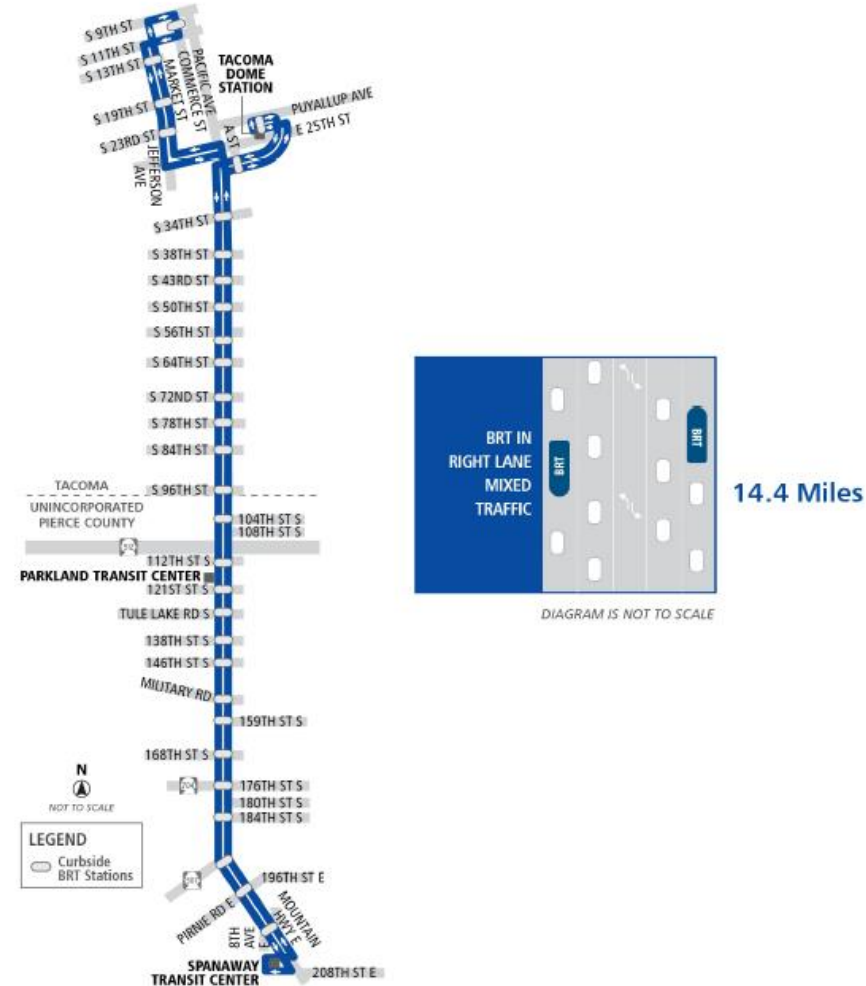
FTA Rating: Medium-High



Reimagined Design Concept

Estimated cost: \$187M

Estimated FTA Rating: Medium



Previous LPA Design

Potential cost: \$311M

FTA Rating: Medium-High

- 14.4 miles
- 3.3 miles of dedicated lanes
- 28 station pairs
- 4 roundabouts
- Transit Signal Priority (TSP)
- Connection to TDS
- Pedestrian improvements
- (17) – 60' CNG buses
- Estimated at least 317 properties affected
- Deep sewer work and environmental clean-up costs

Reimagined Design Concept

Estimated cost: \$187M

Estimated FTA Rating: Medium

- 14.4 miles
- No dedicated lanes
- 28 station pairs
- Roundabouts removed
- Transit Signal Priority (TSP)
- Connection to TDS
- Pedestrian improvements reduced
- (17) – 60' CNG buses
- Estimated 67 properties affected (includes removal of 35 public parking stalls, 10 driveway closures, 13 ROW parcels, and 11 permanent utility easement parcels)
- Deep sewer work and environmental clean-up costs mitigated by station placement

Small Starts Rating Estimation

Project Justification:

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

Local Financial Commitment:

- Capital Investment Grant share (<50%)

Value Engineering Session

May 30th – June 1st

Goals:

- Incorporate partner input and achieve partner support
- Shared understanding of the project objectives, constraints and path forward
- Ideas to reduce cost, maximize benefits and streamline reviews, approvals and permitting
- A reliable scope, schedule and budget

Takeaways & Outstanding Items:

- WSDOT would like to bring the 121st and 138th roundabouts back into the project.
- Sidewalk accessibility is a concern, though the total cost of the improvements being sought by partners would far exceed available funding.
- Updates to reports like the Intersection Control Evaluation (ICE) and Traffic Impact Analysis are required.
- Night vs. day construction work will need to be determined.
- Station placement flexibility may be affected by WSDOT's request for all far-sided stops.



Next Steps & Questions