

**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 96<sup>th</sup> Street SW

Lakewood, WA 98499

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

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**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**

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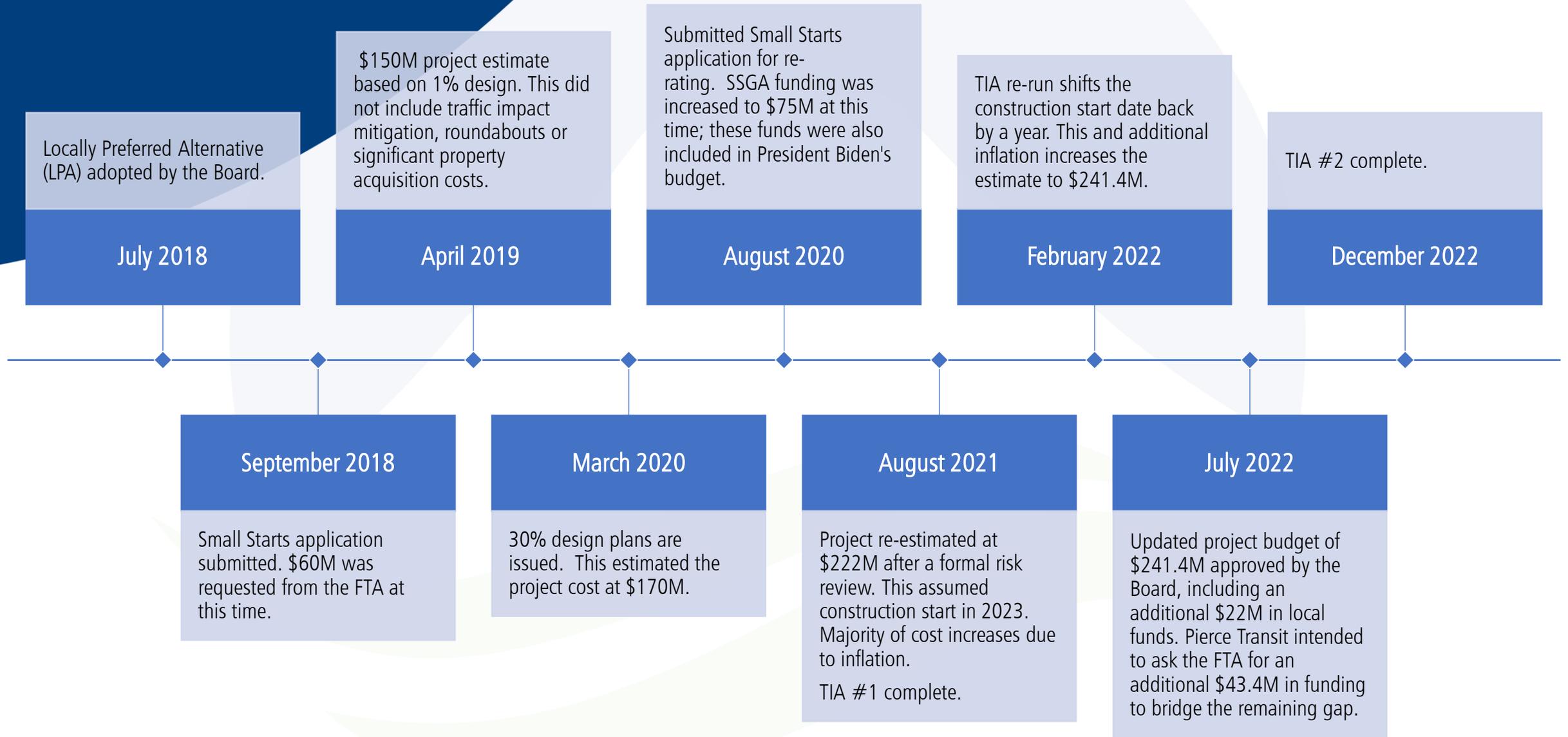


Pierce Transit  
***Stream***

Board of Commissioners Study Session

April 10, 2023

# History

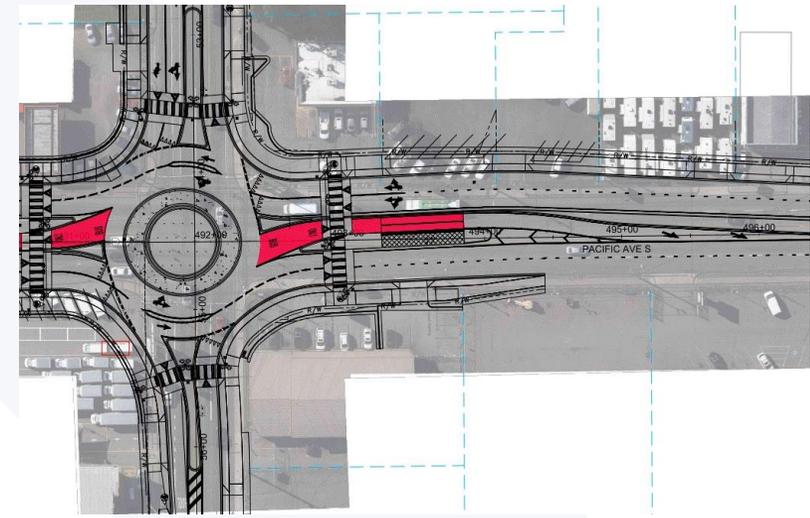


# Where We Are

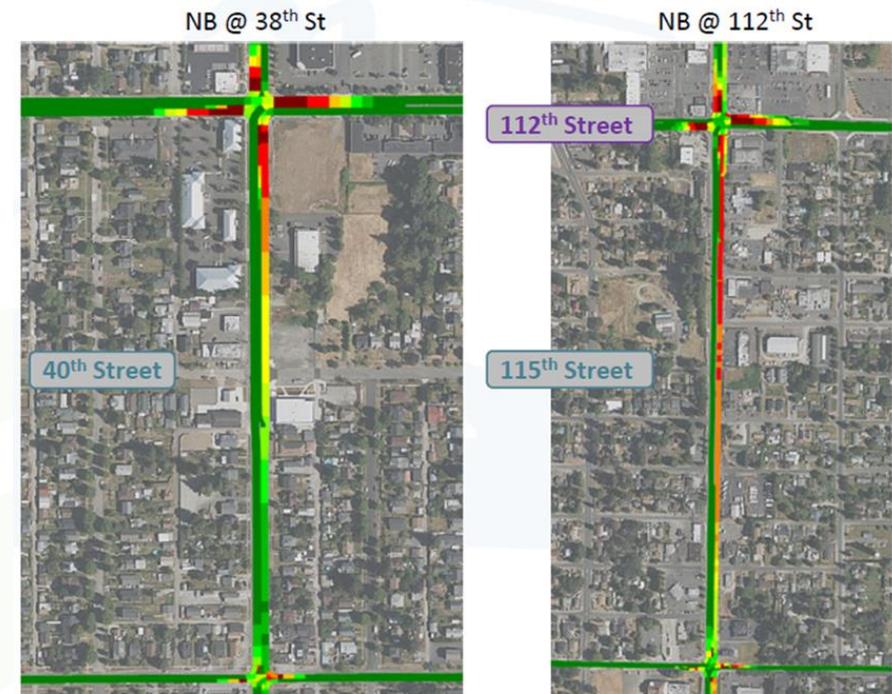
- 60 percent design package submitted
- Rigorous agency participation to date
- Still lacking overall agreement and consensus with partners on the project footprint and potential mitigation
- Current design requires significant agency agreements
  - Some agreements nearing resolution while others are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

# What We Have Learned

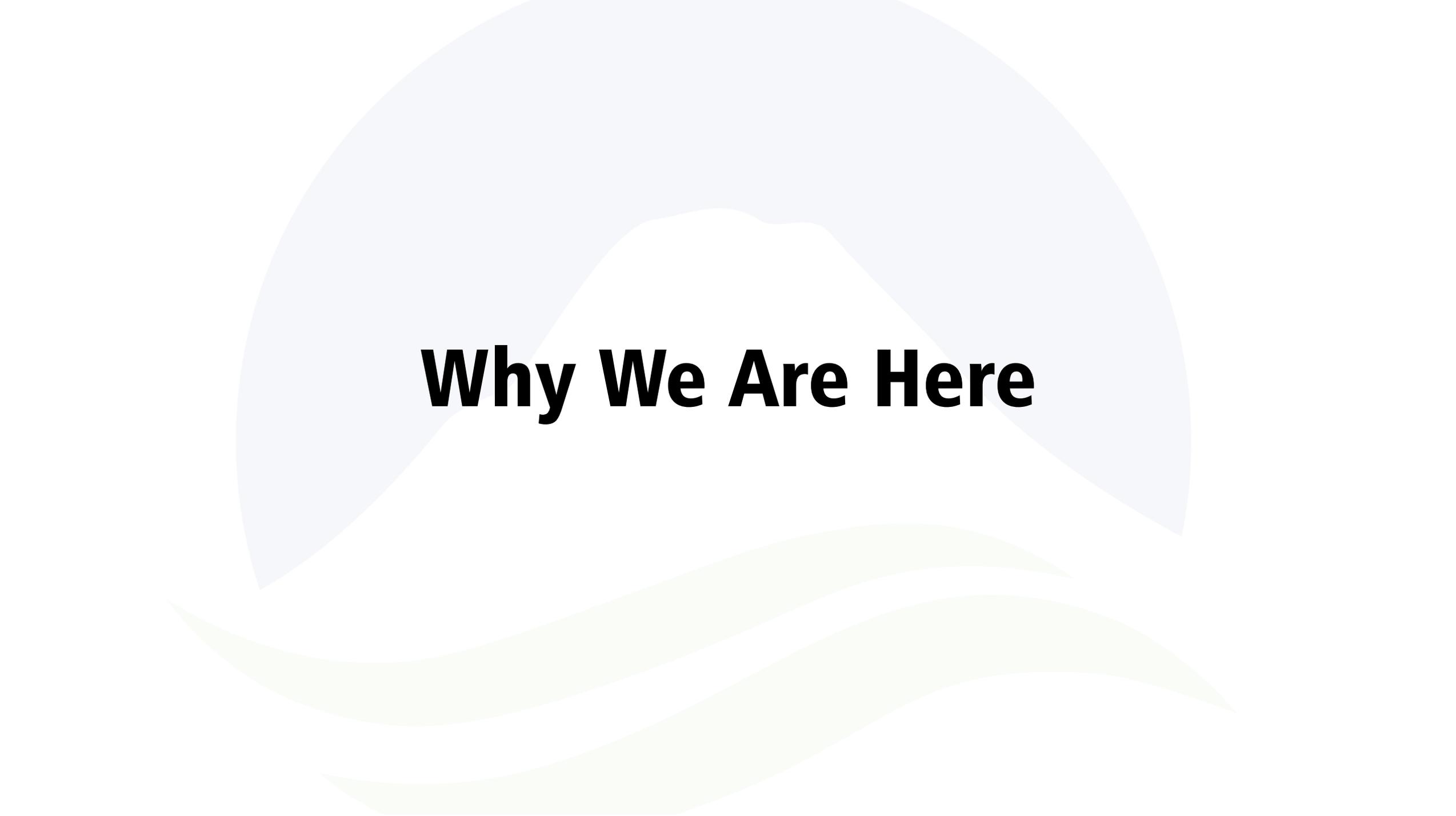
- Modeling of current corridor conditions
- Better understanding of property impacts
- Large median stations with a wide project footprint do not fit within the existing constrained corridor environment
- WSDOT is planning a "Complete Streets" project along SR-7 north of 121st St.
- Lack of transit benefit 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 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		
<b>Total anticipated funding</b>	<b>\$197,933,927</b>	<b>Potential current design cost</b>	<b>\$311,400,000</b>

Potential funding gap: \$113M

Project expenses to date: ~\$29M

# Charting a Path Forward

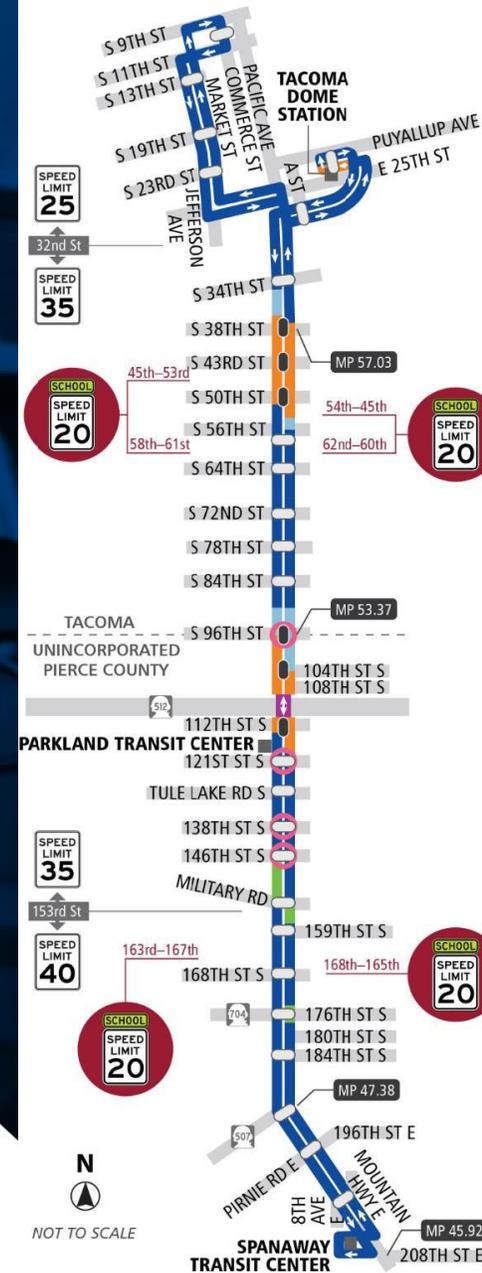
## Goals For Reimagined Design:

- 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

## Local Financial Commitment:

- CIG share (< 50%)

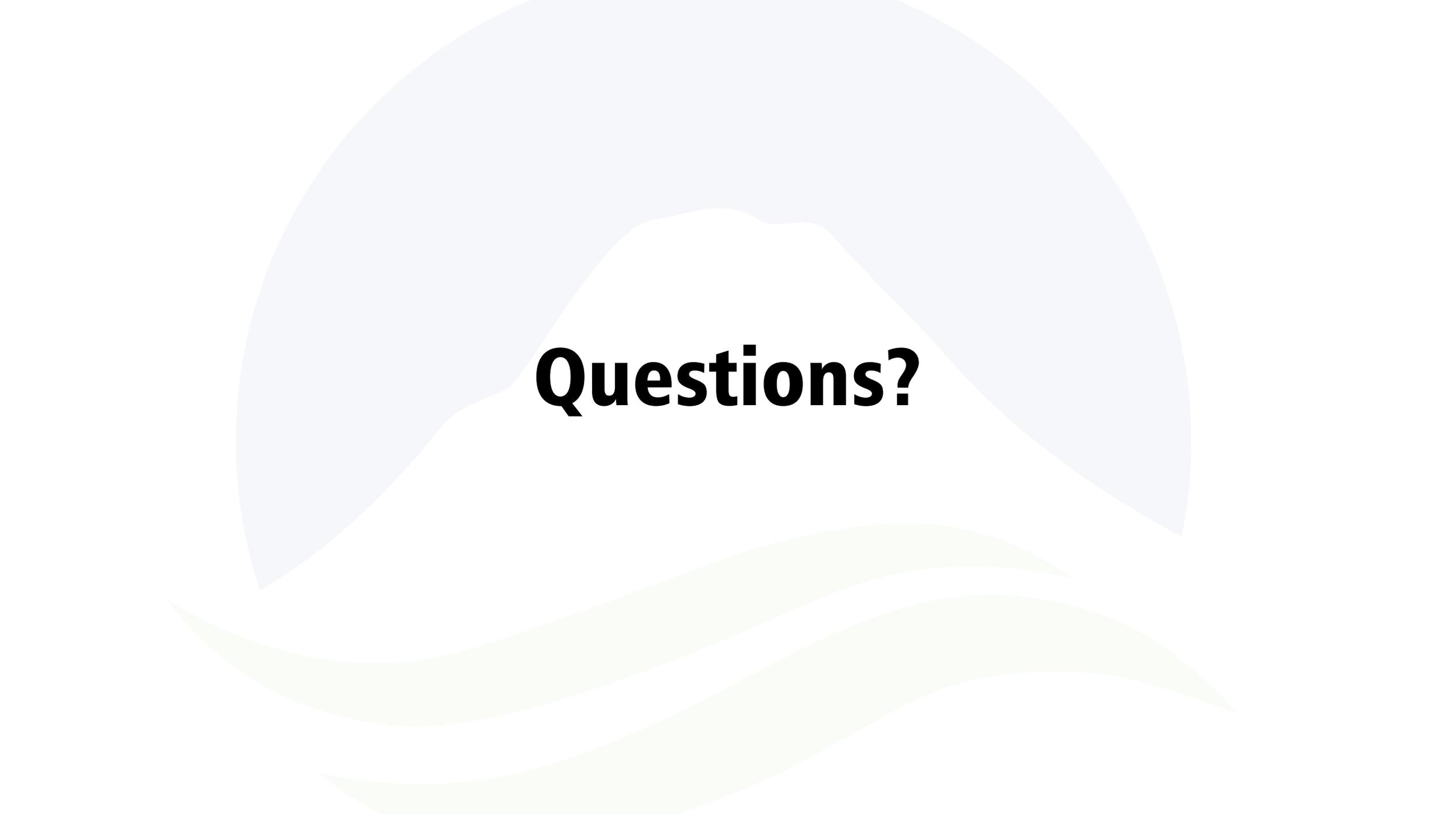
**Medium - High**

# 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?**



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