

RESOLUTION NO. R2016-07
Selecting the Puyallup Station Access Project Improvements

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	04/14/2016	Recommend to Board	Ric Ilgenfritz , PEPD Executive Director Don Billen, HCT Project Development Director
Board	04/28/2016	Final Action	Ken Lee, Senior Project Manager

PROPOSED ACTION

Selects the bicycle, pedestrian, and parking access improvements to be built for the Puyallup Station Access Improvement Project.

KEY FEATURES SUMMARY

- This action defines and selects the bicycle, pedestrian and parking access to be built for the Puyallup Station Access Improvements Project.
- In August 2014, the Board identified Package C: Large Eagles Garage with modifications, including bicycle, pedestrian, and parking access improvements, as the preferred alternative for environmental review.
- The August 2014 Board action also supported a funding partnership with WSDOT and the cities of Puyallup and Sumner to fund multi-modal improvements to the Traffic Avenue/SR410 interchange.
- Working with project stakeholders, Sound Transit developed the preferred improvements through conceptual engineering. In February 2016, environmental review was completed on the following potential access improvements:
 - Approximately 669 new parking stalls consisting of an approximately 503-stall parking garage at the Eagles site and approximately 166 surface parking stalls along the north side of 3rd Avenue Northwest (98 new surface stalls + 68 currently leased Eagles stalls). The estimated cost of the parking with traffic mitigation is \$53.1 million (2014\$).
 - Sidewalk and pedestrian lighting and bicycle improvements in the station area with an estimated cost of \$3.4 million (2014\$).
 - A pedestrian bridge from the garage over 5th Street NW to the Sounder Station platform with an estimated cost of \$3.7 million (2014\$).
 - A pedestrian and bike bridge over the railroad tracks at the station with an estimated cost of \$6.0 million (2014\$).
- Building all of the improvements evaluated in the environmental review along with a potential \$2.5M contribution to the Traffic Avenue Overpass/SR 410 Interchange Improvements project for non-motorized improvements will cost approximately \$68.7 million (2014\$) and exceed the ST2 plan representative project scope and the ST2 finance plan by approximately \$14 million (2014\$). The Traffic Avenue Overpass/SR 410 Interchange Improvements project is a separate project led by the City of Sumner in partnership with the Washington State Department of Transportation (WSDOT) and Sound Transit. The Traffic Avenue Overpass Project would provide better access for motorized and non-motorized users of Puyallup Station.
- Staff recommends selecting for the project to be built all improvements evaluated in the environmental review except the pedestrian and bike bridge over the railroad tracks at the station. This bridge has the least access benefits, is the lowest priority of the City of Puyallup, and would be better constructed if/when the Sounder station platform is extended. The estimated cost of the staff recommendation is \$60.2 million as compared to the ST2 finance plan of \$54.5 million. Staff is pursuing additional grant funding to close the remaining funding gap.

BACKGROUND

The Puyallup Station Access Improvement Project will build bicycle, pedestrian, and parking access improvements at the Puyallup station.

In November 2008, the voter-approved ST2 Plan included funding for access improvements to the Puyallup Sounder Station. During the process of refining the projects included in the ST2 plan, the Sound Transit Board responded to community concerns by calling for a Sounder Access and Demand Study. The Study evaluated potential access improvements to eight existing Sounder stations including Puyallup. The study provided a range of potential access improvement projects that Sound Transit could implement in full or in part, that would allow riders to use alternative modes of travel to the Puyallup Station.

The Puyallup Station Access Improvement Project builds on the results of the Sounder Station Access and Demand Study. The initial phase of the Puyallup Station Access Improvement Project evaluated parking, traffic, pedestrian and bicycle access improvements that could be made to improve rider access to the Puyallup Station. The study of various packages of parking and access improvements led to the Board identification in August 2014 of Package C: Large Eagles Garage with modifications as the preferred alternative for environmental review.

The August 2014 Board motion also identified that Sound Transit should consider a funding partnership with WSDOT and the cities of Puyallup and Sumner to fund multi-modal improvements to the Traffic Avenue/SR410 interchange.

The project completed environmental review in compliance with the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) with approval of a NEPA Documented Categorical Exclusion on February 10, 2016, by the Federal Transit Administration and a SEPA Determination of Nonsignificance issued by Sound Transit on February 17, 2016.

The environmental review evaluates a package of access improvements from which the Board may select some or all to build. The scope evaluated exceeds the ST2 representative project scope as shown below in response to public and stakeholder feedback to analyze additional access improvements.

Sound Transit has requested \$6.5 million for Design and ROW for Puyallup as part of this year's grant funding.

Access Improvements	ST2 Representative Scope	SEPA/NEPA Review
Additional parking	600 new stalls	669 permanent new stalls (includes replacing 68 stalls currently leased from Eagles)
Pedestrian and bike improvements in the station area	To be evaluated	Sidewalk and curb ramps, bike routes, and bike storage
Bike/pedestrian bridge(s)	Bridge over BNSF tracks	<ul style="list-style-type: none">• Bridge over BNSF tracks• Bridge over 5th Street NW

The pedestrian and bike improvements evaluated in the station area will enhance non-motorized access to the station, which in the last on-board survey constituted approximately 10 percent of Puyallup station ridership. The two pedestrian and bike bridges evaluated increase passenger

convenience within the station by facilitating crossings of 5th Street NW from the proposed parking garage and over the BNSF tracks between the station platforms. Surface crossings of 5th Street NW and the BNSF tracks would continue to be used by many patrons and would also be improved regardless of whether the bridges are built.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion Date for Conceptual Engineering: April 2016

Project scope, schedule and budget summary located on page 136 of the December 2015 Agency Progress Report.

FISCAL INFORMATION

Although there is no current fiscal action associated with this proposed action, the eventual improvements selected will have fiscal impacts. The total cost of all the potential access improvements for Puyallup Station exceed the ST2 Cost Estimate for this project. Any costs in excess of the ST2 cost estimate will be funded through Pierce County financial capacity unless offset by unanticipated grant funding. Specific impacts based on the selected access improvements will be addressed during future actions.

SMALL BUSINESS/DBE PARTICIPATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Outreach activities have included meetings with adjacent property owners, businesses, stakeholders, local jurisdictions, and agencies.

TIME CONSTRAINTS

A one-month delay would not significantly impact the timing of this project.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2014-64: (1) Identifies the Preferred Alternative for the Puyallup Station Access Improvement Project to advance into environmental review, and; (2) approves Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit’s Phase Gate process.

ENVIRONMENTAL REVIEW

JI 4/7/2016

LEGAL REVIEW

LA 8 April 2016

RESOLUTION NO. R2016-07

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the bicycle, pedestrian, and parking access improvements to be built for the Puyallup Access Improvement Project.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region, known respectively as Sound Move and Sound Transit 2 (ST2); and

WHEREAS, ST2, the plan for expanding high-capacity transit in the Central Puget Sound includes funding for improving access at Puyallup Sounder Station by building expanded surface parking, a multi-level parking structure and non-motorized improvements; and

WHEREAS, Sounder service between Puyallup and Seattle continues to experience growth in demand, with over 1,000 daily riders on Sounder or ST Express from the Puyallup Station, and a predicted 70 percent increase in ridership by 2035; and

WHEREAS, access alternatives were developed to reflect the range of issues and concerns received from regular meetings with Puyallup City staff, elected officials and other community stakeholders; and

WHEREAS, pursuant to Motion No. M2014-64, the Sound Transit Board identified for environmental review and preliminary engineering: Package C: Large Eagles Garage; and

WHEREAS, the Federal Transit Administration approved the Puyallup Station Access Improvement Project Documented Categorical Exclusion on February 10, 2016 in compliance with the National Environmental Policy Act; and

WHEREAS, Sound Transit issued a Determination of Nonsignificance (DNS) on February 17, 2016, in compliance with the State Environmental Policy Act; and

WHEREAS, the DNS was distributed to the public, affected local jurisdictions, regional, state and federal agencies; Native American tribes, community organizations and other interest groups and individuals; and

WHEREAS, Sound Transit provided a 14-day comment period on the DNS, which closed March 2, 2016. The comment period included an open house meeting; and

WHEREAS, the DNS and comment summary report, and other relevant documents and materials were provided to the Board for review and consideration before the Board's decision on the Puyallup Access Improvement Project; and

WHEREAS, after due consideration of the environmental, social, economic, and other relevant factors and information, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to select and implement the Puyallup Access Improvement project described below.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

SECTION 1. The parking and non-motorized improvement features of the Puyallup Access Improvement Project are described as follows:

- Approximately 669 new parking stalls consisting of an approximately 503-stall parking garage at the Eagles site and approximately 166 surface parking stalls along the north side of 3rd Avenue Northwest 98 new surface stalls + 68 currently leased Eagles stalls).
- Sidewalk, pedestrian lighting, and bicycle improvements in the station area.
- A pedestrian bridge from the garage over 5th Street NW to the Sounder Station platform.

Staff is directed to work with the City of Puyallup to identify the most cost effective means of constructing the sidewalk, pedestrian lighting, and bicycle improvements in the station area. In addition, staff is directed to work with the City of Puyallup to negotiate a development agreement or other land use permit with reasonable conditions of approval and that would provide certainty and predictability for the project.

SECTION 2. Sound Transit will implement the Puyallup Access Improvement project consistent with Board policy, and will involve local jurisdictions, businesses, community groups, affected institutions, and the public in its implementation.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 28, 2016.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator