Call to Order

Roll Call

CEO’s Opening Remarks

Mike Griffus
Chief Executive Officer

Presentation/Discussion

1:10 – 2:00  1. 2022 Proposed Budget

Brett Freshwaters
Executive Director of Finance

2:00 – 3:30  2. Review/Update of the Stream Bus

Tina Lee
Planning Manager

Rapid Transit Project

&

Sean Robertson
Senior Construction Project Manager

3:30 – 3:45  Break/Recess

3:45 – 4:45  3. Review/Update of the Maintenance

Doug Dickinson
Senior Project Manager

and Operations Base Improvement

(MOBI) Project

4:45 – 5:00  Closing Remarks/Recap

Mike Griffus
Chief Executive Officer

Adjournment

American Disability Act (ADA) accommodations are available with a 72-hour notice. Please contact the Clerk’s office at 253-581-8066 for special accommodations.
Pierce Transit
Lakewood, Washington
2022 Budget

“Connecting You with Life”
Division Strategic Initiatives

- Executive
- Administration
- Finance
- Maintenance
- Planning & Community Development
- Service Delivery & Support
Strategic Initiatives
Executive Division Highlights

• Position Pierce Transit as a South Sound leader in zero-emission policy and deployment among state and federal lawmakers
• Ensure BRT System Expansion remains top-of-mind for state and federal lawmakers
• Explore the idea of an agency employee app to enhance internal communications
• Continue growing agency’s social media engagement and followers
• Establish new relationships and reinforce existing partnerships between Pierce Transit leadership and community stakeholders
• Foster a culture of trust and open communication between the CEO and Pierce Transit staff
Strategic Initiatives
Administration Division Highlights

• Participate in and enhance agency outreach efforts
• Strengthen and enhance the EEO and DEI programs
• Deliver a comprehensive development program for employees
• Provide tools and services that enable data-driven decisions
Strategic Initiatives
Finance Division Highlights

- Ensure effective information technology and data gathering governance structures through inter-departmental collaboration
- Continue to implement effective cyber security measures and ensure a robust data backup and business continuity system
- Implement processes that will lead to cost savings/increase efficiencies
- Implement process/programs to improve financial accountability and reduce risk of loss
Strategic Initiatives
Maintenance Division Highlights

- Develop employee-led safety initiatives
- Expand opportunities for transparency and employee engagement
- Advance Battery Electric Bus utilization
- Foster a healthy work environment
Strategic Initiatives
Planning & Community Development Division Highlights

• Recover ORCA for Business ridership
• Enhance Vanpool service quality and performance
• Complete Stream BRT expansion study
• Expand community partnerships
• Establish equity planning framework
Strategic Initiatives
Service Delivery & Support Division Highlights

• Improve public confidence in the safety of the system
• Increase focus on innovative ways to rebuild ridership
• Improve the safe operations of our services and Agency
• Develop and maintain programs that enhance the customer experience
• Increase service reliability and improve On Time Performance
## Where Our Revenue Comes From

### 2022 Operating Revenue

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>$104,956,178</td>
</tr>
<tr>
<td>Sound Transit*</td>
<td>$53,818,060</td>
</tr>
<tr>
<td>Fares</td>
<td>$6,747,477</td>
</tr>
<tr>
<td>Grants</td>
<td>$2,966,320</td>
</tr>
<tr>
<td>Other</td>
<td>$28,247,417</td>
</tr>
<tr>
<td><strong>Total Operating Revenue</strong></td>
<td><strong>$196,735,452</strong></td>
</tr>
</tbody>
</table>

* Sound Transit contracts with Pierce Transit to provide Regional transit service
## Budget Comparison
### Operating Revenues

<table>
<thead>
<tr>
<th></th>
<th>2021 Year-End Estimate</th>
<th>2022 Budget</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Income</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fares</td>
<td>$ 5,895,776</td>
<td>$ 6,747,477</td>
<td>14.4%</td>
</tr>
<tr>
<td>Advertising</td>
<td>500,000</td>
<td>500,000</td>
<td>0%</td>
</tr>
<tr>
<td>Regional Transit Service</td>
<td>46,146,584</td>
<td>53,818,060</td>
<td>16.6%</td>
</tr>
<tr>
<td><strong>Non-Operating Income</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>100,919,402</td>
<td>104,956,178</td>
<td>4.0%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>32,721,946</td>
<td>27,747,417</td>
<td>-15.2%</td>
</tr>
<tr>
<td>Operating Contributions</td>
<td>3,078,091</td>
<td>2,966,320</td>
<td>-3.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$ 189,261,800</td>
<td>$ 196,735,452</td>
<td>3.9%</td>
</tr>
</tbody>
</table>

* Totals May not add due to rounding
# Where Our Revenue is Spent

## 2022 Operating Expenditures

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages</td>
<td>$77,490,382</td>
</tr>
<tr>
<td>Benefits</td>
<td>$30,351,438</td>
</tr>
<tr>
<td>Maintenance &amp; Operations</td>
<td>$46,539,108</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$154,380,928</strong></td>
</tr>
<tr>
<td>Non-Operating</td>
<td>$1,143,054</td>
</tr>
<tr>
<td>Transfer to Other Funds</td>
<td>$61,510,479</td>
</tr>
<tr>
<td>(self insurance and capital)</td>
<td></td>
</tr>
<tr>
<td><strong>Total Operating Expenditures</strong></td>
<td><strong>$217,034,461</strong></td>
</tr>
</tbody>
</table>

Note that Total Operating Revenue is $20.3 million less than Expenditures.
# Budget Comparison

## Operating Expenditures

<table>
<thead>
<tr>
<th></th>
<th>2021 Year-End Estimate</th>
<th>2022 Budget</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages</td>
<td>$ 70,673,162</td>
<td>$ 77,490,382</td>
<td>9.7%</td>
</tr>
<tr>
<td>Benefits</td>
<td>26,845,134</td>
<td>30,351,438</td>
<td>13.1%</td>
</tr>
<tr>
<td>M &amp; O</td>
<td>41,722,427</td>
<td>46,539,108</td>
<td>11.5%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>139,240,723</strong></td>
<td><strong>154,380,928</strong></td>
<td><strong>10.9%</strong></td>
</tr>
<tr>
<td>Non-Operating</td>
<td>4,056,296</td>
<td>1,143,054</td>
<td></td>
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<tr>
<td>Transfers</td>
<td>20,647,692</td>
<td>61,510,479</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 163,944,711</strong></td>
<td><strong>$ 217,034,461</strong></td>
<td></td>
</tr>
</tbody>
</table>

* Totals May not add due to rounding
Service by the Numbers

2022 Operating Statistics

• Transit Service Hours: 1,076,064
  • *One year of Service Hours* = 122 years

• Transit Service Miles: 19,136,271
  • *One year of Service Miles* = *3,339 round trips from Tacoma to NYC*

• Transit Service Rides: 7,672,978
  • *One year of Passenger Rides* = *316 times the Tacoma Dome capacity*
Types of Service We Provide

2022 Operating Statistics – Ridership by Mode

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ridership</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>7,002,154</td>
<td>91%</td>
</tr>
<tr>
<td>Shuttle</td>
<td>270,824</td>
<td>4%</td>
</tr>
<tr>
<td>Vanpool</td>
<td>400,000</td>
<td>5%</td>
</tr>
</tbody>
</table>
Infrastructure it Takes

Vehicle Inventory
- 293 Fixed Route*
- 102 Shuttle
- 369 Vanpool
- 115 Non-Revenue

Passenger Facilities & Amenities
- 8 Transit Centers
- 4 Park & Ride Lots
- 2185 Bus Stops

Technology
- 27 Core Systems
- 500 PCs, Laptops, & Tablets
- 160 Physical & Virtual Servers

Base Facilities
- 7 Administrative Buildings
  Totaling 167,841 square feet

*Includes Sound Transit
Where We Serve

Fixed Route and SHUTTLE

- Auburn
- Edgewood
- Fife
- Fircrest
- Gig Harbor
- Lakewood
- Milton
- Pacific
- Puyallup
- Ruston
- Steilacoom
- Tacoma
- Unincorporated Pierce County
- University Place
- Contracted routes with Sound Transit
  - Lakewood to Seattle with stops in between
Where We Serve

Vanpool

Vanpool by Originating County

Vanpool by Destination County
Our Employees
Personnel Budget

Personnel

- 2022 Budget 981 positions / 960 Full-Time Equivalents (FTEs)
- Net increase of 21 positions from the 2021 Budget

31 New Positions
- 1 Employee Services Analyst
- 2 Communication Technician
- 1 BEB Program Coordinator
- 15 Transit Operators
- 12 Relief Transit Operators

10 Position Reductions
- 10 Transit Operators (Shuttle)
Capital
Capital Projects
2022 Budget

$80M Carryover
$205M New
Total Capital Budget $285M

9 projects have Grant funds that total $175.5M or 62%

Capital Project Budget by Category
- Other 61%
- Base Facilities 21%
- Technology 8%
- Passenger Facilities 3%
- Revenue Vehicles 7%

Capital Project Budget by Class
- Expansion Projects 82%
- Replacement Projects 18%

22
Capital Projects
2022 Budget

Major Capital Projects – Greater than $5M

Stream - Bus Rapid Transit (BRT) $166.0M

Maintenance & Operations Base Improvements (MOBI) $60.8M
Capital Projects
2022 Budget

Major Capital Projects – Greater than $5M, continued

Spanaway Transit Center $5.3M

Bus Replacement $12.0M 2021 & 2022
24 Buses
Capital Projects

2022 Budget

Major Capital Projects – Greater than $5M, continued

Computer Aided Dispatch/Automated Vehicle Location System (CAD/AVL) $10.4M
6 Year Plan

Six-Year Plan / Budget
Six-Year Financial Plan
2022 – 2027 Assumptions

• Sales Tax Projections
  • 2022 4.0%
  • 2023-2027 3.5%

• Wage adjustments 4.1%
  • Includes step increases and COLA,

• Benefits
  • Medical and Dental premiums 5%
  • Hold benefits as a percent of wages to 39%

• Fixed Route Service Hours
  • Includes 10,000 hours BRT in 2025 & 2026
  • Projected Sound Transit Service hours decrease 2024 & 2025

• Sustainable
## Six-Year Financial Plan
### 2022 – 2027 Summary

<table>
<thead>
<tr>
<th>$ In Millions (rounded)</th>
<th>2021 Year-End Estimate</th>
<th>2022 Budget</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beginning Balance</td>
<td>$72.6</td>
<td>$97.9</td>
<td>$77.6</td>
<td>$42.9</td>
<td>$26.5</td>
<td>$26.2</td>
<td>$28.6</td>
</tr>
<tr>
<td>Revenue</td>
<td>189.3</td>
<td>196.7</td>
<td>175.4</td>
<td>174.3</td>
<td>165.0</td>
<td>170.6</td>
<td>176.4</td>
</tr>
<tr>
<td>Total</td>
<td>$261.9</td>
<td>$294.6</td>
<td>$253.0</td>
<td>$217.2</td>
<td>$191.5</td>
<td>$196.9</td>
<td>$205.1</td>
</tr>
<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$143.3</td>
<td>$155.5</td>
<td>$160.5</td>
<td>$160.0</td>
<td>$153.6</td>
<td>$159.6</td>
<td>$165.1</td>
</tr>
<tr>
<td>Transfers from Operating</td>
<td>20.6</td>
<td>61.5</td>
<td>49.7</td>
<td>30.8</td>
<td>11.7</td>
<td>8.6</td>
<td>12.6</td>
</tr>
<tr>
<td>Total</td>
<td>$163.9</td>
<td>$217.0</td>
<td>$210.2</td>
<td>$190.7</td>
<td>$165.3</td>
<td>$168.2</td>
<td>$177.7</td>
</tr>
<tr>
<td><strong>Operating Ending Balance</strong></td>
<td>$97.9</td>
<td>$77.6</td>
<td>$42.9</td>
<td>$26.5</td>
<td>$26.2</td>
<td>$28.6</td>
<td>$27.3</td>
</tr>
<tr>
<td><strong>Required Balance</strong></td>
<td>$23.2</td>
<td>$25.7</td>
<td>$26.6</td>
<td>$26.5</td>
<td>$25.4</td>
<td>$26.4</td>
<td>$27.3</td>
</tr>
<tr>
<td><strong>Margin / (Deficit)</strong></td>
<td>$74.7</td>
<td>$51.9</td>
<td>$16.3</td>
<td>$ -</td>
<td>$0.8</td>
<td>$2.2</td>
<td>$ -</td>
</tr>
</tbody>
</table>

* Totals May not add due to rounding
# 2022 Budget Summary

**Appropriations**

- Balanced
- Meets Reserve Requirements
- Sustainable for Operations

<table>
<thead>
<tr>
<th>Appropriations</th>
<th>2022 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td>$155,523,982</td>
</tr>
<tr>
<td>Capital</td>
<td>285,133,952</td>
</tr>
<tr>
<td>Insurance</td>
<td>2,540,000</td>
</tr>
<tr>
<td><strong>Total Appropriations</strong></td>
<td><strong>$443,197,933</strong></td>
</tr>
</tbody>
</table>
Next Steps
2022 Budget

- CTAG Presentation 10/28
- Public Hearing 11/8
- Budget Adoption 12/13
BRT Update

We’ll discuss the following:

- Current Design
- Schedule Update
- 60% Cost Estimate
- FTA $75M Funding
- Options Moving Forward
- Next Steps
CURRENT DESIGN
BRT Route Overview

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY
Lane types vary based on traffic priority & station location.
Key Changes

- Roundabouts at 96th, 121st, 138th, and 146th
- Curb Side Stations between 57th and 84th
- Station Refinements

Design Development posted to RideStream.org
BRT Safety Improvements

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY
96th St. Roundabout

Population will increase by 25% (nearly 250,000)

Employment opportunities will likely grow by 85%

Per 1,000 people, Washington averages 870 vehicles
Shift Stations to Curb from 57th to 84th

Preliminary VE Benefits: Estimated $6.8 Million Savings

Early Design Development

Nearing 60% Design Development

- Reduces $3.5M Construction Impact
- Reduced $3.3M ROW Impact
- Eliminated 61 property impacts
- Reduced Ongoing Air Rights Cost
- Increased Passenger Travel Time
Stations will feature:

- ORCA Card readers
- Real-time bus tracker
- Protection from weather
- Ticket vending machines
- Parking for bikes and e-scooters
- Platforms spanning entire length of bus
- Raised platforms for improved accessibility
SCHEDULE UPDATE
Project Timeline

2017
- Assess corridor conditions
- Develop project purpose & need
- Mode selection
- Develop alternatives

2018
- Select locally preferred alternative
- Begin FTA Small Starts application
- Conduct additional traffic analysis
- Begin initial environmental review

2019
- Continue environmental review
- Begin design
- Launch BRT Community Committee

2020-2021
- Continue design
- Finalize NEPA environmental review
- Begin property acquisition

2022-2025
- Continue property acquisition
- SEPA Checklist Issued
- Begin construction
- Open to service

SEPA Checklist Issued
Property Impacts

Offer/Settlement Thresholds and Party Responsible for Approval

- **90% (323 parcels)**: $0 - $40,000 (Exec. Dir. Planning)
- **5% (17 parcels)**: $40,001 - $75,000 (Exec. Dir. Finance)
- **4% (14 parcels)**: $75,001 - $200,000 (CEO)
- **2% (6 parcels)**: $200,001 - $1,000,000 (EFC or SDCC)
- **0% (0 parcels)**: $1,000,000+ (Board and FTA)
Acquisitions Timeline
SHOWN BY CONSTRUCTION PHASE
60% COST ESTIMATE
<table>
<thead>
<tr>
<th>Benefits</th>
<th>Corridor Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>9  New Signalized Crosswalks</td>
<td>72  New Pedestrians Scale Lights</td>
</tr>
<tr>
<td>11 New/Upgraded Controlled Ped. Crossings</td>
<td>230 New or Upgraded Curb Ramps (ADA)</td>
</tr>
<tr>
<td>12 Pedestrian Refuge Areas at Median Stations</td>
<td>3  Miles of Transit Lanes for Bus/Emergency Veh.</td>
</tr>
<tr>
<td>4  Roundabouts for Safe and Efficient Traffic Flow</td>
<td>214 New Street Trees</td>
</tr>
<tr>
<td>19 New or Improved Traffic Signals</td>
<td>56  BRT Stations with Real Time Info. Signs</td>
</tr>
<tr>
<td>1  Mile Shared-Use Path (Pedestrians &amp; Bicyclists)</td>
<td>29  Improved Stormwater Infrastructure</td>
</tr>
<tr>
<td>4  Miles of New or Improved Sidewalks</td>
<td>20  Minutes of Transit Travel Time by 2030</td>
</tr>
</tbody>
</table>
Project Funding

Bringing resources back to our community.

- $60 million  ST Partnership Funds
- $19 million  WSDOT LEAP & Other Grants
- $13 million  FTA & State Grant Awards
- $ 3 million  Pierce Transit Local Funds Grant Match
- $75 million  FTA Small Starts Grant Request (Pending)

$170 million  Total Budget

9/24/21: 60% Cost Estimate Identifies $15M Additional Need to Complete Project
Cost Savings Included in 60% Estimate:

• LPA-Adapted: 64th to 95th Streets switched from median lanes to side stations at curb

• Moving the 56th Station towards 57th Street and to side station at curb

• Design refinements for station design

• Reduced amenities at stations

• Design refinements along corridor

• Additional utility savings from design refinement (TPU & TW)
FTA $75M FUNDING
Project listed in 2021 Presidential Budget

• FTA requires successful Risk Assessment and Readiness Review after 60% design to recommend grant award

• Risk Assessment & Readiness Review needs to begin by March 2022 to award grant by October 2022

• FTA will not hold funds indefinitely, risk of funds being transferred to another eligible transit project

• Project partners, WSDOT & COT, requesting additional traffic modelling to enhance TIA

• Critical BRT agreements must also be in place before Readiness Review
OPTIONS MOVING FORWARD
<table>
<thead>
<tr>
<th></th>
<th>TIA Bookends</th>
<th>Re-Run TIA, New Growth Rate</th>
<th>Current TIA + Impacts Added</th>
<th>Re-Run TIA, Network Analysis</th>
<th>Stream 1 Phased, Pierce County Segment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Keep TIA with current 1.7% model</td>
<td>Re-run TIA with corridor analysis with new growth rate.</td>
<td>TIA accepted with additional effort/Synchro at 56th &amp; 112th.</td>
<td>New traffic analysis run as a network analysis for entire corridor.</td>
<td>Complete design and implement BRT in south of 99th Street. Express service only north of 99th.</td>
</tr>
<tr>
<td></td>
<td>Bookend with additional chapter running model with PSRC recommended growth rate</td>
<td>Update TIA and information based on new model run.</td>
<td>Identify additional mitigation based on updated measures of effectiveness</td>
<td>Update plans following completion of TIA.</td>
<td>Additional effort and model information around SR512.</td>
</tr>
<tr>
<td></td>
<td>Bookends will identify updates to reflect project impacts</td>
<td>Update plans after TIA complete.</td>
<td>Update plans after additional impacts identified</td>
<td>Update plans after additional impacts identified</td>
<td>Build only with available grant, ST and local funds.</td>
</tr>
<tr>
<td></td>
<td>Update 60% plans to reflect TIA Bookends effort</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>3</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
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<tr>
<td>5</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

June 2022
Final TIA Bookends Chapter adopted, concurrent updates to 60% Plans:

FTA $75M Grant Impact:
- Delay in grant award.
- Schedule delay may lose grant.
- Design changes may require rerating of project and loss of grant.

Potential loss of $75.2M Grant + $400K - $750K for TIA + 3.5M Project Escalation + additional design costs

June 2022

April 2022

September 2022

March 2022
Options

Requires commitment from all partners.

- High risk due to schedule delays, all options add cost due to modelling, additional design and construction escalation
- FTA will not hold funds indefinitely, risk of funds being transferred to a different eligible transit project
- Added Jim Duggan, Parametrix, to lead coordination with COT/WSDOT on TIA Bookends effort and critical FTA Agreements to meet June deadline
- Mike Griffus and COT Kurtis Kingsolver meeting bi-weekly for regular PT/COT executive guidance
Key Risks

Additional Potential Budget Pressures:

- Additional mitigation may needed following Bookend modelling, not accounted for in 60% Cost Estimate and may not be funded by FTA
  - Key intersections in COT with delays or long queue for one leg of intersection need to be addressed, this requirement was not previously disclosed
  - 56th Street intersection, continues to be significant discussion, indicating ongoing desire for roundabout or fixes to existing problematic design
  - SR-512 on or off ramp queuing capacity may need to be added
- Relocating deep utilities and sewer from under roadway, requires negotiation with COT
- TIA Bookend scope unclear if partners will require network analysis pending results of additional traffic model run
Key Risk

Financial:
• Cost & schedule impact of additional traffic analysis
• $75M Capital Investment Grant Investment in jeopardy
• Project budget escalation due to schedule delays

Construction Requirements:
• Conflicting requirements between WSDOT and COT – night work vs. day work
• Approval to allow roundabout construction over a weekend
To reach $75M FTA Grant funding, maintaining timeline is critical.

<table>
<thead>
<tr>
<th>Event</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIA Bookend Scoping</td>
<td>Sept 27, 2021</td>
<td>Oct 8, 2021</td>
</tr>
<tr>
<td>Bookend Modelling</td>
<td>Oct 11, 2021</td>
<td>Nov 19, 2021</td>
</tr>
<tr>
<td>Bookend Chapter Review &amp; Approval</td>
<td>Nov 29, 2021</td>
<td>Feb 18, 2022</td>
</tr>
<tr>
<td>BRT Design Updates, Updated Cost Estimates, Independent Risk Assessment</td>
<td>Feb 7, 2022</td>
<td>Mar 18, 2022</td>
</tr>
<tr>
<td>Third Party Agreements In Place</td>
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QUESTIONS?
Project Overview
EXISTING
BASE
PROPERTIES
EXISTING BUILDING NUMBERS
Project Overview

2016 Base Master Plan (BMP)
Project Overview

2018 Update to BMP - phased development approach to address:
  • Aging infrastructure
  • Unmet needs of the current fleet
  • Provide additional capacity for projected fleet growth through 2040

Primary Goals
  • Increase vehicle parking
  • New fuel and wash facility
    • Alleviate existing bottleneck
  • Increase maintenance capacity of existing base
  • Upgrading facilities to contemporary safety and operation standards
    • Support needs of BRT-1 buses
  • Maintain operational capacity during construction
Project Overview

2019/20 Refinement to BMP
- Design Charrettes
- Combine Fuel & Wash Buildings
- BRT-1 Fleet Electrification Evaluation
- Maintenance Building: New Building versus Tenant Improvements
- Provide additional capacity for projected fleet growth through 2040

- Primary Goals Added
  - Combined fuel and wash facility for efficiency
    - Expand fueling capacity to alleviate bottleneck
  - Upgrading facilities to contemporary safety and operation standards
    - Right size the building to the needs of the Fleet
    - Support needs of BRT-1 buses
    - Standard bus electric charging
GMP-1
PROJECTS
(Completed)

BLDG. 8 & BLDG. 7 Awning Demolished

Expansion of South Base Parking Lot Electric Vehicle Charging
GMP-2 Projects

Stockpile “good” soil from fuel & wash civil work for future use

New Fuel and Wash civil work (under construction)

Expansion of Building 4 Visitor & ADA Lot (complete)
GMP-2A Projects

Standard Bus Electric Fueling Station (complete)

New Fuel and Wash Facility (under contract)

Provide Parking for Shuttle & Relief Fleet (under construction)
FUTURE PROJECTS

Complete demolition of West Base

Raise West Base & employee parking lot for phased maintenance building

Removal of existing fuel and wash facilities to increase bus lot capacity

Reorient bus parking from N-S to E-W
FUTURE PROJECTS

- Relocate Van Pool
- Tenant Improvements for Facilities Maintenance
- Fuel & Wash
- Tenant Improvements for Comm/Tech in preparation of Building 7 demo
- Relocate Service Supervisors to Building 5 in preparation of Building 7 demo
Replace existing Building 1 in a phased approach
Project Challenges

- Maintain 24/7 operations
  - Operating at maximum capacity
- Maintain Maintenance & Operations space requirements during construction
- Accommodate Sound Transit buses beyond BMP 2018
- Sound Transit buses staying longer than originally planned

- Escalating costs
  - Material
  - Labor
  - Equipment

- Material shortages
  - Long lead times
  - No cost “lock in” or price guarantee
Tracking Project Cost Influences

- Material:
  - Up significantly due to supply shortages
  - Seattle materials pricing changes 2019 – Q1 2021:

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<tr>
<th>Material</th>
<th>Q1 21</th>
<th>National averages</th>
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Source: Mortenson Seattle Construction Cost Index, Q1 2021
How are project costs controlled?

• Design
  • Progress estimates and schedules prepared and checked
  • General Contractor/Construction Manager (GC/CM) provides constructability input and recommended work packaging
  • Designer and contractor prepare independent estimates which are compared and reconciled

• Construction
  • Bid work: Any work suitable for bidding is put out for conventional low bid competition, with work awarded to the lowest responsive and responsible bidder.
  • Negotiated work: High risk or schedule sensitive activities are negotiated as allowed by RCW 39.10 with contractor estimates validated by independent estimates
Phasing
Based on ST vacating their buses beginning 2023
Phasing based on Huitz Zollars July 1, 2020 Report: Building 1 and New-In-Liew Building Comparison
Funding
FUNDING

- Funded through the 2015-2020 6-year Plan:
  - 2017: $572,000
  - 2018: $15,670,054
  - 2019: $7,148,138
  - 2020: $130,000
- Other Capital Projects Rolled into this Project: $10,157,425
- Funding total through 2020: $33,677,647
FUNDING

• Funded through the 2022-2027 6-year Plan:
  • 2022: $35,525,850
  • 2023: $35,758,695
  • 2024: $19,848,293
  • 2025: $37,067,057
  • 2026: $35,078,474
  • 2027: $15,981,196
  • No six-year funding beyond Building 1, Phase 3
FUNDING

• Phase Funding through the 2022-2027 6-year Plan:
  • 2022: $35,525,850
    • Construction: Complete Fuel & Wash Building, tenant improvements
      Building 6, demolish Buildings 2&3, reorient bus parking, New Building
      1 phase 1 & civil, Frontage Improvements
  • 2023: $35,758,695
    • Construction: Complete New Building 1, phase 1 & civil, 94<sup>th</sup> Street
      Improvements
FUNDING

• Phase Funding through the 2022-2027 6-year Plan:
  • 2024: $19,848,293
    • Construction: New Building 1 phase 2
  • 2025: $37,067,057
    • Construction: New Building 1, phase 3
  • 2026: $35,078,474
  • No six-year funding for construction beyond Building 1, Phase 3
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QUESTIONS