

Meeting Location: Teleconference
Phone: 253-215-8782
Meeting ID: 854 5727 0790

Virtual Meeting Participation Information:

Due to the COVID-19 Pandemic, a physical meeting location will not be provided for this meeting. The public is welcome to attend the meeting by calling 1-253-215-8782 or 1-669-900-6833 and entering Meeting ID No. 854 5727 0790, or by accessing <https://us02web.zoom.us/j/85457270790>.

	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 Rapid Transit Project	Tina Lee Planning Manager & Sean Robertson Senior Construction Project Manager
3:30 – 3:45	Break/Recess	
3:45 – 4:45	3. Review/Update of the Maintenance and Operations Base Improvement (MOBI) Project	Doug Dickinson Senior Project Manager
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



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

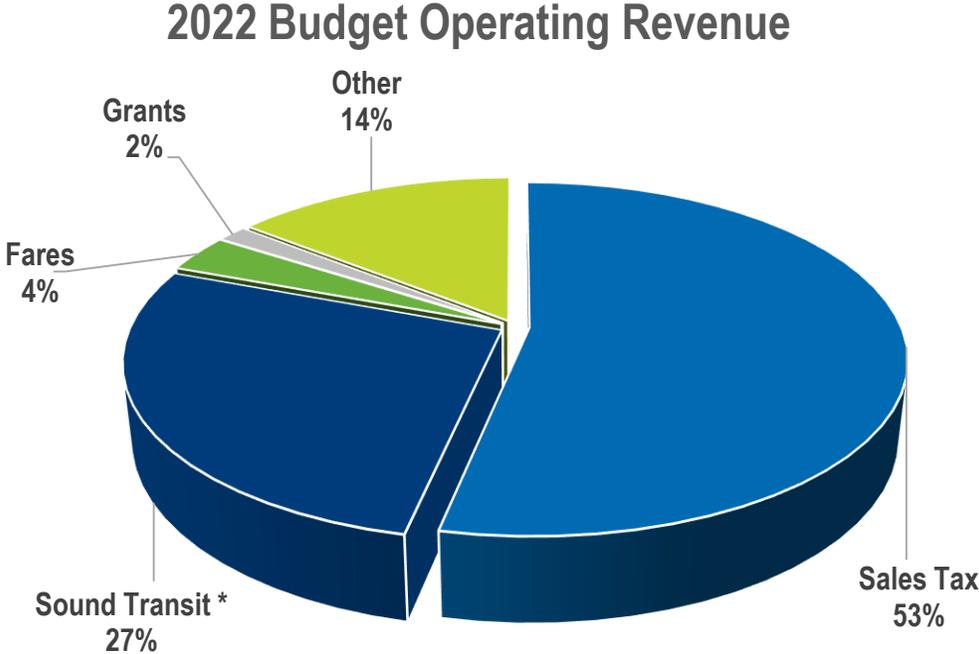


Where Our Revenue Comes From

2022 Operating Revenue

Sales Tax	\$ 104,956,178
Sound Transit*	\$ 53,818,060
Fares	\$ 6,747,477
Grants	\$ 2,966,320
Other	\$ 28,247,417
Total Operating Revenue	\$ 196,735,452

* Sound Transit contracts with Pierce Transit to provide Regional transit service



Budget Comparison

Operating Revenues

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

* Totals May not add due to rounding

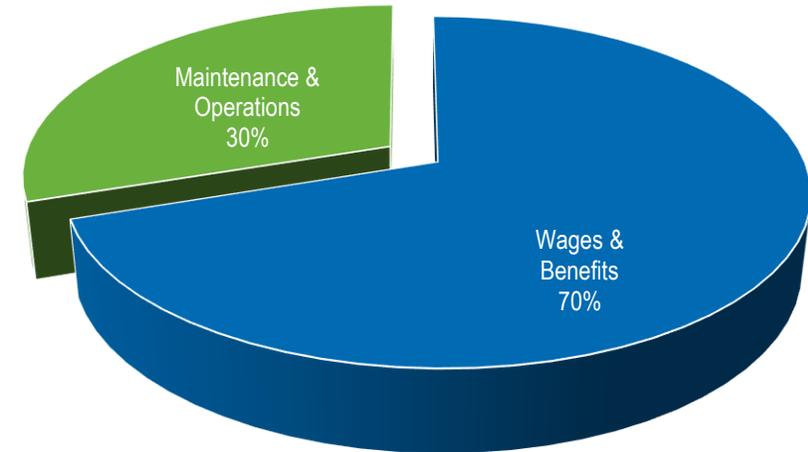


Where Our Revenue is Spent

2022 Operating Expenditures

Wages	\$ 77,490,382
Benefits	\$ 30,351,438
<u>Maintenance & Operations</u>	<u>\$ 46,539,108</u>
Subtotal	\$ 154,380,928
Non-Operating	\$ 1,143,054
<u>Transfer to Other Funds</u>	<u>\$ 61,510,479</u>
<i>(self insurance and capital)</i>	
Total Operating Expenditures	\$ 217,034,461

2022 Budget Operating Expenditures
(excluding Non-Operating & Transfers)



Note that Total Operating Revenue is \$20.3 million less than Expenditures.



Budget Comparison

Operating Expenditures

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

* Totals May not add due to rounding





Operations

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**

Community Events

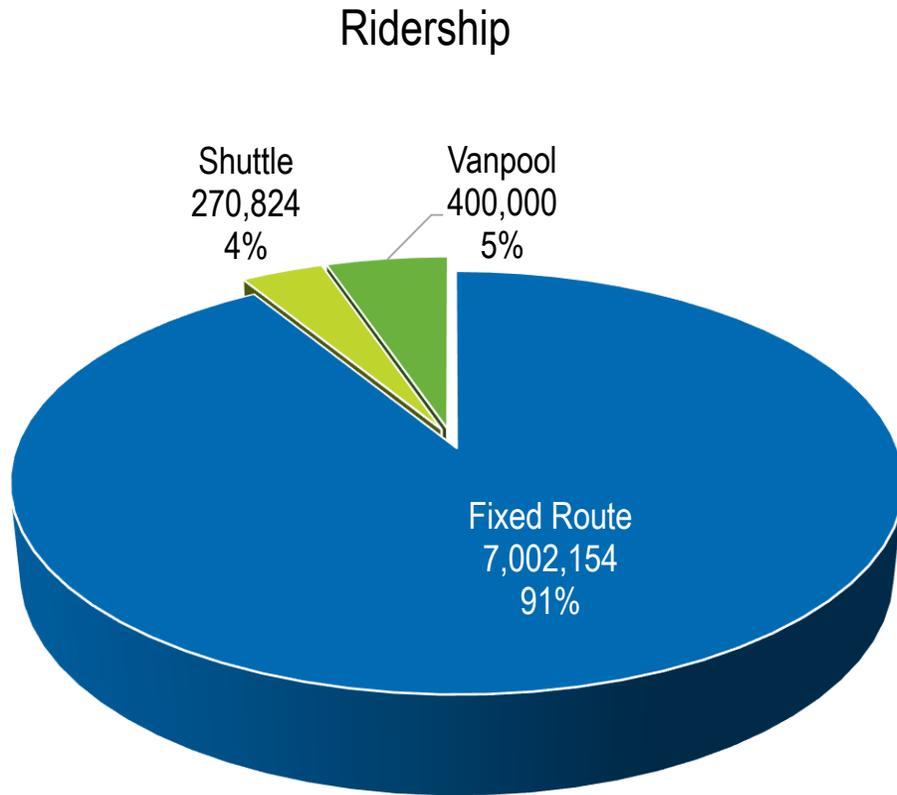
Pierce Transit is out and about throughout the year, so come out and visit us and learn more about the services we provide! Look for us at these upcoming events:

- Local Farmers' Markets
- Back to School Events
- Friends of Foss Concerts
- Hounds on the Hill
- Meeker Days
- National Night Out
- Downtown on the Go Scavenger Hunt
- Pierce County Trails Day
- Cars and Coffee
- Daffodil Festival Parade
- Touch-a-Truck
- Washington State Fair



Types of Service We Provide

2022 Operating Statistics – Ridership by Mode



Infrastructure it Takes

Vehicle Inventory

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



Technology

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

Passenger Facilities & Amenities

8 Transit Centers
4 Park & Ride Lots
2185 Bus Stops



Base Facilities

7 Administrative Buildings
Totaling 167,841 square feet

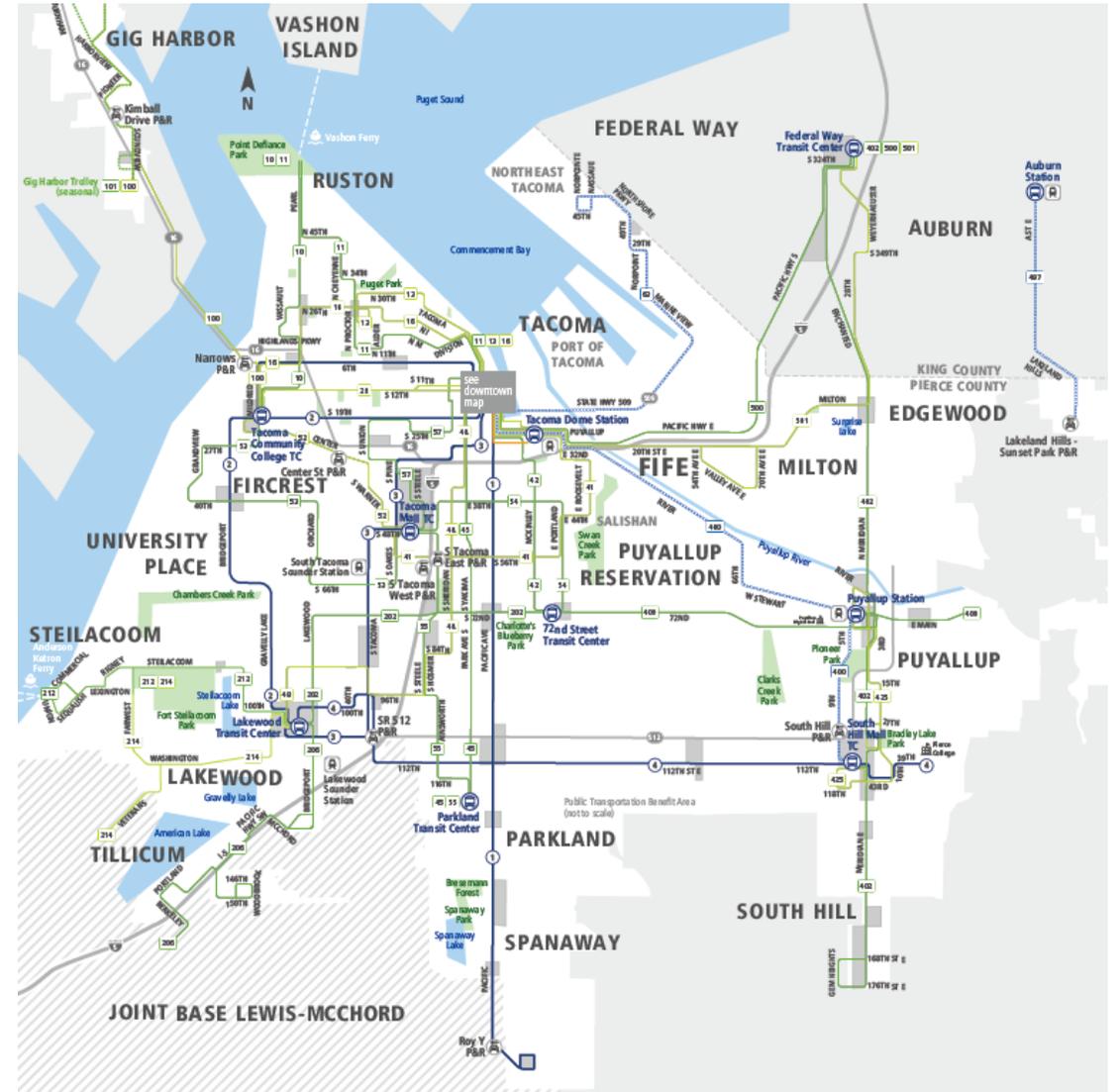


*Includes Sound Transit

Where We Serve

Fixed Route and SHUTTLE

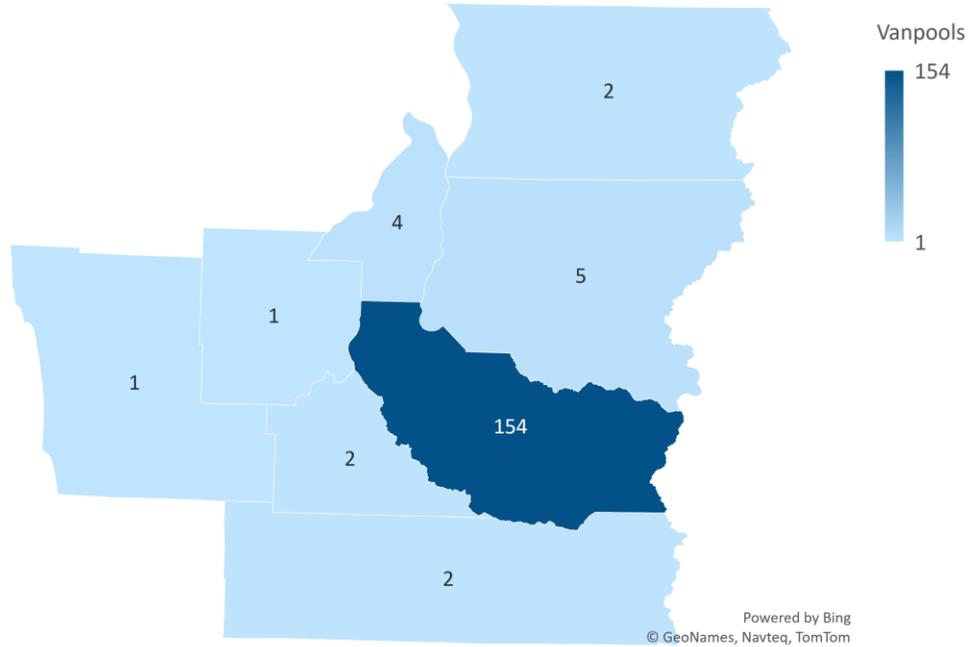
- Auburn
- Edgewood
- Fife
- Fircrest
- Gig Harbor
- Lakewood
- Milton
- Pacific
- Puyallup
- Ruston
- Steilacoom
- Tacoma
- Unincorporated Pierce County
- University Place
- Contracted routes with Sound Transit
 - Lakewood to Seattle with stops in between



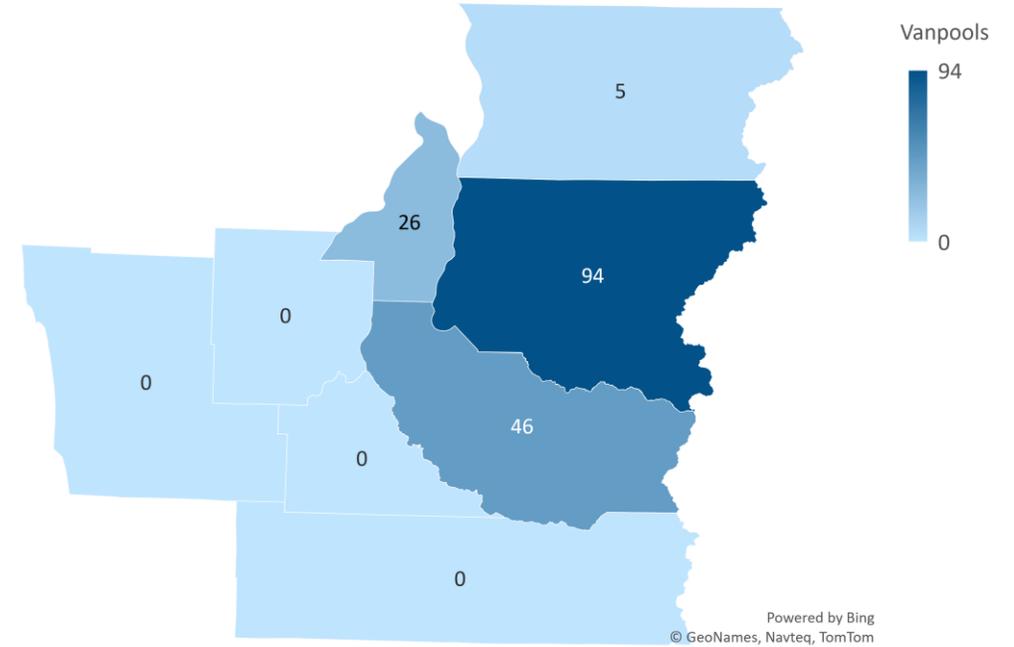
Where We Serve

Vanpool

Vanpool by Originating County



Vanpool by Destination County





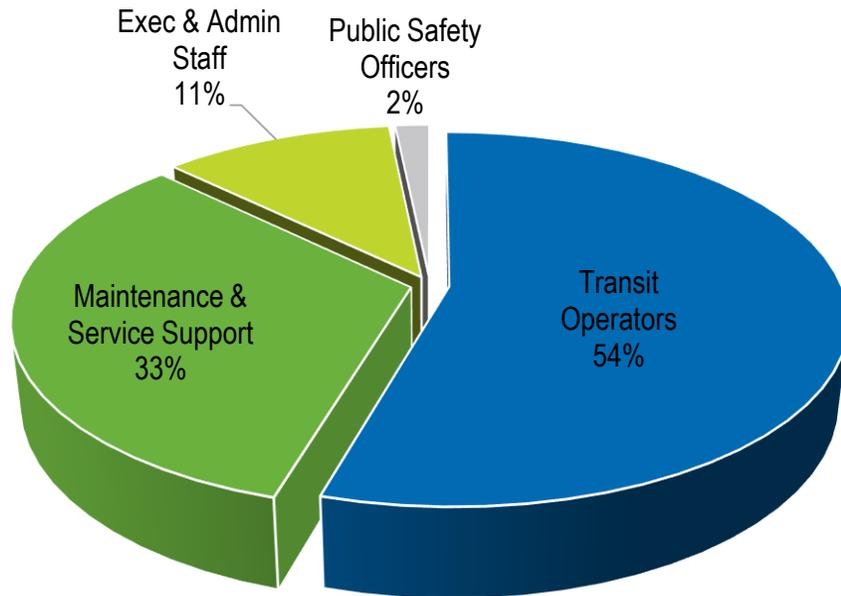
Our Employees



Personnel Budget

Personnel

- 2022 Budget 981 positions / 960 Full-Time Equivalent (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

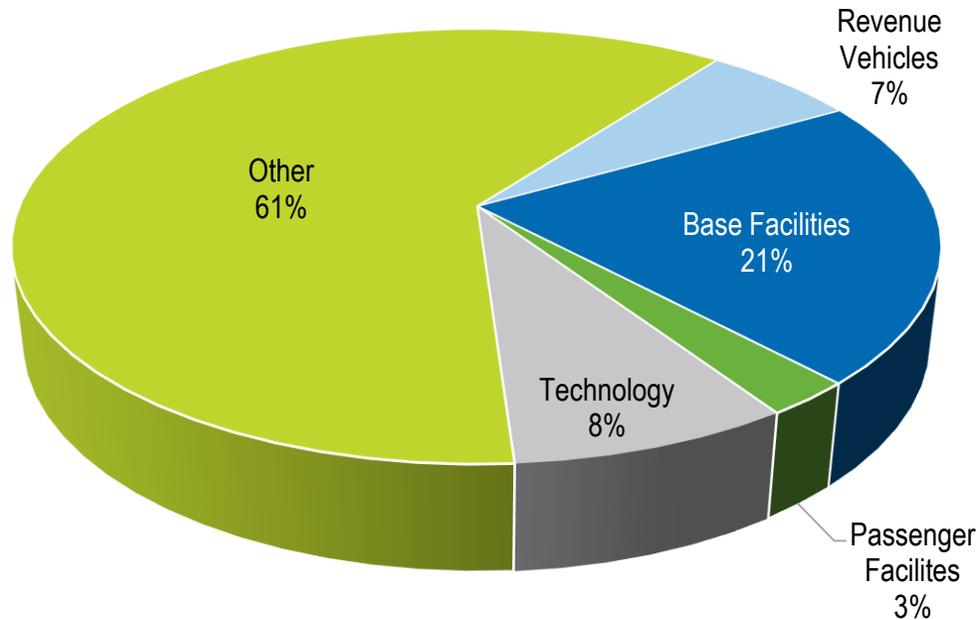
Capital Projects

2022 Budget

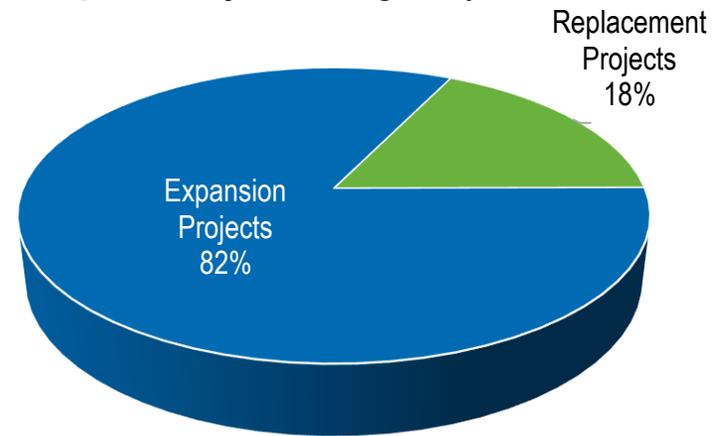


9 projects have Grant funds that total \$175.5M or 62%

Capital Project Budget by Category



Capital Project Budget by Class



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

The infographic features five hexagonal icons at the top, each with a statistic: 250+ Customers (people icon), 30,000 Installations (wrench and screwdriver icon), 28 Billion Trips/Year (map icon), 1 in 3 public transport buses use CD technology (bus icon), and 6 of 10 North America's largest agencies use us. (bar chart icon). Lines connect these icons to a central box containing the text 'Agencies Trust Clever Devices' and 'WE BELIEVE IN INNOVATION.' Below this, two bullet points describe the company's R&D investment and customer partnership. A second box below reads 'Agencies Choose Clever Devices More Often', which is supported by a list of cities and project statistics at the bottom.

250+ Customers

30,000 Installations

28 Billion Trips/Year

1 in 3 public transport buses use CD technology.

6 of 10 North America's largest agencies use us.

Agencies Trust Clever Devices

WE BELIEVE IN INNOVATION.

- Our commitment to innovation is seen in our 15% yearly investment to R&D.
- We partner with our customers to be sure our visions for the future, and theirs, align.

Agencies Choose Clever Devices More Often

In the past 10 years, Clever Devices has completed more large scale ITS projects in North America than any other competitor including:

- New York
- Toronto
- Washington, DC
- Chicago
- 50+ RFPs won since 2012.
- 50% of RFPs we choose to bid on WE win.



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

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

* Totals May not add due to rounding



2022 Budget Summary

Appropriations

- Balanced
- Meets Reserve Requirements
- Sustainable for Operations

	2022 Budget
Operating	\$ 155,523,982
Capital	285,133,952
Insurance	2,540,000
Total Appropriations	\$ 443,197,933

Online Tools

Ready to ride?
Make PierceTransit.org
your first stop!

It's loaded with features
 that make transit easy:



Trip Planning
 Plan your trip from
 beginning to end



Real-Time Info
 Know when your bus
 arrives at your stop



Service Updates
 Learn about detours &
 other key service alerts



Online Translation
 Select "Language" and
 choose from 100+ options



Font Resizing
 Resize the website font
 to better fit your needs



Virtual Trips
 See where your route
 will take you



Interactive Maps
 Use our online maps to
 interact with your route



Schedule Search
 View your schedule
 online or print it



Social Media
 Follow our accounts
 to easily get updates

Go to PierceTransit.org and experience it today!



Next Steps

2022 Budget

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

Stay Connected!
Get real-time information about the latest Pierce Transit news.

Visit [PierceTransit.org/StayConnected](https://www.piercetransit.org/StayConnected) to sign up for the latest news about Pierce Transit service changes, rider alerts, route-specific impacts, major initiatives, job opportunities, the Bus Rapid Transit project, and more!

STAY CONNECTED!
WANT INFORMATION YOU CAN REALLY USE IN REAL TIME? SIGN UP!

Pierce Transit is pleased to offer email and text message updates for commuters and the general public. This service allows subscribers to receive up-to-date information on service changes, major initiatives, job opportunities, route-specific impacts and more.

To sign up for updates, change your subscriber preferences or delete your existing account, please enter your email address.

STAY CONNECTED

Get the latest Pierce Transit news in your inbox. Enter your email to sign up.

Get Pierce Transit news and rider alerts sent to your phone.

First Name:

Last Name:

Phone Number:

TRIP PLANNER

From:

To:

Mode:

Time:

Advanced Options

When you sign up for route alerts using your smart phone, you'll receive text messages similar to this one with updates about your route.

Rt 1, detoured due to parade. Catch your bus on 9th & Market St. Instead of 9th & Pacific Ave.





Pierce Transit
Stream

Board of Commissioners Study Session

September 30, 2021

BRT Update

We'll discuss the following:

- Current Design
- Schedule Update
- 60% Cost Estimate
- FTA \$75M Funding
- Options Moving Forward
- Next Steps

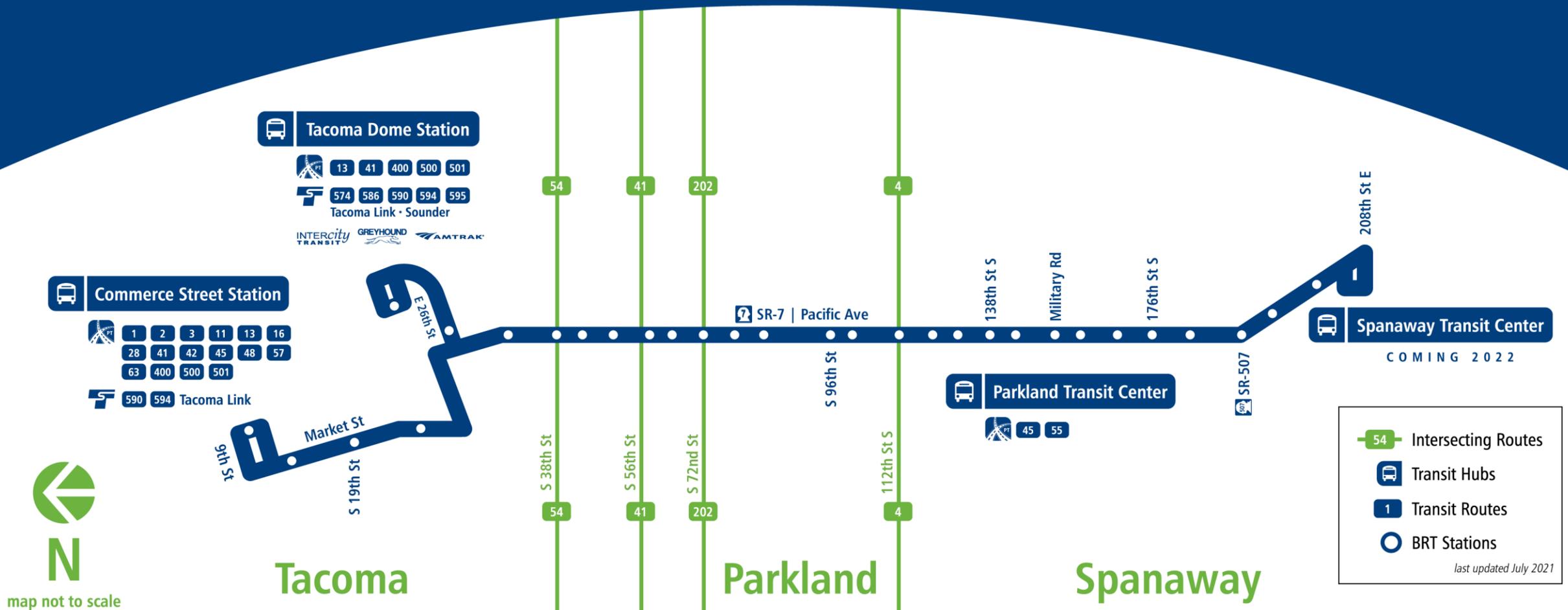




CURRENT DESIGN

BRT Route Overview

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY

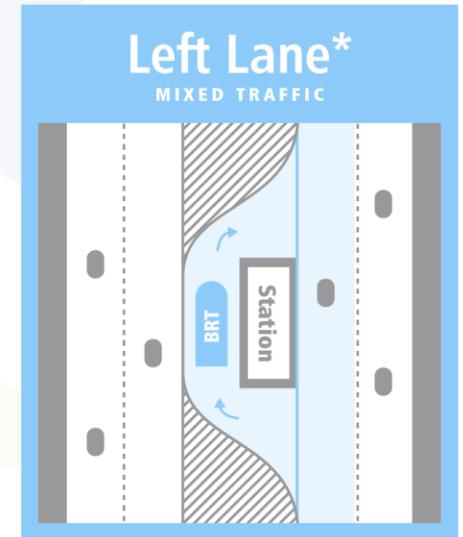
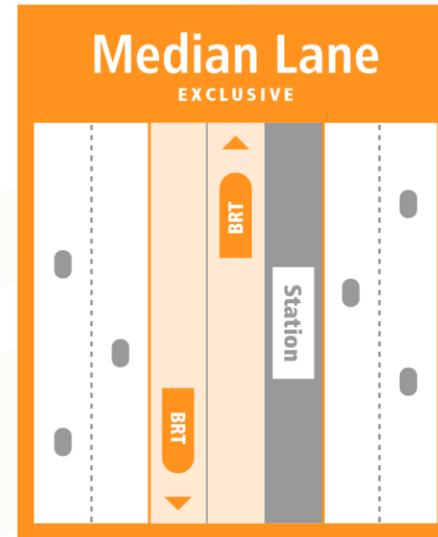
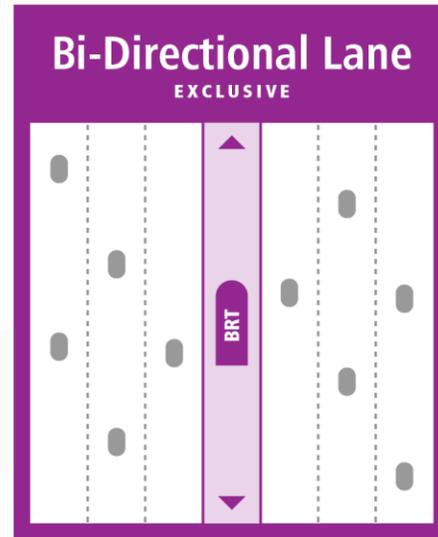
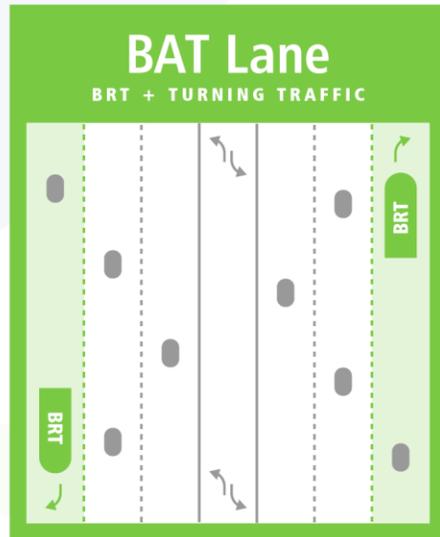
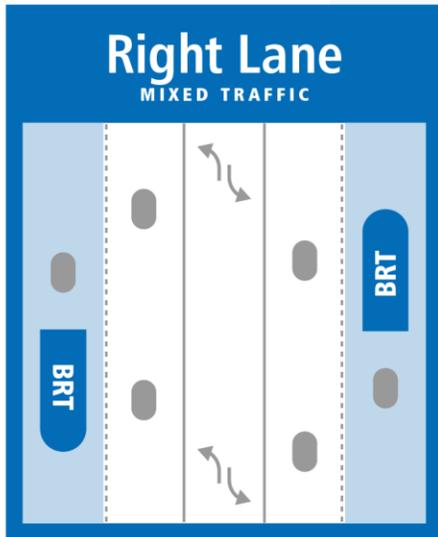


- 54 — Intersecting Routes
- Transit Hubs
- 1 Transit Routes
- BRT Stations

last updated July 2021

BRT Lane Types

Lane types vary based on traffic priority & station location.



*BRT stations are to be accessed by BRT only

BRT Lanes Overview

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY



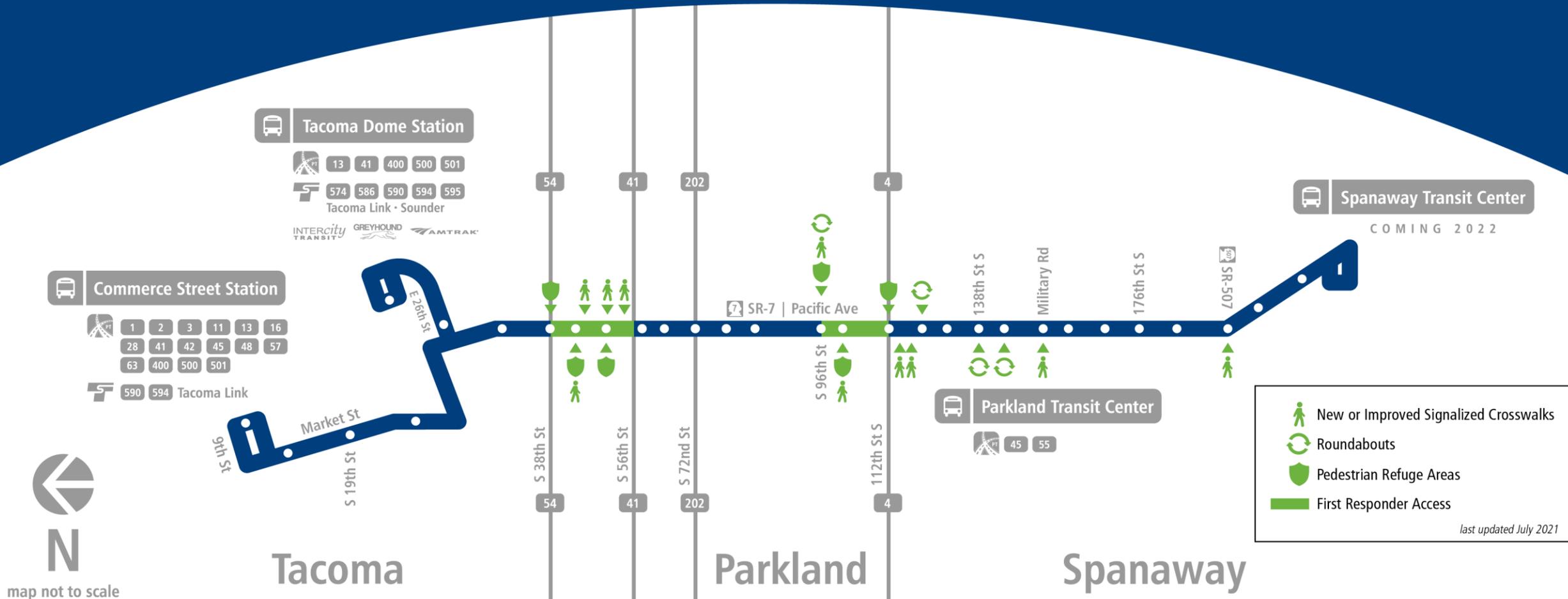
Key Changes

- 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

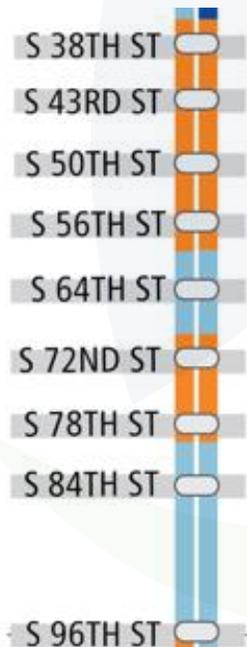


map not to scale

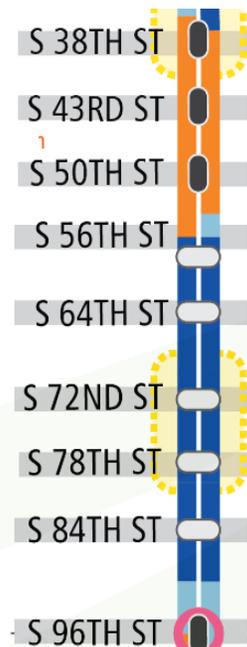
Shift Stations to Curb from 57th to 84th

Preliminary VE Benefits: Estimated \$6.8 Million Savings

Early Design Development



Nearing 60% Design Development



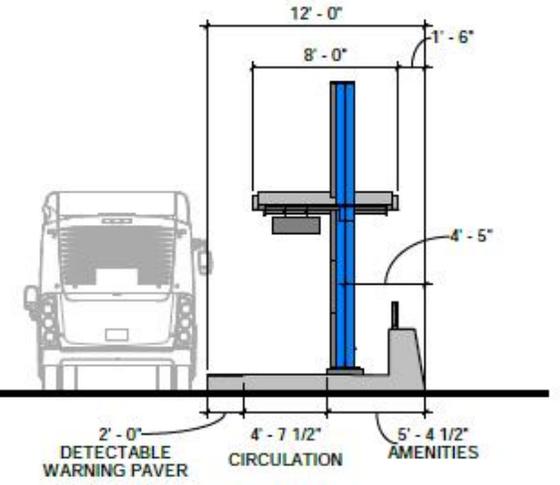
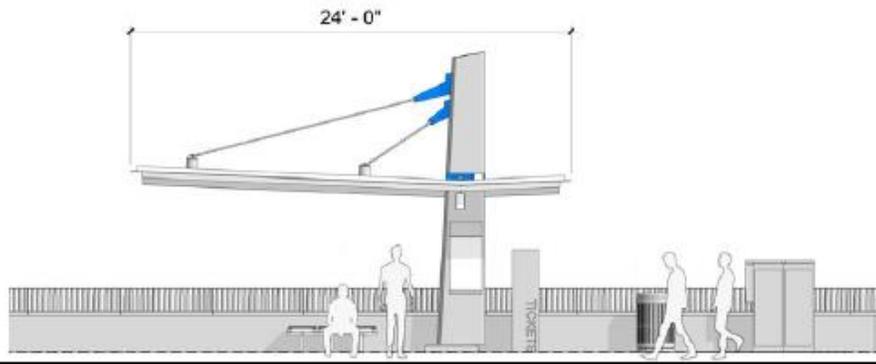
- Reduces \$3.5M Construction Impact
- Reduced \$3.3M ROW Impact
- Eliminated 61 property impacts
- Reduced Ongoing Air Rights Cost
- Increased Passenger Travel Time

Stations will feature

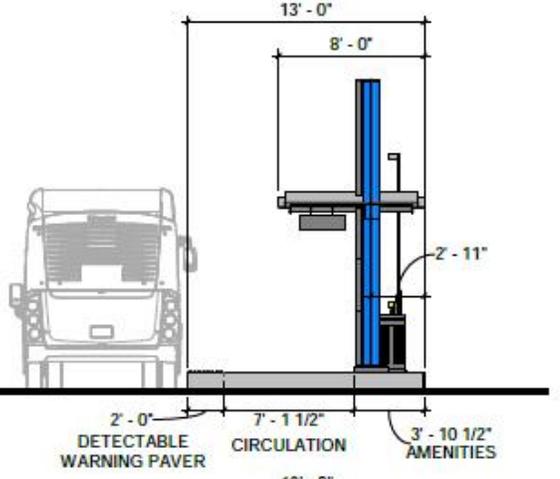
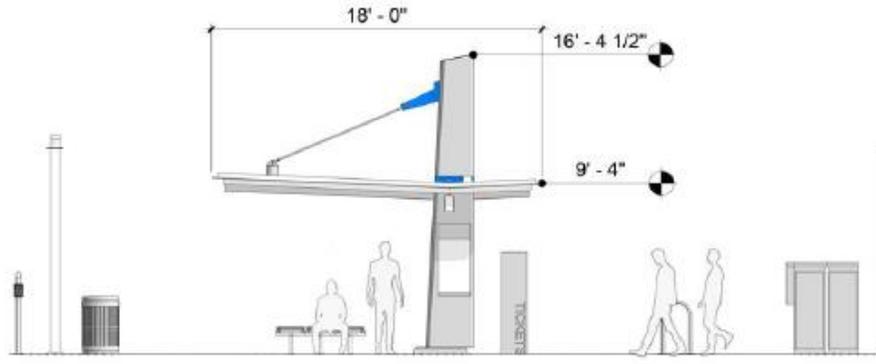
- ORCA Card readers
- Real-time bus tracker
- Protection from weather
- Ticket vending machines
- Parking for bikes and e-scooters
- Platforms spanning entire length of bus
- Raised platforms for improved accessibility



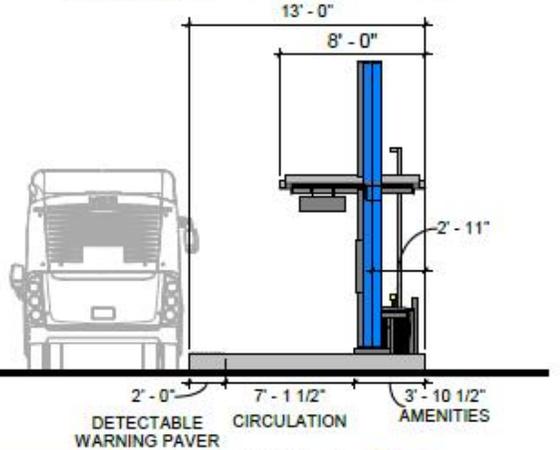
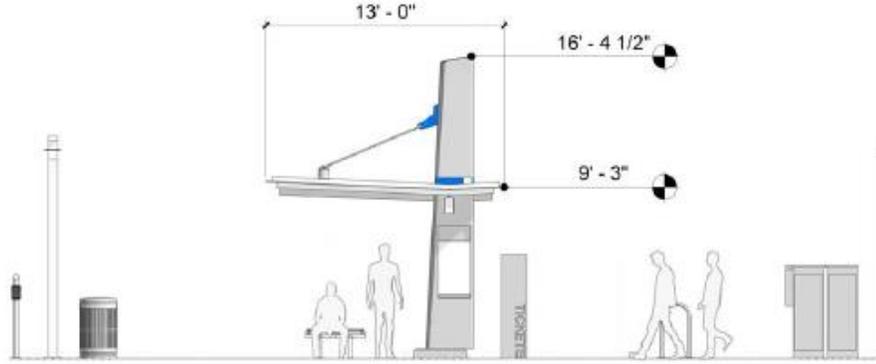
24 FT



18 FT



13 FT









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

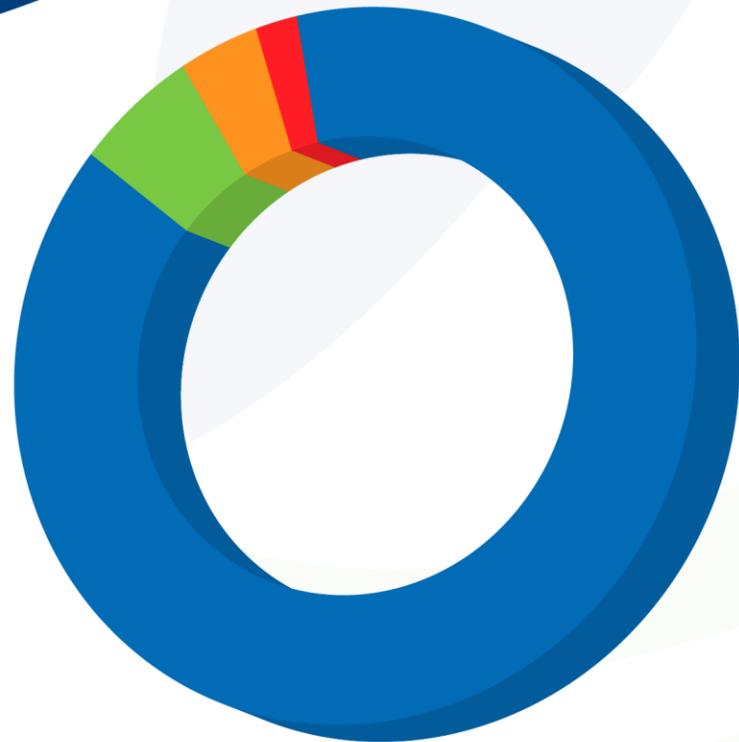
- Continue design
- Finalize NEPA environmental review
- Begin property acquisition

2022-2025

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

Property Impacts

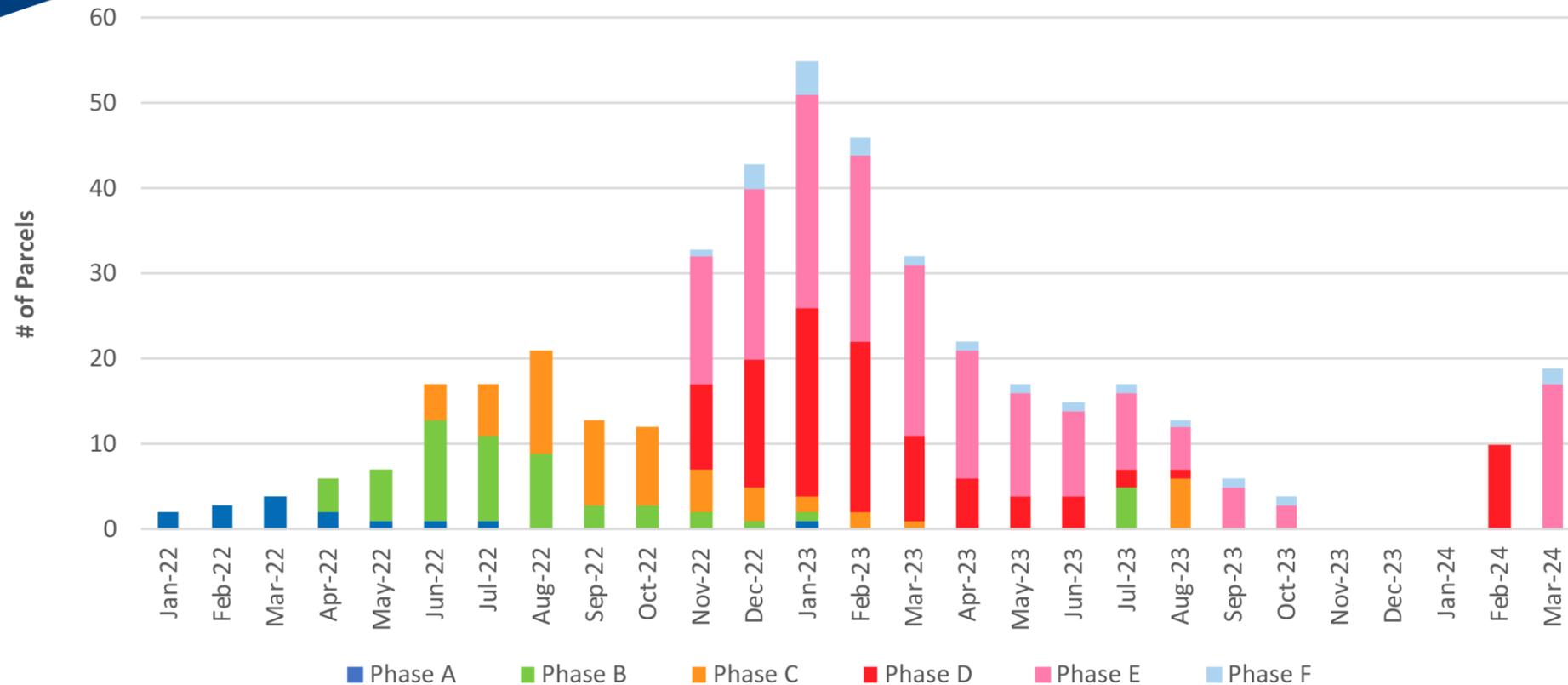
Offer/Settlement Thresholds and Party Responsible for Approval



- **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

Benefits

Corridor Improvements

- 9 New Signalized Crosswalks
- 11 New/Upgraded Controlled Ped. Crossings
- 12 Pedestrian Refuge Areas at Median Stations
- 4 Roundabouts for Safe and Efficient Traffic Flow
- 19 New or Improved Traffic Signals
- 1 Mile Shared-Use Path (Pedestrians & Bicyclists)
- 4 Miles of New or Improved Sidewalks
- 14 Intersections with Controlled Left Turns for Safety
- 72 New Pedestrians Scale Lights
- 230 New or Upgraded Curb Ramps (ADA)
- 3 Miles of Transit Lanes for Bus/Emergency Veh.
- 214 New Street Trees
- 56 BRT Stations with Real Time Info. Signs
- 29 Improved Stormwater Infrastructure
- 20 Minutes of Transit Travel Time by 2030

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

1 TIA Bookends	2 Re-Run TIA, New Growth Rate	3 Current TIA + Impacts Added	4 Re-Run TIA , Network Analysis	5 Stream 1 Phased, Pierce County Segment
<ul style="list-style-type: none"> Keep TIA with current 1.7% model Bookend with additional chapter running model with PSRC recommended growth rate Bookends will identify updates to reflect project impacts Update 60% plans to reflect TIA Bookends effort 	<ul style="list-style-type: none"> Re-run TIA with corridor analysis with new growth rate. Update TIA and information based on new model run. Update plans after TIA complete. 	<ul style="list-style-type: none"> TIA accepted with additional effort/Synchro at 56th & 112th. Identify additional mitigation based on updated measures of effectiveness Update plans after additional impacts identified 	<ul style="list-style-type: none"> New traffic analysis run as a network analysis for entire corridor. Update plans following completion of TIA. 	<ul style="list-style-type: none"> Complete design and implement BRT in south of 99th Street. Express service only north of 99th . Additional effort and model information around SR512. Build only with available grant, ST and local funds.
<p>June 2022</p> <p>Final TIA Bookends Chapter adopted, concurrent updates to 60% Plans:</p>	<p>June 2022</p>	<p>April 2022</p>	<p>September 2022</p>	<p>March 2022</p>
<p>FTA \$75M Grant Impact:</p> <ul style="list-style-type: none"> Delay in grant award. Schedule delay may lose grant. Design changes may require rerating of project and loss of grant. 	<p>FTA \$75M Grant Impact:</p> <ul style="list-style-type: none"> Delay in grant award. Schedule delay may lose grant. Design changes may require rerating of project. 	<p>FTA \$75M Grant Impact:</p> <ul style="list-style-type: none"> Delay in grant award 	<p>FTA \$75M Grant Impact:</p> <ul style="list-style-type: none"> Grant will not be awarded. 	<p>FTA \$75M Grant Impact:</p> <ul style="list-style-type: none"> Grant will not be awarded.
<p>Potential loss of \$75.2M Grant +\$400K - \$750K for TIA +3.5M Project Escalation + additional design costs</p>	<p>Potential loss of \$75.2M Grant +\$400K - \$750K for TIA +3.5M Project Escalation + additional design costs</p>	<p>+300K - \$650K for TIA +\$3.5M Project Escalation + additional design costs</p>	<p>Loss of \$75.2M Grant +\$1.2M - \$1.9M for TIA +\$7M Project Escalation + additional design costs</p>	<p>Loss of \$75.2M Grant +\$375K - \$625K for TIA +\$2M Project Escalation + additional design costs</p>

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.

TIA Bookend Scoping	Sept 27, 2021	Oct 8, 2021
Bookend Modelling	Oct 11, 2021	Nov 19, 2021
Bookend Chapter Review & Approval	Nov 29, 2021	Feb 18, 2022
BRT Design Updates, Updated Cost Estimates, Independent Risk Assessment	Feb 7, 2022	Mar 18, 2022
Third Party Agreements In Place		Feb 28, 2022
FTA Grant Approval Review 60% Design, Risk Assessment, Readiness Review, Grant Agreement Execution Process	Mar 2022	Oct 2022



QUESTIONS?



Pierce Transit

Stream



MAINTENANCE & OPERATIONS BASE INFRASTRUCTURE AND
FACILITIES IMPROVEMENT PROJECT (MOBI)

BOARD STUDY SESSION
SEPTEMBER 30, 2021



Project Overview



EXISTING BASE PROPERTIES

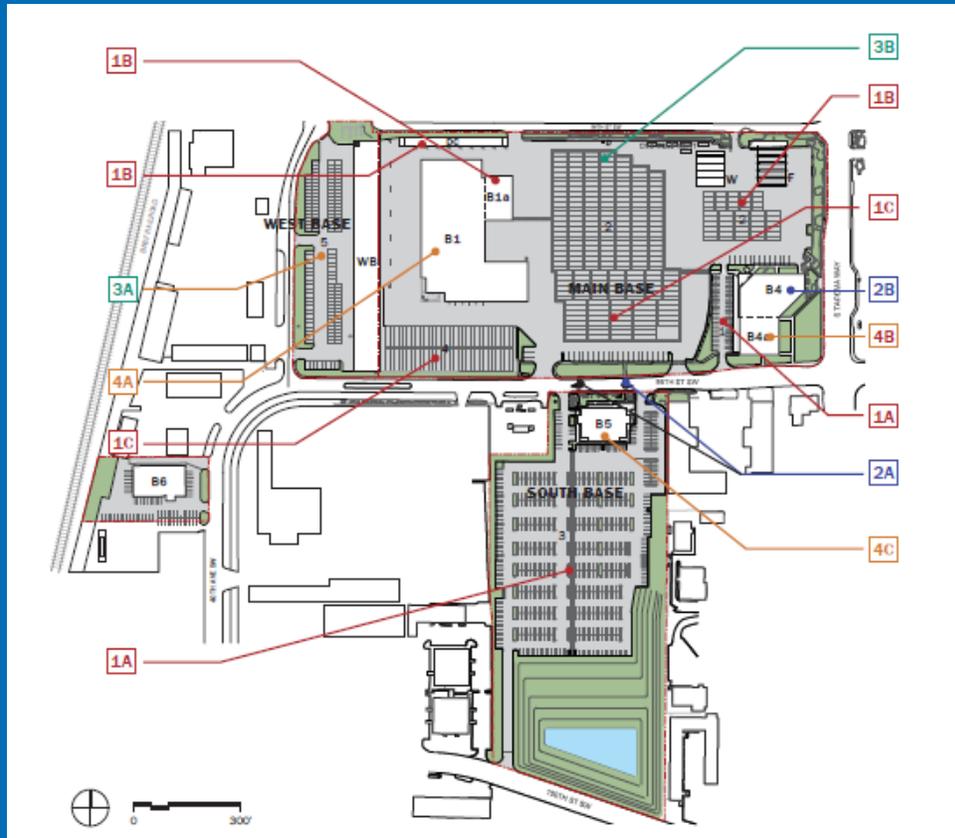


EXISTING BUILDING NUMBERS



Project Overview

2016 Base Master Plan (BMP)



PHASES

1A	Building 4 Parking Improvements Expand South Base Parking
1B	Demolish Public CNG and Build New Detail Clean Facility Articulated Bus Bay Addition to Building 1 Expand Bus Parking and New Fuel & Wash and Electric Bus charging Stations
1C	Regrade and Pave VSR, Bad Order, Surplus Parking Bus Lot Reorientation Restriping and Entry Improvements
2A	Pedestrian Crossing Improvements
2B	Building 4 Work Place Improvements
3A	West Base Facility
3B	Demolish Existing Building 2
4A	Building 1 Renovation
4B	Building 4 Addition and Renovation
4C	Building 5 Renovation

BUILDING

B1	Building 1 - Vehicle Maintenance
B1a	Building 1 Addition - Artic Bays
B4	Building 4 - Admin / Operations
B4a	Building 4 Addition - Admin/Ops/Com
B5	Building 5 - Admin / Training
B6	Building 6 - (Unoccupied)
WB	West Base Maintenance Facility
DC	Detail Clean Facility
W	4-Bay Wash Building w/Chassis Wash
F	5-Bay Fuel Building

PARKING

1	Admin/Visitor Parking (67 spaces)
2	Revenue Vehicle Parking (14' spaces)
3	Employee Parking (647 spaces)
4	VSR/Surplus/Downline
5	Vanpool/Facilities/NRV/Shuttle Parking (187 spaces)

FIGURE 1-1 THE PREFERRED ALTERNATIVE WITH ALL PHASES AND IMPROVEMENTS SHOWN COMPLETED

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



Tenant Improvements for Comm/Tech in preparation of Building 7 demo

Relocate Service Supervisors to Building 5 in preparation of Building 7 demo

FUTURE PROJECTS

Replace existing Building 1 in a phased approach



Project Challenges

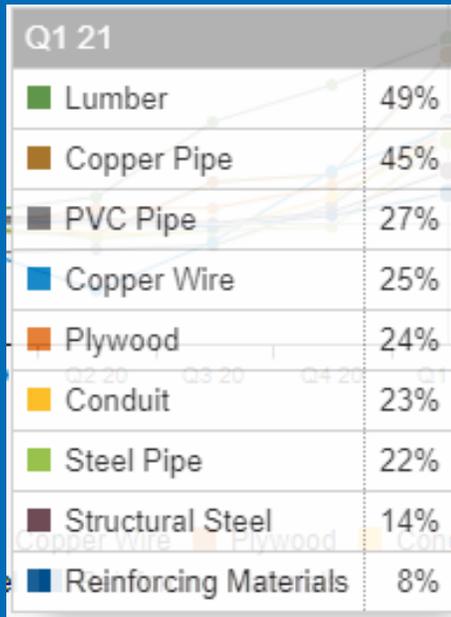
- Maintain 24/7 operations
 - Operating at maximum capacity
- Maintain Maintenance & Operations space requirements during construction
- Accommodate Sound Transit buses beyond BMP 2018
- Sound Transit buses staying longer than originally planned

- 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:



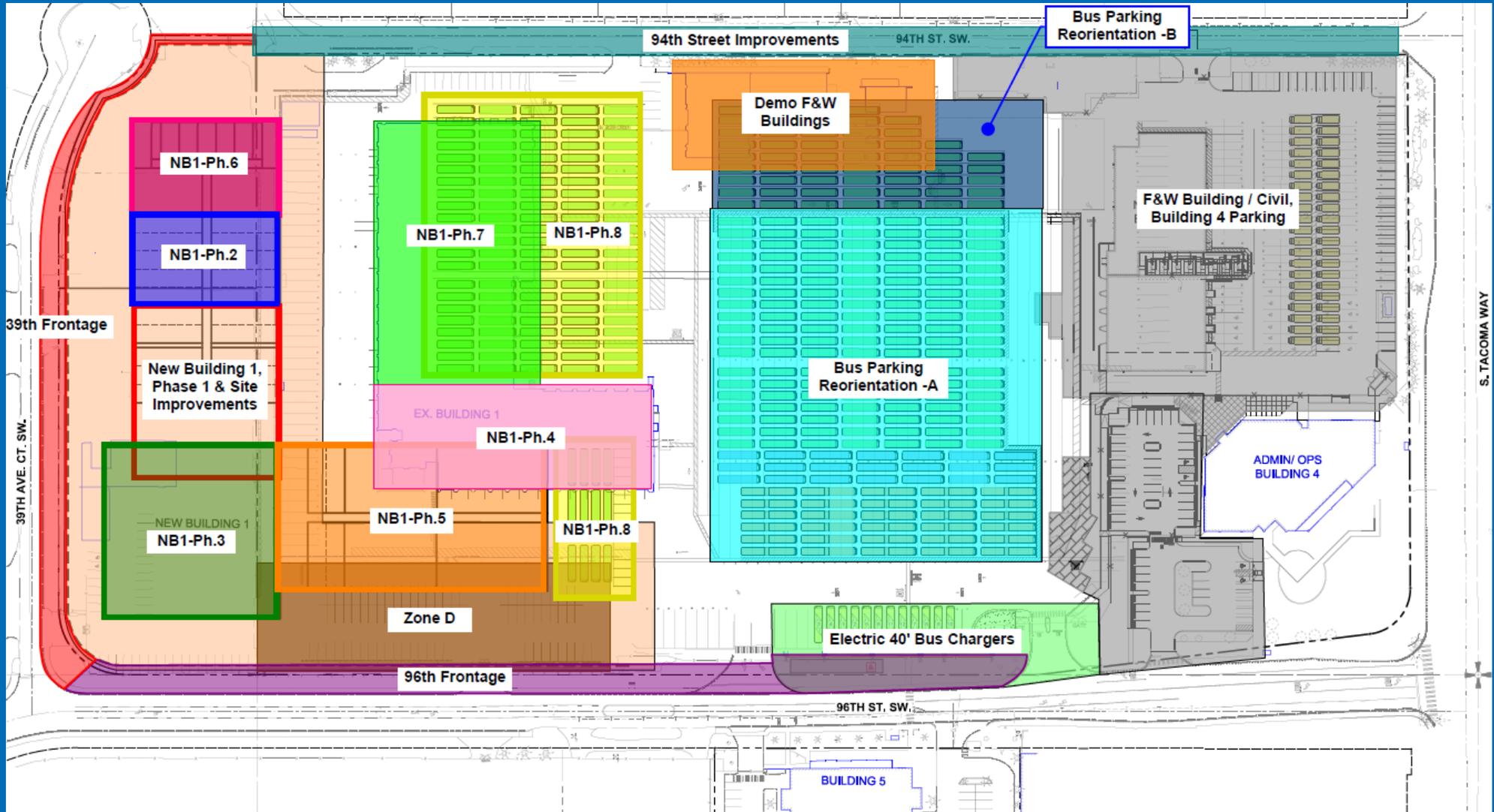
National averages	Change in last year
Diesel fuel	81.9%
Asphalt	57.1%
Steel pipe and tube	48.8%

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 Huitt 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, 94th 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

	A/E 2022	Const 2022	A/E 2023	Const 2023	A/E 2024	Const 2024	A/E 2025	Const 2025	A/E 2026	Const 2026	A/E 2027	Const 2027	A/E 2028	Const 2028
PMX Advisor	150,000		150,000		150,000		150,000		150,000		150,000		150,000	
GMP-2 F&W Civil														
GMP-2 F&W Bldg. (HZ TO 10)	500,000													
Zone D														
Bus Parking A (Additional New TO)	30,000	480,000												
Bus Parking B (Additional New TO)	30,000	120,000												
Elec Bus														
New Bldg. 1 Ph. 1 + Civil	6,130,000	10,000,000(demo 7+civil))		27,610,000										
New Bldg. 1 Ph. 2			1,290,000			10,740,000								
New Bldg. 1 Ph. 3					2,680,000			2,226,000						
NO CONSTRUCTION FUNDING PAST PHASE 3 - PUSH OUTSIDE OF THE SIX-YEAR PLAN														
New Bldg. 1 Ph. 4					220,000			1,750,000						
New Bldg. 1 Ph. 5							3,110,000			25,890,000				
New Bldg. 1 Ph. 6									1,130,000			9,420,000		
New Bldg. 1 Ph. 7									220,000			1,820,000		
New Bldg. 1 Ph. 8											590,000			4,890,000
Demo 2 & 3	250,000	3,050,000												
39th St Frontage	110,000	850,000												
96th St Frontage	100,000	800,000												
94th St Improvements			220,000	1,250,000										
Overall Schematic Design (New TO 11)	1,020,000													
NO CONSTRUCTION FUNDING PAST PHASE 3 - PUSH OUTSIDE OF THE SIX-YEAR PLAN														
BRT 2					3,000,000			25,000,000						
Bus Parking (lease)		20,000		20,000		20,000		20,000						
Permits		1,530,000		2,886,000		1,074,000		397,600		2,589,000		1,124,000		489,000
Bldg. 6 T.I.	75,000	680,000												
Lift Install Bldg. 1	100,000	750,000												
POV/Shuttle Parking	250,000	6,000,000												
Comm/Tec Relocate	210,000	980,000												
Absher Pre-con	100,000		100,000		100,000		100,000		100,000		100,000		100,000	
PT PM Salary	180,000		180,000		180,000		180,000		180,000		180,000		180,000	
Sub Totals	9,235,000	25,260,000	1,940,000	31,766,000	6,330,000	11,834,000	3,540,000	29,393,600	1,780,000	28,479,000	1,020,000	12,364,000	430,000	5,379,000
Annual Totals		34,495,000		33,706,000		18,164,000		32,933,600		30,259,000		13,384,000		5,809,000
Escalated (3%/Yr.) - Year of Expenditure		35,529,850		35,758,695		19,848,293		37,067,057		35,078,474		15,981,196		7,144,337

QUESTIONS