

RESOLUTION NO. R2014-02

Budget Amendment for Tacoma Trestle Track and Signal Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	2/13/2014	Recommend to Board	Ahmad Fazel, DECM Executive Director	206-398-5239
Board	2/27/2014	Final Action	Eric Beckman, Deputy Executive Director Melissa Flores Saxe, Project Manager	206-398-5251 206-689-4968

PROPOSED ACTION

(1) Approves Gates 2 and 3 within Sound Transit's Phase Gate process for the Tacoma Trestle Track and Signal project, (2) amends the Adopted 2014 Lifetime Budget for the Tacoma Trestle Track and Signal project from \$10,254,520 to \$11,454,520 by increasing the preliminary engineering phase budget by \$1,200,000, and (3) amends the Adopted 2014 Annual Budget from \$5,474,000 to \$10,674,000 by increasing (a) the Preliminary Engineering phase from \$3,020,000 to \$4,220,000 and (b) the Right-of-way phase from \$2,000,000 to \$6,000,000.

KEY FEATURES SUMMARY

- The Tacoma Trestle Track and Signal project will upgrade the current train track and trestle to create a new double-track trestle structure and upgrade the track and signals. Sound Transit received a \$10 million federal TIGER grant to fund a portion of the project and accelerate the project schedule. Sound Transit is scheduled to complete the project in 2017.
- Approves Gate 2 – Identify Alternatives and Gate 3 – Identify Preferred Alternative within Sound Transit's Phase Gate process.
- The proposed budget amendment provides additional funding for the Tacoma Trestle project to complete preliminary engineering and environmental review. Upon completion of preliminary engineering and environmental review, additional funding will be requested for final design and construction.
- The project will need to complete the following added technical activities to support the preliminary engineering design phase: geotechnical investigations, archaeological testing and monitoring, structural bridge engineering report, advance scope of design quality and safety certification requirements. Also due to the project's goal to complete the project by Fall 2017, the preliminary engineering schedule is compressed to a shorter duration.
- The budget amendment also provides funding for the Sound Transit and City of Tacoma purchase and sale agreement authorized under Motion No. M2013-76. The closing and payment on properties being acquired from the City of Tacoma has slipped from fourth quarter 2013 to first quarter 2014.
- Sound Transit and the Washington State Department of Transportation (WSDOT) will execute a cost reimbursement agreement in Spring 2014 to for the preliminary design expenditures for the WSDOT platform extension on to the new double track trestle.

BACKGROUND

The Tacoma Trestle Track and Signal project covers the complete re-construction of track and structure upgrades along a 0.65-mile section of the Sounder South Line from the Tacoma Dome Station to East M Street in Tacoma. The project includes the replacement of the 100-year old single-track wooden trestle and steel girder bridge with a new double-track structure. Replacement

of the trestle includes demolition and track removal of the existing bridge and trestle, upgrades to the embankment along the trestle, construction of new tracks and crossovers, construction of a new concrete viaduct, signal upgrades and erosion control. Service in the corridor will remain active throughout construction.

The conceptual engineering design phase began in September 2013 and geotechnical investigations were conducted in October 2013. The geotechnical investigations encountered potential historic cultural materials and artisan soil conditions. Additional geotechnical and exploratory borings are required during the preliminary engineering phase to assist the design consultant and Sound Transit to determine the soil conditions to support a bridge engineering design.

Sound Transit received a federal TIGER Grant in the amount of \$10 million to advance the final design and construction phases of the project by 2017 to increase track capacity to accommodate the additional passenger and freight train operations. As a result of the grant, the project is scheduled to open in Fall 2017. In order to meet this timeline, Sound Transit will compress the preliminary engineering schedule from nine months to six months and the design consultant has agreed to the schedule with the understanding that they will increase design consultant staff or staff hours to meet the preliminary engineering design schedule.

Sound Transit is coordinating with the Washington State Department of Transportation's (WSDOT) Rail Division and Amtrak to integrate their planned alterations at Freighthouse Square with this project. Sound Transit and WSDOT will execute a cost reimbursement agreement in Spring 2014 for WSDOT to reimburse Sound Transit to complete preliminary engineering designs of the platform extension on the new double track trestle.

To complete environmental review for the project, the Federal Transit Administration (FTA) anticipates issuing a Documented Categorical Exclusion under the National Environmental Policy Act. An environmental checklist will also be prepared with a potential determination of non-significance for compliance with the State Environmental Policy Act.

Gate 1-- Project Establishment of the Phase Gate process was approved in the 2013 Budget. This action is seeking approval of both Gate 2 – Identifying Alternatives and Gate 3 – Identify Preferred Alternative. Tacoma Trestle is a project focused on upgrading existing infrastructure and therefore no alternatives exist to evaluate. This action allows for the completion of Preliminary Engineering.

FISCAL IMPACT

By entering into Gates 2 and 3, the 2014 Lifetime budget amendment is requested to increase the Preliminary Engineering phase by \$1,200,000 to add and increase tasks and activities in the preliminary engineering phase.

In addition, the 2014 annual budget amendment is requested to increase the a) Preliminary Engineering phase by \$1,200,000 to add and increase tasks and activities in the preliminary engineering phase and b) Right Of Way phase by \$4,000,000 due to slipped from the fourth quarter of 2013 to the first quarter of 2014. This slippage did not become concrete until after the 2014 budget was adopted in December 2013. The \$4,000,000 was originally in the 2013 annual budget and will be shifted to the 2014 annual budget due to the delay in closing the purchase and sale agreement.

Tacoma Trestle		2014 Annual Budget			Lifetime Budget		
Phase		Adopted 2014 Project Budget	This Action	Revised Project Budget	Adopted 2014 Project Budget	This Action	Revised Project Budget
Agency Administration		\$ 454		\$ 454	\$ 592		\$ 592
Preliminary Engineering		\$ 3,020	\$ 1,200	\$ 4,220	\$ 3,530	\$ 1,200	\$ 4,730
Final Design		\$ -		\$ -	\$ -		\$ -
Right of Way		\$ 2,000	\$ 4,000	\$ 6,000	\$ 6,132		\$ 6,132
Construction		\$ -		\$ -	\$ -		\$ -
Construction Services		\$ -		\$ -	\$ -		\$ -
Third Party Agreements		\$ -		\$ -	\$ -		\$ -
Vehicles		\$ -		\$ -	\$ -		\$ -
Contingency		\$ -		\$ -	\$ -		\$ -
Total		\$ 5,474	\$ 5,200	\$ 10,674	\$ 10,255	\$ 1,200	\$ 11,455

Notes:

Amounts are expressed in Year of Expenditure \$000.

The Tacoma Trestle project budget is located on page 50 of 187 the Proposed 2014 Transit Improvement Plan (TIP).

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2013-76: Authorized the chief executive officer to (1) execute a purchase and sale agreement with the City of Tacoma for a 1.3-mile rail corridor in the City of Tacoma for the benefit of ongoing commuter rail service in Pierce County for \$4,000,000, and (2) execute a Joint Use Agreement with City of Tacoma for Tacoma Rail's ongoing use of the rail corridor.

Motion No. M2013-47: Authorized the chief executive officer to execute a contract with David Evans & Associates to provide conceptual engineering services for the Tacoma Trestle Project in the amount of \$1,356,345, with a 10% contingency of \$135,635, for a total authorized contract amount not to exceed \$1,491,980.

ENVIRONMENTAL REVIEW

JI 1/24/2014

LEGAL REVIEW

LA 7 Feb 2014

RESOLUTION NO. R2014-02

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) approving Gates 2 and 3 within Sound Transit's Phase Gate process for the Tacoma Trestle Track and Signal project, (2) amending the Adopted 2014 Lifetime Budget for the Tacoma Trestle Track and Signal project from \$10,254,520 to \$11,454,520 by increasing the preliminary engineering phase budget by \$1,200,000, and (3) amending the Adopted 2014 Annual Budget from \$5,474,000 to \$10,674,000 by increasing (a) the Preliminary Engineering phase from \$3,020,000 to \$4,220,000 and (b) the Right-of-way phase from \$2,000,000 to \$6,000,000.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 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; and

WHEREAS, the 2013 Budget established a lifetime budget for the Reservation Junction Track and Signal project and approved Gate 1 in Sound Transit's Phase Gate process; and

WHEREAS, by Resolution No. R2013-07, the adopted 2013 lifetime and annual budget for the Reservation Junction Track and Signal Project Right of Way phase was amended to provide funds to the purchase the rail corridor; and

WHEREAS, in July 2013 the project name was changed to the Tacoma Trestle Track and Signal project; and

WHEREAS, the Tacoma Trestle Track and Signal project will replace the 100-year old wooden single track railroad trestle with a new double-track trestle structure and to upgrade the track and signals in Tacoma, Washington; and

WHEREAS, the Tacoma Trestle improvements are needed to provide increased capacity and improved reliability for Sounder and Amtrak passenger trips as well as Tacoma Rail freight movements; and

WHEREAS, by Resolution No. R2013-33, the Sound Transit Board adopted the 2014 Budget on December 19, 2013; and

WHEREAS, Board approval of Gate 2 and Gate 3 in the Phase Gate process will allow Sound Transit to complete preliminary engineering; and

WHEREAS, this action amends the 2014 annual and lifetime budget of the Tacoma Trestle Track and Signal project to provide funding to complete preliminary engineering and right-of-way acquisition that was delayed from 2013 to 2014; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to amend the Adopted 2014 Budget.

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

- 1) The Adopted 2014 Lifetime Budget for the Tacoma Trestle Track and Signal project is amended from \$10,254,520 to \$11,454,520 by increasing the Preliminary Engineering phase budget by \$1,200,000.
- 2) The Adopted 2014 Annual Budget for the Tacoma Trestle Track and Signal project is amended from \$5,474,000 to \$10,674,000 by increasing the Preliminary Engineering phase from \$3,020,000 to 4,220,000 and the Right-of-Way phase from \$2,000,000 to \$6,000,000.
- 3) Gates 2 and 3 within Sound Transit's Phase Gate process are approved for the Tacoma Trestle Track and Signal project.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 27, 2014.


Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator

PHASE GATE ACTION
Tacoma Trestle Track and Signal

MEETING	DATE	STAFF CONTACT	PHONE
Board	02/27/2014	Ahmad Fazel, DECM Executive Director Eric Beckman, Deputy Executive Director Melissa Flores Saxe, Project Manager	206-398-5239 206-398-5251 206-689-4968

GATE 1	GATE 2	GATE 3	GATE 4	GATE 5	GATE 6	GATE 7	GATE 8
Enter Project Development	Identify Alternatives	ID Preferred Alternative	Enter Final Design	Establish Baseline	Proceed to Construction	Transition to Operations	Close Out Project
							

ACTION REQUESTED

Approve Gate 2 and 3 for the Tacoma Trestle Track and Signal project to advance through preliminary engineering.

PROJECT BUDGET

Adopted Project Budget: \$11,455 (\$000s in YOE dollars)
Estimated Final Project Cost: \$59,898 (\$000s in 2013 dollars)

PROJECT SCHEDULE

Schedule to complete Preliminary Engineering: 2014
Estimated Project Completion: 2017

PROJECT DESCRIPTION

The Tacoma Trestle Track and Signal project (formerly named the Reservation Junction Track and Signal project) covers the complete re-construction of track and structure upgrades along a 0.65-mile section of the Sounder South Line from the Tacoma Dome Station to East M Street in Tacoma. The project includes the replacement of the 100-year old single-track wooden trestle and steel girder bridge with a new double-track structure. Replacement of the trestle includes demolition and track removal of the existing bridge and trestle, upgrades to the embankment along the trestle, construction of new tracks and crossovers, construction of a new concrete viaduct, signal upgrades and erosion control. Service in the corridor will remain active throughout construction.

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Gate 1-- Project Establishment of the Phase Gate process was approved in the 2013 Budget. This action approves both Gate 2 – Identifying Alternatives and Gate 3 – Identify Preferred Alternative and allows for the completion of preliminary engineering. Tacoma Trestle is a project focused on upgrading existing infrastructure and therefore no alternatives exist to evaluate.

ACTION APPROVED


Dow Constantine
Board Chair

February 27, 2014
Date