

RESOLUTION NO. R2015-09

**Baseline Budget and Schedule, and Approve Gate 5 for the Tacoma Trestle Track & Signal Project**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	5/14/15	Recommend to Board	Ahmad Fazel, DECM Executive Director Mark Johnson, Project Director
Board	5/28/15	Final Action	<b>Melissa Flores Saxe, Project Manager</b>

PROPOSED ACTION

(1) Adopts the Tacoma Trestle Track & Signal Project baseline schedule and budget by (a) adopting May 2018 as the project completion milestone, (b) amending the Adopted 2015 Project Lifetime Budget from \$34,554,000 to \$120,509,000, and (c) amending the Adopted 2015 Project Annual Budget from \$15,047,000 to \$20,996,000; and (2) approves Gate 5 within Sound Transit’s Phase Gate process.

KEY FEATURES SUMMARY

- This action adopts the Tacoma Trestle Track & Signal Project baseline schedule and budget, which constitutes Board approval of Gate 5 within Sound Transit’s Phase Gate process.
- The Lifetime Budget of \$120,509,000 (YOES) will provide agency administration, design, acquisition of right of way, construction, construction services, and third party activities.
- The annual budget will be increased from \$15,047,000 to \$20,996,000 to fund construction related work occurring in 2015.
- This action establishes May 2018 as the project completion milestone.
- The baseline budget includes Washington State Department of Transportation’s (WSDOT) planned alterations at Freighthouse Square to extend the station platform. Sound Transit is receiving reimbursement from WSDOT for engineering, project administration, and construction work.

BACKGROUND

The Tacoma Trestle Track & Signal Project will replace an over 100-year single-track wooden trestle with a new modern double-track structure along a 0.65-mile section of the Sounder South Line from the Tacoma Dome Station to East M Street in Tacoma. The project will be constructed mostly along Sound Transit’s railroad right of way and over City of Tacoma public right of way over ‘G’ Street, ‘J’ Street, and ‘L’ Street. 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 crossover, construction of a new concrete structure, signal upgrades, utility relocation and erosion control. Service in the corridor will remain active throughout construction.

The Tacoma Trestle Project is included in the ST2 plan and is scheduled for completion in 2018. Sound Transit received a 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.

Sound Transit is coordinating with the Washington State Department of Transportation’s (WSDOT) Rail Division to integrate alterations at Freighthouse Square with this project. Sound Transit and WSDOT executed a cost reimbursement agreement in 2015 for WSDOT to reimburse Sound

Transit to complete design of the platform extension, and a Construction & Maintenance Agreement between the two agencies has been established for reimbursement of all construction related costs. The platform extension will include canopies, closed circuit TV cameras, variable message system, and lighting.

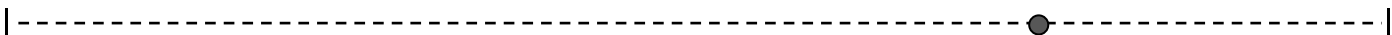
Environmental review for the Tacoma Trestle project was completed with the State Environmental Policy Act (SEPA) Checklist and Determination of Non-Significance (DNS) issued July 16, 2014 and the Federal Transit Administration approval of the National Environmental Policy Act (NEPA) Documented Categorical Exclusion (DCE) on April 14, 2014. Environmental review for the WSDOT platform extension was completed with the February 2013 Point Defiance Bypass Environmental Assessment, March 1, 2013 finding of No Significant Impact (FONSI) issued by the Federal Railroad Administration (FRA), and the March 13, 2013 WSDOT Point Defiance Bypass DNS.

The Tacoma Trestle Track & Signal Project's proposed baseline cost estimate is higher than the ST2 program estimate due to several factors. The constraint of the narrow railroad right of way increases the challenges to construct the double track bridge. In addition to the constrained railroad right of way, there are added constructability issues on the project site such as artesian water conditions, contaminated soils, and a designated cultural historic site. These are additional risks that are accounted for in the construction phase budget.

Sound Transit plans to construct the project in three phases. Sound Transit's commuter rail operations will need to continue to operate on the wooden trestle. The construction approach is to construct the south bridge during the first phase and leave the wooden trestle in operations. The second phase of the project is a reroute of existing Sounder train operations to the new south bridge and then demolition of the wooden trestle. The third phase of the project is to construct the new north bridge and platform extension. Once all phases are complete bridge and railroad signals will be certified for passenger and freight rail operations.

The project baseline cost estimate also includes the budget for the Washington State Department of Transportation's Point Defiance By-Pass Project's platform extension that WSDOT will fully reimburse Sound Transit.

**PROJECT STATUS in SOUND TRANSIT'S PHASE/GATE PROCESS**



<b>Phase I:</b> Project Identification	<b>Phase II:</b> Alternatives Identification	<b>Phase III:</b> Conceptual Engineering	<b>Phase IV:</b> Preliminary Engineering	<b>Phase V:</b> Final Design	<b>Phase VI:</b> Construction
---	---	---	---	---------------------------------	----------------------------------

Projected Project Completion Date: 2018.

**FISCAL INFORMATION**

The resolution amends the Lifetime Budget (TIP) and the annual Adopted 2015 budget for Tacoma Trestle Track & Signal Project. All amounts, unless called out, are expressed in year of expenditure dollars.

The Lifetime project budget for the Tacoma Trestle Track and Signal project, as shown in the adopted 2015 TIP is \$34,554,000. This resolution adopts the baseline schedule and budget with an increase of \$85,955,000 for a total lifetime budget of \$120,509,000. The annual budget will also increase from \$15,047,000 to \$20,996,000 through this action.

**BUDGET AMENDMENT**

Tacoma Trestle Track and Signal Phase	2015 Annual Budget			Lifetime Budget		
	Adopted 2015 Project Budget	Budget Transfer	Revised Project Budget	Adopted 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	840	14	854	1,806	2,280	4,086
Preliminary Engineering	750	-150	600	5,035	-538	4,497
Final Design	6,930	2,034	8,964	10,374	3,107	13,481
Third Party Agreements		434	434		1,077	1,077
Right of Way	5,340	4,092	9,432	11,914	-1,853	10,061
Construction		175	175		81,641	81,641
Construction Services	1,187	-650	537	5,425	241	5,666
Vehicles						
Contingency						
<b>Total</b>	<b>15,047</b>	<b>5,949</b>	<b>20,996</b>	<b>34,554</b>	<b>85,955</b>	<b>120,509</b>

Notes:

Amounts are expressed in Year of Expenditure \$000.

The project budget is located on page 54 of 210 of the Adopted 2015 Transit Improvement Plan (TIP).

Funding sources for this project include a TIGER grant of \$10 million and WSDOT's cost reimbursement for the platform extension, and shared escrow funds which funded the purchase of ROW from Tacoma Rail. The balance of costs will be funded through Pierce County financial capacity. The Project is affordable, but will result in higher interest costs to the agency and the subarea due to the need to sell more bonds to fund the higher cost of the project.

The following table provides a comparison of the ST2 program cost estimate which was adjusted to include separate budget line items for (1) the additional WSDOT platform extension of \$8,954,663 and (2) \$4,000,000 for the Tacoma Rail Right of Way purchase (\$2014\$).

**Changes to the Tacoma Trestle Track & Signal Cost Estimates**

<b>ST2 Plan Estimate ( 2014\$)</b>	<b>\$ 61,110,000</b>
<b>Plus:</b>	
WSDOT Platform Extension	\$ 8,954,663
Tacoma Rail ROW Purchase	\$ 4,000,000
<b>Total (2014\$)</b>	<b>\$ 74,064,663</b>
<b>Proposed Baseline Budget (2014\$)</b>	<b>\$ 110,713,487</b>
<b>Variance: Over/ ( Under)</b>	<b>\$ (36,648,824)</b>

**SMALL BUSINESS/DBE PARTICIPATION**

Not applicable to this action.

## PUBLIC INVOLVEMENT

Sound Transit and WSDOT staff have coordinated on a number of public outreach activities including stakeholder meetings and the environmental outreach process.

Sound Transit has conducted public open house meetings for the following design milestones:

- February 2014            Conceptual Engineering Design Public Meeting
- November 2014        30% Preliminary Engineering Design Public Meeting
- March 2015             60% Final Design Engineering Public Meeting

## TIME CONSTRAINTS

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

## PRIOR BOARD/COMMITTEE ACTIONS

Resolution R2014-15: (1) Amends the Adopted 2014 Lifetime Budget for the Tacoma Trestle Track and Signal project from \$11,454,520 to \$34,554,000 by increasing the budget by \$23,099,480, and; (2) amends the Adopted 2014 Annual Budget from \$10,674,000 to \$16,579,000, and (3) approves Gate 4: Enter Final Design within Sound Transit's Phase Gate Process.

Resolution R2014-02: Approves Phase Gate Gates 2 and 3 for the Tacoma Trestle Project, (2) amends the Adopted 2014 Lifetime Budget for the Tacoma Trestle 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 \$2,554,000 to \$7,754,000 by increasing (a) the Preliminary Engineering phase from \$100,000 to \$1,300,000 and (b) the Right-of-way phase from \$2,000,000 to \$6,000,000 to reallocate unspent funds from 2013 to 2014.

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 3/13/2015

## LEGAL REVIEW

JW 5/11/2015

**RESOLUTION NO. R2015-09**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) adopting the Tacoma Trestle Track & Signal Project baseline schedule and budget by (a) adopting May 2018 as the project completion milestone, (b) amending the Adopted 2015 Project Lifetime Budget from \$34,554,000 to \$120,509,000, and (c) amending the Adopted 2015 Project Annual Budget from \$15,047,000 to \$20,996,000; and (2) approving Gate 5 within Sound Transit's Phase Gate process.

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 Tacoma Trestle Track & Signal Project will replace an over 100-year single-track wooden trestle with a new modern double-track structure along a 0.65-mile section of the Sounder South Line from the Tacoma Dome Station to East M Street in Tacoma; and

WHEREAS, 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 crossover, construction of a new concrete structure, signal upgrades, utility relocation and erosion control; and

WHEREAS, the project will be constructed mostly along Sound Transit's railroad right of way and over City of Tacoma public right of way over 'G' Street, 'J' Street, and 'L' Street; and

WHEREAS, Sound Transit received a 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; and

WHEREAS, Sound Transit is coordinating with the Washington State Department of Transportation's (WSDOT) Rail Division to integrate alterations at Freighthouse Square with this project; and

WHEREAS, Sound Transit and WSDOT executed a cost reimbursement agreement in 2015 for WSDOT to reimburse Sound Transit to complete design of the platform extension, and a Construction & Maintenance Agreement between the two agencies has been established for reimbursement of all construction related costs; and

WHEREAS, The project baseline cost estimate includes the budget for the Washington State Department of Transportation's Point Defiance By-Pass Project's platform extension; and

WHEREAS, the platform extension will include canopies, closed circuit TV cameras, variable message system, and lighting; and

WHEREAS, Sound Transit plans to construct the project in three phases in order to continue Sound Transit commuter rail operations during construction; and

WHEREAS, environmental review for the Tacoma Trestle project was completed with the State Environmental Policy Act (SEPA) Checklist and Determination of Non-Significance (DNS) issued July 16, 2014 and the Federal Transit Administration approval of the National Environmental Policy Act (NEPA) Documented Categorical Exclusion (DCE) on April 14, 2014. Environmental review for the WSDOT platform extension was completed with the February 2013 Point Defiance Bypass Environmental Assessment, March 1, 2013 finding of No Significant Impact (FONSI) issued by the Federal Railroad Administration (FRA), and the March 13, 2013 WSDOT Point Defiance Bypass DNS; and

WHEREAS, in accordance with Sound Transit's Phase Gate process, all requirements necessary to pass through Gate 5, establish project baseline schedule and budget, have been met; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to amend the Adopted 2015 Budget.

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

Section 1: The Tacoma Trestle Track & Signal Project baseline schedule and budget is adopted by establishing the project completion milestone as May 2018, amending the Adopted 2015 Project Annual budget from \$15,047,000 to \$20,996,000 and amending the Adopted 2015 Project Lifetime Budget is amended from \$34,554,000 to \$120,509,000.

Section 2: Gate 5 within Sound Transit's Phase Gate process is hereby approved.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 28, 2015.

  
\_\_\_\_\_  
Paul Roberts  
Board Vice Chair

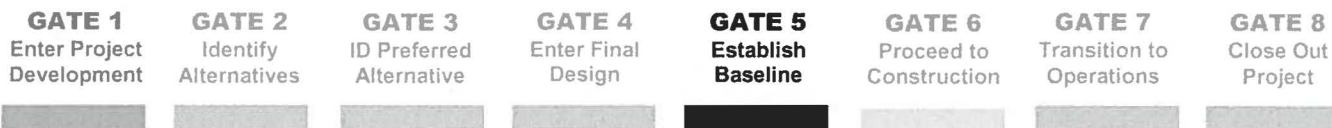
ATTEST:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator



**PHASE GATE ACTION**  
**Tacoma Trestle Track and Signal Project**

MEETING	DATE	STAFF CONTACT	PHONE
Capital Committee	05/14/15	Ahmad Fazel, DECM Executive Director Mark Johnson, Project Director	(206) 398-5389 (206) 398-5192
Board	05/28/15	Melissa Flores Saxe, Project Manager	(206) 689-4968



**ACTION REQUESTED**

Approve Phase Gate 5 to establish the baseline budget and schedule for the Tacoma Trestle Track and Signal Project.

**PROJECT BUDGET**

Current Lifetime Budget: \$34,554,000  
 Baseline Budget: \$120,509,000

**PROJECT SCHEDULE**

Baseline Project Completion: May 2018

**PROJECT DESCRIPTION**

The Tacoma Trestle Track & Signal Project will replace a 100-year old single-track wooden trestle with a new modern double-track structure along a 0.65-mile section from Tacoma Dome to East M Street in Tacoma. 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 crossover, construction of a new concrete structure, signal upgrades, utility relocation and erosion control. Sound Transit will also incorporate the construction of the WSDOT platform extension to the Tacoma Trestle Track & Signal Project's construction project. Sounder commuter rail and Tacoma Rail freight service in the corridor will remain active throughout construction. Environmental review for the Tacoma Trestle project was completed in July 2014 and environmental review for the WSDOT platform extension was completed in March 2013.

The Tacoma Trestle Track & Signal Project is included in the ST2 plan. Sound Transit received \$10.92 million in 2014 FTA Section 5337 High Intensity Fixed Guideway funds for conceptual/preliminary engineering and design work for this project and a 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.

Consistent with Sound Transit policy and practices, a project-wide Risk Assessment was conducted for the Tacoma Trestle Track & Signal Project in preparation for project baselining. The Risk Assessment concluded there is over an 80% confidence level that the project will be completed on the proposed schedule and within the proposed lifetime budget. The proposed baseline schedule would establish May 2018 as the project completion milestone. The baseline budget would establish a Project Lifetime Budget of \$120,509,000 (YOES) to provide design, acquisition of right of way, construction, construction services, third party activities, and agency administration as required to complete the project.

**ACTION APPROVED**

  
 Paul Roberts  
 Board Vice Chair

  
 Date