



Motion No. M2021-44

Funding Agreement with WSDOT for the Tacoma Dome Link Extension project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	07/08/2021	Recommend to Board	Don Billen, Executive Director, PEPD
Board	07/22/2021	Final action	Curvie Hawkins, Development Director- TDLE & OMF South

Proposed action

Authorizes the chief executive officer to execute a funding agreement with the Washington State Department of Transportation for its improvements to the Portland Avenue I-5 underpass in Tacoma, Washington to accommodate future transit access improvements for a total fixed amount of \$363,000.

Key features summary

- The purpose of this funding agreement is to provide a contribution to the redesign and construction of I-5 Portland Avenue underpass improvements by the Washington State Department of Transportation (WSDOT) including increasing height of retaining walls to accommodate future additional sidewalk width for non-motorized transit access improvements in this area.
- The I-5 Portland Avenue Underpass would link the Puyallup Tribe of Indians Administration Building and new casino, and communities south of I-5 to the future proposed light rail station location.
- Although specific non-motorized transit access improvement plans are not yet confirmed for the Tacoma Dome Link Extension (TDLE), contributing to the redesign of retaining walls to allow for 16 foot sidewalks in the Portland Avenue underpass area will realize significant cost and time efficiencies for the potential sidewalk transit access improvements.
- This approach creates design and planning flexibility in the area of the I-5 Portland Avenue underpass and future Portland Avenue Link station so that if future non-motorized access needs are confirmed at this location, TDLE can more easily deliver improvements.
- In conjunction with WSDOT's I-5 Portland Avenue Underpass project, WSDOT will agree to:
 - Design and build retaining walls of sufficient height and length to accommodate sidewalks up to 16-feet wide along both sides of the roadway within the Portland Avenue I-5 underpass. Leave adequate space between the retaining walls and WSDOT-placed 12-foot wide sidewalks along both sides of the Portland Avenue I-5 underpass, to allow construction of an additional 4-feet of sidewalk at a later date, for eventual use as a 16-foot wide sidewalk on both sides of Portland Avenue.
 - Cover and protect for the area from the wall to the middle of the new sidewalk pursuant to an agreement between WSDOT and City of Tacoma.
 - Grant Sound Transit no cost temporary access to construct the additional four feet of permanent sidewalk, if a permit is requested by Sound Transit.

- Sound Transit will pay WSDOT a total fixed amount of \$363,000 after WSDOT has substantially completed the work. This amount is the maximum funding amount and Sound Transit will not be liable for any other amounts. Before revenue service of the Tacoma Dome Link Extension, Sound Transit has the right, but is not obligated to build additional sidewalk width or other transit access improvements in this area.
- This is a WSDOT project and WSDOT is fully responsible for all design and construction of the I-5 Portland Avenue underpass improvements.
- This agreement will be funded from the station access allowance established in ST3.

Background

Sound Transit is in the early stages of project development for the TDLE project, which will extend the regional light rail system nearly 10 miles from the City of Federal Way to Tacoma with four new stations. During the TDLE project's scoping process, one station was identified as the East Tacoma station (later referred to as Portland Avenue Station), in the vicinity of Portland Avenue in Tacoma. In July 2019, the Sound Transit Board of Directors approved Motion No. M2019-75, identifying the preferred alternative for the Portland Avenue station area to be in the vicinity of E 26th St. or E 27th St. near Portland Avenue and north of Interstate 5. Additionally, the Board directed staff to work with the City of Tacoma, Puyallup Tribe, Port of Tacoma, WSDOT, local transit agencies, and other stakeholders to examine opportunities to ensure appropriate multi-modal access to this station.

WSDOT is implementing the I-5 HOV Project in the City of Tacoma, which includes improvements to the Portland Avenue I-5 underpass next to the bridge columns in the vicinity of the proposed Portland Avenue station alternative. WSDOT agreed with the City of Tacoma to build 12-foot sidewalks under and near the I-5 freeway underpass and next to the bridge columns on both sides of Portland Avenue. The TDLE project has identified this same location as a potential location for 16-foot wide sidewalks that would provide better non-motorized access to transit. Sound Transit, WSDOT, and the City of Tacoma recognized that there were efficiencies to be gained if the WSDOT project included elements to support a future widening of the sidewalk.

The I-5 HOV Project has been environmentally cleared by WSDOT. WSDOT has also selected a design-build contractor to deliver this project and is planning to begin construction of the I-5 Portland Ave Underpass in the summer of 2021.

This agreement is intended to realize efficiencies by assuring that the design and construction of I-5 Portland Avenue underpass area improvements to be completed under WSDOT's current design build I-5 HOV Project contract will allow for possible additional sidewalk width for improved transit access to be constructed (by Sound Transit or others) in the future, in an economical manner with minimal impact to the public.

This agreement provides for Sound Transit's lump sum contribution of funding in the amount of \$363,000 for improvements to the Portland Avenue I-5 underpass in Tacoma, Washington; for WSDOT to timely complete such agreed improvements; and to allow Sound Transit the right to enter and place up to an additional four feet of permanent sidewalk in the locations of the improvements on both sides of Portland Avenue, at Sound Transit's sole expense and discretion, before the Sound Transit TDLE Project is in revenue service.

Project status

○					
Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction

Projected completion date for Conceptual Engineering/Draft EIS for TDLE: 2Q 2022

Fiscal information

This agreement will be funded from the station access allowance established in ST3.

This action is within the authorized project allocation to date and sufficient monies remain after approval of this action to fund the remaining work in the third party phase as contained in the current cost estimates.

The authorized project allocation to date for the project is \$125,673,000. Within the third party phase \$1,795,695 allocated of which to the budget line item for Miscellaneous Third Party Agreements. The proposed action would commit \$363,000 to this line item and leave a remaining budget balance of \$1,220,115.

Tacoma Dome Link Extension

(in thousands)

Project Phase	Proposed Project Allocation to Date	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$26,848	\$12,886	\$	\$12,886	\$13,962
Preliminary Engineering	87,075	48,838		48,838	38,237
Final Design					
Third Party	6,350	1,793	363	2,156	4,194
Right of Way	5,400	1,020		1,020	4,380
Construction					
Construction Services					
Vehicles					
Total Current Budget	\$125,673	\$64,537	\$363	\$64,900	\$60,773
Phase Detail - Third Party					
Miscellaneous Third Party	\$1,796	\$213	\$363	\$576	\$1,220
Other Third Parties	4,554	1,581		1,581	2,974
Total Phase	\$6,350	\$1,793	\$363	\$2,156	\$4,194

Agreement Detail WSDOT	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	\$	\$	\$363	\$363
Contingency	0	0	0	0
Total Contract Amount	\$	\$	\$363	\$363
Percent Contingency	0%	0%	0%	0%

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Committed and PO Contingency Remaining as of 6/24/21.

For detailed project information, see page 105 of the Adopted 2021 Transit Improvement Plan (TIP).

Disadvantaged and 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. M2019-75: A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred alternatives(s) and other alternatives for study in the Environmental Impact Statement, for all segments except the Tacoma Dome segment.

Environmental review – KH 6/24/21

Legal review – JSA 7/2/21



Motion No. M2021-44

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a funding agreement with the Washington State Department of Transportation for its improvements to the Portland Avenue I-5 underpass in Tacoma, Washington to accommodate future transit access improvements for a total fixed amount of \$363,000.

Background

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Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a funding agreement with the Washington State Department of Transportation for its improvements to the Portland Avenue I-5 underpass in Tacoma, Washington to accommodate future transit access improvements for a total fixed amount of \$363,000.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Kent Keel
Board Chair

Attest:

Kathryn Flores
Board Administrator