



Resolution No. R2024-15

Budget Amendment to establish the Operations and Maintenance Facility South project budget from the Tacoma Dome Link Extension project budget

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	06/13/2024 06/27/2024	Recommend to Board Final action	Terri Mestas, Deputy CEO, Chief Mega Capital Programs Officer Chelsea Levy, Acting PEPD Executive Director Curvie Hawkins, Project Development Director

Proposed action

Splits the Tacoma Dome Link Extension project into two projects, Tacoma Dome Link Extension (TDLE) and Operations and Maintenance Facility South (OMF South), for budgetary, planning, and reporting purposes by (a) amending the TDLE authorized project allocation in the Transit Improvement Plan from \$506,748,000 to \$112,388,021 and the annual Adopted 2024 Budget from \$258,212,000 to \$30,347,000, and (b) establishing the OMF South authorized project allocation at \$394,359,979 and the annual 2024 Budget at \$227,865,000.

Key features summary

- The Tacoma Dome Link Extension project's authorized allocation and annual budget currently includes that of the Operations and Maintenance Facility South.
- The projects were initiated together and early project development occurred concurrently. The environmental review and design advanced on a faster schedule for OMF South, as the maintenance facility needs to be operational prior to receiving, testing, and commissioning light rail vehicles for the Graham Street and Boeing Access Road Infill Stations (Infill Stations), West Seattle Link Extension (WSLE), Tacoma Dome Link Extension, and other system-wide needs.
- This action will formally split the combined Tacoma Dome Link Extension and OMF South project authorized allocation and Adopted 2024 Budget, transfer funds from the Tacoma Dome Link Extension budget to the new, distinct OMF South project, and establish two distinct project budgets.
- This action does not add any net budget dollars and only re-allocates the existing amount from the combined project to the two distinct project budgets.

Background

The Sound Transit 3 (ST3) plan, approved by voters, includes the Tacoma Dome Link Extension (TDLE) project. Tacoma Dome Link is 9.7 miles long with four stations. It will connect Pierce and South King County residents to the regional light rail network. An operations and maintenance base in the south corridor (OMF South) is needed to accommodate an expanded light rail fleet to serve TDLE, the Infill Stations, and WSLE, as well as meet system-wide needs.

Project development (including alternatives development and screening) for the OMF South and TDLE projects was initiated together as the OMF South needed to be located along either the future TDLE alignment or Federal Way Link Extension alignment that is currently under construction. After early

scoping in 2018, the projects began two separate environmental review processes. This allowed the OMF South to advance more quickly as it needs to be operational prior to the ST3 light rail extension openings, including TDLE, to receive, test, and commission new LRVs.

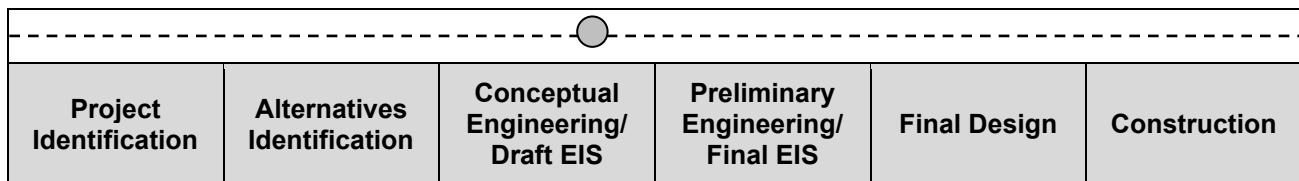
The Board identified a target in-service date of 2029 and the OMF South must be operational to receive initial Series 3 LRV deliveries by 2030. The project team updated the Board on the project schedule indicating a 2032-2037 forecasted in-service date depending on the alternative selected to be built. Current schedule projections anticipate the Preferred Alternative could be operational by 2032. Sound Transit and the Federal Transit Administration (FTA) published the OMF South Final Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) on June 7, 2024. After the Sound Transit Board selects the project to be built, FTA is anticipated to issue a Record of Decision (ROD) in Q3 2024.

The current forecasted in-service date for TDLE is in 2035. Sound Transit and FTA are preparing a Draft EIS expected to be published in the Fall of 2024. The TDLE Final EIS is anticipated to be published in late 2026, which will be followed by an action by the Sound Transit Board to select the project to be built.

A formal split of the TDLE/OMF South project requires Board adoption of an amended authorized allocation and the 2024 Annual Budget; the combined project budget will be split between two distinct projects: Tacoma Dome Link Extension and Operations and Maintenance Facility South. Following Board approval of this action, staff reports and board actions will exclusively pertain to one or the other, with separate reporting on project status, budget, and affordability.

Project status

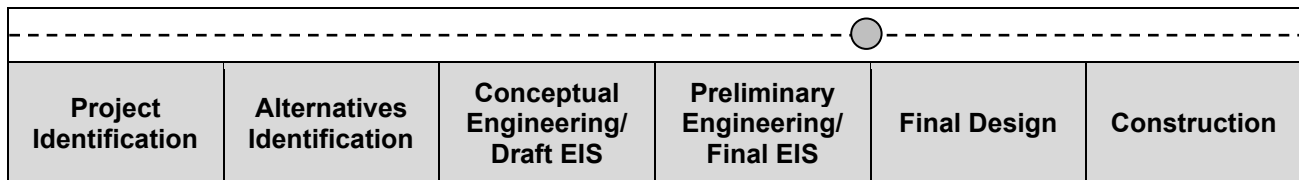
Tacoma Dome Link Extension



Projected completion date for Conceptual Engineering/Draft EIS: Q1 2025

Project scope, schedule and budget summary are located on page 98 of the April 2024 Agency Progress Report.

Operations and Maintenance Facility South



Projected completion date for Preliminary Engineering/Final EIS: Q3 2024

Project scope, schedule and budget summary are located on page 98 of the April 2024 Agency Progress Report.

Fiscal information

This proposed action amends the authorized project allocation and the annual Adopted 2024 Budget for

the combined Tacoma Dome Link Extension/Operations and Maintenance Facility South project. This action does not have any fiscal impact and formally establishes two distinct project budgets for Tacoma Dome Link (P400053) and OMF South (P400054). As the projects are pre-baselined, both the authorized project budget for project development work and a forecasted cost estimate for the remaining project delivery and construction work are reasonably assumed in the existing Long Range Financial Plan forecast.

The current annual Adopted 2024 Budget for the combined Tacoma Dome Link/OMF South project is \$258,212,000. Following this project split action, the revised annual 2024 Budgets for Tacoma Dome Link and OMF South will be \$30,347,000 and \$227,865,000, respectively.

The current authorized project allocation for the combined Tacoma Dome Link/OMF South project is \$506,748,000. Following this project split action, the revised authorized project allocations for Tacoma Dome Link and OMF South will be \$112,388,021 and \$394,359,979, respectively.

The budget amendment tables below outline the revisions made to the Tacoma Dome Link Extension and Operations and Maintenance Facility South project allocations and annual budgets.

Tacoma Dome Link Extension

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation		
	Adopted 2024 Annual Project Budget	Budget Revision	Revised 2024 Annual Project Budget	Authorized Project Allocation (Current)	Allocation Change	Authorized Project Allocation (New)
Agency Administration	\$7,051	(\$3,480)	\$3,571	\$34,889	(\$13,023)	\$21,866
Preliminary Engineering	27,756	(13,850)	13,906	104,594	(50,184)	54,410
Final Design	400	(400)		400	(400)	
Third Party Agreements	16,755	(9,275)	7,480	39,156	(13,096)	26,060
Right of Way	171,250	(165,860)	5,390	237,011	(226,959)	10,052
Construction	25,000	(25,000)		70,698	(70,698)	
Construction Services	10,000	(10,000)		20,000	(20,000)	
Vehicles						
Contingency						
Total	\$258,212	(\$227,865)	\$30,347	\$506,748	(\$394,360)	\$112,388

Operations & Maintenance Facility South

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation		
	Adopted 2024 Annual Project Budget	Budget Revision	Revised 2024 Annual Project Budget	Authorized Project Allocation (Current)	Allocation Change	Authorized Project Allocation (New)
Agency Administration	\$	\$3,480	\$3,480	\$	\$13,023	\$13,023
Preliminary Engineering		13,850	13,850		50,184	50,184
Final Design		400	400		400	400
Third Party Agreements		9,275	9,275		13,096	13,096
Right of Way		165,860	165,860		226,959	226,959
Construction		25,000	25,000		70,698	70,698
Construction Services		10,000	10,000		20,000	20,000
Vehicles						
Contingency						
Total	\$	\$227,865	\$227,865	\$	\$394,360	\$394,360

Notes:

Amounts are expressed in Year of Expenditure.
 For detailed project information, see page 104 of the 2024 Financial Plan & Adopted Budget.

Business inclusion and workforce

This action would not impact Sound Transit’s commitment or ability to support disadvantaged and small business participation in this project, nor will it impact the workforce development provisions in the Project Labor Agreement.

Public involvement

Not applicable to this action.

Time constraints

There is no significant impact if this action is not considered in June 2024. This action is solely for budgetary, planning, and reporting purposes.

Prior Board/Committee actions

Resolution No. R2023-40: Adopted an annual budget for the period from January 1 through December 31, 2024 and adopts the 2024 Transit Improvement Plan (TIP).

Motion No. M2021-81: Identified a preferred alternative of the three alternatives for further study in the Final Environmental Impact Statement for the Operations and Maintenance Facility South.

Motion No. M2019-50: Identified Link Operations and Maintenance Facility South site alternatives for study in the Draft Environmental Impact Statement.

Environmental review – KH 5/23/24

Legal review – MT 6/7/2024



Resolution No. R2024-15

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority splitting the Tacoma Dome Link Extension project into two projects, Tacoma Dome Link Extension (TDLE) and Operations and Maintenance Facility South (OMF South), for budgetary, planning, and reporting purposes by (a) amending the TDLE authorized project allocation in the Transit Improvement Plan from \$506,748,000 to \$112,388,021 and the annual Adopted 2024 Budget from \$258,212,000 to \$30,347,000, and (b) establishing the OMF South authorized project allocation at \$394,359,979 and the annual 2024 Budget at \$227,865,000.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) 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 Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in November 2016, the voter-approved ST3 Plan included funding to extend Link Light Rail to Pierce and South King Counties and to construct a light rail operations and maintenance facility in the south corridor; and

WHEREAS, Resolution No. R2021-05 identified the both the Tacoma Dome Link Extension and Operations and Maintenance Facility South as Tier 1 projects to proceed without funding delay; and

WHEREAS, the two projects were initiated together and early project development occurred concurrently; and

WHEREAS, environmental review and design has advanced on a faster schedule for the Operations and Maintenance Facility South project as the facility needs to be operational prior to receiving, testing, and commissioning light rail vehicles for the Graham Street and Boeing Access Road Infill Stations, West Seattle Link Extension, Tacoma Dome Link Extension, and other system-wide needs; and

WHEREAS, Sound Transit and the Federal Transit Administration published the Operations and Maintenance Facility South Final Environmental Impact Statement on June 7, 2024 while the Final Environmental Impact Statement for the Tacoma Dome Link Extension project is anticipated to be published in late 2026; and

WHEREAS, the splitting of the combined project will not add any net budget dollars and only re-allocates the existing amount from the combined project to the two distinct project budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Tacoma Dome Link Extension project is split into two project, Tacoma Dome Link Extension and Operations and Maintenance Facility South, for budgetary, planning, and reporting purposes by (a) amending the TDLE authorized project allocation in the Transit Improvement Plan from \$506,748,000 to \$112,388,021 and the annual Adopted 2024 Budget from \$258,212,000 to \$30,347,000, and (b) establishing the OMF South authorized project allocation at \$394,359,979 and the annual 2024 Budget at \$227,865,000.

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

Dow Constantine
Board Chair

Attest:

Kathryn Flores
Board Administrator