

**RESOLUTION NO. R2016-20**
**Rebaseline the Tacoma Trestle Track & Signal Project**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	07/14/2016	Recommend to Board	Ahmad Fazel, DECM Executive Director
Board	07/28/2016	Final Action	<b>Mark Johnson</b> , Project Director

**PROPOSED ACTION**

(1) Amends the Tacoma Trestle Track & Signal baseline budget by (a) increasing the Adopted 2016 Project Budget by \$40,556,000 from \$120,509,000 to \$161,065,000 and (b) increasing the Adopted 2016 Annual Budget by \$20,050,412, from \$46,866,187 to \$66,916,599, and (2) approves Gate 5 Rebaseline within Sound Transit’s Phase Gate process.

**KEY FEATURES SUMMARY**

- Adopts a revised baseline budget for the Tacoma Trestle Track & Signal project to reflect WSDOT-funded elements being incorporated in this project by change order, and increased administrative costs for Sound Transit to deliver all WSDOT-funded elements.
- Modify phase level budgets of the Sound Transit funded work to fund additional FTA and FRA requirements such as archaeological monitoring and adjustment of platform height.
- The project completion milestone of May 2018 is unchanged.

**BACKGROUND**

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 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 at “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. Sounder service in the corridor will be maintained throughout construction.

The Tacoma Trestle Project is included in the ST2 plan and is scheduled for completion in 2018. Sound Transit received an FTA-administered TIGER Grant in the amount of \$10 million to advance the final design and construction phases of the project, which will increase track capacity to accommodate additional passenger and freight train operations.

Sound Transit has been working closely with the Washington State Department of Transportation’s (WSDOT) Rail Division to coordinate WSDOT’s alterations to the existing Freighthouse Square building with the Tacoma Trestle project. Sound Transit and WSDOT executed a cost reimbursement agreement in 2015 for WSDOT to reimburse Sound Transit to complete design of the Amtrak-required platform extension, and a Construction and Maintenance Agreement between the two agencies was executed in November 2014 governing the reimbursement of all construction related costs. Based on the amended and restated agreement with WSDOT authorized by the Board in Motion No. M2016-50, the Tacoma Trestle project is now incorporating additional WSDOT-funded elements into the project by change order. The funding source for WSDOT’s portion of the work was established by the American Recovery and Reinvestment Act (ARRA) of

2009 and is administered by the Federal Railroad Administration (FRA). ARRA funding expires September 30, 2017. All construction must be completed by June 30, 2017, and reimbursement requested by Sound Transit by July 5, 2017. These funding requirements produce an aggressive construction schedule for the project, with a contract milestone for completion of WSDOT-funded work of May 1, 2017.

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. The Federal Transit Administration approved on June 2, 2016, the NEPA Reevaluation for the 'L' Street Crossover. 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 project completed final design in October 2015 and received Board approval in March 2016 to award a construction contract (Motion No. M2016-19) to Flatiron West, Inc. to construct the project. Notice to Proceed was issued to the construction contractor in late March 2016.

In response to a requirement from the FRA, staff will return to the Board in the future to request approval of a design contract amendment to relocate Sound Transit's proposed crossover track off the new double-track bridge to the L Street area east of the new bridge structure. Environmental review and final design will be completed prior to this request from the Board.

**PROJECT STATUS**

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Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction

Projected Completion Date for Tacoma Trestle: May 2018.  
 Project scope, schedule, and budget summary located on page 125 of the March 2016, Agency Progress Report.

**FISCAL INFORMATION**

The revision of the baseline of the Tacoma Trestle Track & Signal project has zero impact to the financial plan. All allowable costs attributed to the added scope for the Tacoma Trestle Track & signal project for the WSDOT portion of the project are also fully reimbursable by WSDOT.

The action increases project scope and revises and increases the baseline for the Tacoma Trestle Track & Signal project by \$40,556,000 from \$120,509,000 to \$161,065,000. The annual budget is increased by \$20,050,412 to \$66,916,566 in Tacoma Trestle Track & Signal project.

The funding for this project is a mix of federal funding through a statewide WSDOT managed high-speed rail grant and Sound Transit funds. Of the total project budget of \$161,065,000, 31.3% of the budget or \$50.4M is supported through grant funds.

This action is fully funded within existing agency resources.

**BUDGET AMENDMENT**

<b>Tacoma Trestle Track &amp; Signal Project</b>		<b>2016 Annual Budget</b>			<b>Project Budget</b>		
<b>Phase</b>	<b>Adopted 2016 Annual Budget</b>	<b>Budget Transfer</b>	<b>Revised Project Budget</b>	<b>Adopted 2016 Project Budget</b>	<b>Budget Transfer</b>	<b>Revised Project Budget</b>	
Agency Administration	1,195	1,799	2,993	4,086	4,008	8,094	
Preliminary Engineering	82	-27	55	4,497	-435	4,062	
Final Design	3,649	967	4,616	13,481	1,717	15,198	
Third Party Agreements	454	18	472	1,077	704	1,781	
Right of Way	2,365	1,544	3,910	10,061		10,061	
Construction	36,721	15,170	51,891	81,641	32,647	114,288	
Construction Services	2,400	579	2,979	5,666	1,915	7,581	
Vehicles							
Contingency							
<b>Total</b>	<b>46,866</b>	<b>20,050</b>	<b>66,917</b>	<b>120,509</b>	<b>40,556</b>	<b>161,065</b>	

Notes:  
 Amounts are expressed in Year of Expenditure \$000.  
 The project budget is located on page 36 of 140 respectively in the Adopted 2016 Transit Improvement Plan (TIP).

**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 for both projects; including stakeholder meetings and the environmental outreach process.

**TIME CONSTRAINTS**

A one-month delay would create a significant impact to the Tacoma Trestle project schedule putting at risk the ARRA funding that WSDOT is relying upon to reimburse Sound Transit for the associated improvements that are to be included in the construction of the Tacoma Trestle project.

**PRIOR BOARD/COMMITTEE ACTIONS**

Resolution No. R2015-09: (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

Resolution No. 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 No. R2014-02: (1) Approved Gates 2 and 3 with 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 \$11,454,420 by increasing the preliminary engineering phase budget by \$1,200,00, 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.

ENVIRONMENTAL REVIEW

JI 4/8/2016

LEGAL REVIEW

JW 7/5/2016

**RESOLUTION NO. R2016-20**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) amending the Tacoma Trestle Track and Signal baseline budget by (a) increasing the Adopted 2016 Project Budget by \$40,556,000 from \$120,509,000 to \$161,065,000 and (b) increasing the Adopted 2016 Annual Budget by \$20,050,412, from \$46,866,187 to \$66,916,599, and (2) approves Gate 5 Rebaseline 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, by way of Motion No. M2014-21, the Sound Transit Board authorized the chief executive officer to enter into a Construction and Maintenance Agreement with the Washington State Department of Transportation (WSDOT) to implement a portion of the Cascade High Speed Rail Program on Sound Transit owned rail corridor;

WHEREAS, by way of Resolution No. R2015-09 on May 28, 2015, the Sound Transit Board adopted the Tacoma Trestle Track and Signal baseline schedule and budget by adopting May 2018 as the project completion milestone and amended the project budget for the Tacoma Trestle project from \$34,554,000 to \$120,509,000;

WHEREAS, additional budget is needed by the Tacoma Trestle Track & Signal project in order to meet requirements by the Federal Transit and Railroad Administrations, and construct the

additional WSDOT's Point Defiance Bypass components at Freighthouse Square in Tacoma that Sound Transit has agreed to construct on behalf of WSDOT as part of the Construction and Maintenance Agreement;

WHEREAS, by Resolution No. R2015-36, the Sound Transit Board adopted the 2016 Budget on December 17, 2015; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to amend the Adopted 2016 Budget.

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

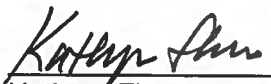
Section 1: The Tacoma Trestle Track & Signal Project baseline schedule and budget is amended by (a) increasing the Adopted 2016 Project Budget by \$40,556,000 from \$120,509,000 to \$161,065,000 and (b) increasing the Adopted 2016 Annual Budget by \$20,050,412, from \$46,866,187 to \$66,916,599.

Section 2: Gate 5 Rebaseline 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 July 28, 2016.

  
Pat McCarthy  
Board Chair Pro Tem

ATTEST:

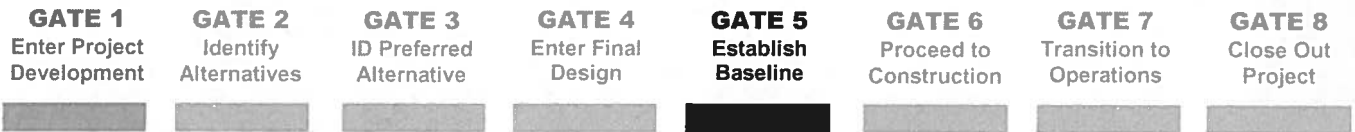
  
Kathryn Flores  
Board Administrator



**PHASE//GATE ACTION**

**Tacoma Trestle Track & Signal Project**

MEETING	DATE	STAFF CONTACT	PHONE
Board	7/14/2016	Ahmad Fazel, DECM Executive Director Mark Johnson, Project Director <b>Melissa Flores Saxe, Senior Project Manager</b>	(206) 398-5389 (206) 398-5192 (206) 689-4968



**ACTION REQUESTED**

Approve Phase Gate 5 to re-baseline the project budget for the Tacoma Trestle Track & Signal Project

**PROJECT BUDGET**

Original Baseline Budget: \$120,509,000  
New Baseline Budget: \$161,065,000

**PROJECT SCHEDULE**

Baseline Project Completion: May 2018

**PROJECT DESCRIPTION**

The Tacoma Trestle Track & Signal Project was originally baselined on May 28, 2015, by the Sound Transit Board through approval of Resolution No. R2015-09. The original baseline scope will replace the existing single-track wooden trestle with a new double-track structure from Tacoma Dome to East M Street in Tacoma. In addition to the replacement of the existing bridge, there will be civil improvements including upgrades to the embankments to the new structure, construction of new tracks and crossover, signal upgrades, utility relocation and ancillary improvements. In addition, Sound Transit will construct Washington State Department of Transportation (WSDOT) Point Defiance By-Pass Project's platform extension. The environmental reviews for the Tacoma Trestle Track & Signal project was completed in July 2014 and environmental review for the platform extension was completed in March 2013.

Since the baseline adoption in May 2015, Sound Transit has been working closely with WSDOT's Rail Division to coordinate WSDOT's alterations to the existing Freighthouse Square building with the Tacoma Trestle Track & Signal project. The Tacoma Trestle Track & Signal Project re-baselined scope and budget will include additional scope of the WSDOT Rail's Point Defiance By-Pass Project to be incorporated into the Tacoma Trestle construction project. The added scope items to be added to the Tacoma Trestle project are as follows: new south passenger platform, track crossover between East 'C' and East 'D' Streets, railroad signal bungalow, and sanitary sewer relocation along the new south passenger platform.

Sound Transit will also expand its environmental project limits. The Federal Transit Administration approved the project's NEPA Reevaluation in June 2016 to relocate the original track crossover on the double-track bridge to an at-grade location at east of 'L' Street per the requirement of the Federal Railroad Administration.

The Tacoma Trestle Track & Signal Project received \$10.92 million in 2014 FTA Section 5337 High Intensity Fixed Guideway funds and a FTA TIGER grant in the amount of \$10 million to advance the

final design and construction phases of the project, which will increase track capacity to accommodate additional passenger and freight train operations. The WSDOT elements will be funded by Federal Railway Administration's (FRA) High-Speed Intercity Passenger Rail program. WSDOT has received ARRA grants for their high-speed rail program.

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 and Maintenance Agreement between the two agencies was executed in November 2014 governing the reimbursement of all construction related costs. Based on the amended and restated agreement with WSDOT authorized by the Board in Motion No. M2016-50, the Tacoma Trestle project is now incorporating additional WSDOT-funded elements into the project by change order. The funding source for WSDOT's portion of the work was established by the American Recovery and Reinvestment Act (ARRA) of 2009 and is administered by the Federal Railroad Administration (FRA). ARRA funding expires September 30, 2017. All construction must be completed by June 30, 2017, and reimbursement requested by Sound Transit by July 5, 2017.

The revised baseline budget for the Tacoma Trestle Track & Signal project reflects bid results below engineer's estimate, cost proposals received from the contractor for WSDOT-funded elements being incorporated in this project by change order, and increased administrative costs for Sound Transit to deliver all WSDOT-funded elements.

In summary, the revised baseline scope and revised baseline budget of \$161,065,000 is to accommodate the WSDOT Point Defiance By-Project scope to be added to the Tacoma Trestle Track & Signal project. The baseline project completion of May 2018 is unchanged.

**ACTION APPROVED**



Pat McCarthy  
Board Chair Pro Tem

7/28/2016  
Date