

RESOLUTION NO. R2017-31
Tacoma Link Expansion Baseline Budget, Schedule, Phase Gate 5, and Project Naming

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	09/14/2017	Recommend to Board	Ahmad Fazel, DECM Executive Director
Board	09/28/2017	Final Action	Madeleine Greathouse, Project Director

PROPOSED ACTION

(1) Adopts the Tacoma Link Expansion baseline schedule and budget by increasing the authorized project allocation from \$34,622,000 to \$217,346,000 and establishing a project revenue service date of May 2022; (2) approves passage through Gate 5 within Sound Transit's Phase Gate process; and (3) approves Tacoma Link Extension as the project name.

KEY FEATURES SUMMARY

- This action adopts the baseline schedule and budget to extend the current Tacoma Link light rail system, which constitutes Board approval to pass through Gate 5 – Establish Baseline within Sound Transit's Phase Gate process.
- The baseline budget of \$217,346,000 will provide agency administration, design, acquisition of right-of-way, construction, construction services, light rail vehicle (LRV) procurement, testing and startup, MOU requirements, and third-party activities.
- This action establishes the project revenue service date as May 2022. Based on other recent national project experience, the Federal Transit Administration (FTA) has recommended that the Tacoma Link project completion milestone stated in the Single Year Grant Application (SYGA) be changed to September 2022 in accordance with FTA schedule contingency guidelines. Sound Transit's internal target date of May 2022 for start of revenue service, however, remains unchanged and includes eight months of project float.
- This action approves Tacoma Link Extension as the project name.

BACKGROUND

The Tacoma Link Expansion is a 2.4-mile extension of light rail from the Theater District in downtown to the Hilltop neighborhood in Tacoma. The extension will travel at-grade, in-street with traffic along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way. The project includes six new stations, relocates the Theater District Station, expands the existing Tacoma Operations and Maintenance Facility (OMF), and provides for additional light rail vehicles.

The Tacoma Link Expansion completed environmental review in compliance with both NEPA and SEPA with approval of a NEPA Documented Categorical Exclusion (DCE) on June 25, 2015, by the Federal Transit Administration and a SEPA Determination of Nonsignificance (DNS), issued by Sound Transit on July 13, 2015. The Sound Transit Board selected the project to be built on November 19, 2015.

The Tacoma Link Expansion will be delivered as a single design-bid-build contract package. Design and construction includes:

- 2.4 miles of double-track embedded rail from the Theater District to the terminus at South 19th Street and Martin Luther King Jr. Way.
- Seven station platforms located in the street median.
- Water, power, sanitary and storm utility relocations along the alignment.

- Pedestrian safety enhancements with ADA curbs and curb bulbs.
- Four new traction power substations (TPSS) to power the overhead contact system (OCS) along the alignment and one additional TPSS at the expanded OMF yard.
- Expansion of the existing OMF to accommodate additional administrative and operations and maintenance functions for the expanded LRV fleet and system.

Final design is approximately 60 percent and is anticipated for completion in first quarter 2018.

Sound Transit performed a quantitative risk assessment at the 60 percent design milestone completion. The risk assessment confirmed Sound Transit's baseline cost estimate was sufficient. However, the FTA independent risk assessment concluded additional contingencies were required due to concerns regarding market conditions and recommended adding these contingencies to the baseline cost estimate. This recommendation was accepted by Sound Transit and these contingencies were added to the baseline cost estimate.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion Date: May 2022

Project scope, schedule and budget summary located on page 69 of the June 2017 Agency Progress Report.

FISCAL INFORMATION

This action approves passage through Phase Gate 5 and establishes a baseline budget and schedule for the Tacoma Link Expansion project. The authorized project allocation to date is increased by \$182,724,000 to \$217,346,000 for the project.

This baseline budget will fund the project through to revenue service by increasing the authorized project allocation to date in the following phases; agency administration, third-party agreements, right-of-way, construction, construction services, vehicles and contingency.

Tacoma Link Expansion

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation to Date		
	Adopted 2017 Annual Project Budget	Budget Revision	Revised 2017 Annual Project Budget	Authorized Project Allocation to Date (Current)	Allocation Change	Authorized Project Allocation to Date (New)
Agency Administration	\$1,606		\$1,606	\$10,600	\$6,348	\$16,948
Preliminary Engineering				5,872	(313)	5,559
Final Design	5,775		5,775	10,830		10,830
Third Party Agreements	750		750	1,310	156	1,466
Right of Way	2,565		2,565	3,200	355	3,555
Construction					127,155	127,155
Construction Services	600		600	810	9,081	9,891
Vehicles	800		800	2,000	33,377	35,377
Contingency					6,565	6,565
Total	\$12,096		\$12,096	\$34,622	\$182,724	\$217,346

Notes:

Amounts are expressed in Year of Expenditure.

For detailed project information, see page 19 or 147 in the Adopted 2017 Transit Improvement Plan.

Funding

Draft Funding Agreement with the City of Tacoma	
Proposed Baseline	\$ 217,346,000
Funding	
Small Starts Grant (Assumed)	74,999,999
City of Tacoma Commitment	47,744,444
Sound Transit Commitment	94,601,557

Affordability

The City of Tacoma contributes financially to this project. The table above provides a breakdown of the City's participation and other funding that contributes to the project. The result is a Sound Transit commitment of \$94.6M.

The project is affordable within the Agency Finance Plan and Pierce subarea under the current funding plan presented above. This assumes the draft amendment to the Funding Agreement with the City of Tacoma has no significant changes and that the Small Starts grant is executed by the FTA in November of this year. The draft amendment with the city will be brought to the Board for review in October or November 2017. The draft amendment outlines that increases to the project above \$185 million will be borne by Sound Transit and is reflected in the baseline budget amount. If the grant does not materialize, then for the project to proceed it would require a larger financial commitment from Sound Transit.

SMALL BUSINESS PARTICIPATION

Not applicable for this action.

PUBLIC INVOLVEMENT

Over the past several years, Sound Transit conducted extensive public outreach to inform preliminary engineering and final design decisions on the project alignment, station locations, Operations and Maintenance Facility expansion, and station naming. Public involvement included email notifications, open houses, online surveys, stakeholder roundtables, and community and Tacoma City Council briefings.

Sound Transit will continue to conduct public outreach through completion of the design phase and during construction and pre-revenue service.

TIME CONSTRAINTS

A one-month delay will not impact the overall project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2017-33: Authorized the chief executive officer to execute a Funding Agreement with the City of Tacoma for the Tacoma Link Expansion Project.

Motion No. M2017-32: Authorized the chief executive officer to execute an amendment to the Tacoma Link Right of Use Agreement with the City of Tacoma for the Tacoma Link Expansion.

Motion No. M2017-08: Authorized the chief executive officer to execute a City Services Agreement with the City of Tacoma for expedited design, design review, permitting, and construction services for the Tacoma Link Expansion in the amount of \$1,116,100, with a 4% contingency of \$40,000, for a total authorized agreement amount not to exceed \$1,156,100.

Motion No. M2016-105: Ratified a Sub-recipient Funding Agreement with the City of Tacoma for a Federal Transit Administration grant for the Enhancements to Tacoma Link Expansion project in the amount of \$2,500,000, which includes \$500,000 in City of Tacoma local match contribution.

Resolution No. R2015-22: Selected the route, stations, and operations and maintenance facility expansion site for the Tacoma Link Expansion.

Motion No. M2014-11: Identified the Tacoma Link Expansion light rail alignment(s) to advance into environmental review.

Motion No. M2013-31: (1) Selected E1 – North Downtown Central as the corridor and light rail as the mode for detailed study in the Tacoma Link light rail expansion environmental review, and (2) approved Gate 2 within Sound Transit's Phase Gate process.

ENVIRONMENTAL REVIEW

KH 6/28/17

LEGAL REVIEW

JW 9/11/17

RESOLUTION NO. R2017-31

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) adopting the Tacoma Link Expansion baseline schedule and budget by increasing the authorized project allocation to date from \$34,622,000 to \$217,346,000 and establishing a project revenue service date of May 2022; (2) approving Gate 5 within Sound Transit's Phase Gate process; and (3) approving Tacoma Link Extension as the project name.

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, 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, the Tacoma Link Expansion project was included in the voter approved Sound Transit 2 plan; and

WHEREAS, on February 27, 2014 the Sound Transit Board identified the alignment for environmental review; and

WHEREAS, the FTA approved a NEPA Documented Categorical Exclusion on June 25, 2015, and Sound Transit issued a SEPA Determination of Nonsignificance on July 13, 2015; and

WHEREAS, the Sound Transit Board selected the project route, profile, and stations on November 19, 2015; and

WHEREAS, the Tacoma Link Expansion will extend the Tacoma Link system from the Theater District Station in Tacoma to the Hilltop neighborhood to provide transit access between and within high-growth population areas and employment centers; and

WHEREAS, the project includes a 2.4-mile extension running in-street; six new stations and relocates the existing Theater District Station; traction power substations; expansion of the existing Tacoma Link Operations and Maintenance Facility; and allows for the acquisition of additional Link vehicles; and

WHEREAS, Sound Transit conducted extensive public outreach for the Tacoma Link Expansion from alignment selection through preliminary engineering and final design which included email notifications, open houses, online surveys, stakeholder roundtables, and community and Tacoma City Council briefings; and

WHEREAS, on March 23, 2017, the Sound Transit Board approved a Funding Agreement with the City of Tacoma which identified an estimated contribution of \$43.3 million toward the

project and documents the Federal Transit Administration and Washington State Department of Transportation grants available to the project in the amount of \$33 million; and

WHEREAS, the project to be built shall be known as the Tacoma Link Extension which is consistent for extensions of existing Link projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Tacoma Link Expansion baseline schedule and budget is adopted by:

Section 1. Increasing the authorized project allocation from \$34,622,000 to \$217,346,000;

Section 2. Establishing a project revenue service date of May 2022;

Section 3. Approving Gate 5 within Sound Transit's Phase Gate process; and

Section 4. Approving Tacoma Link Extension as the project name.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 28, 2017.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

PHASE//GATE ACTION
Tacoma Link Expansion

MEETING	DATE	STAFF CONTACT
Capital Committee	09/14/2017	Ahmad Fazel, DECM Executive Director Madeleine Greathouse, Project Director
Board	09/28/2017	

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

Resolution No. R2017-31 authorizes the Tacoma Link Expansion to advance through Gate 5 to adopt the baseline budget and schedule.

PROJECT BUDGET

Adopted Project Budget: \$34,622,000 YOES\$

Estimated Final Project Cost: \$217,346 (YOES\$)

PROJECT SCHEDULE

Schedule to complete Final Design: Q1 2018

Estimated Project Completion: May 2022

PROJECT DESCRIPTION

The Tacoma Link Expansion project is a 2.4-mile extension of the existing Tacoma Link light rail from the Theater District in downtown Tacoma to the Hilltop neighborhood in the City of Tacoma. The extension will travel primarily in-street along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way. The project includes six new stations and relocates the Theater District Station. It also includes an expansion of the existing Tacoma Link Operations and Maintenance Facility and additional Tacoma Link vehicles.

Environmental review for the project in compliance with NEPA (National Environmental Policy Act) and SEPA (State Environmental Policy Act) has been completed. The Federal Transit Administration approved a NEPA Documented Categorical Exclusion (DCE) on June 25, 2015. Sound Transit issued a SEPA Determination of Nonsignificance (DNS) on July 13, 2015. The Sound Transit Board selected the project to be built on November 19, 2015.

Preliminary engineering was completed on the project. The final design phase is progressing from the 60% toward 90% with the 100% design milestone scheduled for completion in December 2017. The Tacoma Link Expansion will be delivered as a design-bid-build project in a single construction contract package. This Phase Gate action will allow the project to baseline the project budget and schedule. Future Board actions and authorization to enter construction (Phase Gate 6) will be brought to the board at a later date.

ACTION APPROVED

September 28, 2017

Date



Dave Somers
Board Chair