

COMMISSION AGENDA

Item No: 4C

Meeting: 7/16/20

DATE: July 1, 2020

TO: Port Commission

FROM: Eric D. Johnson, Executive Director
Sponsor: Jason Jordan, Director, Environmental and Planning Services
Project Manager: David Myers, Engineering Project Manager II

SUBJECT: Increase Project Authorization for work associated with the Lower Wapato Creek Habitat project

A. ACTION REQUESTED

As referenced in Resolution No. 2018-01-PT, Exhibit A, Delegation of Authority Master Policy, Paragraph IV.B.(2), states project costs exceeding \$300,000 require approval from Port Commission.

Request an increase to the project authorization in the amount \$800,000 for a total authorized amount of \$1,925,000, for work associated with the Lower Wapato Creek Habitat project, Master Identification No. 101449.01.

B. SYNOPSIS

Request an increase to the project authorization in the amount \$800,000 for a total authorized amount of \$1,925,000 to take into account additional design work associated with constructing a short span bridge at the 12th Street Wapato Creek crossing, the relocation of Tacoma Public Utilities power poles, and additional data collection and modeling associated with creek salinity and hydrogeologic groundwater to validate design assumptions and ensure project viability and success.

C. BACKGROUND

The Lower Wapato Creek project is situated on a vacant portion of Port Parcel 14 at the juncture of Alexander Avenue, SR 509, and 12th Street. This property has been in the Port property inventory since the late 1950s. The site has been listed as a dredge disposal site for the past 60 years and used as such in the past. The Port has contemplated the use of this property as a habitat site for at least 15 years due to the proximity of Wapato Creek which flows along a portion of the southern boundary adjacent to 12th Street and western boundary adjacent to Alexander Ave.

The Lower Wapato Creek Habitat project began design in March 2012 in conjunction with the Parcel 14 Grading project with a Commission Authorization of \$1,055,800. This Authorization

was increased in February 2013 by an additional \$559,200. Prior to going to bid, staff returned to Commission for a third time with a Project Request in the amount of \$10,300,000. This request allocated \$5,400,000 for the Habitat Project which was to be completed under Master Identification No. 092861, and \$4,900,000 for the Grading project, Master Identification No. 092967.

The grading project was completed successfully at a cost of \$4,727,381 and led to the subsequent lease and development with Prologis. This project also established the layout and base grading for the SR 167 Gateway corridor across the site and the connection point to SR 509. This grading placed 29,600 cubic yards of material within the SR 167 corridor.

The Port had incurred \$591,026 for the preparation of construction and permit documents associated with Master Identification No. 092861, the habitat site. The Port was unsuccessful in obtaining the necessary federal permits to complete the habitat project due to Tribal concerns and the project was put on hold. Port and Tribal staff and elected officials have worked to address these concerns over the past several years and have agreed upon a mutually acceptable path forward. Due to this collaboration, staff felt that we have greater certainty of obtaining the necessary permits and recommended advancement of the design.

Due to the time elapsed (2014 to 2019) staff recommended the close out of the previous Master Identification No. 092861 with a Commission Authorization of \$5,400,000, and the establishment of a new Master Identification No. 101449.01 with an initial Commission Authorization of \$525,000 to track the Project going forward. The previously spent costs under the former Master Identification No. will be tracked with this new project but not included in the new Master Identification No.

To date, the design team has reviewed the previously completed documents and identified areas requiring modification due to code or agency requirement changes since 2012 and updated the design accordingly. The design team has collected planned stream and soil data to ensure constructability, performance, and survivability of the site. During this time, Port staff have also continued working with Tribal and Agency staff concerning elements of the project including the Wapato Creek crossing at 12th Street and the required relocation of a Tacoma Public Utilities power pole from the new tidal zone within the site. The project has evolved from being an area of contention between the Port and the Puyallup Tribe of Indians (Tribe) to an area of true partnership. Permit documents have been completed and submitted to the reviewing agencies. However, through the review and permitting process some items rose to the surface that require additional scope and others require a change in the anticipated development plan. These items require additional consultant design work and staff time to complete the documents and ensure project viability. A summary of the additional items is provided below.

1. Both the Port and WSDOT plan to remove culverts on Wapato Creek downstream of the habitat site over the next few years. These culverts create a dam affect within the channel and have an impact on the water levels and the depth and duration of the salt wedge within the system. Removing these “dams” and opening up the channel with bridges will allow the salt wedge to move more freely within the site, likely also affecting the duration that the wedge is onsite and potentially the depth of salinity in the stream. The design team has suggested measuring and modeling tidally influenced salinity in the creek to ensure that the grading and planting of the site will not only be sustainable with current

- development in the downstream channel but also have long-term sustainability after future planned work is accomplished. This will ensure that the site is designed and constructed with enough flexibility to sustain itself into the future and ensure that the Port is able to meet long-term monitoring requirements. (\$40,000 includes Design and staff)
2. The 2014 design was based on groundwater data obtained from monitoring wells placed on the site in 2010. Since 2014, the Port has completed a preliminary grading project and Prologis has completed the final build out on the development portion of the site. This development now collects stormwater from the adjacent areas of the site in retention ponds and discharges to the Drainage District 23 ditch on the eastern side of the site instead of infiltrating into the ground/groundwater. In order to validate that hydrogeologic groundwater conditions within the habitat site have not drastically changed from those anticipated in the 2014 documents, additional groundwater monitoring and modeling has been proposed by the design team. This data and modeling will provide certainty that the groundwater elevations remain at a level that will sustain the planned wetlands or indicate if revisions to the planned wetland elevations are required. (\$50,000 includes design and staff.)
 3. The 2014 design contemplated an open bottom culvert at the 12th Street Wapato Creek crossing. New standards for this type of crossing have been established by the agencies since the completion of the prior design. These new standards no longer make the open bottom culvert a viable solution. To meet the new standards and address Tribal comments regarding fish passage, the design needs to be modified to include a short span bridge at the crossing. This bridge structure meets all agency requirements and provides uninhibited passage for fish even during high water scenarios. Upon completion of the project, staff anticipates the bridge structure and 33' of additional 12th Street right-of-way will be transferred to the City of Fife documented through an inter-local agreement and a real estate transaction. (\$235,000 Includes design, staff and permitting.)
 4. The 2014 design anticipated modifications to two Tacoma Public Utilities (TPU) poles located in and adjacent to the site. The 2014 design had contemplated the use of wood poles with standard guy wires, however, it was realized that three steel monopoles with concrete foundations would be required to eliminate guy wires within the road right-of-way and to eliminate future impacts to the habitat site as revisions to the Alexander Avenue and SR 509 intersection and Phase II of the SR167 Gateway project are completed. Through an Interlocal Agreement (ILA) between Tacoma Power and the Port, a Task Order had been issued to complete the design and installation of poles within the 2014 design, however, due to considerations in the 2020 design, provisions within the agreement for steel poles and foundations and current constraints on Tacoma Power, they have asked the Port to undertake the design and installation of the poles as part of this project. The costs associated with this design and installation that would have been paid to Tacoma Power via a Task/Purchase Order Agreement will now be borne by the design and construction contracts. Upon completion of the work the poles, foundations and related lines will be transferred to TPU and added into their inventory. (\$250,000 Includes, design, staff and TPU Task Order.)
 5. General revisions to the 2014 design sheets to account for revisions to the 12th Street right-of-way section, survey and model revisions to adjust to the new tidal epoch, permit revisions not contemplated in the original proposal and additional oversight for these items

is also contemplated within this increase. While validating the existing documents, several inconsistencies were found that required correction and adjustment to new survey data based on the current tidal epoch. These revisions ensure that modeling efforts are directly related to the plan elevations thereby eliminating any inconsistencies between the two. These revisions along with the agencies dictating a change in the permitting strategy also required adjustment to many of the permit documents and resulted in additional coordination and oversight. These revisions will be addressed in the upcoming 60% design submittal. (\$225,000 includes a reduction in original contract work mainly surrounding the culvert design of \$30,000, design, staff, permitting and coordination and approximately \$50,000 in design contingency.)

The construction of the project will be separated into two major construction components. The first construction contract will complete the grading, stream meandering, installation of large woody material (habitat features), short span bridge at 12th Street crossing, power pole and line revisions and site stabilization. A second construction contract will procure and plant the site, provide necessary irrigation and subsequently maintain the site for approximately 2 years following the installation. Upon completion of establishment period, the Port will continue to monitor and maintain the site under its Stewardship program for approximately 8 more years.

When complete, the planned project will provide a significant lift to the Wapato Creek system by re-meandering 1,900 LF of Wapato Creek back onto the site within re-established floodplain wetlands. It will provide 2.4 acres of new intertidal creek and mudflat, over 2.3 acres of salt marsh, approximately 5.5 acres of forested wetland which will be protected by over 7.3 acres of forested upland buffer. (Buffer width negotiations through the permitting process will determine final area sizes.) 29 new standing snags for bird roosting and nesting and 172 large woody material structures that provide stability for the system, habitat diversity and refuge are also incorporated into the project. Over 5,000 native trees, including over 3,000 conifers, 60,000 willow live stakes and 80,000 native shrubs along with native ground cover and grasses will also be planted within the site. A new bridge, at the 12th Street Wapato Creek crossing, will provide uninhibited fish passage within the system and prevent restrictions in flow during high water scenarios helping to ensure that upstream flooding is minimized.

In total, the project is anticipated to create an 18.52 acre habitat site with between 8.7 and 10.02 wetland mitigation credits (acre-credits) in close proximity to a number of other restoration sites along Wapato Creek and on the Commencement Bay Tide Flats developed by the Port, Tribe and other agencies for the benefit of fish and wildlife in the area.

These wetland mitigation credits will be used to support development projects on Port of Tacoma properties—both those controlled by the port or those licensed to The Northwest Seaport Alliance (NWSA). Port staff is highly confident that the averaged buffers on the site will be negotiated between 100' and 73'. (Buffer width determines the number of acres available for wetland mitigation credit.) Wetland mitigation credits are assumed to have an approximate value of \$1.4 million per acre-credit for a total value between \$12.2 million (8.7 acres/100' of buffer) and \$14.0 million (10.02 acres/73' buffer). The Lower Wapato Creek Habitat project will be developed with the flexibility to use the wetland mitigation credits as advance mitigation for future Port/NWSA development projects.

In addition, the Port anticipates negotiating with the agencies to obtain fish habitat credit generated from the fish habitat improvements of the project to be used for future crossings (bridge) across Wapato Creek downstream of the project near the Pierce County Terminal (PCT). The value of this has not yet been determined.

Separately, this project is contributing approximately 146,000 cubic yards of soil material to the future SR 167 completion project. This material in conjunction with the previously placed 29,600 CYs of material will be applied to the Port's \$30 million financial commitment to the SR 167 completion project. It is anticipated that this material, as placed along with other physical improvements, will have an estimated value to the Port of approximately \$3.75 million to \$4.25 million. If taken to an offsite disposal location, this same material would add approximately \$2.2 million to the overall habitat project costs.

Credits to the Port's financial commitment to the SR 167 completion project combined with the wetland mitigation credit value represents a total project value between \$15.95 million and \$18.25 million.

D. PROJECT DETAILS

Scope of Project:

- Validation of previous design documents and related reports – complete
- Review of additional collected data and incorporation of Tribal comments – complete
- Permit applications, documents, and drawings – complete
- Finalize design and permitting
- Construction and maintenance
- Monitoring and stewardship

Scope of Work for This Request:

- Complete Salinity and hydrogeologic data collection and modeling
- Complete bridge and power pole design
- Complete design documents, and Bid Documents including specifications and cost estimates
- Permitting, Agency, and Tribal coordination

Schedule

Activity	Completion Date
Project Authorization & Award design contract	December 2019
Finalize design validation & submit permit applications	May 2020
Purchase Order Authorization for Power Poles	December 2020
Finalize permits, design and bid documents	February 2021

Activity (continued)	Completion Date
Construction Phase 1 – Grading Authorization	March 2021
Construction Phase 1 – Grading	November 2021
Construction Phase 2 – Landscaping Authorization	February 2022
Construction Phase 2 – Landscaping	March 2023
Maintenance/Establishment	December 2024
Monitoring and Stewardship	December 2033

E. FINANCIAL SUMMARY

Estimated Cost of Project

The total project cost including all stages through the Maintenance/Establishment period is estimated at \$15,416,026. This includes escalation for construction in years 2021 thru 2024 and a 25% contingency on the construction estimates.

In 2014 the estimated cost to complete the Project was \$5,400,000. In 2019 Port staff escalated the 2014 estimate using escalation factors from 2014 to 2019 and adjusted the Project estimate to \$10,850,000. With the Project now at approximately 60% design the estimate to complete the Project including escalation factors for 2021 through 2024 construction and a 25% contingency is \$15,416,000. Approximately \$1,800,000 of the recent increase is the result of the change from a culvert to a bridge crossing at 12th Street and from wood to steel monopoles for the power line relocation. Contingency and escalation account for another \$940,000 of the increase. The remaining \$1,826,000 is the result of project enhancements and an updated estimate based on 2020 substantiated costs. (The current cost estimate is based on 2019/2020 actual costs from other projects of similar characteristics.) This cost also includes additional design and staff time to ensure project success, permitting and Tribal coordination.

Estimated Cost for This Request

The total previously spent on design and permitting is \$591,026. The total estimated cost for the Design validation, modifications and Permitting is \$1,325,000.

If the cost of this estimate is anticipated to exceed the authorized amount, additional Commission authorization will be requested.

Additional Commission authorization will be requested for the construction and maintenance, and monitoring phases of work.

Estimated Sales Tax

The total estimated sales tax to be paid to local and state governments for this project is \$1,090,655.

Cost Details

2014 Design	\$ 591,026
Previous Authorization	\$ 525,000
This Request	\$ 800,000
Construction Phase 1 - Grading *	\$ 10,150,000
Construction Phase 2 - Landscaping **	\$ 2,000,000
Construction Phase 2 - Maintenance/Establishment ***	\$ 1,350,000
Estimated Project Total	\$ 15,416,026

Construction phase estimates above include a 25% contingency, consultant and staff time.

** Construction Phase 1 – Grading includes a 2.5% escalation factor for 2021 construction.*

*** Construction Phase 2 – Landscaping includes a 4% escalation factor for 2022/2023 construction.*

**** Maintenance/Establishment Period includes a 5% escalation factor for 2023/2024 construction.*

Construction phases 1 and 2 will be bid independent of each other. Maintenance/Establishment will be included in the Landscaping phase

Monitoring and Stewardship in out years 2025 thru 2033 is anticipated to cost approximately \$250,000.

Source of Funds

The current Capital Investment Plan (CIP) allocates \$9,591,000 for this project. This amount includes what was previously spent on the 2014 project. Additional funding will be requested during the 2021 budget cycle.

Financial Impact

A non-cash write-off of \$91,609 will be recorded in 2020 as non-operating expense for the previously completed 2014 design work that cannot be used.

Project costs associated with the power poles and bridge (approximately \$2,271,000) will be recorded as a non-operating expense when incurred. These expenses will reduce the Port’s net income in those years.

Remaining project costs, except for monitoring and stewardship, will be capitalized as a land improvement. There will be no depreciation since this will be a land asset. Project costs related to monitoring and stewardship will be recorded as an operating expense when incurred.

The cost of the mitigation will be included in any financial analysis that utilizes this site to mitigate for development such as the potential Thorne Road Property Development.

The approximately 146,000 cubic yards of soil to the SR 167 completion project along with other improvements will result in a \$3.75 to \$4.25 million credit towards the \$30 million commitment the Port has made towards the construction of SR 167. This is in addition to the value of the land on Parcel 14 that will be transferred to the State for the SR 167 completion project. The \$30 million in expense has been recognized in prior year financials.

F. ECONOMIC INVESTMENT/JOB CREATION

This project will employ 10 – 20 construction employees during portions of the construction, maintenance and stewardship phases. The site will also provide advance mitigation for other port development projects, which will entail additional long-term jobs. Because this is advanced mitigation, at this time staff is unable to estimate the total number of long-term jobs that would be created.

G. ALTERNATIVES CONSIDERED AND THEIR IMPLICATIONS

Alternative 1) Do Nothing.

The site will remain vegetated. Ongoing maintenance and security will be required to maintain vegetation in accordance with local ordinances and ensure safety and security on the site.

Alternative 2) Complete the design and construction of the Habitat Site.

Approximately 18 acres of highly functioning habitat acreage, including wetland habitat and improved fish habitat and passage will be created offsetting impacts for planned and future development of industrial sites on Port owned properties.

Alternative 3) Develop the portion of the site outside of the buffer of Wapato Creek for commercial or industrial use.

Portions of the site will remain vegetated requiring ongoing maintenance and security. Remaining portions of the site could be developed for commercial or industrial use; however, the limited size and site constraints will limit development opportunities.

Alternative 2 is the recommended course.

H. ENVIRONMENTAL IMPACTS/REVIEW

Permitting & Habitat: The previously acquired permits have expired. New local, state, and federal permits will be acquired. It is anticipated to take 9-12 months to obtain these permits. The habitat benefits and mitigation credits generated from the site are provided in Section C above.

Remediation: Remediation of known contaminants was completed in conjunction with the grading project in 2015. No other known contamination is located on the site.

Stormwater: The creation of the Habitat will have no impact on stormwater. The site is currently vegetated and will remain the same after construction.

Air Quality: The completed project will have no impact on Air Quality.

I. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
March 2012	Port of Tacoma Commission Authorization	\$600,000
September 10, 2019	Port of Tacoma Commission Authorization	\$525,000
TOTAL		\$1,125,000

J. ATTACHMENTS TO THIS REQUEST

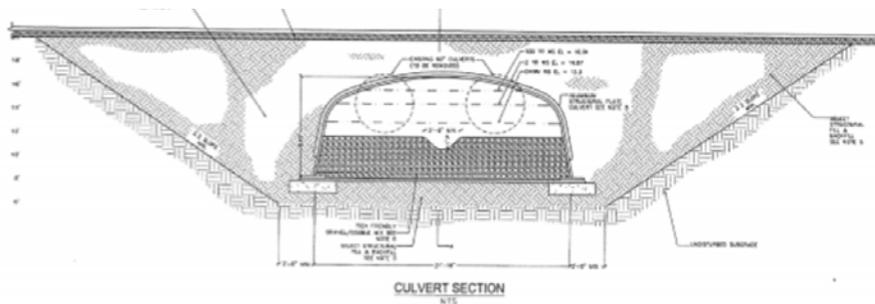
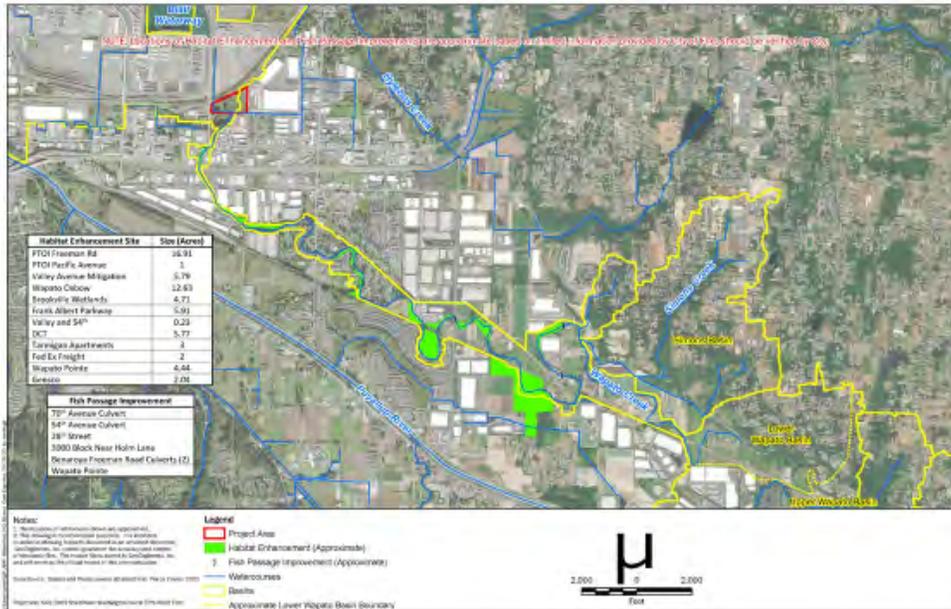
- Computer slide presentation.
- Graphics (5)

K. NEXT STEPS

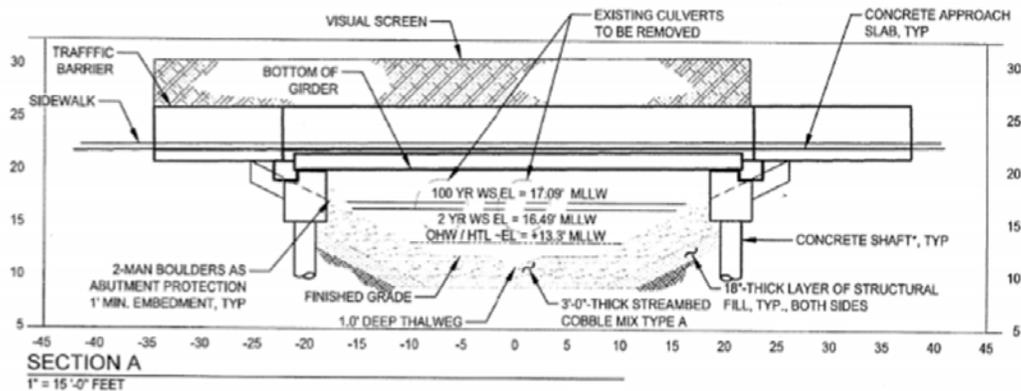
Complete design and return to Commission for construction authorization in Spring 2021.

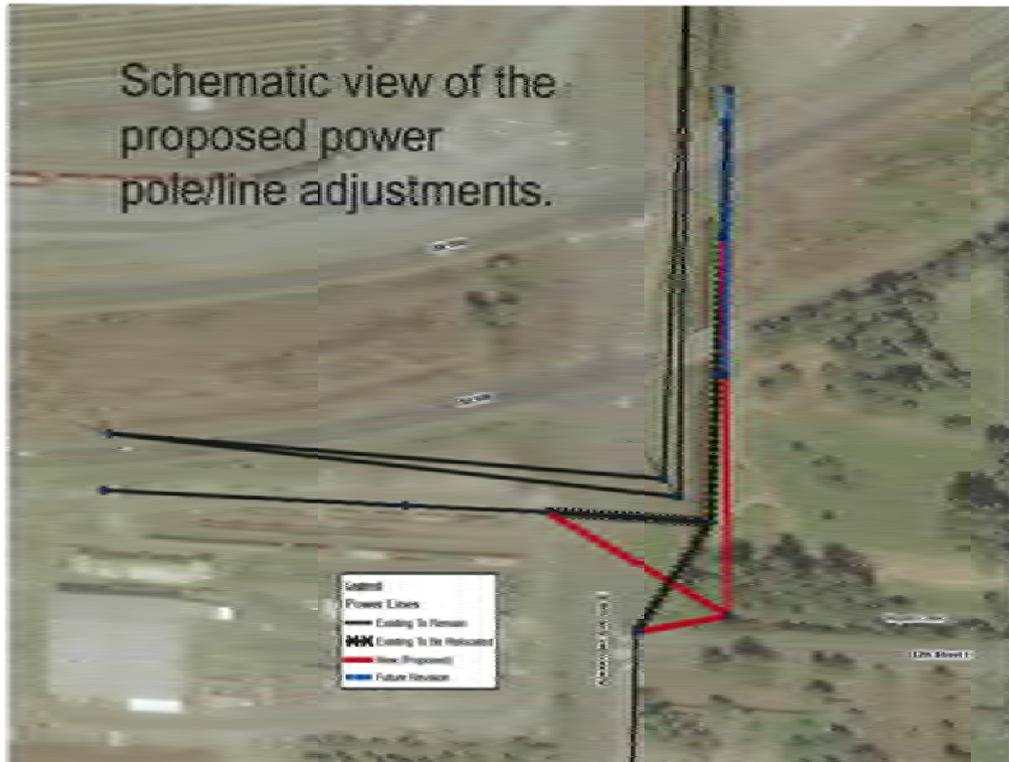


Wapato Creek & Project Area



Comparison of previously planned culvert to new bridge design





Schematic view of the proposed salinity data loggers and hydrogeologic monitoring wells



Item No.: 4C
Date of Meeting: July 16, 2020

Increase Project Authorization for work associated with the Lower Wapato Creek Habitat Project

David Myers
Engineering Project Manager II



Project Authorization Lower Wapato Creek Habitat



As referenced in Resolution No. 2018-01-PT, Exhibit A, Delegation of Authority Master Policy, Paragraph IV.B.(2), states project costs exceeding \$300,000 require approval from Port Commission.

Request an increase to the project authorization in the amount \$800,000, for a total authorized amount of \$1,925,000, for work associated with the Lower Wapato Creek Habitat Project, Master Identification No. 101449.01.

Background Lower Wapato Creek Habitat



- Property has been in the Port inventory since late 1950s and was designated and used as a dredge disposal site.
- Grading on the adjacent portion of the site in 2015 led to the development by Prologis and established the connection point for the SR 167 completion project to SR 509.
- Over the last 6 years, Port staff and elected officials have been working with staff and elected officials with the Puyallup Tribe of Indians to address their concerns. The results of this collaboration have been incorporated into the revised design. Port and Tribal staff are continuing to work together on all aspects of the project.



Background Lower Wapato Creek Habitat

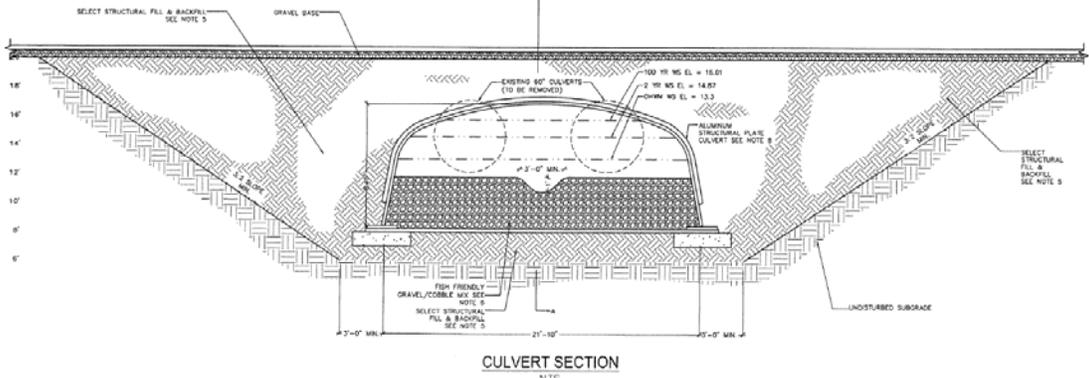


- The previous design has been validated and updates incorporated into the design.
- Separation of the Grading and Landscaping phases along with modifications to the contracting methods of the Maintenance/Establishment period are being planned to avoid potential conflicts.
- Following the Maintenance/Establishment period, ongoing Monitoring and Stewardship work will occur for an additional 8 years under separate contracts.

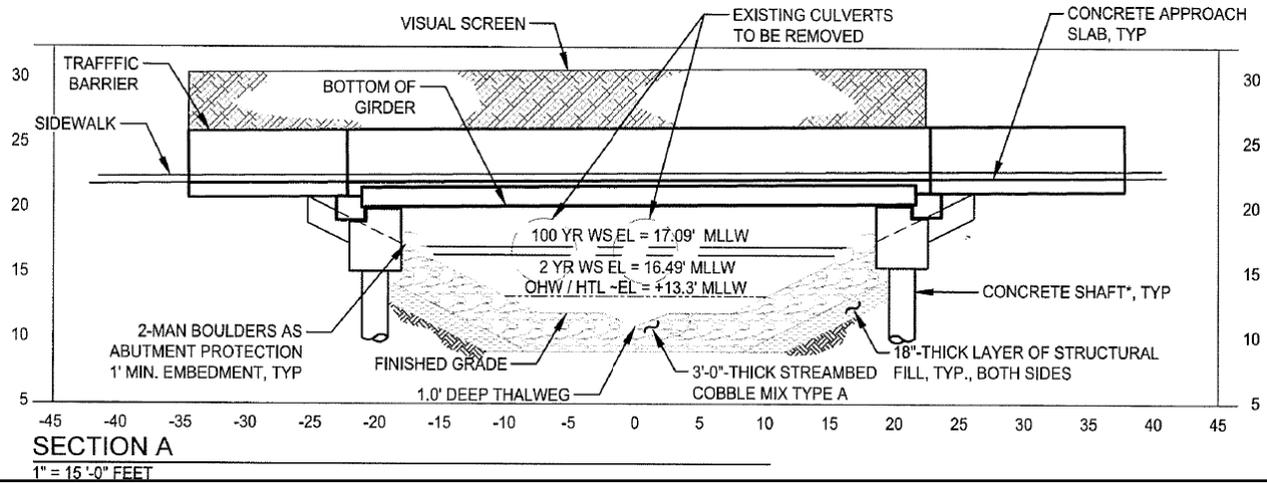
Background Lower Wapato Creek Habitat



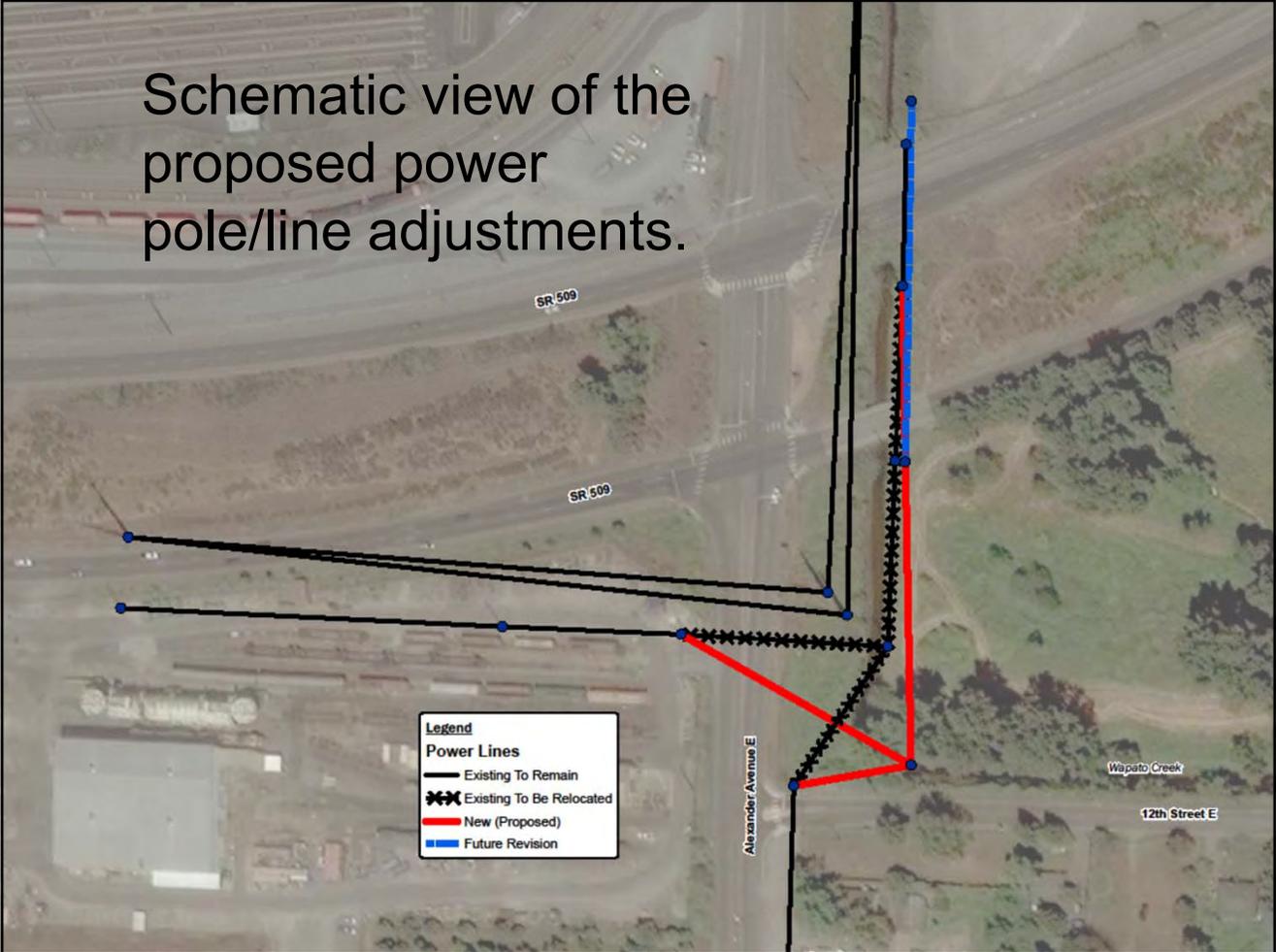
- Through the validation and permitting process several items were identified that require modification or additional exploration to ensure project viability:
 - Replacement of the planned culvert at the 12th Street Wapato Creek crossing with a Bridge *to meet agency requirements and address Tribal concerns.*
 - Relocation of two wood power poles with three Steel Monopoles *to meet current conditions and also future impacts near the Alexander Avenue/SR 509 intersection.*
 - Salinity and hydrogeologic (groundwater) data collection and modeling *to ensure project sustainability both under current and future conditions.*
 - Adjustments to the design for the reduced 12th St. Right of Way, survey and model revisions to adjust to the current tidal epoch, permit revisions and additional overhead associated with these items.



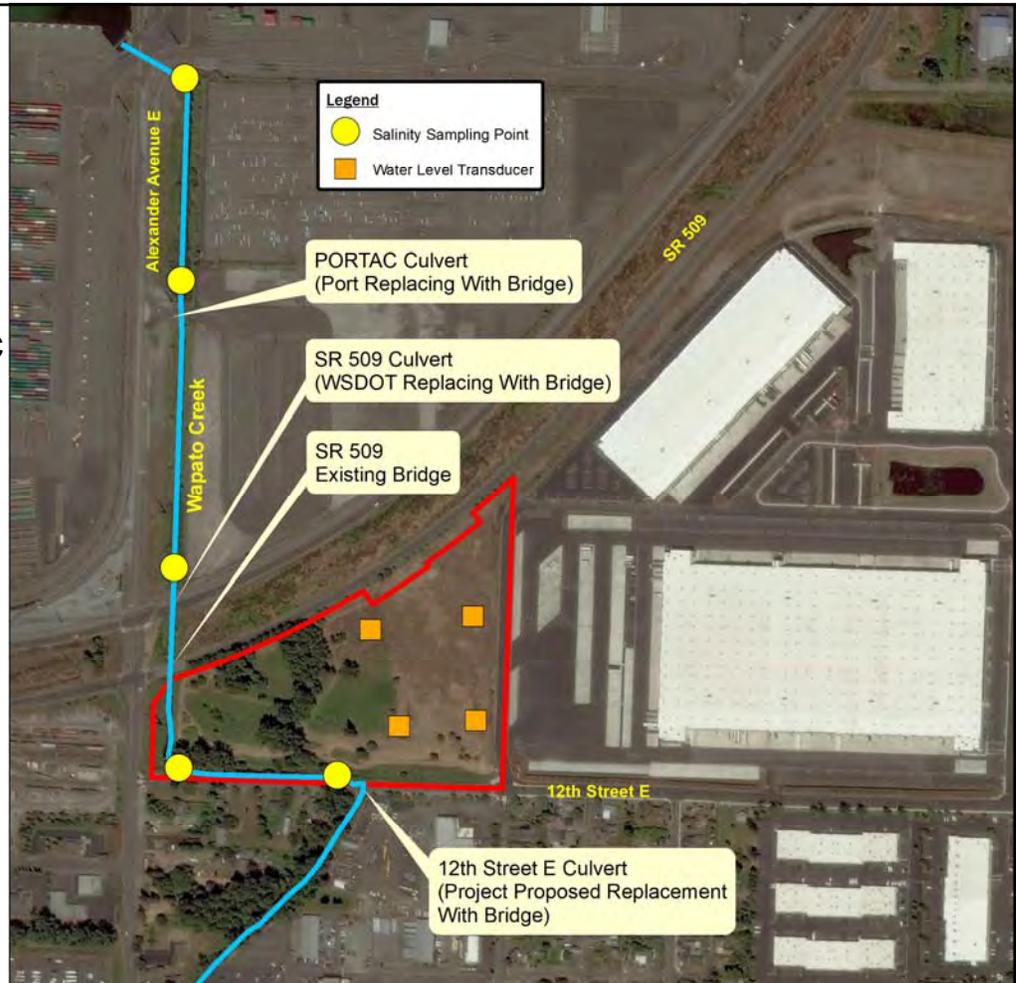
Comparison of previously planned culvert to new bridge design



Schematic view of the proposed power pole/line adjustments.



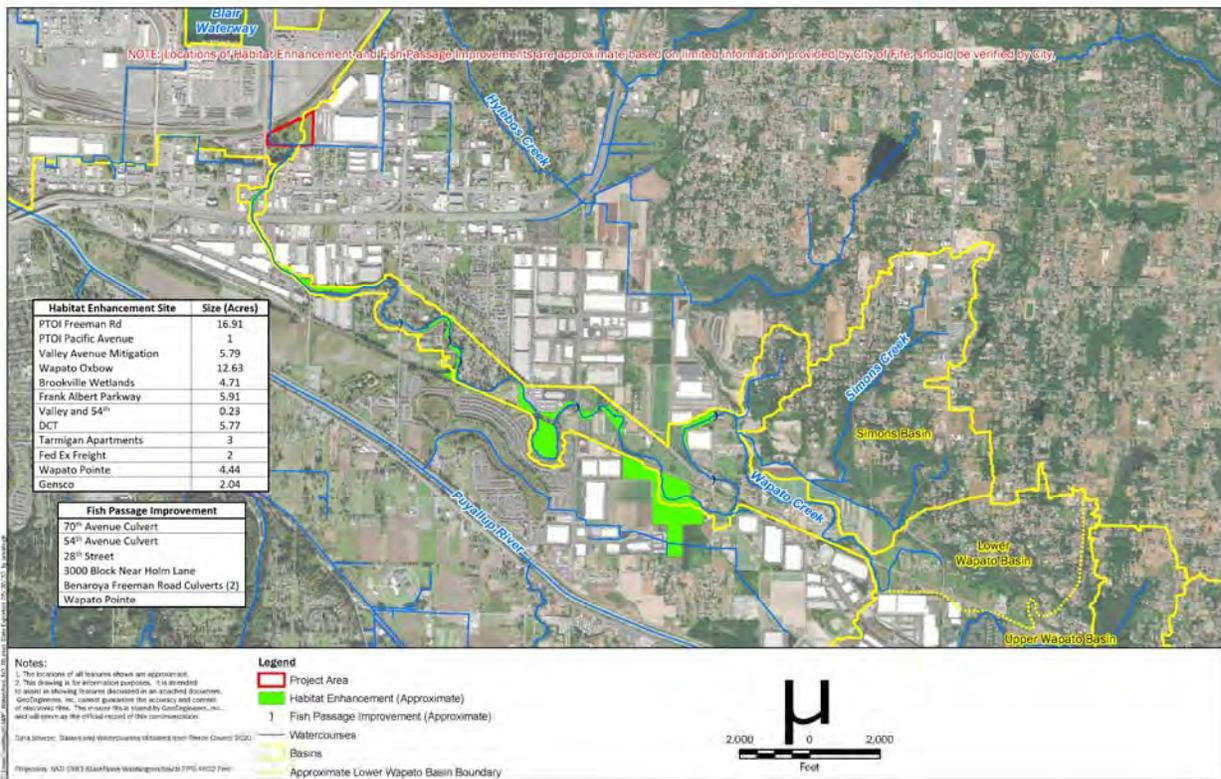
Schematic view of the proposed salinity data loggers and hydrogeologic monitoring wells



A photograph of a fish jumping out of a body of water, creating a splash. The fish is in mid-air, and the water is dark and reflective. In the background, there are trees and a wooden structure. The text "Port Habitat Strategy Design Wetlands for FISH!" is overlaid in blue.

**Port Habitat Strategy
Design Wetlands for FISH!**

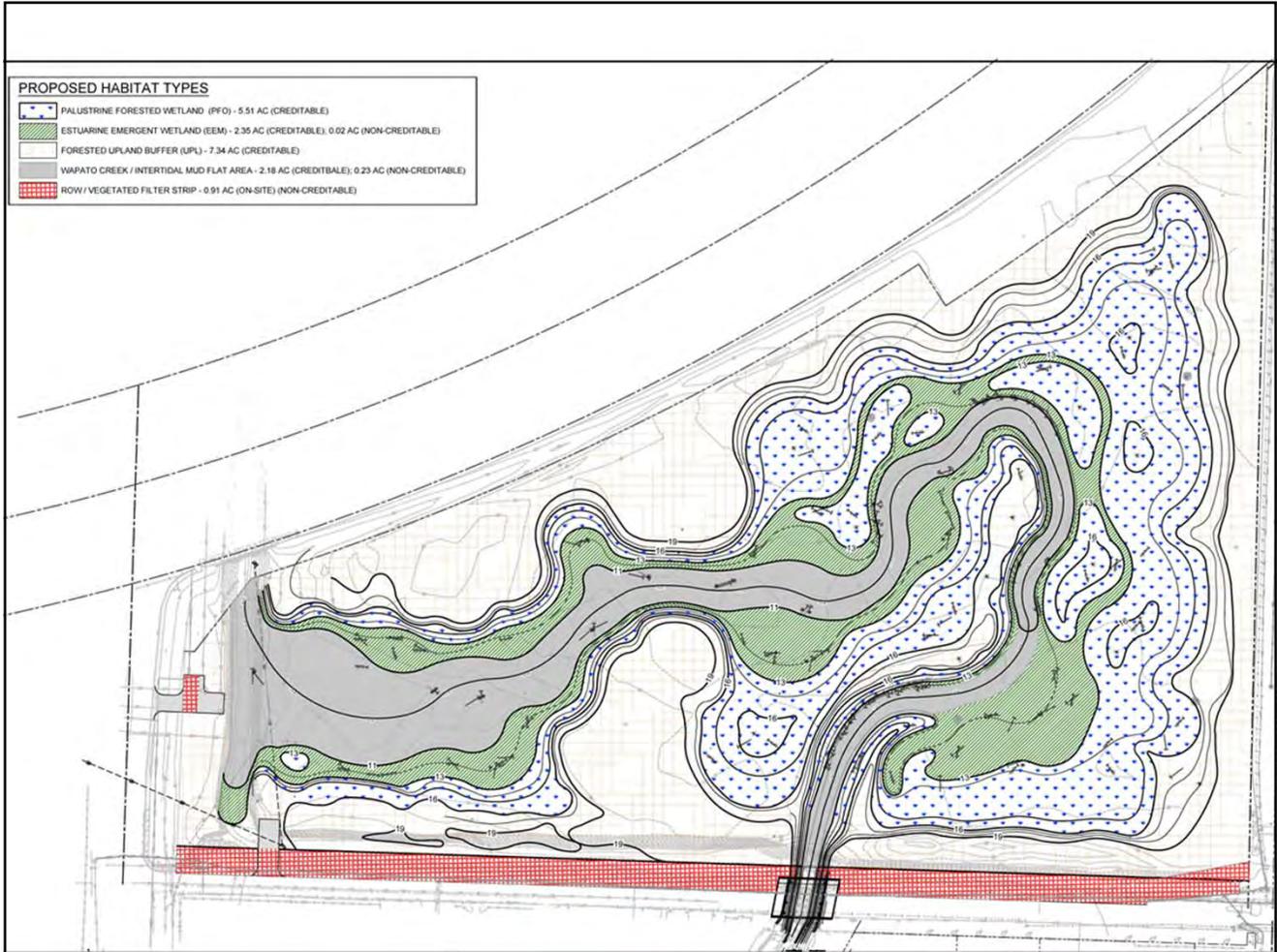
Wapato Creek & Project Area



Background Lower Wapato Creek Habitat



- Habitat site statistics:
 - 1,900 Lineal Feet of re-meandered Wapato Creek Channel following a portion of the historic channel pathway
 - 2.4 acres of new intertidal creek and mudflat
 - 2.3 acres of salt marsh
 - +/- 5.5 acres of forested wetland
 - +/- 7.3 acres of forested upland buffer
 - 29 standing snags and 172 large woody material structures
 - +5,000 native trees including +3,000 conifers
 - +60,000 native willow live stakes
 - +80,000 native shrubs with native ground cover and grasses
 - Bridge at 12th Street Wapato Creek crossing will provide uninhibited fish passage and minimized potential for upstream flooding



Background Lower Wapato Creek Habitat



Background Lower Wapato Creek Habitat



FIGURE 2 - Geographic Service Area
Lower Wapato Creek Habitat Project
Port of Tacoma
DATE: 5/29/2020

Legend

Port Parcels	Habitat Sites	Wetland Category I
Wetland Category II	Wetland Category III	Wetland Category IV

DISCLAIMER: The information included on this map has been compiled by Port of Tacoma staff from a variety of sources and is subject to change without notice. These data are intended for informational purposes and should not be considered authoritative for engineering, navigational, legal and other site-specific uses. The Port of Tacoma makes no representation or warranty, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information.
Author: Jarrn Skeltings



Background Lower Wapato Creek Habitat



Wetlands & Fish Habitat Accounting Ledger

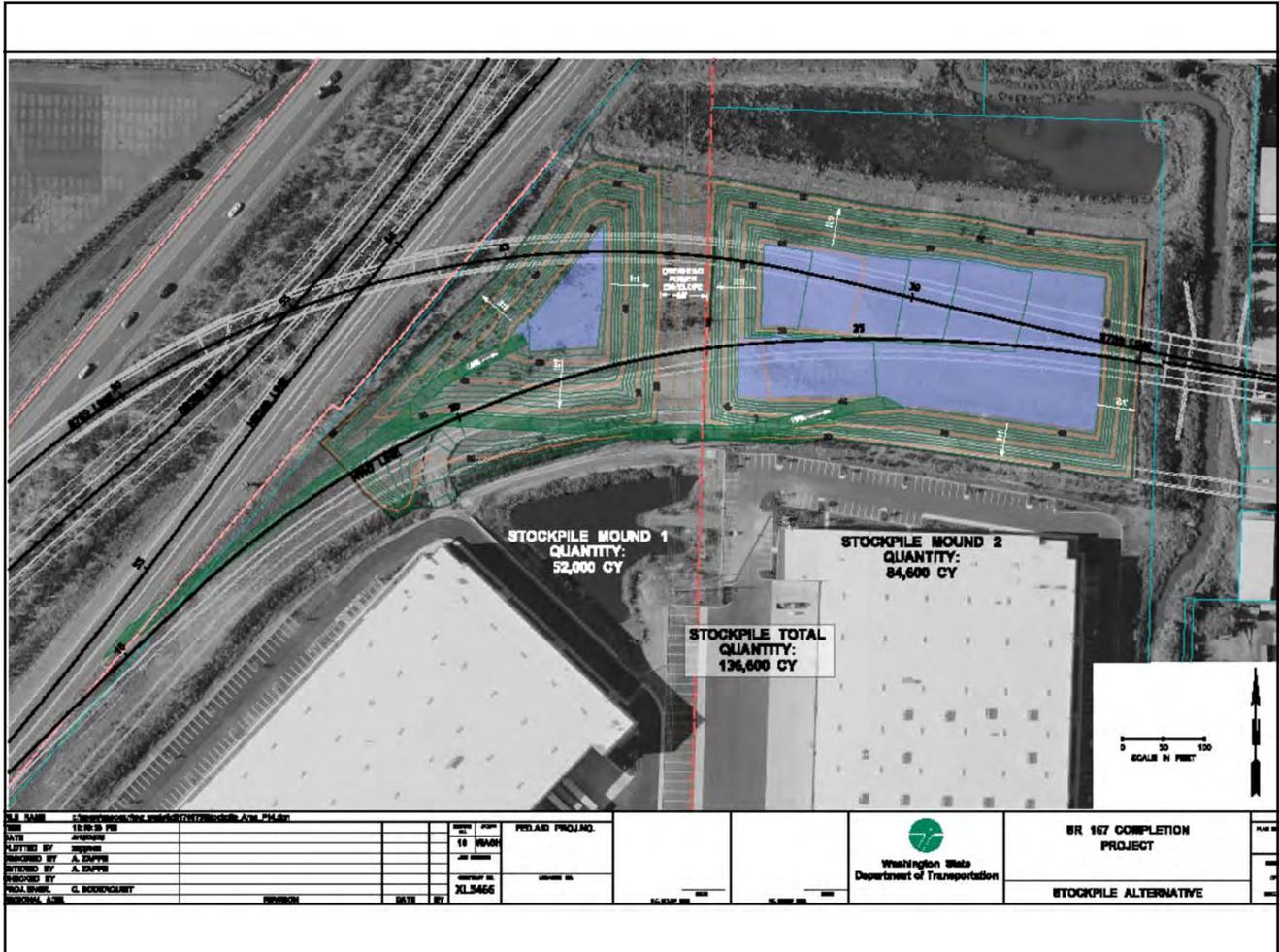
Table 16. Proposed Use Ratios Applied to Wetland Impact Categories

Category of Impact Wetland	Year 0 Mitigation Ratio (Concurrent Mitigation)	Year 1 Mitigation Ratio	Year 2+ Mitigation Ratio (Advance Mitigation)
Category I Forested	6:1	6:1	Case-by-case
Category I	4:1	4:1	Case-by-case
Category II	3:1	2:1	1.2:1
Category III	2:1	1.5:1	1:1
Category IV	1.5:1	1.2:1	0.85:1
Jurisdictional Ditches	1:1	0.85:1	0.5:1

Background Lower Wapato Creek Habitat



- SR 167 Completion Project Port Commitment:
 - \$30 million commitment
 - 2015 grading project placed 29,600 cubic yards of material within the planned corridor
 - Habitat project will place an additional 146,000 cubic yards of material within the corridor
 - *If taken to off-site disposal, this material would add +/- \$2.2 million to the cost of the project.*
 - Estimated combined value of the soil is \$3.6 million *(to be validated at the completion of the work and will be based on surveyed quantities)*
 - Additional built environment; fencing, power pole and others are being considered. Estimated value \$.15 million to \$.65 million
 - **Anticipated credit \$3.75 million to \$4.25 million**



Scope of Work Lower Wapato Creek Habitat



Previous request:

- Validation of previous design and reports – **Complete**
- Review data and incorporate Tribal comments – **Complete**
- Finalize design and obtain permits – **Permit submittals completed**
- Construction Document preparation and bidding

This request:

- Complete salinity and hydrogeologic data collection and modeling
- Complete bridge design and permitting
- Complete power pole design and permitting
- Ongoing permitting, Agency and Tribal coordination

Future request(s):

- Construction Phase 1 - Grading
- Construction Phase 2 - Landscaping
 - Construction Phase 2 - Maintenance/Establishment
- Monitoring and Stewardship

Project Schedule Lower Wapato Creek Habitat



Activity	Anticipated Completion
Project Authorization & Award design contract	December 2019
Finalize design validation & submit permit applications	May 2020
Purchase Order Authorization for Power Poles	December 2020
Finalize permits, design and bid documents	February 2021
Construction Phase 1 - Grading Authorization	March 2021
Construction Phase 1 - Grading	November 2021
Construction Phase 2 - Landscaping Authorization	February 2022
Construction Phase 2 - Landscaping	March 2023
Construction Phase 2 - Maintenance / Establishment	December 2024
Monitoring and Stewardship	December 2033

Source of Funds Lower Wapato Creek Habitat



- \$591,026 was spent on the 2014 Design and Permitting.
- The estimated cost to validate and complete the Design and Permitting was \$525,000.
- The estimated cost to complete the bridge and power pole design and additional data collection, modeling and other revisions including staff time, additional permitting and coordination is \$800,000.
- Total estimated cost to complete design, permitting and bid documents is \$1,325,000
- The estimated budget for this project is \$15,416,000.
 - *Does not include Monitoring and Stewardship costs.*
 - *Includes 25% contingency and escalation for out-year construction.*
- The current Capital Investment Plan (CIP) allocates \$9,591,000 for this project. Additional allocations will be made in the 2021 budget cycle.

Financial Summary Lower Wapato Creek Habitat



2014 Carried Costs	\$591,026
Previous Request	\$525,000
This Request	\$800,000
Construction Phase 1 - Grading	\$10,150,000
Construction Phase 2 - Landscaping	\$2,000,000
Construction Phase 2 - Maintenance / Establishment	\$1,350,000
Estimated Project Budget	\$15,416,026

Amount spent to date 2019 Authorization - \$195,752.

Monitoring and Stewardship (2025 – 2033) ~ \$250,000.

Financial Summary Lower Wapato Creek Habitat



- Habitat Site Value:
 - Provide a significant lift in habitat on the Wapato Creek system and enhance the network of habitat sites within the Commencement Bay area.
 - Provide wetland mitigation and fish habitat credit to allow Port development projects to be completed. These projects provide long-term employment opportunities on developed commercial properties.
 - Financial value based on mitigation acres. The total negotiated acres will be determined through the permitting process and negotiations with the City of Tacoma.
 - Permit documents include a 73' averaged buffer resulting in 10.3 acres of creditable habitat.
 - Bank documents included a 100' averaged buffer which on this site would result in 8.7 acres of creditable habitat.
 - Acre Credits have a current value of approximately \$1.4 million/acre
 - 10.02 acres = \$14.0 million
 - 8.7 acres = \$12.2 million

Financial Summary Lower Wapato Creek Habitat



Total estimated project cost	\$ 15,416,000
<i>Additional cost for offsite disposal if SR167 Corridor is unavailable +/- \$ 2,200,000</i>	
WSDOT SR 167 material and built environment credit toward \$30 million commitment	+/- \$ 4,000,000
<i>(\$3.75 million to \$4.25 million estimate)</i>	
Habitat acre credit value	+/- \$ 13,100,000
<i>(\$12.2 million to \$14.0 million estimate)</i>	
Total estimated project value	+/- \$ 17,100,000

Environmental Impacts/Review Lower Wapato Creek Habitat



Permitting:

The previously acquired permits have expired. New local, state and federal permits will be acquired. It is anticipated to take 9-12 months to obtain these permits.

Remediation:

Remediation of known contaminants was completed in conjunction with the grading project in 2015. No other known contamination is located on the site.

Environmental Impacts/Review Lower Wapato Creek Habitat



Stormwater:

The creation of the Habitat will have no impact on stormwater. The site is currently vegetated and will remain the same after construction.

Air Quality:

No impact on Air Quality.

Conclusion Lower Wapato Creek Habitat



Request an increase to the project authorization in the amount \$800,000, for a total authorized amount of \$1,925,000, for work associated with the Lower Wapato Creek Habitat Project, Master Identification No. 101449.01.