

SOUND TRANSIT

MOTION NO. M2002-03

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority approving Contract No. CR30-97T with Otak, Inc. for commuter rail station preliminary design services for the Tacoma Dome Commuter Rail Station in the amount of \$212,235 with a 10% contingency of \$21,224 for a total authorized amount not to exceed \$233,459 with an option to amend the contract to include final design services; and authorizing a transfer of \$36,354 from contingency to the preliminary design phase of the budget. Staff is directed to develop for Board action a "latecomers" reimbursement policy for use of the additional track built to accommodate WSDOT and/or Amtrak high-speed rail future use, contingent upon actual usage.

Background:

Sound Transit published the Environmental Assessment (EA) for Tacoma-to-Seattle Commuter Rail in June 1998. In the EA, an interim Tacoma station was located just west of the existing Tacoma Amtrak Station.

In April 1999, Sound Transit published a Supplemental Environmental Assessment studying the impacts of the station at Freighthouse Square. The Supplemental Environmental Assessment assumed two tracks south of Freighthouse Square, which would serve Tacoma Rail, Sounder Commuter Rail and future Amtrak trains. Sound Transit pursued the two track option because it was assumed that two tracks provided adequate capacity for all three agencies and was affordable.

During the environmental process for the Lakewood to Tacoma segment (after the publication of the supplemental EA in April 1999) the capacity of two tracks was questioned by the City of Tacoma and WSDOT. As a result, Sound Transit, working with Tacoma Rail, Port of Tacoma and WSDOT, came up with a track configuration behind Freighthouse Square that will allow a future third track to be built later by WSDOT.

By agreeing to redesign the Tacoma Dome Commuter Rail Station now, Sound Transit will not preclude the addition of a future third track and will preserve the public's investment in this station. Without this redesign, the commuter rail station at the Tacoma Dome would have to be rebuilt at substantial cost when a third track is needed.

Motion:

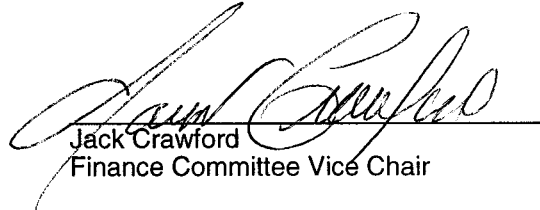
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute Contract No. CR30-97T with Otak, Inc. to provide preliminary design services for the Tacoma Dome Commuter Rail Station in the amount of \$212,235 plus a 10% contingency of \$21,224 for a total authorized amount not to exceed \$233,459 with an option to amend the contract to include final design services; and authorizing a transfer of \$36,354 from contingency to the preliminary design phase of the budget. Staff is directed to develop for Board action a "latecomers" reimbursement policy for use of the additional track built to accommodate WSDOT and/or Amtrak high speed rail future use, contingent upon actual usage.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 17, 2002.

ATTEST:



Marcia Walker
Board Administrator


Jack Crawford
Finance Committee Vice Chair