

REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 51

A RESOLUTION of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region authorizing the execution of a Memorandum of Agreement with the Port of Tacoma, Port of Seattle and the Washington State Department of Transportation regarding the implementation of passenger rail services and the preservation of rail freight mobility.

WHEREAS, pursuant to RCW 81.104.120, the Regional Transit Authority for the Central Puget Sound (“RTA”) is authorized to operate or contract for commuter rail service; and

WHEREAS, the RTA’s Master Plan, adopted by Resolution 40, provides for the development of commuter rail between Lakewood and Everett, using existing freight railroads; and

WHEREAS, Section V. C. 1. of the Master Plan commits the RTA to implement the commuter rail program “so as not to have adverse impacts on freight movement”; and

WHEREAS, the RTA and the Washington State Department of Transportation (“WSDOT”) have developed a rail infrastructure investment proposal which is designed to:

- Provide adequate additional capacity to support both the RTA commuter rail service and the WSDOT intercity passenger services.
- Avoid degradation of rail freight services resulting from the expanded passenger services.
- Not alter the existing competitive balance between the rail freight carriers and/or the Ports.
- Result in the most cost-effective utilization of public funds consistent with the objectives of the program, and

WHEREAS, the RTA and the WSDOT have reviewed the capital program described in Attachment A of the Memorandum of Agreement with the railroads and the region's Ports; and

WHEREAS, this program will evolve and change as more detailed engineering and operational planning is completed and as passenger rail services expand over time; and


WHEREAS, the Ports of Tacoma and Seattle wish to have an opportunity to assure themselves that the program continues to preserve the existing level of freight mobility;

NOW THEREFORE BE IT RESOLVED by the Board of the Regional Transit Authority as follows:

The Board of the Regional Transit Authority hereby enters into a Memorandum of Agreement with the Port of Tacoma, Port of Seattle and the WSDOT substantially in the form of Exhibit A (attached).

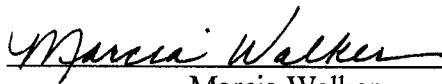
Be it further resolved that the Executive Director is authorized to develop for Board consideration similar agreements with the Port of Everett.

ADOPTED by the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region at a regular meeting thereof held on the 13th day of January, 1995.

By 

Bruce Laing
Chair of the Board

ATTEST:



Marcia Walker
Board Administrator

MEMORANDUM OF AGREEMENT

This Memorandum of Agreement entered into on this ____ day of _____, between the Washington State Transportation Commission ("WSTC"), the Regional Transit Authority ("RTA"), the Port of Seattle, a municipal corporation of the state of Washington ("POS"), and the Port of Tacoma, a municipal corporation of the state of Washington ("POT").

WHEREAS, the Washington State Department of Transportation ("WSDOT") and RTA are proposing to provide expanded commuter and intercity passenger rail services in the Tacoma to Everett corridors utilizing existing freight rail lines; and

WHEREAS, improved commuter and intercity passenger rail services will support the Puget Sound region's ("the region") continued economic growth by increasing mobility and reducing reliance on the region's highway system; and

WHEREAS, POS and POT play an important part in assuring the region's economic vitality and depend heavily on the ability to move rail freight through the region quickly and efficiently; and

WHEREAS, the maintenance and enhancement of the region's freight railroads play an important role in maintaining the competitive position of the region's ports in relation to other West Coast ports; and

WHEREAS, POS and POT have completed a preliminary review of the RTA's and WSDOT's proposed capital improvement and operating plans for implementing commuter and intercity passenger rail services;

NOW, THEREFORE, the parties agree as follows:

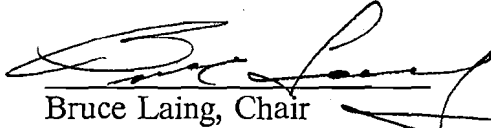
1. POS and POT endorse the combined WSDOT/RTA capital investment program for expansion of commuter and intercity passenger rail service within the existing Tacoma to Everett conventional railroad corridor, subject to the commitments specified below.
2. RTA and WSDOT commit to financing and implementation, prior to start of proposed passenger services, of the capital and operating plans as generally

described in Attachment A to this Memorandum of Agreement (or as otherwise modified pursuant to Paragraph 5 below) and other improvements as necessary to at least maintain future freight capacity and provide for rail freight volumes assumed for the analysis conducted by RTA/WSDOT on the regions rail corridors.

3. RTA and WSDOT agree to provide funds and implement future capital improvements necessary to at least maintain the future rail freight capacity, if demand for passenger rail justifies the further expansion of passenger service.
4. WSTC commits to continued support of POS' and Pot's ongoing freight rail programs and to explore new opportunities with POS and POT to enhance the region's and state's freight rail systems.
5. RTA and WSDOT ensure that planned and future passenger rail service will not result in blackout periods excluding freight rail operations during peak or off-peak passenger rail service.
6. POS and POT in cooperation with RTA and WSDOT will independently review the proposed rail capital and operation plans and their relationship to mainline capacity and freight rail terminal assembly and dispatch operations, as final passenger service plans are developed.
7. Based on the results of the POS and POT independent review, RTA and WSDOT agree to make reasonable modifications to their planned capital improvements described in Attachment A to this Memorandum of Agreement, if deemed necessary to maintain capacity for freight rail operations, or to better complement any additional capital investment by Burlington Northern Railroad or Union Pacific Railroad.
8. RTA, WSDOT, POS, and POT agree to jointly provide an annual report to their respective boards, commissions, and the public on the status of the passenger rail program and its relationship to freight mobility.

9. This Memorandum of Agreement shall commence on the date first above entered and shall remain in effect until terminated by written agreement of the parties.
10. This Memorandum of Agreement constitutes the entire agreement of the parties concerning the subject matter hereof and may be amended only by a written agreement executed by all parties.
11. This Memorandum of Agreement may be executed in more than one counterpart, including facsimile transmissions, each of which shall be deemed an original.
12. Notwithstanding the above provisions, nothing in this Agreement shall be deemed to limit or effect any party's exercise of powers or performance of such responsibilities or obligations as may be authorized or required by applicable laws and regulations.

Aubrey Davis, Chair
Washington State Transportation Commission



Bruce Laing, Chair
Regional Transit Authority

Paul Schell, President
Port of Seattle Commission

Patrick O'Malley, President
Port of Tacoma Commission

ATTACHMENT A
to the
POS/POT/WSDOT/RTA
MEMORANDUM OF AGREEMENT

1998 SIMULATED SERVICE LEVELS FOR THE ANALYSIS OF FREIGHT MOBILITY* (TYPICAL WEEK DAY) EVERETT-SEATTLE-TACOMA	
Commuter	55
Amtrak	20
BN Intermodal	30-31
BN Double-Stack	8-11
BN Manifest	30-31
BN Grant & Coal	6-9
UP Intermodal	10-16
UP Freight	3
TOTAL TRAINS	176-182

Amtrak projection based on Washington State Rail Plan

* Number of trains in both directions

**To the POS/POT/WSDOT Memorandum of Agreement
RTA / WSDOT RAIL INFRASTRUCTURE PLAN
SUMMARY LIST OF PROPOSED IMPROVEMENTS
For the Analysis of Freight Mobility**

1. SEATTLE TO TACOMA COMPONENT	
A. BN Seattle Subdivision Main Line - Seattle to Reservation	
Capital Cost - \$93,700 (x 1,000 1995 \$s)	
SEGMENT	DESCRIPTION
Systemwide	<ul style="list-style-type: none"> • Addition of CTC from Seattle to Tacoma
King Street Station to Black River MP 0.0 to- MP 10.7	<ul style="list-style-type: none"> • Grade Crossing Improvements at Royal Brougham, Holgate, Lander, Horton, Spokane, and Military Road • Resurfacing of track to permit increased speeds • Replace Ex. No. 9 crossover with No. 15 crossover • Reconstruct T2 track with 2 new No. 9 turnouts • Change (2) crossovers from No. 11 to No. 15. Convert all switches to power switches • Extend T3 track and one new No. 9 crossover • Add 2 No. 15 crossovers • Construct third main track by upgrading Lander running track between King Street and Spokane • Add power switch at Holgate • Remove 2 crossovers at Lander • Replace 2 No. 11 crossovers with No. 15 • Construct third main track by upgrading PCRR main track and connections between Spokane and Argo • Construct 2 main and 1 freight tracks • Upgrade of existing PCRR main tracks plus connections • Construct yard track • Change use of tracks • Convert crossover at Horton Street to power • Convert to power switches at Coach Wye • Convert Coach Wye crossover to power • Plus one new No. 11 crossover • Construct No. 20 crossover plus 4 No. 20 turnouts at Argo • Replace No. 11 crossovers with No. 20 • Construct 4 No. 11 turnouts at Stacy Yard

SEGMENT	DESCRIPTION
	<ul style="list-style-type: none"> • Convert to power switches at PC 2 and PC 3 tracks • Construct No. 20 crossover at Military Road • Construct No. 20 crossover at Military Road • Construct 4 No. 20 crossovers at South Seattle • Convert crossover to power • Construct 2 No. 11 crossovers • Construct 2 No. 20 crossovers plus No. 20 turnout • Construct No. 11 turnout and convert Renton line turnout to power • Change CTC equipment at Renton Line • Convert industry track turnout to power
<p>Black River to Kent MP 10.7 to MP 17.1</p>	<ul style="list-style-type: none"> • Grade crossing improvements at 10 existing grade crossings • Resurfacing of track to permit 75 MPH speed between MP 14.1 - 15.9 and 16.6 - 17.1 • Construct 2 No. 20 crossovers and 1 No. 20 turnout • Construct 0.3 mile new track and improve existing leads to permit 35 MPH • Construct grade separation at S. 180th Street • Provide power switches at Orillia Yard • Construct No. 20 crossover • Construct 2 No. 20 crossovers • Construct No. 20 turnout
<p>Kent to Auburn MP 17.1 to MP 24.0</p>	<ul style="list-style-type: none"> • Grade crossing improvements at 6 existing grade crossings and addition of gates at 3 private road crossings • Resurfacing of track to permit 75 MPH • Construct 2 No. 20 crossovers • Upgrade and extend siding • Construct 4 No. 20 crossovers • Construct No. 20 crossover • Provide 4 power switches • Construct 2 No. 20 crossovers and No. 20 turnout
<p>Auburn to Reservation MP 24.0 to MP 37.83</p>	<ul style="list-style-type: none"> • Grade crossing improvement at 13 grade crossings • Resurfacing of track to permit 65 MPH between MP 28.0 - 29.2 and MP 30.5 - 32.8 • Construct 2 No. 20 crossovers

SEGMENT	DESCRIPTION
	<ul style="list-style-type: none"> • Convert 1 switch to power • Construct No. 20 crossovers • Remove 2 No. 11 crossovers • Construct 2 No. 20 crossovers
B. UP Mainline - Argo to Black River - Joint BN/UP Use Capital Cost \$10,800 (x 1,000 1995 \$s)	
Systemwide	<ul style="list-style-type: none"> • CTC Modifications
	<ul style="list-style-type: none"> • Construct No. 20 crossovers and No. 20 turnout • Remove No. 11 turnout and realign tracks from Track 2 to Track 3 • Realign track from Track 2 to Track 1 • Realign Track 1 and construct No. 20 turnout • Construct No. 20 crossover • Construct No. 11 crossover • Construct No. 11 turnout • Construct No. 20 crossover • Realign main track (1.5 miles) • Construct No. 20 turnout • Construct No. 20 crossover
C. Reservation to Tacoma Dome Intermodal Station Capital Cost \$63,500 (x 1,000 1995 \$s)	
Systemwide	<ul style="list-style-type: none"> • Addition of CTC
	<ul style="list-style-type: none"> • New single-to-double track from BN 37.83 • New No. 20 crossover and turnouts at BN mainline • New No. 9 turnout to connect to existing single track of Chehalis Western • Replacement of existing single track structures and trestles • Provision of layovers-storage tracks west of the Tacoma Dome Station

**2. TACOMA TO LAKEWOOD COMPONENTS - BN LAKEVIEW BRANCH -
SEGMENT 400**

Capital Cost \$21,000 (x 1,000 1995 \$s)

SEGMENT	DESCRIPTION
MP 1.70 to MP 2.90	<ul style="list-style-type: none"> • New double track • Addition of gates and signals at 5 grade crossings • Addition of CTC • New No. 11 crossover and turnout to connect to the single Chehalis Western track
MP 2.70 to MP 8.58	<ul style="list-style-type: none"> • Provision of double track • Addition of CTC • New No. 11 crossover and turnout to connect to the single BN Lakeview branch line • Addition of layover yard at Lakewood • Resurfacing existing track to Class 4 to accommodate 65 MPH • Extension of crossing detection at three crossings • Addition of gates and signals for 8 grade crossings

3. SEATTLE TO EVERETT COMPONENT - (BN SCENIC SUBDIVISION)

Capital Cost - \$26,100 (x 1,000 1995 \$s)

Systemwide	<ul style="list-style-type: none"> • Addition of CTC from Everett to Seattle • Light maintenance and layover yard in Everett
Everett to MP 8 Golden Gardens	<ul style="list-style-type: none"> • Siding track at E. Everett Station • Extend siding from Pacific Avenue to Everett tunnel • Construct 2 No. 20 turnouts • Construct 2 No. 20 crossovers • Construct No. 20 turnout • Construct 2 No. 20 crossovers
MP 8 Golden Gardens to Seattle King Street Station	<ul style="list-style-type: none"> • Construct 0.9 mile office lead • Remove turnout • Construct No. 20 turnout • Provide power turnout • Construct No. 11 crossover • Provide 2 power turnouts • Construct No. 15 crossover