

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2007-43

**WSDOT Funding and Cooperative Agreement
for King Street Station Track & Signal Improvements**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	4/5/07	Discussion/Possible Action to Recommend Board Approval	Jim Edwards, Acting Director, Capital Projects	(206) 398-5436
Board	4/12/07	Action	Eric Beckman, Rail Program Manager	(206) 398-5251

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	✓
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)	✓	Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Seattle - Auburn Track & Signal
Auburn - Tacoma Track & Signal

PROPOSED ACTION

Authorizes the chief executive officer to execute a funding and cooperative agreement with the Washington State Department of Transportation (WSDOT) for WSDOT to fund the redesign and construction of track and signal improvements at King Street Station under Sound Transit's Construction Agreement with BNSF in the estimated amount of \$8,606,957.

KEY FEATURES of PROPOSED ACTION

- Under this proposed betterment agreement, WSDOT will fund the redesign of BNSF's original design for improvements at and around King Street Station under Sound Transit's Construction Agreement with the BNSF Railway Company (BNSF) and will fund the additional construction costs for this redesign.
- The redesigned improvements will allow more Amtrak Cascade service into and out of Seattle.
- Constructing the WSDOT improvements concurrently will eliminate future construction-related disruption to Sounder and freight service.
- WSDOT will be responsible for the cost of their portion of the work if actual costs exceed the estimated \$8,606,957.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET AND FINANCIAL PLAN DISCUSSION

The proposed transaction has no direct cost impact. The proceeds will represent an increase to the South King County and Pierce County subarea resources. The proceeds will be allocated to each subarea proportional to the expenditures incurred for the track and signal improvements at King Street Station.

SMALL BUSINESS PARTICIPATION

WSDOT is the lead agency and administrator of this work and will comply with its Small Business program requirements.

EEO Commitment

WSDOT is the lead agency and administrator of this work and will comply with its EEO program requirements.

Apprentice Utilization Commitment

WSDOT is the lead agency and administrator of this work and will comply with its apprenticeship program requirements.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

Sound Transit and BNSF executed a construction agreement in May 2000 where Sound Transit funded a series of track and signal improvements in exchange for commuter rail service. The agreement called for three trains upon completion of Phase I improvements and the remaining six trains upon completion of Phase II improvements. Phase I improvements were completed as scheduled in 2004, under budget. BNSF approved the addition of a fourth train in 2005, prior to its contractual obligation. Phase II improvements are approximately 74% complete, with most of the remaining work in the Tacoma Yard area and the King Street Station area.

The original scope for Sound Transit Phase II improvements in the King Street Station area would have been sufficient to handle the currently planned Sound Transit service and some of the planned WSDOT future service. In January 2005, the WSDOT Rail Division asked BNSF and Sound Transit to consider changes in the King Street Station plan that would accommodate their planned growth. The new plan utilizes newly available WSDOT property for a larger station footprint that will accommodate more trains with better reliability and also allow for future expansion. The larger footprint enables longer station tracks that will accommodate longer passenger trains and higher speed entries and exits to the station. It will also add two more double-ended tracks at the north end of the station area, which is important as passenger service expands at the station. This change in scope in the King Street Station area is particularly important, given that development potential of the airspace over the tracks in this area could preclude future capacity improvements. Building the new plan in coordination with WSDOT also avoids future disruption to our services caused by additional main line track construction.

Sound Transit completed a SEPA addendum, issued June 20, 2006, which covered the new track layout at King Street Station. This document is an addendum to the Mitigated Determination of Nonsignificance (MDNS) issued in 1998 for the Tacoma-Seattle Commuter Rail project.

Prior Board/Committee Actions on this Project

Motion/Resolution Number and Date	Summary of Action
M2006-50 6/22/06	Authorized a change in the scope of work with BNSF for Phase II improvements associated with the Seattle to Tacoma Track and Signal projects.

CONSEQUENCES of DELAY

Delay of this action beyond a month could require suspension of the work for the track and signal improvements and impact the scheduled completion of the Phase II improvements on the Tacoma to Seattle corridor.

PUBLIC INVOLVEMENT

Not applicable to this action.

ENVIRONMENTAL COMPLIANCE

SSK 3/15/07

LEGAL REVIEW

JDW 3/27/07

SOUND TRANSIT

MOTION NO. M2007-43

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a funding and cooperative agreement with the Washington State Department of Transportation (WSDOT) for WSDOT to fund the redesign and construction of track and signal improvements at King Street Station under Sound Transit's Construction Agreement with BNSF in the estimated amount of \$8,606,957.

Background:

Sound Transit and BNSF executed a construction agreement in May 2000 where Sound Transit funded a series of track and signal improvements in exchange for commuter rail service. The agreement called for three trains upon completion of Phase I improvements and the remaining six trains upon completion of Phase II improvements. Phase I improvements were completed as scheduled in 2004, under budget. BNSF approved the addition of a fourth train in 2005, prior to its contractual obligation. Phase II improvements are approximately 74% complete, with most of the remaining work in the Tacoma Yard area and the King Street Station area.

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Motion:

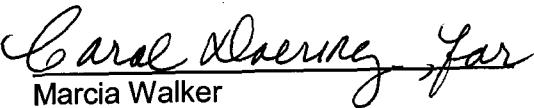
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a funding and cooperative agreement with the Washington State Department of Transportation (WSDOT) for WSDOT to fund the redesign and construction of track and signal improvements at King Street Station under Sound Transit's Construction Agreement with BNSF in the estimated amount of \$8,606,957.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 12, 2007.



John W. Ladenburg
Board Chair

ATTEST:



Marcia Walker
Board Administrator