

MOTION NO. M2014-21

### Agreements with WSDOT and Amtrak for the Cascade High Speed Rail Program

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	4/10/14	Recommend to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	4/24/14	Final Action	<b>Eric Beckman, Deputy Executive Director Business and Construction Services</b>	206-398-5251

### PROPOSED ACTION

Authorizes the chief executive officer to execute a Service Outcomes Agreement with the Washington State Department of Transportation (WSDOT) and the National Railroad Passenger Corporation (Amtrak) and a Construction and Maintenance Agreement with WSDOT to implement a portion of the Cascade High Speed Rail Program on Sound Transit owned rail corridor.

### KEY FEATURES SUMMARY

- The Service Outcomes Agreement establishes the commitment of the three parties to on-time performance of Amtrak Cascades train service, consistent with the Federal Railway Administration's conditions of funding awarded to the Washington State Department of Transportation (WSDOT).
- The Construction and Maintenance Agreement provides the funding for projects on Sound Transit-owned property including a minimum of \$21 million contribution to the D to M Street project and 100% of the funding for the Point Defiance Bypass project.
- Sound Transit will administer the construction of the Point Defiance Bypass project using Federal Railway Administration funding provided through WSDOT.

### BACKGROUND

WSDOT has obtained nearly \$800 million in funding through the Federal Railway Administration's (FRA) High-Speed Intercity Passenger Rail program. The FRA funds will be used to deliver rail infrastructure improvements that expand travel choices, preserve freight mobility, and foster economic growth across the state. The program goal is to improve Washington's Amtrak Cascades service between Portland, OR, and Vancouver, B.C., with specific outcomes to reduce travel time between Portland and Seattle, increase on-time performance to 88% and add two additional daily roundtrips.

The Point Defiance Bypass project is a keystone project within the program and will improve portions of the Sound Transit owned Lakeview corridor in Pierce County. Passenger service will then be routed along the Lakeview corridor between Nisqually and Tacoma, avoiding the slower congested route along Puget Sound. The Lakeview corridor route contributes substantially to the travel time savings and on-time reliability goals of WSDOT's program as the current route is both speed-restrictive and constrained by a single track tunnel and a moveable bridge.

As the owner of the corridor, Sound Transit has agreed to administer the construction of the Point Defiance Bypass project to help minimize impacts to our current service as well as complete the work effectively and efficiently. The program is contributing between \$21 and \$34 million of the High Speed Rail funding to the recently-completed D Street to M Street Track and Signal project in Pierce County, a project that was vital to completing the Lakeview corridor.

There are three agreements necessary to implement the Cascade High Speed Rail Program: the Service Outcomes Agreement, the Construction and Maintenance Agreement, and the Amtrak Operating Agreement, which are described below. Sound Transit continues to negotiate the Amtrak Operating Agreement and will return to the Board for approval at a later date.

Service Outcomes Agreement:

This agreement will be executed between Sound Transit, WSDOT and Amtrak. The agreement is consistent with the agreement between WSDOT and the FRA stating all the outcomes desired by the capital investments: 88% on-time performance, travel time goals on the Lakeview corridor, and maximum amount of delays allowed to Amtrak trains while operating on the corridor.

Construction and Maintenance Agreement:

This agreement between Sound Transit and WSDOT covers all the capital funding for the two projects, a minimum of \$21 million for the D Street to M Street Track and Signal project and 100% of the funding for the Point Defiance Bypass project. The agreement also stipulates reporting requirements, timelines for delivery and other grant requirements passed through from FRA for administration of the project.

Operating Agreement:

The operating agreement between Amtrak and Sound Transit will include the rights and responsibilities of both parties for operation of all Amtrak service on the Lakeview corridor, including Sound Transit's commitment to performing all right of way maintenance between TR Junction in Tacoma and Nisqually, and Amtrak's responsibility to pay its share of costs on the corridor. Board approval for this agreement will be sought once negotiations are complete.

FISCAL INFORMATION

A portion of WSDOT's High Speed Rail Grant with the FRA, between \$21 and \$34 million, will be passed through to Sound Transit for reimbursement of project costs associated with the D to M Street Track and Signal project.

A separate Board action is submitted to the Capital Committee for the creation of Point Defiance Bypass Track and Signal project. Direct costs incurred in this project are reimbursable by WSDOT.

SMALL BUSINESS/DBE PARTICIPATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

ENVIRONMENTAL REVIEW

JI 11/26/2013

LEGAL REVIEW

JW 4/4/2014

## **MOTION NO. M2014-21**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a Service Outcomes Agreement with the Washington State Department of Transportation (WSDOT) and the National Railroad Passenger Corporation (Amtrak) and a Construction and Maintenance Agreement with WSDOT to implement a portion of the Cascade High Speed Rail Program on Sound Transit owned rail corridor.

### **BACKGROUND:**

Washington State Department of Transportation (WSDOT) has obtained nearly \$800 million in funding through the Federal Railway Administration's (FRA) High-Speed Intercity Passenger Rail program. The FRA funds will be used to deliver rail infrastructure improvements that expand travel choices, preserve freight mobility, and foster economic growth across the state. The program goal is to improve Washington's Amtrak Cascades service between Portland, OR, and Vancouver, B.C., with specific outcomes to reduce travel time between Portland and Seattle, increase on-time performance to 88% and add two additional daily roundtrips.

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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 Service Outcomes Agreement with the Washington State Department of Transportation (WSDOT) and the National Railroad Passenger Corporation (Amtrak) and a Construction and Maintenance Agreement with WSDOT to implement a portion of the Cascade High Speed Rail Program on Sound Transit owned rail corridor.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 24, 2014.



Dow Constantine  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator