

MOTION NO. M2014-22

Sound Transit and WSDOT Cost Reimbursement Agreement for Tacoma Trestle Track & Signal Project Preliminary Engineering Design Services

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	04/10/2014	Recommend to Board	Ahmad Fazel, Executive Director Design, Engineering and Construction Management Department Eric Beckman, Deputy Executive Director Business Services and Construction Management Services Melissa Flores Saxe, Project Manager
Board	04/24/2014	Final Action	

PROPOSED ACTION

Authorizes the chief executive officer to negotiate and execute a cost reimbursement agreement with the Washington State Department of Transportation to reimburse Sound Transit an estimated amount of \$765,000 for preliminary engineering design services to design an extended passenger platform as part of the Tacoma Trestle Track & Signal Project.

KEY FEATURES SUMMARY

- Under the agreement, Sound Transit would complete preliminary engineering design services for the Washington State Department of Transportation (WSDOT) Point Defiance By-Pass Project platform extension. This scope element is considered a betterment to be added to Sound Transit's Tacoma Trestle Track & Signal Project.
- The platform extension would be integrated into the design of the double track bridge being constructed as part Sound Transit's Tacoma Trestle Track & Signal Project. The platform extension would be used by Amtrak's Coast Starlight train when it arrives at the future WSDOT Freighthouse Square Station.
- WSDOT will reimburse Sound Transit an estimated \$765,000 for preliminary engineering design services, based on actual costs. The extent of the design services provided by Sound Transit will be dependent on WSDOT's ability to secure additional funding. At this time, WSDOT has the authority to only commit state funds of \$180,000 and WSDOT is seeking additional grant funding from the Federal Railroad Administration. If WSDOT is unable to secure additional funding, Sound Transit will cease design of the betterment before its costs reach \$180,000, and Sound Transit will seek reimbursement for work completed and move forward with the Tacoma Trestle Track & Signal Project without the platform extension.
- If WSDOT is able to secure additional funding, WSDOT and Sound Transit will negotiate a future cost reimbursement agreement for the final design and construction phases for the platform extension once WSDOT completes the environmental review of the platform extension in summer 2014. WSDOT will reimburse Sound Transit for any design changes to remove the platform extension if WSDOT's platform extension project does not receive environmental approval to move forward with final design and construction.

BACKGROUND

Sound Transit completed the conceptual engineering designs for the Tacoma Trestle Track & Signal Project in March 2014. The project is scheduled to begin preliminary engineering in April 2014.

WSDOT is working to complete its Point Defiance Bypass Project that includes the reroute of passenger trains to the existing rail line through south Tacoma, Lakewood and DuPont. The WSDOT Point Defiance Bypass Project also includes the construction of a new Amtrak station at Freighthouse Square and the completion of track and signal work on track owned by Burlington Northern Santa Fe Railway--this work will not be completed by Sound Transit. The Sound Transit Point Defiance Bypass Project includes track and signal improvements along Sound Transit's rail corridor between Tacoma to Nisqually and this portion of the work will be completed by Sound Transit. WSDOT's goal is to complete the Freighthouse Square station construction by 2017. WSDOT has three options for the location of the station platform (on the west end, east end, or in the middle of the current station). The current WSDOT platform configuration would block the East 'C' and East 'D' Streets in Tacoma when Amtrak's Coast Starlight train arrives at the future WSDOT Freighthouse Square Station. The station will serve both Amtrak Coast Starlight trains and WSDOT Intercity Cascade trains and will be owned and maintained by WSDOT.

Sound Transit and the Washington State Department of Transportation have been working together to address the feasibility of shifting the WSDOT Point Defiance By-Pass Project's extended platform off of East 'C' Street and East 'D' Street to the new double track bridge. This will alleviate the general public's concern about the Amtrak Coast Starlight train blocking traffic at intermittent times during the morning and evening travel times.

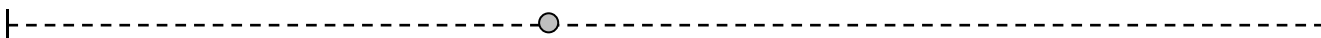
The estimated reimbursement amount was developed from the Sound Transit design consultant's feasibility and preliminary conceptual engineering estimates. However, the agreement requires reimbursement of the actual costs incurred. The agreement also allows adjustment of the reimbursement amounts if WSDOT requests a change in the design or upon the discovery of unanticipated conditions of the project scope of work.

WSDOT has received a Finding of No Significant Impact for the Point Defiance Bypass project from the Federal Railroad Administration. WSDOT plans to conduct a re-evaluation of their environmental document to include the platform extension and other track improvements that were not originally covered. WSDOT anticipates their environmental review will be completed by end of summer 2014. Sound Transit will complete the environmental review for the Tacoma Trestle Track and Signal project in spring 2014. The Tacoma Trestle Track & Signal Project and WSDOT's platform extension project are both scheduled to begin final design in fall 2014.

Later this year, Sound Transit and WSDOT will negotiate a cost reimbursement agreement for final design services for WSDOT's platform extension to be designed onto the new double track bridge. Sound Transit staff will seek Board authorization for that agreement later this year.

In February 2014, the Board approved Motion No. M2014-08 to execute a contract with David Evans and Associates to provide preliminary engineering services for the Tacoma Trestle Project. A contract change order will be executed with David Evans and Associates to complete the preliminary engineering design of the WSDOT platform extension.

PROJECT STATUS



Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion Date for Conceptual Engineering: March 2014

Project scope, schedule and budget summary located on page 105 of the December 2014 Agency Progress Report.

FISCAL INFORMATION

This action authorizes the chief executive officer to negotiate and execute a cost reimbursement agreement with WSDOT for costs associated with preliminary engineering costs and subsequent follow on costs as negotiated. This work is considered a betterment to the original project and therefore will be fully reimbursed per the agreement. Any contract amendments done in support of the betterment will include a budget table in that action.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable for this action.

PUBLIC INVOLVEMENT

Not applicable for this action.

TIME CONSTRAINTS

A month delay could impact the design phases for Sound Transit's Tacoma Trestle Track & Signal Project and WSDOT's Point Defiance By-Pass Project. Sound Transit plans to begin the preliminary engineering design phase in April 2014 and the final design phase in September 2014.

Sound Transit is moving ahead with the preliminary engineering design phase and the design for the WSDOT platform extension needs to be completed concurrently with ST's Tacoma Trestle preliminary engineering designs. If there were a delay to the approval of this Board action, the interface design of the platform extension and double track bridge would be delayed and may affect Sound Transit's Tacoma Trestle Track & Signal Project's overall project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2014-08: Authorized the chief executive officer to execute a contract amendment with David Evans and Associates to provide preliminary engineering services for the Tacoma Trestle Project in the amount of \$2,596,172 with a 10% contingency of \$259,617, totaling \$2,855,789, for a new total authorized contract amount not to exceed \$4,347,769, contingent upon Board approval of Resolution No. R2014-02 amending the Adopted 2014 Budget.

ENVIRONMENTAL REVIEW

JI 3/27/2014

LEGAL REVIEW

JW 4/4/2014

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A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to negotiate and execute a cost reimbursement agreement with the Washington State Department of Transportation to reimburse Sound Transit an estimated amount of \$765,000 for preliminary engineering design services to design an extended passenger platform as part of the Tacoma Trestle Track & Signal Project.

BACKGROUND:

Sound Transit completed the conceptual engineering designs for the Tacoma Trestle Track & Signal Project in March 2014. The project is scheduled to begin preliminary engineering in April 2014.

Washington State Department of Transportation (WSDOT) is working to complete its Point Defiance Bypass Project that includes the reroute of passenger trains to the existing rail line through south Tacoma, Lakewood and DuPont. The WSDOT Point Defiance Bypass Project also includes the construction of a new Amtrak station at Freighthouse Square and the completion of track and signal work on track owned by Burlington Northern Santa Fe Railway--this work will not be completed by Sound Transit. The Sound Transit Point Defiance Bypass Project includes track and signal improvements along Sound Transit's rail corridor between Tacoma to Nisqually and this portion of the work will be completed by Sound Transit. WSDOT's goal is to complete the Freighthouse Square station construction by 2017. WSDOT has three options for the location of the station platform (on the west end, east end, or in the middle of the current station). The current WSDOT platform configuration would block the East 'C' and East 'D' Streets in Tacoma when Amtrak's Coast Starlight train arrives at the future WSDOT Freighthouse Square Station. The station will serve both Amtrak Coast Starlight trains and WSDOT Intercity Cascade trains and will be owned and maintained by WSDOT.

Sound Transit and the Washington State Department of Transportation have been working together to address the feasibility of shifting the WSDOT Point Defiance By-Pass Project's extended platform off of East 'C' Street and East 'D' Street to the new double track bridge. This will alleviate the general public's concern about the Amtrak Coast Starlight train blocking traffic at intermittent times during the morning and evening travel times.

Under the cost reimbursement agreement with WSDOT, Sound Transit would complete preliminary engineering design services for the WSDOT Point Defiance By-Pass Project platform extension. This scope element is considered a betterment to be added to Sound Transit's Tacoma Trestle Track & Signal Project. The platform extension would be integrated into the design of the double track bridge being constructed as part Sound Transit's Tacoma Trestle Track & Signal Project.

WSDOT will reimburse Sound Transit an estimated \$765,000 for preliminary engineering design services, based on actual costs. The extent of the design services provided by Sound Transit will be dependent on WSDOT's ability to secure additional funding. At this time, WSDOT has the authority to only commit state funds of \$180,000 and WSDOT is seeking additional grant funding from the Federal Railroad Administration. If WSDOT is unable to secure additional funding, Sound Transit will cease design of the betterment before its costs reach \$180,000, and Sound Transit will seek reimbursement for work completed and move forward with the Tacoma Trestle Track & Signal Project without the platform extension.

If WSDOT is able to secure additional funding, WSDOT and Sound Transit will negotiate a future cost reimbursement agreement for the final design and construction phases for the platform extension once WSDOT completes the environmental review of the platform extension in summer 2014. WSDOT will reimburse Sound Transit for any design changes to remove the platform extension if WSDOT's platform extension project does not receive environmental approval to move forward with final design and construction.

The estimated reimbursement amount was developed from the Sound Transit design consultant's feasibility and preliminary conceptual engineering estimates. However, the agreement requires reimbursement of the actual costs incurred. The agreement also allows adjustment of the reimbursement amounts if WSDOT requests a change in the design or upon the discovery of unanticipated conditions of the project scope of work.

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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 negotiate and execute a cost reimbursement agreement with the Washington State Department of Transportation to reimburse Sound Transit an estimated amount of \$765,000 for preliminary engineering design services to design an extended passenger platform as part of the Tacoma Trestle Track & Signal Project.

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