

MOTION NO. M2016-59

First Amended Joint Use Agreement (Tacoma Dome segment)

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Operations and Administration Committee	06/02/2016	Cancelled	Bonne Todd, Executive Director of Operations
Board	06/23/2016	Final Action	Martin Young, Sounder Operations Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute a First Amended Joint Use Agreement with the City of Tacoma to cover additional City-owned right-of-way and clarify responsibilities for signal maintenance.

KEY FEATURES SUMMARY

- The amended agreement would add 0.12 miles of right-of-way owned by the City of Tacoma between East D Street and I-705 to the track and signals covered under the Joint Use Agreement.
- The addition will permit Sound Transit to construct a crossover track to allow Sounder commuter rail and Amtrak intercity trains to access the future South platform at the Sounder Tacoma Dome Station.
- Sound Transit will be responsible for maintaining this additional section of track including a new signal. The estimated cost for maintenance is about \$15,000 annually.
- The amended agreement also clarifies Sound Transit's responsibility to maintain two signals on City property outside of the area of track covered by the Joint Use Agreement.

BACKGROUND

In 2013, Sound Transit purchased railroad right-of-way owned by the City of Tacoma between BNSF's mainline of track and East D Street at the Tacoma Dome Station. Sound Transit acquired the right-of-way, subject to a retained freight easement, which permitted Tacoma Rail to continue freight operations through this segment of track. Sound Transit and the City of Tacoma also entered into a Joint Use Agreement outlining the joint use of the track for passenger and freight use.

The amendments to the Joint Use Agreement proposed under the First Amended Joint Use Agreement will expand the right-of-way covered under the Joint Use Agreement to 0.12 miles of City of Tacoma right-of-way, which is adjacent to Sound Transit's railroad right-of-way, to permit Sound Transit to add a switch between Sound Transit's and Tacoma's tracks. This crossover (or switching tracks) will allow Sounder and Amtrak trains to move between Sound Transit's right-of-way west of the station and the future South platform.

Sound Transit will also be responsible for the maintenance of two signals that are beyond the track maintenance area but are associated with operating the track.

FISCAL INFORMATION

There is no budget impact for 2016. The estimated additional maintenance cost of \$15,000 will be included in 2017 annual budget development process and any futures years for the term of the agreement.

SMALL BUSINESS/DBE PARTICIPATION, APPRENTICESHIP UTILIZATION, AND
TITLE VI COMPLIANCE

Not applicable to this action.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one-month delay would not create a significant impact.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2013-76: Authorized the chief executive officer to (1) execute a purchase and sale agreement with the City of Tacoma for a 1.3-mile rail corridor in the City of Tacoma for the benefit of ongoing commuter rail service in Pierce County for \$4,000,000, and (2) execute a Joint Use Agreement with City of Tacoma for Tacoma Rail's ongoing use of the rail corridor.

ENVIRONMENTAL REVIEW

JI 4/28/2016

LEGAL REVIEW

JW 5/26/2016



MOTION NO. M2016-59

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a First Amended Joint Use Agreement with the City of Tacoma to cover additional City-owned right-of-way and clarify responsibilities for signal maintenance.

BACKGROUND:

In 2013, Sound Transit purchased railroad right-of-way owned by the City of Tacoma between BNSF's mainline of track and East D Street at the Tacoma Dome Station. Sound Transit acquired the right-of-way, subject to a retained freight easement, which permitted Tacoma Rail to continue freight operations through this segment of track. Sound Transit and the City of Tacoma also entered into a Joint Use Agreement outlining the joint use of the track for passenger and freight use.

The amendments to the Joint Use Agreement proposed under the First Amended Joint Use Agreement will expand the right-of-way covered under the Joint Use Agreement to 0.12 miles of City of Tacoma right-of-way between East D Street and I-705, which is adjacent to Sound Transit's railroad right-of-way, to permit Sound Transit to add a switch between Sound Transit's and Tacoma's tracks. This crossover (or switching tracks) will allow Sounder and Amtrak trains to move between Sound Transit's right-of-way west of the station and the future South platform.

Sound Transit will be responsible for maintaining this additional section of track including a new signal. Transit. The estimated cost for maintenance is about \$15,000 annually. Sound Transit will also be responsible for the maintenance of two signals that are beyond the track maintenance area but are associated with operating the track. The two signals on City property outside of the area of track covered by the Joint Use Agreement.

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 First Amended Joint Use Agreement with the City of Tacoma to cover additional City-owned right-of-way and clarify responsibilities for signal maintenance.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 23, 2016.

A handwritten signature in blue ink, reading 'Dow Constantine', written over a horizontal line.

Dow Constantine
Board Chair

ATTEST:

A handwritten signature in blue ink, reading 'Kathryn Flores', written over a horizontal line.

Kathryn Flores
Board Administrator