

Connections for Our Future



Evolution of Proposal Briefing
August - 2007

What problems does Connections for our Future solve?

1. How do we save a priceless transportation corridor in public ownership forever?
2. How do we keep the Ports of Seattle and Tacoma competitive when Canada and California are investing billions of dollars in freight mobility?
3. How do we get the two largest airports in King County to cooperate rather than compete, maximizing our investments in Sea-Tac and keeping Western Washington at the forefront of global trade?
4. How do we do it all while minimizing costs to taxpayers?

Connections for our Future: Key Elements

- **Eastside Rail Corridor:** The Port of Seattle funds the acquisition of the BNSF Eastside Rail Corridor (ERC) for \$103 million. Preserves corridor in public ownership forever.



- **Rails AND Trails:** Renton to Woodinville: interim trail, then add rail.
 - ✓ Long-term Rail with Trail
 - ✓ Federal Rail Banking
 - ✓ State High Capacity Transit Corridor

Connections for our Future: Key Elements

- **Transfer & Trail:** Port transfers the Eastside Rail Corridor and \$66 million to King County for the regional trail construction.

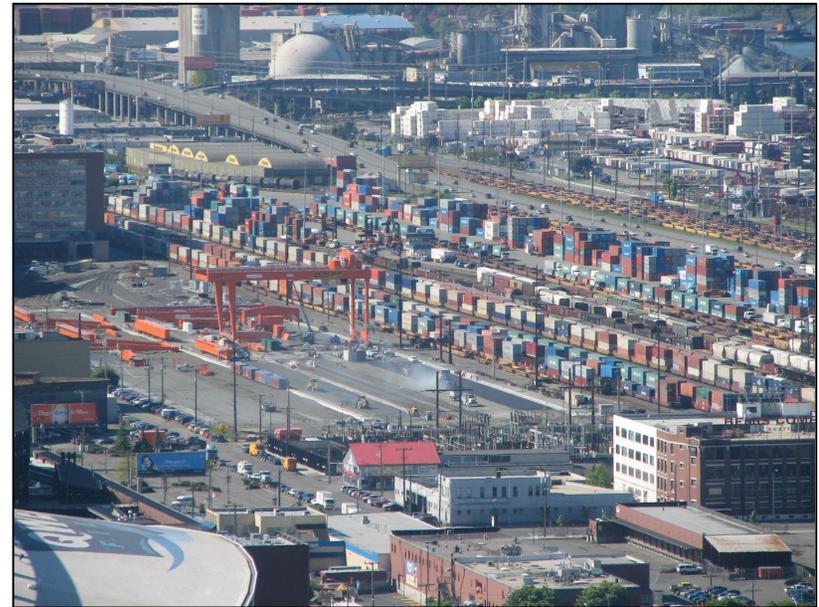
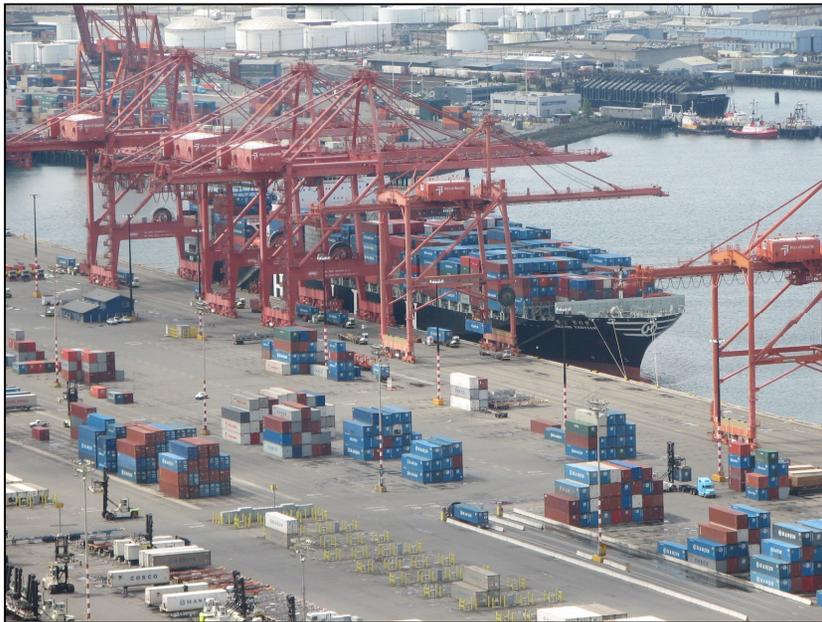


- **Boeing Field:** King County transfers Boeing Field, the King County International Airport (KCIA) to the Port of Seattle.
- KCIA remains in publicly owned. Appraised value \$174 million.



Connections for our Future: Key Elements

- **Intermodal Rail Yard:** The Port of Seattle (with other stakeholders) identifies a major new trucks & trains intermodal facility.
- Key freight mobility investment to compete globally.



Connections for our Future: Key Elements

- **Stampede Pass:** State of Washington funds tunnel improvements to Stampede Pass that will allow double-stacked rail cars through the pass.



Photo by: Steve Eshom.

Freight train exits snow shed at east portal of tunnel 4, Stampede Pass Aug. 8th, 2006

- Region must fully fund Stampede Pass related grade separation projects.

Connections for our Future: Key Elements

- **Harbor Island:** King County sells the Fisher Flour Mill on Harbor Island to the Port at fair market value, if an alternative site is identified and acquired that meets King County's intermodal solid waste needs.



Harbor Island



Fisher Flour Mill

This maximizes the effectiveness of the Port's \$400 million investment in container handling facilities.

A Transportation Corridor in the Future

BNSF is selling this corridor. To preserve it as a transportation corridor in the future, we must acquire it now.

Lose any piece of the line to development and the corridor is lost forever.

- **Rails AND Trails:** From Renton to Woodinville, interim trail and long term rail and trail.



- **Freight AND Dinner Train:** Northern portion of the rail corridor from Woodinville to Snohomish active freight corridor and potentially the Spirit of Washington Dinner Train.



The Corridor: What many think it is.



Existing Puget Sound Mainline

- Puget Sound double-track mainline is grade separated through downtown Seattle
- Up to 40 double-stacked freight trains per day (most ½ mile to 1 mile long)
- 500,000 cars per year

The Corridor: What it really is.

Single-track, single-stack. Less than 900 cars per year

Near Gene Coulon Park, Renton (BNSF selling from milepost 5, north)



The Corridor: Sharp curves and “at-grade crossings” limit trains to speeds of 10-30 mph (Double-stacked freight train derailed)



The Corridor: There are 53 at-grade crossings

Including Totem Lake Blvd & NE 124th (Kirkland), NE 8th Street (Bellevue) and Downtown Renton



The Corridor: Bridge at Milepost 6.7

15 rail bridges/trestles south of Woodinville



The Corridor: Wilburton Trestle

15 rail bridges/trestles south of Woodinville, all single-track bridges



Upgrading the Corridor for Freight or Commuter Rail:

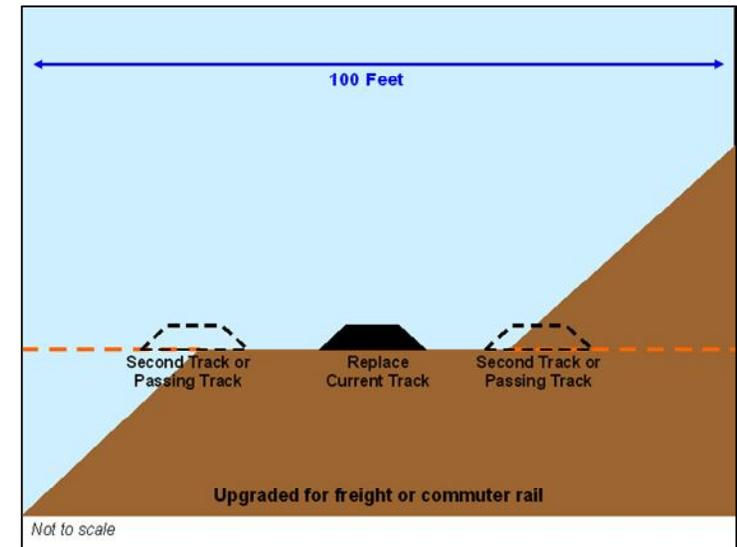
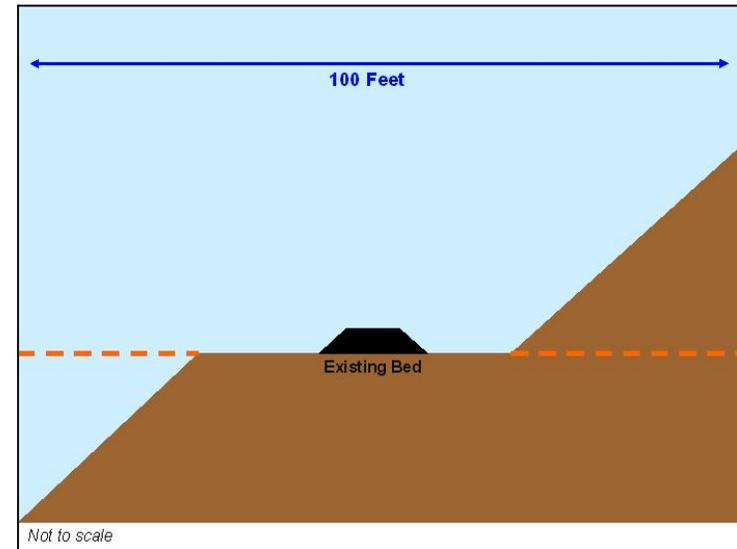
\$300+ million. Major upgrades in tracks, track bed and signal crossings to enable double-stacked freight. More \$ to create commuter rail.



Upgrading Existing ERC

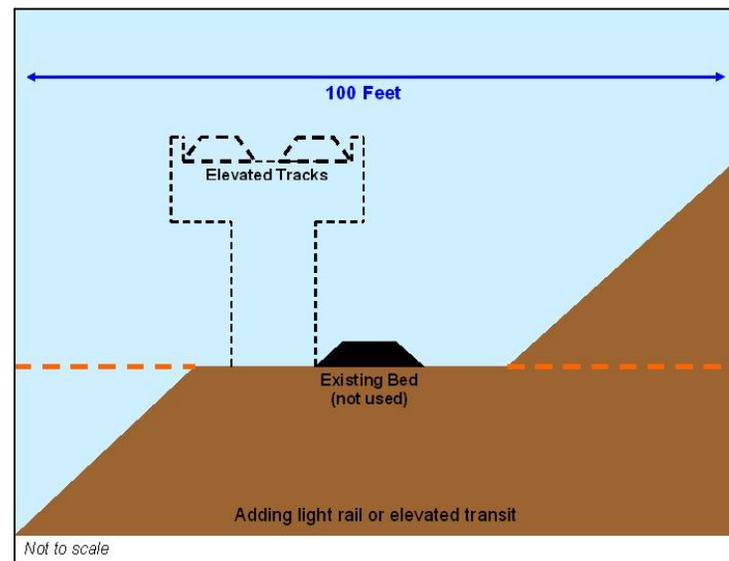
(Per PSRC Study by HDR & Traffic Safety Management)

- Add five 1.5 mile passing tracks
- Passing tracks must avoid at-grade street crossing and bridges
- Straighten curves to increase speed
- Replace ties and rail
- Would allow 10-15 freight trains per day in each direction (20-30 trains total)



Upgrading the Corridor for Light Rail: \$300 million plus

Even more \$ for surface or elevated light rail.



PSRC's BNSF Corridor Advisory Committee

Met for 11 months. Completed findings and recommendations on January 19, 2007

- Thirty-Nine (39) highly engaged members and alternates participated in the Puget Sound Regional Council's BNSF Corridor Advisory Committee. Six intensive public meetings were held in communities along the corridor and the spur.
- **Recommendations:** Acquire corridor. Interim trail use in the south, rail later. Freight and Dinner Train in the north.

- Local jurisdictions:

- City of Bellevue
- City of Kirkland
- City of Redmond
- City of Renton
- City of Snohomish
- City of Woodinville
- King County
- Snohomish County
- Puget Sound Regional Council

- Transportation Interests:

- BNSF Railway Company
- Port of Seattle
- Sound Transit
- Spirit of Washington Dinner Train

- BNSF Corridor Users/Beneficiaries:

- Bicycle Alliance of Washington
- Boeing Company
- Cascade Bicycle Club
- Cascade Land Conservancy
- Discovery Institute
- Eastside Transportation Choices
- Puget Sound Energy
- Weyerhaeuser Company

The end of the rail: City of Snohomish

Trestle from Cady Park



The Trail



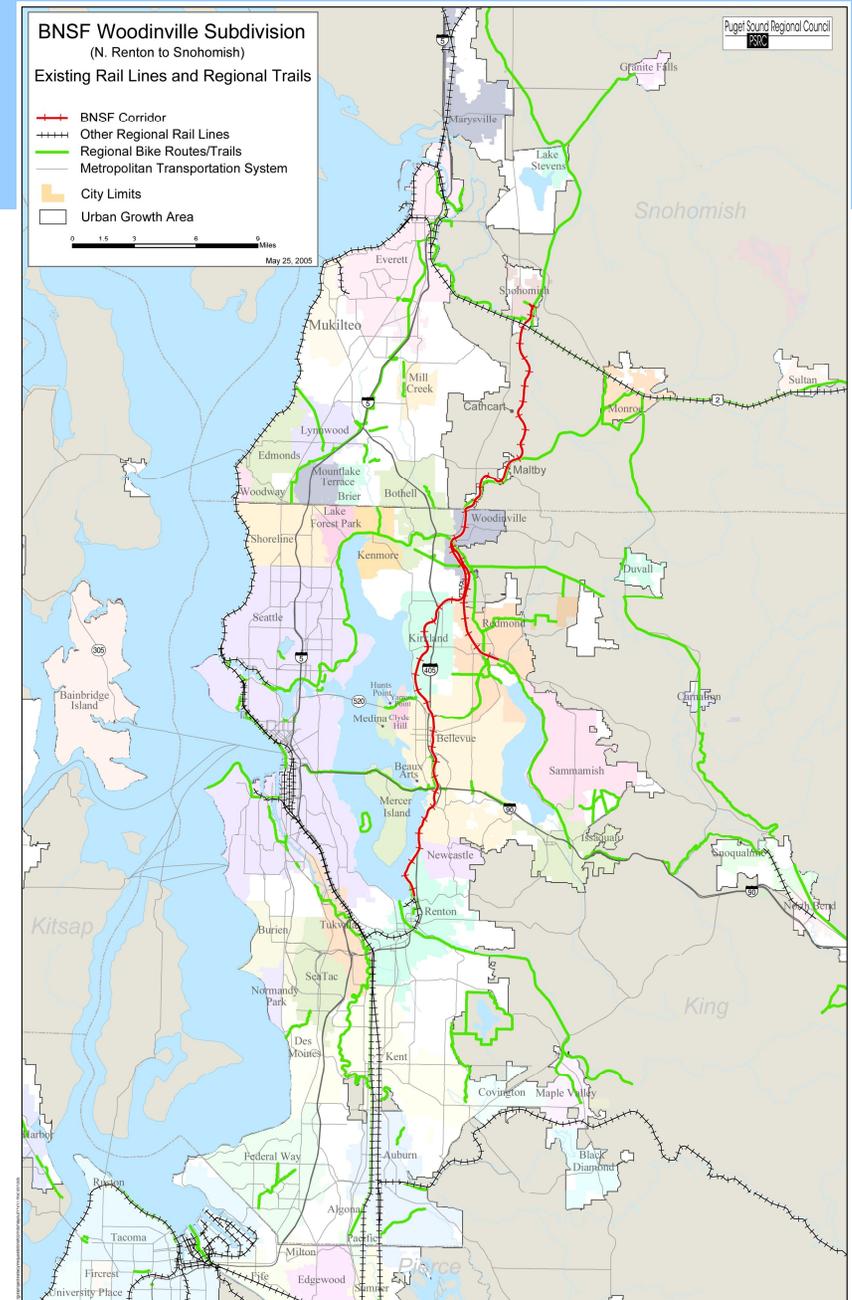
King County's Regional Trail System

- Each year approximately 2,000,000 user trips are made on the Burke-Gilman (BGT) and Sammamish River (SRT) Trails combined. These two trails form only 9 percent of the system.



The Trail

- Regional trail connects the entire east side of King County within years, not decades.
- The Eastside Rail Corridor is “the Granddaddy of all trails,” that will create a spine that connects all other regional trails including:
 - 27 miles - Burke-Gilman Trail (including Sammamish River Trail)
 - 11 miles - East Lake Sammamish Trail
 - 16 miles - Cedar River Trail
 - 4 miles - Soos Creek Trail
 - 29 miles - Snoqualmie Valley Trail
 - 12 miles – Green River Trail
 - 14 miles – Interurban Trail
 - 17 miles - Centennial Trail in Snohomish County

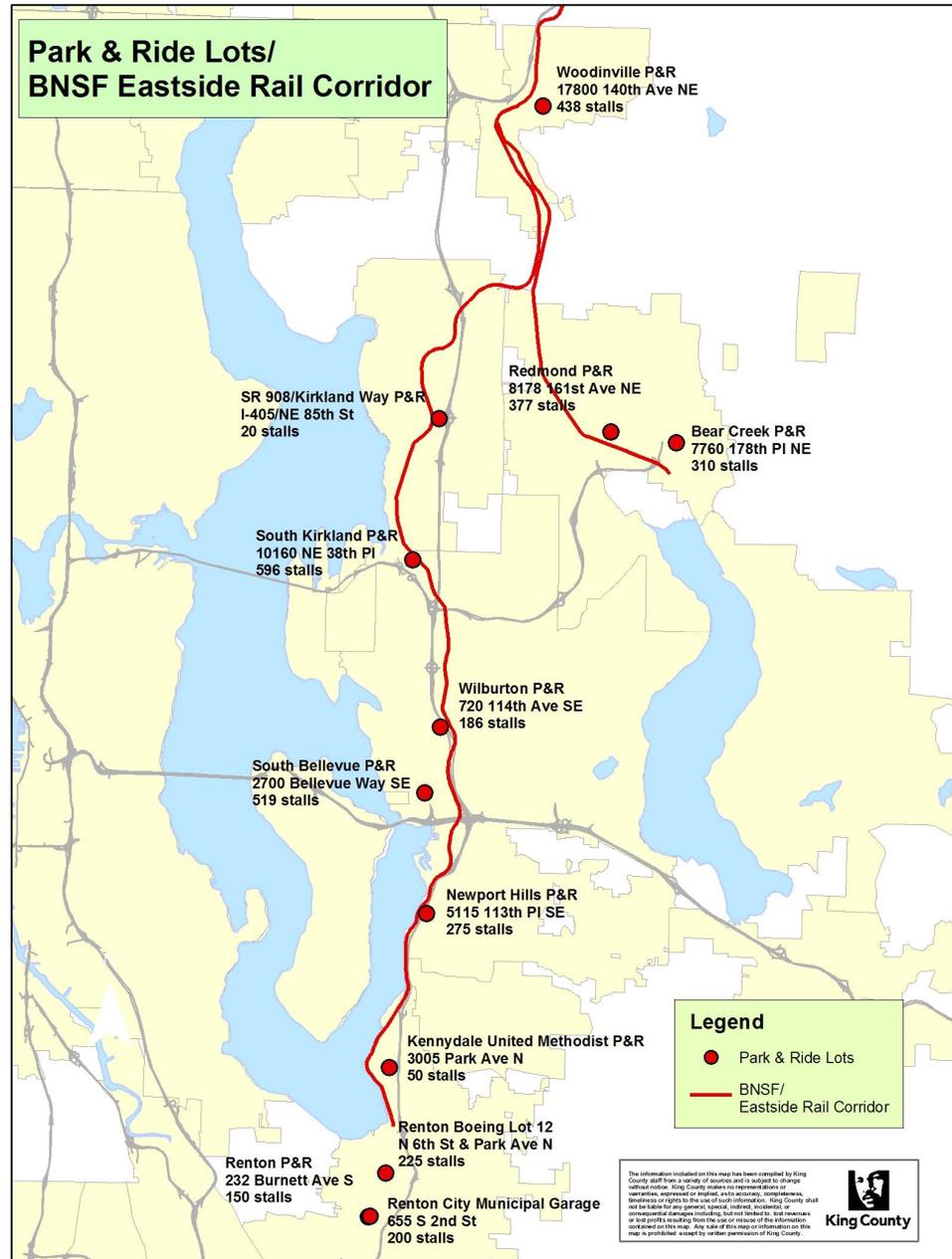


The Trail

➤ The ERC trail will pass near 10 Park & Rides, creating the foundation for a true alternative to cars.

✓ Bike-n-Rides

✓ Park-n-Rides for future HCT



King County International Airport (Boeing Field)

- KCIA is transferred to Port of Seattle.
- Independent appraisal values KCIA at \$174 million.

Port's Funding of Trail

\$103 million – ERC Acquisition
\$ 66 million – Trail Construction
\$169 million

- Port of Seattle has no immediate plans to change the current uses of KCIA.
- Working on written agreements.
- Public will see no difference - KCIA remains in public ownership.



Connections for Our Future is Acting Now

- No one has \$300 million plus. King County does not.
- Sound Transit, RTID or WSDOT have all reviewed and rejected prioritizing acquisition of the ERC over other critical needs.
- If KC does not acquire the corridor, this option will be lost forever.
- BNSF has clear fee title to approximately 40% of the parcels along the corridor.
- Non-BNSF owned parcels revert to private property owners.



What we heard:

Port of Seattle Interests and Issues

- Recognize the strategic interest of preventing KCIA from competing for Sea-Tac Airport tenants and business
- Want to make Intermodal a reality
- Want Stampede Pass improvements
- Want Fisher Flour Mill to maximize Harbor Island investments
- Concerns about liability and costs associated with contamination and operations at KCIA
- Concerns about overall price of the package
- Concerns about the challenges of working with KCIA surrounding communities
- Concerns about ability of any government to raise lease rates at KCIA

What we heard:

King County Council Interests and Issues

- Concerns about Port plans for future use of the KCIA.
- Concerns about impact of potential Port ownership on surrounding communities of Georgetown, South Park, Beacon Hill, West Seattle and Magnolia.
- Concerns about impact of Port ownership on KCIA tenants, especially general aviation and corporate aviation.
- Concern about the loss of a King County asset that may have substantial value in the future as a non-airport.
- Some Council members required “iron clad agreements” to prevent any of these impacts in any transfer to the Port.
- Some Council members simply opposed to transferring the airport for any reason

What we heard:

Trail, Transportation and Rail Advocates

Trail & Transportation Advocates

- Support “dual use” of corridor
- Interim trail first, rail when funding is available
- Signing of “Principles of Dual Use”

Rail Advocates

- Leave rail in place
- Raise money to operate transportation system on corridor first
- Possible trail use along side of corridor in the future

Others

- Ensure public knows rail is coming back in future
- Leave some rail in place as visible reminder

Connections “King County Modified Proposal”: Key Elements

- **Eastside Rail Corridor:** The Port of Seattle funds the acquisition of the BNSF Eastside Rail Corridor (ERC) for \$103 million. Preserves corridor in public ownership forever.



- **Transfer & Trail:** Port transfers the Eastside Rail Corridor and \$44 million to King County (*\$44 million is estimated by Parametrix for the cost of a paved trail construction without bridges & street crossings*).

** Bridges & crossings with rail serve as the visual reminder*



- **Rails AND Trails:** Renton to Woodinville: interim trail, then add rail.



- ✓ Long-term Rail with Trail
- ✓ Federal Rail Banking
- ✓ State High Capacity Transit Corridor
- ✓ Principles of Dual Use



Connections “King County Modified Proposal”: Key Elements

- **Boeing Field / KCIA:** Remains with King County, who retains all environmental liability and financial risk for airport operations.
- **Boeing Field / KCIA:** King County ensures cooperation between airports by entering into a Joint Operating Agreement that requires Port approval over major capital investments that significantly expand cargo or commercial jet service at KCIA.
 - ✓ Port receives right of first refusal to buy KCIA should King County propose to sell it to a third party.
 - ✓ Should the Port purchase KCIA, the Port’s Connections investment in the ERC, less the fair market value of the Fisher Flour Mill as valued as the time it is conveyed to the Port, will be credited toward the purchase price.
 - ✓ Should King County ever sell all or a portion of the ERC the Port will be reimbursed by the County for the pro rata share of the purchase price of \$103 million.



Connections “King County Modified Proposal”: Key Elements

- **Harbor Island:** King County transfers the Fisher Flour Mill on Harbor Island to the Port as part of the deal. (Transfer requires that the Solid Waste fund receives fair market value from KC current expense fund either in revenue, asset exchange or both.)



Harbor Island

- This must be done in full collaboration with the Solid Waste planning processes



Fisher Flour Mill

- If sold, solid waste money will be placed in reserve for future solid waste intermodal site

Connections “King County Modified Proposal”: Key Elements

Intermodal Rail Yard and Stampede Pass elements remain the same

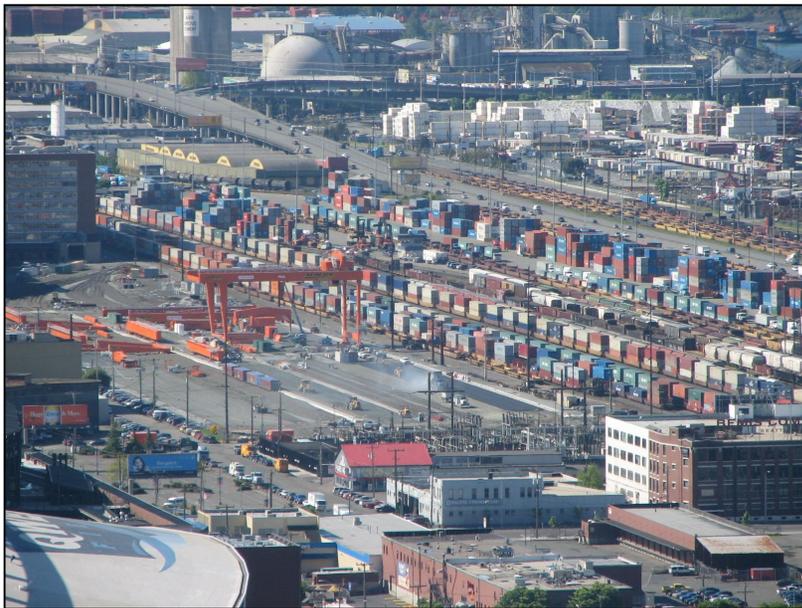


Photo by: Steve Eshom.

Freight train exits snow shed at east portal of tunnel 4, Stampede Pass Aug. 8th, 2006

In Conclusion

King County's modified Connections for Our Future proposal still:

- Captures the opportunity of a lifetime and keeps the threatened Eastside Rail Corridor intact while bringing into public ownership;
- Creates cooperation between the region's two largest airports;
- Significantly increases the freight mobility and freight capacity of the region;
- Provides extensive new alternative travel network for the more than ½ million people living within a mile of corridor; and
- Improves our quality of life while increasing our economic prosperity.

