

Connections for Our Future



King County



Port of Seattle

November 1, 2006

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Connections for Our Future is Compelling

- **Connections for our Future** is potentially the largest realignment of regional government responsibilities since the merger of Metro and King County in 1993.
- **Connections for our Future** potentially creates the largest green pathway in our region since the founding of the Mountains to Sound Greenway.
- **Connections for our Future** is potentially the most significant local public/private investment in the economic prosperity and quality of life in this region since the days of Forward Thrust.

Connections for Our Future is Complex

- **Connections for Our Future** is a complex series of interconnected agreements that invest hundreds of millions of dollars affecting billions of dollars of economic activity in King County.
- **Connections for Our Future** may involve multiple parties including KC, POS, BNSF, the federal government, WSDOT, Port of Tacoma, and many others.
- **Connections for Our Future** is potentially the most ambitious local initiative undertaken in a generation. Its benefits would be felt today, tomorrow and by all future generations.

Connections for Our Future is Conceptual

- No final agreements have been reached.
- Some elements are completely conceptual. Others are agreements in principal.
- Presently, more questions than answers.
- Any final agreements must be approved by both the King County Council and the Port Commission.
- We are here to explain the concepts.

Connections for our Future: Key Elements

- The Port of Seattle acquires the Burlington Northern/Sante Fe Eastside Rail Corridor (ERC).
- The Port will then transfer the Eastside Rail Corridor and funds for the development of “the granddaddy of all regional trails” to King County.
- King County transfers Boeing Field, the King County International Airport, to the Port of Seattle.
- King County, the Port of Seattle, BNSF, the State of Washington, and other partners will also seek to establish a new intermodal rail yard which will make all of our western Ports much more efficient and effective as they compete with California and Canada.
- Governor Christine Gregoire has built upon “Connections” with a \$25 million investment to help renovate Stampede Pass to allow double-stacked rail cars through the tunnel. Stampede Pass has been an identified rail choke point for years. This proposal by the Governor is a critical element of making Connections a reality and has the potential to dramatically increase this region’s ability to move freight to the rest of the country.
- If and when a viable intermodal yard that meets King County needs is identified, King County will sell to the Port the Fisher Flour Mill on Harbor Island and buy into the new rail yard. The Port will consolidate its holdings on Harbor Island and leverage the over \$400 million they have invested in making the Port a shipping container destination second to none.

Not “A” trail ... “The” trail



Not “A” trail ... “The” trail (cont.)

- “The granddaddy of all regional trails” connecting the entire east side of King County providing us with a once in a lifetime opportunity
- The Eastside Rail Corridor is the 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, and
 - 12 miles – Green River Trail
 - 14 miles – Interurban Trail

and

 - 17 miles - Centennial Trail in Snohomish County



A Transportation Corridor? Not feasible today.

- King County Executive is purchasing ERC for a trail.
- ERC is a single track. In some locations, it narrows to 10 feet. (See handouts)
- The ERC is not currently wide enough for light rail or commuter rail – without substantial investments.
- The ERC is not currently wide enough for rails and trails in many portions.
- Sound Transit has not included ERC in Phase II.
- RTID has not included ERC in planning efforts.
- WSDOT has no plans to make this a transportation corridor.
- PSRC draft report has concluded no light rail or commuter rail in the near future.
- If we do not secure this corridor in public ownership, it will be sold off in pieces and lost forever.

Preserving this corridor as a trail today is the only way to preserve it as a transportation corridor in the future

A Transportation Corridor? (cont.)

Steep Slopes near Gene Coulon Park



A Transportation Corridor? (cont.) Standing Water and Steep Slopes



Standing Water



and Slopes

A Transportation Corridor? (cont.)

Bridge at Milepost 6.7



A Transportation Corridor? (cont.)

Wilburton Trestle



A Transportation Corridor? (cont.)

Major at grade crossing narrows to 40 feet



King County International Airport (Boeing Field)

- KCIA is transferred to Port of Seattle for ERC and money to develop the trail
- Port of Seattle has no plan to change the current uses of KCIA



Stampede Pass Improvement



Photo: Steve Eshom – August 6, 2006

- Too low for double-stacked rail cars.
- A key freight mobility choke point.

Stampede Pass Improvement: Increased Freight Capacity

- Increasing size of Stampede Pass will allow double stacks and increase freight mobility of the region, not just at Stampede Pass, but at Stevens Pass and along the Columbia River.
- Governor Gregoire's proposed investment of \$25 million will help make this possible.



Double-stacked rail cars

Intermodal Rail Yard`

- Seek to create a new, modern intermodal rail yard. “Somewhere between Seattle and Tacoma.”
- A seamless link between trucks and trains that will make our western ports much more efficient and effective as they compete with California and Canada.

- Other regions are acting:

Atlanta Business Chronicle article: Oct. 27, 2006

<http://www.msnbc.msn.com/id/15493415/>

Railroads ink deal to speed East-West delivery

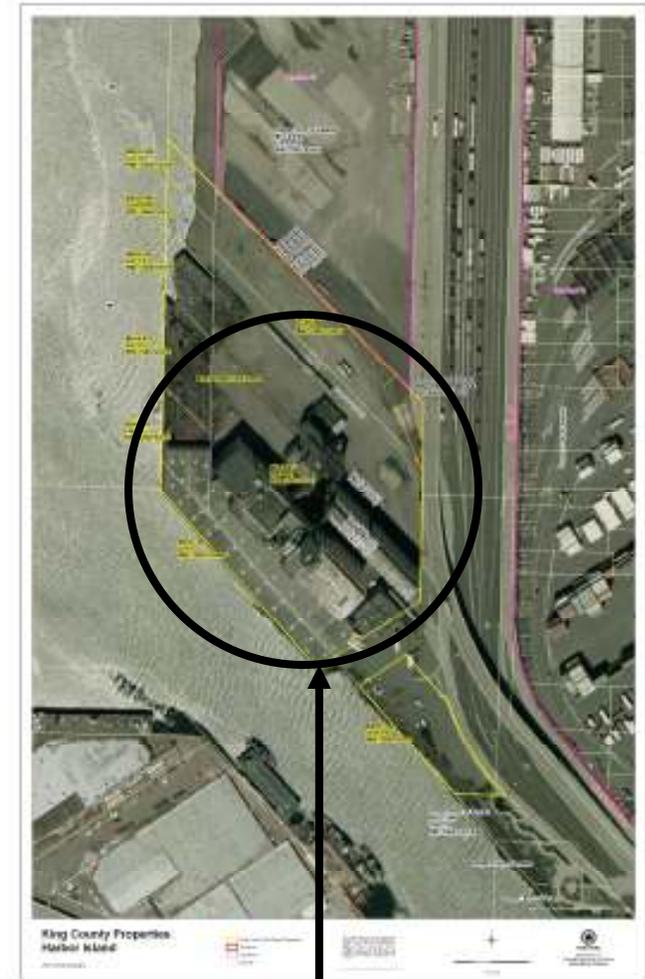
“The agreement builds a seamless link for intermodal shippers with the cooperating rail lines. An intermodal system moves freight with different types of transportation, from ocean carrier and railroad to truck. Products are packed into standardized containers that move more efficiently.

Coordination is more important than ever for the rail services. Many big retailers operate with just-in-time delivery, where inventory levels are kept low and suppliers deliver goods as needed.”

Harbor Island/Fisher Flour Mill



Harbor Island



Fisher Flour Mill (FFM)

Harbor Island/Fisher Flour Mill (cont.)

- King County sells FFM to Port at fair market value only if Intermodal Rail Yard (IRY) is identified and meets King County's intermodal solid waste needs
- King County uses proceeds from sale of FFM to buy into new IRY.
- All the reasons why King county purchased FFM still apply.
- New IRY site would be a possible solid waste intermodal site, not necessarily the final solid waste intermodal site.
- If a new site is acquired and FFM is sold, the Executive will implement the exact same community decision making process about a final solid waste intermodal location as with FFM.

Harbor Island/Fisher Flour Mill (cont.)

"Actual site development would still require completion of formal siting processes in accordance with the Solid Waste Plan and the State Environmental Policy Act; as well as further Council actions that would include, at a minimum, a policy decision to build a public intermodal facility, a formal decision to site the facility at a particular location, and budgetary authority to develop the site.

The purchase of the site at this time preserves the option of developing the site at a future date similar to the County's approach to siting other major future facilities such as a third regional justice center on the Eastside. Should a decision be subsequently reached not to develop the site, it can be sold."

***-- Excerpt from May 21, 2003 transmittal letter to Council
(full transmittal letter in packet)***

Next Steps

- Goal is to finalize agreements by Dec. 31, 2006.
- Transmit those agreements to the County Council and the Port Commission by the end of 2006 or early 2007.
- Seek legislative action by spring/summer 2007.
- Property transfers occur in fall 2007/early 2008.

In Conclusion

- **Connections for Our Future** potentially:
 - Captures the opportunity of a lifetime and keeps the Eastside Rail Corridor in public ownership;
 - Unites the region's two largest airports under one public entity;
 - Significantly increases the freight mobility and freight capacity of the region; and
 - Improves our quality of life while increasing our economic prosperity.
- Questions?