

# “Modified” Connections for Our Future



**Briefing  
July - 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?

# 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

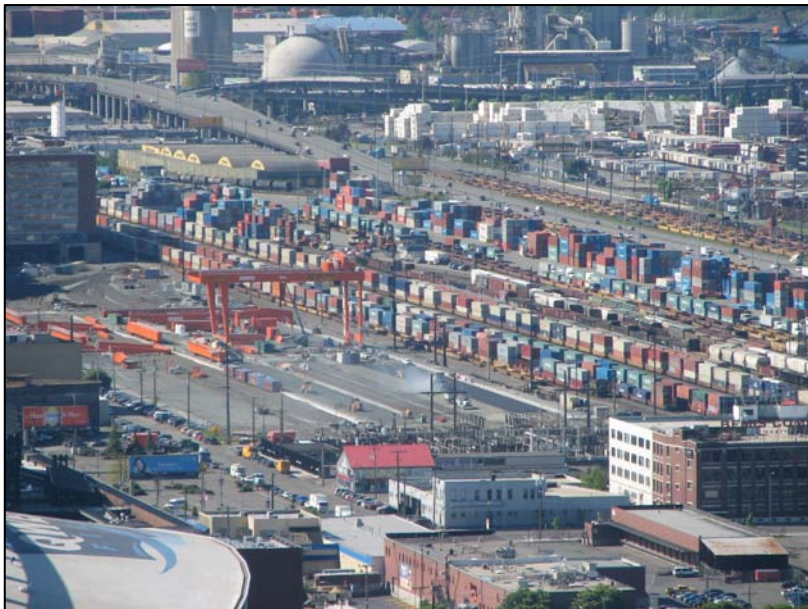
- If sold, solid waste money will be placed in reserve for future solid waste intermodal site





# 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.

