

07/21/98  
MW:lh  
98-395

Pete von Reichbauer  
Chris Vance  
Rob McKenna  
Greg Nickels

Introduced By:

Proposed No.:

98-395

MOTION NO. **10510**

A MOTION authorizing the County Executive to enter into a Memorandum of Understanding with nineteen partners for participation in and advancement of the Freight Action Strategy for the Seattle-to-Tacoma Corridor, generally referred to as the FAST Corridor.

WHEREAS, King County is vitally interested in maintaining a vibrant and robust economy in the central Puget Sound region, and

WHEREAS, the Ports of Seattle and Tacoma are major gateways to international trade with the Pacific Rim, and

WHEREAS, a major freight corridor extends through the Duwamish industrial area and the Green River Valley for industry and the transporting, warehousing, storage, and distribution of freight, cargo, goods, parts and equipment, and materials, and

WHEREAS, recent interagency efforts have identified the elements of a strategic freight corridor through the Green River Valley and connecting the Ports of Seattle and Tacoma, known as the Freight Action Strategy for the Seattle-to-Tacoma (FAST) Corridor, and

WHEREAS, the FAST Corridor work has involved the Ports of Seattle, Tacoma, and Everett; the cities of Seattle, Tacoma, Everett, Auburn, Kent, Tukwila, Puyallup, Sumner, Renton, Pacific, and Algona; the Burlington Northern & Santa Fe and Union

1 Pacific Railways; the Puget Sound Regional Council; the Washington State Department of  
2 Transportation's Office of Urban Mobility; and the counties of Pierce, Snohomish, and  
3 King, which are the parties to the memorandum, and

4 WHEREAS, the Freight Mobility Roundtable and the South County Area  
5 Transportation Board have been briefed during the development of the project, and

6 WHEREAS, completion of FAST Corridor projects will contribute to a highly  
7 efficient, reliable, and competitive freight mobility corridor, and

8 WHEREAS, interagency efforts have resulted in the identification of "immediate  
9 priority" projects that amount to approximately \$360 million for the FAST Corridor, of  
10 which \$222 million are within King County, and

11 WHEREAS, the agency staff representatives have proposed financing for FAST  
12 Corridor projects in the following amounts: state (50 %), federal (25 %), Ports of Seattle  
13 and Tacoma and both mainline railroads (15%), and local agencies (10%), and

14 WHEREAS, the county has demonstrated its leadership by working with the  
15 respective cities and participating in funding for early design work on three immediate  
16 priority grade separation projects that are part of the FAST Corridor -- S. 180th Street, S.  
17 277th Street, and "C" Street SW, and

18 WHEREAS, the state legislature expects Referendum 49 on the November 1998  
19 ballot to help fund "immediate priority" FAST Corridor projects.

20 NOW, THEREFORE BE IT MOVED by the Council of King County:


21 The county executive is authorized to take the following actions:

22 A. Enter into a Memorandum of Understanding among the participating parties in the  
23 FAST Corridor effort substantially in the form attached.


1 B. Provide assistance to lead agencies to implement FAST Corridor projects,  
2 including financial participation, technical assistance, and other supporting elements  
3 needed to advance environmental work, planning, pre-design, design, permitting and  
4 construction.

5 PASSED by a vote of 10 to 0 this 27<sup>th</sup> day of July, 19 98.

6 KING COUNTY COUNCIL  
7 KING COUNTY, WASHINGTON

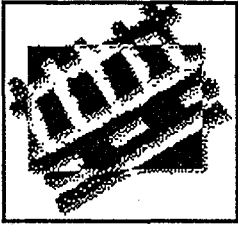
8   
9 Chair

10 ATTEST:

11   
12 Clerk of the Council

13 Attachments:

14 A. Memorandum of Understanding  
15  
16



Proposed:  
**Memorandum of Understanding**  
Among the principal parties of the  
***FAST Corridor***

This Memorandum of Understanding is entered into among the signatory parties as an effort to articulate a set of mutually agreed upon steps to enhance freight mobility along the Tacoma-to-Everett rail corridor. This memorandum is intended to communicate how the FAST Corridor partnership is envisioned by its cooperating member agencies, to assist each agency to plan towards meeting its share of the program's costs and responsibilities.

In that spirit and context, it is agreed among the parties as follows:

***Premises:***

1. The name "FAST Corridor" refers to a series of related but independent projects which when completed will systematically improve freight movement and mitigate the impacts of increasingly intensive use of the north-south rail corridor between Everett and Tacoma.
2. The fast, efficient and reliable movement of freight is vital to the economic health and well-being of the Puget Sound Region, the state of Washington and the nation as a whole.
3. International trade in, out and through the Puget Sound ports, as well as general freight into, out of and within the Puget Sound Region, is experiencing increasing congestion due to more intensive use of rail corridors, the general growth of freight, and growth in other vehicular traffic of the region.

4. Representatives of the Washington State Department of Transportation, the Puget Sound Regional Council, the ports of Seattle, Tacoma and Everett, King County, Pierce County and Snohomish County, The Burlington Northern and Santa Fe Railway Company, the Union Pacific Railroad Company, and the cities of Tacoma, Puyallup, Sumner, Pacific, Algona, Auburn, Kent, Renton, Tukwila, Seattle, and Everett, all located along the Everett-Seattle-Tacoma corridor, have met, discussed, analyzed, reached consensus, and recommended the projects shown in Attachment A as an "immediate priority" program of projects that together form the first phase of an integrated freight mobility corridor strategy.
5. This integrated freight mobility corridor strategy is consistent with the Puget Sound Regional Council's Metropolitan Transportation Plan.
6. Recent processes to assess statewide freight priority needs have identified the FAST Corridor program as having high priority and statewide impact.
7. Members of the U. S. congressional delegation from Washington State are on record in support of federal funding participation in the FAST Corridor program.
8. King and Pierce counties, the ports of Seattle and Tacoma, and local cities have already invested funds to advance individual project elements of the FAST Corridor program.
9. Implementation of the FAST Corridor will be enhanced if each party can safely anticipate that the other parties will be committed to a pre-agreed share of the cost in order to fully fund the immediate priority program shown in Attachment A.
10. All funding partners will need assurance that their expected participation will be tied to the total program costs agreed to and shown in Attachment A and will not be expected to grow as individual project cost estimates are refined during the project development process.

## ***Understandings:***

1. Attachment A lists those FAST Corridor projects which will improve access to port areas and resolve modal conflicts at railroad grade crossings and will complement investment by the railroads, the Regional Transit Authority and the State to improve the overall capacity and reliability of the mainline rail corridor for both freight and passenger operations.
2. The projects shown in Attachment A are deemed to be the highest priority of the FAST Corridor projects, and they are to be considered collectively as a single "corridor" program.
3. The implementing agencies for the projects shown in Attachment A, the ports of Seattle and Tacoma, and the two mainline railroads collectively acknowledge that they, collectively, will be expected to provide 25% of the total program cost for the projects listed in Attachment A, subject to the following conditions:
  - a) that federal and state funding commitment is obtained to fund the full remainder of the FAST Corridor program shown in Attachment A,
  - b) that total program cost estimates are managed to remain within the total program cost shown in Attachment A, and
  - c) that upon full funding all parties enter into a Memorandum of Agreement formally committing to funding responsibilities, cost controls, and other conditions of the partnership.
4. The 25% portion of the program cost to be borne by the implementing agencies, the ports of Seattle and Tacoma, and the two mainline railroads are expected to be divided as follows:

- a) the ports of Seattle and Tacoma, and the two mainline railroads, will be expected to fund 15% of the aggregate cost for the total program shown in Attachment A under the conditions described above, and
  - b) agencies responsible for implementation of individual projects are expected to fund 10% of the cost of the individual projects they will implement, using their own funds or other funding sources, and including funds previously expended to develop each project in advance of full program funding.
5. Each individual project shown in Attachment A is the implementing agency's responsibility to design, permit, and construct as a normal matter of course in capital project development, and implementation of any individual FAST Corridor project will be dependent upon funding authorization by the party or parties responsible for that project.
  6. The existing FAST Corridor Agency Staff Team will continue to meet in order to monitor and promote both the immediate priority program shown in Attachment A and other identified FAST Corridor priorities, and to facilitate communications and agreements needed to implement these understandings.
  7. All parties agree to maintain this understanding until September 30, 1999, or until it is superseded by a subsequent memorandum of understanding or agreement.
  8. This memorandum does not create any legally enforceable rights or obligations on the part of any of the signatory agencies. Nor is this MOU intended to resolve implementation issues such as how costs will be monitored and responsibility for cost overruns and escalation will be assigned, recognizing that these issues will have to be addressed in detail by a formal Memorandum of Agreement upon receipt of major funding assurance from the State and/or Federal governments.

105104

4/29/98

Signed by:

Washington Department of Transportation  
King County  
Pierce County  
Snohomish County  
Port of Seattle  
Port of Tacoma  
Port of Everett  
City of Seattle  
City of Tacoma  
City of Everett  
City of Auburn  
City of Kent  
City of Tukwila  
City of Puyallup  
City of Sumner  
City of Renton  
City of Pacific  
City of Algona  
The Burlington Northern & Santa Fe Railway  
Union Pacific

Endorsed by:

Puget Sound Regional Council



ATTACHMENT A:**FAST Corridor Projects for  
Immediate Implementation**

<u>Project Name</u>	<u>Implementing Agency</u>	<u>Cost*</u>
California St.	Port of Everett	\$ 10.0 million
E. Marine View Drive	City of Everett	6.1
38 <sup>th</sup> St. Extension	City of Everett	16.0
Spokane St.	City of Seattle	45.0
Royal Brougham (SR 519)	WSDOT	100.2
E. Marginal Way	City of Seattle	19.0
S. 180 <sup>th</sup> St.	City of Tukwila	12.0
S. 277 <sup>th</sup> St.	City of Auburn	24.0
3 <sup>rd</sup> St. SW / BNSF crossing	City of Auburn	22.0
8 <sup>th</sup> St. / BNSF crossing	Pierce County	10.0
Shaw Rd. Extension	City of Puyallup	15.0
Canyon Rd. Extension	Pierce County	6.0
'D' St.	City of Tacoma	22.5
Port of Tacoma Rd.	Port of Tacoma	22.2
SR 167 (R/W only)	WSDOT	24.4
<b>TOTAL PROGRAM:</b>		<b>\$354.4 million</b>

\*Cost shown for FAST Corridor portion of each project; in some cases the FAST project may be a component or stage of a larger project.