



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

February 14, 2017

Motion 14805

Proposed No. 2016-0510.1

Sponsors Lambert, Balducci, Dunn and
Dembowski

1 A MOTION approving the executive's Eastside Rail
2 Corridor Regional Trail Master Plan.

3 WHEREAS, the Woodinville Subdivision, formerly referred to as the Burlington
4 Northern-Santa Fe rail line corridor, is an approximately forty-two-mile long railroad
5 corridor that extends south from the city of Snohomish in Snohomish county to the cities
6 of Renton and Redmond in King County, passing through unincorporated King County
7 and the cities of Woodinville, Kirkland, Bellevue, Renton and Redmond, and

8 WHEREAS, in accordance with the federal National Trails System Act and its
9 implementing regulations, 16 U.S.C. 1247(d) and 49 C.F.R. 1152.29 ("the Trails Act"), in
10 December 2009 King County entered into an interim trail use agreement with Burlington
11 Northern-Santa Fe Railway Company to railbank a portion of the Woodinville
12 Subdivision on the mainline from Woodinville to Renton as well as the Redmond Spur
13 from Woodinville to Redmond, subject to potential future reactivation of interstate freight
14 service, and

15 WHEREAS, the railbanked portions of the Woodinville Subdivision are now
16 known as the Eastside Rail Corridor ("the ERC"), and King County remains the
17 designated interim trail user for the ERC outside the city of Redmond, and

18 WHEREAS, on February 8, 2013, after the city of Redmond, Puget Sound
19 Energy, the Central Puget Sound Regional Transit Authority ("Sound Transit"), and the

20 city of Kirkland acquired property interests in the ERC, King County and the Port of
21 Seattle executed a purchase and sale agreement through which King County acquired
22 from the Port of Seattle all of the Port's remaining property interests in the ERC in
23 support of outcomes including: providing a well-integrated trail system that supports the
24 regional transportation network; consolidating the property rights that undergird the
25 regional wastewater system that protects water quality and aids economic development;
26 supporting other uses, including transit and utilities; and preserving the ERC for potential
27 future reactivation of interstate freight service, and

28 WHEREAS, the ERC is a regional asset that through ongoing public ownership
29 can be managed to support shared objectives of a vibrant, growing community, and

30 WHEREAS, in October 2013 the ERC Regional Advisory Council established a
31 vision for the ERC as a corridor whose development will: enhance the mobility of our
32 region by creating a critical north-south transportation corridor that will allow for
33 multimodal connections, including high-capacity transit, such as heavy commuter rail,
34 light rail or other forms of fixed guideway transportation, and nonmotorized trail use;
35 help the region integrate the pieces of our larger transportation networks; enable key
36 utility improvements to help meet the demands of a growing population; and expand the
37 recreation network, creating equitable access for all residents and benefiting generations
38 of Puget Sound residents, and

39 WHEREAS, the parks and recreation division conducted a trail master planning
40 process that commenced in March 2014 that evaluated conditions in the corridor for
41 development of a regional trail in the context of the multiple use vision for the corridor
42 which includes trail, transit and utilities, and

43 WHEREAS, a Draft Master Plan and Environmental Impact Statement compared
44 on-railbed and off-railbed alignments for the trail, analyzed environmental impacts,
45 partner plans and costs in relation to these alternatives, and

46 WHEREAS, a preferred alternative was identified based on community input
47 through a public process, agency and public comments, the current status of plans for
48 Sound Transit and Puget Sound Energy projects in the corridor, estimated costs, and
49 potential environmental and community impacts, and

50 WHEREAS, the trail master planning process culminated in the publication of a
51 Final Master Plan and Environmental Impact Statement published on July 18, 2016, that
52 identifies the preferred alternative, consisting of a combination of on-railbed and off-
53 railbed alignments for the trail, depending on corridor conditions and partner plans,
54 seeking to minimize costs and impacts while providing opportunities for optimized co-
55 location of the trail with transit and utilities;

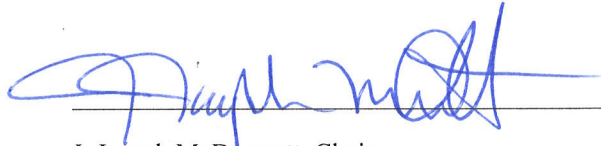
56 NOW, THEREFORE, BE IT MOVED by the Council of King County:

57 The King County council approves the Eastside Rail Corridor Regional Trail
58 Final Master Plan and Environmental Impact Statement, Attachment A to this motion.
59

Motion 14805 was introduced on 1/30/2017 and passed by the Metropolitan King County Council on 2/13/2017, by the following vote:

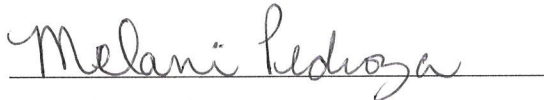
Yes: 9 - Mr. von Reichbauer, Mr. Gossett, Ms. Lambert, Mr. Dunn,
Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles
and Ms. Balducci
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



J. Joseph McDermott, Chair

ATTEST:



Melani Pedroza, Acting Clerk of the Council

Attachments: A. Eastside Rail Corridor Regional Trail Final Master Plan and Environmental Impact Statement - 3 Volumes