

# Capital Contribution: Partnership for Passenger Rail on the BNSF Corridor (E. King County)

Project Number	E32b
Subarea	East King/ Snohomish
Primary Mode Impacted	TBD
Facility Type	TBD
Version Number	1.0
Date Last Modified	4/24/2008

**Project Locator Map**



## Short Project Description

Capital contribution to a potential passenger rail partnership on the Eastside BNSF corridor.

**Project Purpose:** Provide capital funding contribution to elements of a potential passenger rail partnership on the Eastside BNSF corridor to improve mobility and contribute to the regional transportation system

## Cost in Millions of 2007\$

Sound Transit Total Capital Funding Support	\$50.0
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Contribution

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Dependent on	Port of Seattle acquisition of Eastside BNSF thru federal Rails to Trails process
Impacted by	Results of the feasibility study of passenger rail directed by state legislature
Impacted by	King County plan for adjacent trail
Impacted by	East Link light rail project potential easements/use of segments of the Eastside BNSF

## Project Partners

Potential partnership could include a city, agency or entity formed to plan, develop, operate, manage passenger rail

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## Long Description

This project includes a potential capital contribution of \$50 million to a partnership which would operate passenger rail on the Eastside BNSF corridor, subject to completion of a due diligence process and Board review and approval.

This capital contribution would be addressed by an agreement between Sound Transit and a potential partner or partners which would specify the terms of Sound Transit's contribution, the responsibilities of each partner and the terms and conditions of such a partnership.

Sound Transit would complete due diligence on a proposed partnership, evaluating the details of the proposed agreement, the proposed operation and management and would verify facts and financial information about the partner/partnership. The result of the due diligence process would be an assessment of the desirability, value, potential and identification of any risks associated with the partnership opportunity.

Information to be obtained from a potential partnership will include:

- defined service plan (segments, number of trips, stations, access)
- cost information (capital and operating)
- completion of required environmental approvals
- term of the agreement (minimum length of time/years) service would be provided
- financial information about partner (proven ability to fund passenger rail construction, operation and maintenance)

The scope of Sound Transit's contribution would be determined by the Board. Sound Transit's intent is to fund recoverable capital components of passenger rail operation such as vehicles, station property, etc, to minimize any potential loss to Sound Transit. The term of the passenger rail operation period could be three to five years. The period of operation would be determined through negotiation with the partners. The partner(s) must show financial capacity to indemnify Sound Transit of liability or financial risk of public dollars.

If a partnership opportunity does not arise by a specific date determined by the Sound Transit Board, or if potential partnerships do not meet Sound Transit's requirements, the Board may consider reallocation of the funds to projects or service that improve speed, reliability and access to transit in the I-405 corridor.

### Exclusions:

Sound Transit funds cannot be used on projects or service that operates outside of Sound Transit's district. The segment of the Eastside BNSF between Woodinville and Snohomish is outside of the Sound Transit district.

This project does not include funds for operating passenger rail service.

Any annual or periodic operating and maintenance expenses for passenger rail on the Eastside BNSF corridor would be the responsibility the partner.

Any necessary environmental approvals would be obtained by the partner, not by Sound Transit.

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

## Evaluation Measures

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership		
Capital Contribution	\$50.0	in Millions of 2007\$
Annual Operating Cost		
Travel Time & Reliability		
Connectivity & Integration		
Land Use & Development		
Customer Experience		
Risk Avoidance		

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### Key Issues and Benefits

#### Issues:

- A feasibility analysis of passenger rail service on the Eastside BNSF is currently being completed by Sound Transit and the PSRC, as directed by the state legislature. The analysis will inform decisionmakers about whether passenger rail on the Eastside BNSF can be a meaningful component of the region's future transportation system.
- The feasibility analysis, to be completed by late 2008, includes evaluation of:
  - \*Geographical extent of service
  - \*Existing rail lines and planned usage
  - \*Identification of potential station locations
  - \*Ridership projections
  - \*Cost for adjacent trail
  - \*Identification of most beneficial, cost-effective sections
- Sound Transit funds cannot be expended on projects outside the Sound Transit district (between Woodinville and Snohomish).
- If a partnership opportunity on the Eastside BNSF corridor does not arise or is not determined to be feasible based on Sound Transit's due diligence process on a proposed partnership, the Board may consider allocation of the partnership funds to projects that improve transit speed, reliability and access in the I-405 corridor.

#### Benefits:

- Could contribute to Eastside mobility and to the regional transportation system