

RESOLUTION NO. 3500

A RESOLUTION of the Port Commission of the Port of Seattle authorizing the Chief Executive Officer to enter into a 2002 Memorandum of Understanding for Phases I and II of the Freight Action Strategy for the Seattle-Tacoma ("FAST") Corridor.

WHEREAS, the assurance of continued freight and passenger mobility throughout the Puget Sound is an issue of critical strategic importance to the Port; and

WHEREAS, the Port of Seattle has joined with other agencies and private partners in the Freight Action Strategy for Seattle and Tacoma ("FAST") Corridor partnership; and

WHEREAS, this partnership has resulted in the completion of several of the grade separations and port access projects, and substantive progress on the remaining projects envisioned in Phase 1; and

WHEREAS, representatives of the Port of Seattle; the Washington State Department of Transportation (WSDOT), Freight Mobility Strategic Investment Board (FMSIB), and Transportation Improvement Board (TIB); the Puget Sound Regional Council, the ports of Tacoma and Everett, King County, Pierce County, and Snohomish County, The Burlington Northern Santa Fe Railway Company, the Union Pacific Railroad Company, the Washington Trucking Association, and the cities of Tacoma, Fife, Puyallup, Sumner, Pacific, Algona, Auburn, Kent, Renton, Tukwila, Seattle and Everett, all located along the Everett-Seattle-Tacoma corridor, have reached consensus and recommended the projects shown in Attachment B to Exhibit A of this resolution as a Phase 2 program of projects for an integrated freight mobility strategy; and

WHEREAS, detailed procedures for funding and disbursement of funds and other factors among the FAST Corridor partners will come before the Port Commission for review and approval on a project by project basis;

NOW, THEREFORE, BE IT RESOLVED by the Port Commission of Seattle that:

1. The Chief Executive Officer (CEO) is hereby authorized to execute a 2002 Memorandum of Understanding for Phases I and II of the FAST Corridor ("MOU"), in substantially the form attached hereto as Exhibit A and by this reference incorporated herein.
2. A copy of the final executed MOU shall be attached to this Resolution as Exhibit B.

ADOPTED by the Port of Seattle at a regular meeting thereof, held on this 28th day of January, 2003, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.


PATRICIA DAVIS


PAIGE MILLER


CLARE NORDQUIST


LAWRENCE T. MOLLOY


BOB EDWARDS

Port Commissioners



2002 Memorandum of Understanding for Phases I and II of the FAST Corridor

This Memorandum of Understanding (MOU) is entered into among the signatory parties as an effort to articulate a set of mutually agreed upon steps to enhance freight mobility throughout the central Puget Sound Region—from the area of Everett in the north to the area of Tacoma in the south, and eastward towards the SR 2 and I-90 mountain passes—the FAST Corridor. This MOU updates, restates and supplements the 1998 MOU regarding the Phase I project package and communicates how the FAST Corridor Phase I and Phase II partnership is envisioned by its cooperating member agencies, to assist each agency to plan towards meeting its share of the Phase II 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 and actions which incrementally and when completed systematically improve freight movement and mitigate the impacts of increasingly intensive use of the freight transportation corridors in the Everett – Seattle – Tacoma region.
 - a) FAST Phase I refers to the fifteen projects selected in the first prioritization process (1998) of the FAST Corridor. These are delineated in Attachment A.
 - b) FAST Phase II refers to the ten projects selected in the Spring 2002 prioritization process of the FAST Corridor. These are delineated in

Attachment B. An additional seven projects were identified as probable candidates for future inclusion within the FAST Corridor (Attachment C).

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 transportation 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, the Washington Trucking Association, and the cities of Tacoma, Puyallup, Sumner, Fife, Pacific, Algonia, 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 Attachments A and B as an "immediate priority" program of projects that together form the first and second phases 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 (Destination 2030).
6. Ongoing processes to assess statewide freight priority needs have consistently 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. Project delivery is a critical aspect of the FAST Corridor Partnership. Many of the FAST Phase I projects are underway, with two projects complete, and another seven to be completed by the end of 2003. FAST is committed to maintaining its record of project delivery with the remainder of the Phase I projects, as well as with the Phase II program recently selected.
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 Attachments A and B. The FAST Partners believe that tying costs and benefits to financial participation in the program is a critical element to FAST's ongoing success.
10. All funding partners will need assurance that their expected participation in FAST Phase II projects will be tied to the total program costs agreed to and shown in Attachment B and will not be expected to grow as individual project cost estimates are refined during the project development process.

COPY

Understandings:

1. The FAST Corridor projects listed in Attachments A and B will improve access to port areas and resolve modal conflicts at railroad grade crossings and will complement investment by the railroads, Sound Transit and the State to improve the overall capacity and reliability of the mainline rail corridor for both freight and passenger operations. The FAST program of improvements will also enhance the capacity and reliability of the highway freight transportation corridors in the region.
2. The FAST Phase I projects (Attachment A) are deemed to be the highest priority of the FAST Corridor projects. The Projects shown in Attachment B, ten additional projects selected in April 2002 for implementation over the next three years, constitute 'FAST Phase II.' These are immediate priority projects, but subordinate to the Phase I projects. All prioritized projects are to be considered collectively as a single "corridor" program.
3. For the FAST Phase II program, the partners endorse the following funding participation goals:
 - a) Federal funding through TEA 21, section 1118 (and its successor(s)) grants should provide 35 percent of the program costs. Additional federal funding (e.g., STP grants) will be targeted to provide another five percent of program costs.
 - b) State funding, including WSDOT, FMSIB, and TIB contributions, should provide 40 percent of program costs. It is recognized that the trucking community contributes to this share through the fees and fuel taxes they pay into the system.
 - c) The Ports of Seattle and Tacoma should collectively provide seven percent of program costs.

- d) The Union Pacific and Burlington Northern Santa Fe Railroad Corporations should collectively provide project shares equivalent to three percent of program costs. This contribution could include redirected federal allocations of rail diesel taxes if TEA 21 reauthorization authorizes such allocations.
 - e) Agencies responsible for implementation of individual projects are expected to finance a minimum of 10% of the cost of the individual projects they will implement, using their own funds or other funding sources not otherwise noted in this MOU, and including funds previously expended to develop each project in advance of full program funding.
 - f) Where appropriate, additional funding will be sought from other agencies and organizations receiving significant benefit from specific FAST projects.
4. Each individual project shown in Attachment B 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.
5. The existing FAST Corridor Agency Staff Team (FAST CAST) will continue to meet in order to monitor and promote both the immediate priority program shown in Attachments A and B, and other identified FAST Corridor priorities, and to facilitate communications and agreements needed to implement these understandings.
- a) Funding for the ongoing management of the FAST Corridor by the WSDOT will be drawn from awarded TEA21 Section 1118/1119 (or its successors) funds in an amount to be set annually by the FAST Partners, but which will not exceed five percent of the awarded funds in any given

year. These funds will be transferred to a WSDOT account specific to FAST management and expenditures at the time of obligation.

6. This MOU shall remain in effect until superseded by a subsequent MOU or other agreement, or until earlier terminated by written agreement of all the parties.
7. This MOU does not create any legally enforceable rights or obligations on the part of any of the signatory agencies.

Signed by:

Washington State Department of Transportation (co-sponsor)
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
City of Fife
The Burlington Northern & Santa Fe Railway
Union Pacific Railway
The Washington Trucking Association
Washington State Freight Mobility Strategic Investment Board

Endorsed by:
Puget Sound Regional Council (co-sponsor)

ATTACHMENT A:

FAST Corridor Phase I Projects

<u>Project Name</u>	<u>Implementing Agency</u>
California St.	Port of Everett
E. Marine View Drive	City of Everett
41 st St. Extension/Riverfront Parkway Overcrossing	City of Everett
Spokane St.	City of Seattle
Royal Brougham (SR 519)	WSDOT
E. Marginal Way	City of Seattle
S. 180 th St.	City of Tukwila
S. 277 th St.	City of Auburn
3 rd St. SW / BNSF crossing	City of Auburn
8 th St. / BNSF crossing	Pierce County
Shaw Rd. Extension	City of Puyallup
Canyon Rd. Extension	Pierce County
D S	City of Tacoma
Port of Tacoma Rd.	WSDOT
SR 167 (R/W only)	WSDOT

ATTACHMENT B:

**FAST Corridor Phase II Projects for
Immediate Implementation**

(Figures in millions of dollars)

<u>Project Name</u>	<u>Implementing Agency</u>	<u>Estimated Cost*</u>
Duwamish ITS Project	City of Seattle	\$ 7.21
WSDOT ITS	WSDOT	\$ 30.00
SR 9 Widening	WSDOT	\$ 45.98
Lincoln Avenue	Port of Tacoma	\$ 26.00
S 228th Street	City of Kent	\$ 48.00
70th Street/Valley Avenue	City of Fife	\$ 18.86
M Street	City of Auburn	\$ 22.04
Eighth St--UP	Pierce County	\$ 20.00
Lander Street	City of Seattle	\$ 23.93
Willis St	City of Kent	\$ 20.80
Total		\$ 262.82

FAST Corridor Phase II Partnership Funding Goals

Section 1118 funds	\$ 91.99
other federal funds	\$ 13.14
state funds	\$ 105.13
port funds	\$ 18.40
rail funds	\$ 7.88
implementing agency funds	\$ 26.28
Total	\$ 262.82

*Cost estimates are from 2002, and given in 2002 dollars.

ATTACHMENT C:

Candidate Future FAST Corridor Projects

(Partial list, figures in millions of dollars)

<u>Project Name</u>	<u>Implementing Agency</u>	<u>Total Project Cost Estimate*</u>
SR 18	WSDOT	\$ 217.17
SR 509	WSDOT	\$ 127.00
Strander Boulevard	City of Renton	\$ 47.00
Duwamish Truck Mobility Improvement Program	City of Seattle	\$ 7.18
E Everett Ave Overcrossing	City of Everett	\$ 10.00
I-5/Port of Tacoma Rd Interchange	WSDOT	\$ 17.90
24 th St Grade Separation	City of Sumner	\$ 5.50
Total		\$ 431.75

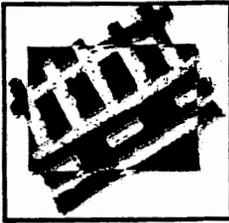
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[NAME]

[date]

[Title, Agency or Organization]

COPY



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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
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M. R. Dinsmore

1/30/03

date

M. R. Dinsmore
Chief Executive Officer
Port of Seattle

COPY

[NAME]

Douglas MacDonell

12-4-02

[date]

[Title, Agency or Organization]

Douglas MacDonell, Secretary, WSDOT

COPY

cc: HST/MP



King County

Ron Sims

King County Executive

516 Third Avenue, Room 400
Seattle, WA 98104-3271

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CLERK
KING COUNTY COUNCIL

November 6, 2002

The Honorable Cynthia Sullivan
Chair, King County Council
Room 1200
COURTHOUSE

Dear Councilmember Sullivan:

Since 1998, King County has been involved in promoting and implementing the Freight Action Strategy for the Seattle-to-Tacoma Corridor (FAST), to enhance freight mobility throughout the central Puget Sound region. In July of that year, the County entered into a Memorandum of Understanding (MOU) with nineteen partners for participation in advancing 15 rail grade separation and port access FAST corridor projects valued at \$470 million. The MOU has been instrumental to the ongoing and successful implementation of Phase I. Two projects have been completed, seven are under construction, and more are in the pipeline for 2002-2004. As part of the FAST Corridor Phase I program, King County contributed \$1.5 million to three projects so that pre-design work could continue. As a result of this initiative, the Port of Seattle also made a contribution that allowed progress toward implementation. These projects provided critical improvements for freight in the Kent Valley area.

After two years of cooperative effort by the FAST Corridor Agency Staff Team (FAST CAST), a Phase II action package has been developed which recommends an additional ten projects to address freight mobility needs within our region. These projects, valued at \$263 million, include five rail grade separations, three highway projects and two intelligent transportation system operational projects to be implemented over the next three years.

With this letter, I am transmitting an updated MOU for Phase II, which is closely patterned after and will update the Phase I MOU for your review and approval. The MOU is expected to strengthen and coordinate future competitive state and federal grant applications for project funding. The FAST Corridor partnership does not administer funds, but does build cooperative partnerships to implement the mutually agreed upon project packages. Since the FAST Corridor Phase I proposal was developed, new funding opportunities have become available that have helped to complete the funding packages for these projects. These include the federal Corridor Planning and Development Program under the Transportation Equity Act for the 21st Century (TEA-21), and state funds allocated by the state Freight Mobility Strategic Investment Board (FMSIB). Under the updated MOU, the FAST CAST and project sponsors will continue to apply for funding under these and other programs.



The Honorable Cynthia Sullivan

November 6, 2002

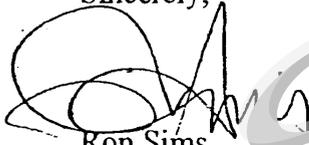
Page 2

The proposed MOU identifies the premises and general understandings of the FAST Corridor partners regarding cost sharing for corridor improvements. As did the earlier MOU, the updated version describes the nature of the FAST Corridor partnership and presents a proposal for cost sharing among the local parties, the state, and the federal government. To finance the \$263 million needed for Phase II, the MOU proposed respective local, state and federal cost shares of 20 percent, 40 percent, and 40 percent (ratios may vary at the individual project level). The local shares include contributions from the cities and counties implementing the projects, the ports of Seattle and Tacoma, and funds from the private railroads. King County has no specific projects included in Phase II, and it is not obligated for any funding contribution. However, approval of the MOU will acknowledge King County's continued participation as a partner in making significant improvements to freight mobility in the region.

Once executed by the FAST Corridor principal partners, the MOU will be included in future funding applications prepared by the FAST CAST interagency staff team working through its Washington State Department of Transportation partner and program manager. The MOU will remain in effect until September 30, 2005, or until it is replaced by a subsequent MOU.

I look forward to your action on this response. If you have questions concerning the cost-benefit analysis, I encourage you to contact Ron Posthuma, Assistant Director, Department of Transportation, at (206) 684-1007.

Sincerely,



Ron Sims

King County Executive

Enclosures

cc: King County Councilmembers

ATTN: David deCourcy, Chief of Staff

Shelley Sutton, Policy Staff Director

Paul Carlson, Lead Staff, Transportation Committee

Anne Noris, Clerk of the Council

Steve Call, Director, Office of Budget

Harold Taniguchi, Director, Department of Transportation (DOT)

Ron Posthuma, Assistant Director, DOT



KING COUNTY

Signature Report

December 17, 2002

Motion 11622

COPY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Office of Regional

JAN - 6 2003

Transportation Planning

Proposed No. 2002-0553.2

Sponsors Pelz

1 A MOTION authorizing the county executive to enter into
2 a memorandum of understanding with nineteen partners for
3 participation in and advancement of the Freight Action
4 Strategy for the Seattle-to-Tacoma Corridor, generally
5 referred to as the FAST Corridor.

6
7
8 WHEREAS, King County is vitally interested in maintaining a vibrant and robust
9 economy in the central Puget Sound region, and

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

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

15 WHEREAS, recent interagency efforts have identified the elements of a strategic
16 freight corridor through the Green River Valley and connecting the ports of Seattle and

17 Tacoma, generally known as the Freight Action Strategy for the Seattle to Tacoma
18 (FAST) Corridor, and

19 WHEREAS, the FAST Corridor work has involved: the ports of Seattle, Tacoma,
20 and Everett; the cities of Seattle, Tacoma, Everett, Auburn, Kent, Tukwila, Puyallup,
21 Sumner, Renton, Fife, Pacific, and Algona; the Burlington Northern & Sante Fe and
22 Union Pacific railways; the Puget Sound Regional Council; the Washington state
23 Department of Transportation's Office of Urban Mobility; and the counties of Pierce,
24 Snohomish and King, which are parties to the memorandum, and

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

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

29 WHEREAS, interagency efforts have resulted in the identification of "immediate
30 priority" projects that amount to approximately \$560 million for the FAST Corridor, of
31 which \$222 million are within King County, and

32 WHEREAS, financing for FAST Corridor Phase I projects were in the following
33 amounts: state (fifty percent); federal (twenty-five percent); ports of Seattle and Tacoma
34 and both mainline railroads (fifteen percent); and local agencies (ten percent), and

35 WHEREAS, the agency staff representatives have proposed financing for FAST
36 Corridor Phase II projects in the following amounts: state (forty percent); federal (forty
37 percent); ports of Seattle and Tacoma (seven percent); the Union Pacific and Burlington
38 Northern Santa Fe Railroad Corporations (three percent); local agencies (ten percent),
39 and

40 WHEREAS, the county has demonstrated its leadership by working with the
41 respective cities and participating in funding for early design work on three immediate
42 priority grade separation projects that are part of the FAST corridor – S. 180th Street, S.
43 277th Street, and "C" Street SW;

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

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

46 A. Enter into a memorandum of understanding among the participating parties in
47 the FAST Corridor effort substantially in the form of Attachment A to this motion; and

48 B. Provide assistance to lead agencies to implement FAST Corridor projects
49 including financial participation, technical assistance and other supporting elements,

COPY

Motion 11622

50 needed to advance environmental work, planning, predesign, design, permitting and
51 construction.
52

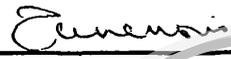
Motion 11622 was introduced on 12/9/2002 and passed by the Metropolitan King County Council on 12/16/2002, by the following vote:

Yes: 12 - Ms. Sullivan, Ms. Edmonds, Mr. von Reichbauer, Ms. Lambert, Mr. Phillips, Mr. Pelz, Mr. McKenna, Mr. Constantine, Mr. Pullen, Mr. Gossett, Ms. Hague and Ms. Patterson
No: 0
Excused: 1 - Mr. Irons

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

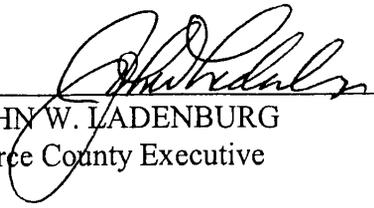

Cynthia Sullivan, Chair

ATTEST:



Anne Noris, Clerk of the Council

Attachments: A. Memorandum of Understanding among the Principal Parties of the FAST Corridor, dated December 11, 2002



JOHN W. LADENBURG
Pierce County Executive

12/10/02
Date

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year. These funds will be transferred to a WSDOT account specific to FAST management and expenditures at the time of obligation.

6. All parties agree to maintain this MOU until September 30, 2005, or until it is superseded by a subsequent MOU or agreement.
7. This MOU does not create any legally enforceable rights or obligations on the part of any of the signatory agencies.

Signed by:

Washington State Department of Transportation (co-sponsor)
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
City of Fife

The Burlington Northern & Santa Fe Railway
Union Pacific Railway
The Washington Trucking Association
Washington State Freight Mobility Strategic Investment Board

Endorsed by:
Puget Sound Regional Council (co-sponsor)

[NAME]
[Title, Agency or Organization]

Anda Kirsch, EXECUTIVE DIRECTOR [date]

PORT OF TACOMA
MARCH 10, 2003

Signature Sheet

SEATTLE'S
SIGNATURE
PAGE -

Joe Crumia
Name

2/4/03
Date

Director
Title

Seattle Department of Transportation
Agency

City of Seattle
Organization

COPY



RESOLUTION NO. 35732

1 WHEREAS the City has been actively participating in the development of
2 a Freight Action Strategy ("FAST") to improve regional freight mobility along
3 the Tacoma-Seattle-Everett corridor ("Corridor"), and

4 WHEREAS the FAST Corridor partnership was convened by the
5 Washington State Department of Transportation and the Puget Sound Regional
6 Council in 1996 and included affected cities, counties, ports, and railroads
7 along the Corridor, and

8
9 WHEREAS, on June 22, 1999, by Resolution No. 34437, the City
10 Council authorized the execution of a Memorandum of Understanding ("MOU")
11 among these affected parties supporting the collaborative efforts to enhance
12 regional freight mobility through the FAST Phase I projects, and

13 WHEREAS, among those projects, the City is responsible for the design,
14 permitting, and construction of the D. Tree Overpass, and

15
16 WHEREAS, by endorsing this updated MOU, the City Council would
17 restate its support of the collaborative efforts for FAST Phase I projects and
18 state its support of Phase II projects to enhance regional freight mobility, and

19 WHEREAS the City Manager would be authorized to execute the
20 proposed FAST Corridor MOU and appropriate officials would be authorized to
21 implement such administrative procedures as may be necessary to carry out
22 the directives of this legislation; Now, Therefore,
23
24
25
26

132



BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

That the proper officers of the City are hereby authorized to execute an updated Memorandum of Understanding for the purposes hereinabove enumerated, which document shall be substantially in the form of the proposed updated Memorandum of Understanding on file in the office of the City Clerk.

Adopted DEC 17 2002

William W. Boman
Mayor

Attest:

Doris Sorum
City Clerk

Approved as to form and legality:

Charles A. Kane
Assistant City Attorney

COPY

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133



REQUEST FOR ORDINANCE OR RESOLUTION

CITY CLERK USE

Request #:	9358
Ordinance #:	
Resolution #:	35732

1. DATE: November 15, 2002

2. REQUESTING DEPARTMENT/DIVISION/PROGRAM Public Works/Engineering/Special Projects	3. CONTACT PERSON (for questions): Steven G. Shanafelt	PHONE/EXTENSION (253) 591-5272
--	---	-----------------------------------

4. PREPARATION OF A RESOLUTION IS REQUESTED FOR THE CITY COUNCIL MEETING OF TUESDAY DECEMBER 17, 2002.

5. SUMMARY TITLE/RECOMMENDATION: (A concise sentence, as it will appear on the Council Agenda)

Authorize execution of an updated Memorandum of Understanding (MOU) among the principle parties along the Tacoma-Seattle-Everett corridor to improve regional freight mobility.

6. BACKGROUND INFORMATION/GENERAL DISCUSSION: (Why is this request necessary? Are there legal requirements? What are the viable alternatives? Who has been involved in the process?)

The City of Tacoma has been actively participating in the development of the Freight Action Strategy (FAST) to improve regional freight mobility along the Tacoma-Seattle-Everett corridor. The FAST Corridor partnership was convened by the Washington State Department of Transportation and the Puget Sound Regional Council in 1996 and included affected cities, counties, ports and railroads along the corridor. On June 22, 1999 by Resolution No. 34437, the Tacoma City council authorized the execution of a MOU between these affected parties supporting the collaborative efforts to enhance regional freight mobility through the FAST Phase I projects. Among those projects the City of Tacoma is responsible for the design, permitting and construction of the 'D' Street Overpass.

By endorsing this updated MOU, the City Council would restate its support of the collaborative efforts for FAST Phase I projects and state its support of Phase II projects to enhance regional freight mobility. The City Manager would be authorized to execute the proposed FAST Corridor Memorandum of Understanding and appropriate officials authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

7. FINANCIAL IMPACT: (Future impact on the Budget.)

The Memorandum of Understanding serves to support grant applications. Endorsing the MOU does not impact the City's current budget.

8. LIST ALL MATERIAL AVAILABLE AS BACKUP INFORMATION FOR THE REQUEST AND INDICATE WHERE FILED:

Source Documents/Backup Material	Location of Document
1996 Memorandum of Understanding (Res. No. 34437)	Clerk's Office
Memorandum of Understanding	Clerk's Office

9. FUNDING SOURCE: (Enter amount of funding from each source)

Fund Number & Name:	State \$	City \$	Other \$	Total Amount
---------------------	----------	---------	----------	--------------

If an expenditure, is it budgeted? Yes No Where? Org #

RECEIVED
 CITY CLERK'S OFFICE
 NOV 15 2002
 134

10. ATTORNEY CONTACT: (Chris Bacha 591-5633)

	Approved as to Availability of Funds	
11. Department Director/Utility Division Approval	Director of Finance	City Manager/Director Utilities Approval



Department of Public Works
747 Market Street, Room 332
Tacoma, Washington 98402-3769

LETTER OF TRANSMITTAL

TO: Michael Cummings
WSDOT
401 2nd Ave. South Suite 300
Seattle, WA 98104

PROJECT DESCRIPTION: Signed copy of the FAST MOU.	PROJECT NO. BPE22A
RE: FAST MOU	DATE: January 13, 2003

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

- Shop drawings
 Prints
 Plans
 Samples
 Specifications
 Copy of letter
 Change order
 FAST MOU

COPIES	DATE	NO.	DESCRIPTION
1		1	FAST MOU.

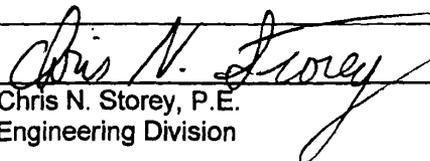
THESE ARE TRANSMITTED as checked below:

- For approval & signature
 Approved as submitted
 Resubmit ___ copies for approval
 For your records
 Reviewed with comments
 Submit ___ copies for distribution
 As requested
 Amend & Resubmit
 Return ___ corrected prints
 For review and comment
 Rejected - See comments
 FOR BIDS DUE _____ 19__
 PRINTS RETURNED AFTER LOAN TO US

Comments:
Micheal,

Attached you will find the signed Resolution Adopting the FAST MOU. The Mayor's signature can be found on page two of the Resolution. If you have any questions please call me at 253-573-2484.

Chris

SIGNED: 
Chris N. Storey, P.E.
Engineering Division

cc: File, Correspondence File

If enclosures are not as noted, kindly notify us at once.

CONFIDENTIAL

REC'D JAN 14 2003

DATED this 6th day of January, 2003.

CITY OF AUBURN



PETER B. LEWIS
MAYOR

ATTEST:



Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM.



Daniel B. Heid,
City Attorney

COPY



25 West Main, Auburn WA 98001-4998 (253) 931-3010/Phone (253) 931-3053/Fax

LETTER OF TRANSMITTAL

TO: Mike Cummings DATE: January 14, 2003
WSDOT Planning & Policy Office SENT VIA: Mail
401 2nd Avenue S Suite 300 OUR JOB NO.:
Seattle WA 98104-2887 SUBJECT: Signed FAST Corridor Memorandum of Understanding

We are sending you:

- X Attached Copy of Letter
Change Order Plans
Specifications Samples
Prints Other

Table with 2 columns: Quantity, Description. Row 1: 1, Signed FAST Corridor Memorandum of Understanding

These are transmitted as checked below:

- For Approval For Bid Due Resubmit copies for Approval
X For Your Use Review & Selection Submit copies for Distribution
As Requested Approved as Noted Return corrected Prints
Signature Approved as Submitted Returned for Corrections
Other

Comments: Attached you will find a copy of the City of Auburn's signed FAST Corridor Memorandum of Understanding that was approved by City Council on January 6, 2003.
If you should have any questions or need any additional information, feel free to give me a call at 253.804.3120 or email me at awingate@ci.aubur

Signed: Angela Wingate
Engineering Aide
Phone: 253. 804.3120

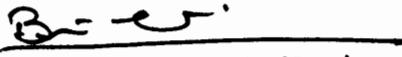
SEATTLE 3

Jim White
Mayor, City of Kent



11-27-02
Date

Approved as to Form:


Brett C. Jinson
ASST City Attorney

COPY

Steven M. Mullet *SM* *Steven M. Mullet*
Mayor, City of Tulewila

[date]

COPY



Tom Heinecke, Public Works Director
City of Puyallup

JAN 09, 03

Date

COPY

Jesse Tanner
Mayor, City of Renton

Jesse Tanner

12-9-2002
Date

Attest: *Bonnie I. Walton*
Bonnie I. Walton, City Clerk

COPY

CITY OF PACIFIC

Howard Erickson

Mayor Howard Erickson

ATTEST/AUTHENTICATED:

Randy Reed

Randy Reed, CMC City Clerk

COPY

RESOLUTION NO. 778

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF UNDERSTANDING AMONG THE PRINCIPAL PARTIES OF THE FREIGHT MOBILITY STRATEGY (FAST) CORRIDOR

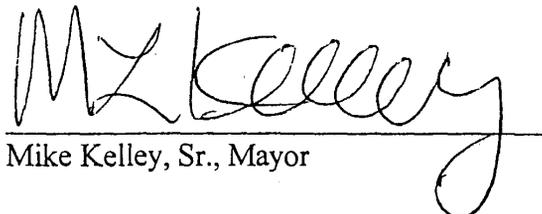
WHEREAS, the Council of the City of Fife adopted Resolution 750 on July 23, 2002, incorporating a Six Year Transportation Improvement Program which included phased improvements to 70th Avenue East and Valley Avenue East, from 20th Street East to Freeman Road East, as the 1st, 2nd, and 3rd priority projects of the City; and

WHEREAS, the Freight Mobility Strategy (FAST) corridor is a multi-modal highway and rail corridor linking the Ports of Tacoma, Seattle, and Everett and the FAST partnership is a consortium of agencies in the Puget Sound Region coordinated by the Washington State Department of Transportation, for ranking street, highway, and rail projects in the region and jointly seeking federal and other funds to implement such projects; and

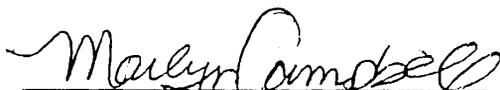
WHEREAS, the FAST partnership has included Fife's 70th and Valley corridor as among the projects for which federal funding should be jointly sought, subject to Fife's continued participation in the FAST partnership and Fife's support of other FAST jurisdictions projects similarly included in the FAST priority list; therefore

BE IT RESOLVED that the Fife City Council hereby authorizes the City Manager to execute the attached Memorandum of Understanding Among the Principal Parties of the FAST Corridor".

ADOPTED by the City Council at an open public meeting held on the 26th day of November, 2002.


Mike Kelley, Sr., Mayor

Attest:



Marlyn Campbell, City Clerk

RESOLUTION NO. 778

Page 1 of 1

BNSF



GREGORY C. FOX

Vice President Engineering

Burlington Northern Santa Fe

2600 Lou Menk Drive
Fort Worth, TX 76131

Telephone (817) 352-1933
Fax (817) 352-7434

LINE FILE 71

REC'D MAR 31 2003

March 25, 2003

Mr. Michael Cummings
FAST Corridor Project Director
Washington State Department of Transportation
402 Second Ave. South, Suite 300
Seattle, WA 98104

Dear Mr. Cummings:

On behalf of Burlington Northern Santa Fe Railway, I am pleased to sign the Memorandum of Understanding among the principal parties of the FAST Corridor. As you know, BNSF has been an engaged partner in the series of FAST phase I projects, and we look forward to continuing our relationship in the FAST phase II program.

Our understanding of the terms of the Memorandum and the Partnership Funding Goals is that BNSF should expect our financial commitment to FAST II projects to be up to approximately \$4 million, or one and a half percent of the total project costs as shown on Attachment B, and that these funds would constitute BNSF's contribution to the five projects which provide grade separations on our rail lines.

We appreciate the time and energy expended by the many partners in FAST to address freight mobility concerns in a region important to our business.

Sincerely,

A handwritten signature in cursive script that reads "Gregory C. Fox".

Gregory C Fox
Vice President Engineering

Enclosure

ATTACHMENT C:

Candidate Future FAST Corridor Projects

(Partial list, figures in millions of dollars)

<u>Project Name</u>	<u>Implementing Agency</u>	<u>Total Project Cost Estimate*</u>
SR 18	WSDOT	\$ 217.17
SR 509	WSDOT	\$ 127.00
Strander Boulevard	City of Renton	\$ 47.00
Duwamish Truck Mobility Improvement Program	City of Seattle	\$ 7.18
E Everett Ave Overcrossing	City of Everett	\$ 10.00
I-5/Port of Tacoma Rd Interchange	WSDOT	\$ 17.90
24 th St Grade Separation	City of Sumner	\$ 5.50
Total		\$ 431.75

*Cost estimates are from 2002, and given in 2002 dollars. This list is not exclusive, but is a listing of projects that are currently prioritized by the FAST Partners through FAST's Spring 2002 prioritization process, and are not among the projects programmed for Section 1118 funds *at this time*.

[NAME] Anthony C. Fox 3/19/03
[Title, Agency or Organization] VP Engineering [date]
Burlington Northern Santa Fe Railway



10 December 2002

Dan O'Neil
Chairman
Freight Mobility Strategic Investment Board

FAST
COPY COPY

December 12, 2002

Michael Cummings
Planning and Policy Office
Washington State Department of Transportation
410 Second Ave., Suite 300
Seattle, WA 98104-2862

Dear Mr. Cummings:

Enclosed is a signed copy of the "Memorandum of Understanding Among the Principal Parties of the FAST Corridor" (MOU). The Regional Council's Transportation Policy Board discussed the MOU at its September 12 meeting and recommended favorable action by the Executive Board. The Executive Board acted unanimously to endorse the MOU at their regularly scheduled meeting of September 26, 2002.

The Regional Council applauds the sustained and wide participation in the FAST Corridor (Freight Action Strategy) partnership. We continue to co-sponsor with you the supporting agency staff team begun in early 1993, and the closely related public-private Regional Freight Mobility Roundtable convened in January 1994 (co-sponsored by the Regional Council and the Economic Development Council of Seattle & King County).

Strong Regional Council support for the FAST Corridor is gauged by our \$34 million contribution to Phase I from the year 2000 Transportation Improvement Program (TIP), and by incorporation of the program into the 1995 regional transportation plan and *Destination 2030*, the current Metropolitan Transportation Plan for the Puget Sound Region (adopted May 24, 2001).

We are pleased to endorse the updated MOU for FAST Corridor Phase I and the new Phase II action package.

Sincerely,



Mary McCumber
Executive Director

year. These funds will be transferred to a WSDOT account specific to FAST management and expenditures at the time of obligation.

6. All parties agree to maintain this MOU until September 30, 2005, or until it is superseded by a subsequent MOU or agreement.
7. This MOU does not create any legally enforceable rights or obligations on the part of any of the signatory agencies.

Signed by:

Washington State Department of Transportation (co-sponsor)

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

City of Fife

The Burlington Northern & Santa Fe Railway

Union Pacific Railway

The Washington Trucking Association

Washington State Freight Mobility Strategic Investment Board

Endorsed by:

Puget Sound Regional Council (co-sponsor)

