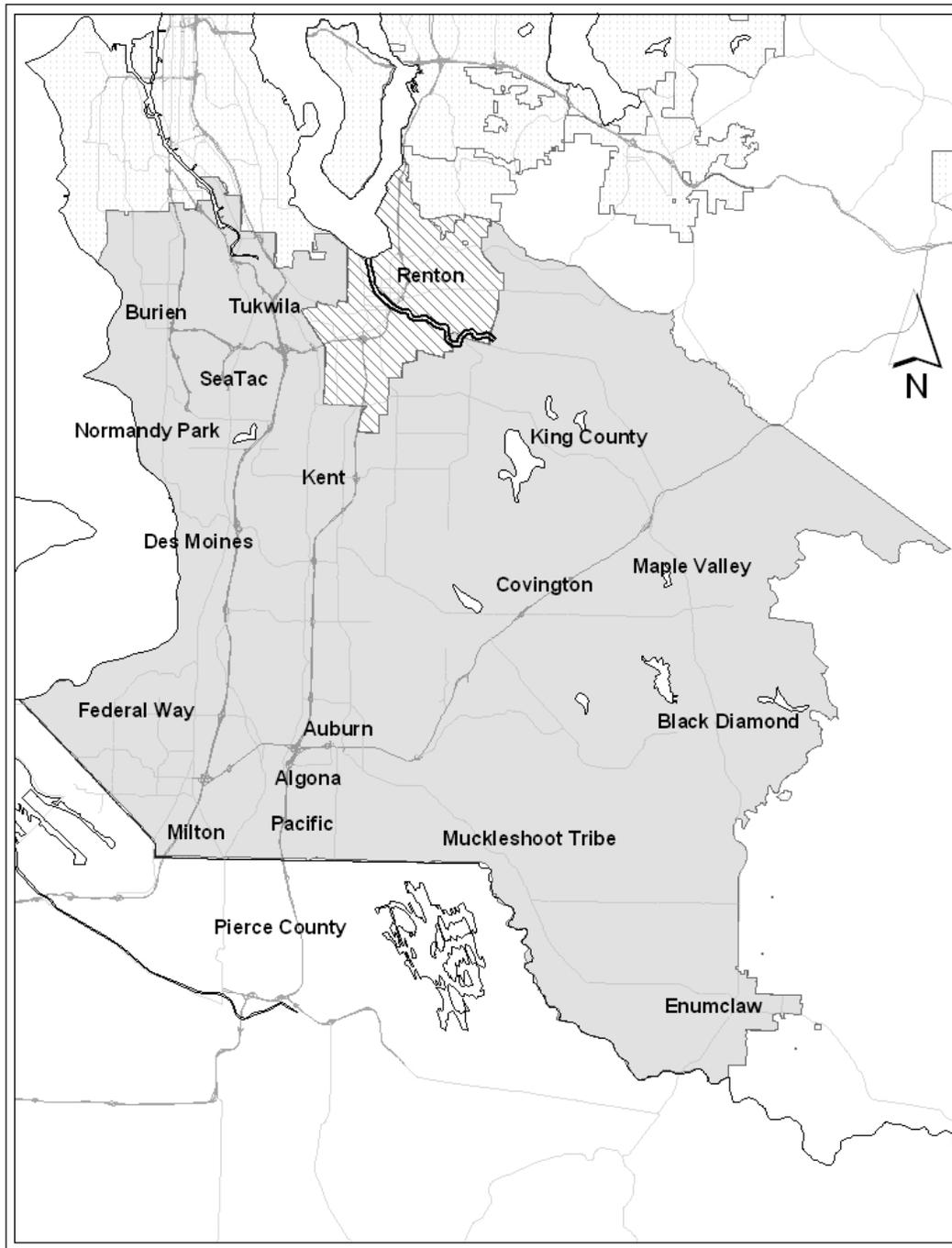


 **South County Area Transportation Board**

**2008 Annual Progress Report**



## **2008 Annual Report**

### **South County Area Transportation Board (SCATBd)**

Mission: The mission of SCATBd is to serve as a South King County forum for information sharing, consensus building, and coordinating in order to resolve transportation issues and promote transportation programs that benefit the South King County area.

Goals: To achieve its mission, SCATBd adopted the following goals:

1. Develop and promote a transportation system that will provide personal mobility choices for South County residents consistent with the transportation goals of the Growth Management Act and;
2. Develop and promote transportation and related actions that promote and sustain economic development, through efficient movement of people and goods, within the South County and contiguous areas.

History: The South County Area Transportation Board (SCATBd), composed of four cities and King County, initially was formed in the late 1980's to identify and promote transportation improvements in the South County. Significant funding was received from the Transportation Improvement Board for these purposes, and the informal group moved toward forming a Transportation Benefit District. At King County's request, this effort was superseded in 1992 by the formation of a new and expanded SCATBd involving fourteen South County cities and King County. This was accomplished through adoption of formal motions by each participating jurisdiction. Subsequently, interlocal agreements were adopted to guide SCATBd operations.

Since 1992, SCATBd has provided valuable input to the development of the King County Metro Transit Six-Year Plan and service implemented in accordance with that plan and the development and implementation of Sound Transit's Sound Move Plan. SCATBd also has competed successfully for federal funding, has provided input to State Legislative actions, and was instrumental in providing South King County priorities for the Roads and Transit ballot measure in 2007 and the successful Sound Transit Phase 2 ballot measure in 2008.

SCATBd Structure: Members of SCATBd for 2008 are shown on the following page. Each elected official representing a city or county has one vote. Agency representatives are non-voting members. In addition to formal membership, South King County Chambers of Commerce are encouraged to attend. During 2008 Mayor Suzette Cook served as Chair and Councilmember Sue Blazak served as Vice Chair.

SCATBd Website: Additional information about SCATBd, including meeting schedules and summaries, is available at the following internet address:

[www.kingcounty.gov/transportation/kcdot/planningandpolicy/ortp/subareas/](http://www.kingcounty.gov/transportation/kcdot/planningandpolicy/ortp/subareas/)

**2008 SCATBd Members:**

Algona	Mayor David Hill
Auburn	Mayor Peter Lewis Councilmember Rich Wagner (Alt.)
Black Diamond	Mayor Howard Botts Gwendolyn Voelpel (Alt.)
Burien	Councilmember Sue Blazak (Vice Chair) Councilmember Lucy Krakowiak (Alt.)
Covington	Councilmember Wayne Snoey Don Vondran (Alt.)
Des Moines	Councilmember Dave Kaplan Grant Fredericks, P.E. (Alt.)
Enumclaw	Mayor John Wise Chris Searcy (Alt.)
Federal Way	Councilmember Jeanne Burbidge Rick Perez (Alt.)
Kent	Mayor Suzette Cooke (Chair) Tim LaPorte (Alt.)
King County	Councilmember Julia Patterson Joshua Johnston (Alt.) Executive Ron Sims Doug Hodson (Alt.)
Maple Valley	Councilmember Noel Gerken Nick Afzali (Alt.)
Milton	Councilmember Dwayne Neal Councilmember Margaret Drotz (Alt.)
Muckleshoot Indian Tribe	None appointed
Normandy Park	Councilmember Clarke Brant
Pacific	Councilmember Nicole Hagestad Councilmember Dawn Drury (Alt.)
Pierce Transit	Susan Lang
Port of Seattle	Michael Cheyne
Puget Sound Regional Council	Charlie Howard
Renton	Councilmember Marcie Palmer Councilmember Don Persson (Alt.)
SeaTac	Mayor Ralph Shape Dale Schroeder (Alt.)
TIB	Steve Gorcester Greg Armstrong (Alt.)
Tukwila	Councilmember Dennis Robertson Jim Morrow, P.E. (Alt.)
WSDOT	Chris Picard

## 2008 SCATBd Work Program Goals and Accomplishments

In early 2008, SCATBd developed a work program for 2008 with four major work items. These are shown below, with a brief indication of the accomplishments achieved for each item.

<b>2008 Major Work Item</b>	<b>2008 Accomplishments</b>
<b>Administration</b>	<ul style="list-style-type: none"> <li>• Approved the 2008 Work Program on February 19, 2008.</li> <li>• Reviewed dues as part of revisions to agreement and accepted dues of \$100 per voting member.</li> <li>• Approved revisions to the SCATBd agreement December 16, 2008.</li> </ul>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Developed a list of priority non-motorized trails projects that linked the regional trails in South King County to transit facilities and urban areas, and provided new connections between existing regional trails.</li> <li>• Provided the 520 Tolling Implementation Committee with concerns regarding potential effects tolling may have on South King County cities because of diverted traffic.</li> <li>• Monitored development of Transportation 2040 and formulation of alternatives in preparation for 2009 draft plan.</li> <li>• Monitored work of the Regional Traffic Operations Committee activities.</li> </ul>
<b>Implementation and Funding:</b> Clarify and provide input on SCATBd priorities for funding	<ul style="list-style-type: none"> <li>• Provided recommendations and support to the Sound Transit board regarding the development of a Sound Transit Phase 2 plan that was approved by voters in November, 2008.</li> <li>• Monitored implementation of 10,000 hours of new Transit Now service, including the Renton and Kent partnership on route 153, and provided input for future improvements.</li> <li>• Monitored implementation of Sound Move projects including two additional Sounder south line roundtrips and changes in Express Bus service. Also provided input in preparation for Link Light Rail service implementation in 2009.</li> <li>• Received briefing on successful implementation of SR 167 HOT lane pilot project and on the status of funded and unfunded I-405 projects.</li> </ul>
<b>Education and Advocacy:</b> Promote funding and implementation of SCATBd priority projects and programs	<ul style="list-style-type: none"> <li>• Provided input to the 2008 Legislature regarding the Board's recommendations on important transportation related issues to South King County including, maintaining existing infrastructure, ensuring the state upholds its responsibility to the State Transportation System, bolstering funding for local, regional and freight corridors, and developing a new state policy requiring local input and coordination with transit agencies when making tolling related decisions.</li> <li>• Provided guidance in the preparation of a report</li> </ul>

	<p>documenting the magnitude of local transportation needs, particularly preservation needs. The PSRC will use this as a basis for local needs in Transportation 2040.</p> <ul style="list-style-type: none"><li>• Reviewed existing options for local transportation funding and included consideration of this as a priority for the 2009 legislative session.</li><li>• Agreed that the three subarea boards should make efforts to communicate more frequently on issues of mutual interest and revised the ETP agreement to reflect this.</li><li>• Adopted priority issues and a strategy for 2009 legislative session.</li></ul>
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# **2008 SCATBd Correspondence**

January 25, 2008

The Honorable Ed Murray  
Senator, 43rd District  
Washington State Legislature  
P.O. Box 40443  
Olympia, WA 98504-0443

Dear Senator Murray:

On behalf of the South County Area Transportation Board (SCATBd), we are transmitting the following statement of SCATBd's priorities and concerns that we would like you to consider in the 2008 legislative session.

As a collaborative effort among jurisdictions and agencies, SCATBd is committed to securing the implementation of high priority South King County transportation projects. As you are probably well aware, the South King County area faces a number of transportation challenges that affect the economic vitality and quality of life for all residents in the Puget Sound region. The South King County area is a major warehousing and distribution hub for goods entering and leaving the west coast. It is also the major north/south rail and highway corridor through which west coast commerce flows. SCATBd is committed to help develop and maintain a balanced transportation system that will effectively move people and goods. To this end, we present the following recommendations for you to consider:

1. **The 2008 Legislature needs to protect and maintain existing projects and funding within the 2003 Nickel Package and 2006 Transportation Partnership Act (TPA).** The goal of developing a financing plan for the rebuild of the SR-520 Bridge is a worthy one, but revenues must not be generated at the expense of critical 2003 Nickel and 2005 TPA projects, including those in South King County on SR-509, SR-167, I-405, I-5, SR-518, etc.
2. **We urge the State to meet its responsibility for the state transportation system.** While 2008 may not be a significant investment year, the State Legislature needs to focus on ways to invest in the state highway system projects and corridors to help address congestion, safety, capacity, and mobility challenges in South King County. Equally, we want to emphasize the continuing need for transit improvements—local

transit, light rail, regional bus and commuter rail in South King County. All of these are needed for an integrated system that will serve the needs of our citizens.

3. In light of the continued funding gap for projects on major state routes, **the Legislature should seek ways to bolster funding for local and regional corridors and freight corridors** that carry significant volumes and will be asked to handle additional traffic with the building congestion on state routes. New investment is needed for the Transportation Improvement Board (TIB), and for either the Freight Mobility Strategic Investment Board (FMSIB) or any other freight project administrative arm identified in the Legislature's current Freight Financing Study.
4. **SCATBd supports a state policy which requires regional and local input into tolling decisions and coordination with transit agencies**, and allows for tolling to support congestion relief. Mitigation to negatively impacted jurisdictions and transportation systems should be considered.

In addition to the above statement, SCATBd recognizes that the 2008 legislature will also likely consider changes to regional transportation governance structure in the Puget Sound region. SCATBd is reviewing proposed legislation on this topic and may provide additional input throughout the legislative session.

Thank you for this opportunity to provide you with our statement of legislative priorities. SCATBd appreciates the magnitude of the Legislature's task and looks forward to a productive and collaborative partnership throughout the 2008 session.

Sincerely,



Suzette Cooke  
Mayor, City of Kent  
Chair



Sue Blazak  
Councilmember, City of Burien  
Vice-Chair

South County Area Transportation Board

cc: Senate Transportation Committee Staff  
House Transportation Committee Staff  
Governor's Transportation Staff  
SCATBd Members

July 22, 2008

The Honorable Greg Nickels  
Chair, Sound Transit Board  
401 South Jackson Street  
Seattle, WA 98104

Dear Chair Nickels:

After many years of reviewing various plans and providing input on South King County priorities, the South County Area Transportation Board (SCATBd) is pleased to write this letter of support for the next phase of Sound Transit, referred to as ST2.

SCATBd believes that the 15 year plan reviewed by the Sound Transit Board on July 10 and supported by a 0.5% sales tax increase effectively builds on previous investments of Sound Transit. We believe that it offers projects that will provide the greatest benefit to our citizens and the region. For South King County we specifically support:

1. Extension of light rail south to 272<sup>nd</sup> and provisions for future extensions south to Tacoma through environmental review, engineering and strategic right of way acquisition
2. Completion of the Tukwila Sounder Station, additional Sounder Commuter Rail service, and improvements for access to the regional transit system in Auburn, Kent and Burien.
3. Addition of regional bus service to address current needs while light rail is being completed
4. Study of future expansion of light rail between West Seattle and Burien, and between Burien and Renton

SCATBd appreciates the hard work and compromises by the Sound Transit Board and many others in developing this joint transportation package. We believe that additional regional transit improvements are necessary to maintain and expand our region's economy and to enhance our quality of life. We urge the Sound Transit Board to place this measure on the November 2008 ballot.

Sincerely,



Suzette Cooke  
Mayor, Kent  
Chair



Sue Blazak  
Councilmember, Burien  
Vice Chair

South County Area Transportation Board

# South County Area Transportation Board

MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856

Phone: (206) 263-4710 Fax: (206) 684-2111

August 20, 2008

SR 520 Tolling Implementation Committee  
Bob Drewel, Executive Director, Puget Sound Regional Council  
Dick Ford, Washington State Transportation Commission  
Paula Hammond, Washington State Secretary of Transportation  
c/o Puget Sound Regional Council  
1011 Western Avenue  
Seattle, WA

Dear Committee Members:

On behalf of the South County Area Transportation Board (SCATBd), we would like to thank you for sending staff to make a presentation to our August 19 meeting and to listen to the Board's discussion on this important topic.

At this time, SCATBd has no specific recommendations on the tolling options that have been presented. However, we are concerned about how diversion from tolling in the SR 520 corridor could affect our South King County cities. Tukwila and Renton could be affected directly because traffic would likely divert from the SR 520 corridor south on I-405. In addition, many other South King County cities whose residents use SR167 or SR169 to connect to Interstate 405 could also be negatively affected.

I-405 is widely recognized as one of the most congested freeways in the state. We believe that tolling on SR 520 and on I-90 would add to congestion on I-405, but with the completion of currently funded and ready-to-go construction projects, I-405 might be able to accommodate some added diversion. If, however, any of this I-405 work is delayed or changed in scope, we would be very concerned about diversion traffic spilling over to critical, and heavily congested, local arterials.

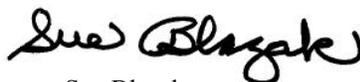
For South King County cities, completion of these I-405 improvements, within the present scope and schedule, remains a key priority. We believe that changing the schedule or scope of I-405 Stage 2 would reverse the progress on I-405 in South King County, and compromise efforts to implement the vision as approved in the I-405 Master Plan and Record of Decision.

SCATBd is pleased that the Legislature appointed the three of you to lead the examination of this important topic, and we appreciate this opportunity to provide you our initial comments. SCATBd respectfully requests that any recommendation by the SR-520 Tolling Implementation Committee include the completion of the I-405 Stage 2 improvements. Thank you for your consideration.

Sincerely,



Suzette Cooke  
SCATBd Chair



Sue Blazak  
SCATBd Vice Chair

cc: SCATBd Members  
David Dye  
South King County Legislators

November 24, 2008

Mr. Bob Drewel  
Executive Director  
Puget Sound Regional Council  
1011 Western Avenue, #500  
Seattle, Washington 98104-1035

Dear Mr. Drewel:

On behalf of the South County Area Transportation Board (SCATBd), we are transmitting the attached project list and maps outlining SCATBd's priority non-motorized projects that support commuting in the South King County area.

In this time of volatile gas prices, growing awareness of carbon emissions, and other negative effects of driving single occupant vehicles, the public is looking for less harmful commute options. One of the clearest options with broad-based support includes improving access for non-motorized modes like bicycling and walking. Not only do non-motorized options cost less, but they have zero emissions and improve public health. This is why it is important for the cities and counties to work together and establish an integrated non-motorized network of trails that support mobility by connecting urban areas, major transit facilities, and existing regional trails.

At our September 16 SCATBd meeting, we identified a list of 24 projects across various jurisdictions that are key missing links in the non-motorized network that supports commuting. At the October 21 board meeting, SCATBd identified two additional projects to include on the list. We established the following criteria to guide us in creating our project list:

**Fill gaps in the regional trails network:**

The project filled an existing gap in the regional trails network to connect trails together in South King County.

**Better connect urban areas to the regional trails network:**

The project will better connect urban environments to King County's regional trails network.

**Help connect to transit services:**

The project will connect regional trails and urban areas to transit services such as transit centers, bus rapid transit stations, commuter rail stations, future light rail stations, and park-and-ride facilities.

In developing the non-motorized element of Transportation 2040, SCATBd encourages the PSRC to place greater emphasis on non-motorized travel options and in particular those that

Mr. Bob Drewel  
November 24, 2008  
Page 2

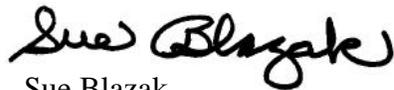
support commuting. SCATBd offers this list of priority non-motorized projects for South King County. PSRC should also be aware that SCATBd supports using this list of priority projects when considering funding recommendations for South King County non-motorized projects.

Thank you for this opportunity to provide you with our priority non-motorized commuting projects. We look forward to continuing to work closely with you to improve our transportation future.

Sincerely,



Suzette Cooke  
Mayor, City of Kent  
Chair



Sue Blazak  
Councilmember, City of Burien  
Vice-Chair

South County Area Transportation Board

cc: SCATBd Members  
Transportation Policy Board members

## SCATBd Priority Non-motorized Commuter Projects List

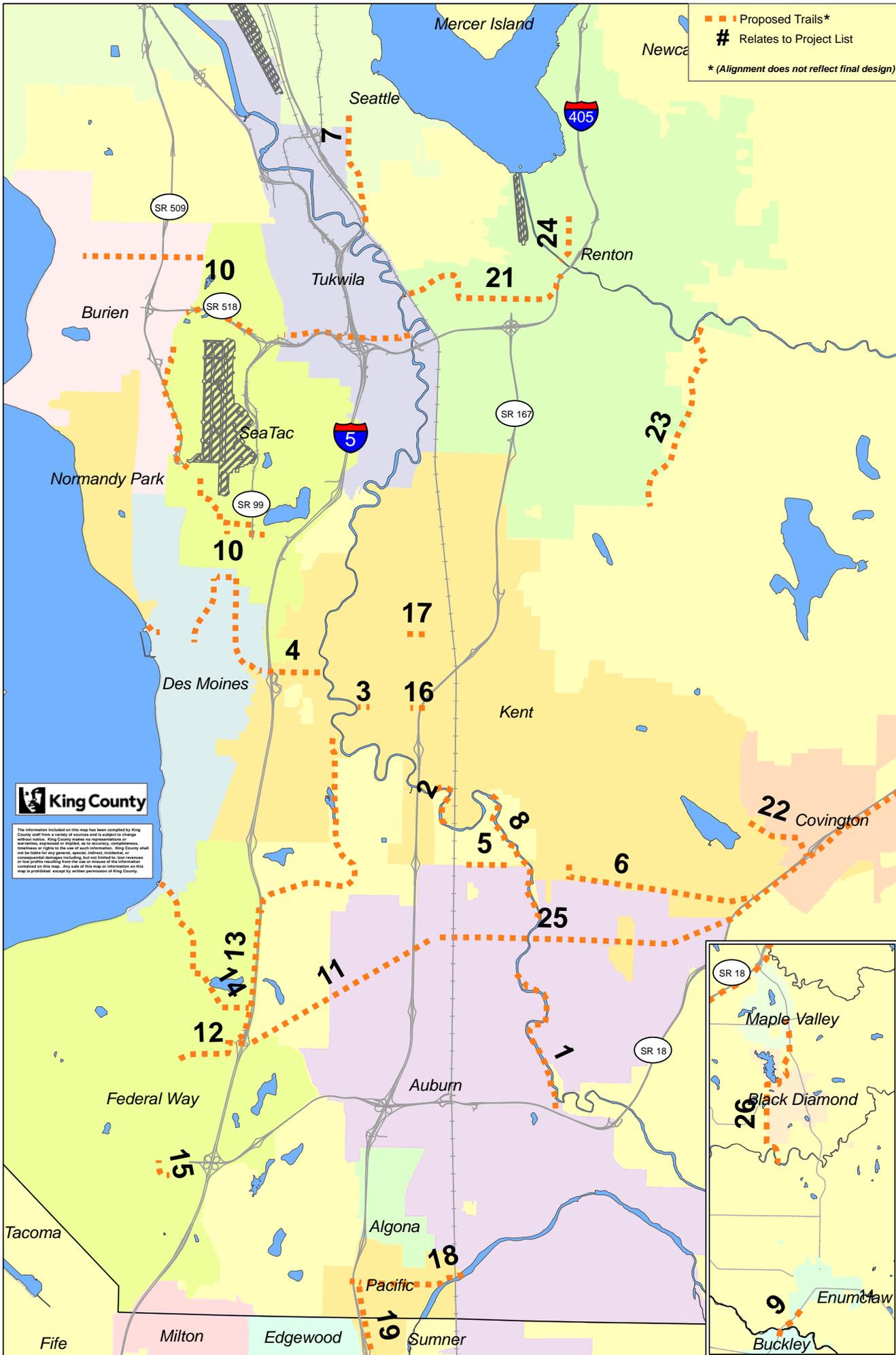
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Project #	Project Group	City/Urban Center	Connect Regional Trails Network	Connect Trails to Urban Areas	Connect Trails to Transit Services	Project Title	Description
1	Green River Trail	Auburn	X			Green River Trail Connection	Design and construct a Class 1 non-motorized trail from Green River Beach Access to SR 18
2		Kent	X			Green River Trail	S 259th at BNSF (S of 266th) Trail on Levee needs to be completed. Would go under BNSF RR
3		Kent		X	X	Green River Trail Connection	James Street from the Green River Trail eastward to Lakeside Blvd E (approx 0.15 mi). Build sidewalks and bike lanes on both sides of road to connect Green River Trail to transit and existing urban facilities
4		Kent			X	Green River Trail Connection to Pacific Highway	A connection to the west from the Green River trail to the Pacific Highway Rapid Ride station. Potential routing is not yet determined.
5		Kent/Auburn	X			272nd/277th St Connection	Connect Green River Trail to Proposed Kent-Federal Way Trail via S 272nd St.
6		Kent	X			282nd St Connection	Connect SR 18 to Green River Trail via 282nd St, and shared travel lanes on 108th Ave. S.
7		Seattle	X			Connection to Chief Sealth Trail	Connect the Chief Sealth Trail south and west to the Green River Trail
8		King County/Auburn	X			Green River Trail Connection	Develop 12 foot wide paved trail from S 262nd St to S 290th St along the edge of the Green River
9	Foothills Trail	Buckley/Enumclaw	X	X		Highway 401 Trail/Foothills Trail Extension	Trail that connects Enumclaw to Buckley, and Enumclaw to the Foothills Trail
10	Lake to Sound / Westside Trail	Burien / Des Moines / SeaTac / Tukwila	X	X	X	Lake to Sound / Westside Trail	Connects the Des Moines Creek Trail to the Duwamish Green River/ Interurban trails, the Burien and Seatac urban centers and ST Link light rail station at SR 99 and S 154th St.
10a		Des Moines		X	X	Des Moines Creek Trail connection	Connects the planned Des Moines business park to SeaTac Airport (connects to Westside Trail)
10b		Renton/Tukwila	X	X		Multi-use trail connection from Green River Trail to Monster Road via Fort Dent Park.	With Renton, connect the Green River Trail to Monster Road. This connection would provide the opportunity to connect the Green River Trail with Renton's downtown via a route along S 143 <sup>rd</sup> Street and SW 7 <sup>th</sup> Street or by BNSF right-of-way
10c		SeaTac		X	X	WestSide/DesMoines Creek Trail	With Des Moines, and Burien, connects city centers and connects to Light rail service through connecting trails
10d		SeaTac/Tukwila	X	X		Bike connection to Green River Trail	Make an east/west biking lane connection that would end up on the Duwamish/Green River Trail Connects Duwamish/Green River Trail to West Side Trail
10e		Tukwila	X	X	X	Addition of bike lanes or multi-use trail from 53 <sup>rd</sup> Ave S to Green River Trail.	Sound Transit is currently constructing bike lanes on S 154 <sup>th</sup> Street/Southcenter Blvd from the LINK Light Rail Station at the southeast corner of Tukwila International Blvd and S 154 <sup>th</sup> Street moving eastward, to 53 <sup>rd</sup> Ave S. Bike lanes or a trail would provide the missing link, connecting the LINK Light Rail Station to the Green River Trail
11	RPA Trail	Federal Way	X		X	BPA Trail (PAA Section)	Connection between Federal Way City Center and Interurban Trail along the BPA powerline corridor

Project #	Project Group	City/Urban Center	Connect Regional Trails Network	Connect Trails to Urban Areas	Connect Trails to Transit Services	Project Title	Description
12	BPA Trail	Federal Way	X	X	X	BPA Trail (City Center Section)	Connection from end of BPA Trail at 11th PI S @ S 324th Street to S 320th St @ 32nd Ave S
13	Federal Way - Kent Trail	Federal Way	X	X	X	Federal Way - Kent Trail	Connection between Federal Way City Center and Kent via I-5, Bingaman Creek, and Lake Fenwick
14	Redondo Creek Trail	Federal Way		X	X	Redondo Creek Trail	Connection between Redondo and Federal Way City Center along Redondo Creek
15	S Federal Way P&R access	Federal Way			X	S Federal Way P&R access	Connection between S Federal Way P&R to SR 99 @ S 352nd St
16	Interurban Trail	Kent	X	X	X	Interurban Trail Connection	James Street from Washington Avenue (WVH) to the Interurban Trail (approx 0.25 mi). Add bike lanes on both sides to connect to transit and to the Kent Events Center, Regional Justice Center, the old Kent Park & Ride lot, the Green River trail and the Interurban Trail, Kent Station commercial center, and Sound Transit commuter rail
17		Kent	X			Green River Trail/Interurban Trail Connection	Connect the Green River Trail to the Interurban Trail at a point between S 222nd Street and S 224th Street (Approx 1.5 mi). There are a couple of possibilities and some property owners are willing to cooperate on ROW issues. Some of the connector trail is already there: (Power Line Trail)
18		Pacific	X			White River Trail Improvements	Extend regional trail. The project has been selected for funding, however, additional money sought for railroad crossing
19		Pacific	X			King-Pierce County Interurban Trail Extension	Extend Interurban Trail paralleling SR 167 into Pierce County to connect to Foothills trail.
20		Milton	X			Interurban Trail Underpass, King Co.	Underpass design and construction to allow safe crossing of SR 161, connecting the Interurban Trail on each side
21		Renton/Tukwila	X			Two Rivers Trail	Connection between the Interurban Trail and the Cedar River Trail
22	Soos Creek Trail	Kent	X	X	X	Soos Creek Trail Connection	152nd Way SE (148th Ave SE to Kent Kangley Rd) approx 0.5 miles. Would connect the Soos Creek trail to transit routes and urban facilities
23		King County/Renton	X	X		Soos Creek Trail connection to Cedar River Trail	Connection between the Soos Creek Trail at 192nd to Cedar River Trail
24	Cedar River Trail	Renton	X			Lake Washington Loop Trail	Connection between the Lake Washington Loop Trail and the Cedar River Trail
25	SR 18 Trail	King County	X			SR 18 Trail	From about 37th St NW and SR 167 in Auburn, east along SR 18, ending in Snoqualmie. Route not yet defined.
26	Green To Cedar Rivers Trail	Maple Valley/Black Diamond		X		Green to Cedar Rivers Trail Extension	Parallels SR 169 from existing trail south to Lake Sawyer, then south to Flaming Geyser State Park.

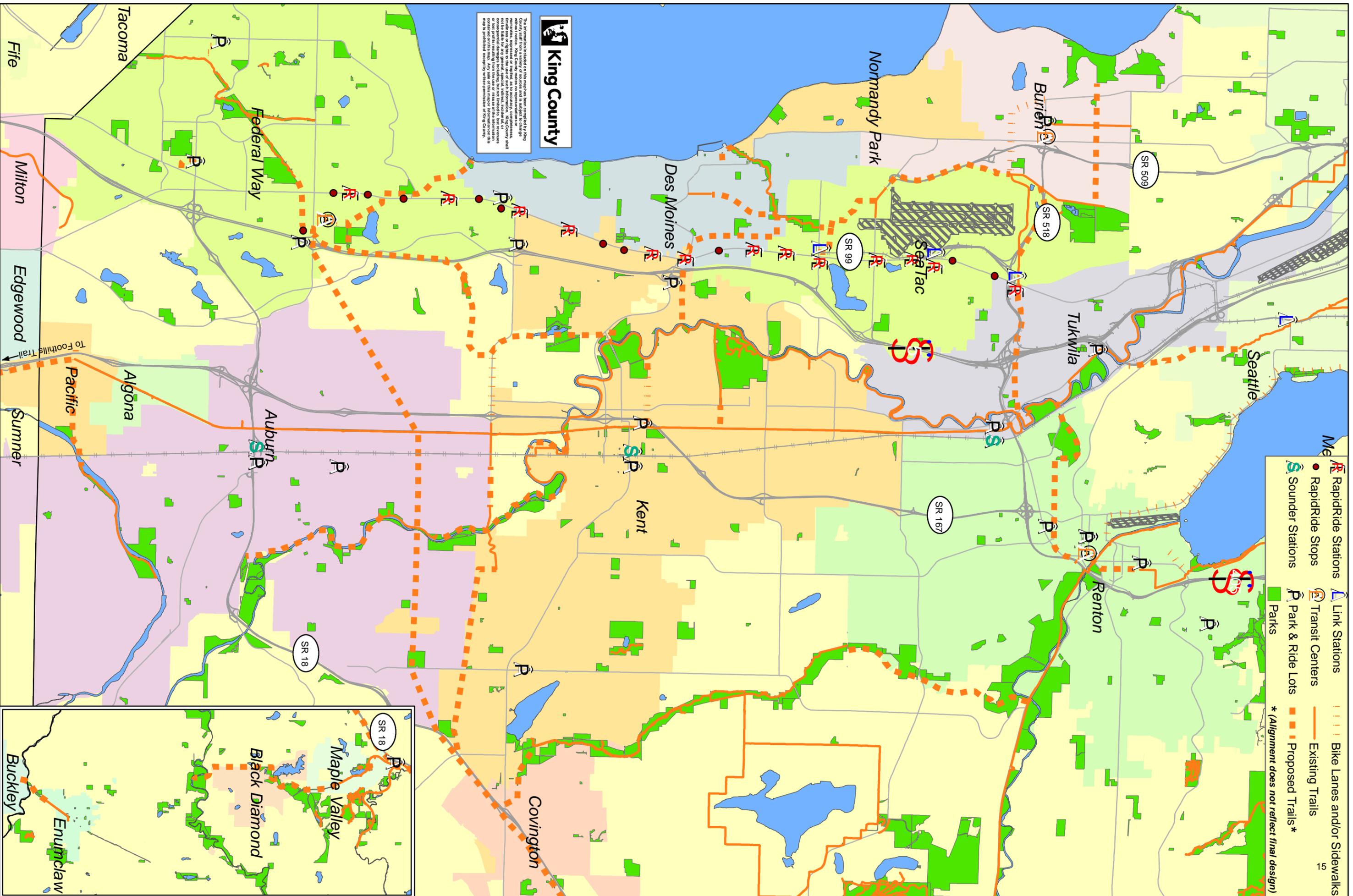
# SCATBd Priority Non-motorized Commuter Projects

- - - Proposed Trails\*  
**#** Relates to Project List  
 \* (Alignment does not reflect final design)



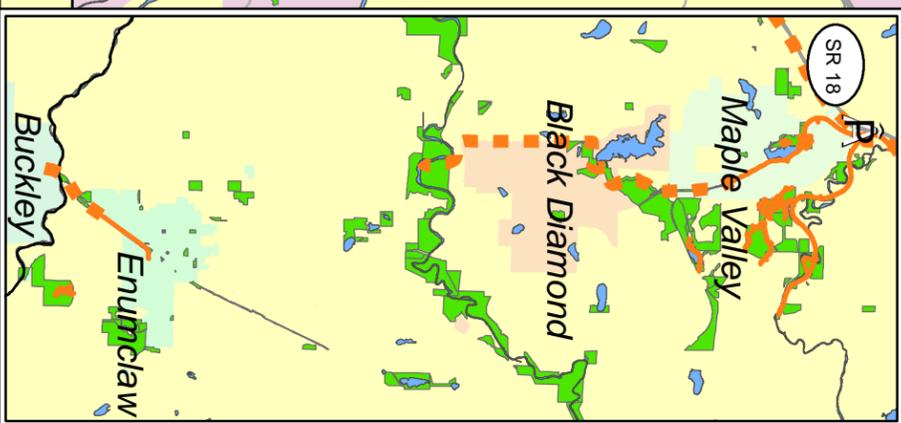
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# SCATBdNon-motorized Commuter Connections



**King County**

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December 30, 2008

The Honorable Bob Hasegawa  
Representative, 11th District  
P.O. Box 40600  
Olympia, WA 98504-0600

Dear Representative Hasegawa:

The South King County Area Transportation Board (SCATBd) consists of elected officials representing sixteen cities and all of unincorporated South King County representing some 650,000 people who comprise about 37% of the county's population. On behalf of SCATBd, we are writing to transmit to you our priority transportation issues for your consideration during the 2009 Legislative session.

**SCATBd's Policy Statements for the 2009 Legislative Session**

Approved December 16, 2008

**The SCATBd represents the largest freight, manufacturing and industrial center in the Pacific Northwest.** Along with accommodating about 37 percent of King County's overall population, the SCATBd area serves as:

- A crossroads for highways: I-5, I-405, SR-18, SR-99, SR-161, SR-162, SR-164, SR-167, SR-169, SR-181, SR-509, SR-515, SR-516, SR-518.
- The site of the region's highest commuter rail ridership segments.
- The southern terminus for Link light rail, which will be extended to the northern boundary of Federal Way under the Sound Transit 2 (ST2) plan.
- Home of the state's largest airport, which is the 14<sup>th</sup>-busiest airport in the United States.
- The connection between the Ports of Seattle and Tacoma and the second largest warehouse distribution center on the West Coast: SR-167 accommodates fully one-third of all Port of Seattle and Port of Tacoma truck traffic.
- A critical player in freight movement and through-put.
- A major employment center for the entire region (warehousing, Weyerhaeuser, Boeing, Sea-Tac Airport).
- Host to some of the busiest park-and-ride and transit facilities within the region, and several Transit Oriented Development projects.

**SCATBd members are knowledgeable about transportation and play a key role in regional discussions.**

- Members of SCATBd serve on the Puget Sound Regional Council (PSRC) Transportation Policy Board, the Sound Transit Board, and the state's Transportation Improvement Board.
- SCATBd has regular interactions with WSDOT officials.
- SCATBd routinely weighs in on regional transportation ballot measures, and develops an annual Legislative Agenda.
- SCATBd has ongoing communications with the King County Council, the Sound Transit Board, the PSRC and the Prosperity Partnership, and other key players across the region.

**SCATBd recognizes the serious statewide budget shortfall that faces the 2009 Legislature and offers the following priorities for the Legislature's consideration:**

**1. The 2009 Legislature needs to protect and maintain existing projects and funding within the 2003 Nickel Package and 2005 Transportation Partnership Act (TPA).**

While SCATBd recognizes that the Legislature will need to deal with serious statewide budget shortfalls, it continues to urge the Legislature to maintain as a top priority the completion of critical South King County 2003 Nickel and 2005 TPA projects. This includes improvements in the I-405, SR 167, SR 518 and I-5 corridors, including the I-5/SR-18/SR-161 "Triangle" interchange project.

**2. The Legislature needs to consider funding for significant state corridors.**

SCATBd would like to emphasize the need for the planned, but currently unfunded, improvements in the I-405 corridor between Renton and Bellevue, which experiences the worst congestion in the state. SCATBd was gratified that the Stage 2 I-405 project is continuing to move forward, but urges the Legislature to develop a funding plan for the remaining improvements in the I-405 corridor.

SCATBd would also like to take this opportunity to emphasize the importance of completing other regional projects, such as the I-5/SR 509 project, which is ready to go and would provide a much-needed facility for freight as well as general traffic. In addition, funding for future projects, such as those identified in the SR 518, SR 169 and SR 164 Route Development Plans, should be pursued.

**3. SCATBd urges the Legislature to revisit how transportation is funded and explore better ways to meet the growing funding gap.** The current system of financing transportation infrastructure is based on an outdated model and is overly dependent on a gasoline tax that will yield less and less revenue with the delivery of more transit alternatives, battery-powered vehicles, and consumer reactions to sharply rising prices. Given these dynamics, coupled with the inadequate funding available for transportation needs at both the state and local levels, the Legislature should look at ways to fundamentally reform the current system and seek more sustainable and reliable revenue sources that fit with the multi-faceted transportation systems of tomorrow. The goal should be to assure

sufficient revenues at the state and local levels to keep the system safe and reliable for the traveling public. This may include establishment of a blue ribbon commission to assess the current situation, evaluate a series of options, and make recommendations.

- Consideration should be given to exploring ways to provide more direct revenues to local jurisdictions that bear the ultimate responsibility for getting people and goods to their final destinations.
- In lieu of new revenue, the Legislature should look at what effective tools and options can be provided to local governments to assist with the growing backlog of local roadway and maintenance and operations needs.

**4. The 2009 Legislature should adopt a tolling model that can be applied to other corridors in the future.** SCATBd recognizes that tolling can be an effective tool to manage traffic and also generate revenue, as demonstrated by the Tacoma Narrows Bridge and SR 167 HOT lanes pilot project. In developing tolling policies for the SR 520, I-90 and other corridors, the Legislature should strive to design a model that passes fairness and reasonableness tests. It will also be necessary to provide sufficient mitigation so that good alternatives to driving in the corridor are available, and adverse effects in other corridors from diverted traffic can be mitigated. To do this the Legislature should consider a range of mitigation tools, including capital improvements, transportation demand management and transit service.

**5. The State needs to be a partner with local governments in meeting Vehicle Miles Traveled (VMT) reduction goals.** A Transportation Interim Working Group will deliver a report and recommendations to the 2009 Legislature. The Legislature will need to find ways to meet the funding needs for Commute Trip Reduction (CTR), transit, vanpools and other strategies, as required by the adopted legislation, taking care that new actions do not result in unfunded mandates to local jurisdictions.

**6. The State needs to provide financial support for the basic Commute Trip Reduction program.** Over recent years, state support for the basic CTR program has been reduced, resulting in cities' subsidizing this program, which is mandated by the State. While the state has provided funding for vanpools and grant programs, it should fund the basic CTR program first.

**7. SCATBd recognizes that regional transportation and transit "governance" may be a topic for the 2009 Legislature.** SCATBd members continue to question if governance changes are the best way to address a lack of investment and growing congestion in the transportation system. However, if new governance structures are contemplated, SCATBd requests a seat at the table to be involved in governance discussions. SCATBd also asks legislators to consider specific "gaps," functions or areas of focus that should be addressed if governance is examined.

**SCATBd offers its help to legislators by**

- Working with legislators on creative solutions to these challenges
- Identifying transportation projects and investments in infrastructure that can play a key role in any economic stimulus package that the state or federal government undertakes
- Communicating these priorities to other partners and the public.

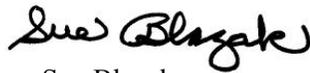
Our members look forward to discussing these issues with you over the coming months. Together, we hope to ensure that the 2009 session results in continued improvements in our transportation system. Thank you in advance for your consideration of our concerns.

Sincerely,



Suzette Cooke  
Mayor, City of Kent  
Chair

South County Area Transportation Board



Sue Blazak  
Councilmember, City of Burien  
Vice Chair

cc: SCATBd Members