



South County Area Transportation Board

2011 Annual Progress Report



## **2011 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) was initially formed in the late 1980's by four South County Chambers of Commerce and its four cities to identify and promote transportation improvements in the South King County area. 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 At King County's request, this effort was superseded in 1992 by the formation of a new and expanded SCATBd involving fourteen South County cities and King County.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, implementation of Sound Transit's Sound Move Plan, and the development of Sound Transit 2. More recently, SCATBd monitored and provided guidance to King County Metro in their development of the Strategic Plan for Public Transportation, 2011-2021 and Metro Service Guidelines. The approved plan sets goals for regional transit by encouraging transparency, streamlining current transit policies into a single unified blueprint and establishing guidelines for the allocation of transit service throughout King County.

**SCATBd Structure:** Members of SCATBd for 2011 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 2011 Councilmember Wayne Snoey served as Chair and Mayor Dave Hill served as Vice Chair.

**SCATBd 2011 Highlight:** SCATBd actively sought out opportunities to engage with local and state legislative leaders to inform them of SCATBd's top major projects and local transportation funding priorities; and of the importance of freight mobility to the economy of the region.

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

[http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/Subareas/South\\_County\\_Area\\_Transportation\\_Board.aspx](http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/Subareas/South_County_Area_Transportation_Board.aspx)

## 2011 SCATBd Members

Jurisdiction	Board Member
Algona	Mayor David Hill (Vice Chair)
Auburn	Mayor Peter Lewis
Black Diamond	Councilmember Bill Boston
Burien	Councilmember Gordon Shaw
Covington	Councilmember Wayne Snoey (Chair)
Des Moines	Mayor Bob Sheckler
Enumclaw	Mayor Liz Reynolds
Federal Way	Councilmember Jeanne Burbidge
Kent	Mayor Suzette Cooke
King County Executive	Executive Dow Constantine
King County	Councilmember Julia Patterson
Maple Valley	Mayor Noel Gerken
Milton	Councilmember Bart Taylor
Normandy Park	Councilmember Clarke Brant
Pacific	Gary Hulse
Pierce Transit	Kelly Hayden
Port of Seattle	Elizabeth Leavitt
Puget Sound Regional Council	Charlie Howard
Renton	Councilmember Marcie Palmer
SeaTac	Councilmember Ralph Shape
TIB	Steve Gorcester
Tukwila	Councilmember Joan Hernandez
WSDOT	Stacy Trussler
Washington State Transportation Commission	Commissioner Dick Ford
Pierce County	Executive Pat McCarthy

## 2011 SCATBd Work Program Goals and Accomplishments

In early 2011, SCATBd developed and adopted a work program for 2011 with four major work items. The work items are shown below with a brief summary of the accomplishments achieved for each item.

2011 Major Work Item	2011 Accomplishments
Implementation	<ul style="list-style-type: none"> <li>• Monitored PSRC’s process for developing the Project Prioritization Process to implement the region’s transportation plan, Transportation 2040.</li> <li>• Monitored and provided comment on the Metro’s Strategic Plan for Public Transportation and Metro’s Service Guidelines for the allocation of transit service throughout King County.</li> <li>• Supported the re-designation of SR 167 and SR 512 to be officially recognized as part of the I-405 corridor.</li> </ul>
Funding	<ul style="list-style-type: none"> <li>• Supported Sound Transit’s TIGER III application for the SeaTac Airport to S. 200<sup>th</sup> Street light rail segment.</li> <li>• Monitored King County’s implementation of the Congestion Relief Charge for transit funding.</li> <li>• Supported the continuation of the FTA’s New Starts program to ensure the continuation of transit’s availability to citizens.</li> </ul>
Planning	<ul style="list-style-type: none"> <li>• Monitored the development of King County’s Strategic Plan for its Road Services Division</li> <li>• Received regular updates on the final recommendation of the SR 509 Executive and Steering Committee to the State Legislature the preferred phasing option of the I-5/SR 509 Corridor Completion and Freight Improvement Project (SR 509 Project)</li> <li>• Received regular updates on the Street Maintenance Utility proposal, the status of Metro’s RapidRide A Line, WSDOT’s I-5/SR 18/SR 161 Triangle project.</li> <li>• Held discussions to hold a joint SCATBd/Regional Access Mobility Partnership (RAMP) meeting to identify transportation issues of mutual concerns.</li> </ul>
Education and Advocacy	<ul style="list-style-type: none"> <li>• Approved a legislative agenda for the 2011 session, Monitored activities and advocated for priorities during the session in meetings with state legislators.</li> <li>• Developed a 2012 legislative message brochure with SCATBd’s major projects and funding priorities.</li> <li>• Lent its support to the efforts of the Transportation Partnership’s message of moving forward with a balanced, multi-modal transportation funding package in 2012 that creates near-term jobs and long-term economic benefits.</li> <li>• Hosted Pierce County Executive Pat McCarthy, Representative July Clibborn, Seattle City Councilmember Tom Rasmussen, and Representative Pat Sullivan to convey SCATBd major project and local transportation funding priorities.</li> </ul>

## **2011 SCATBd Correspondence**

January 10, 2011

The Honorable Dow Constantine  
King County Executive  
401 Fifth Avenue, Suite 800  
CNK-EX-0800  
Seattle, WA 98104

The Honorable Bob Ferguson  
Chair, King County Council  
516 Third Avenue, Room 1200  
Seattle, WA 98104

**RE: Regional Transit Task Force Recommendations**

Dear Executive Constantine and Chair Ferguson:

On behalf of the South County Area Transportation Board (SCATBd), we wish to express our appreciation to the Regional Transit Task Force (RTTF) Members for their service this year. We understand that that they tackled a very difficult task in attempting to provide recommendations that **all** of the RTTF Members could reach consensus on and provide a framework for future discussions by the Regional Transit Committee (RTC), Metro and the King County Council.

The consensus-driven agenda has provided a list of **generalized recommendations**. Taken at face value, they provide discussion points for actual, detailed policy decisions to help address the issues surrounding the looming Metro budget deficit. If the coming discussions move forward in a fashion that accurately assesses the true needs and historical perspectives of all three subareas, then we are on the right path. However, many of our Members have concerns about implementation of these recommendations.

Primary concerns that have been discussed are:

- Improving Metro's use of performance measures as a decision-making tool has merit and is a proper business tool. However, it is important that the measures employed **fairly** address the different types of services that predominate in highly urbanized areas compared to suburban communities. One size does not fit all in assessing productivity of a system that provides different types of essential services in different communities. For example, commuter routes are not comparable to frequent arterial routes and bus routes are not comparable to a system of park and ride lots servicing vanpools and carpools, and should be judged by different measures and standards.
- Metro needs to do much more to control costs before implementing service cuts or requesting new taxing authority. While reducing internal service costs and overhead costs are important, cost savings **must** be sought in controlling the growth of labor costs, the biggest cost driver for the agency.

- In considering implementation of Recommendation #3, geographic and social equity needs to be addressed **seriously and explicitly** in the Metro comprehensive and strategic plan updates. This must consider the concepts of tax equity, providing transit service in response to locations of actual growth at transit supportive densities, serving employment centers and meeting the needs of commuters throughout the county. More than a generalized statement, we want to see how these factors will actually shape service allocation, as reflected in the guidelines, processes, and thresholds; ultimately resulting in the implementation of cuts and restoration. The weighting and definitions of “equity” and “productivity” must be more clearly defined in this process.

We must **emphasize** the need to balance productivity with the need to ensure service for less dense areas and transit dependent populations. The SCATBd and ETP areas have accepted growth over the last 20 years, as part of Growth Management Act population growth targets, with the promise of transit services to accompany that growth. As transit services did not follow growth, the 40-40-20 policy was created. However, effective implementation was significantly delayed by the addition of schedule maintenance hours in the West subarea and lack of new hours added. As a result, current service levels are not an accurate baseline for geographic, tax or social equity.

The recommendation to emphasize productivity cannot relieve decision-makers of the need to consider why the 40/40/20 policy was created. The 40/40/20 allocation policy was agreed upon in 2002 after a lengthy public involvement process. It was an attempt to recognize the inequity in service allocation that existed at that time: the bulk of the service was in West subarea whereas the bulk of the revenues raised and population were in the East and South subareas. This policy, rather than simply looking at productivity, was the real linkage for economic development, land use, financial sustainability, and environmental sustainability **for the entire county**.

To win the support of voters for potential future revenue tools to support transit, they must see benefits distributed throughout the county and directly benefiting their communities. Each area of the county needs to see that the system is working better for them, **not necessarily in more total hours**, but in tangibly improving mobility options and performance. SCATBd and ETP Members share a serious responsibility to ensure that our citizens are carefully and fairly represented in the future Metro service level discussions.

As representatives of over 650,000 residents of King County, we urge the Executive and the County Council to work with the RTC to review the recommendations of the RTTF and to help Metro become more efficient while delivering the transit service demanded by the unique pattern of population and job growth in King County.

The Honorables Dow Constantine and Bob Ferguson

January 10, 2011

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We look forward to the development of more detailed measures that will be considered by the RTC and King County Council in 2011, and plan to provide additional input at that time.

Thank you for this opportunity to comment.

Sincerely,



Wayne Snoey

Chair

South County Area Transportation Board



Dave Hill

Vice Chair

Attachment: Summary of Regional Transit Task Force Recommendations

## ATTACHMENT

### **Regional Transit Task Force Recommendations**

(1) Metro should create and adopt a new set of performance measures by service type, and report at least annually on the agency's performance on these measures. The performance measures should incorporate reporting on the key system design factors, and should include comparisons with Metro's peer transit agencies

(2) The County and Metro management must control all of the agency's operating expenses to provide a cost structure that is sustainable over time. Cost control strategies should include continued implementation of the 2009 performance audit findings, exploration of alternative service delivery models, and potential reduction of overhead and internal service charges.

(3) The policy guidance for making service reduction and service growth decisions should be based on the following priorities:

- Emphasize productivity due to its linkage to economic development, land use and financial sustainability
- Ensure social equity
- Provide geographic value throughout the county

(4) Create clear and transparent guidelines to be used for making service allocation decisions, based upon the recommended policy direction

(5) Use the following principles to provide direction for the development of service guidelines:

- Transparency, Clarity and Measurability
- Use of Multiple System Design Factors
- Flexibility to Address Dynamic Financial Conditions
- Integration with the Regional Transportation System
- Decision-Making and Network Changes

(6) King County, Metro, and a broad coalition of community and business interests should pursue state legislation to create one or more additional revenue sources that would provide a long-term, more sustainable base of revenue support for transit services. To build support for that work, it is essential that King County adopt and implement the task force recommendations, including use of the service guidelines and performance measures, and continue efforts to reduce Metro's operating costs.

(7) Metro staff should use the Task Force recommendations and discussions as the framework for revising Metro's current mission statement, and creating a vision statement (as one does not now exist). Both draft statements should be included in the draft Comprehensive and Strategic Plans scheduled to be submitted to the County Council in February 2011.

 **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

January 11, 2011

Paula Hammond  
Secretary  
Washington State Department of Transportation  
310 Maple Park Avenue SE  
P.O. Box 47316  
Olympia, WA 98504-7316

Dear Secretary Hammond:

The South King County Area Transportation Board (SCATBd) is a collaborative effort of sixteen cities in South King County, King County, Pierce County, the Port of Seattle and transportation agencies committed to improving the transportation system. As elected officials, we meet regularly to educate ourselves about transportation needs in our area and seek solutions to address our region's transportation problems.

On behalf of SCATBd, we are writing to request that SR 167 and SR 512 be officially recognized and re-designated as part of the I-405 corridor. While these separately-identified roadways often function as a single corridor to link Pierce, King and Snohomish Counties, the different designations are confusing to the traveling public. We believe that identifying these as one corridor, providing a parallel route to I-5, will benefit travelers. In addition, we think that this will serve as a catalyst for economic development, linking ports to the largest freight, manufacturing and industrial center in the Pacific Northwest.

SCATBd recognizes that the process for re-designating interstate corridors is complicated, but wanted to take this opportunity to express our support and begin the necessary steps. Please contact us if there is additional information you need at this time to start the process.

Thank you for your consideration.

Sincerely,



Wayne Snoey  
Chair  
South County Area Transportation Board



Dave Hill  
Vice Chair

Secretary Paula Hammond

January 11, 2011

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cc: SCATBd members  
Sen. Mary Margaret Haugen  
Rep. Judy Clibborn  
Rep. Mark Miloscia  
Rep. Katrina Asay  
Rep. Cathy Dahlquist  
Rep. Christopher Hurst  
Rep. Eileen Cody  
Rep. Joe Fitzgibbon  
Rep. Mark Hargrove  
Rep. Pat Sullivan  
Sen. Tracey Eide  
Sen. Pam Roach  
Sen. Sharon Nelson  
Sen. Joe Fain  
Rep. Jay Rodne  
Rep. Glenn Anderson  
Sen. Cheryl Pflug  
Rep. Tina Orwall  
Rep. Dave Upthegrove  
Sen. Karen Keiser  
Rep. Marcie Maxwell  
Sen. Steve Litzow  
Rep. Zach Hudgins  
Rep. Bob Hasegawa  
Sen. Margarita Prentice  
Pierce County Executive Pat McCarthy  
Congressman Dave Reichart  
Congressman Adam Smith  
Senator Patty Murray  
Senator Maria Cantwell

February 18, 2011

The Honorable Patty Murray  
United States Senate  
448 Russell Senate Office Building  
Washington, D.C. 20510-4701

Dear Senator Murray:

On behalf of the South County Area Transportation Board (SCATBd), we are writing to express our support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned that the proposal of the Republican Study Committee would eliminate this program for a \$2 billion annual savings in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation. SCATBd is a collaborative effort of sixteen cities in South King County, King County, Pierce County, the Port of Seattle and transportation agencies committed to improving the transportation system. As elected officials, we meet regularly to educate ourselves about transportation needs in our area and seek solutions to address our region's transportation problems. SCATBd views a robust transit program as a major component of our region's transportation system.

While we recognize the need to reduce federal spending, this program is essential to ensure continued implementation of King County Metro's bus rapid transit program, called RapidRide. The first RapidRide line, Line A, began service in South King County in October 2010, and within three months experienced a 25% increase in ridership. King County is implementing five more RapidRide lines over the next three years. In 2013, the F Line will begin service between the South King County cities of Burien and Renton. Funding from the New Starts program provides revenue for bus acquisition and other capital improvements needed to ensure RapidRide's success.

Funding for capital improvements from the New Starts program will be needed to ensure that transit service can continue to provide access for our growing population and job expansion. We know that efficient public transportation is the key to economic growth as we recover from the recession, and to reduce greenhouse gas emissions in our congested transportation corridors.

We ask that you continue to support funding for the New Starts program.

Sincerely,



Wayne Snoey  
Chair



Dave Hill  
Vice-Chair

South County Area Transportation Board

cc: Dow Constantine, King County Executive  
King County Council  
South County Area Transportation Board  
Harold S. Taniguchi, Director, King County Department of Transportation

October 19, 2011

The Honorable Raymond H. LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Sound Transit – S. 200th Street Light Rail Extension TIGER III Application

Dear Secretary LaHood:

The South County Area Transportation Board (SCATBd) strongly urges your support for Sound Transit's TIGER III application to extend light rail to S. 200th Street in the City of SeaTac. SCATBd is a collaborative effort of sixteen cities in South King County, King County, Pierce County, the Port of Seattle, and regional transportation and transit agencies. As elected officials, we meet regularly to educate ourselves about transportation needs in our area and seek to find solutions to address our region's transportation problems.

SCATBd believes that expanding the region's high capacity transit system further into South King County is important for our transportation network, our economic competitiveness and our environment. When this light rail extension opens, in concert with the extension to the University of Washington (UW), the system will stretch to over 20 miles. It will provide thousands of South King County residents access to key regional destinations, such as SeaTac Airport, our baseball and football stadiums, Downtown Seattle, and the UW.

This extension is a key component to our regions' economic competitiveness. It will allow South King County residents to access nearly 170,000 jobs within a half-mile of light rail stations between S. 200th and the UW. Further, there are major employers within walking distance of the S. 200th Station (such as Alaska Airlines). This project will also create over 2,000 jobs at a time when they are desperately needed. This is the right kind of investment to make, putting people to work now and investing in infrastructure for the next generation.

The Honorable Ray LaHood

October 19, 2011

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We believe this project is very competitive for the TIGER III grant program; it is shovel-ready, creates jobs, protects the environment, enhances our communities, and grows our economy. We hope we can count on your support for this important transportation project.

Sincerely,



Wayne Snoey

Chair

South County Area Transportation Board



Dave Hill

Vice Chair

cc: Patty Murray, Senator, Washington State  
Maria Cantwell, Senator, Washington State  
Christine Gregoire, Governor, Washington State  
Dow Constantine, King County Executive  
Adam Smith, Congressman, 9<sup>th</sup> District  
Dave Reichert, Congressman, 8<sup>th</sup> District  
Joni Earl, CEO, Sound Transit  
South County Area Transportation Board

December 20, 2011

Charles Knudson  
13011 Fifth Avenue Suite 2500  
Seattle, WA 98010

RE: South County Area Transportation Board Statement of Support for the Transportation Partnership

Dear Mr. Knudson:

The South King County Area Transportation Board (SCATBd) is a collaborative effort of sixteen cities in South King County, King County, Pierce County, the Port of Seattle and transportation agencies committed to improving the transportation system. As elected officials, we meet regularly to educate ourselves about transportation needs in our area and seek solutions to address our region's transportation problems. As the home of the one of the largest economic engine in Washington State, we take this responsibility very seriously. SCATBd is especially interested in freight issues and advocates for transportation investments that promote economic vitality and jobs.

SCATBd supports the efforts of the Transportation Partnership, a coalition of business, labor, local government and environmental representatives from around the state, who are advocating for a comprehensive solution to our transportation challenges. We also agree with the Partnership's message of moving forward with a balanced, multi-modal transportation funding package in 2012 that creates near-term jobs and long-term economic benefits. To this end, SCATBd would like to be listed as one of the Transportation Partnership supporters and ask that SCATBd's logo be included on your website.

We applaud the work that the Transportation Partnership is doing on behalf of the residents and businesses of the State of Washington and look forward to your response to our request.

Sincerely,



Wayne Snoey  
Chair  
South County Area Transportation Board



Dave Hill  
Vice Chair