

SOUTH COUNTY AREA TRANSPORTATION BOARD (SCATBd)

February 21, 2011

MEETING SUMMARY

Members

Mayor Dave Hill	City of Algona (Chair)
Councilmember Barry Ladenburg	City of SeaTac
Councilmember Bill Peloza	City of Auburn (Alternate)
Kelly McGourty	PSRC (Alternate)
Councilmember Marcie Palmer	City of Renton
Stacy Trussler	WSDOT
Councilmember Stacia Jenkins	City of Normandy Park
Councilmember Bart Taylor	City of Milton
Tom Hooper	Port of Seattle (Alternate)
Grant Fredricks	City of Des Moines (Alternate)
Councilmember Wayne Snoey	City of Covington
Councilmember Jeanne Burbidge	City of Federal Way
Emiko Atherton	King County Council (Alternate)
Councilmember Allan Ekberg	City of Tukwila
Deputy Mayor Rose Clark	City of Burien (Alternate)
Councilmember Elizabeth Albertson	City of Kent

I. Introduction, Comments, December 20, Meeting Summary

Chair Hill asked Boardmembers and members of the audience to do self introductions. Chair Hill noted that there were several new members and alternates attending the day's Board meeting and asked them to say a few words about themselves, their interests and reasons for serving on the Board. The meeting summary for the December 20 meeting was adopted, as revised.

II. Reports, Communications and Citizen Requests to Comment

Regional Transit Committee (RTC) members Jeanne Burbidge and Marcie Palmer reported on the February 15 RTC meeting. They said the RTC meeting included a briefing on the 2012 work program and included a discussion on alternative transit service delivery modes. Ms. Palmer said that she thought that alternative modes will be a big topic of discussion this year. The Regional Transit Task Force recommended Metro explore alternative service delivery models to meet local needs at lower operating cost, this is also referred to as "right-sized services". Ms. Palmer noted that the Suburban Cities Association was keenly interested in the alternative modes discussion and wanted the RTC to get another briefing on the issue before going to the Council for final approval. She said that RTC members felt more comfortable with the concept of "right-sized services" after the RTC briefing. The alternative transit service modes will be focused in the east and south King County communities along the urban growth

boundary, next to rural areas. The alternatives might include flexible Dial-a-Ride Transit (DART), community vans, and contracted service.

Kelly McGourty said that the PSRC was going to announce a call for projects for PSRC's federal grant funding competition. She said it was a two year program of projects, about \$280 million in Federal Transit Administration funds, and \$160 million in Federal Highway Administration funds. Ms McGourty said the PSRC's Transportation Policy Board recommendations included:

- maintaining the 10% set-aside for nonmotorized projects
- an increase in the Rural Town Centers and Corridor program set-aside from \$2 million to \$3 million.
- a new one-time set-aside of about 16% of the total funds available for preservation projects to be distributed through the countywide processes.

Ms. McGourty reported that the vote on the set-aside for a preservation pilot program at the Transportation Policy Board meeting was divided, with several members expressing concern about the recommendation. Much of the concern focused on the number of set-aside programs, which would result in less funding for capacity projects of all types. In addition, members expressed concern about the potential for rewarding jurisdictions that have not been maintaining their facilities. The Executive Board will make its final recommendation on the project selection process at their February 23 meeting.

III. Status Report on 2012 Transportation Legislation – Andrew Glass-Hastings, King County Department of Transportation

Mr. Glass-Hastings briefed the Board on two bills that were being considered by the Legislature regarding transportation financing options to King County and local cities. He reported that if enacted, the bills could provide on-going resources sufficient to sustain and grow transit service and to meet other transportation needs through out King County. The two bills being considered included:

- Engrossed Substitute Senate Bill 6582
 - Passed the State Senate on February 13th and is scheduled for a hearing in the House Transportation Committee on Tuesday, February 21 at 3:30 PM.
 - This bill permits Transportation Benefit Districts established by cities or counties to levy a Vehicle License Fee up to \$40 per vehicle with a majority vote of the governing board or \$100 with a public vote for transportation purposes including transit, roads and non-motorized improvements.
 - TBDs can levy a Motor Vehicle Excise Tax of up to 1% of the value of a vehicle with a public vote.
 - A TBD may impose the VLF or MVET but not both
 - The bill also permits Counties to levy a local gas tax of up to three cents per gallon with a public vote but only for roadway purposes.

- In the House, Substitute House Bill 2751
 - Passed the House Transportation Committee - currently in the Rules Committee
 - House leadership has exempted SHB2751 from normal cutoffs for consideration so it could move to the House floor at any time.
 - SHB 2751 includes up to a \$40 councilmanic VLF for TBDs
 - Local option gas tax for counties - one, two or three cent per gallon.
 - The bill also includes a 1% Motor Vehicle Excise Tax but grants that councilmanic authority to counties if Interlocal agreements (ILA) are signed by 60% of the cities OR 75% of the population within the county.
 - The ILAs would require the county to distribute a maximum of \$20 per vehicle in each city to cities
 - A county has one year to impose the MVET otherwise transit agencies within the county can impose up to .5%

Mr. Glass-Hastings reported that most likely neither of these will pass in their current form - but both are potential vehicles for a final local options bill that may pass.

IV. SCATBd 2012 Work Program (Action Item)

The Board reviewed the proposed 2012 SCATBd Work Program and made the following recommendations:

- Revise focus on first work program category to include 2013 State Legislative Session.
- Revise the last work item category to – Major Corridor and Interchange Project Implementation and Funding, add another bullet to that category – I-5, SR 161/SR 18 Triangle Improvements, and the I-405/SR 167 Interchange project.
- Rise bullet point under last work item category to say – Monitor Sound Transit’s light rail segment between SeaTac Airport and South ~~200th~~ 320th Street/South Corridor planning, and provide input.

SCATBd Action: A Motion was made and seconded to adopt the SCATBd 2012 Work Program as amended. The Motion was passed by SCATBd

V. Local Project Status Report

Chair Hill asked SCATBd members Bill Pelozza and Marcie Palmer to update the Board on transportation projects in their cities.

Mr. Pelozza reported on the City of Auburn’s M Street underpass project ground breaking ceremony scheduled for February 24. He said that this \$23 million project leverages over \$6 million of local funds, \$6 million of FMSIB funds, nearly \$1 million of federal grants,

\$1.5 million from the Ports, a \$500k contribution from BNSF, and support from a variety of partners including the Muckleshoot Indian Tribe, King County, and other Valley cities. He said this project will improve freight mobility over the Stampede Pass rail line. The project is expected to be finished in July of 2013.

Ms. Palmer reported on the City of Renton's January ground breaking for the new east-west arterial roadway that will connect the cities of Renton and Tukwila, and provide significant congestion relief to existing arterials. She said the new road will also provide access to the new Sound Station immediately north of the new alignment. She reported that the new arterial will provide significant benefits to both freight mobility and general motorists. The project is the extension of Southwest 27th Street/Strander Boulevard under the Burlington Northern Santa Fe tracks. Ms. Palmer said the new east-west route will also provide an alternate route to Interstate 405 between Interstate 5 and State Route 167, and is also an effort to promote transit use by creating the connection to Sound Transit's Sounder service.

VI. South Sound Chambers of Commerce Legislative Coalition, Nancy Wyatt, Auburn Area Chamber of Commerce

Ms. Wyatt thanked the Board for the opportunity to brief the Board on the South Sound Chambers of Commerce Legislative Coalition (the Coalition). She reported that the Coalition is an advocacy group formed to advocate for business and business-related policies impacting the South Sound region before the Legislature. The Coalition is made up of nine chambers of commerce, and on transportation related issues they focus on the system rather than focusing on individual projects. Ms. Wyatt reported that legislators understand the importance of these critical transportation corridors and the importance of port to port freight mobility.

She passed out a Coalition handout that showed their 2012 legislative priorities. Their transportation message was to finish the South Sound Corridor, a set of projects that when completed will assure that goods and services flow through the region seamlessly and efficiently. The projects include:

- SR 167 from Renton to the Port of Tacoma, including the I-405/SR 167 interchange project
- SR 509 from the Port of Seattle to I-5
- Completing the I-5 SR 18/SR 161 Triangle project
- SR 704 from I-5 to SR 7 and
- Extending and expanding high demand feeder roads, like SR 516 and SR 164

Ms. Wyatt said that groups like SCATBd need to reach out to the business community. She said with business involvement SCATBd would have a more powerful voice on transportation issues. Ms. Wyatt said she would like to see RAMP, SCATBd and the South Sound Chambers Coalition get together and come up with a combined transportation message, preferably one that is focused on corridors.

Chair Hill said that SCATBd has been reaching out to business and noted that they had meeting with Washington State Truckers Association last year to discuss transportation messages. He said that the groups such as SCATBd, RAMP, and the Coalition should focus on what they agree on regarding transportation and visit our legislators with a common message. Wayne Snoey noted that he has been talking to legislators and said that transportation is on the top of their minds. Barry Ladenburg asked if the Coalition had suggested a funding mechanism to fund projects. Ms Wyatt said the Coalition understands that the state cannot rely on the existing gas taxes and that there must be a balanced approach for new revenue sources and that business should not bear the cost alone.

V. Status Report on RapidRide C and D Lines Start-up and Associated Network Changes – Jack Lattemann, King County Metro

Jack Lattemann from King County Metro briefed the Board on the new RapidRide C and D Lines and the associated service changes to supporting transit service. He said that they were in the third and last week of public outreach on service change proposals related to integration of the bus network with implementation of the C and D RapidRide Lines.

Mr. Lattemann said most of the outreach activities are in Seattle where most of the changes are being proposed. However, Metro does have some changes proposed to 9 routes in Southwest King County; he said there are no new resources so this project is about making better use of existing resources. Mr. Lattemann provided an in depth summary on the proposed changes including:

- Routes. 131-132: Shorten to operate local service between Burien Transit Center and Seattle, upgrade to 30-minute service. Replacement service in Des Moines:
- Extend Route 156 from SeaTac to downtown Des Moines and Highline Community College to provide a connection with Link, and extend Route 166 from downtown Des Moines to Burien Transit Center.
- Upgrade Route 128 West Sea-Tukwila International Boulevard Station-Southcenter to operate 30-minute service evenings.-Sundays until midnight.
- Revising Route 123 for faster routing via the Viaduct, and rescheduling it in coordination with routes 121-122 at Burien Transit Center.
- Routing change to Route 124 to operate through Georgetown to enhance jobs access to Airport Way employers like FedEx and UPS.
- Discontinue peak Route 133 between Burien Transit Center and the U District Route 134 Burien-Downtown Seattle since they do not meet performance thresholds.

Mr. Lattemann also mentioned the change to Route 180 in June, which will add night service until midnight to Route 180 benefiting connections between Auburn-Kent to SeaTac Airport, also a change that enhances jobs access; currently at night, Route 180

operates only between Auburn and Kent. These service change recommendations will be transmitted to the King County Council in April-May and the Council will take action at the end of May. If approved by the County Council, the changes will go into effect in September 2012.

Jeanne Burbidge noted that there was standing room only on some transit routes between the Federal Way Transit Center and Seattle. Mr. Lattemann noted that there are not a lot of new resources available, but said that they were working with Sound Transit to see what is the best package of transit service they could put forward using existing resources.

Other Attendees:

Cathy Mooney, City of Kent	Susan Sanderson, City of SeaTac
Jim Seitz, City of Renton	Paul Takamine, King County DOT
Rick Perez, City of Federal Way	Monica Whitman, SCA
	Nancy Wyatt, SSCC
Rachel Smith, South Transit	Jack Lattemann, King County Metro
Dennis Dowdy, City of Auburn	Andrew Glass-Hastings, King County
Robin Tishmack, City of Tukwila	Eric Chipps, Sound Transit