

# **SOUTH COUNTY AREA TRANSPORTATION BOARD (SCATBd)**

March 19, 2013

## **MEETING SUMMARY**

### **Members**

Mayor Lewis (Chair)	City of Auburn
Councilmember Marcie Palmer (Vice-Chair)	City of Renton
Councilmember Jeanne Burbidge	City of Federal Way
Stacy Trussler	WSDOT
Joe Timmons	King County Council (Alternate)
Councilmember Elizabeth Albertson	City of Kent
Councilmember Carol Benson	City of Black Diamond
Chris Arkills	King County Executive (Alternate)
Commissioner Don Meyer	Port of Tacoma
Maiya Andrews	City of Burien (Alt)
Mayor Dave Hill	City of Algona
Councilmember Kate Kruller	City of Tukwila
Councilmember Stacia Jenkins	City of Normandy Park
Councilmember Wayne Snoey	City of Covington
Kelly McGourty	PSRC
Elizabeth Leavitt	Port of Seattle
Stevan Gorcester	Transportation Improvement Board

### **I. Open Meeting**

SCATBd Chair Lewis opened the meeting and asked for introductions. SCATBd approved summary of February 19 meeting.

### **II. Reports, Communications and Citizen Requests to Comment**

Chair Lewis reported on the March 5 Chair and Vice Chairs of the three transportation boards. He said that because of King County staff reductions in 2014, staff will not be able to maintain the current support levels for the three transportation boards. This has led to a desire to have commonality among the three transportation board Agreements, which will define services that county can offer with reduced staffing levels. Chair Lewis noted that the three boards' differences will be reflected in the procedures document, which will include information on membership, voting rights, and dues structures. He said the new Agreement will not change how SCATBd currently operates.

SCATBd approved the posting of the 2012 SCATBd Progress Report on SCATBd's website.

### **III. Legislative Update – Carolyn Robertson, Government Relations Manager for the City of Auburn**

Ms. Robertson briefed the Board on the upcoming State revenue forecasts and noted that it is expected to be about \$350 to \$500 million lower than anticipated. She reported that the state was already short \$957 million in its current budget. The State also expected to see a \$150 million revenue loss due to economic impacts of sequestration and \$300 million loss due to the State's underestimating health care cost.

Ms. Robertson said that Representative Clibborn's transportation funding proposal did not have a hearing, and the Senate did not have a transportation funding bill ready for roll-out. She reported that the local transportation options bill did not make it out of house of origin, but components of a local options bill could be included in either the Senate or House transportation package.

Ms. Robertson also reported that SR 167/SR 509 stakeholders were working closely with Representative Clibborn on SR 167/509 funding, and said SR 167/509 funding was a high priority for Representative Clibborn. She said it was up to the local project stakeholders to keep up the aggressive support campaign for the SR 167/509 corridor project. Ms. Robertson said that if a local option funding package were to be passed by the legislature, it will probably be tied to a vote of the people.

#### **IV. Update on the City of Algona's West Valley Highway Project, Warren Perkins P.E., Gray & Osborne, Inc.**

Warren Perkins briefed the Board on Algona's West Valley Highway project, located between the transfer station to just south of 1<sup>st</sup> Avenue South in Algona. He said that 95% of the road project was funded by the Transportation Improvement Board and 5% funded by the City of Algona.

The West Valley Highway project objectives included capacity improvements and roadway repair and preservation. Utilities work will include water main and minor storm drainage improvements. The project will be advertised in late May of this year, and will be completed in October. Mr. Perkins said that a complication with this was that half of road south of 1st Avenue South was owned by King County; he said that Algona was working with King County to get ownership transferred from King County to Algona.

When asked about the reduced speed limit on this portion of West Valley Highway, Mayor Hill said that the speed limit will probably go up north of 1<sup>st</sup> Avenue South, but will probably remain the same on section south of 1<sup>st</sup> Avenue South because of safety concerns.

#### **V. Rail Discussion Auburn New Stop Evaluation – Kerri Woehler, Rail Planning & Strategic Assessment Manager, WSDOT**

Ms. Woehler briefed the Board on WSDOT's Rail Plan. She said the plan fulfills federal and state planning requirements and eligibility requirements for grant funds. Ms. Woehler said a number of workshops were held to identify key concerns and found that stakeholders asked to 1) improve the efficiency and reliability of existing rail services; 2) improve connections between rail and other modes; 3) strengthen rail as a competitive and

environmentally-friendly transportation option; and 4) maintain infrastructure in a state of good repair.

Ms. Woehler said that a funding challenge that is facing passenger rail (Amtrak Cascades) service is that Amtrak's 20% contribution to operating cost will end in October of 2013. Currently the State of Oregon contributes 31% and Washington contributes 49%. Starting in October 2013, Washington and Oregon must absorb those costs. The rail plan will address operations and infrastructure needs, identify rail's role in economic developments and identify system priorities and goals. The State will release a draft Washington State Rail Plan for public review and comment in summer 2013 and publish a final Washington State Rail Plan in December 2013. The rail plan will then be incorporated into State Freight Plan and Washington Transportation Plan.

Ms. Woehler also briefed the Board on a new stop evaluation for Amtrak Cascades in Auburn. She said that a number of communities have requested new station stops in their communities. In the last legislative session there was a proviso in the budget to do a study on the possibility of a new stop in Auburn. This study will also develop criteria on how to consider new stations in general. She said a new policy will be developed on how to add or change stops on the system.

Ms. Woehler said that the Auburn study was looking at two scenarios, 1) looking at Auburn as a stop, increasing Amtrak Cascades stops from 18 to 19; and 2) The skip stop idea. As new trains come on line they will stop at every other station along the line and will not take away existing stops. The study will also consider operational feasibility, customer demand, station suitability, modal interconnectivity benefits, and financial viability. The Auburn station stop study will be completed at the end of June.

**Other Attendees:**

Glen Akramoff, Covington	Monica Whitman, SCA
Tom Gut, SeaTac	Brandon Carver, Des Moines
Rick Perez, Federal Way	Rob Gala, Seattle
Dennis Dowdy, Auburn	Auburn Councilmember Bill Peloza
Black Diamond Councilmember Tamie Deady	Kerri Woehler, WSDOT Rail
Ed Conyers, WSDOT	Maiya Andrews, Burien