

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

Tuesday, March 19, 2013

9:00 – 11:00 a.m.

SeaTac City Hall

4800 South 188th Street

SeaTac

DRAFT AGENDA

1.	Open Meeting <ul style="list-style-type: none"> • Introductions • Approve summary of February 19, 2013 SCATBd Meeting* 	Action	9:00 a.m.
2.	Reports, Communications and Citizen Requests to Comment <ul style="list-style-type: none"> • Participant Updates from RTC and Other Regional Committees • Chair or Vice Chair <ul style="list-style-type: none"> ○ Subarea Agreement Discussion Update ○ SR 167/509 Support Letter* • SCATBd Draft Annual 2012 Report • Citizen Comment 	Reports and Discussion	9:05 a.m.
3.	Legislative Update – Carolyn Robertson, City of Auburn	Report and Discussion	9:30 a.m.
4.	Update on the City of Algona’s West Valley Highway Project, Warren Perkins P.E., Gray & Osborne, Inc.	Report and Discussion	10:00 a.m.
5.	Rail Discussion – Ron Pate & Kerri Woehler, Rail Planning & Strategic Assessment, WSDOT <ul style="list-style-type: none"> • Briefing on WSDOT’s Washington State Rail Plan and Auburn Station Stop Study 	Report and Discussion	10:30 a.m.

*Attachment to Agenda

SOUTH COUNTY AREA TRANSPORTATION BOARD (SCATBd)

February 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 Barry Ladenburg	City of SeaTac
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
Terry Davis	South Sound Chambers Coalition
Maiya Andrews	City of Burien (Alt)
Dan Brewer	City of Des Moines (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

I. Open Meeting

SCATBd Chair Lewis opened the meeting and asked for introductions.

II. Reports, Communications and Citizen Requests to Comment

Councilmember Burbidge reported on the PSRC's February 14 Transportation Policy Board (TPB) meeting. She reported the TPB finalized its recommendations on regional transit coordination and funding, reviewed the new performance and delivery expectations for PSRC Funding, and discussed PSRC's proposed budget and work program.

Chair Lewis reported that the City of Milton has chosen not to participate in SCATBd this year.

Chair Lewis briefed the Board on the on-going discussion between the three subarea Chairs and Vice-Chairs (SCATBd, ETP, and SeaShore) regarding the subarea Agreements. He said that due to County staff reductions occurring in 2014, the County was reviewing possible revisions to the Agreements. He also reminded the Board on the four recommendations of the SCATBd Agreement Subcommittee in 2012:

- Allow only elected designated alternates to vote
- Include ports as limited voting members
- Invite business and labor as non-voting members

- Focus on SKC transportation needs and funding priorities

Mayor Lewis said he said he was looking for comments from the Board to take to the next Chairs and Vice-Chairs Agreement meeting. Councilmembers Ladenburg, Kruller and Burbidge said that they were comfortable with allowing their non-elected Alternates to vote in their stead. Councilmember Kruller asked what the benefits would be to SCATBd to change the Agreement. Councilmember Snoey said he was not against having a core agreement with the County and suggested a common subarea core agreement and having a set of by-laws to reflect differences between the subareas. Mr. Snoey said that he felt there might be more synergy or energy generated if SCATBd were to go on its own way, including being more inclusive by inviting business and labor representation to the table. Councilmember Burbidge said that such a change suggested by Mr. Snoey would warrant more discussion by Boardmembers. Mayor Hill said that there were differences between the subarea groups and said that he would like to see the Ports and possibly the Chambers having voting rights. Chris Arkills noted that King County attorney has advised that the core agreements should be the same but subarea differences could be incorporated into the subarea operating procedures. Mr. Arkills also noted that because of the King County Executive and County Councilmember's schedules, it was difficult for them to attend SCATBd meetings.

Chair Lewis said that SCATBd was formed for political action and that is why elected officials were invited to sit at the table, and a Technical Advisory Committee of high level staff was set up to advise the members. Councilmember Burbidge said that she was not clear as to what King County was asking for in the Agreement discussion, she asked what would change in SCATBd's Agreement that would result in savings to King County. Mr. Arkills responded by noting a reduction in County staffing support will occur in 2014, and there has been an increase in staffing support for other subarea's subcommittee requests and side projects, and an increase in legal opinion requests. Some changes to the agreements are also being proposed to reflect ideas raised by SCATBd and ETP subcommittees. Chair Lewis said he is going to the next Agreement meeting and will send updated information to the Board.

Commissioner Meyer said that the Port of Tacoma will entertain the suggestion to allow the Ports to have limited voting rights and understand it would entail payment of dues. Mr. Meyer said the South King County area is important to Port of Tacoma, and wants the Port to be an advocate for local and regional needs.

Councilmember Kruller asked if the Board would consider shifting the meeting one hour earlier or later in the day rather than mid-morning. The Board asked that a questionnaire be sent out to survey members on preferred meeting time options.

IV. Update on the City of Normandy Park Priority Projects, Councilmember Stacia Jenkins

Councilmember Jenkins briefed the Board on Normandy Park's 1st Avenue South (SR 509) multimodal enhancement project. Ms Jenkins reported that completed Phase 1 and 2 portions of the project provided significant improvements to 1st Avenue South, but the 45 mph speed limit on this arterial was not conducive to use of sidewalks or bike lanes. She said there are few crosswalks, and new road has not improved business growth in commercial area. The Phase 2 project's cost over-runs and a contractor lawsuit nearly doubled Phase 2's original cost estimate, and resulted in need for a 20 year bond payments for the City of Normandy Park.

In 2011, Normandy Park received County and State Department of Commerce grant funds to develop the Manhattan Village Sub-Area Plan (MVSP). 1st. Avenue South borders Manhattan Village, and the Phase 3 Project became an integral element of the sub-area plan. In 2012, City Council elected to return \$928,000 of Phase 3 overlay credit funding to WSDOT, in order to re-examine the needs and goals of the project before moving forward. The MVSP envisions mixed-use buildings in the form of an "urban village" concept high quality cottage and multi-family housing for singles, families and seniors, enhanced retail and dining opportunities, and better access to parks and public spaces.

Ms. Jenkins said Normandy Park is currently exploring the State's Complete Streets and Main Streets Highway Program, which offers additional funding opportunities for 1st Avenue South. She reported that the Complete Streets program has already helped Seattle, Tacoma, Issaquah, Sedro Woolley and Renton. Normandy Park's other option is to request the state reroute the north end of Hwy. 509 off of 1st Avenue South.

V. Washington State Road Usage Charge Assessment, Jeff Doyle, WSDOT

Jeff Doyle, Director of WSDOT's Public Private Partnerships Program and project director for the Washington State Road Usage Charge Assessment Study, gave an update on the Study and the next steps. Mr. Doyle reported that the State is examining whether to transition to a Road Usage Charge system because of the decline in gas tax revenue. A Road Usage Charge is an alternative method of collecting revenue from drivers based on how much of the road system they use either by when they use it, or how many miles they drive on it. The state legislature has asked to look at future options to collect revenue from drivers and directed WSDOT and the Washington State Transportation Commission to review road usage policies and technologies.

The motor fuel tax is levied as a fixed amount per gallon, so it 1) does not rise and fall with the price of fuel; 2) does not keep pace with inflation; and; 3) declines on a per-mile basis as vehicles become more fuel-efficient. He said better fuel economy in vehicles will be the primary cause of lower fuel consumption over the next 15 years. With future declines in gas tax revenue, a road usage charge based on vehicle miles traveled could provide sustained revenues. He said a committee is currently reviewing a number of policies, technology, operations, and public acceptance issues associated with a road usage charge.

Mr. Doyle said that in the near future, how much gasoline cars burn will no longer be a close approximation for how much of the roadway cars use. The nexus between gas taxes paid and actual roadway usage will diminish sharply as vehicles become much more efficient and are powered by alternative fuels. Drivers of new, highly fuel-efficient vehicles will contribute less to the cost of transportation infrastructure than owners of average or lower MPG vehicles. Rural residents, older drivers and those with lower incomes will spend disproportionately more of their income to maintain roadways.

There are two planned phases that could lead to implementation: Phase 1, which is underway, is developing the policy framework and preferred operational concepts; Phase 2 could start in 2015 and include pre-implementation system development; and implementation could occur in 2018 or later.

VI. Other

Chair Lewis asked for a Motion to approve the January 15 SCATBd meeting summary. A Motion was made and seconded to adopt the January 15 meeting summary; the Motion was approved by the Board.

ACTION: Chair Lewis asked for a Motion to approve SCATBd's 2013 Work Program. A Motion was made and seconded to adopt SCATBd's 2013 Work Program. The 2013 Work Program was approved by the Board.

Mike Merritt, Government Affairs Manager for the Port of Seattle asked SCATBd if they would consider sending a letter of support for the SR 509 and SR 167 corridor completion projects to Representative Clibborn, Representative Orcutt, Senator Eide, and Senator King. He passed out a draft SR 509/167 support letter for the Board's review. Boardmembers asked to include language that emphasized the need to maintain and preserve the "last mile" of the transportation system. The Board also asked to include SCATBd's 2013 Legislative Message brochure as an addendum to the letter.

ACTION: A Motion was made and seconded to authorize the Chair and Vice-chair to sign a final version of the SR 509/167 support letter. The Board asked that the letter be finalized, signed and sent out as soon as possible.

VII. MAP 21 Implications for Freight Mobility in the Puget Sound Region, Sean Ardussi, PSRC

Mr. Ardussi discussed with the group how some of the freight-specific elements in MAP 21 may be implemented and what that may mean for the central Puget Sound region. The PSRC and other regional partners are currently working to develop a regional freight message related to the way MAP 21 is implemented at the federal level. He reported MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105

billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 directed the U.S. Department of Transportation to designate a national “primary freight network” within one year of enactment. The network is to have four components; 1) the designation of the 27,000 centerline mile primary freight network; 2) allowing up to 3000 additional miles for existing or planned roadways; 3) any interstates not included above; and 4) critical rural freight corridors.

Mr. Ardussi reported that the PSRC’s Freight Advisory Committee has been meeting since December to discuss technical recommendations regarding freight in MAP 21. He said the group has sent a letter with a proactive message that communicates what is important to the Puget Sound region as the freight elements of MAP 21 are enacted. He said he would email a copy of the letter to Boardmembers.

Other Attendees:

Jim Seitz, Renton	Cathy Mooney, Kent
Councilmember Bill Peloza, Auburn	Councilmember Tamie Deady, Black Diamond
Dennis Dowdy, Auburn	Evette Mason, Port of Tacoma
Susan Sanderson, SeaTac	Sean Ardussi, PSRC
Mike Merritt, Port of Seattle	Rick Perez, Federal Way
Monica Whitman, SCA	Ed Conyers, WSDOT
Jeff Doyle, WSDOT	Paul Takamine, King County

 **South County Area Transportation Board**

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

Phone: (206) 684-1417 Fax: (206) 684-2111

February 19, 2013

The Honorable Judy Clibborn
Chair, House Transportation Committee
PO Box 40600, Olympia WA 98504

The Honorable Ed Orcutt
Ranking Minority Member
PO Box 40600, Olympia WA 98504

The Honorable Tracy Eide
Co-Chair, Senate Transportation Committee
PO Box 40430, Olympia WA 98504

The Honorable Curtis King
Co-Chair Senate Transportation Committee
PO Box 40414, Olympia, WA 98504

Dear Representative Clibborn, Representative Orcutt, Senator Eide, and Senator King:

Earlier this year the members of the South County Area Transportation Board (SCATBd) communicated to the Legislature our transportation priorities, recommending key policies and projects necessary to ensure mobility for people and commerce in our area.

Our diverse area – comprising 16 cities in two counties, two growing ports and 700,000 residents – faces a wide range of transportation needs including improved freight corridors, transit and maintenance of local arterials.

As the Legislature moves toward consideration of funding for critical transportation needs, SCATBd would like to reiterate our top priorities for projects that should be elements of a comprehensive statewide financing package. These projects are:

- Completion of I-5/SR 509 through SeaTac to Federal Way
- Completion of SR 167 to SR 509 in Tacoma
- Ongoing funding for key highway and local street (“last mile”) preservation and improvement programs

These projects, as well as the other key highway and local street improvements, are necessary to keep the ports of Seattle and Tacoma strong and competitive in the face of challenges from Canada and East Coast ports. Manufacturers and agricultural producers around the state depend on the ports as gateways to world markets.

Similarly, the freight networks and local warehouse and distribution centers depend on the transportation systems in the South King County communities. A lack of reliable funding, however, has resulted in deterioration of these local systems, jeopardizing the ports' ability to attract cargo and jobs to our region. Our two major ports are aligned on support for SR 167 and SR 509 improvements to strengthen the region in the global marketplace.

We urge your favorable consideration of these recommendations to build strong communities and economic vitality for our region.

Sincerely,



Pete Lewis
Chair



Marcie Palmer
Vice Chair

South County Area Transportation Board

Attachment: 2013 SCATBd Message to the Legislature