

**SEASHORE TRANSPORTATION FORUM**  
Meeting Minutes  
December 2, 2011

**Members**

Councilmember Chris Eggen, City of Shoreline (Co-Chair)  
Councilmember Doris McConnell, City of Shoreline  
Chris Arkills, King County Executives Office (Alternate)  
Councilmember John Wright, City of Lake Forest Park  
Councilmember Kyoko Matsumoto-Wright, City of Mountlake Terrace  
Peter Hahn, City of Seattle  
Mayor Bernie Talmas, City of Woodinville  
Councilmember Susan Boundy-Sanders, City of Woodinville  
Tibor Horvath, Councilmember Ferguson's Office (Alternate)  
Brian Doennebrink, Community Transit  
Ben Brackett, PSRC (Alternate)  
Stacy Trussler, WSDOT

**I. Public Comment**

No public comment was provided.

**II. Approval of November 4, 2011 Meeting Summary**

The November 4, 2011 meeting summary was approved.

**III. Reports**

*Nominations and Elections for Co-Chairs*

Co-Chair Eggen reminded the Forum that the current SeaShore co-chairs are willing to continue serving in 2012, and that the official election of the co-chairs will be delayed till January to allow the other cities to finalize their appointments to SeaShore. However, cities should still consider nominating other members if they are interested in being a chair.

*Sound Transit North Corridor Preferred Alternative*

Co-Chair Eggen reported that Sound Transit has identified two alternative corridors for the North Corridor, along Interstate 5 and State Route 99. He added that Shoreline has expressed a preference for the I-5 alignment and asked if other cities have established a position. Peter Hahn, Seattle Department of Transportation Director, stated that Seattle

has not supported or opposed an I-5 alignment, concluding that Seattle has no problem with the I-5 alignment. Councilmember Wright said that Lake Forest Park is concerned about ensuring access to areas east of the light rail stations. Chris Arkills, Transportation Advisor to King County Executive, said King County submitted a letter to Sound Transit providing comments on both alignment alternatives with the goal of improving the EIS for whichever alternative was ultimately chosen. Subsequently, King County was asked to clarify which alternative King County preferred, and a second letter was sent favoring the I-5 alignment. However, King County continues to express interest in transit-related development in both corridors. Co-Chair Eggen said that he could draft a letter on behalf of SeaShore supporting the I-5 Sound Transit alignment if the members approve. After further discussion, the members agreed by consensus.

**ACTION: Forum members agreed to adopt a letter of support for Sound Transit's preferred I-5 North Link alignment.**

*Tolling on SR 520*

Stacy Trussler, WSDOT Urban Planning Office, provided an update on tolling. In late December, WSDOT would introduce photo tolling on the Tacoma Narrows bridge, the same technology that will be used on the SR 520 bridge. Tolling of the SR 520 bridge will start in late December as they are still ramping up the customer service office. There will be an announcement next week from Secretary Hammond on the exact start date of tolling on the SR 520 bridge.

*PSRC Transportation 2040 Project Prioritization Process*

Ben Brackett, Planner for the Puget Sound Regional Council, provided an update on the PSRC project prioritization process. Mr. Brackett said that at the Executive Board meeting PSRC staff requested that the proposed process enter into the public comment phase. The Executive Board requested that staff extend the timeline before going into a public comment period to implement certain direction from their meeting, including:

- Reinstate Prioritization Working Group
- Finish measures and scoring work before moving forward
- Use Executive Board for oversight rather than going to General Assembly
- When “weighting” happens matters (do before public process)—not at end of process (consider transportation elements)
- Closely look at maintenance and preservation before moving forward
- Do not wait so long so that prioritization is not effective in time to be applied—process has to keep going—don't wait too long
- Test past projects to see how they go through system
- Wait to release for public comment (until complete)

Co-Chair Eggen added that when the process is available for public comment, SeaShore will be interested in reviewing it.

#### **IV. Preparing for the 2012 Legislative Session**

##### *Connecting Washington Task Force*

Mr. Arkills said that the Task Force has just one meeting left, and there is no revenue package or proposal yet. The last meeting was on November 29 and the Task Force spent much of the time looking at the survey results by the State Transportation Commission. The survey showed public support for transit and tolling of corridors, but using gas tax and sales tax to pay for the system polled poorly. The survey found that transportation was not the public's top issue, but concern about the system still exists. In the afternoon, the Task Force had discussions regarding the revenue source options and found general agreement that any proposal needs to be simple and understandable. Of note, the fee bill from last year that would have increased a variety of transportation related fees and licenses may be simplified and reconsidered. Some of the Task Force members support providing more local options for funding local needs. The next Task Force meeting will be on December 12.

##### *2012 SeaShore Forum Legislative Message*

Co-Chair Eggen asked Forum members to review the edits made to the 2011 SeaShore Recommendations to the Legislature, and requested additional edits to include in a version for the 2012 Legislature. Co-Chair Eggen said there should be an emphasis on safety and maintenance as it is an important focus of the PSRC's new process. Mr. Arkills said he also supports adding emphasis on the importance of safety and maintenance projects.

Mr. Hahn said another consideration for the legislative recommendations could be changes to the vehicle license fee as a local option to address the regressive nature of the fee. This is one of the few local options currently available, but no city in the state has passed a voter approved vehicle license fee for more than twenty dollars. The language in the legislative recommendations could say "Look at vehicle license fee to address the regressivity or opportunities for other local funding tools."

Mr. Hahn also said that Seattle is supporting Representative Ryu's proposal to allow cities to more easily lower their speed limits to 20 miles per hour in certain areas. Currently, lowering a speed limit below 25 miles per hour requires additional study, time, and paperwork making the process too cumbersome for most jurisdictions.

Scott MacColl, Shoreline Intergovernmental Relations Manager, added that Shoreline has previously supported improvements to the SR 523 corridor, and would

suggest adding it to the list of corridors on the draft agenda to continue supporting. Additionally, Shoreline and other cities in SeaShore have said that they support the legislature adopting some type of transportation package, and this could be another item to recommend to the legislature.

Councilmember Boundy-Sanders brought a copy of the East King County Chambers of Commerce Legislative Agenda, which was primarily roads focused, but was included in the discussion that ETP members were having regarding their legislative agenda. The draft ETP legislative agenda, which will be discussed by ETP on December 9, contains three main items:

1. Fully fund the SR-520 Bridge Replacement Program
  - Ensure that toll revenue is spent on the Program and is not diverted for other purposes
  - Monitor and mitigate the effects of tolling on other corridors and facilities, including at the interchanges of SR-520 and I-405, I-90 and I-405, along SR-522, and on local arterials; mitigation should include multimodal capital improvements and transit services.
2. Develop and fund a transportation package of critical safety and mobility improvements for SR-520 east of I-405, I-405 and I-90.
3. Increase funding options for local transportation needs, including transit, that are sustainable for the long-term.

Councilmember Wright said that he is not sure cities have had enough discussion to support a legislative agenda. Mr. Hahn said that maybe it is best for a current recommendation to the legislature to recognize that transportation is in peril, and refine the details of what SeaShore would propose later in the session.

Co-Chair Eggen said he would draft a legislative agenda incorporating the statements heard today, and members can comment on what they think is controversial. A draft will be sent out to members for comment prior to the January SeaShore meeting.

Regarding tolling as a funding option, Ms. Trussler added that WSDOT has looked at the viability of tolling to generate enough revenue. The public's willingness to pay a toll for new infrastructure is greater than for existing infrastructure. WSDOT has modeled a tolling scenario for funding SR 509 using a toll, and the public willingness has decreased to one-third (pegging the toll revenues at commensurate levels to the additional gas tax needed to pay for the facility). Based on this analysis, WSDOT does not believe that the public has the appetite to toll existing infrastructure.

## **V. 2012 SeaShore Forum Work Program**

Co-Chair Eggen said that staff is looking for comments on items to include in SeaShore's 2012 Work Program, and any suggestions are welcome. Action on a work program will take place in January.

Co-Chair Eggen said that SeaShore should track the PSRC Project Prioritization Process throughout next year. Mr. Arkills added the SeaShore should be involved in tracking and commenting on issues related to the development of Sound Transit's North Corridor.

Lastly, Co-Chair Eggen said that the Burke Gilman Trail is supposed to be complete by the end of January with certain segments opening up earlier. Councilmember Wright added that if any delays occur, he is concerned about plants closing for the season that would provide construction materials for the project.

Other attendees:

Ben Brackett, PSRC	Kirk McKinley, Shoreline
Pete Stewart, Transportation Choices Coalition	Wes Edwards, KCDOT
Scott MacColl, Shoreline	