

**SEASHORE TRANSPORTATION FORUM**  
Meeting Minutes  
November 4, 2011

**Members**

Councilmember Chris Eggen, City of Shoreline (Co-Chair)  
Councilmember Doris McConnell, City of Shoreline  
Mayor David Baker, City of Kenmore  
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)  
Kelly McGourty, PSRC  
Charles Prestrud, WSDOT (Alternate)

**I. Public Comment**

No public comment was provided.

**II. Approval of October 7, 2011 Meeting Summary**

The October 7, 2011 meeting summary was approved.

**III. Reports**

Co-Chair Eggen reminded members that Sound Transit is proceeding with the environmental process for the North Corridor following completion of the outreach for scoping comments. The Sound Transit Board may consider selecting a preferred alignment in December, noting that the City of Shoreline has adopted principles to assist in the identification of a preferred alignment for the city, which will occur in mid-November. Mountlake Terrace has taken a position in favor of the I-5 alignment. Mr. Hahn indicated that the City of Seattle has not taken a position on an alignment.

Co-Chair Eggen asked members how they would like to identify co-chairs for 2012, suggesting the possible formation of a nominating committee or a less formal process such as nominations via email. Councilmember Wright indicated a willingness to serve on a nominating committee if that option was preferred. Mr. Hahn indicated that

Councilmember Rasmussen would be comfortable with continuation of the current Co-chairs in 2012. Co-Chair Eggen expressed a willingness to continue to serve as Co-Chair, and Councilmember Wright reported that Councilmember Fiene had also indicated his willingness to continue. Councilmember McConnell suggested that the December Forum agenda include a vote on the continuation of the current Co-Chairs for 2012.

Kelly McGourty reported on three activities that are underway at the Puget Sound Regional Council.

*Regional High Priority Investments for Legislative Consideration*

The 2011 Legislature asked the 14 Regional Transportation Planning Organizations (RTPOs) in the state to work together to provide a comprehensive framework for sources and uses of next-stage transportation investments needed to improve structural conditions and ongoing operations, laying the groundwork to support the long-term economic vitality of the state. In response, the RTPOs decided to develop, as input to the Legislature, an illustration of regional high priority investments which could proceed if new transportation revenue were made available.

To do this, PSRC has been working with the Regional Project Evaluation Committee, the Transportation Operators Committee, and each of the four countywide organizations to identify local priority investments in the Puget Sound region, for both local roadways (including preservation and maintenance) and transit. The countywide organizations were asked to play a lead role in this exercise because of their knowledge and understanding of transportation investment needs at the local level. These groups have identified both capital projects as well as programmatic estimates of preservation, maintenance and operational needs.

To assist in this work, the RTPOs also agreed to participate in an innovative and first-time pilot project to develop a statewide database of regional high-priority investments using the Paladin Smart Gov software. This will allow the information to be displayed at the local, regional or statewide levels, which will help with communicating each region's priority transportation investments and the statewide picture.

*2012 Project Selection Process*

Ms. McGourty continued her report on PSRC activities by explaining that the Transportation Policy Board has agreed to move ahead with a project selection process in 2012 despite the uncertainty about federal funding. Mayor Baker provided an update on the current federal funding situation based on his recent trip to Washington, D.C. He explained that the chair of the House committee favors a six-year reauthorization of the transportation act at a 37% funding reduction, which the Senate favors a two-year reauthorization at slightly higher than current levels. The existing Continuing Resolution expires in mid-November, so some action by Congress is expected by that time.

The project selection process would identify projects for funding in the 2013-14 timeframe, using conservative assumptions of funding levels. A task force of Transportation Policy Board members is being formed to provide advice on the policy framework for making project selection decisions. Ron Posthuma explained that there is interest in directing more funding to preservation projects, so guidance from Transportation Policy Board members regarding how to address this during the project selection process will be helpful. A call for projects is expected in March 2012, with decisions about project selection scheduled for June.

#### *PSRC Transportation 2040 Project Prioritization Process*

Ms. McGourty then explained that the Transportation 2040 project prioritization process is moving toward a draft recommendation which will be discussed at the November 10 Transportation Policy Board meeting and December 1 Executive Board meeting. PSRC hopes to get agreement on the framework and approach in December so it can be issued for public comment. In the first quarter of 2012, PSRC staff will focus on assessing how the framework will be applied in specific situations so that more information on outcomes will be available by the anticipated approval of the framework by the General Assembly in the second quarter of 2012. Ms. McGourty added that the intent is to apply this framework to the 2014 Transportation 2040 update, noting that there is ample time for adjustments and refinements. Co-Chair Eggen expressed support for allowing sufficient time to run test cases.

#### **IV. Tolling Update**

Craig Stone, WSDOT Tolling Division Director, reported that tolling of SR 520 is expected to begin on a Saturday in December; a specific date will be determined in mid-November. Marketing for the Good to Go pass has been effective, with approximately 100,000 new accounts established and 150,000 transponders purchased. He reminded members that passes can be obtained at Safeway, Costco, QFC and Fred Meyer. Toll Signage is in place and has been tested, and an additional 130 daily bus trips have been added by Metro and Sound Transit. Mr. Posthuma added that the additional transit has resulted in an 11% increase in daily transit ridership.

Mr. Stone also reported that the eastside improvements in the corridor are under way, and the pontoons are being constructed in Aberdeen. To address diversion, 34 state highway locations and 28 city street locations are being monitored. Forum members expressed concern about the impacts of diversion on their communities.

Co-Chair Eggen asked that 145<sup>th</sup> Street also be monitored for diversion impacts. Mr. Stone indicated that this will be monitored.

Councilmember Boundy Sanders indicated that the closure of the Alaskan Way Viaduct had impacts as far away as I-405. Mayor Baker also expressed concern, noting that a number of cities in the 522 corridor have invested significant funding in improvements, whose effectiveness is likely to be diminished by additional traffic. Mr. Stone acknowledged the potential for diversion, indicating that WSDOT may be able to make minor adjustments to address problems. However, the state legislature would have to identify funding for significant mitigation.

Councilmember Wright asked about effects on SR 520 tolling if Initiative 1125 passes. Mr. Stone replied that if a flat rate would be required on SR 520, modeling suggests that 11-14% more diversion would occur than with variable tolling. In addition, a 10% increase in the flat toll rate would be needed to generate sufficient revenue to repay the bonds. He added that the initiative would not affect the HOT Lane tolling on SR 167 or the Tacoma Narrows Bridge. He also noted that the bonds for SR 520 construction have been sold based on revenues from variable tolling.

Councilmember McConnell asked about the status of tolling I-90. Mr. Stone explained that if tolls from SR 520 are not sufficient by 2014, the legislature could consider tolling I-90 as well. The legislature has given WSDOT some seed money for preliminary traffic and environmental analysis so the department is positioned to move ahead if the legislature authorizes this. The federal government has indicated currently that the state may toll I-90.

Mr. Stone reported that WSDOT has recently conducted a tabletop exercise to coordinate with cities and other agencies in responding to changes and emergencies once tolling is in place. The website and media will be used to distribute up to date information.

## **V. 2012 Metro Transit Service Changes**

Jana Wright, Metro Transit service planner, reported on the outreach that is underway to seek input on proposals for service changes next year. In September, Metro will implement service restructures related to implementation of RapidRide C and D Lines. Initial ideas, involving more than 70 bus routes – mainly in the City of Seattle, with some impacts to Shoreline, Burien, and Des Moines – have been recently presented to the public in a series of meetings. These initial concepts restructure services to make transfers easier, serve many different needs, simplify the system and balance access and

delay. After hearing from the public, the transit planners will develop more specific proposals for public comment early next year. The schedule is:

- November 2011: Metro gathers public feedback on suggested changes
- December 2011: Metro refines suggested changes into a draft proposal
- January through February 2012: Metro gathers public feedback on draft proposal
- March 2012: King County Executive presents Metro's final proposal to Metropolitan King County Council
- April 2012: King County Council hosts a public process to consider Metro's proposal
- May 2012: King County Council makes a final decision
- September 2012: Service changes are implemented

In addition Transit is working to "Right Size" services and reinvest hours from low productivity routes. In February, three low-ridership fixed-route bus services in east and south King County will be replaced with Dial-a-Ride Transit at an estimated cost savings of \$400,000 annually. In June, Metro will reinvest service hours from routes with low productivity to those with unmet needs in response to the Council's adoption of the Strategic Plan and Congestion Reduction Charge. Proposals for this shift of hours will be made to the King County Council in December.

Ms. Wright also explained that the alignment for the RapidRide E Line is to be determined next year. Service is planned for 2013. In response to questions, she explained that the E Line will replace the Route 358, using those service hours plus some additional hours. Some capital work for the E Line will get underway next year.

## **V. King County Road Services Strategic Plan**

Doug Hodson, acting Deputy Director for the King County Division of Road Services, provided a report on how the division will be implementing its strategic plan with a new service delivery model. A new approach is needed because revenues received from property taxes, grants and all other sources have declined, while maintenance needs have increased. He pointed out that King County is the third largest provider of roads in the county (1,600 miles), behind WSDOT and Seattle, and these roads carry over 1 million trips per day, accommodating 250,000 users from cities throughout the county. The division also contracts with a number of cities to provide services.

The strategic plan calls for emphasizing preservation and maintenance by categorizing all the county's roads into 5 tiers based on amount of use and prioritizing funding accordingly. The tiers include the following:

Tier	% of daily trips	Criteria	Service Level
1	50	Heavily traveled, connects large communities, major services and critical infrastructure	Highest level of maintenance and preservation and storm response
2	20	Heavily traveled, serves smaller geographic areas and provides alternate routes to Tier 1	Maintenance levels to keep roads in good condition; lower level of storm response
3	15	Highly used local roads that serve local communities and larger residential areas	Little or no storm response; Maintenance and preservation will be provided to slow deterioration, but lower posted speed limits and long term partial closures may be necessary
4	5	Local residential dead-end roads with no other outlet	No storm response; Maintenance limited to preserving access, but some roads may be downgraded to gravel
5	10	Local residential roads that have alternative routes	No storm response; Limited maintenance based on life safety and risk; some closures and/or downgrading to gravel may occur

Mr. Hodson expressed interest in learning about approaches cities are considering given similar and widespread funding challenges. He also suggested that it may be useful for the county to work cooperatively with cities to seek solutions to this common problem. He noted that the Connecting Washington Task Force will be considering investments and revenue options, and emphasized the importance of ensuring that the need for preservation dollars is communicated. He also suggested indicated support for the PSRC's emphasis on preservation and maintenance.

In response to questions, he indicated that capacity improvements to meet increased demand, such as the second phase of Novelty Hill Road, will not be possible unless a

new revenue source is identified. However, Novelty Hill Road is categorized as a Tier 1 facility, so it will receive the highest level of maintenance and preservation.

Other attendees:

Craig Stone, WSDOT	Doug Hodson, King County Road Services Division
Ron Posthuma, KCDOT	Sally Marks, KCDOT
Monica Whitman, Suburban Cities Association	Scott MacColl, Shoreline
Jeff Bender, Seattle	