

**SEASHORE TRANSPORTATION FORUM**  
Meeting Minutes  
January 6, 2012

**Members**

Deputy Mayor Chris Eggen, City of Shoreline (Co-Chair)  
Councilmember Don Fiene, City of Lake Forest Park (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  
Councilmember Tom Rasmussen, City of Seattle  
Councilmember Joan Bloom, City of Edmonds  
Councilmember Susan Boundy-Sanders, City of Woodinville  
Tibor Horvath, Councilmember Ferguson's Office (Alternate)  
Brian Doennebrink, Community Transit  
Kelly McGourty, PSRC  
Charles Prestrud, WSDOT (Alternate)

**I. Public Comment**

David Sale of the Transit Safety Alliance reported on his efforts to improve training for bus drivers to place greater emphasis on safety. He provided materials to members and asked for their support in conveying this message. Co-Chair Eggen mentioned that the Regional Transit Committee may be interested in this information.

**II. Approval of December 2, 2011 Meeting Summary**

The December 2, 2011 meeting summary was approved.

**III. Reports**

*Co-Chairs*

Co-Chair Fiene reported that his travel to Sydney, Australia changed his opinion about the value of passenger-only ferry. He suggested that the King County Ferry District should be more aggressive about expanding passenger-only ferry service on Elliott Bay and Lake Washington.

Co-Chair Eggen reported that the Growing Transit Communities North Corridor Task Force is looking at light rail station siting with an emphasis on transit oriented development that provides affordable housing and better addresses equity and social justice needs. He also noted that there is a King County Mobility Coalition that advocates for the transit needs of the disabled. He suggested that more information about these should be scheduled for future meetings of the Forum.

*Puget Sound Regional Council Update*

Kelly McGourty reported that the PSRC will not be seeking approval of the Transportation 2040 prioritization process at the May General Assembly meeting, but will continue to refine the criteria, their application and weighting issues throughout 2012. The prioritization working group will be reinstated and continue to work with the Regional Staff Committee and others to develop a process to apply to the 2014 update of the plan. The financial strategy will also be updated, and more consideration will be given to defining a “State of Good Repair,” since the plan emphasizes preservation and maintenance.

Ms. McGourty also reported that a project selection process for 2013-14 federal funds will begin soon. The Transportation Policy Board is expected to provide direction on the policy framework on January 12, including a new recommendation that a portion of funds be set aside for preservation and maintenance. She noted that there is not unanimous support for this recommendation, with some policy board members objecting to “rewarding bad behavior” on the part of jurisdictions that have not maintained their roadways. Chris Arkills noted that older cities face a greater challenge in maintaining their facilities than do newer cities.

The January 12 Transportation Policy Board meeting will also include a report on the response to the 2011 state legislature which requested an identification of locally identified transportation projects. In addition to providing a list of these projects, which has been developed with the input of local staff, PSRC will be using a map-based tool to provide a better description of the location and types of projects for use by the legislature. A link for this tool will be provided after January 12 so Forum members can see how this may be used.

*Tolling on SR 520*

Charles Prestrud, WSDOT Urban Planning Office, provided a preliminary report on the implementation of tolling on SR 520. He indicated that volumes on 520 are down, and the toll collection system is working well. However, he cautioned that it may take several months for traffic patterns to become established, so it is too early to draw significant conclusions. He agreed to provide a more complete report later in the first quarter.

In response to questions, preliminary information was provided suggesting that traffic volumes have risen on I-90 and SR 522, and transit ridership and park and ride lot use has increased. However, members were again cautioned that it is premature to assume lasting patterns from this information. Several members expressed concerns about obtaining and installing Good To Go passes. Mr. Prestrud offered to get more information to respond to these concerns. Mr. Arkills reminded members that additional transit services were increased in the SR 520 corridor beginning last year in anticipation of tolling under the Urban Partnership Agreement. Ridership had increased approximately 15% as a result, and further increases are anticipated as traffic patterns stabilize in the coming months.

### **Election of 2012 Officers**

Co-Chair Fiene announced that he had been pleased to serve as co-chair of the Forum for the past two or three years and was proud of the accomplishments of the group. However, he felt that it is important to rotate the position of co-chair, and nominated Deputy Mayor Eggen and Councilmember Wright as officers for 2012. He indicated that he would continue to serve as a representative of Lake Forest Park and looked forward to continuing his association with this group. There were no other nominations.

**ACTION: The Forum voted to elect Deputy Mayor Eggen and Councilmember Wright as SeaShore Forum Co-Chairs for 2012.**

### **V. SeaShore Forum Message to the 2012 Legislature**

Co-Chair Eggen referred members to the draft message sent with the agenda materials that included comments made at the December meeting. He also highlighted several additional suggestions relating to possible changes that could be made to the TBD legislation to provide local governments additional flexibility to tailor measures to their communities. These suggestions included limiting fee increases to one or two vehicles per family and scaling the fees based on vehicle value or weight. Seattle Councilmember Rasmussen and Edmonds Councilmember Bloom agreed that the regressiveness of the flat rate of the vehicle license fee was viewed negatively by many voters. Councilmember Rasmussen suggested increasing the allowed councilmatic action to \$40. Councilmember Fiene liked the increase in allowed councilmatic actions and the idea of scaling fees by vehical weight, but questioned how value of vehicles is determined. Councilmember McConnell added that local government officials need to educate voters about the need for additional transportation revenue, regardless of the type and level of fee. Peter Hahn suggested that a good way to state this is to ask for more flexibility in the

vehicle license fee for the Transportation Benefit District and add the other ideas as examples of added flexibility.

Co-Chair Wright noted that local elected officials need to demonstrate discipline and focus on top priorities of public safety and infrastructure, which may require re-prioritizing budgets, before seeking additional funding. Councilmember Bloom and others noted that all funding for transportation purposes has declined during the recession, making it difficult to meet needs with existing resources. Co-Chair Eggen added that the increasing cost of transportation projects is a further challenge. Councilmember Rasmussen reported that the Governor's state transportation funding package is likely to include some additional funding and options, although previous experience suggests that existing local authority may be limited or eliminated if new options are provided.

**ACTION: Members agreed with proposed draft language of the legislative message, with a revision to seek more local options and improved flexibility for local governments, and authorized the Co-Chairs and Councilmember Rasmussen to develop revised language to circulate for final approval by the Forum and then to forward to member cities and the legislature in the next few weeks.**

Co-Chair Eggen reported that a joint meeting of the subarea transportation boards has been scheduled for Friday, February 3 over the lunch hour to discuss the legislative session and funding proposals to be considered. Since this is the same day as the regular meeting day for the SeaShore Forum meeting, members decided not to hold the regular meeting and to participate in the joint meeting instead. The next Forum meeting will be Friday, March 2, and the Forum will consider the 2012 work program at that time.

Councilmember Fiene reminded members to complete the appointments for members to the Forum for this year, and to submit payments for 2012 dues.

Other attendees:

Monica Whitman, SCA	Kirk McKinley, Shoreline
David Sale, Transit Safety Alliance	Sally Marks, KCDOT
Scott MacColl, Shoreline	