

SEASHORE TRANSPORTATION FORUM
Meeting Minutes
June 1, 2012

Members

Deputy Mayor Chris Eggen, City of Shoreline (Co-Chair)
Councilmember John Wright, City of Lake Forest Park (Co-Chair)
Chris Arkills, King County Executive's Office (Alternate)
Mayor Mary Jane Goss, City of Lake Forest Park (Alternate)
Councilmember Susan Boundy-Sanders, City of Woodinville
Mayor David Baker, City of Kenmore
Councilmember Joan Bloom, City of Edmonds
Steve Thomsen, Snohomish County
Tibor Horvath, Councilmember Ferguson's Office (Alternate)
Dick Callahan, PSRC (Alternate)
Charles Prestrud, WSDOT (Alternate)

Guest: Deputy Mayor Catherine Stanford (Lake Forest Park)

I. Public Comment

There was no public comment.

II. Approval of May 4, 2012 Meeting Summary

The May 4, 2012 meeting summary was approved.

III. Reports

Co-Chairs

Co-Chair Wright reported that Lake Forest Park is developing plans to promote more intensive development at their "southern gateway." He introduced Lake Forest Park Deputy Mayor Catherine Stanford, liaison to the Lake Forest Park planning commission, who described the three-year effort involving the community and consultants to develop recommendations. Open houses on this are scheduled for June 5 and 6. The EIS scoping process is underway, and the planning commission will make its recommendations to the city council. Ms. Stanford explained that the recommendations will take advantage of the access to transit in this area by promoting a greater diversity of housing and commercial uses. Co-Chair Eggen and Mayor Baker reported that their cities are also taking steps to promote transit oriented development. Co-Chair Eggen distributed copies

of the Light Rail Station Area Planning Framework policies that Shoreline recently adopted. These are intended to guide the city's future discussions and decisions regarding the planning and development of the areas surrounding light rail stations.

Co-Chair Eggen also reported that the May Regional Transit Committee (RTC) meeting included a review of the service guidelines report which provides a baseline for the performance of routes based on the adopted measures. The RTC was also briefed on the collaborative process that Metro Transit plans to use to develop concepts for adding service to better link transit to land use and development. A letter that was sent to mayors and city managers describing this process was distributed to Forum members.

Regional Project Recommendations

Dick Callahan, Puget Sound Regional Council staff, briefly reported on the recommendations for regional project funding that had been made by the Regional Project Evaluation Committee and was included with the agenda materials. He indicated that projects in Shoreline, Seattle and Snohomish County had been recommended for funding. The countywide process for developing project recommendations is being completed. All recommendations will be considered by the Transportation Policy Board in July, and final action is scheduled for fall, after completion of a public review period. The recommendations are for federal funding to be provided beginning in 2013.

SeaShore Dues Report

Co-Chair Eggen distributed a report indicating that the balance in the SeaShore Forum's dues account is approximately \$6,000. The report also included some suggestions for using the funds to advance the Forum's priorities. Discussion of these suggestions will be included as an item on the next Forum agenda.

IV. Gateway Pacific Terminal Proposal

Co-Chair Eggen introduced Joe Ritzman of SSA Marine and Ross Macfarlane of Climate Solutions who gave their perspectives regarding the Gateway Pacific Terminal proposal that was mentioned at the May 4 SeaShore Forum meeting.

Mr. Ritzman provided an overview of the project, which would build a new marina terminal for transporting bulk, break-bulk and other marine cargoes, including coal from the Powder River Basin area of Wyoming and Montana at the deep water port at Cherry Point in Whatcom County. The Cherry Point Industrial Urban Growth Area is zoned for heavy-impact industrial land use, and accommodates a number of industrial uses, including a BP refinery. The proposal calls for transporting coal and other commodities by rail using the BNSF rail line along the Columbia River and

north through the cities along Puget Sound to a new marine terminal. The new terminal would be built to accommodate very large cargo ships for shipping cargo to Asia. Mr. Ritzman described the features incorporated into the design of the project to minimize environmental impacts and provided a review of the anticipated economic benefits of the project. He indicated that the project is estimated to generate approximately \$5.4 billion in annual export revenues, and both two-year construction jobs (4,429 FTEs) and operations phase jobs (1,251 FTEs). He also provided responses to concerns that had been expressed about potential impacts regarding transportation and health risks from coal dust, and explained that the Environmental Impact Statement (EIS) process is getting underway. It is expected that the EIS will take about two years to complete, and a number of permits are required before construction will begin.

Mr. Macfarlane reminded members that the Pacific Northwest has committed to reducing reliance on coal, and explained that a total of six new terminals, including the Gateway Pacific Terminal, are being considered. A number of communities throughout the state have expressed concerns about these developments, including the cities of Seattle and Edmonds. Issues include potential health effects, capacity constraints affecting other shippers and passenger rail, traffic impacts on local communities, and implications for the need for additional public funding to address impacts on other transportation infrastructure. Mr. Macfarlane asked that the SeaShore Forum participate in the process and request the preparation of an EIS that considers the cumulative impacts of all of the terminals under consideration, not just the Cherry Point facility.

The following questions were raised and responses are noted:

Member	Question	Response
Eggen, Bloom	What is the effectiveness of the surfactant applied to the coal to reduce emissions?	The railroad requires that this be applied to reduce damage to the rail beds near mines, and has received no complaints regarding coal dust from existing trains. (Ritzman) According to BNSF, 500 lbs – 1 ton of dust and particulates is lost from each car on a train. (Macfarlane) There is no enforcement mechanism for the requirement for surfactant and it is being challenged in court. (Macfarlane)

continued

Member	Question	Response
Eggen	It would be useful to see a	This could be requested in the EIS

	measurement of this	scoping process. (Ritzman)
Eggen	How many additional trains per day would result?	A maximum of 18 trains per day, fewer if some of the existing trains that travel to Canada are captured. (Ritzman)
Bloom	Could the trains be covered to reduce emissions?	This would pose a physical risk to workers in covering and uncovering. (Ritzman)
Arkills	How can the constrained capacity of the route adjacent to Puget Sound, that is subject to closure from mudslides, be addressed? Can the project comment to limiting shipping during peak commute hours?	Mitigation measures will be developed during the environmental review process. (Ritzman)
Baker	Who owns the coal?	The coal is on land owned by the federal government, managed by the Bureau of Land Management and is leased for mining. Members of congress have asked to consider current subsidies for coal. (Macfarlane)
Baker	Should we be concerned about the reduced tonnage at the Port of Seattle?	The Port of Seattle faces strong competition from ports in Vancouver, Mexico and Savannah. 70% of container traffic is discretionary. (Ritzman) We need to prioritize our high value exports, such as agriculture and aerospace. (Macfarlane)
Bloom	How can the access to the west side of the railroad tracks in Edmonds be mitigated?	Railroads contribute about 2% of mitigation costs. (Macfarlane)

Unanswered questions included the health risks of coal dust in the environment and the potential for risks from train accidents and explosion from coal dust. Mayor Goss questioned if the trains would be likely to travel this route, even without the proposed facility, to access the existing marine terminal in Canada. Because of limited time, additional questions were not taken, but both Mr. Ritzman and Mr. Macfarlane offered to respond to questions via email and encouraged the Forum to participate in the process. Forum members were asked to provide additional questions to staff to forward on to the presenters. Chair Eggen thanked Mr. Ritzman and Mr. Macfarlane for their presentations.

IV. Northgate Catalyst Project for Growing Transit Communities

Ron Posthuma, (King County Department of Transportation), Ron Endlich (Sound Transit) and Gordon Clowers (Seattle) provided a status report on the development of an integrated access plan for Northgate. The goal is to improve access to the Northgate station by all modes – Link light rail, pedestrian and bicycles, Metro and Sound Transit buses, future transit oriented development projects, passenger drop off/pick up zones and park and ride facilities. Currently, the Northgate station sees 5,000 daily boardings, with 70% of the access being provided by park and ride. In 2030 with Link light rail in operation, 15,000 daily boardings are anticipated, with 90% of the access for these being provided by bus, walk and bike. To promote more reliance on these modes, a variety of features to improve access are being considered:

- Elevated Link station would span NE 103rd with escalators, elevators and stairs
- Accommodate landing for a future pedestrian bridge over I-5
- Provide two entrances for easy connections to residences and businesses, bus transfers and park and ride, and future transit oriented development projects
- Accommodate sidewalk and bike access improvement plans

Mr. Posthuma described the potential for future TOD projects and planned metro transit service restructures to redirect service to feed light rail once Link to Northgate is completed. Mr. Endlich briefly explained the impacts of construction of the Link station on existing parking. Sound Transit and Metro have provided the following direction for continued planning:

- Fully mitigate construction impacts on park and ride parking
- Build a 600-900 stall replacement garage, preferably on the Northgate Mall property near the station, but the west parcel site remains an option
- Phase in TOD on King County Metro sites currently used for parking following completion of the garage, beginning as early as 2015

Outreach to the community is underway, and the Sound Transit Board is expected to approve the approach at the end of June, and a North Link ground breaking event is scheduled for August.

Other attendees:

Monica Whitman, SCA	Alicia McIntire, Shoreline
Sally Marks, KCDOT	