

SEASHORE TRANSPORTATION FORUM
Meeting Minutes
July 6, 2012

Members

Deputy Mayor Chris Eggen, City of Shoreline (Co-Chair)
Councilmember John Wright, City of Lake Forest Park (Co-Chair)
Councilmember Susan Boundy-Sanders, City of Woodinville
Mayor David Baker, City of Kenmore
Councilmember Doris McConnell, City of Shoreline
Councilmember Joan Bloom, City of Edmonds
Councilmember Kyoko Matsumoto-Wright, City of Mountlake Terrace
Travis Alley, Councilmember Ferguson's Office (Alternate)
Peter Hahn, City of Seattle
Kelly McGourty, PSRC

I. Public Comment

There was no public comment.

II. Approval of June 1, 2012 Meeting Summary

The June 1, 2012 meeting summary was approved.

III. Reports

Co-Chairs

Co-Chair Eggen thanked members for attending the meeting during a holiday week.

Co-Chair Wright reported that the Association of Washington Cities (AWC) conference at the end of June included a presentation on the coal train issue that the Forum had discussed in early June. He said that many eastern Washington cities had expressed concern about the traffic impacts from additional train traffic, but were interested in focusing attention on constructive engagement on mitigation of these impacts. AWC staff was asked to form a committee to consider this issue in order to be proactive. AWC staff will present a recommendation to the August meeting of the AWC Board.

In response to questions, Mayor Baker indicated that cities interested in participating should contact AWC.

Co-Chair Eggen reported on the June 27 Regional Transit Committee meeting, where the Alternative Service Delivery Plan was discussed. The Forum decided to hold off questions about this issue until later in the meeting, after Metro staff had provided an overview of the plan.

Co-Chair Eggen also asked if other members were interested in urging the King County Executive and council to begin conversations soon regarding a city-county position on local transportation issues in preparation for the 2013 session. He explained that the compressed timeframe for considering this issue for the last session resulted in different messages from cities and the county, which hampered the opportunity to obtain legislative authority for local revenue options.

Peter Hahn reported that Mayor Priest and Mayor McGinn are hosting a meeting of Washington mayors to discuss this issue on July 10. Copies of the agenda for the meeting and the principles approved by the group of mayors earlier this year were circulated. Representative Clibborn will attend this meeting to review expectations for the 2013 legislative session. Mayor Baker indicated that Representative Clibborn will also be attending a meeting of the Joint Transportation Committee in Kenmore on July 25. Co-Chair Eggen requested a copy of that agenda. He also asked how he could provide input on the principles, and was told to contact the Seattle staff person (Marco Lowe) who had prepared them.

Members agreed that early discussion would improve the chances for a common position.

ACTION: The Forum agreed to send a letter asking for city-county discussions to begin as soon as possible in order to develop a common position on the authority for local revenue options that to seek during the 2013 legislative session. The Co-Chairs will draft a letter and circulate it for members' agreement

IV. Metro Transit – Linking Transit Service and Development

Katie Chalmers, King County Metro staff, provided a status report on updating King County Metro's Service Guidelines to better link transit service and development. She explained that the Strategic Plan was approved last year, and the accompanying Service Guidelines are intended to guide investments through objective, quantifiable measures focusing on factors that seek to achieve a balance of productivity, social equity and geographic value. She briefly reviewed the context for developing the plan and guidelines, including the funding shortfall and regional growth, and

reminded members that the Regional Transit Task Force had developed recommendations that were used to shape the plan.

Ordinance 17143, which approved the plan and guidelines, required future refinements to the guideline's methodology for service additions in existing and new corridors. Refinements were to:

- Incorporate input from local jurisdictions
- Address factors, methodology and prioritization of service additions
- More closely align factors used in the development of the All-Day and Peak Network with jurisdictions' growth decisions and actions
- Create a category of additional service priority to reflect transit-supportive actions and development

A staff-level working group has begun this process. A preliminary report is due by October 31. The Strategic Plan and Service Guidelines update is required by April 2013. Ms. Chalmers explained how the guidelines are currently used and how the working group is identifying concepts to be explored. So far the focus has been on identifying issues and areas of concern, such as coordination, predictability and relationship with Sound Transit service. Beginning this month, the working group will consider potential changes to address these concerns, and discuss the impacts of those changes, including:

- Higher or lower target service levels
- More identified needs
- Impacts to prioritization of investments
- Potential for new coordination or partnerships

Co-Chair Eggen stressed the need to reflect the Task Force's emphasis on productive service. He expressed some concern about changing the guidelines in ways that might prioritize service to areas planned for growth over areas where real growth and productivity already exist.

In response to questions about the data used to measure social equity, Ms. Chalmers explained that federal census data is used to measure the number of boardings in minority and low income census tracts. She also recognized that this is some lag time in the data of about a year. However, service changes usually take about nine months to develop, receive comment, approve and implement, so some lag time is built into that process. The Guidelines report will be updated yearly and changes and trends can be addressed at that time.

IV. Alternative Service Delivery Plan

Matt Hansen, King County Metro, provided a report on the Alternative Service Delivery Plan, which was also required by the ordinance that adopted the Strategic Plan and Service Guidelines. The Alternative Service Delivery Plan was transmitted by the Executive to the Council in mid-June, referred to the Council Committee on Transportation, Economy and Environment, and sent to the Regional Transit Committee (RTC) for comment. The RTC recommended approval, and the Council is expected to consider it for action this summer.

Mr. Hansen explained that a stakeholder process had been used to develop the plan, and that work had expanded the initial view of the necessary work so that emphasis was both on saving money and saving mobility throughout the county. Key concepts developed were governed by the revenue environment – reduced revenue, stable revenue and growing revenue. He provided handouts that illustrated large areas of rural King County that are candidates for pilot projects. He also reviewed the process for community collaboration and the timeline that is proposed for implementing the plan once council approval is received.

V. Transportation 2040 Update and Prioritization Process

Robin Mayhew, PSRC staff, briefly explained that a minor update of Transportation 2040, which was adopted in 2010, is underway in accordance with federal requirements. This update is scheduled to be completed in 2014. PSRC also is working on a prioritization process for all of the projects included in Transportation 2040. Nine measurements have been identified for analyzing these projects grouped into the following categories: bicycle/pedestrian, transit, arterials, and highways. PSRC staff will be conducting this analysis over the summer and will provide a report in the fall. Co-Chair Eggen asked about the implications of the recently reauthorized federal transportation bill on future competitions for bicycle and pedestrian projects, since this legislation requires that these types of projects compete with roadway projects. PSRC staff is analyzing the federal legislation and will provide a more complete report at a future meeting.

In recognition that the meeting had exceeded the allotted time, and that representatives from Seattle and King County were not present, Co-Chair Eggen suggested that the item to discuss a Statement of Extension for the SeaShore agreement and the use of dues be postponed until the next meeting. However, he indicated that he believes the Forum should extend the agreement. Co-Chair Wright echoed this sentiment, adding that the discussion at the June Eastside Transportation Partnership meeting also supported an extension for that group. Co-Chair Eggen requested that this be the first agenda item on the August meeting agenda.

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Other attendees:

Monica Whitman, SCA	Kirk McKinley, Shoreline
Sally Marks, KCDOT	Robin Mayhew, PSRC
Ella Williams, SCA	