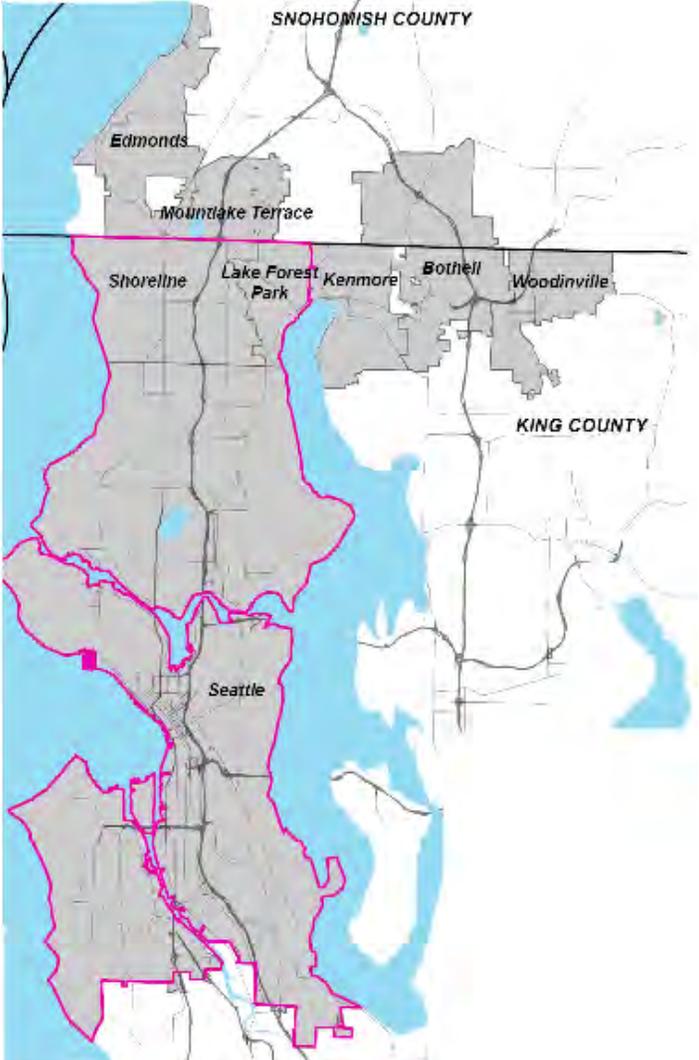


2007 Annual Progress Report



2007 Annual Report

SeaShore Transportation Forum

Mission: The SeaShore Transportation Forum (SeaShore) serves as an inter-jurisdictional forum for information- sharing and identifying priorities for implementing integrated multi-modal transportation projects and programs consistent with the goals of the Growth Management Act.

History: The SeaShore Transportation Forum was established informally in 1995 as a cooperative effort of elected officials and high-level representatives from the public and private sector to address common transportation issues in the Seattle/North King/South Snohomish County area. Its initial focus was the development of advisory recommendations for a six-year plan for King County Metro Transit. In 1999, and again in 2002, SeaShore participants approved an agreement that formalized its membership and identified a formal role for the SeaShore Transportation Forum in providing advisory input into the following:

- Development of the King County Metro Six Year Transit Development Plan
- Implementation of transit service priorities
- Recommendations for TEA-21 regional project identification and countywide project selection
- Modifications to Sound Move Plan implementation related services and projects, and development of future Phase II high capacity planning efforts

Through 2007 SeaShore has provided useful recommendations on regional transportation issues, including Metro Transit service plans, Sound Transit long range and Phase 2 plans, plans for the Regional Transportation Investment District and legislative proposals.

SeaShore Goals: SeaShore adopted the following goals in May of 1997:

- Develop and adopt a package of transportation priorities based on land use and cost/benefit plans that improves inter-jurisdictional mobility, freight and goods movement, safety, and attacks peak hour congestion.
- Jointly implement adopted priorities through leadership, education, advocacy and public involvement within communities, cities and counties of the region
- Adopt and implement a strategy for increasing funding for multi-modal transportation improvements and programs.

SeaShore Structure: SeaShore members for 2007 are shown on the following page. Each elected official representing a city or county has one vote. Agency representatives are non-voting members. During 2007, Councilmembers Patrick Ewing (Bothell) and Ed Sterner (Lake Forest Park) continued to serve as Co-Chairs.

SeaShore Website: Additional information about SeaShore, including meeting schedules and minutes, is available at the following address:

<http://www.metrokc.gov/kcdot/tp/subareas/SEASHORE.stm>

2007 SeaShore Transportation Forum Members

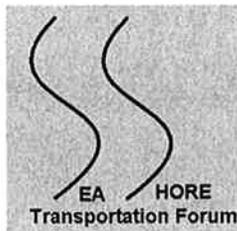
Bothell	Councilmember Patrick Ewing (Co-Chair) Councilmember Joshua Freed Councilmember Andrea Perry (Alt.)
Edmonds	Councilmember Peggy Pritchard-Olson Councilmember Richard Marin (Alt.)
Kenmore	Deputy Mayor David Baker Mayor Randy Eastwood Councilmember Bob Hensel(Alt.)
King County	Executive Ron Sims Doug Hodson (Alt.) Councilmember Bob Ferguson Councilmember Larry Gossett
Lake Forest Park	Councilmember Ed Sterner (Co-Chair) Councilmember Don Fiene Neil Jensen, P.E. (Alt.)
Mountlake Terrace	Councilmember Doug Wittinger Councilmember Angela Amundson
Puget Sound Regional Council	Karen Richter Charlie Howard (Alt.)
Seattle	Councilmember Sally Clark Grace Crunican
Shoreline	Councilmember Cindy Ryu Mayor Bob Ransom Councilmember Keith McGlashan (Alt.)
Snohomish County	Not yet appointed
Woodinville	Councilmember Chuck Price Sarah Reuther (Alt.)
WSDOT	Chris Picard
Transportation Improvement Board	Steve Gorcester, Executive Director Greg Armstrong (Alt.)
Sound Transit Board	Councilmember Richard Marin

SeaShore Transportation Forum 2007 Work Program and Accomplishments

The SeaShore Forum adopted five goals for its work program for 2007. These are shown below, with a brief indication of the accomplishments achieved for each.

Implementation	<ul style="list-style-type: none"> • Actively promoted improvement projects on priority corridors, including SR 99 and SR 522 • Provided SeaShore subarea input to Metro and Sound Transit service plans and decisions • Monitored implementation of WSDOT projects
Funding	<ul style="list-style-type: none"> • The Forum supported the Lake Washington Urban Partnership proposal, which could provide \$118 million of federal funding to implement a traffic management program, including tolling, in the SR 520 corridor.
Planning	<ul style="list-style-type: none"> • The Forum supported the acquisition of the BNSF right of way for interim trial and future regional mass transit purposes.
Advocacy	<ul style="list-style-type: none"> • The Forum members supported HB 1858, which would allow more flexibility to cities for using Vehicle License Fees for transportation purposes. • The Forum opposed SB 5803 and indicated that the joint regional transportation package should be allowed to move forward to the November vote without a cloud of potential governance changes.

2007 SeaShore Correspondence



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856

Phone: (206) 263-4711 Fax: (206) 684-2111

The Honorable Larry Gossett
Chair, King County Council
516 Third Avenue
MS: KCC-CC-1200
Seattle, WA 98104-3272

June 27, 2007

The Honorable John Creighton
Chair, Port of Seattle Commission
P.O. Box 1209
Seattle, WA. 98111

Dear Chair Gossett and Chair Creighton:

At the May 16, 2007 meeting of the SeaShore Transportation Forum, Kurt Triplett of the King County Executive's office provided a briefing on the "Connections for our Future" proposal. This would involve obtaining the Eastside's Burlington Northern/Santa Fe (BNSF) Railway corridor in exchange for the King County International Airport and economic development improvements for BNSF and the Port of Seattle. On behalf of the Forum, we would like to offer our support for this proposal.

The SeaShore Transportation Forum recognizes the need to obtain this corridor as a whole. If any individual parcel is sold, the value of the corridor for future public use will be lost. Providing an interim trail in this corridor will provide better connections with the Burke Gilman Trail, a major regional trail that serves this area, linking with other regional trails such as the Lake Sammamish Trail. This interim trail will create more public opportunities for non-motorized travel for recreational and work trips until the corridor may be fully used to include regional mass transit.

We encourage the Port of Seattle Commissioners and the King County Council to support continued collaboration between King County, the Port of Seattle, and BNSF to finalize the package and take specific actions to approve this proposal so it becomes a reality.

Sincerely,

Ed Sterner
Councilmember, City of Lake Forest Park
Co-Chair

Patrick Ewing
Councilmember, City of Bothell
Co-Chair

SeaShore Transportation Forum

The Honorable Larry Gossett and The Honorable John Creighton
June 27, 2007
Page 2

cc: SeaShore Forum members
King County Councilmembers
Port of Seattle Commission



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856

Phone: (206) 263-4711 Fax: (206) 684-2111

May 11, 2007

Mr. Gregg Zimmerman
Planning/Building/Public Works Administrator
City of Renton
1055 S Grady Way, 5th Floor
Renton, WA 98055

Dear Mr. Zimmerman:

Over the past year and a half, the SeaShore Transportation Forum (SeaShore) has been meeting without an approved operating agreement due to disagreements about voting rights. This unfortunately has greatly hindered the effectiveness of SeaShore, and we are interested in finding a way to address these concerns.

As you know, the Seattle-North King County geographic subarea, established by Metro and later used by Sound Transit, includes the area covered by Seattle, Shoreline and Lake Forest Park. However, the SeaShore membership consists of jurisdictions that are outside the Seattle-North King Subarea. Like Renton, which participates in both SCATBd and ETP, Bothell, Kenmore and Woodinville are members of both ETP and SeaShore. Unlike ETP and SCATBd, SeaShore also has three voting jurisdictions that are completely outside of King County. This has created a situation for disagreement on which jurisdictions should vote on recommendations regarding resource allocation issues, specifically on recommendations for projects to compete for SAFETEA-LU funding through the Puget Sound Regional Council (PSRC).

On behalf of SeaShore, we are writing to you for clarification of King County's process for regional project recommendations. This process was approved by the King County members of the Transportation Policy Board and included in the PSRC's policy framework adopted in 2006. The process allows King County subareas and other countywide organizations to identify twenty projects for the regional competition, which are then reviewed and prioritized by the King County Project Evaluation Committee (KCPEC). The distribution for project identification is: SCATBd -- 5, ETP -- 5, King County -- 4, Seattle -- 3, SeaShore -- 2, and Port of Seattle -- 1. As indicated in the approved process, the KCPEC prioritizes these twenty applications and recommends twelve to the King County members of the Transportation Policy Board who then

Gregg Zimmerman

May 11, 2007

Page 2

determine which twelve projects should be submitted to compete for funds in the regional competition.

It appears that the KCPEC may have made the above allocations under the impression that the three forums were geographically synonymous with the three King County geographic subareas. Because this is not the case, especially in the case of SeaShore, there was confusion with regard to the KCPEC's intentions.

The SeaShore membership would appreciate clarification of the rationale that the KCPEC used to create the distribution for identifying projects for review by the KCPEC. Some SeaShore members question the fairness of jurisdictions being allowed to vote in more than one subarea. This has raised other uncertainties as to why Seattle and King County can identify projects separately, and if they can then again vote in the subarea forums. Do Shoreline and Lake Forest Park split two project applications between them, while SCATBd and ETP each are limited to five project applications divided among 16 or 17 cities?

In addition, what did KCPEC intend regarding project submittal? For example, was the intent that Bothell submit a SR-522 project to ETP where Bothell lies geographically, or to SeaShore where SR-522 is a more regular topic of discussion? Can Renton submit projects in both ETP and SCATBd? Can Seattle and King County submit additional projects to the subarea forums?

As the Chair of the KCPEC, we hope that you can clarify for us the KCPEC's thinking as it developed the process regarding the identification of projects. We understand that the next round of competition for federal funds through the PSRC is not scheduled until 2009, but we would appreciate any clarification you can provide at this time.

Thank you for your help.

Sincerely,



Patrick Ewing
Councilmember, City of Bothell
Co-Chair

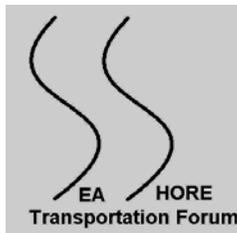


Ed Sterner
Councilmember, City of Lake Forest Park
Co-Chair

SeaShore Transportation Forum

The following letter was sent to the legislators listed below:

The Honorable	Patty	Murray	Senator	U.S. Senate
The Honorable	Maria	Cantwell	Senator	U.S. Senate
The Honorable	Jim	McDermott	Representative, 7th District	Representatives
The Honorable	Dave	Reichert	Representative, 8th District	Representatives
The Honorable	Jay	Inslee	Representative, 1st District	Representatives
The Honorable	Rick	Larsen	Representative, 2nd District	Representatives
The Honorable	Adam	Smith	Representative, 9th District	Representatives



MS: KSC-TR-0814
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Phone: (206) 263-4711 Fax: (206) 684-2111

June 20, 2007

The Honorable Patty Murray
Senator
U.S. Senate
173 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Murray:

The SeaShore Transportation Forum, which is a coalition of cities, counties and transportation agencies representing north King-south Snohomish Counties, was recently briefed on the Urban Partnership proposal. The Forum believes that this proposal has the potential for providing significant federal funds to implement innovative congestion management strategies to improve mobility across Lake Washington.

The Forum would like to take this opportunity to express its support for the Urban Partnership proposal. We believe that this program could not only provide funding for the replacement of the SR 520 bridge, a critical regional need, but also allow this region to explore additional ways to make the most use of our existing facilities. Managing congestion to maximize through-put will improve mobility in the cross-lake corridor. The Forum also wishes to express its interest in ensuring that the proposal, if selected, gives careful consideration to improvements or mitigation for other routes that may serve diverted traffic.

Forum members recognize tolling will be introduced in this region shortly, beginning with tolls on the new Tacoma Narrows Bridge in July of this year and followed by the institution of High Occupancy Transit lanes on SR 167 next year. We believe that it is important to continue to explore ways to use tolls and technology to improve our transportation system and enhance mobility for our citizens.

The Honorable Patty Murray

June 20, 2007

Page 2

We hope this letter of our support is helpful. Please feel free to contact us if you have any questions.

Sincerely,



Patrick Ewing
Councilmember, City of Bothell
Co-Chair
SeaShore Transportation Forum



Ed Sterner
Councilmember, City of Lake Forest Park
Co- Chair

cc: Seashore Forum members
The Honorable Christine Gregoire, Governor, Washington State
The Honorable Ron Sims, King County Executive
Secretary Mary Peters, United States Department of Transportation
Secretary Douglas MacDonald, Washington State Department of Transportation
Bob Drewel, Executive Director, Puget Sound Regional Council



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February 28, 2007

The Honorable Mary Margaret Haugen
Chair, Senate Transportation Committee
Washington State Legislature
305 John A. Cherberg Building
P.O. Box 40410
Olympia, WA 98504-0410

The Honorable Judy Clibborn
Chair, House Transportation Committee
435 John L. O'Brien Building
Washington State Legislature
PO Box 40600
Olympia, WA. 98504-0600

Dear Senator Haugen and Representative Clibborn:

On behalf of the SeaShore Transportation Forum, representing nine North King and South Snohomish County cities, we are writing to express the Forum's concern about Senate Bill 5803. We believe this bill is seriously flawed. It does not address the primary problem—lack of sufficient funding for transportation—and it would remove local elected officials from transportation prioritization and funding decisions. Furthermore, we are concerned that changes to the transportation governance structure could have adverse effects on the regional transportation improvement package that is scheduled to go to the ballot in November.

We urge you to reject this bill, and allow the joint regional transportation package to proceed to the November vote without a cloud of potential governance changes.

Sincerely,

Patrick Ewing
Councilmember, City of Bothell
Co-Chair

Ed Sterner
Councilmember, City of Kenmore
Co-Chair

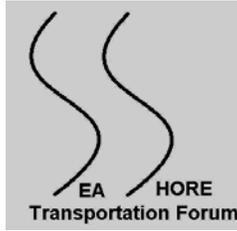
SeaShore Transportation Forum

The Honorable Mary Margaret Haugen and The Honorable Judy Clibborn

February 28, 2007

Page 2

cc: Senator Rosemary McAuliffe
Senator Darlene Fairley
Senator Val Stevens
Senator Eric Oemig
Representative Mark Ericks
Representative Al O'Brien
Representative Maralyn Chase
Representative Ruth Kagi
Representative Dan Kristiansen
Representative Kirk Pearson
Representative Larry Springer
Representative Roger Goodman



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February 28, 2007

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The Honorable Judy Clibborn
Chair, House Transportation Committee
435 John L. O'Brien Building
Washington State Legislature
PO Box 40600
Olympia, WA. 98504-0600

Dear Senator Haugen and Representative Clibborn:

On behalf of the SeaShore Transportation Forum, which represents nine North King and South Snohomish County cities, we are writing to express our support for HB 1858 and SB 5767, which would allow more flexibility to cities for using Vehicle License Fees for transportation purposes.

These bills would authorize Transportation Benefit Districts (TBD) to more easily impose a transportation impact fee and up to \$20 of the local option vehicle fee when a TBD includes all territory within the jurisdiction that established it. If the jurisdiction is a county, these revenues will be equally distributed among the cities based on the amount of vehicle registrations within the jurisdiction, or by a previously established interlocal agreement. Imposition of these fees typically must seek voter approval, but these bills will allow a majority vote of the TBD governing body to be used to approve these funding sources.

This opportunity for cities to increase local revenue is greatly needed since they have limited transportation funding options. As a result of recent state initiatives and minimal availability of grant money for local transportation funding, cities need a new source of funding to ensure they meet the future demands of their constituents.

The Honorable Mary Margaret Haugen and The Honorable Judy Clibborn

February 28, 2007

Page 2

We urge you to vote for HB 1858.

Sincerely,



Patrick Ewing
Councilmember, City of Bothell
Co-Chair

SeaShore Transportation Forum



Ed Sterner
Councilmember, City of Kenmore
Co-Chair

cc: Members, Senate and House Transportation Committees
Senator Rosemary McAuliffe
Senator Darlene Fairley
Senator Val Stevens
Senator Eric Oemig
Representative Mark Ericks
Representative Al O'Brien
Representative Maralyn Chase
Representative Ruth Kagi
Representative Dan Kristiansen
Representative Kirk Pearson
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Representative Roger Goodman