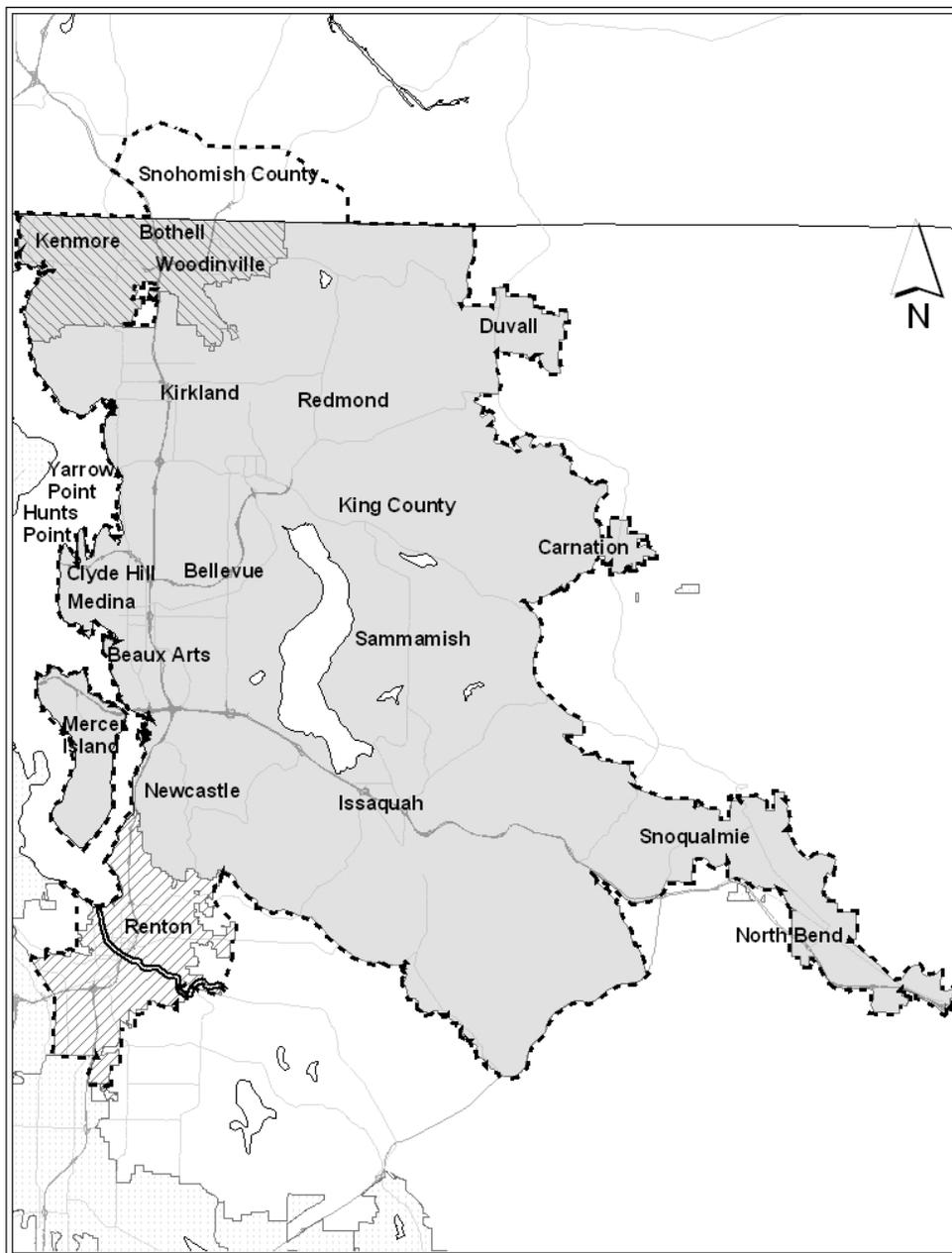


2011 Annual Progress Report



2011 Annual Report

Eastside Transportation Partnership

Mission: The mission of ETP is to provide an Eastside forum for inter-jurisdictional cooperation to implement coordinated prioritized transportation plans and programs through leadership, education, and advocacy.

Goals: To achieve its mission, ETP adopted the following goals on January 26, 1996:

1. Develop and adopt a package of transportation priorities based on adopted land use plans that improves overall mobility for people, freight and goods, and attacks peak hour congestion on the Eastside.
2. Jointly implement adopted priorities through leadership, education, and advocacy within communities, cities and the region.
3. Adopt and implement a strategy for increasing funding for transportation improvements and programs.

In recent years, ETP has focused its efforts on regional coordination and advocacy for priority Eastside projects and increases in transportation funding.

History: The Eastside Transportation Partnership (ETP) is an advisory organization of local government leaders designed to address transportation issues affecting the communities located east of Lake Washington. Spurred by the business community, the effort to coordinate Eastside transportation planning began in the mid 1980's. In 1987, ETP was formalized by the approval of an interlocal agreement signed by Bellevue, Bothell, Issaquah, Kirkland, Redmond, King County, the Washington State Department of Transportation (WSDOT), Metro and the Puget Sound Council of Governments (now the Puget Sound Regional Council). The interlocal agreement authorized work and provided funds for preparing an Eastside Transportation Plan, which was completed in 1989. The resulting Recommendations Report emphasized a balanced program that would "integrate improvements in roadway facilities, transit services, High Occupancy Vehicle (HOV) facilities, and transportation policies intended to provide a variety of travel options..." More than 170 program, project, and service recommendations were made to improve the Eastside transportation network, with the following critical "cornerstones:"

- HOV improvements over general purpose improvements
- Transit service improvements to the Eastside's bus system
- Completion of the Eastside roadway network
- Planning and implementing High Capacity Transit (HCT) to link the Eastside with the rest of the region
- An inter-jurisdictional approach to transportation solutions
- Procurement of adequate financial resources to implement the program
- Linking land use and transportation planning.

Ten years later, ETP updated its recommendations and high priority projects emphasizing those that would be most effective in improving the Eastside's overall mobility and peak hour congestion. The updated recommendations, Mobility Action Priorities (MAP), were approved in 1998, and included high priority projects for arterials and freeways, Sound Transit improvements, and nonmotorized and Transportation Demand Management improvements. The total cost of these projects was estimated at \$2.3 billion.

By 2000, twenty of the original ETP projects had been completed and sixty-seven of the 1998 MAP projects had been completed. Since then, several additional key projects have been completed, including improvements to I-405, direct access ramps for HOVs, park and ride lot expansions, additional Metro Transit services and Sound Transit investments, including work toward light rail extensions to the Eastside.

2011 Highlights:

During 2011, ETP focused on how our region is coping with transportation funding shortfalls across all public agencies. ETP monitored the development and early implementation of Metro's Strategic Plan to ensure that restructuring of King County's transit system focuses on productivity, while maintaining essential transit connections on the Eastside. ETP also successfully advocated for adoption of the 20 dollar congestion reduction charge to preserve transit service throughout King County for the next two years. Also in 2011, King County's Roads Services Division (RSD) faced a budget crisis with no alternative funding. ETP monitored RSD's development of the Strategic Plan for Roads Services that outlined how King County plans to manage and maintain their unincorporated areas Roads program in the face of declining revenues. At the State level, ETP closely watched the progress of the Governor's Connecting Washington Task Force. The results of this Task Force will shape how the 2012 legislature approaches transportation funding options, impacting local jurisdictions statewide. ETP also successfully opposed passage of Initiative 1125 which would have limited the ability to pay for transportation improvements in the state with tolls and potentially stop light rail from crossing Interstate 90.

In 2011, ETP also witnessed the inauguration of the RapidRide B Line service that is now providing frequent and reliable high-capacity transit service to connect downtown Bellevue and Redmond, and major activity centers in-between. ETP also successfully advocated the U.S. Congress to preserve Small Starts Program funding for King County's RapidRide programs, ensuring that all of King County's planned bus rapid transit lines are implemented as planned by 2013.

ETP Structure: Members of ETP for 2011 are shown on the following page. Each elected official representing a city or county has one vote, and agencies and other organizations are nonvoting members. During 2011, Councilmember Kimberly Allen served as Chair and Councilmember Sonny Putter served as Vice Chair.

ETP Website: Additional information about ETP, including meeting schedules, is available at the following address:

[http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/
RegionalTransportationPlanning/Subareas.aspx](http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/Subareas.aspx)

2011 ETP Membership		
Organization	Representative	Alternate
Bellevue	Councilmember Claudia Balducci Councilmember Kevin Wallace	
Bothell	Deputy Mayor Joshua Freed Councilmember Patrick Ewing	Councilmember Tom Agnew Mayor Mark Lamb
Snoqualmie Valley Cities	Councilmember Amy Ockerlander (Duvall) Councilmember Kingston Wall (Snoqualmie)	Councilmember Jim Berger (Carnation) Councilmember Jake Repin (Snoqualmie Tribe Council)
Issaquah	Mayor Ava Frisinger Councilmember Josh Schaer	Councilmember Tola Marts Councilmember Mark Mullett
Kenmore	Councilmember Allan Van Ness Councilmember Bob Hensel	Councilmember Laurie Sperry Mayor David Baker
King County	Executive Dow Constantine Councilmember Kathy Lambert Councilmember Jane Hague	Chris Arkills Paul Carlson
Kirkland	Deputy Mayor Joan McBride Councilmember Dave Asher	
Mercer Island	Councilmember Bruce Bassett Councilmember Jane Brahm	Mayor Jim Pearman
Newcastle	Councilmember Sonny Putter (Vice-Chair) Deputy Mayor Steve Buri	Mayor John Dulcich
Redmond	Councilmember Kim Allen (Chair) Councilmember John Stilin	Mayor John Marchione
Renton	Councilmember Don Persson	Councilmember Marcie Palmer
Sammamish	Mayor Don Gerend Councilmember John James	Councilmember Tom Odell Councilmember John Curley
Small Cities Coalition	Mayor George Martin (Clyde Hill) Mayor Dave Cooper (Yarrow Point)	Mayor Fred McConkey (Hunts Point) Mayor Richard Leider (Beaux Arts) Mayor Bret Jordan (Medina)
Snohomish County	Peter Camp	Steve Dickson
Woodinville	Mayor Bernie Talmas Councilmember Susan Boundy-Sanders	
Transportation Improvement Board	Steve Gorcester, Executive Director	Greg Armstrong
WSDOT	Stacy Trussler	Shuming Yan Charles Prestrud Richard Warren
Puget Sound Regional Council	Charlie Howard	Mike Cummings
Sound Transit	Deputy Council President Fred Butler	
State Transportation Commission	Commissioner Richard Ford	Reema Griffith
Eastside Transportation Association	Dick Paylor	Will Knedlik
Port of Seattle	Geri Poor	Mike Merritt
Eastside Transportation Choices Coalition	Kathleen Huckabay	
Community Transit	Brien Doennebrink	Roland Behee

2011 ETP Work Program Goals and Accomplishments

ETP adopted four priority areas for its work program for 2011. These are shown below, with a brief indication of the accomplishments achieved for each.

2011 Priority Area	2011 Accomplishments
State Legislative Session:	<ul style="list-style-type: none"> • Developed and advocated for a 2011 legislative agenda, and prepared a draft legislative agenda for the 2012 legislative session. • Monitored and advocated the passage of local funding options for transit that lead to passage of the King County two-year \$20 congestion reduction fee to fund transit service.
Metro King County Strategic Plan:	<ul style="list-style-type: none"> • Monitored proposed actions to implement recommendations of Regional Transit Task Force leading to adoption of the Transit Strategic Plan, including participation in a joint-subarea meeting discussing regional impacts of proposed plan. • Monitored implementation of Metro Transit’s service changes on the Eastside reflecting King County new Strategic Plan. • Successfully advocated to secure alternative transit service options for low-productivity areas in the restructuring of Metro’s transit network.
Regional Project Prioritization Process:	<ul style="list-style-type: none"> • Monitored PSRC process for regional project prioritization • Provided input into methodology, administrative procedures and financial planning
Major Corridor Project Implementation and Funding:	<ul style="list-style-type: none"> • Hosted an Initiative 1125 forum with Deputy Executive Jarrett, Former Transportation Secretary Doug MacDonald, and Eastside Developer, Kemper Freeman to discuss the impacts I-1125 would have on the transportation system. • Monitored progress of the Governor’s Connecting Washington Task Force to identify funding recommendations to the legislature. • Successfully advocated U.S. Congress to preserve Federal Small Starts funding for King County’s RapidRide program. • Supported development and implementation efforts of the Urban Partnership Agreement. • Monitored progress to implement all-electronic tolling on the SR 520 Bridge. • Monitored progress in identifying options to implement express toll lanes on I-405 that minimize congestion, generate sufficient revenue, and are equitable to users.

2011 ETP Correspondence



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Patty Murray
United States Senate
448 Russell Senate Office Building
Washington, D.C. 20510-4701

RE: Federal Transit Administration New Starts Grant Program

Dear Senator Murray,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

The New Starts grant program is essential to ensure continued implementation of King County Metro's bus rapid transit program, called RapidRide. In 2006, King County voters approved Transit Now, a one-tenth of one percent sales tax increase to pay for additional transit service. A major component of this additional service is RapidRide, which provides or will provide frequent, all day transit service along six major corridors in King County.

The first segment of RapidRide, in south King County, began operation in October 2010, and within three months experienced a 25% increase in ridership. Later this year, King County will be implementing its second RapidRide line providing vital transit service connecting the cities of Bellevue and Redmond via Overlake. The remaining RapidRide lines will serve West Seattle to Downtown Seattle, Ballard to Downtown Seattle, Shoreline to Downtown Seattle, and Burien to Renton. King County plans to have all six RapidRide lines in service by the end 2013.

Funding from the New Starts program provides revenue for bus acquisition and other capital improvements needed to implement RapidRide. New Starts funding has already provided \$34 million to King County, and the County hopes to obtain an additional \$60 million to implement the rest of the RapidRide program. A reduction in this funding will impact RapidRide's ability to provide much needed transit service along major corridors throughout the County, ensure access for our growing population, and support much needed job expansion.

February 15, 2011
Page 2

We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Maria Cantwell
United States Senate
511 Dirksen Senate Office Building
Washington, D.C. 20510-4704

RE: Federal Transit Administration New Starts Grant Program

Dear Senator Cantwell,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Jay Inslee
United States House of Representatives
2329 Rayburn House Office Building
Washington, D.C. 20515-4701

RE: Federal Transit Administration New Starts Grant Program

Dear Representative Inslee,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Rick Larsen
United States House of Representatives
108 Cannon House Office Building
Washington, D.C. 20515-4702

RE: Federal Transit Administration New Starts Grant Program

Dear Representative Larsen,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Dave Reichert
United States House of Representatives
1730 Longworth House Office Building
Washington, D.C. 20515-4708

RE: Federal Transit Administration New Starts Grant Program

Dear Representative Reichert,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Adam Smith
United States House of Representatives
2402 Rayburn House Office Building
Washington, D.C. 20515-4709

RE: Federal Transit Administration New Starts Grant Program

Dear Representative Smith,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
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Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Norm Dicks
United States House of Representatives
2467 Rayburn House Office Building
Washington, D.C. 20515-4706

RE: Federal Transit Administration New Starts Grant Program

Dear Representative Dicks,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
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cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Cathy McMorris Rodgers
United States House of Representatives
2421 Rayburn House Office Building
Washington, D.C. 20515-4705

RE: Federal Transit Administration New Starts Grant Program

Dear Representative McMorris Rodgers,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Jim McDermott
United States House of Representatives
1730 Longworth House Office Building
Washington, D.C. 20515

RE: Federal Transit Administration New Starts Grant Program

Dear Congressman McDermott,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Jaime Herrera Beutler
United States House of Representatives
1130 Longworth House Office Building
Washington, D.C. 20515-4703

RE: Federal Transit Administration New Starts Grant Program

Dear Representative Herrera Beutler,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

The New Starts grant program is essential to ensure continued implementation of King County Metro's bus rapid transit program, called RapidRide. In 2006, King County voters approved Transit Now, a one-tenth of one percent sales tax increase to pay for additional transit service. A major component of this additional service is RapidRide, which provides or will provide frequent, all day transit service along six major corridors in King County.

The first segment of RapidRide, in south King County, began operation in October 2010, and within three months experienced a 25% increase in ridership. Later this year, King County will be implementing its second RapidRide line providing vital transit service connecting the cities of Bellevue and Redmond via Overlake. The remaining RapidRide lines will serve West Seattle to Downtown Seattle, Ballard to Downtown Seattle, Shoreline to Downtown Seattle, and Burien to Renton. King County plans to have all six RapidRide lines in service by the end 2013.

Funding from the New Starts program provides revenue for bus acquisition and other capital improvements needed to implement RapidRide. New Starts funding has already provided \$34 million to King County, and the County hopes to obtain an additional \$60 million to implement the rest of the RapidRide program. A reduction in this funding will impact RapidRide's ability to provide much needed transit service along major corridors throughout the County, ensure access for our growing population, and support much needed job expansion.

We ask that you continue to support funding for the New Starts program.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Dow Constantine, King County Executive
King County Council
Eastside Transportation Partnership
Harold S. Taniguchi, Director, King County Department of Transportation



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

February 15, 2011

The Honorable Doc Hastings
United States House of Representatives
1203 Longworth House Office Building
Washington, D.C. 20515-4704

RE: Federal Transit Administration New Starts Grant Program

Dear Representative Hastings,

On behalf of the Eastside Transportation Partnership, a group of elected officials representing 17 cities on the Eastside of Lake Washington, along with King and Snohomish Counties, and transportation agencies, we are writing to express our strong support for continuation of the Federal Transit Administration New Starts grant program. We are extremely concerned about a Republican Study Committee proposal that would eliminate this \$2 billion program in the federal fiscal year 2011 appropriations and eliminate it from the next federal transportation appropriations legislation.

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MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

July 8, 2011

The Honorable Dow Constantine
King County Executive
King County Chinook Building
401 Fifth Avenue, Suite 800
Seattle, WA 98104

King County Council
516 Third Avenue, Rm. 1200
Seattle, WA 98104

RE: Strategic Plan for Public Transportation (2011-2021)

Dear Executive Constantine and King County Councilmembers:

On behalf of the Eastside Transportation Partnership (ETP), I write to convey ETP's appreciation and desired outcomes for the proposed King County Metro Transit Strategic Plan for Public Transportation, 2011-2021. ETP represents 18 east King County cities that are home to over 500,000 residents and some of the region's most significant employers who use and depend upon Metro for access to housing and jobs. ETP also includes representatives from King and Snohomish counties and transportation agencies. Through ETP, our communities and members have a long-standing relationship with the County in working together to support transit.

The work of the Regional Transit Task Force and the Regional Transit Committee has allowed for a useful discussion about prioritizing service based on productivity, while considering geographic value and social equity and improving alignment between Metro's services and land use. Although ETP member communities will likely see some level of reduced Metro service, we understand the need to prioritize services in a transparent and measurable manner.

However, as you look to reprioritize or add service, we believe the proposed Strategic Plan and Service Guidelines fall short of the goal of better aligning transit service with our region's growth plan, Vision 2040, in a fair manner across the County. Specifically, the underserved areas as identified in the Plan understate the need and demand for services in East King County and we see no opportunity for future service hours to respond to the growth of our major centers. Additionally, riders impacted by service cutbacks will rely on alternative transit services and comprehensive alternative services that must be provided to fill that need.

At this time, the process and requirements proposed in the Striking Amendment provide for the promise of refining the Strategic Plan and Service Guidelines to respond to our concerns and meeting the needs of the Eastside as follows:

1. Refine the factors in the 2013 Plan update to address the understated need and demand for additional services in East King County.

We found that Sound Transit routes serving largely Eastside cities were used as a proxy for Metro routes in the process of identifying underserved corridors and prioritizing service additions. Under this scenario, Eastside cities would receive no future service enhancements. Refining the factors and analysis, while considering all public transit service, is necessary to address the need and demand for additional transit service on the Eastside.

2. Create a new category of additional service priority in the 2013 Plan Update to include service enhancements to and from, between and within VISION 2040 Regionally Designated Centers and other centers where cities have planned for transit-supportive densities and investments that increase transit market share.

Because the Plan lacks sufficient direction for future service additions, the proposed Striking Amendment would compel development of a new, centers-based, category of service. Within our membership, there are many regionally designated centers, such as Downtown Bellevue, Overlake, Downtown Redmond, Downtown Renton, and Totem Lake, and numerous Transit Activity Centers, that are key residential and employment centers within the County. Transit service must meet the demand generated from these centers.

3. Develop a comprehensive alternative services delivery Implementation Plan due by June 2012.

The Transit Task Force developed cost-cutting measures and urged Metro to develop new practices that would enable creative and alternative solutions to serving all areas of the county. The proposed Striking Amendment outlines a scope of work and timeframe to complete this work, including identification of barriers and approaches to overcome them. We strongly support completing this work as quickly as possible, as transit riders impacted by service cutbacks will rely on these services. Furthermore, Metro's development and marketing of robust alternative services is necessary for Metro to continue to meet the demand for local services to connect to the transit system spine.

We support moving forward with the Plan so long as it includes the elements noted above and with firm assurance that the Plan will be updated to include a more robust provision of service to centers and alternative services in a manner that clearly benefits all areas of King County. To be clear, the lack of commitment to conducting this work and ensuring this outcome will affect our readiness to consider additional revenue for Metro. We believe the Eastside must see a transit service benefit from any additional revenue that is considered for Metro.

Thank you for your continued commitment to serve all of King County in a fair and principled manner consistent with recommendations from the Regional Transit Task Force. We have much more work to do, particularly with regard to Plan Updates to create a solid Smart Growth framework for future services. We are committed to continual collaboration and look forward to working with you to determine how to best position Metro's operations and services going forward, and ultimately to helping shape a more sustainable future for Metro.

Sincerely,



Kimberly Allen
Chair
Eastside Transportation Partnership



Sonny Putter
Vice Chair
Eastside Transportation Partnership

cc: Eastside Transportation Partnership Members
Regional Transit Committee Members