

Eastside Transportation Partnership (ETP)
December 9, 2011
Meeting Summary

ETP Members

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| Councilmember Kimberly Allen | Redmond (Chair) |
| Councilmember Sonny Putter | Newcastle (Vice-Chair) |
| Councilmember Kevin Wallace | Bellevue |
| Mayor Ava Frisinger | Issaquah |
| Councilmember Josh Schaer | Issaquah |
| Councilmember Bob Hensel | Kenmore |
| Councilmember Allen Van Ness | Kenmore |
| Councilmember Kathy Lambert | King County |
| Chris Arkills | King County Executive (Alternate) |
| Councilmember Dave Asher | Kirkland |
| Deputy Mayor Tom Odell | Sammamish |
| Councilmember Bruce Bassett | Mercer Island |
| Councilmember Jane Brahm | Mercer Island |
| Deputy Mayor Steve Buri | Newcastle |
| Councilmember Don Persson | Renton |
| Councilmember John Stilin | Redmond |
| Councilmember Susan Boundy-Sanders | Woodinville |
| Mayor George Martin | Clyde Hill (Small Cities) |
| Mayor Dave Cooper | Yarrow Point (Small Cities) |
| Fred McConkey | Hunts Point (Small Cities Alternate) |
| Deputy Mayor Jim Berger | Carnation (SVGA Alternate) |
| Councilmember Amy Ockerlander | Duvall (SVGA) |
| Charlie Howard | PSRC |
| Charles Prestrud | WSDOT (Alternate) |
| Brian Doennebrink | Community Transit |
| Dick Paylor | Eastside Transportation Association |

Other Elected Officials

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| Councilmember Doug Dicharry | Medina (Small Cities) |
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I. Public Comment

Will Knedlik referred to a recent Sound Transit Executive Committee action to reconstitute the Sound Transit governing board with regard to the number of representatives from the three county Sound Transit district. (Sound Transit's enabling legislation requires the Board to reconstitute itself the year after a federal census for purpose of representation from each county and number of board members.) Mr. Knedlik reported that Councilmember Patterson raised a question about how subarea boundaries are determined within King County, and their correlation to population, taxation and fairness. Mr. Knedlik suggested that the Eastside should have more representation. Chair Allen asked that ETP receive more information about this at an upcoming meeting.

II. Approval of November 18, 2011 Meeting Summary

The November 18, 2011 meeting summary was approved with corrections.

III. Preparing for the 2012 Legislative Session

Andrew Thibault, EMC Research, provided information about the survey conducted by the Washington State Transportation Commission, including the following key findings:

- Most residents do not see the transportation system's needs or funding situation as immediately critical, however they still feel it is urgent to maintain an effective transportation system now and in the future.
- Even though most residents are not convinced that the immediate need is critical, a strong majority are still willing to consider raising "some transportation taxes and fees." However, only 3 of the 9 specific revenue sources tested -- electric vehicle fee, emissions fee, and tolling -- receive majority support as ways to fund increased transportation investment.
- Information about the urgency of the need is not effective in increasing support for new revenue. Describing the benefits of increased investment does increase support.
- Residents across the state place a high importance on maintenance and preservation and there are also clear regional priorities -- e.g., transit, year round roads, ferries.
- Tolling has majority support across the state--including variable tolls and express toll lanes-- and a majority favor using toll revenue to fund improvements within a travel corridor rather than just on the specific facility.
- Increased state funding for transit and passenger rail has strong support in most of the state.
- There is strong support for state funding of the ferry system, although initial support is primarily driven by strong numbers in the areas that rely on the ferry system.

In response to questions, Mr. Thibault provided additional information:

- The survey was conducted randomly within each Regional Transportation Planning Organization (RTPD), and the results were weighted to reflect population.
- The Survey was conducted between September 16 and October 24, so most of the responses were received before significant campaign information about I-1125 was available.
- The survey did not include a question that related revenue sources to transit; instead it asked how important transit is as an overall objective.
- Approximately 5,500 responses were received from the 100,000 survey cards distributed. Although the responses were self-selected, the survey controlled for demographics.
- The responses via phone tended to be from older people, but they were similar to the responses of older people received from the online survey.

More information about the survey is available at www.wstc.wa.gov

Chris Arkills reported that Genesee Adkins was unable to attend due to a conflict with activities related to the special legislative session. Mr. Arkills indicated that the special session is likely to conclude by next weekend, and at this point it appears that there may be an administrative savings bill, but major changes are not expected. He added that the agenda for the December 12 meeting of the Connecting Washington Task Force will include consideration of how big a transportation revenue package should be, what types of investments it should include, and what revenue sources should be used. The Governor's staff has indicated that this will be the last meeting of the Task Force, and the Governor will use the recommendations that result from it to present a package to the legislature for consideration in January. The approach for the package is likely to include three parts – a fee package, local options and a referendum identifying specific projects to place before the voters in November 2012. A package is likely to be balanced, including transit, maintenance and new construction.

Charlie Howard reported that the Transportation Policy Board has discussed a draft recommendation for a legislative agenda based on the approved 2011 recommendations:

- Finish what has been started.
- Address the transit funding crisis.
- Provide stable and sustainable funding for Washington State Ferries.
- Provide additional revenue for local roadway needs.
- Provide state funding sufficient to make significant progress in controlling storm water runoff from state and local roadways.
- Fund locally developed priorities on state and local systems.

Mr. Howard added that the PSRC has been working with local jurisdictions to identify the local priorities that relate to the last item and respond to a specific request from the legislature. These projects are being compiled into a data base that will provide graphic representations of projects, to help the legislature understand the priorities and develop a project list.

Vice Chair Putter asked if consideration has been given to potential impact of a transportation package on the general fund. Mr. Arkills responded that the Task Force has not considered this issue. He added that it will be important to develop a package that would be acceptable to both gubernatorial candidates.

Vice Chair Putter suggested that the survey results indicate that the Puget Sound region would be willing to support additional taxes for transportation. He asked if consideration is being given to providing this authority to the region. Mr. Howard responded that he has heard that a statewide approach, that recognizes the need to get the support of the Puget Sound region, is more likely. Mr. Arkills added that there may be additional local authority provided for counties.

Councilmember Lambert expressed concern about the cost for meeting storm water requirements that are integral to transportation projects. She also noted that her recent experience in Olympia indicates a greater degree of cooperation across the aisle, and suggested that legislators may be more receptive to requests from delegations.

IV. Report and Proposal from Legislative Subcommittee

Councilmember Stilin provided the report from the legislative subcommittee, reviewing changes that had been suggested to the draft recommendation. He explained that the subcommittee had begun with the ETP 2011 legislative position statement, but attempted to focus on high level priorities and keep the statement for 2012 shorter and more succinct. The subcommittee also suggested that ETP begin preparing for the 2013 legislative session in July or August of 2012, to allow sufficient time for consideration. In addition, the subcommittee recommended that ETP include a work program item for 2012 on funding options, with the intent of taking a position on the preferred options.

Deputy Mayor Odell suggested that ETP take a position on tolling I-90 to complete the SR 520 project. Councilmember Stilin indicated that the first item "Fully fund the SR 520 Bridge Replacement Program" was considered to cover this issue.

At Mr. Paylor's suggestion, Councilmember Van Ness suggested the following new item for the legislative agenda: "Congestion relief should be restored as a priority goal for investments in transportation projects in Washington State." This language has been approved by the Eastside Chambers of Commerce. Councilmember Stilin explained that the term "mobility" used in the second item, could include congestion relief, but suggested that a reference to congestion relief be included in item 2. Mr. Paylor indicated that he preferred a stand-alone item. Councilmember Persson agreed. Councilmember Boundy-Sanders expressed her view that congestion relief is provided by all four of the items in the draft agenda. Councilmember Asher suggested that projects in the identified corridors (SR 520, I-405, I-90 and SR 522) would deal with congestion relief. He also indicated that the proposed revision would be a broader topic for how the state prioritizes funding, and questioned if ETP's legislative agenda is the appropriate vehicle for this statement.

Councilmember Wallace suggested that the agenda be revised to identify specific projects in the I-405 corridor. He also suggested that ETP consider adding support for tax increment financing as a local option.

Deputy Mayor Buri suggested that ETP include in its legislative agenda a statement that the legislature examine consolidation of regional transit agencies as a means of maximizing efficiencies and getting the most out of regional transportation dollars. Councilmember Asher expressed support for the intent of the additional revision, but indicated he would like a more complete proposal; he was uncomfortable giving the legislature free rein on this topic. He suggested that this item be included in the ETP work program for 2012.

Vice Chair Putter reported that at the October 27 meeting, the PSRC Executive Board had directed the Transportation Policy Board to "explore the finance and governance of transportation infrastructure and transit in the region, and the long term funding of transportation plans, and discuss the possibility of creating a working committee to begin the discussion for dealing with these issues." He added that this is a significant issue that will need to engage many

voices in overcoming the existing silos that affect how transportation is delivered and financed. He suggested that ETP highlight this issue by including it in the 2012 legislative agenda. Councilmember Boundy-Sanders expressed concern about including this item, noting that if ETP and the region want a different system, they should not ask the legislature. Mr. Arkills recognized the validity of the issue, but suggested that ETP's legislative focus on what ETP wants the legislature to accomplish in this session. A regional conversation on governance and funding should occur before asking the legislature to explore this issue. Deputy Mayor Buri noted that the sooner this issue is addressed, the sooner savings can be realized. Deputy Mayor Odell expressed interest in the intent, but cautioned against duplicating the PSRC's effort. He suggested focusing ETP's legislative agenda on accomplishments for this year, noting a longer term effort to consider governance and finance.

ACTION: ETP approved the following legislative statement for 2012

Job growth and a healthy economy on the Eastside depend on critical transportation investments in key Eastside corridors. The Eastside Transportation Partnership (ETP) is a collaborative effort among 20 King County cities, transportation agencies, and the private sector. ETP is committed to the implementation of high priority road and transit projects that improve mobility and safety and lay a foundation for economic vitality for East King County, the Puget Sound region, and the State of Washington. While serious challenges face our state in the current economic environment, transportation is critical to our economic recovery, mobility, and sustained prosperity.

We urge the 2012 State Legislature to:

- 1. Fully fund the SR 520 Bridge Replacement Program**
 - Ensure that toll revenue is spent on the Program and is not diverted for other purposes.
 - Monitor and mitigate the effects of tolling on other corridors and facilities, including at the interchanges of SR 520 and I-405, I-90 and I-405, along SR 522, and on local arterials; mitigation should include multimodal capital improvements and transit services.
- 2. Develop and fund a transportation package of critical safety and mobility improvements for SR 520 east of I-405, I-405, I-90 and SR 522.**
- 3. Increase funding options for local transportation needs that are sustainable for the long-term, including transit service, access improvements and alternatives to meet the specific needs of the Eastside.**
- 4. Maintain funding for transportation programs that support mobility and economic vitality at the local level.**
- 5. Congestion relief should be restored as a priority goal for investments in transportation projects in Washington State**

ETP appreciates the magnitude of the State Legislature's task and looks forward to a productive and collaborative partnership throughout the 2012 session.

V. Recognition of Service

Chair Allen reported that this was Vice Chair Putter's last ETP meeting, since he is retiring from the Newcastle City Council. On behalf of ETP, she presented him with a certificate of appreciation for his long and dedicated service. Vice Chair Putter expressed his appreciation to ETP members for their commitment to collaboration over the years of his participation.

VI. Nominating Committee Report

Vice Chair Putter reported that the nominating committee recommended Councilmember Allen as Chair for 2012 and Mayor Talmas as Vice Chair for 2012. He recommended that this slate be placed before the membership for vote at the January meeting, at which time nominations from the floor may also occur.

Other Attendees:

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| Monica Whitman, SCA | Terry Marpert, Redmond |
| Doug Levy | Sally Marks, KCDOT |
| Paul Carlson, MKCC | Jack Whisner, KC Metro |
| Will Knedlik, ETA | |