

**Eastside Transportation Partnership (ETP)**  
**January 13, 2012**  
Meeting Summary

**ETP Members**

Councilmember Kimberly Allen	Redmond (Chair)
Mayor Bernie Talmas	Woodinville (Vice-Chair)
Councilmember Kevin Wallace	Bellevue
Councilmember Del Spivey	Bothell
Councilmember Josh Schaer	Issaquah
Councilmember Bob Hensel	Kenmore
Councilmember Allen Van Ness	Kenmore
Councilmember Jane Hague	King County
Councilmember Kathy Lambert	King County
Chris Arkills	King County Executive (Alternate)
Mayor Joan McBride	Kirkland
Councilmember Dave Asher	Kirkland
Deputy Mayor John James	Sammamish
Councilmember Don Gerend	Sammamish (Alternate)
Mayor Bruce Bassett	Mercer Island
Councilmember Don Persson	Renton
Councilmember John Stilin	Redmond
Councilmember Susan Boundy-Sanders	Woodinville
Mayor George Martin	Clyde Hill (Small Cities)
Deputy Mayor Jim Berger	Carnation (SVGA Alternate)
Councilmember Amy Ockerlander	Duvall (SVGA)
Brian Doennebrink	Community Transit
Dick Paylor	Eastside Transportation Association
Charlie Howard	PSRC
Peter Camp	Snohomish County
Deputy Council President Fred Butler	Sound Transit
Stacy Trussler	WSDOT

**Other Elected Officials**

Councilmember Doug Dicharry	Medina (Small Cities)
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**1. Public Comment**

No public comment.

**2. Approval of December 9, 2011 Meeting Summary**

The December 9, 2011 meeting summary was approved with no corrections.

**3. Election of 2012 ETP Chair and Vice-Chair**

Chair Allen said that at the December ETP meeting, the Nominations Subcommittee nominated Chair Allen of Redmond to continue as ETP Chair in 2012, and Mayor Talmas of Woodinville to serve as ETP Vice-Chair in 2012. Chair Allen and Mayor Talmas both accepted the nominations. Chair Allen asked if there were any additional nominations from the floor for either position. Hearing none, Chair Allen requested a voice-vote to re-elect Councilmember Allen to ETP Chair and Mayor Talmas to ETP Vice-Chair.

**ACTION: ETP unanimously approves Redmond Councilmember Kimberly Allen as ETP Chair and Woodinville Mayor Talmas as ETP Vice-Chair for 2012.**

#### **4. SR 520 Tolling Update**

Patti Rubstello, WSDOT Director of Toll Systems Development and Engineering, provided an update on 520 tolling and the changes in travel patterns since tolling was implemented. WSDOT has been working with other local agencies to implement the \$154.5 million Lake Washington Urban Partnership Agreement in the SR 520 corridor. This agreement has funded a number of activities to support tolling in the corridor, including:

- Variable tolling on the SR 520 bridge
- Electronic travel time signs on I-405, SR 520, and SR 522 directing drivers to the best route across Lake Washington
- Smarter Highways on SR 520 and I-90 providing drivers with variable speed limits and real-time driver information
- King County and Sound Transit added more than 130 daily bus trips across the SR 520 bridge
- Market vanpool and carpool programs to encourage people to commute together

WSDOT has compared the SR 520 toll rate to other similar facilities on the west coast and found the rate to be comparable. Comparisons included the San Francisco – Oakland Bay Bridge and the Vancouver, B.C. Golden Ears Bridge. Pass rates for the Seattle, San Francisco – Oakland, and Vancouver B.C. bridges were \$3.50, \$6.00, and \$2.90 respectively, and non-pass rates were \$5.00, \$6.00, and \$4.10.

The SR 520 bridge weekday toll rates will range from \$3.50 in the peak with a Good-to-Go pass (\$5.00 without a pass) to \$1.60 in the morning and evening with a pass (\$3.10 without a pass). From 11pm to 5am, no tolls will be charged. Weekend rates will also fluctuate up to \$2.20 with a pass (\$3.70 without a pass) from 11am to 6pm. Holiday rates for the facility will use the weekend rates.

Certain vehicles are exempt from paying a toll on the SR 520 and Tacoma Narrows Bridges. Exempt vehicles include Washington State Patrol vehicles, emergency response vehicles while on a call, bridge maintenance vehicles, and tow vehicles authorized to clear the bridge facilities. Transit buses and agency registered vanpools are also exempt on just the SR 520 Bridge. Councilmember Spivey asked if non-emergency vehicles on official business with the police and fire departments will also be tolled. Ms. Rubstello said that only emergency responders during

and emergency will be exempt. The responding agency is responsible for reporting emergency use of the facility to avoid the toll.

Ms. Rubstello said that SR 520 bridge volumes from 1992 to 2011 have remained relatively constant. Forecasted volumes after tolling is implemented is expected to drop the average annual volumes by 48 percent in the first year, slowly increasing to pre-tolling volumes around 2030. Since December 29, when tolling was implemented, WSDOT has been monitoring the traffic volumes on SR 520 and other major roadways each day. Although WSDOT plans to wait six months for traffic patterns to settle in place, some trends have started to surface regarding usage. Some of these trends are:

- The traffic peak is generally starting earlier on all corridors in the morning and afternoon.
- Midday volume on I-90 is higher.
- The I-90 reversible lanes have had more volume, also peaking earlier with higher midday volume.
- Small peaks in volume occur about 15 minutes before a toll rate increases.
- As a whole, vehicle volume on 520, 522, and I-90 are currently down 6 percent.
- Volume increases on I-90 are still within the 'high average' range.
- Redmond to Seattle travel time has decreased greatly.
- WSDOT plans to wait 6 months for traffic patterns to settle before proposing substantial changes.

Additionally, WSDOT's goal was to have 50 percent of SR 520 bridge users equipped with the Good-to-Go pass by the time tolling began. The average percentage of SR 520 bridge users equipped with Good-to-Go has been 70 percent. Between February and April of 2011, about 7,500 users were signing up every week, tapering off to about 1,000 a week until December. In December, the average number of users signing up increased, peaking at almost 30,000 the week of December 26. Geographically, the locations of Good-to-Go account holders are concentrated in zip codes located near the SR 520 Bridge, south of the SR 167 HOT lanes, on each side of the Tacoma Narrows Bridge, and spread throughout communities on the west side of the Puget Sound.

Councilmember Stilin asked if WSDOT has considered implementing dynamic pricing to reflect the real-time demand for the facility. Ms. Rubstello responded that the current model does adjust pricing by time, in an effort to adjust based on demand. However, early focus groups on tolling issues identified the need for predictability of toll rates as an issue, leading to the current time-based rate model.

Councilmember Schaer asked if WSDOT is able to project revenues based on the current traffic volumes. Ms. Rubstello said that current traffic volumes are higher than what the revenue models are based on, but it is still too early to sense what the prolonged traffic frequency will be and types of payment. Councilmember Schaer also asked if WSDOT will be increasing the speed limit on the bridge given that traffic volumes have decreased. Ms. Rubstello said WSDOT will maintain the current speed limit due to the geometry of the lanes and shoulders and their impact on safety. When the new facility is opened, it will be designed to handle higher speed travel.

Councilmember Stilin asked if there is any economic impact to cities along SR 522, and would like to see an analysis if it has not been done? Councilmember Van Ness said that cities along SR 522 have been working to see how they can economically take advantage of additional traffic through the corridor.

Councilmember Persson asked if there has been any monitoring of I-405. Ms. Rubstello said that WSDOT has been monitoring I-405, but has not seen any significant traffic impacts yet.

Deputy Mayor James said that if I-90 is becoming more congested, is there any thoughts to also toll I-90 and decrease the toll on SR 520 so everyone can share the cost of replacing the SR 520 bridge? Ms. Rubstello said that WSDOT is waiting six months for traffic patterns to settle before making any significant changes or recommendations.

Councilmember Van Ness asked what the state is doing with the toll revenues until the major construction begins. Ms. Rubstello responded that the state is holding the funds in an interest earning account until they are expended.

Mr. Paylor commented that the term congestion relief is often used instead of congestion redistribution. If congestion is relieved in one area, it moves to another area making it someone else's problem. He would like to see a study of what the regional cost to the people is from tolling.

Mayor McBride said that Kirkland is glad WSDOT is monitoring the impacts from tolling, and so far the impacts have been positive for citizens of Kirkland. Additionally, she asked if there have been any vanpools formed as a result of tolling. Ms. Rubstello said that Metro has only formed one vanpool since tolling started, but a number of new vanpools started before tolling began. However, its hard to attribute if tolling related directly to the formation of any vanpools. Mr. Arkills added that Metro Transit has also seen a 15 percent increase in transit use due to increased service from the Urban Partnership Agreement.

## **V. Connecting Washington Task Force Update**

Chris Arkills, Transportation Advisor to the King County Executive, provided an update on the Connecting Washington Task Force and the Governor's transportation proposal to the legislature. The last meeting of the task force was on December 12. The Governor has been actively involved in each meeting, attending for at least three hours. The task force was not tasked with developing a project list, but a set of guiding principles on how to address our declining transportation system. The task force looked at the impacts of three scenarios based on different levels of funding commitments: spending \$10 million over ten years, \$20 million over ten years, and \$30 million over ten years. The task force recommended spending \$21 million over ten years on investments that include roads and transit.

The governor has proposed a package that will raise about \$3.7 billion dollars for transportation over ten years, and the ability to allow local jurisdictions to pass a \$40 councilmanic vehicle license fee or utilize a one percent motor vehicle license fee to pay for local transportation needs. Providing additional revenue to reach the task force's recommended \$21 billion investment is up to the legislature and the public to decide how they would want to meet this target. The governor's proposal for \$3.7 billion funds what the governor considered critical needs. The proposed funding sources are:

- Impose an oil barrel fee of \$1.50. The \$2.75 billion raised would be dedicated to operations, maintenance of the state transportation system, and stormwater retrofits.
- Impose a fee of \$100 on each electric vehicle. Because electric vehicles owners do not pay gas tax, they contribute little to the maintenance of our roads. The \$10 million raised would be spent on operations and maintenance; \$1.5 million would be invested in a pilot project to identify an equitable way to raise revenue from electric vehicle operators.
- Impose an additional 15 percent increase on the heavy commercial vehicle combined license fee. This increase mitigates the erosion of the existing fee caused by inflation. The \$177 million raised would be invested in pavement preservation.
- Impose an additional \$15 base passenger vehicle weight fee. The \$760 million raised would be directed to the Washington State Patrol, public transit, passenger rail service, and local governments.
- Impose a \$5 fee on each studded tire sold. Studded tires damage Washington roads. The \$7.5 million raised would be dedicated to highway and road maintenance.

Additionally, the vehicle license fee and motor vehicle excise tax would allow local governments additional revenue options. Through councilmanic approval, a transportation benefit district has the option to adopt up to a \$40 vehicle license fee. Additionally, authority is also granted for local jurisdictions to impose a one percent increase in the motor vehicle excise tax. Proceeds from these revenues can be dedicated to local road and transit needs.

An executive summary is available online of the task force's recommendation and the governor's proposal, along with the full 50 page report.

Mr. Paylor commented that the governor's biggest proposed funding source is a tax on oil, which is like a gas tax. Will this revenue go solely to the state motor vehicle fund, and is it subject to the protections of the 18th amendment? Mr. Arkills said he believes the funds are to be used for a mixture of both roads and transit projects, and that he does not think that it is protected by the 18th amendment.

Councilmember Asher requested that ETP 'score' their legislative agenda against the governor's proposal. Vice-Chair Talmas agreed that this would be a good idea, asking Councilmember Asher and the Legislative Subcommittee to compare ETP Legislative Agenda against the Governor's proposal.

Councilmember Wallace asked if the Task Force looked at ways to reduce WSDOT's costs. Mr. Arkills responded that the Task Force had a narrow focus to identify the State's transportation needs.

Mayor McBride asked if the governor's proposal is already before the legislature, and said ETP or individual cities should consider supporting the proposal. The proposal is important to keep roads and bridges economically viable. Mayor McBride suggested bringing in an economic advisor to discuss the impacts transportation has to our regional economy. Mr. Arkills said there is not yet a bill based on the proposal. Councilmember Persson said that Port Commissioner Bill Bryant has been presenting with different organizations regarding the economic impact the transportation system has on our region, and he was a task force member. He could speak to ETP regarding the economics of transportation.

Councilmember Gerend explained that the Connecting Washington Task Force recommended about \$21 billion in needed investment, the Governor is proposing about \$3.7 billion in revenue, and the PSRC says our region has \$60 billion in needed investment. Why is the Governor's proposal not enough to address our actual need? Mr. Arkills said the Governor's proposal focuses on securing funding for the "must-have" needs in our transportation system, and the legislature needs to work with the people to determine how to develop a larger funding package.

Councilmember Lambert added that one of the major transportation issues in King County and the state is that there are not enough truck stops. Trucks have been stopping on the shoulders of I-90 due to the lack of trucks stop, creating a hazard to the public. She asks that others support her in trying to get more truck stops in King County.

Mr. Paylor stated that moving freight across Lake Washington is mostly an I-90 issue, and with congestion growing on I-90, there will be economic impacts to our region's freight industry. This raises the question about how WSDOT determined that the I-90 center lanes were needed for highway use if the other lanes are becoming congested.

## **VI. Report and Proposal from Procedures Subcommittee**

Councilmember Schaer, Chair of the Rules Subcommittee, provided a report from the subcommittee. ETP currently has two documents that dictate how ETP operates, the 2009 to 2012 ETP Agreement that all the cities and King County signed, and the 2007 Procedures that were adopted by ETP under the former agreement and not updated to be in sync with the current agreement. At a previous meeting when ETP members were voting on a position for Initiative 1125, there were a number of questions about the voting process used to establish ETP's formal opposition to the initiative. Mainly, the concern was over how abstentions are counted, the lack of clarity on voting procedures, and what parliamentary procedure should be followed at ETP meetings. The subcommittee sought to clarify and restate existing rules and propose new guidance when voting. Within the proposed supplemental rules, some of notable changes are:

1. Abstentions shall not count as a voting member present, except if the number of abstentions is greater than the number of voting members present responding in the affirmative, then the motion shall not be approved. A representative is deemed to have abstained when he or she neither votes in the affirmative or negative.
2. At a particular meeting, no item subject to voting consideration shall be brought to a vote without being listed on the agenda; except where an item not previously listed on the agenda is proposed for voting consideration at a subsequent meeting, a two-thirds vote of voting members present shall be sufficient to override and become a matter subject to vote at that particular meeting.
3. Provide guidance that in the absence of a specified Rule, consultation with Robert's Rules of Order, and those relevant to small groups, may be necessary to assist with interpretation and application; however, they shall not be controlling.

Councilmember Van Ness added that ETP has been violating its own existing rules, and Robert's Rules should be adopted to operate the meeting to maintain order and make sure we conform to the rules. Additionally, the ETP TAC should review and propose anything that comes before this body. Lastly, a method needs to be in place for ETP members to propose agenda items to be brought to future meetings. Currently, members have to communicate any proposals to the Chair, Vice-Chair, or Wes to get them on the agenda.

Councilmember Schaer asked that a draft of the Proposed Rules be sent to members, and that ETP members respond with any recommendations to Wes Edwards. The Rules Subcommittee will prepare a final proposal for the next ETP meeting.

## VII. Reports

Taking over for Chair Allen who had to leave early, Vice-Chair Talmas announced that ETP and the other subarea boards will be having Joint Subarea Meeting on Friday February 3 at the Tukwila Community Center, from 11:30 am to 1:00 pm.

Vice-Chair Talmas added that the next ETP meeting is on February 10, a week after the Joint Subarea Meeting. Asking if members wanted to cancel that meeting, Vice-Chair Talmas heard no suggestions to cancel the meeting.

### Other Attendees:

Monica Whitman, SCA	Terry Marpert, Redmond
Ed Conyers, WSDOT	Wes Edwards, KCDOT
Paul Carlson, MKCC	Jack Whisner, KC Metro
Will Knedlik, ETA	Dave Elliot, ETA
Salima Hamlin, HNTB	Don Samdahl
Seyed Safavian, Bothell	Dave Godfrey, Kirkland
Charles Prestrud, WSDOT	David Lee, Medina
Rich Perteet, Renton	Trinity Parker, Sound Transit