

**Eastside Transportation Partnership (ETP)**  
**March 16, 2012**  
Meeting Summary

**ETP Members**

Councilmember Kimberly Allen	Redmond (Chair)
Mayor Bernie Talmas	Woodinville (Vice-Chair)
Councilmember Claudia Balducci	Bellevue
Councilmember Kevin Wallace	Bellevue
Councilmember Andrew Rheame	Bothell
Mayor Ava Frisinger	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
Councilmember Don Gerend	Sammamish (Alternate)
Councilmember Jane Brahm	Mercer Island
Councilmember Mike Cero	Mercer Island
Councilmember John Stilin	Redmond
Councilmember Susan Boundy-Sanders	Woodinville
Mayor George Martin	Clyde Hill (Small Cities)
Councilmember Doug Dicharry	Medina (Small Cities)
Councilmember Amy Ockerlander	Duvall (SVGA)
Mayor Jim Berger	Carnation (SVGA)
Brian Doennebrink	Community Transit
Dick Paylor	Eastside Transportation Association
Deputy Council President Fred Butler	Sound Transit
Charles Prestrud	WSDOT (Alternate)

**I. Public Comment**

No public comment.

**II. Approval of February 10, 2012 Meeting Summary**

The February 10, 2012 meeting summary was approved with no corrections.

Chair Allen asked that Wes Edwards, King County Transportation Planner, provide a few updates on ETP related items before the meeting begins.

**Appointment List** - A list with the ETP member appointments and phone numbers was passed around. Please confirm the members listed and phone numbers listed, or correct the information as necessary.

**Next ETP Meeting** – The April ETP meeting will be at its regular time, but the planned venue has not yet been identified, so staff will follow prior to the April meeting to confirm the Eastside venue.

**Voting Cards** - All the voting members nametags should have voting cards affixed to them. This clarifies the number of votes for each jurisdiction, and what voting rights each jurisdiction has based on the ‘2009 to 2012 Agreement’. When the results of a voice vote are unclear, we can ask members to verify what particular issue they can vote on by looking at their voting cards, then have eligible attending voters turn their name placards on their side. We will count the number of eligible voters. Then ETP will vote on the issue by raising hands (or ballots if necessary) and count the actual votes. We will then be able to quickly identify if a majority voted in support or against of a particular issue.

### III. ETP TAC Recommendations for 2012 PSRC Regional STP/CMAQ funds Project Selection Process

Mr. Edwards begin by explaining that the King County members of the PSRC Transportation Policy Board requested that each subarea board recommend five projects to be entered into the PSRC’s Regional Process for Surface Transportation Program and Congestion Mitigation and Air Quality grant funding. Approximately \$35 million dollars is available to the four-county region. The ETP TAC requested that all ETP jurisdictions submit projects, and at a TAC meeting on March 8, the TAC members from the cities presented their projects and evaluated each other’s projects. The TAC developed a ranked list based on TAC evaluations to present to ETP, of which the top five ETP approved projects will continue in the Regional process. The rank order list was as follows:

Rank	Project Name/Description	\$ Requested	Sponsor	Phase	Funding Source	Total of 100
1	SR 522 Multimodal Corridor: 83rd Ave NE to Wayne Curve	\$ 4,950,000	Bothell	PE/Design	STP	77.667
2	Redmond Way and Cleveland Street Improvements	\$ 5,000,000	Redmond	Construction	STP	75.833
3	Kirkland ITS Phase II: Totem Lake	\$ 2,162,500	Kirkland	PE/Design & Construction	CMAQ	65.333
4	Bellevue Way SE HOV Lane	\$ 3,000,000	Bellevue	Construction	STP	65.000
5	SR 522 Corridor Improvements(57th Ave NE to 61st Ave NE)	\$ 6,850,332	Kenmore	Construction	STP	64.500
6	120th Avenue NE – Stage 2	\$ 2,000,000	Bellevue	Construction	STP	63.833
7	NE Sunset Blvd (SR 900)	\$ 2,400,000	Renton	PE/Design	STP	63.000
8	Eastside Rail Corridor Master Plan	\$ 645,000	Kirkland	Planning	CMAQ	61.000

Staff from cities with projects ranked in the top five gave presentations about their projects to ETP members.

Eddie Lowe from Bothell presented the SR 522 Multimodal Corridor Improvements Stage 3 project, from 83rd Ave NE to Wayne Curve. The project includes widening of general purpose lanes; adding BAT lanes in each direction (including completing the missing Seattle outbound direction of the BAT lane from 91st Avenue NE to approximately 1,600 feet west of the 96th Avenue NE intersection); access management; center medians; interconnect of signals; sidewalks (north side only with existing Sammamish River/Burke Gilman Trail on the south side of SR 522); curb and gutters; retaining walls; street illumination; drainage improvements; landscaping; and utility undergrounding. The total project length is approximately 3,200 linear feet.

Terry Marpert from Redmond presented the Redmond Way and Cleveland Street Improvements. This project will improve the pedestrian environment at intersections on Redmond Way and Cleveland Street from 160th Avenue NE to Avondale Way by widening sidewalks, shortening pedestrian crossings, and raising facilities to current ADA standards. The project will also add a BAT lane westbound, a queue-jump at the east end of the couplet, and convert both streets from one-way to two-way operation to improve the grid system in downtown Redmond.

Dave Godfrey from Kirkland presented the Kirkland ITS Phase II: Totem Lake project. This project incorporates ITS initiatives recommended in the Kirkland ITS Strategic Plan for implementation in the Totem Lake Growth Center. The project includes system engineering analysis, design, plans and specifications for the procurement, construction, and installation of signal equipment and ITS devices. It also includes the fiber optic communication system that will connect these devices with the central traffic management, communication, and traveler's information system constructed in Kirkland ITS Phase I.

Eric Miller from Bellevue presented the Bellevue Way SE HOV Lane project. The project will construct a southbound HOV lane on Bellevue Way SE from the main entrance of the South Bellevue Park & Ride to the I-90 on-ramps. A new signal at the south entrance to the Park & Ride will be installed and pedestrian facilities at the intersections serving both entrances will be installed or improved.

Mayor Martin asked how the HOV lane at the South Bellevue Park-and-Ride will relate to future light rail. Mr. Miller responded that the lane will provide more access to the South Bellevue P&R which will grow by 900 stalls when light rail arrives that likely lead to more congestion.

Gerry Wilhelm from HW Lochner, representing Kenmore, presented the SR 522 Corridor Improvements, Phase 1, Stage 2, Segment A (57th Avenue NE to 61st Avenue NE) project. The project improvements include widened travel and Business Access and Transit (BAT) lanes, additional turning lanes at the key intersection, signal improvements, illumination, access management, sidewalks, drainage improvements, landscaping, and utility conversion to underground. The north leg of 61st is widened to add a left turn only lane onto SR 522

eastbound, one right turn lane only and a through/right lane to the west on SR 522. The south leg of 61st is realigned and widened to add a left turn lane onto SR 522 westbound to reduce the grades to the NE 175th Street connection.

Councilmember Balducci stated that the Kenmore funding request is a large request for the regional process. Mr. Wilhelm said that the project is scalable to meet funding needs, and the Kenmore council has been committed to funding this project. Councilmember Hensel added that the city is currently in discussions about options to scale project to fit funding needs. Councilmember Van Ness added that this project is needed as it is one of the main evacuation routes for Seattle.

Chair Allen asked if members were prepared to recommend these projects to the King County Project Evaluation Committee. A motion was made to approve.

**ACTION: ETP approved the top five ranked projects from the ETP TAC to be considered by KCPEC in the Regional Project Evaluation Process.**

#### **IV. Metro Transit Alternative Service Development**

Kevin Desmond, King County Metro General Manager, and Matt Hansen, King County Metro Market Development Supervisor, presented on the planning efforts for King County Metro's Alternative Services plan. Mr. Desmond said that last year the King County Council adopted a Transit Strategic Plan for service that focused on maintaining service performance, and in some instances eliminating certain underperforming routes. Although underperforming, the Council recognized that many of these routes serve as lifelines to people throughout King County. Instead of eliminating all service to that route, the Council asked Metro to look at alternative service opportunities to retain a transportation alternative in areas losing regular bus service and develop a Five Year Implementation Plan for Alternative Service Delivery. Outreach with the community to develop this plan began with a meeting in Fall City on January 24 and Kent on February 29.

Mr. Hansen said that his group has been tasked to explore a variety of alternatives service options, recognizing that one type of transit service may not fit every community's needs. The King County Transit Strategic Plan said that Metro should develop alternatives to regular fixed route transit service to help provide transit mobility at a lower cost. To do this, Metro is Developing a Five Year Implementation Plan for alternative service. This plan is intended to be a living document that will change and evolve as Metro begins piloting alternative service options. Community outreach is important in this process and Metro has held stakeholder meetings in Fall City and in Kent, and another stakeholder meeting is scheduled for March 29 in Woodinville to discuss alternative service concepts. He said the key points that came out of the stakeholders meeting so far include:

- The need to know how current riders use transit service's

- The need to do extensive on-board conversations with transit riders, and to the communities/cities where the routes in question serve to get feed back' and,
- The need to keep it simple as you can get lost in detail

Mr. Hansen said that Metro will soon be developing a website to help engage the public on alternative services proposals with a feedback mechanism built in. Metro will also look at disseminating information at libraries and community centers. Metro has developed an outreach approach that focuses on asking what the riders of existing service's needs are, what key stakeholder groups' needs are, and what the community in those areas wants. King County will be holding a workshop with the Regional Transit Committee on April 18 to discuss public outreach and opportunities identified so far for alternative services.

In developing what alternative service can look like, Metro is looking at three funding scenarios; reduced revenue, using alternative services to replace lost services; stable revenue, using alternative services to augment service in low performance areas; and growing revenue, using alternative service to provide additional supplemental services.

Mr. Paylor said he would like to see the alternative service proposals before they are adopted. Mr. Hansen responded that the Executive will likely transmit an ordinance on June 15 with the alternative service plan proposal. Council will then have an opportunity to revise the proposal and adopt it. Chair Allen asked that ETP be given an update on the alternative services proposal at a later date.

Councilmember Stilin added that Metro is not just a bus company, and should look at alternatives to providing just bus service. Mr. Desmond said that Metro does not think of itself as just a bus company and does offer alternative services utilizing fleets ranging from large to small buses, and down to all-electric Nissan Leafs. Metro also provides services like Rideshare online and have piloted the development of Flex-car which was bought by Zip-car. Councilmember Stilin added that Redmond citizens have been interested in a downtown circulator service where there is no existing route. How does service grow where none existed before? Mr. Desmond responded that staff at King County and cities have been working together to identify unmet service needs. If a city feels like it has not been heard, they should reach out to Metro as we are also trying to reach out to as many people as we can.

Chair Allen asked how much Metro has budgeted for alternative services. Mr. Desmond replied that right now King County is looking at service reductions in certain areas and reviewing what more affordable service alternatives are available to retain some service in those areas. Therefore, under a declining revenue model, Metro is looking at ways to reduce their current operations cost to match the existing revenue, rather than dedicating a set amount of revenue to alternative services. Chair Allen followed by asking that Metro keep ETP informed on the proposed structure of each funding scenario as we move forward.

Mr. Paylor asked if there will be union contract limitations to providing alternative services. Mr. Desmond said that this is always something Metro has to be conscious of when looking at the variety of service alternatives available.

## **V. Legislative Report and Discussion**

Genesee Adkins, Government Relations Manager for the King County Executive, provided an update on the State Legislative session to ETP. The State Legislature completed its regular session and has moved into a 30-day special session to resolve the state budget. At the end of the regular session, Senate Bill 6582 concerning local revenue options did not pass, but was close. This bill is on the Governor's list to be brought back before the legislature in the special session, but this does not mean that the legislature is certain to discuss it. Other transportation bills that did pass include House Bill 2660 concerning increasing certain transportation fees, and House Bill 2190, the state transportation budget. These bills are summarized below.

**SB 6852:** This bill was near passage, but failed to be approved in the closing days of the regular session. The version that was still on the table as of March 15 allowed a city transportation benefit district (TBD) under 500,000 in population to impose a vehicle fee of up to \$40 by a majority vote of the TBD board. It also allowed a county, by a vote of the people, to impose a motor vehicle excise tax (MVET) of up to 1 percent, and allowed a transit system, by a vote of the people, to implement an up to one-half of 1 percent MVET if the county does not implement one by January 1, 2014.

**HB 2660:** The amended bill increases the penalty for a late transfer of vehicle ownership from \$25 to \$50 with \$2 per day added up to a maximum of \$125 from \$100. This bill also increases vehicle dealer license and renewal fees, and other vehicle related licensing fees. An amendment to the bill implements a \$100 annual renewal fee for electric vehicles that can travel more than 35 miles per hour. This fee would expire if the Legislature imposes a vehicle-miles-traveled fee or tax. These fee increases also create a public transportation grant program account for grants to aid transit authorities with operations.

**HB 2190:** The 2011-2013 biennial Transportation Budget was amended to reflect a decline in state revenues since enactment of the budget bill, the need to issue additional bonds for the SR 520 bridge replacement and HOV project, and other issues. Net spending authority is increased by about \$930 million, with much of that to use bonds and TIFIA funds to authorize construction to replace the existing SR 520 bridge structure. This bill limits certain elements of SR 520 construction until the remaining revenue gap for the facility is assured.

The transportation budget is also amended to provide expenditure authority for new revenue attributable to increases in fees in other legislation. This includes \$57 million in spending authority generated from new fees for various priorities, including the construction of a new 144-car class ferry vessel and preliminary engineering work on potential new transportation investments. This also includes some funding to WSDOT for road preservation and maintenance, and for transit operations.

## VI. Reports

There were no reports. Chair Allen closed the meeting.

Other Attendees:

Monica Whitman, SCA	Terry Marpert, Redmond
Will Knedlik, ETA	Wes Edwards, KCDOT
Paul Carlson, MKCC	Jack Whisner, KC Metro
Gerry Willhelm, H.W. Lochner, Kenmore	Jen Benn, Bellevue
Dave Godfrey, Kirkland	Salima Hamlin, HaTB
Seyed Safavian, Bothell	Eric Miller, Bellevue
Claudia Hirschey	Dan Grayuski, Fehr & Peers
Matt Hansen, KC Metro	Kevin Desmond, KC Metro