

Eastside Transportation Partnership (ETP)
May 10, 2013
Meeting Summary

ETP Members Attending	
Mayor Bernie Talmas - Woodinville (Chair)	Councilmember Kim Allen – Redmond
Councilmember Joshua Schaer - Issaquah (Vice-Chair)	Councilmember John James - Sammamish
Councilmember John Stilin - Redmond (Vice-Chair)	Councilmember Don Gerend - Sammamish
Councilmember John Stokes – Bellevue (Alternate)	Councilmember Susan Boundy-Sanders - Woodinville
Councilmember Kevin Wallace - Bellevue	Mayor Jim Berger - Carnation (SVGA)
Mayor Ava Frisinger – Issaquah	Mayor Dave Cooper - Yarrow Point (Small Cities)
Mayor Dave Baker - Kenmore	Councilmember Doug Dicharry - Medina (Small Cities)
Councilmember Allan Van Ness - Kenmore	Peter Camp – Snohomish County
Councilmember Jane Hague - King County	Dick Paylor – ETA
Chris Arkills - King County (Alternate)	Charlie Howard – PSRC (Alternate)
Councilmember Dave Asher – Kirkland	Brian Doennebrink – Community Transit
Councilmember Mike Cero - Mercer Island	Charles Prestrud - WSDOT (Alternate)
Councilmember Steve Buri – Newcastle	

I. Public Comment

Will Knedlik commented that as the economy continues to grow, a higher percentage of taxes are being used to pay for transit service than for roadway improvements, and roadway improvements move more people than transit. Therefore, more public money is being spent on fewer commuters who travel by transit than on roadways which move more people.

II. Approval of April 12, 2013 Meeting Summary

ACTION: ETP approved the April 12 Meeting Summary.

III. 2013 Legislative Session

Genesee Adkins, Government Relations Director for the King County Executive, provided a legislative update. The Legislative Special Session will be 30 days from May 13 to June 12, with the option to extend by 30 day additional sessions. The legislature is allowed to take up any topic in the special session, but education and transportation funding are at the top of their list. At the end of the regular session, there was discussion that the House had enough votes to pass a transportation package with a handful of republicans, but the speaker wanted more votes. Even if the package was approved by the House, the Senate was not likely to take up the transportation package at the end of the session. Currently, Representative Clibborn is in discussions with Senator King about moving something forward in the special session. With proposals to increase taxes for both education and transportation being considered, some Republicans in Olympia have indicated they may be willing to take approve one tax increase, but require a public vote on the other.

Councilmember Boundy-Sanders said that legislators have been portraying a vote for transportation as a tax issue, and what can be done to portray it differently. Ms. Adkins said that there has been much bi-partisanship this year, and the focus of a transportation package should be on the value of what you get for an increase in taxes and the investments in local jurisdictions.

Councilmember Asher asked what has happened recently with the west end of SR 520 being included in the transportation package. Ms. Adkins responded that Representative Habib added an amendment to the bill that requires the Transportation Secretary to determine if the funding

plan for the 520 corridor is sound by the end of June 2015. If not, the statewide gas tax would increase by three cents to pay deficiencies in the SR 520 project.

Chair Talmas asked if a state transportation package could pass without local options included. Ms. Adkins said it is not likely as the two are knitted together in order to get enough support from both parties.

IV. King County Roads Services Briefing

Brenda Bauer, King County Roads Services Division Director, presented on the state of King County's roads and bridges. King County is the economic engine of the state with 29% of the population and 40% of the jobs. Our cities and King County together maintain nearly 7,000 miles of roadways with an estimated \$4.9 billion need for improvements to roads and bridges over the next six years. Unincorporated King County's transportation system is valued at \$39 billion and was built over generations. This system includes more than 1,500 miles of roads, 180 bridges, and many sidewalks, culverts, and traffic signals. Over time, lower property values, more fuel-efficient cars, fewer people driving, and urban annexations have caused a significant decline in revenue. Since 2010, these changes have resulted in a \$32 million, or 1/3, decline in funding.

Beyond the limited projects that can be funded with federal grants, the county can no longer do improvement projects and will focus funds only on reduced levels of preservation and maintenance. In addition, over 35 bridges are in jeopardy of being closed by 2030 if funding remains out of reach for replacement. There will also be a reduced storm and disaster response, including longer waits to clear roads and restore power, and access for homes and businesses following snow, downed trees, and flooding.

King County Roads' sister agency, Metro Transit, is also suffering from reduced revenue during a period of growing need. Metro's bus service reached 400,000 riders a day last year and is approaching record levels. Sales tax revenue has yet to rebound from the recession to meet the region's demands for transit service, and Metro will not reach 2008 sales tax levels again until 2015. The temporary 20 dollar Congestion Reduction Charge was approved by the County Council to maintain bus service, and since then Metro has made reforms totaling hundreds of millions of dollars, spent down reserves, cut staff, raised fares four times, and reworked the system to carry more riders. Though the economy continues to recover, Metro Transit again faces service cuts beginning in 2014 when the 20 dollar fee expires. This means that two-thirds of Metro's routes are at risk for being canceled, reduced, or revised. From a Roads Director's perspective, this means that more congestion and failures of roads will only increase if people get off buses and into cars, while at the same time failing road facilities could drive people to use transit. In either case, failing roads facilities would impact Transit Service.

Vice-Chair Stilin asked where failing roads and transit services intersected in the unincorporated areas, and requested a map that showed the failing roads with transit services overlaid, so we could visually see how much transit service on the Eastside will be affected by underfunded roads. Ms. Bauer said that they can prepare a map.

Mr. Howard said that King County has been actively implementing Growth Management Policy, which has lead to reduced funding in rural King County for unincorporated services.

Councilmember Persson said he would like to see ETP look at all local roads and discuss funding needs. Chair Talmas said ETP can look at this as a future agenda item.

V. Draft ETP 2012 Annual Report

Chair Talmas said that every year ETP puts together an Annual Report to reflect on issues and topics discussed at ETP over the past year. The Draft 2012 ETP Annual Report has been distributed to members at previous meetings, and members now have the opportunity to propose changes and adopt the Report at today's meeting.

Vice-Chair Stilin asked that in the future ETP develop a performance dashboard to track various transportation performance measures throughout the year.

Mr. Paylor said that he would like to see ETP take a more active role as indicated in the report's goals.

Councilmember Asher asked to correct the 2012 title of Mayor McBride as the alternate from Kirkland.

ACTION: ETP approved the 2012 ETP Annual Report as amended.

VI. Reports

Mr. Howard added that the Transportation 2040 plan was adopted in 2010 and is required to be updated every four years. As part of the next update, the Transportation Policy Board is considering updating the T2040's Financial Plan to reflect changes in revenue due to the recession. The current plan calls for \$189 billion in 2008 dollars, of which \$108 billion goes towards basic needs and the rest to improvements. However, current law revenue will leave a \$15 billion gap to meet those targets. Currently the PSRC's Finance Working Group is reviewing how to address this issue, and in July the PSRC hopes to release some revised scenarios reflecting reduced revenues.

Chair Talmas asked if more PSRC funding can be given to King County Roads. Mr. Howard said that in the last funding cycle, 25% of the funding was set aside for preservation activities mostly focused on maintaining roadways. This pot of funding has remained largely the same size over time.

Councilmember Wallace asked if the PSRC has looked at ways to reduce costs, including construction sales tax exemptions, permit stream-lining, or other tools. Mr. Howard said that programmatic costs at the PSRC are being reviewed, but specific project costs are largely up to the jurisdictions that perform the engineering and construction.

VII. Good of the Order

Mayor Baker said that a group of Lake Washington Mayors and the King County Executive have signed a letter asking the PSRC to look at a regional approach to tolling rather than segment by segment. Chair Talmas asked that this be discussed at the next ETP meeting.

Councilmember Gerend reminded members that the Association of Washington Cities is having its annual conference on June 25 in the Tri-Cities.

Councilmember Asher asked that a workgroup be set up to follow-up on Vice-Chair Stilin's idea of using metrics to track progress of the transportation system on the Eastside. Mr. Howard said that the PSRC's work on performance monitoring and MAP-21 measures may be helpful in that process.

Councilmember Asher also raised concern that Sound Transit is unable to interview the bus driver who recently was in an accident, because they are an employee contracted with Community Transit to drive Sound Transit buses. Mr. Arkills iterated that all King County operated Sound Transit service is staffed by King County employees, and King County and Sound Transit are committed to open information sharing, however Community Transit uses a private operator for their service and have different contract agreements.

Mayor Baker told members that the National League of Cities will be having their Congress of Cities and Exposition in Seattle this year from November 13 to 16.

Chair Talmas closed the meeting.

Other Attendees:

Richard Tait, ETA	Wes Edwards, KCDOT
Doug Jacobson, Renton	Colleen Gants, PRR
Genesee Adkins, King County	Brenda Bauer, King County Roads
Monica Whitman, SCA	Jack Whisner, King County Metro
Peter Dane, Redmond	Kris Overleese, Kenmore
Gary Costa, Issaquah	Will Knedlik, ETA