



2012 Annual Progress Report



## 2012 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.

### 2012 Highlights:

During 2012, ETP continued to focus on how local and state transportation systems are coping with declining revenues. ETP monitored the implementation and updates to Metro's new Strategic Plan for Public Transportation, including the development of Alternatives Services for low-productivity areas and adjustments to service allocations the link land-use development to future service growth. The Eastside's RapidRide B Line also reached its first full year of service to an increase in ridership over routes existing prior to implementation, and with a high level of customer satisfaction. Also in 2012, King County's Roads Services Division (RSD) continued to manage a decline in services in the face of a budget crisis with no alternative funding. ETP was updated on efforts of cities and King County to identify local funding for RSD and for cities, and will continue to monitor this proposal as the 2013 Legislative Session is underway. Regionally, ETP participated in the PSRC's Regional Project Competition by selecting five projects to be considered for funding. At the State level, ETP closely monitored the construction of the I-405 program and proposed Express Toll Lane System, the effects of existing tolling on the SR 520 Bridge, and the proposal to review tolling of the I-90 Bridge.

Administratively, ETP undertook a substantial effort to revise and approve its own operating procedures which had not been updated since 2007. Additionally, ETP also agreed to extend their Operating Agreement for one additional year while the Chair and Vice-Chair work with the other Transportation Boards to revise and adopt a new agreement.

ETP Structure: Members of ETP for 2012 are shown on the following page. Each representative representing a city, county, or coalition of cities has one vote, and agencies and other organizations are nonvoting members. During 2012, Councilmember Kimberly Allen served as Chair and Mayor Bernie Talmas 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)

<b>2012 ETP Membership</b>		
<b>Organization</b>	<b>Representative</b>	<b>Alternate</b>
<b>Bellevue</b>	Councilmember Claudia Balducci Councilmember Kevin Wallace	
<b>Bothell</b>	Deputy Mayor Joshua Freed Councilmember Andy Rheume	Councilmember Patrick Ewing Councilmember Del Spivery
<b>Snoqualmie Valley Cities</b>	Councilmember Amy Ockerlander (Duvall) Mayor Jim Berger (Carnation)	Councilmember Jake Repin (Snoqualmie Tribe Council) Councilmember Kingston Wall (Snoqualmie)
<b>Issaquah</b>	Mayor Ava Frisinger Councilmember Josh Schaer	Councilmember Tola Marts Councilmember Mark Mullett
<b>Kenmore</b>	Councilmember Allan Van Ness Councilmember Bob Hensel	Councilmember Laurie Sperry Mayor David Baker
<b>King County</b>	Executive Dow Constantine Councilmember Kathy Lambert Councilmember Jane Hague	Chris Arkills Paul Carlson
<b>Kirkland</b>	Councilmember Amy Walen Councilmember Dave Asher	Mayor Joan McBride
<b>Mercer Island</b>	Councilmember Mike Cero Councilmember Jane Brahm	Mayor Bruce Bassett
<b>Newcastle</b>	Councilmember John Dulcich Councilmember Steve Buri	
<b>Redmond</b>	Councilmember Kim Allen (Chair) Councilmember John Stilin	Mayor John Marchione
<b>Renton</b>	Councilmember Don Persson	Councilmember Marcie Palmer
<b>Sammamish</b>	Deputy Mayor John James Mayor Tom Odell	Councilmember Don Gerend Councilmember John Curley
<b>Small Cities Coalition</b>	Mayor George Martin (Clyde Hill) Mayor Dave Cooper (Yarrow Point)	Mayor Fred McConkey (Hunts Point) Mayor Richard Leider (Beaux Arts) Councilmember Doug Dicharry (Medina)
<b>Snohomish County</b>	Peter Camp	Steve Dickson
<b>Woodinville</b>	Mayor Bernie Talmas (Vice-Chair) Councilmember Susan Boundy-Sanders	
<b>Transportation Improvement Board</b>	Steve Gorcester, Executive Director	Greg Armstrong
<b>WSDOT</b>	Stacy Trussler	Shuming Yan Charles Prestrud Richard Warren
<b>Puget Sound Regional Council</b>	Charlie Howard	Robin Mayhew
<b>Sound Transit</b>	Councilmember Fred Butler	
<b>State Transportation Commission</b>	Commissioner Richard Ford	Reema Griffith
<b>Eastside Transportation Association</b>	Dick Paylor	Will Knedlik
<b>Port of Seattle</b>	Geri Poor	Mike Merritt
<b>Eastside Transportation Choices Coalition</b>	Councilmember Dave Asher	Rob Johnson
<b>Community Transit</b>	Brien Doennebrink	Roland Behee

**2012 ETP Work Program Goals and Accomplishments**

ETP adopted four priority areas for its work program for 2012. These are shown below, with a brief indication of the accomplishments achieved for each.

<b>2012 Priority Area</b>	<b>2012 Accomplishments</b>
<b>State Legislative Session:</b>	<ul style="list-style-type: none"> <li>• Developed and advocated for a 2012 legislative agenda, and prepared a draft legislative agenda for the 2013 legislative session.</li> <li>• Adopted a joint legislative message with other subareas</li> <li>• Monitored legislative requests to study tolling in the I-405 and I-90 corridors</li> <li>• Monitored development of multi-jurisdictional revenue proposal to the legislature to address local transportation needs</li> <li>• Convened the ETP Legislative Subcommittee mid-2012 to develop a Legislative Statement for the 2013 State Legislature</li> </ul>
<b>Metro King County Strategic Plan:</b>	<ul style="list-style-type: none"> <li>• Oversaw the largest change in Metro Transit service ever to “Right Size” service to provide efficiencies and reduce costs</li> <li>• Monitored the development of Metro’s Alternative Service Five Year Plan for low-productivity areas</li> <li>• Provided input on the revision to the Metro Strategic Plan that will link land use development with assigning transit service</li> </ul>
<b>Regional Planning Activities</b>	<ul style="list-style-type: none"> <li>• Established a list of ETP priority projects to recommend to the PSRC for the Regional Project Selection Process for 2013-2014 FHWA funding</li> <li>• Monitored revisions to the PSRC’s Transportation 2040 Project Prioritization process</li> <li>• Monitored the PSRC’s Growing Transit Communities project to identify and implement transit-oriented growth throughout the region</li> </ul>
<b>Major Corridor Project Implementation and Funding:</b>	<ul style="list-style-type: none"> <li>• Monitored the impacts of SR 520 tolling on the transportation network and the diversion impacts of SR 520 traffic and on SR 522, I-90, I-5, I-405, and the various interchanges</li> <li>• Monitored implementation of projects in the SR 520, I-90, SR 522 and I-405 corridors, including tolling programs to generate funding for these corridors</li> <li>• Monitored and provided input on Sound Transit East Link planning and design</li> </ul>

## **2012 ETP Correspondence**

- ETP 2013 Legislative Statement
- Joint King County Transportation Board 2013 Legislative Letter



## **ETP 2013 Legislative Statement**

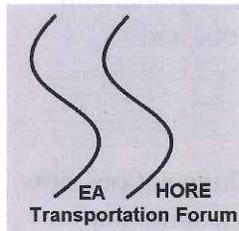
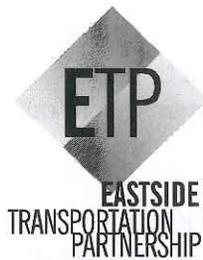
*Approved November 9, 2012*

Transportation investments in key Eastside corridors are critical for a healthy economy. The Eastside Transportation Partnership (ETP) is a collaborative effort among 20 King County cities, transportation agencies, and the private sector. ETP is committed to implementing high priority transportation projects, including roads and transit necessary for the mobility, safety and economic vitality of East King County, the Puget Sound region, and the State of Washington.

We urge the 2013 State Legislature to:

- 1. Develop and fund a transportation package through an increase in the state gas tax and/or other revenue sources to pay for critical safety, maintenance and mobility improvements identified for I-405, I-90, SR 522 and SR 520 east of I-405.**
- 2. Increase funding options for local transportation needs; while maintaining funding for programs that support mobility, economic vitality and maintenance of the existing transportation system.**
- 3. Continue to evaluate tolling as a tool to help manage and finance specific projects in key corridors. Additionally, continue to monitor for impacts on other roadways as a result of SR 520 tolling and consider appropriate mitigation where necessary.**

ETP appreciates the magnitude of the State Legislature's task and looks forward to a productive and collaborative partnership throughout the 2013 session.



January 18, 2013

Subject: Transportation Priorities for 2013 Legislative Session

Dear Legislators:

The South County Area Transportation Board (SCATBd), Eastside Transportation Partnership (ETP) and SeaShore Transportation Forum are advisory boards of local elected officials committed to improving the transportation system in King County and the region. Together, members from these three boards represent the majority of King County's population. On behalf of our members, we are writing to ensure that you are aware of our priorities as the 2013 legislative session gets underway.

In this time of budget shortfalls, we believe that finding solutions to our transportation problems will require leadership and cooperation at all levels of government. We offer our support helping you to make the hard decisions to support the transportation investments that are critical to the region's and the state's economic recovery and sustained prosperity. As representatives from King County, we ask you for action on these key shared priorities during this upcoming session.

**Maintain and improve major state corridors.** Protecting and improving the existing transportation infrastructure is essential for mobility, economic development and safety. We urge the legislature to develop and fund a transportation package that will invest in critical infrastructure to meet current needs and improve freight mobility to keep and grow jobs.

**Help local governments meet their transportation needs.** The transportation revenues available to cities and counties have been drastically reduced by rising costs, reduced gas tax collections and the global economic downturn. Available local financing tools do not allow local jurisdictions to maintain, operate and preserve their existing roadway infrastructure, respond to current transit demands, or support expected growth in population and jobs. Local governments

need additional and more effective tools with greater flexibility in the use of local options for funding both roads and transit to keep the system functioning, safe, reliable and responsive to our citizens' needs.

**Use tolling to manage and fund projects, and mitigate the effects on other corridors.** The state should continue to evaluate tolling as a tool to help manage and finance specific projects in key corridors. Decisions about tolling should be made in close coordination with regional and local officials and transit agencies. Mitigation for negatively impacted jurisdictions and transportation systems should also be considered.

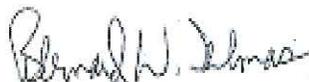
Members of all three of our boards look forward to a robust discussion of these recommendations during the legislative session. We seek your cooperation in taking actions now to put in place the framework that will allow future transportation investment that spurs our economic growth.

Thank you for your consideration.

Sincerely,



Peter Lewis, Mayor  
City of Auburn  
Chair, South County Area  
Transportation Partnership  
(SKATBd)



Bernie Talmas, Mayor  
City of Woodinville  
Chair, Eastside Transportation  
Partnership (ETP)



Chris Eggen, Deputy Mayor  
City of Shoreline  
Chair, SeaShore Transportation  
Forum