

Eastside Transportation Partnership (ETP)
April 12, 2013
Meeting Summary

ETP Members Attending	
Mayor Bernie Talmas - Woodinville (Chair)	Councilmember Don Persson - Renton
Councilmember Joshua Schaer - Issaquah (Vice-Chair)	Councilmember John James - Sammamish
Councilmember John Stilin - Redmond (Vice-Chair)	Councilmember Don Gerend - Sammamish
Councilmember Andy Rheäume - Bothell	Councilmember Susan Boundy-Sanders - Woodinville
Mayor Ava Frisinger – Issaquah	Councilmember Amy Ockerlander - Duvall (SVGA)
Mayor Dave Baker - Kenmore	Mayor Jim Berger - Carnation (SVGA)
Councilmember Allan Van Ness - Kenmore	Mayor George Martin – Clyde Hill (Small Cities)
Councilmember Kathy Lambert - King County	Mayor Dave Cooper - Yarrow Point (Small Cities)
Chris Arkills - King County (Alternate)	Councilmember Doug Dicharry - Medina (Small Cities)
Councilmember Dave Asher – Kirkland	Dick Paylor – ETA
Councilmember Amy Walen - Kirkland	Charlie Howard – PSRC (Alternate)
Councilmember Mike Cero - Mercer Island	Brian Doennebrink – Community Transit
Councilmember John Dulcich – Newcastle	Council President Fred Butler - Sound Transit
Councilmember Kim Allen - Redmond	Charles Prestrud - WSDOT (Alternate)

I. Public Comment

Rich Perteet, member of ETA, spoke regarding limiting any expansion of business and occupation taxes.

II. Approval of March 8, 2013 Meeting Summary

ACTION: ETP approved the March 8 Meeting summary

III. 2013 Legislative Session

Genesee Adkins, Government Relations Manager for the King County Executive, provided a legislative update on Representative Clibborn’s latest transportation revenue package. The package would raise \$8.4 billion largely by a 10-cent increase in the gas tax, implemented over four years, and through an extension of current and new licensing fees. The revenue package includes money for major projects, including SR 167 and SR 509 to Interstate 5, improvements to I-405, the North Spokane Corridor, to address congestion on Interstate 5 near Joint Base Lewis-McChord, and \$450 million for the Columbia River Crossing project. The proposal also includes local revenue options including a local 1.5% motor vehicle excise tax and up to a \$40 councilmanic vehicle license fee (VLF).

Councilmember Gerend asked if a public vote will be required. Ms. Adkins said it is unclear for the state package, but will be most likely for the local options except the \$40 councilmanic VLF.

Mr. Paylor asked if any of the \$8.4 billion raised through the gas tax will be bonded. Ms. Adkins said \$3 billion will be for bonds.

Councilmember Asher asked if there is anything they can do to support a revenue package. Ms. Adkins asked members to speak to their senators, as that is where the package will have the most resistance.

IV. I-405/SR167 Corridor Briefing

Kim Henry, WSDOT I-405/SR 167 Corridor Project Director, and Denise Cieri, WSDOT I-405/SR 167 Corridor Project Deputy Director, gave a briefing on the I-405/SR 167 Corridor. Currently, WSDOT still has the following elements of the I-405/SR 167 Project to complete:

Phase 1:

- I-405 Bellevue to Lynnwood Widening and Express Toll Lanes – under construction, open 2015
- SR 167 Stage 4 –funded, open 2017

Phase 2:

- Renton to Bellevue Widening and Express Toll Lanes – \$890m (\$65m funded, \$825m unfunded)
- I-405/SR 167 Direct Connector – \$325m (\$40m funded, \$285m unfunded)

The I-405 HOV lanes were designed to manage demand, but are currently experiencing breakdowns. Over \$2 billion has been invested since the 1970's to build out a 300-mile HOV system in Central Puget Sound. HOV lanes should operate at 45 mph 90 percent of the time. Some HOV lanes are congested, some are underused. Many HOV lanes currently do not meet the performance standard as the 2+ HOV lanes are over utilized. Congested lanes mean inability to guarantee transit trips, resulting in transit service cost increases and more coaches when trips are slow or unreliable.

Express Toll Lanes (ETL) is a solution to manage congestion. ETLs can improve traffic performance by moving more people and vehicles throughout the entire freeway system and improving transit speed and reliability. In addition, revenues from ETLs are a direct, market-based, user-fee that can provide funding towards future improvements and supplement traditional gas tax revenue.

Currently, WSDOT is reviewing trade-offs between the four following potential carpool policy scenarios:

1. 2+ Carpools are Free
2. All Carpools Get a Discount
3. 2+ Carpools are Free in the Off-Peak; 3+ Carpools are Free in the Peak
4. Only 3+ Carpools are Free

Councilmember Lambert was concerned about the ease of transitioning the HOV system from 2+ to 3+. Councilmember James was also concerned about how the existing technology purchased by the driver will be integrated. Mr. Henry said that WSDOT is reviewing technologies and methods, but will continue in the near-term with manual enforcement of policies.

Councilmember Dulcich asked if studies of a 3+ HOV policy show reduced congestion. Mr. Henry said 25% of current traffic is at 3+ passengers. However, WSDOT's target is to keep a rate low enough to encourage users and to keep traffic moving at maximum flow.

V. King County Metro Transit Annual Service Guidelines Update

Kevin Desmond, King County Metro General Manager, and Chris O'Claire, King County Metro Strategic Planning and Analysis Supervisor, presented a financial overview or Metro's actions to reduce costs, on overview of the Annual Service Guidelines Report to be presented to the King County Council, and the illustrative service reductions if no additional funding can be identified.

Metro has taken a number of actions to reduce their operating deficit, totaling \$798 million in in savings 2013. Those actions include:

Ongoing productivity/efficiency actions

- Transit program efficiencies
- Scheduling efficiencies
- Non-service & staff reductions
- Other program efficiencies
- Bus service reductions
- Labor cost savings
- Service deferrals

Revenue related actions

- Fare increases
- Property tax
- Congestion Reduction Charge (temporary)
- Ride Free Area Elimination

One-time actions (cash savings)

- Capital program cuts
- Fleet replacement reserves
- Operating reserves
- 2009 savings i.e. hiring freeze
- Healthy incentives program

All of these actions allowed Metro to sustain current service, however without a new revenue source Metro will need to cut 17% or 600,000 annual service hours starting in 2014 with 150,000 hours. The 17% proposed cut in service is just a reduction from current operating levels, and does not account for projected system growth or conforming to the PSRC's projected T2040 growth.

The service guidelines define a transparent process using objective data that helps Metro make decisions about adding, reducing and changing transit service to deliver productive, high-quality service where it's needed most. The service guidelines have identified target service levels for specific corridors, however 309,800 hours are need to bring transit service up to the needed target service levels, and 24,599 hours are needed to address service quality issues such as unreliable or overcrowded buses.

To get to the 600,000 hours or illustrative service cuts, Metro will need to eliminate 300,000 hours of transit service that is underperforming, and then begin reducing 300,000 hours of productive services. Although Metro has developed a list of at risk service, this is an illustrative list to show the widespread impact of a 17% cut. If additional funding is not identified, Metro will begin working with jurisdictions to develop plans for how to implement the 17% service reductions.

Councilmember Asher reiterated that cities also want to work closely with Metro on any service reductions.

Mr. Paylor asked if ridership is high, why not raise fares. Mr. Desmond said that Metro has raised fares significantly in the last few years, and another fare increase will occur this year. However, Metro has to balance fare increases with impacts to low wage workers.

Vice-Chair Stilin asked what type of reaction is the illustrative service cuts supposed to illicit from people. Mr. Desmond said it is not to scare people, but instead to give the first real idea of the size of the impact facing Metro and a “starting point” for cuts if no additional revenue is raised. Additional planning principles will be applied to help determine more details on how to restructure system.

VI. Growing Transit Communities Corridor Action Strategy

Michael Hubner, PSRC Senior Planner, presented on the PSRC’s Growing Transit Communities’ Draft Corridor Action Strategy. Growing Transit Communities (GTC) is a regional initiative funded by a \$5 million federal grant and housed at the PSRC. The program is a “Big Tent” coalition of cities, counties, developers, social services, and others who are working to promote thriving and equitable transit communities. This effort is timely as cities and the region are developing land use plans around our \$15 billion investment in regional transit.

One product of the GTC effort is a document of Corridor Action Strategies (CAS). The CAS identifies strategies in four action categories: Foundation Strategies, Attract Growth, Housing Choices, and Access to Opportunity. The CAS document is available on the PSRC’s website. In April through May, PSRC is taking public comment on the CAS, and the oversight committee is expected to take action on it in July.

Vice-Chair Stilin said that he sits on the GTC Oversight Committee, and invites members to share comments with him and he will pass them on.

VII. Reports

No Reports

VIII. Good of the Order

Mayor Baker said that a group of Lake Washington Mayors are drafting a letter asking the PSRC to look at a regional approach to tolling rather than segment by segment.

Chair Talmas closed the meeting.

Other Attendees:

Richard Tait, ETA	Wes Edwards, KCDOT
Doug Jacobson, Renton	Ann Broache, I-405 Team
Wendy Taylor, HNTB	Dave Godfrey, Kirkland
Monica Whiteman, SCA	Jack Whisner, KC Metro
Peter Dane, Redmond	Amy Danberg, PRR
Michael Hubner, PSRC	Will Knedlik, ETA
Gary Costa, Issaquah	Julien Loh, Rep. DelBene’s Office