

Eastside Transportation Partnership (ETP)
February 8, 2013
Meeting Summary

ETP Members

Mayor Bernie Talmas	Woodinville (Chair)
Councilmember Joshua Schaer	Issaquah (Vice-Chair)
Councilmember John Stilin	Redmond (Vice-Chair)
Councilmember Kevin Wallace	Bellevue
Mayor Ava Frisinger	Issaquah
Councilmember Allan Van Ness	Kenmore
Mayor David Baker	Kenmore
Councilmember Kathy Lambert	King County
Chris Arkills	King County (Alternate)
Councilmember Dave Asher	Kirkland
Councilmember Mike Cero	Mercer Island
Councilmember John Dulcich	Newcastle
Councilmember Don Persson	Renton
Councilmember John James	Sammamish
Councilmember Don Gerend	Sammamish
Peter Camp	Snohomish County
Councilmember Susan Boundy-Sanders	Woodinville
Councilmember Amy Ockerlander	Duvall (SVGA)
Mayor Jim Berger	Carnation (SVGA)
Mayor Dave Cooper	Yarrow Point (Small Cities)
Councilmember Doug Dicharry	Medina (Small Cities)
Brian Doennebrink	Community Transit
Dick Paylor	ETA
Council President Fred Butler	Sound Transit
Charles Prestrud	WSDOT (Alternate)

Chair Talmas explained that the King County Prosecuting Attorney reviewed the ETP Agreement regarding having two Vice-Chairs. Their response was:

The agreement never clearly addresses the number of chairs or vice-chairs ETP can have. However, it does consistently reference “a chair” and “a vice-chair,” so one could make a strong case that only one chair and one Vice-Chair is allowed. But even if it was clear, there is no legal enforcement mechanism forcing ETP to maintain one Chair and one Vice-Chair. As an alternative, the cleanest approach could be to add an item to the ETP procedures, which ETP can change with one meetings notice-- that allows a second chair or vice-chair.

Chair Talmas indicated he did not want to change the procedures, and recognizes that the Prosecuting Attorney’s response allows ETP to have two Vice-Chairs for this year without ramifications, however ETP will look to have a single chair and vice-chair in the future to best align with the language in the agreement.

I. Public Comment

Kathy Cox with Eastside Community Rail and Snohomish Mayor Karen Guzak spoke in favor of preserving the existing tracks in the currently unused Eastside Rail Corridor. Preserving the tracks would allow for an excursion train between Snohomish and Woodinville. The rail line also has the potential to be used for future passenger and freight service between Snohomish and Bellevue, but this would require the City of Kirkland to delay their plans to remove the tracks in their jurisdiction till further study can be completed.

Will Knedlik with Eastside Rail Now said he wants a complete EIS reviewing the economic impacts of removing the Eastside rail tracks.

II. Approval of January 11, 2013 Meeting Summary

There was a request for minor grammatical changes.

ACTION: ETP approved the January 11 Meeting summary as amended

III. PSRC Transportation 2040 Plan Report

Stephanie Rossi, Principal Planner for the PSRC, provided an overview of the PSRC's Transportation 2040 Plan Update. Currently, PSRC staff is developing T2040 Update strategies, and later this year will perform analyses of the strategies, and then begin developing a draft plan. In late 2013 and early 2014 a recommended plan will be developed with board approval expected in 2014. The financial elements of Transportation 2040 include:

- \$98 billion for preservation, maintenance, and operations
- \$28 billion for non-metropolitan transportation system expansion
- \$56 billion for system improvements including highways, ferries, transit, and arterials
- \$7 billion for other regional investments

Each of these elements will be revised during the plan update, producing revised project lists that conform with the Transportation 2040 Plan.

Mayor Talmas asked how a project list developed by ETP would be incorporated into the PSRC's T2040 program. Ms. Rossi said staff would review all materials received to understand how to incorporate it into the program.

IV. Washington Road Usage Assessment Charge

Jeff Doyle, WSDOT Director of Public Private Partnerships, and Councilmember Gerend, as a member of the Washington Road Usage Assessment Charge Steering Committee, presented the topic. Councilmember Gerend is volunteering with Oregon researchers to test technologies and driving behaviors, and is also helping to develop and understand policy and technical issues regarding a road assessment charge in Washington. The state legislature has asked to look at future options to collect revenue from drivers and directed WSDOT and the Washington State Transportation Commission to review road usage policies and technologies.

With future declines in gas tax revenue, a road usage charge based on vehicle miles traveled could provide sustained revenues. There are a number of policy, technology, operations, and public acceptance issues the steering committee is reviewing. There are two planned phases that

could lead to implementation: Phase 1 is underway and is developing the policy framework and preferred operational concepts; Phase 2 could start in 2015 and include pre-implementation system development; and implementation could occur in 2018 or later.

Councilmember James said he was concerned about the privacy of using GPS systems. Mr. Doyle said GPS is only one of multiple technologies under consideration, and the final recommendation may include multiple methods and technologies.

Councilmember Sanders asked how the state expects to deal with evaders who just unplug their device. Mr. Doyle said that the unit has a trackable “heartbeat” so we can contact users if the unit is not functioning.

Councilmember Cero said that the gas tax incentivizes the efficiency of vehicle usage and purchases, while a usage assessment disincentivizes activity.

Mr. Doyle concluded by saying that the legislature is in the early research and development phase, but has not decided if it will implement this program. Councilmember Gerend added that the road usage assessment does not need to be used to replace the gas tax, but it is up to policymakers to decide how to use this research.

V. 2013 Legislative Session

Genesee Adkins, King County Government Relations Manager, provided a legislative update. House Transportation Chair Clibborn provided stakeholders an early outline of her transportation revenue proposal that will be released on February 20. According to the transportation revenue proposal outline, it will likely include:

- A ten cent fuel tax increase, phased in over five years;
- A 15 percent increase in weight fees on large trucks;
- A statewide motor vehicle excise tax (MVET) of 0.7 percent of vehicle value;
- An increase in the hazardous substances tax, from the current rate of 0.7 percent to 1 percent, for the purposes of addressing stormwater cleanup and addressing fish passage barriers;
- A \$25 fee on the purchase of premium bicycles for the Complete Streets program;
- An increase in certain vehicle fees paid to county auditors and the Department of Licensing; and
- A statutory dedication of certain driver and vehicle fees raised in 2012, for various purposes consistent with legislative intent;
- It also proposes the following local transportation options:
 - Allows a transportation benefit district (TBD) to impose a vehicle fee of up to \$40 by a majority vote of the district's governing board;
 - Allows King County, by a vote of the people or a majority vote of the county council, to impose a MVET of up to 0.7 percent;
 - Allows Community Transit in Snohomish County, by a vote of the people, to implement an up to 0.7 percent MVET;
 - Changes the existing local option fuel tax from 10 percent of the state rate to a rate of 1 cent, 2 cents, and 3 cents; and

- Allows various transit agencies to establish subzones in which voters in the zone could vote to increase the sales tax rate in exchange for enhanced service in the zone.

Councilmember Gerend asked if the State Supreme Court is expected to rule on the legislature's two-thirds vote rule for increasing taxes. Ms. Adkins said a ruling is expected soon and court decisions are usually released on Thursdays, however there is no date set.

VI. Reports

Councilmembers Wallace and Butler, as members of the I-405/167 Executive Advisory Group (EAG), reported on the recent January I-405/16 EAG meeting. The meeting was an introduction to the HOT lanes discussion that will be going on over the next year.

Chair Talmas said he would like ETP to closely track the efforts of the I-405/167 EAG.

VII. Good of the Order

Councilmember Ockerlander commented that Metro has rolled out its Alternative Service Plan and is disappointed that they are cutting the Route 311 service. However, she is generally happy with the other recommendations in the plan.

Councilmember Cero commented that Mercer Island is opposed to the tolling of I-90 and has hired an attorney to look at moving the WSDOT Environmental Analysis to an Environmental Impact Statement.

Chair Talmas closed the meeting.

Other Attendees:

Kathy Cox, Eastside Community Rail	Dave Godfrey, Kirkland
Will Knedlik, ETA	Wes Edwards, KCDOT
Peter Dane, Redmond	Denise Cieri, WSDOT
Ron Posthuma, KCDOT	Mayor Karen Guzak, Snohomish
Don Samdahl, Fehr & Peers	Kris Overleese, Kenmore
Monica Whiteman, SCA	Jack Whisner, KC Metro
Stephanie Rossi, PSRC	Amy Danberg, PRR