

Eastside Transportation Partnership (ETP)
January 11, 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
Councilmember Jane Hauge	King County
Councilmember Kathy Lambert	King County
Chris Arkills	King County (Alternate)
Councilmember Dave Asher	Kirkland
Councilmember Steve Buri	Newcastle
Councilmember Kimberly Allen	Redmond
Councilmember John James	Sammamish
Councilmember Don Gerend	Sammamish
Peter Camp	Snohomish County
Councilmember Susan Boundy-Sanders	Woodinville
Mayor George Martin	Clyde Hill (Small Cities)
Dick Paylor	ETA
Council President Fred Butler	Sound Transit
Charles Prestrud	WSDOT (Alternate)

I. Public Comment

Vic Bishop from the Eastside Transportation Association commented that WSDOT is spending \$12 billion on major corridors in the region, and reducing the total number of vehicle lanes.

II. Approval of December 14, 2012 Meeting Summary

There were no suggested changes.

ACTION: ETP approved the December 14 Meeting summary

III. Election of 2013 ETP Chair and Vice-Chair

Chair Allen asked if there were additional nominees for 2013 ETP Chair or Vice-Chair. Nominee Mayor Talmas for ETP Chair and nominees Councilmember Stilin and Councilmember Schaer for ETP Vice-Chair all made statements regarding why they would like to serve as ETP leadership. Councilmember Asher asked that ETP elect both Vice-Chair nominees to the position to better support ETP's 2013 efforts. Seeing general support for having two Vice-Chairs, ETP moved to vote.

ACTION: ETP elected Mayor Bernie Talmas for 2013 ETP Chair and Councilmembers John Stilin and Joshua Schaer for 2013 ETP Vice-Chairs

Councilmember Van Ness asked whether having two Vice-Chairs violates the ETP agreement. Members asked that the agreement be reviewed prior to the February meeting to determine if having two Vice-Chairs violates the ETP agreement.

New Chair Talmas also thanked outgoing Chair Kimberly Allen for her years of service to ETP by presenting her with flowers and a certificate of appreciation.

IV. Environmental Assessment for Tolling on I-90

Craig Stone, WSDOT Assistant Secretary for the Toll Division, presented on WSDOT's Environmental Assessment for Tolling on I-90. I-90 is part of the Cross-Lake Washington Corridor. This corridor represents two major east-west "Cross-Lake" travel corridors, I-90 and SR 520. WSDOT is tolling SR 520 as part of a multi-faceted financing strategy to help generate enough revenue to fund replacement of the structurally-vulnerable bridge. A new 520 bridge will give Cross-Lake Washington travelers a safer, more reliable trip.

The SR 520 program cost estimate as of October 2012 is \$4.13 billion. What's currently funded of this program is \$2.72 billion which includes sales tax deferral. This leaves \$1.4 billion unfunded. The funded portion covers:

- Pontoon construction in Grays Harbor.
- The floating bridge and landings.
- Eastside transit and HOV improvement.
- The north half of the west approach bridge.

There have been early indicators of SR 520 Toll success. Data shows that we are meeting or beating traffic forecasts, meeting revenue forecasts, and most people are paying with Good To Go! accounts. There are currently more than 384,000 active Good To Go! accounts and 691,000 active Good To Go! passes. We are now processing 3 million transactions a month – totaling more than 18 million toll transactions since opening on Dec. 29, 2011. Tolls have also shown improvements in transit service and reliability. Lastly, we have seen approximately \$50 million in gross toll revenue.

WSDOT have seen traffic shifts since we implemented tolling on the SR 520 Bridge.

- On SR 520, toll traffic is 33% (33,000 vehicles) lower than pre-tolled levels and travel times are five minutes shorter on average during the peaks.
- On I-90, traffic has increased 11% (15,000 vehicles). On I-90, travel times are four minutes longer on average during the peaks.
- On SR 522, traffic has increased 9% (4,000 vehicles). Travel times have not increased during the morning peak and are about two minutes longer during the afternoon peak.
- On I-5, traffic has increased approximately 2% (4,000 vehicles) in downtown Seattle. Travel times through downtown Seattle are approximately 2 to 4 minutes slower in both directions during the peaks.

- On I-405, traffic has increased approximately 5% (10,000 vehicles) in downtown Bellevue. Travel times through Bellevue are approximately three minutes slower southbound and two minutes slower northbound during the PM peak.

Tolling I-90 was a recommended strategy of the 2006 Expert Review Panel, 2008 520 Toll Implementation Committee, and 2009 Legislative Work Group. Each group was directed by the legislature to review toll implementation. Tolling also complements WSDOT's I-90 Bellevue to North Bend Corridor Planning Study, a strategy for transportation improvements east of I-405 along the I-90 corridor.

WSDOT is kicking off the environmental study to review affects of tolling on I-90 between I-5 and I-405 at the direction of the State Legislature. This process includes outreach to communities along the corridor and working with local jurisdictions.

The I-90 Tolling Environmental Assessment Timeline will include:

- Public Scoping & Comment: Jan 22 – Feb 22, 2013
- Public Scoping Meetings: January 29, 30, 31, 2013 (Mercer Island, Bellevue, Seattle respectively)
- Transportation Analysis: June 2013
- Public Hearing: November 2013
- Findings: Early 2014

Public Outreach will consist of coordination with elected officials and city staff from the I-90 Corridor and the region, outreach to communities and social service agencies, public scoping meetings and comment period, briefings with community and business organizations, and public hearings.

Councilmember Hague asked why there is a 22,000 vehicle difference between SR 520 and I-90. Mr. Stone said that system trips have reduced by 4 percent, transit ridership has increased by 25 percent, and Vanpools crossing the lake have increased by 40 percent.

Mr. Paylor said he is concerned that travel time has gone up on travel across other non-520 corridors and congestion has increased. Mr. Stone said WSDOT is looking at congestion impacts now of the SR 520 Tolling.

Councilmember Lambert was concerned about the impact tolling can have on an individual's budget, especially with the increase in toll rates and the public ends up needing the travel on SR 520 more than initially expected. Mr. Stone said staff is looking at environmental justice issues of the regressivity of tolling, but the legislative has established a 2.5 percent annual increase in toll rates.

Vice-Chair Schaer said he believes it is unfair to charge those a toll who already have a hard time paying for it. WSDOT should consider a low-income exemption or rate. Additionally, tolls should be set to pay for maintenance and operation of the facility where they are tolled. Mr.

Stone said tolls must be first used to pay for the facility, and then they could be considered for other transportation purposes.

Vice-Chair Stilin asked if WSDOT can differentiate low-income account holders from others. Mr. Stone said it could be programmed to do that, but that is a policy question for the legislature. Some officials have already expressed concern that a discount for one group is a slippery slope.

Councilmember Buri asked if there are any other funding alternatives. Mr. Stone said that the Federal Highway Trust fund may be able to offer some funding assistance, but the feds are expecting declining funding for that account over time. Also, the existing gas tax is largely encumbered, so there is limited capacity to utilize existing gas tax revenues.

Councilmember James asked when Sound Transit light rail construction begins. Mr. Stone said construction will begin in 2016 in the center roadway, lasting 6 to 7 years. Councilmember James suggested that ETP should weigh in on tolling of I-90. Chair Talmas said that ETP should closely follow this issue and consider weighing in.

Mr. Paylor said that the R8A initial proposal had ten lanes, but then turned over the center lanes to Sound Transit. The result is no increase in capacity and less safe roadway widths, despite paying a toll.

Councilmember Wallace said that a cost/benefit analysis that excludes tolling would provide a better representation of the costs and benefits. Also, since there will not be a reversible express lane, WSDOT is losing one lane in the PM peak. He would like to see WSDOT look at solutions to losing this lane rather than ignoring that it will be going away.

Councilmember Lambert asked what the impact is of metering and active traffic management. Mr. Stone said that metering has shown a 5 to 10 percent increase in traffic flow, and early results of active traffic management show a 12 percent decrease in collisions. However, these steps are only incremental efficiency improvements, so by themselves these elements could not offer a complete congestion solution.

Councilmember Persson said that from a traffic engineering perspective, narrower lanes do have a reduced traffic flow.

V. 2013 Legislative Session

Chair Talmas said that this will be a regular ETP agenda item through the legislative session. Officially, the legislative session starts on January 14, but he wanted to open up today's discussion for any insights members may want to share regarding the legislature.

Councilmember Asher shared that the Eastside Chamber had heard that there is not much discussion in Olympia yet regarding local funding options. He suggested that the Transportation Boards could come together and lobby for local funding since the Sound Cities Association, King County, and Seattle letter came together without any transportation board input. Mr.

Arkills, said that it was never the intention of Sound Cities Association, King County, or Seattle to exclude the transportation boards. However, the effort was a genesis from the Mayor's group that sought collaboration by a broad representation of officials within King County jurisdictions, but could not reach out to all bodies and boards due to time constraints.

Mr. Paylor said that could be something the Legislative Subcommittee could be reconstituted to discuss. Councilmember Stilin said that ETP's previous legislative statement was based on a collection of jurisdiction's 2012 legislative statements. He asked for members to send Wes their 2013 statements if available and the Chair and Vice-Chairs will review them. Councilmember Wallace suggested that ETP members try and meet one-on-one with local legislators.

Councilmember Hague said that she would like to see the Sound Cities, King County, Seattle revenue proposal compared to the actual transportation and transit need. Mr. Arkills said that Sound Cities, King County, and Seattle did identify their local needs before establishing a proposal, and at a state level, last year's Governor's Connecting Washington Task Force looked at options to address local and state transportation needs.

Councilmember Lambert said that only 15 percent of all roadway miles in her district are maintained and is concerned that this is an essential function dictated under the Growth Management Act.

Councilmember Persson commented that the Sound Cities, King County, and Seattle letter does represent a large host of people in King County.

VI. Reports

There were no reports.

VII. Good of the Order

There were no comments for the Good of the Order.

Chair Talmas closed the meeting.

Other Attendees:

Vic Bishop, ETA	Dave Godfrey, Kirkland
Will Knedlik, ETA	Wes Edwards, KCDOT
Peter Dane, Redmond	Colleen Gants, I-405
Ron Posthuma, KCDOT	Doug Jacobson, Renton
Denise Cieri, I-405	Kris Overleese, Kenmore
Geri Poor, Port of Seattle	