

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

ETP Members Attending	
Mayor Bernie Talmas - Woodinville (Chair)	Councilmember John James - Sammamish
Councilmember Joshua Schaer - Issaquah (Vice-Chair)	Councilmember Don Gerend - Sammamish
Councilmember John Stilin - Redmond (Vice-Chair)	Peter Camp - Snohomish County
Councilmember John Stokes – Bellevue (Alternate)	Councilmember Susan Boundy-Sanders - Woodinville
Councilmember Kevin Wallace - Bellevue	Councilmember Amy Ockerlander - Duvall (SVGA)
Mayor Ava Frisinger - Issaquah	Mayor Jim Berger - Carnation (SVGA)
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	Council President Fred Butler - Sound Transit
Councilmember Steve Buri - Newcastle	Charles Prestrud - WSDOT (Alternate)
Councilmember Don Persson - Renton	

I. Public Comment

There were a number of public speakers regarding the Eastside Rail Corridor Advisory Council discussion item. Speakers included:

- Lisa McKonnell with the TRailways Alliance, Doug Engle with Eastside Community Rail, Loren Herrigstad with All Aboard Washington, Byron Goel who would be operating trains through the corridor, Will Knedlik with Eastside Rail Now, and Diane Stanton; who all asked for Kirkland to delay removing their portion of the tracks and consider other near-term uses.
- Jon Pascal and Joel Pfundt with the Kirkland Planning Commission emphasized Kirkland’s planning process and Kirkland’s decision to make an interim trail by removing rails and using the railway right-of-way, and preserving the corridor for future rail transit.

II. Approval of February 8, 2013 Meeting Summary

Councilmember Cero provided the following correct language to Page 4 of the Meeting Summary under “Good of the Order”: 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.

ACTION: ETP approved the February 8 Meeting summary as amended

III. 2013 Legislative Session

Chris Arkills, Transportation Advisor to the King County Executive, provided a legislative report in Ms. Adkins absence. Representative Clibborn has released her statewide Transportation Funding proposal which consists of a statewide 10-cent fuel tax increase with 6.5 percent of the revenues distributed to counties and 6.5 percent distributed to cities, and a 0.7 percent motor vehicle excise tax (MVET) with 8.25 percent distributed to cities and 8.25 percent distributed to counties. Additionally, the bill also authorizes some local options for King County, including an increase of the councilmanic vehicle license fee to \$40, and an additional 0.7 percent MVET in King County. This bill still falls short of meeting funding all our local transportation needs.

The other major bill is the Representative Farrell Proposal which is similar to local options proposed in the SCA/King County/Seattle proposal. The Farrell bill includes an increase of the

councilmanic vehicle license fee to \$40, and the ability to levy a 1.5 percent local MVET in King County.

In addition, other bills under consideration are HB 1898 for Pierce County which establishes 'subzone' taxing districts for transit, and HB 1953 for Snohomish County which provides a temporary four year 0.3% sales tax increase to support transit.

Councilmember Sanders asked if the Senate is in opposition to the Clibborn proposal. Mr. Arkills said the Senate is focused on funding education first.

Councilmember Lambert said Representative Clibborn needs as much support as possible to pass a transportation bill and cities should be in Olympia supporting transportation funding.

Councilmember Cero said the Clibborn proposal does not fund the 520 bridge. Mr. Arkills said that Representative Clibborn has not yet released the transportation budget, and we should look to the budget for SR 520 funding.

IV. Eastside Rail Corridor Advisory Council

Mary Bourguignon, Legislative Analyst with the King County Council, reported on the ownership history and current status of the Eastside Rail Corridor. In 2009, the Port of Seattle purchased the entire Eastside Rail Corridor, from Renton to Snohomish, from the BNSF. Over time, easements and ownership of the corridor were purchased by various organizations for different purposes. These easements include:

- 2009: King County trail easement in majority of the corridor subject to future transit use through Railbanking rules
- 2009: GNP/Eastside Community Rail freight and excursion easement in the northern tip of the corridor, as retained and authorized by BNSF
- 2010: Redmond easement for 3.9 miles for all Railbanking uses.
- 2010: PSE utility easement for the entire corridor, except in Redmond.
- 2012: Sound Transit fee ownership of 1 mile in Bellevue, and easements throughout the corridor
- 2012: Kirkland fee ownership of 5.5 miles for all allowable Railbanking uses.
- 2013: King County trail easement on the north portion north to the Brightwater facility, and fee ownership of three separate segments still owned by the Port of Seattle.

Peter Camp commented that King County has put together a good process to identify how to utilize the rail corridor, but Snohomish County has 11 miles of the rail corridor and has not been included in the discussion. Councilmember Lambert said she would discuss participation of Snohomish County with the Eastside Rail Corridor Advisory Council's co-chairs.

Councilmember Wallace also expressed that cities in the south part of the rail corridor would also like to participate. Ms. Bourguignon said that the Advisory Council is looking at ways to include others.

Chair Talmas clarified with Ms. Bourguignon that further citizen comments should be directed to the Advisory Council.

V. Draft ETP 2012 Annual Report

Discussion of the Draft ETP 2012 Annual Report was deferred to the April meeting.

VI. Reports

Chair Talmas reported on the March 5 Joint Transportation Board Chairs' meeting. Highlights from the meeting include:

- The boards are developing shorter, streamlined agreements for all boards that would contain only establishing language, and shifting as many of the procedural issues currently in the agreement into the procedures. The intent is to allow more flexibility for boards to adjust the way they operate without having to revise the agreement.
- The revised agreements will also only have voting cities and counties as legal parties to the agreement. All other members will be identified in the procedures.
- The revised agreements will also reflect a 2014 reduction in King County staffing, partially reducing the level of staffing provided to the Transportation Boards.
- We are still discussing having Port of Seattle Commissioners as a full voting member of the boards.
- Staff is developing templates for the Agreements and for the Procedures for the Chairs to review.

Additionally, Wes Edwards, Transportation Planner for King County, announced that April and May ETP meetings will be held at an alternate location, the Redmond Silver Cloud Inn.

VII. Good of the Order

There were no issues for the Good of the Order.

Chair Talmas closed the meeting.

Other Attendees:

Loren Herrigstad, All Aboard Washington	Dave Godfrey, Kirkland
Will Knedlik, ETA	Wes Edwards, KCDOT
Peter Dane, Redmond	Lincoln Vanderkeen, Bellevue Chamber
Doug Jacobson, Renton	Ann Stanton, Snohomish
Kathy Cox, Eastside Community Rail	Ernie Wilson, Eastside Community Rail
Monica Whiteman, SCA	Jack Whisner, KC Metro
Doug Engle, Eastside Community Rail	Amy Danberg, PRR
Elizabeth Churchill, Cascadia Center	Bill Vadino, KC Councilmember Hague
Tom Jones, TMJ Group, LLC	Joel Pfundt, Kirkland Transp. Cmte
Jon Pascal, Kirkland Transp. Cmte	Richard Tait, ETA
Mary Bourguignon, KC Council staff	John Resha, KC Council staff