

## **Eastside Transportation Partnership (ETP)**

**June 8, 2012**

### **Meeting Summary**

#### **ETP Members**

Councilmember Kimberly Allen	Redmond (Chair)
Mayor Bernie Talmas	Woodinville (Vice-Chair)
Councilmember Kevin Wallace	Bellevue
Councilmember Andrew Rheaume	Bothell
Councilmember Joshua Schaer	Issaquah
Deputy Mayor Bob Hensel	Kenmore
Chris Arkills	King County (Alternate)
Councilmember Dave Asher	Kirkland
Councilmember Amy Walen	Kirkland
Councilmember John Dulcich	Newcastle
Councilmember Don Persson	Renton
Councilmember Don Gerend	Sammamish (Alternate)
Deputy Mayor John James	Sammamish
Mayor Tom Odell	Sammamish
Councilmember Mike Cero	Mercer Island
Councilmember Susan Boundy-Sanders	Woodinville
Mayor George Martin	Clyde Hill (Small Cities)
Councilmember Doug Dicharry	Medina (Small Cities)
Mayor Dave Cooper	Yarrow Point (Small Cities)
Councilmember Amy Ockerlander	Duvall (SVGA)
Mayor Jim Berger	Carnation (SVGA)
Dick Paylor	Eastside Transportation Association
Charlie Howard	PSRC
Deputy Council President Fred Butler	Sound Transit
Charles Prestrud	WSDOT (Alternate)

#### **I. Public Comment**

No public comment.

#### **II. Approval of May 11, 2012 Meeting Summary**

The May 11, 2012 meeting summary was approved with no corrections.

#### **III. Countywide and Regional Grant Competitions Report**

Peter Heffernan, Grants Administrator for King County Department of Transportation, presented an update on the project selection process for the Puget Sound Regional Council's (PSRC) Regional and King County area federal grant program competitions. These two competitions have \$63 million and \$53 million available respectively.

*Regional Grant Program:* Earlier this year the King County members of the PSRC Transportation Policy Board had asked each King County Subarea Transportation Board to recommend five projects from each of their subareas to be considered for the Regional

Competition from the King County area. The proposals for the Regional Competition have been reviewed and a recommendation has been developed by the PSRC's Regional Project Evaluation Committee who reviewed the projects. The projects recommended by ETP for this competition were not recommended in the funded portion of the recommendation, but did have projects placed on the contingency list in case additional funding becomes available. These projects include Redmond's Redmond Way and Cleveland Street Improvements and Bothell's SR 522 Multi-Modal Corridor Stage 3 Improvements. The City of Redmond's project was also submitted into the King Countywide grant competition program and is recommended for funding through that process.

*King Countywide Grant Program:* The King County Project Evaluation Committee (KCPEC) has reviewed and developed a recommendation to the King County Members of the PSRC's Transportation Policy Board Meeting for the distribution of \$53 million in the King Countywide grant program. The King County Members of the PSRC's Transportation Policy Board will be meeting on June 14 to review this recommendation.

Due to variation in types of projects and size of jurisdictions potentially competing against each other, the King Countywide grant program competition is divided into different categories. The categories are the Larger Jurisdiction Program, Smaller Jurisdiction Program, Rural Area Program, Non-motorized Program, All-Others Program, and the Preservation Program. The Eastside projects recommended for funding are listed in each of the categories below with 32 percent of all King County funding going to Eastside projects.

*Larger Jurisdiction Program (\$23.4 million):*

- Redmond - Redmond Way and Cleveland St Improvements
- Bellevue – 120th Ave NE – Stage 2
- Sammamish – Sammamish ITS Phase 1 – 228th Ave Project
- King County – Woodinville Duvall Road ITS
- Kirkland – Cross Kirkland Corridor

*Larger Jurisdiction Preservation Program (\$11.4 million):*

- Kenmore – Juanita Drive NE/68th Ave NE, NE 143rd St to NE 175th St Asphalt Overlay
- King County – NE 124th St Overlay Project – from Kirkland to Redmond
- Bellevue – Factor Boulevard Overlay
- Redmond – 156th Ave NE – Street Preservation Overlay
- Bothell – NE 195th St/120th Ave NE Corridor Overlay Project
- Sammamish – Inglewood Hill Road Pavement Overlay

*Smaller Jurisdiction Program (\$1.1 million):*

- Woodinville – Woodinville-Duvall Rd Widening Project

*Smaller Jurisdiction Preservation Program (\$500,000):*

- Woodinville – NE Woodinville-Duvall Rd Pavement Overlay

*Rural Area Program (\$1.9 million):*

- Woodinville Duvall & West Snoqualmie Valley Road intersection Improvement Project
- North Bend – E North Bend Way/Downing Ave/E Park St. Roundabout
- North Bend – Downtown Plaza

*Rural Area Preservation Program (\$1.6 million):*

- King County – Issaquah Hobart Road Overlay Project
- King County – SE May Valley Road Preservation Project
- North Bend – W North Bend Way Overlay
- Snoqualmie – Snoqualmie Parkway Intersection Improvements between SR 202 & SR 18

*Non-motorized Program (\$8.5 million):*

- Redmond – Overlake Village Bicycle-Pedestrian Bridge
- Renton – Highlands to Boeing/Landing Pedestrian Connection
- King County – Bicycle Access Enhancements to RapidRide (Countywide)

*All-Others Program (\$4.6 million):*

- King County – Self Service ORCA Kiosks (Countywide)

#### **IV. Sound Transit East Link Update**

Don Billen, Sound Transit Project Manager for East Link, presented an update on Sound Transit's East Link project. Sound Transit has completed a number of early elements for the project, including preliminary engineering, a published Final EIS, and signed Record-of-Decisions by FTA and FHWA. Currently, Sound Transit is developing the final design of the project and constructing the I-90 Seattle to Bellevue HOV lanes. However, Sound Transit is still negotiating with the City of Bellevue on ways to reduce the cost of the Bellevue Segment of East Link due to a 25 percent reduction in Sound Transit 2 revenues due to the recession.

As part of preparing I-90 for future light rail, the HOV lanes on I-90 are being removed from the center roadway, and the outer roadways are being restriped to add an HOV lane in each direction. To restripe the roadways and shift traffic, Sound Transit is constructing the new lanes in stages. Stage 1, the new westbound HOV lane from Bellevue to Mercer Island, was completed in 2008. Stage 2, the new eastbound HOV lane from Mercer Island to Bellevue, is under construction and will be completed this year. Stage 3, the new east and westbound HOV lanes between Seattle and Mercer Island, is currently in final design.

The East Link stations and rail alignments are currently in the final design stage with some elements likely to remain in design until 2016. Sound Transit will begin acquiring property for building East Link in early 2014, and construction will start in mid 2015. Systems for operating East Link will begin installation in 2018 with testing of systems starting in 2021. East Link service is expected to begin in 2023.

Sound Transit has been in negotiation with the City of Bellevue on design options for the Downtown Bellevue station to reduce costs. They have been developing design options that consist of sharing some project costs and providing incentives. In addition, Bellevue is providing

a stream-lined permitting process to reduce the time needed to acquire permits. Sound Transit plans to have a Memorandum of Understanding in place with Bellevue by early 2014.

In Redmond, the city is pursuing grant funding for preliminary design of a pedestrian bridge across SR 520 at Overlake Village Station. At the Overlake Transit Center, Microsoft is interested in station enhancements including a pedestrian bridge at the transit center.

Vice-Chair Talmas, referring to the handout, said that the estimate of 49 minutes from the South Bellevue Station to Sea-Tac Airport does not seem competitive to other travel options. Mr. Billen responded that Sound Transit currently has faster bus service from the Eastside to the Sea-Tac Airport, and plans to continue this service after East Link opens.

Councilmember Gerend said that no times were shown in the handout about connecting the University of Washington to Microsoft, a connection served by existing bus service. Mr. Billen said that bus service will continue to be provided as the best alternative between those two locations.

Regarding East Link, Councilmember Cero asked when Sound Transit will be of closing the I-90 HOV center lanes. Mr. Billen said that Sound Transit wants to maximize the duration that the center lanes will be open. They expect the HOV lanes to be closed for six years near the end of the project, however the schedule is still being developed.

Mr. Arkills reminded members that when East Link opens, Metro will be restructuring bus service to provide feeder service connecting to light rail.

Councilmember Persson expressed concern that there is no transit service to the Renton Boeing plant, and production at the plant is expected to increase when the Boeing 737 MAX begins production. Mr. Billen said Sound Transit has been working with Metro to structure service to best serve the communities, and will continue to review the need to change future service in growing communities.

## **V. East King County TIB Funding Report**

Steve Gorcester, Executive Director for the Washington Transportation Investment Board (TIB), presented to ETP on the TIB program and funding authorized for the TIB by the legislature. The TIB funds transportation projects through three main programs: the Street Construction Program, the Sidewalk Program, and the Preservation Program. Funding for these programs was previously apportioned based on a population based formula, but TIB is working toward switching to a property value based distribution. Each of the programs is divided into different funding programs for different project types and jurisdiction size. The programs are:

### **Street Construction Programs**

- Urban Program- Major Corridors
- Urban Program- Spot Improvements
- Small City Program- Arterial Streets

### **Sidewalk Programs**

- Urban Sidewalk Construction
- Small City Sidewalk Construction

**Preservation Programs**

- Small City Preservation Program- Streets and Sidewalks
- Expanded Preservation Program- Street resurfacing
- City Hardship Assistance- Decommissioned State Highways

In 2012, Urban based programs have \$66.5 million in funding to distribute, \$60 million for the Major Corridors and Spot Improvements Urban Program, \$3.5 million to the Sidewalk Program, and \$3 million to the Expanded Preservation Program. The Small City based programs have \$12.5 million in funding to distribute, \$10 million for the Small City Arterial Program, \$1 million for the Small City Preservation Program, and \$1.5 million for the Small City Sidewalk Program.

Currently, there are 19 active TIB grant funded projects in the ETP area, nine of which are under construction. This totals about \$33 million in active grants, providing an average of \$10 million in grants per year. Some of the major active projects include:

- Bellevue NE 4th Street- new commercial access east of 116th
- Redmond Union Hill- completes gap
- Renton Rainier- major widening
- Sammamish 244th Avenue- network development
- Woodinville-Duvall Road- congestion relief

For 2013, the TIB has been developing a new project selection process. This process will score each project across four category bands; Safety, Growth and Development, Physical Condition, and Mobility. Each project will then be cross-scored with the categories for Sustainability and Constructability.

Chair Allen asked if projects scoring and funding are distributed evenly between the four band categories. Mr. Gorcester said that each category has the same numerical value of points and each project is scored with all four band categories and the two cross-cut categories. The projects that score highest in one category are funded, regardless of the scores in the other categories.

Councilmember Wallace asked what sources the TIB can seek for new revenue. Mr. Gorcester said that the State Legislature focuses on identifying new funding sources for WSDOT, but the legislature is not as determined to fund the TIB Program. However, the TIB does try to position itself to receive program and project funding with whatever source of funding the legislature is actively considering.

**VI. Legislative Subcommittee Nominations**

Chair Allen reminded members that at the May ETP meeting she asked members to consider volunteering for the ETP Legislative Subcommittee. The Chair asked the body for nominations, of which the following members were selected:

Councilmember John Stilin

Councilmember Dave Asher  
Mayor Bernie Talmas  
Councilmember Don Gerend  
Councilmember Kevin Wallace  
Councilmember Mike Cero  
Dick Paylor

## **VII. Reports**

*Revised ETP Procedures with May 11 Approved Recommendations.* Wes Edwards, Transportation Planner with King County DOT, presented a proposed copy of the ETP Procedures with recommendations as approved at the May 11 meeting. In addition, staff identified a few housekeeping changes to be made and revised the proposed ETP Procedures with the housekeeping changes at the Chair's direction. These changes include:

- Updating the list of jurisdictions and their voting rights as reflected in the 2009-2012 Agreement
- Updating organizations designated not to pay dues
- Changing references of the now out-of-date Six-Year Transit Development Plan
- Revising the designation of Unigard as our primary meeting location.

With these additional changes presented to ETP for the first time, rules indicate that the procedures must wait until the July 13 ETP meeting to be approved.

Councilmember Asher suggested removing the specified years from the reference to the Metro Strategic Plan for Public Transportation 2011-2021. This change would keep ETP from having to change this reference every time an update to the plan is made.

*Report on RFA Negotiations with Seattle.* Mr. Arkills reported that Seattle and King County have been in negotiations for providing an alternative downtown service when the Ride Free Area ends later this year. Seattle has agreed to provide the operations and security costs for the service, while King County will provide the vehicles, likely in the form of mini-bus with ADA compliant wheel-chair lifts. In addition, the Executive stated that he will work to provide vehicles for a circulator to any city in King County willing to meet same security and operations considerations as Seattle.

Councilmember Butler asked if local jurisdictions can provide operators for the circulator service, or if they have to be Metro employee drivers. Mr. Arkills said he would follow-up on that question. In addition, Councilmember Butler asked if King County could provide a 'FAQ sheet' laying out the terms of this new offering. Chair Allen asked King County to explain the options for cities to partner with other jurisdictions or private companies, such as Microsoft, to provide operators for this service.

*Agreement Update Process.* Mr. Arkills explained that the Partnership's interlocal agreement expires at the end of this year, as do the agreements for the other two subareas. King County staff

has consulted with the King County attorneys, and ETP has two options for when the agreement ends.

The first option is a two year “Statement of Extension” voted on by the body, as authorized in the existing agreement. It would state that the agreement would be extended to 2014, with the acknowledgment that the adoption of the new Metro Strategic Plan has altered the basis for transit service allocations.

The second option would be to develop a new, fully revised agreement. Since King County needs the agreements for the three boards to be very similar, revising the agreements would require establishing a joint subcommittee with the other subarea boards to develop a revised agreement. The new proposed agreement would have to be approved by each subarea board, then approved by each city for approval, then submitted to the King County Council for approval. Based on previous experience, this is likely to take six months and a substantial amount of staff support and time from each of the subarea board chairs and subcommittee members.

Based on the recommended changes to the ILA that ETP approved at the May 11 meeting, staff worked with the King County attorneys to determine how ETP could incorporate these recommendations if ETP decides to approve a “Statement of Extension”. The four major issues to address in a new ILA, as approved by ETP, are:

**Issue 1:** “(ETP) recommend(s) establishing a quorum to act/vote.”

**KC Attorney’s Response:** This can be dealt with through the procedures.

**Issue 2:** “(The Agreement) should permit ETP to take a position on initiatives, and legislative actions/agendas.”

**KC Attorney’s Response:** This item is already authorized in the Agreement under section 4.7.

**Issue 3:** “Section 2.0 (2) of the Agreement should add “national and state” prior to “countywide and regional.” (this would read “The ETP may also provide input on other national, state, countywide and regional transportation issues.”).

**KC Attorney’s Response:** This item is mostly authorized in the Agreement under section 4.7, but section 4.7 does not make direct reference to ETP taking a position on National issues, but the agreement also does not exclude ETP from doing so.

**Issue 4:** “Section 5.3 of the ILA should be revised to provide for the appointment of an interim Chair or Vice-Chair should a vacancy be expected in January.”

**KC Attorney’s Response:** This can be dealt with through the procedures.

For clarification, Mr. Arkills read Section 4.7 of the agreement, which states:

*With a simple majority of voting members as shown in Section 3.1, the ETP can adopt resolutions, authorize correspondence, request studies, or provide other advisory input to member jurisdictions or regional and state activities, including plans policies, programs, projects or legislative issues.*

King County would like to take advantage of the agreement's provision that allows for extending the agreements. We would like the ETP, SeaShore, and SCATBd to extend their agreements for two years, with the acknowledgment that the adoption of the new Metro Strategic Plan has altered the basis for transit service allocations. An extension could be done by a majority vote on a 'Statement of Extension' at a regular meeting of each of the subarea boards, which we think would be more efficient than revising the agreements.

Councilmember Asher stated that he thought it is important for ETP to be able to comment on national issues as proposed in the subcommittee's recommendation. Mr. Arkills said that ETP has commented on national issues in the past as they relate to our state, and based on the attorney's response, there is nothing preventing ETP from doing so in the future.

Councilmember Persson said that when the previous agreements were revised, the process was required a great deal of time from the chair and subcommittee. Presented with the option to extend the agreement for an additional two years, Councilmember Persson stated his support for an extension. Other members agreed with the position to extend the agreement.

Deputy Mayor James asked for clarification about what happens in two years if ETP approves an extension now. Mr. Arkills said that the agreement will have to be revised in two years.

Councilmember Butler suggested that King County bring the proposed Statement of Extension to the next meeting, and later provide ETP with set dates for the agreement revision process to begin after the extension and any suggested policy changes to sync-up differences in the three subarea agreements.

Based on the willingness of the body to support an extension, Chair Allen agreed with Councilmember Butler's proposal to have a Statement of Extension prepared for the next July ETP meeting.

*Dues Report.* Mr. Edwards presented a dues report to ETP. In accordance with the interlocal agreement, a report on ETP dues is made in June of each year so that additional financial contributions from ETP members can be made if needed. This also provides an opportunity for ETP to discuss its priorities for spending the remaining dues for the rest of the year.

Each jurisdiction is required to pay \$100 annually per allotted vote, excluding King County as the lead agency providing staff support. Currently, ETP dues generate a total of \$2,700 annually with balances carried over. The current balance for ETP is \$29,850 with two jurisdictions still unpaid for 2012.

Some suggested uses for this funding could be

- Bus/walking tour to see city projects, light rail stations or construction, and/or RapidRide operations.



- Brochure for use during 2013 legislative session to advocate for ETP legislative priorities, developed either by ETP or in coordination with other subarea transportation boards.
- Event with legislators to prepare for the 2013 legislative session, sponsored by ETP or coordinated with other subarea transportation boards.
- Event with gubernatorial candidates to explore their positions on transportation, sponsored by ETP or coordinated with other subarea transportation boards.
- Coordination with cities in other parts of the state to understand their priorities, educate them about ETP's priorities, and identify common issues for advocacy.

Dick Paylor said that ETP has not reviewed its priorities in a long time, and suggested taking time for the body to update those priorities. One possibility could be to hire a consultant to lead an update process. Chair Allen suggested that the TAC review options for having a priority update roundtable a few months from now.

Councilmember Persson said in the past ETP has paid for a luncheon with state legislators, efforts for members to meet with legislators in Olympia, and educational brochures. In those years, there were good outcomes from the legislative session. Councilmember Butler added that the brochure in the past was helpful and that ETP also had a video to educate members about ETP and basic transportation issues in our region.

Councilmember Cero suggested reserving the development of a brochure until after ETP has the opportunity to redefine its priorities.

## **VIII. Good of the Order**

Mr. Edwards said that the next meeting will be held at the Bellevue School District's Administrative Office in the boardroom. This location has been booked for ten of the next twelve months, so it may be permanent.

Jack Whisner, Transportation Planner for King County Metro, said that Metro is implementing a service change on June 9 based on the new Service Guidelines. Service changes to Eastside transit service include more trips on the 218 and the 240. In addition, the 212 and 217 will be coming out of the tunnel in the fall.

Other Attendees:

Monica Whitman, SCA	Lori Peckol, Redmond
Will Knedlik, ETA	Wes Edwards, KCDOT
Doug Jacobson, Renton	Jack Whisner, KC Metro
Jon Pascal, Transpo Group	Salima Hamlin, HNTB
Trinity Parker, Sound Transit	Doug Levy, Renton/Redmond
Dave Godfrey, Kirkland	Craig Grandstrom, CH2MHill
Colleen Gants, PRR	