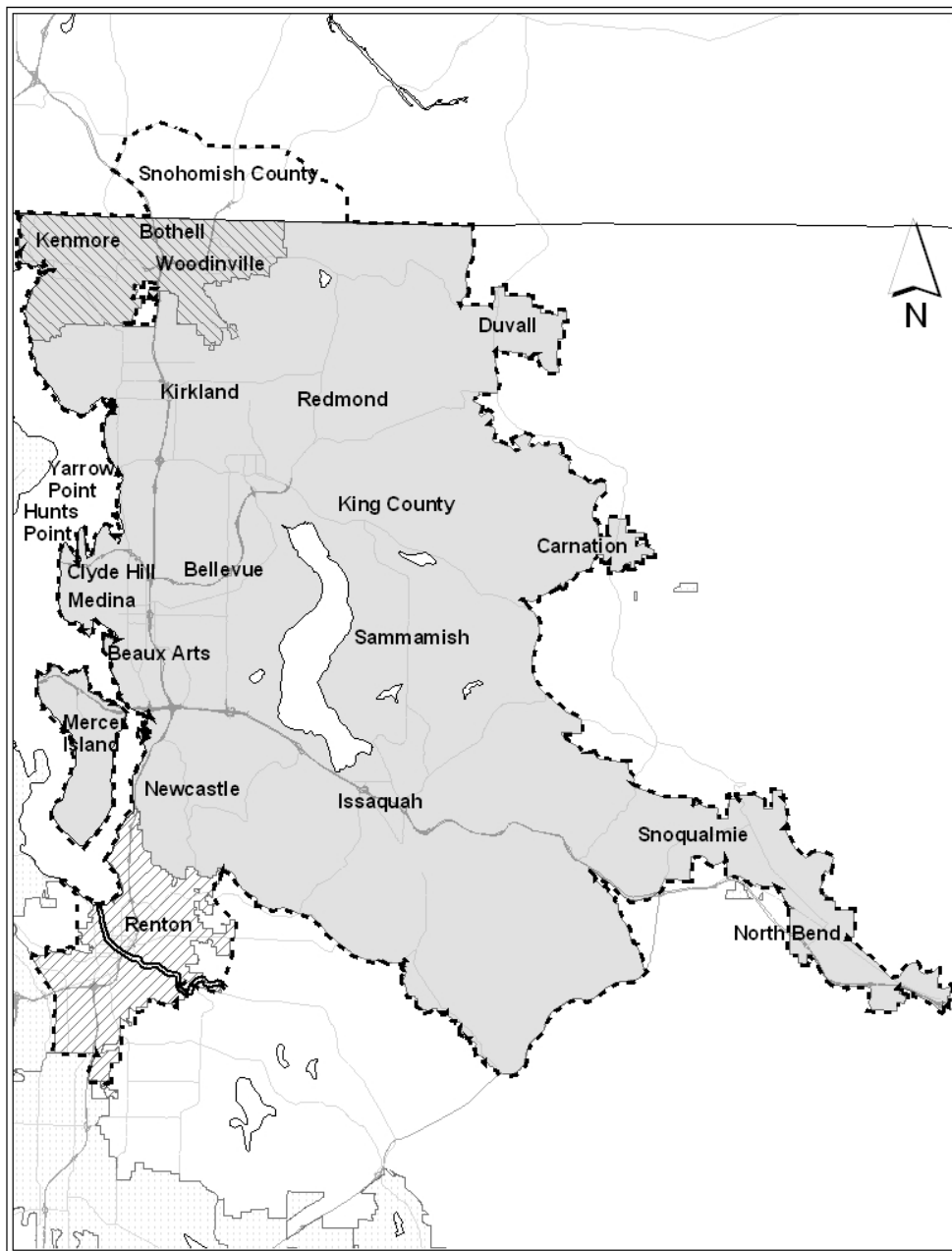




2008 Annual Progress Report



2008 Annual Report

Eastside Transportation Partnership

Mission: The mission of ETP is to provide an Eastside forum for inter-jurisdictional cooperation to implement coordinated prioritized transportation plans and programs through leadership, education, and advocacy.

Goals: To achieve its mission, ETP adopted the following goals on January 26, 1996:

1. Develop and adopt a package of transportation priorities based on adopted land use plans that improves overall mobility for people, freight and goods, and attacks peak hour congestion on the Eastside.
2. Jointly implement adopted priorities through leadership, education, and advocacy within communities, cities and the region.
3. Adopt and implement a strategy for increasing funding for transportation improvements and programs.

In recent years, ETP has focused its efforts on regional coordination and advocacy for priority Eastside projects and increases in transportation funding.

History: The Eastside Transportation Partnership (ETP) is an advisory organization of government and business leaders designed to address transportation issues affecting the communities located in the rapidly growing area east of Lake Washington. Spurred by the business community, the effort to coordinate Eastside transportation planning began in the mid 1980's. In 1987, ETP was formalized by the approval of an interlocal agreement signed by Bellevue, Bothell, Issaquah, Kirkland, Redmond, King County, the Washington State Department of Transportation (WSDOT), Metro and the Puget Sound Council of Governments (PSCOG). The interlocal agreement authorized work and provided funds for preparing an Eastside Transportation Plan.

In late 1988, the ETP Background Report was issued, followed in 1989 by an Alternatives Report that tested four different approaches for improving mobility throughout the Eastside. The analysis of alternatives "clearly demonstrated that no single approach to the transportation problem can be successful." Based on that analysis, the Recommendations Report emphasized a balanced program that would "integrate improvements in roadway facilities, transit services, High Occupancy Vehicle (HOV) facilities and transportation policies intended to provide a variety of travel options..."

After an extensive public process, the ETP Steering Committee approved the Recommendations Report, which identified over 170 program, project and service recommendations to improve the Eastside transportation network. Although the recommendations were based on providing a balanced transportation system, a number of "cornerstones" were recognized as being critical to the success of the overall program. These included the following:

- HOV improvements over general purpose improvements
- Transit service improvements to the Eastside's bus system
- Completion of the Eastside roadway network

- Planning and implementing High Capacity Transit (HCT) to link the Eastside with the rest of the region
- An inter-jurisdictional approach to transportation solutions
- Procurement of adequate financial resources to implement the program
- Linking land use and transportation planning.

By 1997, approximately \$375 million in recommended projects were completed. At this time, with consultant and staff assistance, ETP updated its recommendations and identified the current high priority projects for the Eastside for all transportation modes, emphasizing those that would be most effective in improving overall mobility and addressing peak hour congestion. Projects and programs were obtained from local adopted plans, and an effort was made to evaluate only those that provided a benefit beyond a localized area. ETP relied on technical analysis and input from the public in developing its process and determining the high priorities of the update, which was named the ETP Mobility Action Priorities, or MAP. The ETP MAP, approved in ETP in 1998, included 146 high priority projects and 71 key projects that will benefit the Eastside area. These include general transportation improvements for arterials and freeways, freeway and arterial high occupancy vehicle and Sound Transit improvements, and nonmotorized and Transportation Demand Management actions. The total cost of these projects was estimated at \$2.3 Billion. By the year 2000, twenty of the original ETP projects had been completed and sixty-seven of the 1998 MAP projects had been completed. Since then, several additional key projects have been completed or are underway, including improvements to I-405, direct access ramps for HOVs, and park and ride lot expansions and additional Metro Transit and Sound Transit services. In 2008, voters approved a second phase of Sound Transit investments which will be implemented over the next twenty years and provide significant benefits to the Eastside.

In 2007, ETP celebrated 20 years of activities marked by an event on December 14, 2007 at the Woodmark Hotel in Kirkland. Members spoke about the value of the collaboration that ETP has developed over the years. Guest speakers, including Rep. Fred Jarrett, retired judge Terry Lukens and Attorney General Rob McKenna, encouraged ETP to continue its leadership and advocacy for transportation improvements. ETP presented Aubrey Davis with a Distinguished Service Award.

ETP Structure: Members of ETP for 2008 are shown on the following page. Each elected official representing a city or county has one vote, and agencies and other organizations are non-voting members. During 2008, Mayor Ava Frisinger served as Chair and Councilmember Claudia Balducci and Deputy Mayor Don Gerend served as Vice Chair.

ETP Website: Additional information about ETP, including meeting schedules and summaries, is available at the following address:

www.kingcounty.gov/transportation/kcdot/planningandpolicy/ortp/subareas/

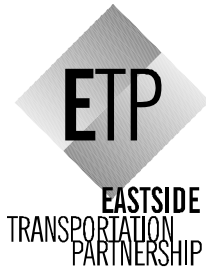
2008 ETP Membership		
Organization	Representative	Alternate
Bellevue	Councilmember Phil Noble Councilmember Claudia Balducci	Deputy Mayor John Chelminiak Councilmember Conrad Lee
Bothell	Deputy Mayor Sandra Guinn Councilmember Joshua Freed	Councilmember Tim Tobin Councilmember Patrick Ewing
Duvall	Councilmember Gerárd Cattin	
Issaquah	Mayor Ava Frisinger (Chair) Councilmember Josh Schaer	Councilmember Eileen Barber
Kenmore	Deputy Mayor Milton Curtis Councilmember Allan Van Ness	Councilmember Laurie Sperry Mayor David Baker
King County	Executive Ron Sims Councilmember Kathy Lambert Councilmember Reagan Dunn Councilmember Jane Hague	Doug Hodson
Kirkland	Councilmember Mary-Alyce Burleigh Councilmember Dave Asher	Councilmember Tom Hodgson
Mercer Island	Councilmember Steve Litzow	Mayor Jim Pearman
Newcastle	Councilmember Sonny Putter Councilmember Steve Buri	Councilmember Ben Varon
Redmond	Mayor John Marchione Councilmember Nancy McCormick	Councilmember Kimberly Allen
Renton	Councilmember Don Persson	Councilmember Marcie Palmer
Sammamish	Councilmember Don Gerend Councilmember Kathleen Huckabay	
Small Cities Coalition	Mayor George Martin (Clyde Hill) Mayor Dave Cooper (Yarrow Point)	Mayor Fred McConkey (Hunts Point)
Snohomish County	Peter Camp	Katie Kuciemba
Woodinville	Councilmember Chuck Price Councilmember Jeff Glickman	
Transportation Improvement Board	Steve Gorcester, Executive Director	Greg Armstrong
WSDOT	Chris Picard	
Puget Sound Regional Council	Charlie Howard	Mike Cummings
Sound Transit	Deputy Council President Fred Butler	
State Transportation Commission	Commissioner Richard Ford	
Eastside Transportation Association	Dick Paylor	Ward Truess
Eastside Transportation Choices Coalition	Councilmember Kathleen Huckabay	Scott Hamilton

2008 ETP Work Program Goals and Accomplishments

ETP adopted five priority areas for its work program for 2008. These are shown below, with a brief indication of the accomplishments achieved for each.

2008 Priority Area	2008 Accomplishments
Implementation: Monitor and provide input on Eastside projects	<ul style="list-style-type: none"> • Monitored implementation of Transit Now on the Eastside which has resulted in 37,000 new service hours and 6,500 new daily riders, including service partnerships on routes 244 and 269. • Monitored implementation of Sound Move projects, which has resulted in an 11% increase in Sound Transit bus ridership in 2008. • Supported the Urban Partnership Agreement which included receiving federal money prior to tolling to complete tolling-related projects, such as the Redmond Transit Oriented Development. • Developed consensus on eastside improvements to be part of 520 bridge replacement project. • Monitored and provided input to the development of 520 High Capacity Transit Study.
Funding	<ul style="list-style-type: none"> • Provided recommendations to Sound Transit regarding development of a successful Sound Transit Phase 2 package that includes light rail to Overlake by 2021 and new BRT service along the SR 520 corridor. • Provided input to a countywide effort to identify the extent of local transportation funding needs. • Received briefings on economic stimulus package anticipated for 2009.
Planning: Provide direction for Eastside interests	<ul style="list-style-type: none"> • Monitored and provided feedback on acquisition of BNSF rail line by Port of Seattle and offered ETP's assistance to the Port in an outreach strategy to explore future uses of the corridor. • Established positions regarding transportation governance reform for the 2008 legislative session, and shared these positions with eastside state legislators. • Monitored development of Transportation 2040 and formulation of alternatives in preparation for 2009 draft plan.
Education and Advocacy: Promote funding and implementation of ETP priority projects	<ul style="list-style-type: none"> • Advocated for implementation of improvements on the I-405, I-90, and SR 520 corridors throughout 2008 legislative session. • Developed and approved a policy position statement for the 2009 Legislature, supporting protection of existing funding for Eastside projects and urging the exploration of reliable and sustainable transportation revenue sources for the future. • Received briefings on the status of the Governor's Climate Change Action Team in preparation for 2009 legislative session. • Agreed that the three subarea boards should make efforts to communicate more frequently on issues of mutual interest and revised the ETP agreement to reflect this. • Supported development and implementation efforts of the Urban Partnership Agreement.
Administration: Revise or extend the ETP agreement	<ul style="list-style-type: none"> • Revised and approved a new subarea agreement extending until 2012.

2008 ETP Correspondence



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Phone (206) 263-4710 Fax (206) 684-2111

February 5, 2008

The Honorable Glenn Anderson
Representative, 5th District
Washington State Legislature
P.O. Box 40600
Olympia, WA 98504-0600

Dear Representative Anderson:

On behalf of the Eastside Transportation Partnership (ETP), we are transmitting the following statement of ETP's principles on transportation governance for your consideration during the 2008 legislative session.

Message to State Legislators:

As a collaborative effort among jurisdictions and agencies, the Eastside Transportation Partnership (ETP) is committed to providing input to the legislature on its priorities and concerns. ETP has already provided recommendations to the 2008 legislature on project priorities and on several policy issues. (See attached)

ETP recognizes that the process for making transportation decisions in this region has been complicated, time consuming, and not readily understandable by the public. We have, however, seen significant progress in the delivery of transportation projects in recent years, due in large part to additional funding by state, local and regional agencies. While the existing decision making structure and process could be streamlined, substantial performance increases can only be achieved with significant additional funding commitments.

It is vital to ETP that the following foundational principles guide the legislature's decision making around the issue of governance and inform any changes to the structure and process for making transportation decisions in the Puget Sound region:

1. Provide for meaningful and balanced participation by cities and counties in any new decision making structure and process
2. Local land use and transportation planning and implementation should be retained at the local level
3. Subarea equity must be retained in making funding decisions

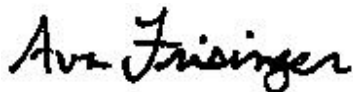
1. Seek sustainable funding sources and strategies based on an integrated system approach that balances federal, state, regional and local funding

In addition, any new governance structure must also:

- Be accountable
- Be transparent and open in its processes
- Focus on regional issues and needs
- Reduce bureaucracy and insure that no new governmental layers result
- Adopt and follow a clear plan with clearly stated goals and objectives that prioritizes the project list based on system performance, mobility improvements, and safety
- Not detract from or remove transportation projects that are already planned and funded
- Not delay progress on the delivery of regional transportation improvements
- Ensure that transit funds that are already collected continue to be reserved for the approved transit purposes
- Support cost benefit analysis/performance based planning that compares all alternatives

Thank you for your consideration. ETP looks forward to participating in a constructive dialogue on the topic of regional transportation governance throughout the 2008 session.

Sincerely,



Ava Frisinger
Mayor, City of Issaquah
Chair



Don Gerend
Councilmember, City of Sammamish
Vice Chair

Eastside Transportation Partnership

cc: ETP members
House Transportation Committee Staff
Senate Transportation Committee Staff

Attachment: ETP position statement for 2008 Legislative Session

ETP POSITION STATEMENT FOR 2008 LEGISLATIVE SESSION

Revised and approved by ETP on January 11, 2008

Message to State Legislators:

As a collaborative effort among jurisdictions and agencies, the Eastside Transportation Partnership (ETP) is committed to securing the implementation of high priority Eastside road and transit projects.

- We appreciate previous Legislative actions in 2003 and 2005 to provide the needed funding for high priority highway projects, many of which are underway. At the same time, locally funded transit improvements are in use and are being enhanced. Together, these actions demonstrate that we are responding to the mobility, economic vitality and quality of life priorities of the public.
- We also appreciate the 2007 Legislature's response to our request that no changes occur during that session that might affect the success of the regional transportation package. We are disappointed at the failure of the Roads & Transit package, as we had hoped that its success would provide much-needed additional funding to supplement recent investments and complete critical projects.
- The defeat of that package underscores the need for us to work collaboratively with our partners at the state and regional level in order for improvements in our transportation system to continue to move forward.

During the 2008 legislative session, we ask legislators to continue to support that partnership by taking actions to address ETP priority projects, specifically:

Provide funding to meet the state's responsibility for maintaining the SR 520 corridor, ETP's highest priority.

- Because of safety concerns about its vulnerability to earthquake and wind damage, replacement of the SR 520 Bridge is ETP's highest priority. ETP agrees with the Governor that this is a critical need that must be addressed in the next session.
- ETP supports an investment in the SR 520 corridor that provides four general traffic lanes and two High Occupancy Vehicle (HOV) Lanes with accommodation throughout the corridor for two-way high capacity transit as an addition to the general purpose and HOV lanes. We believe that this investment is critical in this corridor.
- ETP recognizes that tolling revenue is a necessary component of funding, and it recommends that the State fulfill its responsibility to this segment of the state highway system by providing the state funding needed to close the identified funding gap for the SR 520 corridor project.

Protect existing funds necessary to fully implement the approved plan for the I-405 corridor.

ETP is gratified to see the improvements that have been completed and those that are underway in the I-405 corridor as steps toward implementation of the I-405 plan. We recognize that the 2008 Legislature faces severe transportation budget constraints due to rising construction costs and emerging critical needs. However, ETP asks that the Legislature protect existing transportation funding and identified projects in the I-405 corridor, and for all modal types, including funds from the Nickel package and the Transportation Partnership Account. We urge the Legislature to ensure that these projects and programs, as funded through existing authorizations, continue to be funded to completion as already prioritized.

Maintaining high priority for completion of R8-A and identification of additional improvements needed in the I-90 corridor in the eastern portion of King County

- Completion of R8-A has consistently been the highest priority for ETP. We are gratified to see the construction of the first stage and encourage the Legislature to accelerate the project R8-A so

full implementation can occur as soon as possible. ETP will continue to work with the State, Sound Transit and other partners to secure the necessary funding to complete the project.

- In addition, ETP recognizes the need for additional improvements in the I-90 corridor east of I-405 and urges the Legislature to support actions that would identify needed investments.

In addition to priority projects, ETP urges legislators to pursue the following policy issues:

Consider returning the sales tax on WSDOT projects to the Transportation Capital Budget instead of the General Fund.

As one option to assist the State in fulfilling its responsibility to fund major investments, ETP suggests that the Legislature consider directing the sales tax generated on these projects to the Transportation Capital Budget, where they would be available for needed transportation investments.

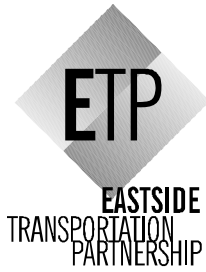
Fulfill the promise to help local governments ability to meet their GMA requirements.

King County and its cities are trying to meet their local transportation needs in the face of growing demands and diminishing resources. Despite the penny increase in gas tax provided in 2005, the impacts of inflation and reduced gas tax collections due to improved vehicle mileage have reduced the transportation revenues to cities and counties. The result is an increased dependence on general fund revenues that must compete against other local government service demands. Because of the burden placed on local governments, the Legislature needs to consider a variety of effective transportation funding options to enable cities to improve their transportation infrastructure to meet GMA requirements.

Enact policy language to guide tolling decisions that will affect the region.

- ETP recognizes the need to use pricing to fund capacity and capital rehabilitation. We urge the Legislature to protect toll revenue for transportation needs and ensure that it not be diverted for other purposes.
- The Legislature's actions to advance the use of tolls and other pricing mechanisms must be balanced with the need to avoid a negative impact on facilities that are not tolled. In particular, ETP highlights the need to mitigate impacts on other corridors and facilities, such as SR 522, from tolling the Lake Washington bridges.
- ETP recommends that the Legislature take strong measures to ensure significant public education regarding pricing and tolling to raise awareness and understanding as well as actual implementation strategies prior to adoption and implementation.

ETP appreciates the magnitude of the Legislature's task and looks forward to a productive and collaborative partnership throughout the 2008 session.



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Phone (206) 263-4710 Fax (206) 684-2111

April 15, 2008

The Honorable Greg Nickels
Chair, Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

Dear Chair Nickels:

The Eastside Transportation Partnership (ETP) would like to thank the Sound Transit Board for its commitment to develop a regional transit network and its concerted efforts to craft a new Sound Transit Phase 2 (ST2) package that builds upon the original investments from Sound Move. ETP believes that despite the failure of the November Roads and Transit ballot measure, the public will support additional funding for transportation investments if the benefits are clear and can be delivered in a timely way.

During the development of Sound Transit's original ST2 package, ETP developed a list of principles which guided our previous recommendations. We would like to share these principles with you again as they continue to guide our recommendations for crafting the new draft package:

- A combination of technologies will be needed to best serve the Eastside.
- Corridors with the most optimal High Capacity Transit (HCT) performance should be implemented first.
- Costs should be balanced against performance.
- Investments should be consistent with the Growth Management Act and provide connectivity between centers.
- The provision that "local tax revenue generated in each (subarea) will be spent on the investments that benefit those areas" should remain in effect.

ETP has consistently supported the development of regional transportation projects along major corridors serving eastside communities and encourages the Sound Transit Board to develop a package for voter approval that meets the Eastside's transportation priorities. To that end, ETP urges Sound Transit to continue to evaluate in more detail, high performance mobility options to best serve our region. In the work that follows, Sound Transit should clearly distinguish the project and performance differences among the various tax rates currently being considered for the draft ST2 package. ETP suggests the following priorities that we believe are essential for a successful ST2 package going forward.

- Funding for the completion of the two-way Transit/HOV Project (R8-A) in the I-90 corridor.
- Extension of high capacity transit across on the I-90 Bridge from Seattle, connecting to the eastside of Lake Washington serving downtown Bellevue and points as far east as possible, including authority to reach downtown Redmond.

The Honorable Greg Nickels

April 15, 2008

Page 2


- Investments that support Bus Rapid Transit (BRT) in the I-405 corridor and a commitment to further study potential transit enhancements serving this critical eastside corridor.
- Significant financial support for the SR 520 Bridge, including capital and transit operations.

In addition to these specific investments, ETP has a keen interest in better understanding the utility and performance of future passenger rail service along the BNSF corridor. ETP's position on I-405 BRT is reflected in the Sound Transit Long Range Plan, adopted in 2005, which suggests I-405 BRT be used as the high capacity transit mode for this important eastside transit corridor. ETP's position is also consistent with the 2002 I-405 Record of Decision, supporting I-405 BRT. What ETP would like to see is continued movement toward implementation of this plan element in a ST2 package and/or subsequent funding initiatives. In June of last year, ETP expressed interest in securing the BNSF right of way for rail and trail purposes, indicating that "it is essential to take advantage of the opportunity to secure this corridor now so that this irreplaceable resource can be preserved. We look forward to a major extension of our regional trail system in the short term and long term consideration of high capacity transit serving the Eastside." ETP is interested in the results of additional study of future uses of the corridor, which will be conducted this year by Sound Transit and the Puget Sound Regional Council as required by SHB 3224. However, ETP is not prepared at this time to make any recommendations to Sound Transit on the use of rail in this corridor. Such a position would be premature and may create confusion with ETP's longstanding priority for funding BRT in the I-405 corridor. To allow for an informed decision to be made, the analysis for future use of the BNSF corridor must provide a side by side comparison of the costs and benefits of implementing an I-405 BRT system to the study's findings for a transit system along the BNSF corridor. In developing this analysis, Sound Transit should also provide an updated analysis of the public benefit BRT would have along the I-405 corridor. We appreciate Sound Transit's willingness to contribute to and participate in this study, and we look forward to reviewing this information.

Lastly, ETP urges the Sound Transit Board to consider revising the policy regarding the use of funds for subarea investments to pay for regional express bus service. Sound Transit's current policy to assign costs for regional express bus service is to allocate all of the cost to the subarea in which the service originates. To fairly distribute subarea investments for regional express bus service, ETP believes that this policy should be revised to allocate the cost of service to the subareas based on usage in each subarea, such as the number of riders boarding in each subarea, rather than from where the service originates.

Again, ETP would like to express appreciation for the Sound Transit Board's perseverance in building a comprehensive regional transit package. ETP looks forward to working closely with the Sound Transit Board as the new package is further developed.

Sincerely,

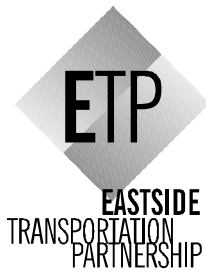


Ava Frisinger
Mayor, City of Issaquah
ETP Chair



Claudia Balducci
Councilmember, City of Bellevue
ETP Vice Chair

cc: Sound Transit Board members
ETP Members
Joni Earl, CEO, Sound Transit



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 684-2111

June 23, 2008

The Honorable John Creighton
President
Port of Seattle Commission
2711 Alaskan Way
Seattle, WA. 98121

The Honorable Julia Patterson
Chair
King County Council
King County Courthouse
Seattle, WA. 98104

Dear Commissioner Creighton and Councilmember Patterson:

On behalf of the Eastside Transportation Partnership (ETP), we are writing to express to you ETP's interest in playing a leadership role in your decisions about future uses in the Eastside Burlington Northern Santa Fe (BNSF) railroad corridor. We understand that the Port of Seattle and King County are committed to a regional process to help inform those decisions. We appreciate the Port's and the County's desire to preserve options for dual use of the corridor, and the need to seek input from the affected jurisdictions and public before making decisions. We believe that ETP is the appropriate group to provide advice to you as you consider the future uses.

Since the late 1980's, ETP has been providing advisory recommendations on a wide range of transportation issues. ETP involves representatives from most of the jurisdictions along the corridor, and the elected members are knowledgeable about local and regional transportation and land use issues. Because ETP is well-established, with support from technical staff, it is in a good position to review existing information about the corridor as well as new information that is underway.

The BNSF corridor represents a rare opportunity to create a legacy for the future. ETP would like to be part of that effort. We are interested in establishing a subcommittee of interested jurisdictions to review information and provide input to you. ETP cannot sponsor a major public outreach effort, but we will provide opportunities for public input at our meetings and would like to participate in the outreach efforts that you initiate.

While ETP has staff support for its normal activities, we recognize that this effort to assist you will require additional staffing resources. We look forward to hearing from you on how you would propose to do this, and any details about a work plan so that we can begin to organize our subcommittee and its work.

Thank you for this exciting opportunity. We look forward to working with you in the coming months and feel confident that we will be able to assist you in your future decision-making.

Sincerely,

Handwritten signatures of Ava Frisinger and Claudia M. Balducci. The signature of Ava Frisinger is on the left, and the signature of Claudia M. Balducci is on the right. A vertical red line is positioned to the right of the signature of Claudia M. Balducci.

Ava Frisinger
Chair

Claudia Balducci
Vice Chair

Eastside Transportation Partnership

Cc: ETP members
Port of Seattle Commissioners
King County Councilmembers