

Regional Transportation System Initiative Elected Officials Committee Meeting #1 Summary – DRAFT

June 13, 2017, 10:00 a.m. – 12:00 p.m.

King Street Center 8th Floor Conference Room – 201 S Jackson St., Seattle

Welcome and Introductions

Bob Wheeler (facilitator – Triangle Associates) called the meeting to order at 10:00 a.m. and King County and the City of Auburn gave opening remarks.

- **King County’s opening remarks:** King County spoke about participants’ shared experiences with our regional transportation system’s challenges, the importance of strong partnerships to address the system’s fiscal realities, and the importance of speaking with a unified voice to find sustainable financial solutions for the system. It also noted the Regional Transportation System Initiative (RTSI) was an outcome of the 2015-2016 King County Bridges and Roads Task Force and the 2016 Issaquah Transportation Summit.
- **City of Auburn’s opening remarks:** The City of Auburn spoke about the financial support and tools needed for our local roads and highways that connect communities and also reiterated the need to speak with a unified voice to address our infrastructure needs, as was done in the Freight Action Strategy Team (FAST) Partnership to address regional freight mobility. The City of Auburn also explained the RTSI Elected Officials Committee would be asked at this meeting to affirm the regional transportation network map developed by the RTSI Technical Committee so the Technical Committee can then identify needs and funding tools for this network and bring it back to the Elected Officials Committee for review.

Local Perspectives Lightning Round #1

The City of Auburn and King County led participants through a “lightning round” session where each city representative addressed the following questions:

- 1) *What does the regional transportation system mean to you?*
 - 2) *What are your city’s biggest concerns when it comes to the regional transportation system?*
- **City of SeaTac:** SeaTac’s biggest concerns involve the Sea-Tac Airport and ways the City’s local road network interacts with the regional road network. The City wants to ensure they do not lose local road funding as a result of the RTSI.
 - **City of Sammamish:** Sammamish would like to ensure the regional transportation system is optimized to get people to and from their jobs. 21,000 commuters go through Redmond and Issaquah chokepoints. Their big concern is State Route 202 in Redmond.
 - **City of Renton:** Renton is ground zero for several major roads in the region, and traffic in Renton is in the news every day. Diversion and cut-through traffic is a big issue – all feeder roads in Renton are packed daily and the problem is getting worse.
 - **City of Redmond:** Roads, trails and transit are key. Concerns include the State Route 522 interchange, roads heading north from Redmond, missing roadway and transit links, and maintenance of the existing network.
 - **City of Pacific:** West Valley Highway and State Route 167 are concerns – particularly for industry. Bridges and roads connecting to the east and west sides are also a concern. Pacific’s problems are regional because of pass-through traffic.
 - **City of North Bend:** Regional Transportation means a couple different things to North Bend. Most of the people in North Bend on a daily basis live outside the City. 500,000 people per year come through North Bend to get to recreation areas, and maintenance of the roads they use is a major issue.

- **City of Normandy Park:** Key concerns include expedient connections and commerce vitality. Normandy Park does not have many connector roads so they need transit and bike trails connecting residents to greater arterials.
- **City of Newcastle:** A key concern is how to get people from origination point to destination point; from where people are to where they want to go whether that is home, work or recreation. Newcastle is a pass-through city. In addition to chokepoints, we should be focusing on where traffic originates with transit access farther out from congested areas.
- **Washington State Department of Transportation (WSDOT):** WSDOT is concerned with integrating transportation systems across jurisdictions and multimodal transportation getting people from point A to B.
- **City of Mercer Island:** Economic vitality of the region and quality of life issues are key. Concerns include I-90 access and function and cut-through traffic. Everything is connected regionally.
- **City of Maple Valley:** The City wants people to work together and have hope for the future. Concerns include adding additional state route capacity for congestion and freight mobility; critical to the jobs-housing balance. The City supports a well-thought-out process.
- **City of Medina:** 520 cut-through traffic is a concern and accounts for a significant amount of Medina's traffic. Rush hour traffic is also a concern.
- **City of Kirkland:** All modes of transportation are important to the regional transportation network. The City is concerned with connecting Kirkland to adjacent communities and addressing the arterial network.
- **City of Kent:** The regional transportation network is more than state highways. Military Road and many others are a concern to Kent. Many other jurisdictions depend on Kent's road and regional trail network. Kent is worried about the State's streamlined sales tax take-back as this heavily impacts the City, including its ability to fund its roads. They are also worried about Sound Transit's boundaries, which exclude some cities to the east, and the free-rider problem at Kent Station. Kent is also concerned with how to fund the local match that is required for the Puget Sound Gateway Projects, State Route 509 and State Route 167.
- **City of Issaquah:** Regional cut-through traffic is a concern. No city is isolated or unaffected by other cities. At the 2016 Issaquah Transportation Summit we learned that people move a lot between communities, and we must all work together to ensure the transportation system reflects the reality of the area's transportation interconnectedness. Issaquah would like to see all agencies engaged in this project, focused on capital projects that improve the system, and provide a reason for hope. Citizens must see value from any tax proposal.
- **City of Federal Way:** It is essential that we work together to provide regional transportation improvements. Connections between communities necessitate working together. The jobs-housing balance is difficult for us all. People are changing jobs faster than they are able to move. Sustainability and quality of life issues are a concern.
- **City of Enumclaw:** State highways are a concern. People must go through three cities on two lane roads to get to Enumclaw; all cities with a lot of growth. People face traffic getting to Mount Rainier and the White River Amphitheatre, and traffic is an issue for emergency services as well. Construction also causes traffic.
- **City of Duvall:** Duvall is a small city with limited access, and it is affected by seasonal flooding. Operation and maintenance of state routes and county roads to get people to and from Duvall for work and recreation are a concern, as well as conveyance of goods and services among commercial centers.
- **City of Des Moines:** Cut-through traffic to State Route 509 is a concern. Des Moines is a long and narrow city that needs connections to other areas, transit, and a diverse transportation system.
- **City of Carnation:** Carnation is one of the fastest growing cities in the region. We are fighting a losing battle, and the best thing we can do is keep things from getting worse faster. Carnation wants to be partners with the region. It does not want to pay disproportionately, but understands the importance of its connections to areas outside its boundaries.

- **City of Burien:** The regional transportation system means being able to get where you want to go. The west-side cities are often ignored. Burien is a designated urban center and is trying to create more jobs in the City, but most residents still commute elsewhere for work. The Gateway Project causes great concern since State Route 509 is a main way in and out of Burien. The lack of HOV lanes on State Route 509 is another concern. The City would like to see more focus on mobility concerns.
- **City of Bothell:** The City of Bothell has an integrated network of transit and trails. It is seeing extreme growth north of its boundaries and cross-boundary issues are a concern. I-405 has a capacity deficit for handling this growth which causes stress on Bothell's arterials. I-405 traffic affects Bothell's ability to grow.
- **City of Black Diamond:** Black Diamond has one major highway in and out of the City, State Route 169, so that is the City's priority. Transit will not help Black Diamond much since it is served by two lane roads. A concern is whether Black Diamond will get the funding it needs since it has just one highway. It would like to see State Route 169 at the top of the priority list.
- **City of Bellevue:** The regional transportation system is the backbone of our communities. The City of Bellevue has long advocated for improving regional transportation funding including fully funding the I-405 master plan, 520 expansion, and transit service expansion on the eastside. These are essential to other parts of the regional transportation system as well.
- **City of Algona:** The regional transportation system consists of roads connecting small cities and businesses. Concerns are not limited to roads and centers but also include buses and light rail.
- **King County Councilmember:** Interconnections of all transportation systems and joint responsibilities are a concern. We are all in this together. King County has 1500 miles of roads, and road capacity is being reduced. We do not just need Band-Aids on the system. County roads are the responsibility of everyone under the GMA. People are moving out of this region due to housing and road issues.
- **King County Councilmember:** The councilmember represents many small communities and agricultural communities. Multi-modal transportation is needed. Success for the RTSI means people spending more time being where they want to be, and less time trying to get there. It is a concern that we are moving from congestion to full-on gridlock. Congestion is having a major economic and quality of life impact.
- **City of Yarrow Point.** Yarrow Point is affected by rush hour traffic on the 520 Bridge. Most rush hour traffic on the 520 Bridge enters through 84th Avenue and this causes a choke point in Yarrow Point. Access points to highways, maximizing throughput, and reducing cut-through traffic are a concern.
- **City of Woodinville:** Pass-through traffic is a big concern. A portion of Snohomish County creating Woodinville cut-through traffic is not in the Public Transportation Benefit Area (PTBA). This RTSI effort needs to include Snohomish and Pierce Counties.
- **City of Tukwila:** Concerns include suburbanization of poverty causing more people to drive in single-occupancy vehicles, and additionally restrictions on access to transit.
- **City of Snoqualmie:** We are all in this together. Your success is my success. Half of Snoqualmie's residents spend their day in other cities. We are not building enough housing, and we're dealing with unintended consequences of the housing affordability crisis.
- **City of Shoreline:** The primary concern is transit.
- **City of Skykomish:** Skykomish has rural roads that need attention and one major highway that crosses from King to Snohomish County. Residents have issues getting into the City.
- **Puget Sound Regional Council:** Residents of region are looking for seamless connections. Some of our biggest deficits are with county and city roads.
- **City of Auburn:** Pass-through traffic and multi-modal connections are a concern. Auburn has a net increase in population during the day. The regional system is multi-modal and Auburn thinks everyone should be included in this conversation.
- **King County:** People who use our regional transportation system really see it as a "system". A lot of issues we see now for King County roads funding are results of annexations. There's no way to get around traffic in King County. The system has to be more than just about roads and cars, but rather mobility focused.

King County noted there was remarkable consistency in themes from participants. Themes addressed peculiarities of geography, cut-through traffic, and getting people to jobs. Some cities in King County are big jobs destinations, some are origins, some fall in between. King County also noted that, unlike the regional transit authority (Sound Transit), there is no similar regional framework for our regional road network, so it is excited people are creating lines on maps to help think about this issue.

Presentation from PSRC

Craig Helmann (Puget Sound Regional Council) presented data on population growth and transportation trends in our region. Our region's population has increased substantially in the last several years. Since 2010, in-migration has been a bigger contributor to this increase than natural population growth. Our region's economy is also booming with a 16 percent increase in jobs since 2010 and three quarters of this increase being in King County. 71 percent of King County workers live in King County with most others from Pierce and Snohomish Counties. Multi-family housing units have increased significantly while single family units have been steady since 2011. Our region has the fastest transit growth in the nation and a growing share of commuters are using transit. Additionally, congestion has gotten significantly worse in recent years with I-5 accounting for the majority of delays but travel times also increasing on most major arterials.

Ben Bakkenta (Puget Sound Regional Council) then reviewed the Transportation 2040 (T2040) update and ways in which it fits into the RTSI. T2040 updates are showcasing investments, addressing near-term gaps, getting ahead on key issues such as technology and climate change, addressing federal requirements, and addressing administrative tasks such as SEPA and regional capacity projects. Through 2040 there is an estimated \$196 billion of transportation need in King, Kitsap, Pierce and Snohomish Counties for maintenance and preservation, local system improvements, and regional capacity projects, and there is a \$44-\$50 billion revenue gap. Two-thirds of this gap is with local jurisdictions and transit agencies. The T2040 Finance Working Group will provide recommendations to the Transportation Policy Board in June 2017, draft the T2040 financial strategy, and then the T2040 plan will be released in early 2018. The RTSI complements the T2040 update because it addresses local jurisdictions and local transit (the largest unmet need), focused on King County, initiated by King County elected officials, supports the State legislature's request for a unified voice, addresses King County's unique congestion issues, and identifies action steps and early wins.

Craig Helmann closed the presentation by reviewing the final regional transportation network map as identified by the RTSI Technical Committee. The network map criteria include:

- Federally Designated Principal and Minor Arterials
- T1 & T2 freight route arterials
- Non-highway National Highway System segments
- Roadways that include current or planned Frequent Transit Service by any transit agency (15 minute or better service for at least 12 hours per day)
- King County Designated Principal and Minor Arterials

The RTSI network totals 1,366 miles – 86 percent of which is federally-designated principal and minor arterials.

Questions and Comments

- **King County Councilmember:** Why were 78 miles of evacuation routes not included in the RTSI regional transportation network map? We must ensure all emergency evacuation routes are included.
- **City of Woodinville:** Would like to check with City of Woodinville staff before voting on this map.

- **City of North Bend:** Just about every road segment on the map seems to be in a city and there seems to be county minor arterials not captured on the map.
- **City of Bothell:** Bothell's future bus rapid transit route does not seem to be included on the regional transportation network map.
- **King County Road Services Division:** The map represents the primary connecting roads in the County. It is not set in stone and does not include every roadway in the County.
- **City of Carnation:** The gas tax revenue is shrinking. We will have to focus on getting more funding overall. While we need to focus on the regional network, half of the problem is in local roads so we need a dual funding strategy addressing the region and local roads.
- **City of Duvall:** Duvall supports moving forward with the regional transportation network map as presented.
- **City of Issaquah:** The group seems in agreement that the map presented is the map we want. It is not perfect, but it is a good start to continue the conversation.
- **City of Newcastle:** There are some local roads that still need to be included on the map.
- **City of Bellevue:** The map can be accepted as presented. We need to look at a funding mechanism for local roads, but Bellevue is supportive of this regional transportation system effort.
- **City of Maple Valley:** If we have movement on State Route 169 and 516 and can actually accomplish something that means more to Maple Valley than anything else.
- **City of Mercer Island:** The Mercer Island representative supports the map. But consider an overlay on how to complete the regional bike network.
- **City of North Bend:** The North Bend representative supports this map but is disappointed it does not include some of the Tier 4, unmaintained county roads.

King County noted that the regional transportation network map presented was accepted by the group with the caveats noted. It explained that lines will change as this conversation evolves. King County would like to talk more about next steps and thanked the RTSI Technical Committee for getting to this point.

Local Perspectives Lightning Round #2

Participants went around the room in answering the question: *What do we need to do next to advance the RTSI effort? Is anything missing?*

- **City of Seattle:** Look at how transportation decisions integrate with affordable housing. As people move out of town centers to find affordable housing our infrastructure costs go up. We should look at a comprehensive solution that also factors in climate change.
- **City of Shoreline:** We must address multi-modal transportation including transit and bikes, not just single occupancy cars.
- **City of Tukwila:** Affordable housing impacts and transit should be addressed.
- **City of Woodinville:** Snohomish County needs to be part of the conversation. Increasing links could just cause more cut-through traffic.
- **City of Yarrow Point:** Consider the 80-20 rule and on getting the right projects in the right timeframe.
- **King County Councilmember:** A primary concern is congestion. A logical next step is to address trip volumes and traffic delays and to prioritize needs.
- **King County Councilmember:** A primary concern is maintaining county roads as it is much more expensive to rehabilitate roads later. It is also a concern that single-family homes have stayed stable but multi-family homes have greatly increased.
- **City of Algona:** Transit is the main concern.
- **City of Bellevue:** Look at affordable housing and bringing people closer to their jobs. We should keep sight of our larger, interconnected regional system.
- **City of Black Diamond:** There are some large projects, especially on state routes, that need to be prioritized.

- **City of Bothell:** We should reach beyond county borders, prioritize projects, and find a sustainable funding model for our regional transportation network.
- **City of Burien:** Look at the regional network as a system. Affordable housing and transit must be a component of this. We need broader solutions.
- **City of Carnation:** We need to think about how to fund the regional system differently. Perhaps look at regional impact fees or a regional Real Estate Excise Tax (REET). It will also come down to political support, and we must balance the needs of county and city roads.
- **City of Des Moines:** Focus on what criteria we will use to value different projects, and an equitable way to evaluate projects. There needs to be a lot more conversation before the RTSI can be shared with the legislature. Community input is needed and there should be some preliminary discussion and buy-in.
- **City of Duvall:** RTSI is critically important, and hopefully it will stimulate a conversation about how we plan for and fund transportation in the region. There are a lot of trickle down effects when big projects are completed. RTSI will help us address long-term challenges.
- **City of Enumclaw:** It is good that RTSI participants are focused on the core problem. Enumclaw will always take care of its own.
- **City of Federal Way:** Gridlock and congestion are causing people to change their daily activities. We need a sustainable funding source to address this problem.
- **City of Issaquah:** A systems approach is needed and we must share the RTSI with the public and demonstrate its value as well as keep agencies engaged. The final product needs to be broadly supported and we need a fair funding source.
- **City of Kent:** Consider voter appetite for additional funding options. We should not take away streamlined sales tax revenue and need to find equitable solutions.
- **City of Kirkland:** It will be interesting to see how the RTSI unfolds going forward with the Technical Committee.
- **City of Medina:** A lot of regions would be happy to have the conversations we are having. It is a good problem to have.
- **City of Maple Valley:** As next steps, we should separate urgent from desired projects. Also, cities should be convened to share the microcosms of traffic in their sub-regions. Capacity is the main issue for Maple Valley, and decentralizing jobs should be the goal. Political realities must also be addressed and the public expects that routine maintenance and capacity will be addressed.
- **City of Mercer Island:** Prioritization is important for addressing a large problem. Over the last few years the message that county roads are falling apart is not resonating. We should look at telecommuting, a transportation benefit district, and other options including working with employers to reduce trips.
- **WSDOT:** We should think beyond pavement and it is good the RTSI is discussing housing, technology, maximizing the existing system, telecommuting, land use and multi-modal.
- **Puget Sound Regional Council:** The RTSI is addressing challenging issues.
- **City of Skykomish:** Skykomish is supportive of the RTSI even though it is in the corner of the County. The RTSI should look at prioritizing and funding options.
- **City of Newcastle:** People are moving east because they cannot afford to live in Seattle or Bellevue. We need more transit options further east to get more people into the system; as is being done in other regions. Before adding more lanes for traffic, we should ask whether it is better to ride on a bus or to drive alone in single occupancy vehicles.
- **City of Normandy Park:** We need sustainable solutions – it is all about the commute.
- **City of North Bend:** We have other successful regional cooperation models to look at, such as the King County Flood Control District. This is a good start but just a start.
- **City of Redmond:** We need conversations with neighboring counties through RTSI. Also, Redmond has been building affordable housing in its downtown and these residents are dependent on transit. We need a multi-modal approach and also need to get creative to find funding solutions. The key is figuring out how to pay for this.

- **City of Sammamish:** Gas tax revenue is decreasing so we should get educated and supportive of road usage charges as those should be a major revenue source in Transportation 2040. We should also look at impacts of technology including driverless cars, buses and ride-sharing.
- **City of SeaTac:** SeaTac does not have a problem with the RTSI map. The big elephant in the room is funding. If we do not know how to pay for the map then it does not matter. SeaTac is concerned with the State Route 509 local match requirement and people's capacity for more taxes in light of ST3.
- **City of Auburn:** We should start building personal relationships with legislators for this effort. However, it will not work to just get more taxing authority and revenue options from the state. We have lost significant revenue sharing from the state. Pushing local taxes makes cities look like the bad guys who have not maintained our roads when in fact cities are losing state funding. The messaging to legislators is critical and individual relationships must be addressed. Hopefully everyone realizes there is no harm to anyone from this RTSI effort.
- **King County:** This is a good first step to finding a regional solution to transportation funding. It was good that this conversation was on more than just rail and cars, but also about freight, transit, bicycles and mobility more broadly. It is not just about transportation, but also about land use, and land use is a key determinant of transportation. Previous task forces have put forward some interesting ideas about how to fund the regional network. We cannot just go to the state and ask for more money. We must think hard about the funding model we recommend to the state legislature – one that is sustainable, adequate and fair.

Next Steps

The RTSI Technical Committee will consider the specific requests made at this meeting by elected officials and move forward with identifying maintenance, preservation, capacity and mobility needs for the accepted regional transportation network. The next RTSI Technical Committee meeting is at 10:00 a.m. on July 14 at PSRC's office.

Attachment 1: June 13, 2017 Elected Officials Committee Meeting Participants

City Participants and King County Elected Officials:

Name	Position	Affiliation
Will Appleton	Public Works Director	City of SeaTac
Nancy Backus	Mayor	City of Auburn
Claudia Balducci	Councilmember	King County
Louisa Bangs	Councilmember	City of Des Moines
Bruce Bassett	Mayor	City of Mercer Island
Boyd Benson	City Engineer/Public Works Director	City of Duvall
Carol Benson	Mayor	City of Black Diamond
Jeff Brauns	Public Works Director	City of Newcastle
Josh Brown	Executive Director	Puget Sound Regional Council
Jeanne Burbidge	Deputy Mayor	City of Federal Way
Les Burberry	Councilmember	City of Maple Valley
Fred Butler	Mayor	City of Issaquah
Dicker Cahill	Mayor	City of Yarrow Point
Jonathan Chicquette	Mayor	City of Normandy Park
Dow Constantine	Executive	King County
Rich Crispo	Mayor	City of Newcastle
Davina Duerr	Deputy Mayor	City of Bothell
Ingrid Gaub	Assistant Public Works Director and City Engineer	City of Auburn
Don Gerend	Mayor	City of Sammamish
Leanne Guier	Mayor	City of Pacific
Bob Harrison	City Administrator	City of Issaquah
Ken Hearing	Mayor	City of North Bend
Dennis Higgins	Councilmember	City of Kent
Dave Hill	Mayor	City of Algona
Kathy Hougardy	Councilmember	City of Tukwila
Mark Howlett	City Engineer	City of Milton
Bob Jean	Interim City Manager	City of Carnation
Dave Kaplan	Councilmember	City of Des Moines
Peter Kwon	Councilmember	City of SeaTac

Name	Position	Affiliation
Kathy Lambert	Councilmember	King County
Matt Larson	Mayor	City of Snoqualmie
Bob Larson	City Administrator	City of Snoqualmie
Denis Law	Mayor	City of Renton
Steve Leniszewski	Public Works Director	City of Sammamish
Doug Levy	State Lobbyist	Works with City of Issaquah
Robert Lindskov	City Engineer	City of Covington
Scott MacColl	Intergovernmental Relations Manager	City of Shoreline
Dan Marcinko	Parks and Public Works Director	City of Snoqualmie
Hank Margeson	Councilmember	City of Redmond
James McNeal	Councilmember	City of Bothell
Andrew Merges	Transportation and Engineering Services Manager	City of Des Moines
Autumn Monahan	Assistant to City Administrator	City of Issaquah
Alex Morcos	Mayor	City of Medina
Mike O'Brien	Councilmember	City of Seattle
Amy Ockerlander	Deputy Mayor	City of Duvall
Mary Lou Pauly	Councilmember	City of Issaquah
Dana Parnello	Deputy Mayor	City of Maple Valley
Joel Pfundt	Transportation Engineering Manager	City of Kirkland
Laura Philpot	City Manager	City of Maple Valley
Ashley Probart	Executive Director	WA State Transportation Improvement Board
Bill Ramos	Councilmember	City of Issaquah
Jamie Reavis	Senior Planner	City of Tukwila
Brian Roberts	Assistant Public Works Director	City of Burien
Chris Roberts	Mayor	City of Shoreline
Patty Rubstello	Assistant Secretary	Washington State Department of Transportation
Michael Sauerwein	City Manager	City of Medina
Carl Scandella	Mayor Pro Tem	City of Yarrow Point
Chris Searcy	City Administrator	City of Enumclaw
Kurt Seemann	Transportation Manager	City of Issaquah
Jim Seitz	Transportation Director	City of Renton
Michael Siefkes	Mayor	City of SeaTac

Name	Position	Affiliation
Henry Sladek	Councilmember	Town of Skykomish
Paula Stevens	Assistant Director	Transportation Department, City of Bellevue
John Stokes	Mayor	City of Bellevue
Bernie Talmas	Mayor	City of Woodinville
Nancy Tosta	Deputy Mayor	City of Burien
Jude Willcher	Capital Programming	City of Seattle, Dept. of Transportation
Lacy Jane Wolfe	Senior Transportation Planner	City of Kent
Anthony Wright	Councilmember	City of Enumclaw
Paul Winterstein	Councilmember	City of Issaquah

King County, Sound Cities Association, and PSRC Staff, and Other Meeting Attendees

Name	Position	Affiliation
Chris Arkills	Government Relations Officer	King County Executive Office
Ben Bakkenta	Program Manager	Puget Sound Regional Council
Brenda Bauer	Director	King County Road Services Division
Kim Becklund	Strategic Partnership Advisor	King County Department of Transportation
Rick Brater	County Road Engineer	King County Road Services Division
Diane Carlson	Director of Regional Initiatives	King County Executive Office
Sophie Glass	Associate	Triangle Associates, Inc.
Craig Helmann	Program Manager – Data	Puget Sound Regional Council
Evan Lewis	Associate	Triangle Associates, Inc.
Jay Osborne	Assistant Division Director	King County Road Services Division
Brian Parry	Senior Policy Analyst	Sound Cities Association
Annalisa Peterson	Administrative Assistant	Triangle Associates, Inc.
Susan West	Strategic Communications Specialist	King County Road Services Division
Bob Wheeler	Senior Facilitator	Triangle Associates, Inc.
Susan Oxholm	Intergovernmental Relations	King County Road Services Division