

# Council Agenda Bill

**AB Number**

AB25-110

## Agenda Bill Information

**Title\***

Eastside Transportation Agreement

**Action\***

Motion

**Council Agenda Section**

Committee Report

**Council Meeting Date\***

11/24/2025

**Staff Member**

Deana Dean

**Department\***

Administration

**Committee**

Parks and Public Works

**Committee Date**

11/18/2025

**Exhibits**

Packet Attachments - If any

x1 2026-2029 ETP Agreement.docx	50.22KB
x2 22-002 ETP.pdf	431.29KB
x3 Eastside Transportation Partnership Snoqualmie Valley Cities.pdf	29.64KB
x4 (Res) ETP.docx	22.56KB

## Summary

**Introduction\***

Brief summary.

Staff requests approval of the Eastside Transportation Partnership Agreement for the period 2026-2029.

**Proposed Motion**

Move to adopt Resolution 1733 approving the Eastside Transportation Partnership Agreement.

**Background/Overview\***

What was done (legislative history, previous actions, ability to hyperlink)

The Eastside Transportation Partnership (ETP) provides an Eastside forum for inter-jurisdictional cooperation to implement coordinated, prioritized transportation plans and programs through leadership, education, and advocacy.

The ETP was established through an Interlocal Agreement in 1987, which provided funds for a study that resulted in recommendations for transportation improvements on the Eastside. That study was completed, recommendations were adopted, and staffing responsibility was transferred in 1990 from the City of Redmond to King County. Efforts have continued to implement the recommended projects, many of which have been completed or are currently underway.

By 1995, because of increased jobs, population, vehicle miles traveled, declining transportation revenues, and new legislation, including the Growth Management Act and Commute Trip Reduction Act, the ETP determined that the 1991 recommendations needed to be updated. In 1995, the group was awarded a federal grant of Intermodal Surface Transportation Efficiency Act funds. This was supplemented by matching contributions from ETP member jurisdictions, a new Interlocal Agreement was approved, and a consultant was hired in January 1997 to complete the update. This was completed and adopted in 1998. Since then, ETP has focused on regional coordination and advocacy for ETP priorities.

Goals of the ETP:

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

The existing inter-jurisdictional agreement expires at the end of 2025. The most recent agreement signed by Snoqualmie is attached. Staff was notified that the interlocal agreement that makes ETP possible needs to be renewed every four years. This year, ETP updated their agreement for 2026-2029 and Metro submitted the updated agreement to the County Council via [ordinance](#). That ordinance was approved by Council and signed by the Executive. Each participating jurisdiction needs to sign the agreement in order to continue the board in January.

### **Analysis\***

Snoqualmie is part of the Snoqualmie Valley Cities voting membership which includes two shared representatives from Carnation, Duvall, North Bend, and Snoqualmie. Snoqualmie does not currently have anyone assigned as a representative to this board.

### **Budgetary Status\***

Funds have already been authorized in the current biennial budget.

### **Budget Summary**

The Eastside Transportation Partnership agreement requires annual dues of \$100 per full-voting member. As Snoqualmie is considered a full-voting member with a shared vote, a maximum of \$100 would be required annually if billed by King County, who has not always required payment historically. The 2025-26 Biennial Budget appropriates \$1,868,432 in the Non-Departmental (#001) classification. Of this amount, \$847,810 has currently been spent, leaving \$1,020,622 for any additional expenditures. After a \$100 payment for any dues, \$1,020,522

remains available for additional purchases and services. Therefore, sufficient appropriation remains to fund the dues associated with this agreement.

## Fiscal Impact

Amount of Expenditure	Amount Budgeted	Appropriation Requested
\$100.00	\$1,868,432.00	\$0.00

### Fiscal Impact Screenshot

#### Non-Departmental (#001)

2025-26 Biennial Budget	
Beginning Budget	\$ 1,868,432
Expenditures	\$ (847,810)
Outstanding Contract Value <i>(Previously Approved)</i>	\$ -
Current Available Budget	\$ 1,020,622
Cost of AB25-110	\$ (100)
Available Budget after AB25-110	\$ 1,020,522