



MESSAGE TO LEGISLATORS 2010 LEGISLATIVE SESSION

The Eastside Transportation Partnership (ETP) is a collaborative effort among twenty King County cities, parts of two counties, transportation agencies and the private sector, committed to the implementation of high priority road and transit projects to benefit the Eastside of Lake Washington. With the help of previous Legislative actions and voter-approved regional and local transit improvements, we are making progress toward meeting existing and anticipated growth. We want to continue to build on these successes and keep Washington moving.

ETP recognizes the serious challenges facing our state in the current economic environment, but we must continue to focus on the transportation solutions that will be critical to our economic recovery and sustained prosperity. ETP looks forward to working with the 2010 legislature to ensure that the pieces are in place to allow future transportation funding that spurs our economic growth as soon as conditions permit. We ask the Legislature to consider the following ETP priorities:

Protect committed funding for major corridors to complete approved projects.

SR 520 Corridor: *Move expeditiously to implement projects in the SR 520 corridor, including advancing those planned for the Eastside of Lake Washington, to take advantage of today's favorable bidding climate and more readily realize the benefits of these critical improvements.*

- Fulfill the commitment to begin tolling of the existing bridge by mid-2011.
- Ensure that toll revenue is protected for transportation needs and not diverted for other purposes.
- Recognize that tolling in the cross lake corridor may result in impacts on other corridors and facilities, such as SR 522, and monitor effects so that appropriate mitigation, including both capital improvements and transit services, can be devised.
- Adopt a design and financial plan for the West side that provides necessary improvements to optimize transit, including addressing the loss of the Montlake Freeway station and providing funding for transit operations.

I-405 Corridor: *Fully implement the approved plan for the I-405/SR 167 corridor, and consider establishing express toll lanes to improve corridor performance and generate revenue.*

- Ensure that these projects and programs, as funded through existing authorizations, continue to be funded to completion as already prioritized.
- Consider the findings of the Express Toll Lane study and help us to best position ourselves for what appears to be a sound approach for improving I-405's and SR 167's performance while raising revenues to help make necessary improvements consistent with the I-405 Master Plan

I-90: *Complete the I-90 two-way transit/HOV project (R8-A) and identify additional improvements needed in the I-90 corridor in the eastern portion of King County.*

- Ensure speedy completion of the remaining stages of the I-90 project to provide significant travel time advantages for all users of I-90, particularly transit and HOV users.
- Commit to full funding of Phase 3 that must be in place by 2014 in order to accept light rail in the I-90 center lanes.
- Support actions that would identify needed improvements in the I-90 corridor east of I-405 to meet current needs as well as anticipated growth.

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

- Consider a variety of effective transportation funding options to enable cities and counties to maintain and improve their transportation system, including roads, bridges and transit facilities and services.
- Continue to explore a street utility, indexed gas tax, sales tax on gas and other options to provide additional tools for local governments to meet their needs.

Explore funding options to reduce reliance on the gas tax for transportation.

- Encourage a robust dialog about ways to reform and fund the transportation system throughout 2010, using information from the Joint Transportation Committee's Alternative Transportation Funding study.
- Consider steps to transition from the current system to a long term new model that may include indexing the gas tax to inflation in the short term.

ETP appreciates the magnitude of the Legislature's task and looks forward to a productive and collaborative partnership throughout the 2010 session.