

Welcome



The Eastside Transportation Association (ETA) is a private-sector group dedicated to improving our quality of life and the environment by reducing congestion in the Puget Sound Region through increased mobility.

We strive to bring a degree of objectivity and simplification to the political decision-making process for defining, selecting and funding transportation projects for design and implementation.

We support development of policies that encourage each mode of transportation to operate efficiently and economically within its market share while meeting demand.

Finally, we support the development of a well-planned transportation system to support increased productivity and quality of life by allowing us choices to go where we want to go, how we want to go, when we want to go and with whom we want to go. To that end, the ETA provides monthly educational programs on state and regional transportation plans so informed choices can be made to support specific transportation proposals being considered by elected officials.





ETA's Bold New Transportation Plan for the Eastside

A multi-modal Plan to meet the Eastside's long-term transportation needs

Eastside Transportation Association 
Wednesday, September 16, 2020

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Welcome & Introduction

Eastside Transportation Association

Wednesday, September 16, 2020

Bob Pishue, Chair, ETA



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AGENDA

- 1. Welcome and Introduction**
- 2. Recent (COVID-19 era) Travel Trends and Developments**
- 3. The Bold New Plan: Funding, Fairness and Reform**
- 4. Questions and Answers**
- 5. Wrap Up**



ETA's Bold New Transportation Plan for the Eastside

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Recent (COVID-19 era) Travel Trends and Developments

Bob Pishue, INRIX
ETA Chair



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The global COVID-19 pandemic has caused unprecedented changes in the way people choose to travel.

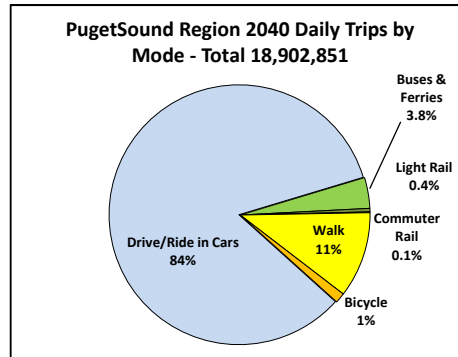
- Travel is down in all modes.
- Vehicle safety and functionality appears to impact how people choose to travel.

Meanwhile, the Eastside's economic boom is accelerating in the tech and housing sectors.

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Cars Will Continue to Dominate in 2040 in Region

Blue - Cars on roads at 84 % Green - All Transit less than 5 %



*PSRC Forecast: 2014
update of Transportation
2040*



Pre-COVID, the official Puget Sound Regional Council's (PSRC) 2040 travel demand forecast projects people will still drive alone the vast majority (84%) of their trips.

The Blue represents cars, walking and bicycles operating on our roadways.

The green slices represent the transit modes, with bus riders consisting less than 4% of regional trips, Light Rail passengers at only 0.4%, and Commuter rail too insignificant to show up on this pie chart.

It's important to understand the PSRC's model assumes higher levels of transit funding than at pre-COVID levels. With the loss of ridership, and reduced tax revenues, transit funding will most likely be at lower, not higher, levels.

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➤ **COVID – 19 Pandemic**

- ✓ **Stay at home orders causing:**
 - **Reduced office worker commutes**
 - **Reduced bus ridership**
 - **Reduced light rail ridership**
 - **Increased Consumer product delivery – FedEx, UPS, Amazon**
 - **Reduced revenues:**
 - **Gas tax for roads**
 - **Toll revenue for roads**
 - **Sales tax for transit**
 - **Farebox for transit**



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The COVID-19 pandemic has radically changed human behaviors, with some of the largest impacts being how, and how much, we travel.

With the decrease in overall travel, along with the economic slowdown from social distancing and stay at home practices, transportation funding has declined.

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- **COVID – 19 Pandemic**
 - ✓ Long term commute patterns
 - ✓ Long term consumer trends
 - ✓ Unprecedented demand decreases for most modes
 - Trains - Amtrac
 - Light rail - Sound Transit
 - Bus – Metro and Sound Transit Regional Express Bus
 - Airplanes
 - ✓ Roads relatively unscathed



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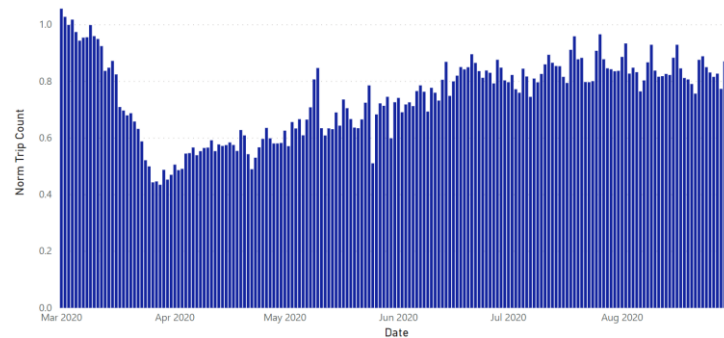
Personal safety has taken precedence in travel decisions, leading to massive behavioral changes. Social distancing, remote working, product delivery vs. shopping, as well as avoiding high-density urban cores due to increased risk of COVID transmission, social unrest and crime, will likely lead to permanent changes. The higher the density/capacity of the vehicle, the more precipitous the drop off in the number of people using these types of vehicles.

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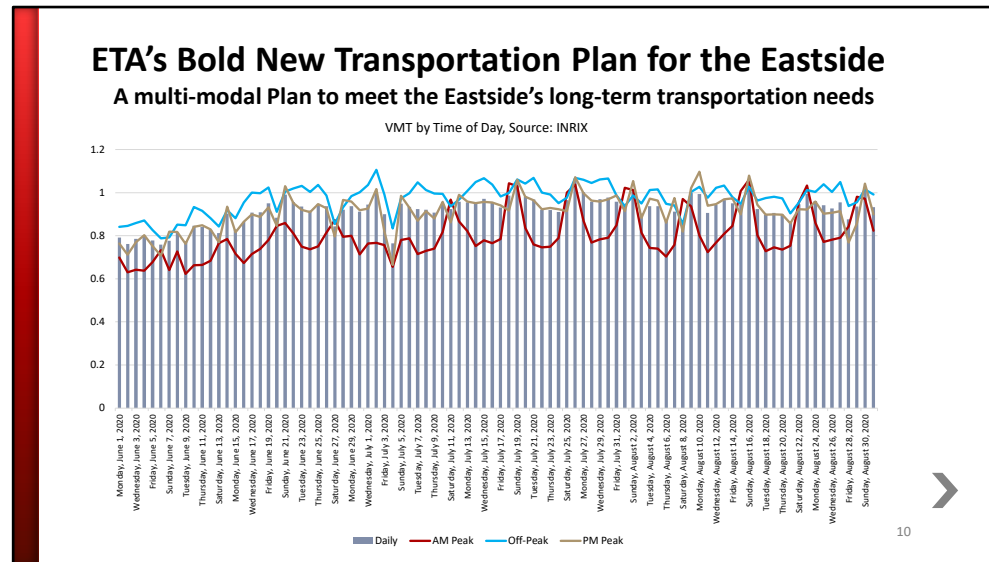
Normalized Trip Count

market ● Seattle, WA



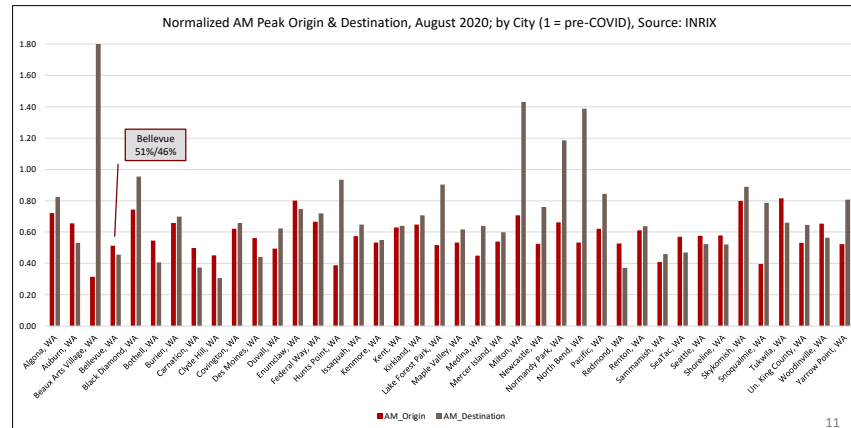
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The travel data from the Washington State Department of Transportation shows road travel has rebounded significantly. People are choosing to drive their cars when they travel. The Seattle Metropolitan Area has seen trips level out in July and August at about 80% of pre-COVID level.



(Not Seasonally Adjusted) Traffic has largely returned to normal, with VMT hovering around 100% of pre-COVID levels in Off-Peak periods. PM Peak travel is close to pre-COVID level, however morning commutes are still down considerably from February.

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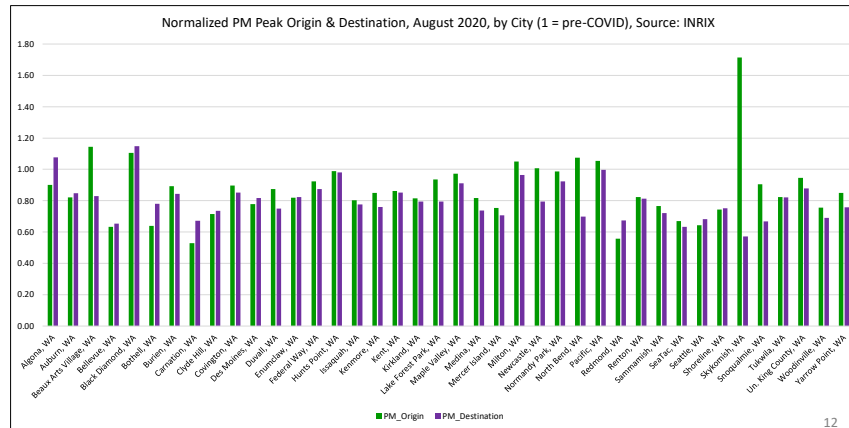


Looking at Origin and Destination patterns, we can see that Bellevue, Seattle, and most other cities in King County are still far below pre-COVID levels when it comes to trips *originating* and *ending* in that city.

The huge reduction in AM Peak period trips indicates many people are not commuting to work as a result of COVID-19.

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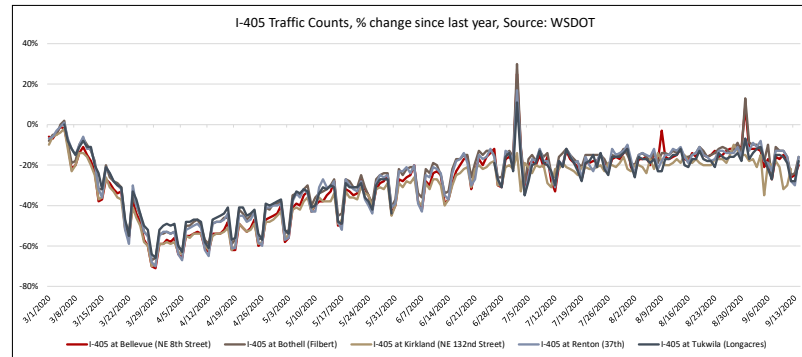


PM Peak travel is close to pre-COVID levels.

The PM Peak consists of more people travelling for other reasons (e.g. shopping) than people travelling directly from work to home.

This increase in car traffic has led to the return of chronic congestion on highways (including I-405) with inadequate General Purpose capacity.

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WSDOT data confirms that roadways are experiencing a more rapid return to normal vs other modes.

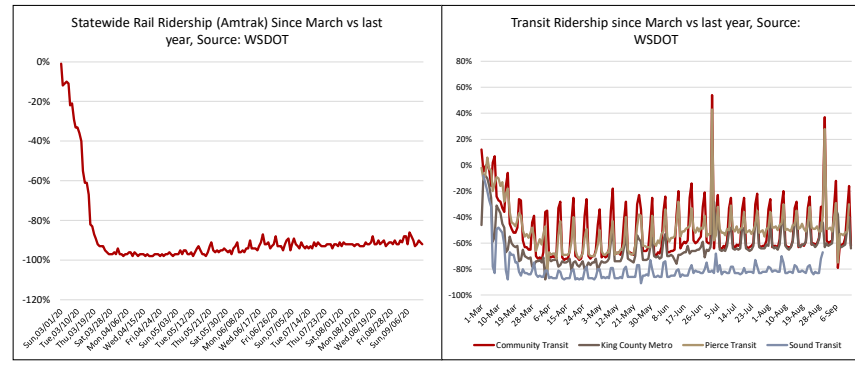
Counters on I-405 reveal a 21% drop in traffic versus last year.

I-405 traffic counts have rebounded significantly since March, when it was down approximately 60%.

I-405, especially southbound, is again experiencing daily congestion.

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This slide provides valuable insight into other modes. Amtrak ridership is down 91% from this time last year and has only slowly increased.

Transit ridership information is provided by WSDOT for the four major Puget Sound public transit agencies.

Sound Transit services continue to lag other providers, at 80% down, yet other providers are still far below where they were last year, with only modest increases in ridership on their services.

This trend is troubling, as about 2/3 of our transportation dollars go to transit – which the public is using even less than they did previously.

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Summary of COVID-19 vs. Pre-COVID travel trends:

- **Vehicle Miles Traveled on Seattle area highways are about 100%**
- **I-405 Daily Traffic has rebounded to over 80%**
- **PM Peak Vehicle Miles Traveled is nearly 100%**
- **AM Peak Vehicle Miles Traveled has rebounded to 80%**
- **Traveling by METRO has declined over 60%**
- **Traveling on Sound Transit has declined over 80%**



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ETA's Bold New Transportation Plan for the Eastside

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ETA Plan Background and Details

Todd R. Woosley, Hal Woosley Properties, Inc.
ETA Chair-elect



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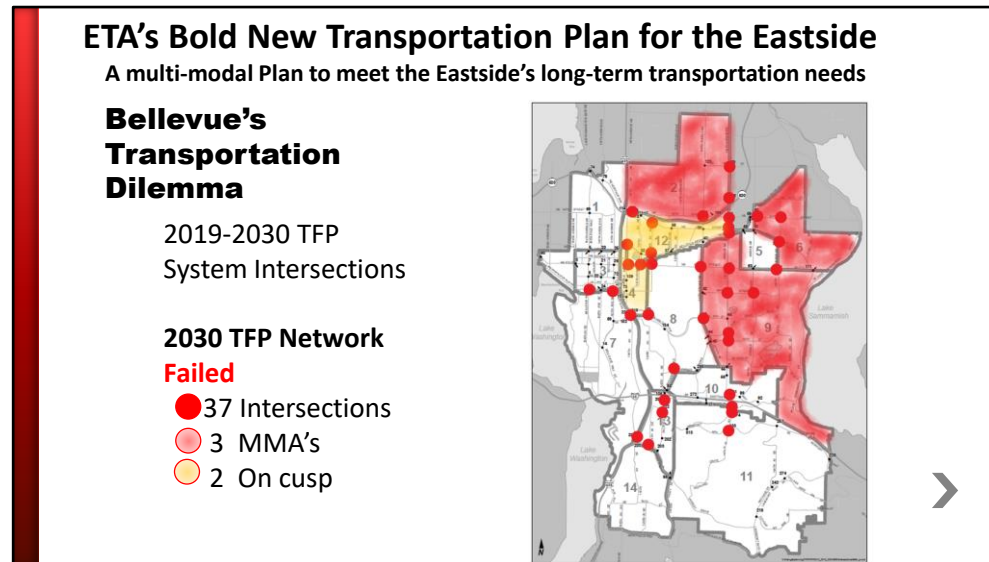
"Traffic is the biggest issue facing Bellevue", 2020 Budget Survey (New)

"Congestion/Too Many People" jumped ahead of "Housing/Affordability" as the second most mentioned issue facing Bellevue .



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The City of Bellevue's previous Budget Survey identified 3 out of the four top issues facing Bellevue were transportation related, with Housing/Affordability distant second to Traffic Congestion. The City's latest survey shows Congestion/Too Many People has replaced housing affordability as the second most important issue facing Bellevue.



The City of Bellevue produces a Transportation Facilities Plan every 2 to 3 years. This is a financially constrained plan reaching out 12 years and was completed for this cycle in 2018. A Supplemental Environmental Impact Statement (SEIS) is produced for the plan which includes running the BKR (Bellevue, Kirkland, Redmond) travel forecast model for the assumptions of population and growth by 2030 (assumes Microsoft growth but not the new Amazon expansion) and the project list assumed in the plan, constrained by the projected CIP revenues by 2030. This chart shows the results of technical analysis of the level of service (LOS)for the 'System intersections' and the 'Mobility Management Areas' (MMA) in the city in 2030. Each of the 14 MMA's has its own standard of: 1.) number of system intersections failing, and 2.) an overall LOS over which it fails. Thirty seven system intersections and three of the MMAs in the north east portion of the city are shown to fail by 2030 under the assumptions of the model.

Failing System Intersections, along with Mobility Management Areas (MMAs) failing due to increased traffic in various neighborhoods show Bellevue will fall out of compliance with its concurrency requirements.

This level of congestion is much worse than what people experience today.

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Recent Developments:

[Amazon](#) | [Business](#) | [Eastside](#) | [Real Estate](#)

Amazon to grow Bellevue presence to 25,000 employees in a few years, with large new leases and tower plan

Sep. 4, 2020 at 6:00 am | Updated Sep. 4, 2020 at 2:38 pm

- Amazon – 25,000 jobs in Downtown Bellevue
- Microsoft expansion in Redmond
- Facebook – 3 towers in Spring District
- REI headquarters bought by Facebook
- Four star Hotels
- High rise Condos



The City of Bellevue, and the entire Eastside, is experiencing significant growth beyond what was known and assumed in 2018 for the 2019-2030 TFP of the previous slide.

Overall, we're extremely fortunate to have this level of economic prosperity.

Yet, the additional trips that will be generated by this unprecedented level of development could overwhelm both local and regional transportation infrastructure.

The land use plans that allow this development assume \$ Billions of new capacity will be built to accommodate the trip growth. However, there isn't funding for these projects.

The Eastside Transportation Association (ETA) has compiled a comprehensive list of the approved, yet unfunded, highway projects necessary to keep us moving. Find the list at www.eastsidetransportation.org.

These highway projects will cost over \$16 Billion, with over \$5 Billion needed for highway projects in Bellevue alone.

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Create a "Forward Thrust" type program to fix the Eastside's transportation crisis

Grow the coalition of public and private sector leaders committed to build out the Eastside's necessary transportation infrastructure



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Our community's public and private leaders have failed for well over three decades to understand and advocate for the funding necessary to meet the Eastside's long-term transportation needs. ETA proposes a major citizen, business, stakeholder and public official advocacy program on the scale of the famous "Forward Thrust" effort that cleaned up Lake Washington by creating a fully funded sewer system. We need to "Finish 405", as well as fund other critical Eastside transportation infrastructure needs.

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1. Full Funding to Finish 405, Etc.

Unprecedented funding for transportation capacity, preservation and maintenance.

2. Fairness for Eastside Transit

Getting all the transit we are already paying for.

3. Governance Reforms

Eastside transportation activities run by, and for, the Eastside



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The Puget Sound Regional Council has identified over \$16 Billion in Eastside highway projects yet to be funded, including over \$13 Billion to complete the I-405 Master Plan.

The Washington State Department of Transportation has identified a significant, and growing, funding shortfall to preserve and maintain the Eastside's highways.

More revenue is needed, from a variety of sources.

The Eastside pays far more in transit taxes than it receives in infrastructure and service.

This unfair situation must be remedied in order for the Eastside to fund the transit infrastructure and service necessary for the Eastside

Currently, Seattle based King County METRO, Sound Transit and the Puget Sound Regional Council dictate transportation policies and spending for the Eastside.

The Eastside must take control of its transportation future, and significant reform of transportation governance will be needed to accomplish this.

I-405 Progress Report Dec. 2018, WSDOT Presentation to EAG

I-405 Master Plan: Multimodal and making progress



•This is the plan progress for the 2020 plan prepared and approved in 2002. The added lanes are 35% complete with an additional 10% under construction in 2020. The critical Direct Access and Direct Connectors are only 19% complete or funded. Other critical features remain partially complete.

Some of the benefits of Finishing the I-405 Master Plan approved in 2002 are:

- Greatest congestion relief benefits of any State project
- Peak hour speeds are significantly increased
- Significant reduction in accident rates
- Support of Bus Rapid Transit (BRT) along entire Eastside
- Massive reduction in Vehicle Hours of Delay
- Bypass provides mitigation for Alaska Way capacity loss and I-5 congestion

Finishing the I-405 Master Plan

Direct Access Ramps – Transit/HOV

- 4 Unfunded

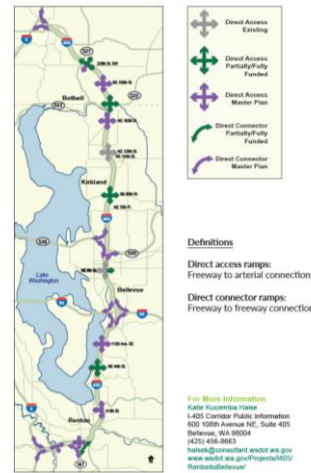
Direct Connector Ramps

- 12 Unfunded

New Lanes

- General Purpose – One each way
- Auxiliary lanes
- Hill Climbing lanes

\$13.1 Billion Unfunded



We are **far behind** completing the Master Plan.

There is **NO real funding** plan to increase GP capacity in the relatively near future.

Vital projects need to be funded and completed to keep up with rising travel demand.

We need **Eastside Leadership** to focus on I-405 Master Plan Implementation

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1. FUNDING

Adequate Multi-modal Capacity, Operations, Preservation and Maintenance funding requires increases in existing and new revenue sources

- A **state gas tax** increase of 10 cents a gallon of gas immediately, with additional increases over time to account for inflation and need.
- A **Regional Transportation Investment District (RTID)** to provide regional funding to supplement State funding for congestion relief.
- A **Federal Highway stimulus program** to kickstart our way out of the pandemic ➤
- Complete **Recapture of Eastside Transit Taxes** to build out BRT system.

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We need serious funding increases at state, regional and federal levels.

The gas tax is the recommended mechanism for additional funding at the State level. In addition, other State sources may be needed. These must have 18th Amendment protection to ensure the revenues go to State Highway Purposes. The gas tax needs to be adjusted for inflation over time without additional legislative action.

The Eastside needs to lead the creation of a Regional Transportation Investment District (RTID).

The RTID would provide a significant supplement to State and Federal funding, and be dedicated to congestion-relieving capacity on highways and the arterials that connect to them.

The Eastside should be the recipient of a huge Federal transportation infrastructure investment program.

This would help stimulate the economic recovery from COVID, as well as provide long term economic development benefits.

The Eastside needs to recapture the transit taxes we are paying and spend them on the transit portions of the I-405 Master Plan for buses, as well as improve service hours.

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**Essential New
Eastside
Transportation
Capacity Projects:**
I-405: \$13.10 B
Non- 405: \$ 3.53 B
Total: \$16.6 B

**Legislative
Districts**

Legislative District	I-405 Master Plan Projects	Non I-405 East King County Capacity Projects	Total PSRC Appendix G Capacity WSDOT Projects
1	\$ 2.1	\$ 0.3	\$ 2.4
5	\$ -	\$ 0.6	\$ 0.6
11	\$ 5.5	\$ 0.5	\$ 6.1
21	\$ 0.8	\$ 0.1	\$ 0.9
30	\$ 1.3	\$ -	\$ 1.3
31	\$ 1.3	\$ 0.1	\$ 1.4
32	\$ 0.8	\$ 0.1	\$ 0.9
33	\$ 0.5	\$ 1.6	\$ 2.2
37	\$ 0.1	\$ 0.3	\$ 0.4
41	\$ 2.2	\$ 0.3	\$ 2.5
44	\$ -	\$ 0.1	\$ 0.1
45	\$ 1.5	\$ 0.1	\$ 1.6
47	\$ 0.4	\$ 1.8	\$ 2.2
48	\$ 4.9	\$ 0.5	\$ 5.4

Source:
1. PSRC 2040 Regional Transportation Plan, Appendix G, Regional Capacity Projects, <https://www.psrc.org/sites/default/files/rtp-appendix-regionalcapacityprojectlist.pdf> plus other sources as appropriate
Note: Multiple projects in multiple Dist. - Sum of individual Districts greater than total projects



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Here is a cost breakdown of the \$16.6 Billion unfunded Eastside highway projects by State legislative district. Please go to www.eastsidetransportation.org for the project list for each Legislative District by district. Each project is linked back to the PSRC Regional Transportation 2040 plan Appendix G for a project description.

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Legislative District 48

PSRC Transportation 2040 Unfunded Projects in Legislative District 48 Included in the PSRC Project List ¹					10/31/2019
Description of Capacity Projects	Estimated \$ Billion	Source	Legislative District(s)	PSRC App. G Project #	
I. I-405 Master Plan					
Downtown Bellevue Access Main St to NE 8th St	\$ 0.470	1	41, 48	4338	
Downtown Bellevue Access NE 4th to SR 520	\$ 0.834	1	41, 48	5618	
SR 520 @ 124th Ave. NE Half Diamond C. Bellevue	\$ 0.236	1	48	4528	
NE 80th St. to NE 124th St. Widening / GP each way, Kirkland	\$ 0.039	1	45, 48	4351	
NE 8th St. and SR 520 Interchange Improvements, Bellevue	\$ 0.971	1	48	4382	
No. Corridor HOV/ETL Direct Access R., 160th, 195th, Bothell	\$ 0.095	1	1, 45, 48	4398	
North General Purpose Interchanges, NE 70th St. to 240th St. SW, Kirkland & Bothell	\$ 1.105	1	1, 45, 48	4388	
SR 520 Interchange, Direct Connection, Bellevue to Redmond	\$ 0.375	1	48	4383	
SR 520 to NE 70th Pl. Northbound Auxiliary Lane, Bellevue, Kirkland	\$ 0.019	1	48	4346	
SR 520 to NE 70th Pl. Southbound Auxiliary Lane, Bellevue, Kirkland	\$ 0.025	1	48	5653	
SR 520 to SR 522 (Widening - SR 520 to NE 124th St), Bellevue, Kirkland	\$ 0.169	1	45, 48	4387	
I-405 Corridor Park and Ride Expansion, Tukwila, Renton, Newcastle, Bellevue, Kirkland, Bothell, Lynnwood	\$ 0.086	1	1, 11, 37, 41, 45, 48	5699	
Additional projects with unidentified costs					
10 lane-miles of 2nd additional lane, GP, Auxiliary, Hill Climbing @ 50M/lane-mile	\$ 0.500	5	11, 32, 41, 48		
Subtotal, I-405 Master Plan Completion	\$ 4.92	Billion			
II. Non I-405 East King County Capacity WSDOT Projects					
I-90, I-5 to SR 18, Bellevue, Issaquah	\$ 0.302	1	5, 37, 41, 48	5619, 5419, 4414	
SR 202, E. 1st, Samson Pkwy to SR 520, Redmond	\$ 0.039	1	48	5651 + 3662	
SR 202, 180th Ave. NE to NE 124th St., Redmond	\$ 0.016	1	45, 48	830	
SR 520 Auxiliary Lanes, Redmond	\$ 0.043	1	48	5566	
SR 520 @ 148th Ave. NE Interchange to NE 40th, Bellevue, Redmond	\$ 0.014	1	48	4462	
SR 520 / Seattle to Redmond - Managed Lanes, Bellevue, Redmond	\$ 0.046	1	43, 48	5443	
Subtotal, Non I-405 East King County Capacity WSDOT Projects	\$ 0.46	Billion			
Total, ETA's East King County State Highway Unfunded Project List	\$ 5.4	Billion			

Source of project cost data:
 1. PSRC 2040 Regional Transportation Plan www.psrc.org/sites/default/files/rtp-appendix-regionalcapacityprojectlist.pdf.
 5. Unconfirmed estimate

Here is a cost breakdown of the \$5.4 Billion unfunded 48th Legislative District highway projects from the PSRC 2018 plan update. Please go to www.eastsidetransportation.org for the project list for each Legislative District by district. Each project is linked back to the PSRC Regional Transportation 2040 plan Appendix G for a project description. Some of these projects have been funded since 2018. The No. Corridor HOV/ETL Direct Access Ramps, 160th, 195th Interchanges are now funded. Portions of the North GP Interchanges, NE 70th ST. to 240th St, SW are funded. Portions of the I-90, I-5 to SR 18 in Bellevue and Issaquah are funded and under construction.

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2. FAIRNESS for Eastside Transit Taxpayers

Get the transit we are already paying for:

- King County METRO: Eastside only gets ½ the service hours it pays for.
- Sound Transit: ST 3 will cost the Eastside ~\$12 B, yet will only get ~\$ 9B in spending.

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East King County is its own economic demographic area that is part of the Puget Sound Region. Our needs are huge, and growing. We need to ensure our existing transit taxes are spent to serve the Eastside. We need to stop the regional rip-off that undermines the Eastside's ability to serve our needs.

For too long, our Eastside elected officials have supported a system of transit funding that siphons \$ billions of Eastside transit taxes out of the Eastside.

The Eastside needs our elected representatives to fight for fair transit taxes and spending.

The current situation is intolerable. With METRO, the Eastside effectively pays a 0.5% Sales Tax more than we receive in return. If we had our own local bus system, the Eastside could either cut the Sales Tax used to subsidize METRO by 0.5% while retaining the same level of service hours, or spend the 0.5% Sales Tax on Bus Rapid Transit projects currently in need of funding (the I-405 Master Plan has \$5 Billion in BRT projects yet to be funded).

Sound Transit must return to the original intent of Sub Area Equity. Under ST 2/Eastlink, the East King subarea is forced to pay for light rail from downtown Seattle to Mercer Island, even though this is in the North King (Seattle) subarea.

Worse, under ST 3, we will pay roughly \$3 Billion more than Sound Transit plans to spend in our sub area.

The ~\$4 Billion Sound Transit is taking from the East King subarea, in clear violation of the original promise of "iron-clad" subarea equity, would largely fund the full list of BRT projects left to complete in the I_405 Master Plan.

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3. GOVERNANCE

Eastside Transportation Partnership

- Run by Eastside Cities

Sound Transit

- Subarea Equity Fully Restored
- Board Directly Elected

King County Metro –

- Separate from Metro to receive 100% of Service we're paying for

PSRC

- Revise RCW so Policy panel mirrors forecasted mode splits

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ETP needs to be run by, and have its agenda set by, Eastside cities rather than King County Metro.

The 18-member Sound Transit Board needs to become directly elected by District for accountability, and to restore true Subarea Equity.

King County METRO does not deliver the local bus service the Eastside pays for, and never has, in spite of repeated attempts to make it fair. We need to separate from METRO, and make our own transit decisions.

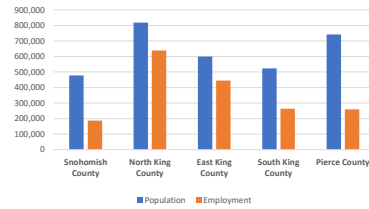
The Puget Sound Regional Council (PSRC) has an Executive Board that is required by RCW 47.80.060 to have half of its membership of appointed public officials to also be a board member of their local transit agency. This is a built-in bias to favor transit systems. This is inequitable to people who use other modes of transportation.

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Eastside is it's own region and economy.

Sound Transit Subareas- 2019



Sound Transit Subareas - 2019

Subarea	Population	Employment
Snohomish County	478,400	187,004
North King County	817,900	638,531
East King County	598,700	444,523
South King County	522,800	263,540
Pierce County	741,000	258,626



2019 data from Sound Transit on population and employment by Sound Transit's destined subareas.

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The Coalition Supporting I-405 Master Plan Completion

- **Eastside Transportation Association (ETA)**
"...supports a bold, long-term transportation funding package to accelerate the overall completion of the I-405 Master Plan..."
- **Eastside Transportation Partnership (ETP)**
"Fully fund the remaining improvements in the I-405 Master Plan..."
- **City of Bellevue**
"Advocate ... for acceleration of the I-405 Corridor Program"
- **East King County Chambers of Commerce Legislative Coalition**
"Accelerated completion of I-405 Master Plan capacity projects"

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ETA *"...supports the creation of a coalition of public and private organizations to finish the I-405 Master Plan."*

ETP consists of seventeen East King County Cities and agencies

EKCCCLC consists of 10 Chambers of Commerce in East King County

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Q & A

Eastside Transportation Association
Wednesday, September 16, 2020



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Wrap Up

Eastside Transportation Association
Wednesday, September 16, 2020



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Meeting on Sept. 16, 2020

A bold vision for transportation future: Governance, Transit funding equity, Regional transportation investment(s), etc.