

We need more transit – now.

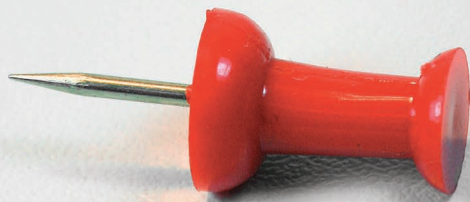


Sound Transit is preparing a Phase 2 regional transit plan that would primarily fund 18 to 34 miles of light rail extensions at a cost of \$10 billion to \$15 billion. The proposed lines – which would not be completed for 12 to 15 years – would overlay the already best-served transit corridors oriented to downtown Seattle.

But with fuel prices at all-time highs and likely to stay there, the demand for more transit service is immediate. The Seattle/North sub-area already has an extensive grid of local and regional transit routes, although many of those routes need service expansions. The proposed LRT extensions would simply duplicate some of these routes.

The much more urgent need is to improve transit access to the 85 percent of the region's jobs located outside central Seattle that are poorly served or unserved by public transit. East King County is a prime example of unserved transit needs. LRT's plan would merely provide a duplication of existing trans-lake routes.

We need more transit to serve the unmet needs of the region. And we need it now – not in 15 years.



Eastside Transportation Association's Mission ...

ETA believes there are clear transportation choices that will allow us to go where we want to go, how we want to go, and when we want to go. We are a private-sector group whose membership includes concerned citizens, business representatives and transportation professionals who are dedicated to making these choices happen.

Our goal is to bring objectivity and simplification to the political decision-making process to define, select, fund and implement transportation projects. We support policies that encourage each mode of transportation to operate efficiently and economically to meet growing demands.

Rather than using costly transportation projects to try to change or influence human behavior, we want to develop a transportation system that supports increased efficiency, productivity and quality of life.

ETA is dedicated to improving our quality of life and the environment in the Puget Sound region by reducing congestion through increased mobility.



ETA

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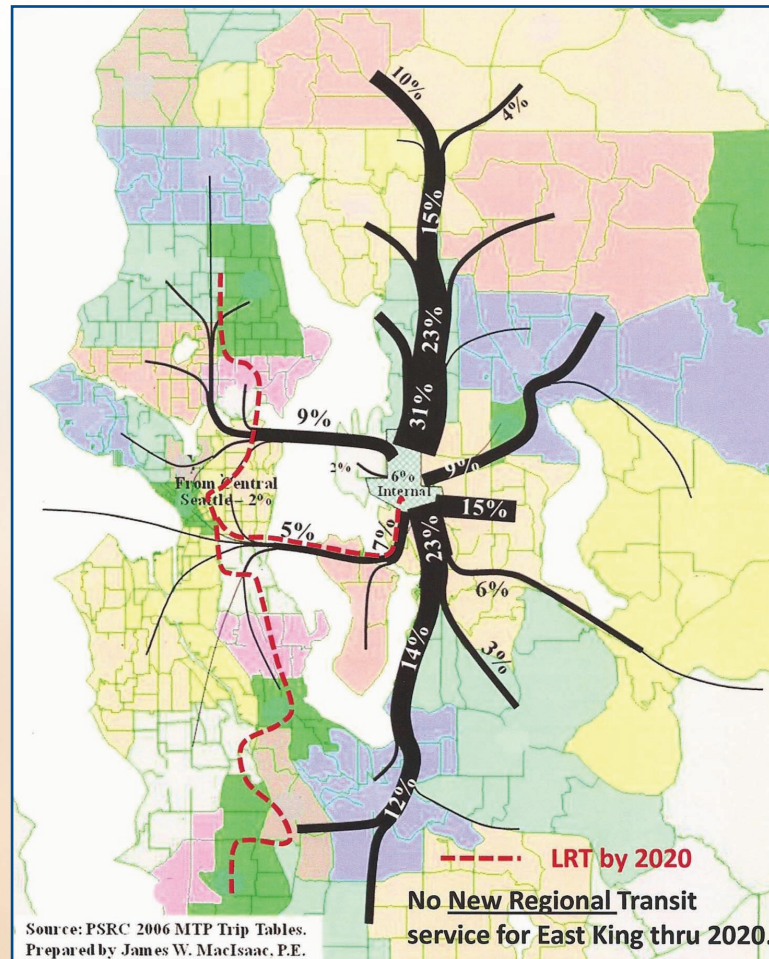


Sound Transit's ST2 plan does nothing to address the needs of East King County.

There are already 31 Sound Transit and Metro Transit express bus routes serving travel between Seattle and the Eastside. But there are only three regional bus routes serving the Eastside from Snohomish County and four such routes serving the Eastside from South King County. There are none from Pierce County. Yet less than 15 percent of Eastside employment access comes from Seattle – over 50 percent approaches via I-405.

The emerging \$4.2 billion ST2 proposal for a light rail line from downtown Seattle to downtown Bellevue via I-90 by 2020 will merely duplicate existing Route 550 ... on the bridge of least choice for access to Eastside employment from Seattle.

Eastside Transportation Association members believe that a \$4.2 billion LRT line to merely overlay existing trans-lake transit services – requiring a doubling of transit taxes – will do little to address the unserved needs of the Eastside. Worse, it will delay for 20 to 30 years any chance to provide a more cost-effective regional transit service need.



Eastside employment 2030 access patterns to Central Bellevue

A better transit plan. For much less money. With faster completion.

Several years ago all Eastside cities adopted the I-405 Corridor Program to expand I-405 and avoid 700 lane-miles of arterial street expansions. The program also adopted a Bus Rapid Transit (BRT) system in the I-405/SR167 corridor as the top transit priority for the Eastside.

The Sound Transit ST2 proposals have totally ignored this much more cost-effective and transit service-effective plan for the Eastside.

The I-405/SR167 BRT system could be implemented in three-to-five years for a capital cost of about \$200 million. Add another \$800 million for more park-and-ride lot capacity and HOV lane access improvements along I-405, I-90 and SR520. This would result in an alternative \$1 billion ST2 transit plan for the Eastside that could be funded by the existing Sound Transit excess tax revenues after 2009.

We believe the Eastside Transportation Association proposal is clearly a far better transit plan to serve the people who live and work in East King County.

