



The War On Cars.

Defeats Solutions For Congestion Relief.

At the end of two decades or more of wrenching debate and public process, the Puget Sound Region has made major political decisions on three very large transportation capital investments to serve the Seattle metropolitan area. Are these decisions the best for our economy? Do they provide ample access to jobs, schools, shopping and entertainment? Do they reduce congestion? The net change in our system is to reduce capacity to move people and freight, increasing congestion.

What Does \$12 Billion Do For Us?

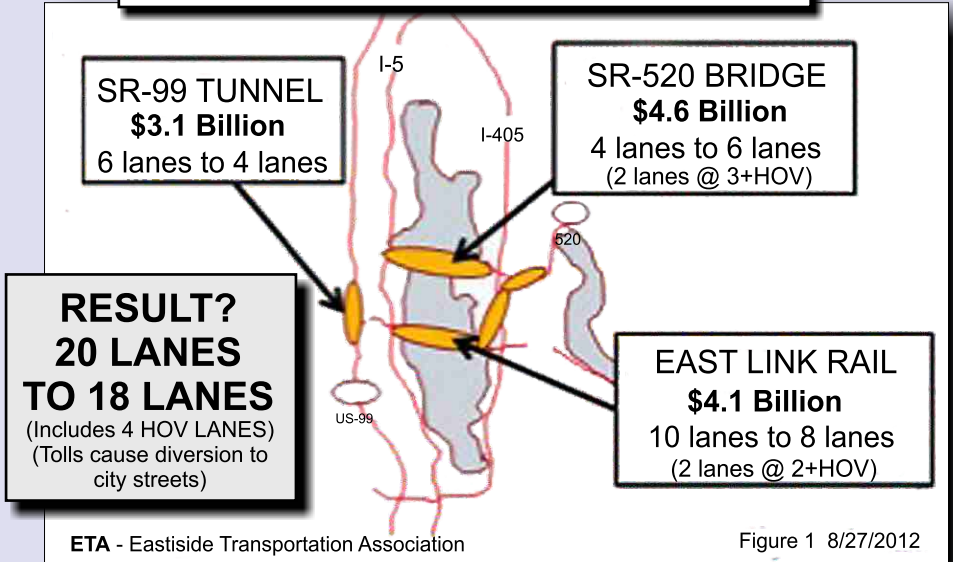


Figure 1 shows the three projects across Lake Washington and through downtown Seattle. These projects will have a profound impact on the economic viability of the City of Seattle, the Puget Sound area and the entire State of Washington. Unfortunately, these three projects will result in a net reduction in the overall capacity of our road system, traffic throughput will be reduced, traffic congestion will increase and freight mobility will be limited.

SR-520

This trans-lake project from I-5 to Redmond will cost \$4,600,000,000 while adding two HOV lanes to be operated at a minimum of 3+ persons per car capacity. All lanes will be tolled and a 14 foot wide pedestrian/bicycle lane will be provided across the lake.

No additional general purpose lanes are added to the corridor, while significant lids, parks and bus transit access will be provided primarily with gas tax and toll revenue from car drivers.

Two billion dollars of the project budget remains unidentified. The highway from Lake Washington east to Redmond and the floating bridge are under construction.

SR-99 TUNNEL

The downtown Seattle \$3.1 billion deep bore tunnel will reduce the six lanes on the existing viaduct to four tolled lanes in the stacked tunnel with no access to mid-town Seattle. Therefore, there will no longer be direct access to the core of downtown Seattle.

New major interchanges in the Sodo area and north of Denny St. will provide indirect access to downtown Seattle from SR 99.

Ballard, Interbay and the Elliott Ave. NW corridor will not have direct access to the tunnel; commuters and truckers will use the reconstructed Alaskan Way for access to downtown and the docks of the Port of Seattle.

North-south freight traffic capacity will be significantly reduced. In addition, planned tolling will reduce traffic volumes in the tunnel, further increasing pressure on over stressed parallel routes, including I-5.

EAST LINK ON I-90

Sound Transit's East Link light rail train will run on the center roadway of I-90 from the International District Station to Bellevue Way, reducing Interstate 90 from a 10 lane roadway (six lanes in the peak direction, four in the opposite direction) to an eight lane bridge with four lanes in each direction 24/7 (no more reversible lanes).

Regional sales taxes and motor vehicle excise taxes (\$4.1 billion capital cost, including train vehicles and right-of-way) pay for installing the train tracks on the center roadway of I-90, through Bellevue to the Overlake Station at the Microsoft Campus in Redmond.

Highway users paid for this center roadway with state and federal gas taxes. Two of the eight lanes will be for buses and carpools with all traffic excluded from the center roadway. This will allow the trains to run

on a floating bridge for the first time in the history of the world (with large unresolved technical issues including 'land to floating bridge' connections, stray electrical current and buoyancy limitations of the pontoons).

With all center roadway traffic moved to the outer roadways freight traffic connecting Eastern Washington and the rest of the country will experience increased congestion and travel time accessing the Seattle industrial areas and the Port of Seattle, according to WSDOT's analysis.

In addition, diverted commuter traffic resulting from the tolling of SR 520 will further congest the outer roadways.

■ These three enormous projects totaling nearly \$12 billion will disrupt traffic during construction in the near future and at the end of the decade result in two fewer traffic lanes on our critical trans-lake/Seattle waterfront corridors and access to the Port of Seattle, further increasing congestion.

Meanwhile, INRIX, a Kirkland based traffic data company, has identified the Seattle metropolitan area as the 7th most congested urban area in America in 2011 (up from 10th worst in 2010). This dismal rating is clearly a result of the choices that have been made by our leadership and transportation agencies.

Person Trips Vs. Tax Revenues

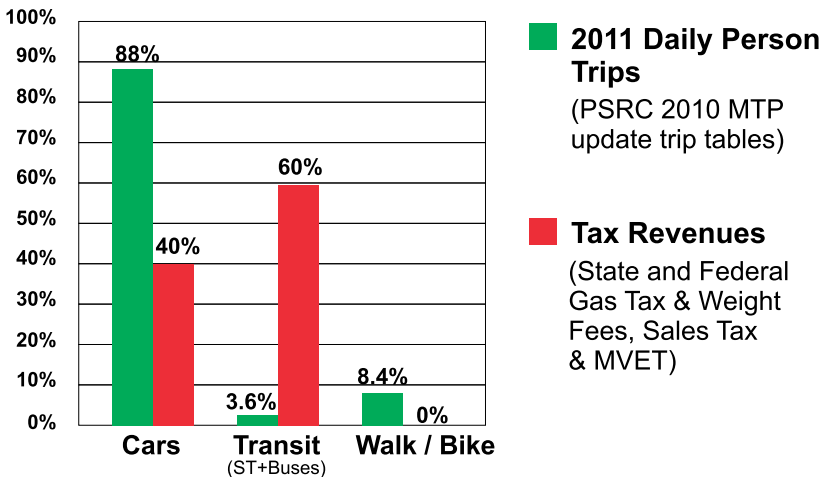


Figure 2 8/27/2012

ETA - Eastside Transportation Association

Figure 2 shows a comparison between the person trips being made in the region by mode against the tax revenues being collected for each mode of travel. (see further chart explanation on back cover)

Person Trips vs. Tax Revenues (cont.)

■ Cars make up 88% of the Puget Sound Regional Council's (PSRC) estimated 14,555,000 daily trips in 2011. The federal and state gas tax and other vehicle user fees used for roads make up less than 40% of our total regional transportation taxes.

■ All of the transit agencies together (Sound Transit, METRO, Community Transit, Everett Transit, Kitsap Transit and Pierce Transit) carry just 3.6 % of the daily person trips. Yet we have chosen to tax ourselves in a way that provides over 60% of our total transportation taxes collected in the region to build and operate the transit systems.

■ Pedestrian and bicycle trips (8.4%) make up more than twice as many daily trips as the total transit trips, according to the PSRC data. We do not collect any direct user fees or taxes from pedestrians or bicyclists. They do not pay tolls to use the tolled bridges.

■ Four decades ago the transit systems carried up to 6% of our regional trips. Since then, we have chosen to dramatically increase the transit agency funding while the proportion of trips using transit has been reduced to 3.6%. Sound Transit's promise is to increase transit ridership back up to 4.5% or so after 20 years of transit construction and system expansion. The PSRC projects transit to be 5% of the 2040 regional trips.

■ Meanwhile, over a million and a half new residents are coming to the Puget Sound by 2040 and congestion on our major highway system is increasing dramatically.

**Better choices need to be made
on major transportation decisions.**

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