

# Eastside Transportation Association

*"Dedicated to improving our quality of life and environment by reducing congestion through increased mobility"*

P.O. Box 50621  
Bellevue, WA 98015

November 22, 2013

Mr. James Irish  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

[Transmitted by email to: LongRangePlan@soundtransit.org ]

RE: Scoping Comments for Long Range Plan Update

Dear Mr. Irish,

The Eastside Transportation Association (ETA) is pleased to submit these Scoping Comments for the Long Range Plan (LRP) update.

Sound Transit should recognize Bus Rapid Transit (BRT) as high capacity transit. We further recommend that current and future Sound Transit Regional Express (REx) bus routes on managed freeway lanes (HOV and HOT lanes) be considered as Bus Rapid Transit. For example, the REx routes from Pierce County to Seattle are more rapid than the light rail trains will be. Trains will be slowed by the dozen necessary stops along the route.

## **SYSTEM ALTERNATIVES BY FUNDING SCENARIOS**

The current ST Financial Plan shows little potential funding for a Phase 3 (ST3) program starting before 2030. It is important that the Long Range Plan be prepared to meet different funding scenarios, similar to what Bellevue is doing for its citywide transit plan. It is essential that the public be informed about the local tax increases needed to accommodate each alternative LRP. The LRP should provide at least two funding and timing scenarios:

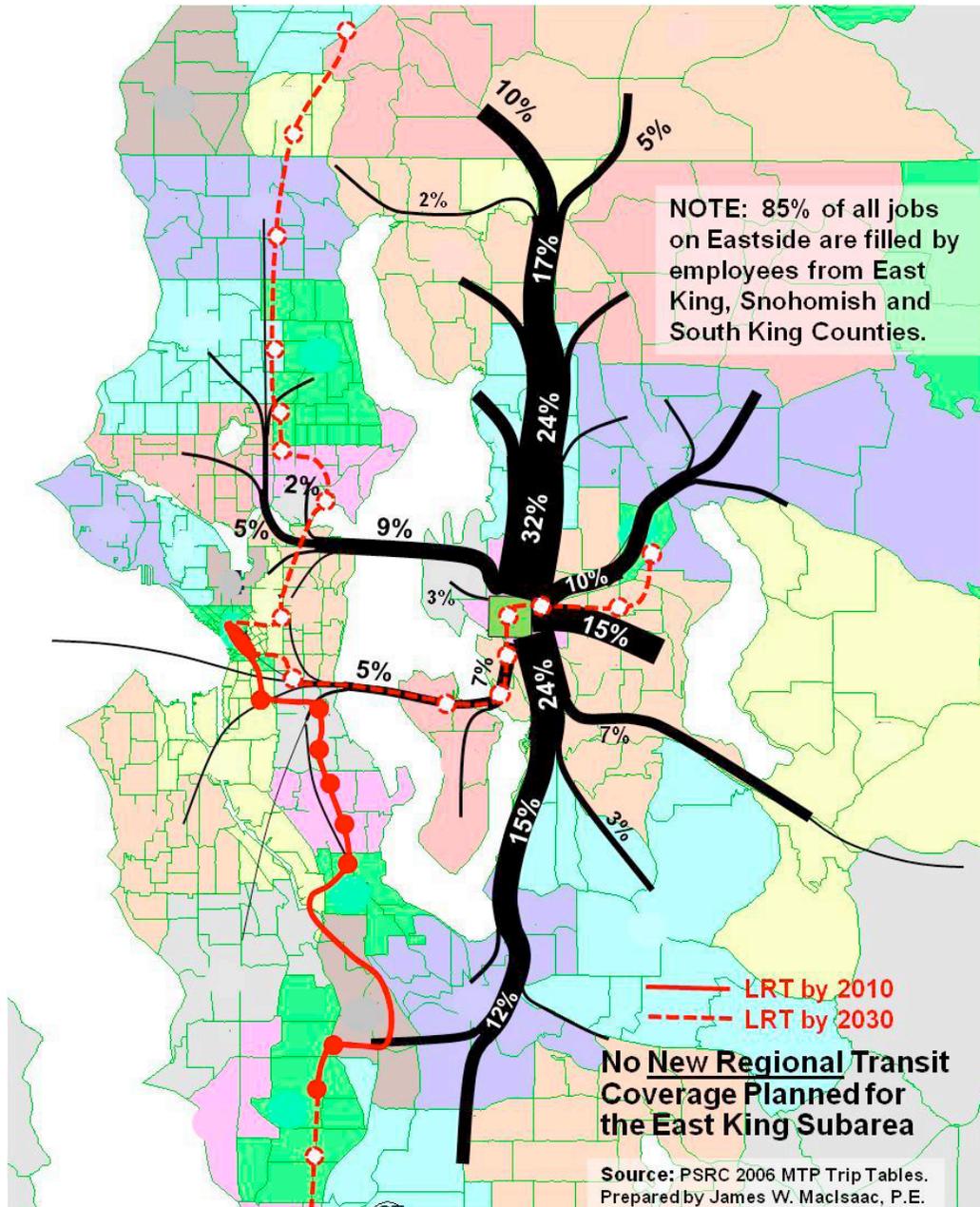
LRP1 – **No additional local tax funding:** this would describe what could be accomplished with no additional funding. For example, it could potentially include replacing light rail extensions with BRT.

LRP2 – **Additional local tax funding:** this would describe the additional funding required to accommodate the ST3 phase.

## **I-405/SR-167 BRT PROGRAM**

The I-405 Corridor Program Master Plan was adopted in 2002 by all agencies along the corridor and included adoption by Sound Transit. A significant part of this plan described a BRT system in the I-405 corridor. Sound Transit and Metro Transit have continually ignored that element of the adopted plan. We suggest that the LRP update for the East King subarea include that element of the I-405 corridor program master plan as the top priority element of the next phase of the Regional Transit program. This north-south corridor is far more important to the East King subarea's transit than are the cross-lake corridors. The plot on the following page illustrates the importance of this north-south corridor. We further recommend that the I-405 BRT lines extend

from Puyallup to Everett, recognizing that SR-167 has now become an integral part of the East King County major north-south transportation corridor.



## 2030 Home-Work Person Trips To DOWNTOWN BELLEVUE

### SUB-AREA EQUITY

The Long Range Plan Update should include a review of Sound Transit’s policy on Sub-area equity. It should be fair in its allocation of benefits in proportion to taxes collected within each sub-area. “Fair” does not include Sound Transit’s practice of assigning all the benefits of Seattle-centric routes to the suburban end of the routes. Benefits are received at each end of a trip - at both the residential end and the employment end of a

commute trip, for example. Allocation of Federal grants must also be included in the sub-area equity calculations.

Respectfully submitted,

A handwritten signature in black ink that reads "Bill Eager". The signature is written in a cursive, slightly slanted style.

Dr. Bill Eager, Chair  
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