



## ETA 2021 Legislative Objectives

**Introduction.** A well-performing highway and local arterial system is crucial to moving employees, freight, customers, and families throughout King County's Eastside. Yet even as vehicular trips continue to grow and road conditions deteriorate;

- Eastside roads such as I-405, I-90, SR 520, SR 522, SR 527, and SR 18 are plagued by chronic traffic congestion due to underinvestment in additional capacity.
- The longstanding backlog of preservation and maintenance (P & M) remains unfunded, and
- The US Supreme Court has required the state to replace fish culverts.

Therefore, the Eastside Transportation Association (ETA) supports a bold, long-term transportation funding package to accelerate the overall completion of the I-405 Master Plan and other Eastside road capacity projects, invest significantly in the P & M program and meet the transportation portion of the court required fish culvert replacement.

- 1. State gas tax increase:** The ETA supports a significant increase in the state gas tax as an ideal carbon tax to make up for previous underinvestment in long-planned State Highway capacity improvements, preservation, and maintenance.
- 2. Regional highway and arterial funding:** Improve on the authorizing legislation/RCWs allowing the creation of a Regional Transportation Investment District (RTID) to supplement state funding of highways and regional arterials. Revisions regarding governance, boundaries, tax authority and long-term funding strategies for a regional funding plan for capacity improvements to the I-405/SR 167 corridor, other Highways of Statewide Significance and connecting arterials in the region should be made to increase voter support and effectiveness of investments.
- 3. I-405/Give Us Our Lane Back:** Operate I-405 from Renton to Lynnwood with a single 2+ HOV lane each way with enhanced friction reducing techniques with all other lanes operating as general-purpose lanes.
- 4. Culvert funding.** Funding for culvert replacement should not exclusively come from transportation revenues.
- 5. 18<sup>th</sup> Amendment protection:** Any tax or fee charged to motor vehicle owners or on motor vehicle use should be protected by the 18<sup>th</sup> Amendment.



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6. Sound Transit governance: Change the Sound Transit Board structure to:
  - A directly elected board;
  - Re-establish the Subarea equity requirements of Sound Move; and
  - Adopt an accurate MVET schedule.
  
7. Shared transportation: Support legislation to;
  - Allow private operators to use Park and Ride lots
  - Remove obstacles to the successful deployment of private shared ride, vanpool services and transit providers
  
8. Autonomous Vehicles: Support the infrastructure investments necessary for autonomous vehicles.
  
9. Transportation Metrics. Implement the following policy recommendations from Governor Locke's Blue-Ribbon Commission on Transportation:
  - Traffic congestion on urban interstate highways will be significantly reduced and be no worse than the national mean.
  - Delay per driver will be significantly reduced and be no worse than the national mean.
  
10. Express Toll Lanes. ETA opposes the Express Toll Lane concept. However, if operating, the Express Toll lanes shall operate at a minimum speed of 45 mph 90% of the time.
  
11. Growth Management Act revisions. Concurrency should be a requirement of the State Highway system. Impact fees shall not be imposed from development projects for state highways.