



ETA 2019 Legislative Objectives
<http://www.eastsidetransportation.org>

2019 Legislative Session

A well-performing highway and local arterial system is crucial to moving employees, freight, customers and families throughout King County's Eastside. Yet, 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, even as vehicular trips continue to grow. 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 (particularly near-term capacity investments in Bellevue, Kirkland and Bothell).

Transportation investments and funding

1. State gas tax increase: The ETA supports a significant increase in the state gas tax to make up for previous underinvestment in long-planned State Highway capacity improvements.
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. Tolling bill: Repeal the legislative intent language for Express Toll Lanes/HOT lanes pilot projects and eventual expansion (RCW 47.56.880).
4. 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.
5. Toll revenue bonding bill: Prohibit bonding of the I-405 toll revenue. Bond covenants may create a financial obligation to keep general purpose lanes congested to satisfy bond holders.

Other

1. 18th Amendment protection: Any tax or fee charged to motor vehicle owners or on motor vehicle use should be protected by the 18th Amendment.
2. Sound Transit governance and tax: Change the Sound Transit Board structure to a directly elected board; and discontinue the use of the repealed MVET schedule.
3. Shared transportation: Support legislation related to autonomous vehicles and shared transportation such as 2017 HB 2862 Park and Ride access and SB 6080, Section 301.