



## Transportation

2018 Session Position

The East King Chambers Coalition was an early backer of the \$16 billion Connecting Washington transportation funding package, and we remain committed to complete and timely implementation. However, businesses within the suburban crescent still face increased costs of businesses, due to mounting congestion on highways of statewide significance and local arterials alike.

We see a tremendous opportunity with emerging transportation technologies, to increase mobility, reduce congestion, limit our carbon footprint and connect people with economic opportunities. Specifically, private firms are poised to introduce automated, connected, shared electric vehicles (ACES) to market.

Prepare our region to be an early beneficiary of these technologies, by enacting supportive state and local public law changes, including but not limited to the following.

- Eliminate statutory barriers to shared employer shuttles;
- Create a statewide business license for transportation network companies (TNC's);
- Allow private shuttle providers access to publicly funded park and ride lots.
- Incentivize use of TNC's and flexible van pools under the 1991 Commute Trip Reduction Act.

We also urge the Legislature to authorize additional funding, beyond current law levels, to complete implementation of the adopted I-405 Master Plan, as well as improvements to other highways of statewide significance such as I-90, SR-18, SR-520 and SR-169. In particular, we support investments which will provide speed and reliability for all modes and increase, rather than decrease, total person trips throughout the region – including targeted capacity expansion of I-405.

To accommodate the significant growth in vehicle volume, reduce congestion and increase safety our project-specific priorities for the 2017-19 Biennium, are as follows:

### I-405 and SR 520 Corridors

- Fund design and construction of general purpose ramps, southbound from I-405 to NE 10<sup>th</sup>;
- Fund the design and construction of the planned 1/2 diamond interchange at Main Street and I-405, as part of the Main Street overpass replacement project;
- Fund the full buildout of the I-405/520 interchange;
- Fund and construct a full diamond interchange at SR 520/124<sup>th</sup> NE;
- Initiate a master plan process for the SR 520 corridor, from the I-405 interchange east to SR 202.

### I-90 and SR 18 Corridors

- Fund and rebuild the I-90/SR 18 interchange;
- Funding and implement I-90 shoulder lane hardening/enhancement, in both directions, east of I-405 by 2020.

*Continued on page two.*

- Implement recommendations from WSDOT's Interchange Justification Report, for improvements to the I-90/Front Street Interchange in Issaquah.
- Request state partnership resources for park and ride capacity, in fast-growing communities outside the RTA taxing district.

We encourage the Legislature to affirm as a matter of public law that all toll revenues collected, be used exclusively for highway purposes. Similarly, proceeds from any new transportation revenue tools, must be dedicated solely to general transportation projects or operations and maintenance, and protected by law from diversion for other purposes. We are not in favor of a vehicles miles travel fee (VMT). We do encourage the legislature to seek a voter approved, local option gas tax, indexed against inflation.

Moreover, we strongly urge the legislature to respond quickly, to any recommendations by the University of Minnesota, relating to the performance of express toll lanes and general purpose lanes in the Interstate 405 tolled corridor, as authorized by the Legislature in ENGROSSED SENATE BILL 5096, Chapter 313, Laws of 2017, the 2017-19 Transportation Budget.



## Transportation

## 2017 Session Position

The Coalition believes that transportation infrastructure is critical to our state's business climate and economic future. We supported the passage of a statewide comprehensive transportation package in 2015 and since the legislature made those investments the following transportation objectives are important to us: Investments should be prioritized to preserve existing transportation assets and finish incomplete projects that are critical to the state's primary economic corridors, such as I-90 and SR-18, SR-520 and I-405, and SR 169

- Uphold commitments from the 2015 Connecting Washington revenue package and keep projects funded and on schedule
- Continue support for reforms that reduce project costs and delays, improve accountability, transparency, and efficiency on projects, budgeting, and the administration of programs and services.
- Support incentives for emerging and growing technologies in alternative fuel use and infrastructure, and oppose implementing stricter fuel standards and other carbon pricing schemes that increase transportation and energy costs.
- Support data-driven transportation solutions found in real-time traffic mobility data.
- Oppose legislation or the use of transportation resources that adversely affect Washington businesses or create competitive disadvantages.



## Transportation

## 2016 Session Position

The Coalition believes that transportation infrastructure is critical to our state's business climate and economic future. We supported the passage of a statewide comprehensive transportation package in 2015 and since the legislature made those investments the following transportation objectives are important to us: Investments should be prioritized to preserve existing transportation assets and finish incomplete projects that are critical to the state's primary economic corridors, such as I-90 and SR-18, SR-520 and I-405, and SR 169

- Uphold commitments from the 2015 Connecting Washington revenue package and keep projects funded and on schedule
- Continue support for reforms that reduce project costs and delays, improve accountability, transparency, and efficiency on projects, budgeting, and the administration of programs and services.
- Support incentives for emerging and growing technologies in alternative fuel use and infrastructure, and oppose implementing stricter fuel standards and other carbon pricing schemes that increase transportation and energy costs.
- Support data-driven transportation solutions found in real-time traffic mobility data.

Oppose legislation or the use of transportation resources that adversely affect Washington businesses or create competitive disadvantages.



## Transportation

## 2015 Session Position

The Coalition believes that the legislature should pass a statewide transportation package to provide funding for transportation projects that allow continued economic expansion, increase personal mobility, reduce congestion, improve travel time reliability, implement the Growth Management Act, and enhance our natural environment. Investments should be prioritized to preserve existing transportation assets and finish incomplete projects that are critical to the state's primary economic corridors, such as I-90 and SR-18, SR-520 and I-405, and SR 169.

We believe effective investments in transportation infrastructure are best developed by adhering to the following basic principles:

### PERFORMANCE

- For new project investments, priority should be placed on congestion relief and travel time reliability for all users, by adding capacity and improving management. Projects should be prioritized based on safety, operational efficiency, market demand, contributions to economic development, improvement of freight mobility, and location in heavily populated and fast-growing urban and suburban areas.
- The Coalition opposes implementation of HOT lanes except where net toll revenue after deduction of toll related operating costs is sufficient to meet debt service requirements necessary to fund all HOT lane construction costs. The Coalition supports the expansion of I-405 Renton to Bellevue and will consider support of the establishment of two HOT lanes when this revenue performance criteria is met between the intersection of I-405 and I-5 on the north and NE 6<sup>th</sup> in Bellevue on the south.

### FUNDING

- Financing plans necessary to fund the capital, operating, and maintenance costs of our transportation system should be weighted toward user fees as the primary source (e.g. gas tax).
- Revenues from tolling should be collected and spent on projects for the benefit of those who pay them and considered as a funding source only for specific high-cost facilities and additional highway capacity.
- All traditional and new transportation taxes and fees on automobiles and trucks (e.g. all road user taxes such as fuel taxes, weight fees and toll revenues) should remain and be dedicated to street and highway uses and be protected under the 18<sup>th</sup> Amendment of the state constitution.
- Any additional funding sources should be efficiently collected and have low administrative costs.



Transportation

2014 Session Priority draft

The Coalition believes that the legislature should pass a statewide transportation package as soon as possible to provide funding for cost-effective transportation projects that allow continued economic expansion, increase personal mobility, reduce congestion, improve travel time reliability, implement the Growth Management Act, and enhance our natural environment. The emphasis of investments should be preservation of existing transportation assets and finishing incomplete projects that are critical to the State's primary economic corridors, such as I-90, SR-520 and I-405 serving East King County.

We believe effective investments in transportation infrastructure are best developed by adhering to the following basic principles:

#### **PERFORMANCE**

- Primary emphasis must be placed on the maintenance and preservation of existing transportation assets.
- For new project investments, priority should be placed on congestion relief and travel time reliability for all users, by adding capacity and improving management. Projects should be prioritized based on safety, operational efficiency, market demand, contributions to economic development, improvement of freight mobility, and location in heavily populated and fast-growing urban and suburban areas.
- Legislative authority for High Occupancy Toll (HOT) lanes should only be provided if they: 1.) provide additional new capacity; 2.) generate positive revenue net of construction and operating costs; and 3.) increase overall through-put when compared to general purpose lanes.

#### **FUNDING**

- The transportation system must be understood holistically. In areas in which transit services complement roadway investments to allow for the efficient movement of employees and goods, local authority should be provided to allow transit investments and maintenance of local roads as needed.
- Financing plans necessary to fund the capital, operating, and maintenance costs of our transportation system should be weighted toward user fees as the primary source (e.g. gas tax).
- Revenues from tolling should be collected and spent on projects for the benefit of those who pay them and considered as a funding source only for specific high-cost facilities and additional highway capacity.
- All traditional and new transportation taxes and fees on automobiles and trucks (e.g. all road user taxes such as fuel taxes, weight fees and toll revenues) should remain and be dedicated to street and highway uses and be protected under the 18<sup>th</sup> Amendment of the Washington State Constitution.
- Any additional funding sources should be efficiently collected and have low administrative costs.



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## **2013 Legislative Agenda**

*As approved by Coalition Delegates on September 26, 2012*

### **TRANSPORTATION**

The Coalition believes that the legislature should pass a statewide transportation package in this legislative session that provides funding for cost-effective transportation projects that allow economic development in the state's key economic centers, increase personal mobility, reduce congestion and improve travel time reliability, implement the Growth Management Act and improve our natural environment. The emphasis of investments should be preservation of existing State highways and finishing incomplete projects that are critical to the economy of East King County, such as the approved capacity improvements on I-405.

We believe effective investments in transportation infrastructure are best developed by adhering to the following basic principles:

### **PERFORMANCE**

- Congestion relief, and travel time reliability for all users, by adding capacity and improved management should be top priorities for investments in transportation projects.
- Projects should be prioritized by safety, operational efficiency, market demand, contribution to economic development, improvement of freight mobility, in fast growing urban and suburban areas.
- Legislative authority for High Occupancy Toll (HOT) lanes should only be provided if they: 1) provide additional new capacity; 2) generate positive revenue net of construction and operating costs; and 3) increase overall through-put when compared to general purpose lanes.

### **FUNDING**

- Financing plans necessary to fund the capital, operating and maintenance costs of our transportation system should be weighted toward user fees as the primary source (e.g. the gas tax).
- Revenues from tolling should be collected and spent on projects for the benefit of those who pay them and considered as a funding source only for specific high-cost facilities and additional highway capacity.
- All traditional and new transportation taxes and fees on automobiles and trucks (e.g., all road user taxes such as fuel taxes, weight fees and toll revenues) should remain and be dedicated to street and highway uses and be protected under the 18<sup>th</sup> Amendment of the Washington State Constitution.
- Any additional funding sources should be efficiently collected and have low administrative costs (e.g. State Gas Tax 2-3% overhead)



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## **2012 Legislative Agenda**

### **TRANSPORTATION**

The Coalition supports increased investments in cost-effective transportation projects to allow economic development, support long-term job growth, increase personal mobility, reduce congestion, implement the Growth Management Act and improve our natural environment. Projects that enhance system efficiency while providing a high return on investment, such as those capacity improvements recently completed and underway on I-405, must be a top priority.

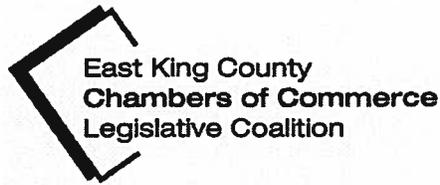
We believe effective investments in transportation infrastructure are best developed by adhering to the following basic principles:

### **PERFORMANCE**

- Congestion Relief should be restored as a priority for investments in transportation projects in Washington State.
- Projects should be prioritized by safety, operational efficiency, market demand, contribution to economic development, improvement of freight mobility, in fast growing urban and suburban areas.
- Provide legislative authority for High Occupancy Toll (HOT) lanes only if they: 1) provide additional new capacity; 2) generate positive revenue net of construction and operating costs; and 3) increase overall through-put when compared to general purpose lanes.

### **FUNDING**

- Financing plans necessary to fund the capital, operating and maintenance costs of our transportation system should be weighted toward user fees as the primary source.
- Revenues from tolling should be collected and spent on projects for the benefit of those who pay them and considered as a funding source only for specific high-cost facilities and additional highway capacity.
- All traditional and new transportation taxes and fees on automobiles and trucks (e.g., all road user taxes such as fuel taxes, weight fees and toll revenues) should remain and be dedicated to street and highway uses and be protected under the 18<sup>th</sup> Amendment of the Washington State Constitution.
- Any additional funding sources should be efficiently collected and have low administrative costs (e.g. State Gas Tax 2-3% overhead)



## **EKCCCLC 2011 Legislative Agenda**

### **TRANSPORTATION**

Investments in cost-effective transportation projects are necessary to achieve statewide goals that sustain job growth, increase personal mobility, reduce congestion, implement the Growth Management Act and improve our natural environment. Projects that enhance system efficiency while providing a high return on investment, such as those recently completed and underway on I-405, must be a top priority.

#### **We urge the legislature to:**

- Honor the 18<sup>th</sup> Amendment to the Washington State Constitution and continue to restrict the use of all state revenues intended to be used exclusively for highway purposes and further restrict the use of all tolls to be used only for the repayment of construction, maintenance and operating costs for the corridor where tolls are collected.
- Prioritize funding for projects that provide improved safety, increased capacity and cost-effective congestion relief on key corridors in fast growing urban areas, including I-405, SR 520, SR 522, SR 167, SR 169, SR 516 and I-90.
- Complete the SR 520 project as currently planned any federal money should be put to immediate use toward components that are ready to construct.
- Repeal state policy to reduce vehicle miles traveled
- Create incentives to reduce our transportation related environmental impacts and greenhouse gas (GHG).
- Accurately credit the GHG reductions from urban transportation projects, especially for funding prioritization.
- Require a strict nexus between revenue sources and investments.

- Consider construction of High Occupancy Toll (HOT) lanes only where they generate positive revenue net of construction and operating costs and increase overall through-put when compared to general purpose lanes.
- Maintain the current use and configuration of existing general-purpose lanes.
- Require all tolling agencies to make full annual public disclosure of its financial status, on a project basis.
- Support monitoring the impacts of tolls on local communities so that appropriate mitigation, including both capital improvements and transit, can be devised.

*East King County Chambers of Commerce Legislative Coalition  
Testimony on HB 1382  
Concerning the use of express toll lanes in the eastside corridor  
Senate Transportation Committee  
March 16, 2011*

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Good afternoon Madame Chair and members of the committee. Thank you for the opportunity to speak before you here today. My name is Kevin Kelly and I represent the East King County Chambers of Commerce Legislative Coalition and am here today to discuss House Bill 1382 regarding the implementation of express toll lanes on I-405.

For the committee members who may not be aware, our Coalition was formed to advocate for critical business legislation in Washington State. The Coalition brings together 10 chambers of commerce representing the East King County business community and enables these chambers to speak with a unified voice on legislative issues. Each year our Coalition develops a legislative agenda that has the unanimous approval of all 10 boards of directors.

Last October, the Coalition surveyed the Eastside business community along the 405 corridor to see what decisions made in Olympia have the greatest impact on expanding their business. Results showed that transportation has the highest impact. 57% of respondents said that

transportation issues such as sufficient road capacity and traffic had either some or a high impact on their decisions to expand their business or open a new office.

With this in mind, the Coalition feels that High Occupancy Toll lanes should only be constructed where they generate positive revenue net of construction and operating costs while increasing overall through-put when compared to general-purpose lanes.

The Coalition has concerns that the HB 1382, as drafted, would not meet this criteria.

While projections in the bill's fiscal note vary, they certainly have the potential to cover the operating costs but they would not cover the costs of construction. Payment for the development of these lanes would presumably be paid for by the gas tax. We do not feel this is appropriate. People who pay for the gas tax would end up paying for the lanes to be developed and then they would have to pay again to use them once they are developed.

Additionally we are concerned with the potential to operate these lanes with a high-occupancy definition of 3-plus as outlined in the bill's fiscal note. We feel that doing so will add to congestion in the general purpose lanes and decrease through-put.

The I-405 corridor is critical to connecting job centers on the Eastside and as our members have indicated, traffic impacts are critical to business expansion. We urge this committee to implement a proposal meeting the criteria we have outlined in order to truly reduce congestion along this critical corridor.

Thank you again for the opportunity to appear before the committee today and we look forward to working with you to come up with solutions that will increase through-put on I-405.



## **EKCCCLC 2010 Legislative Agenda**

### **TRANSPORTATION**

Investments in cost-effective transportation projects are necessary to achieve statewide goals that sustain job growth, increase personal mobility, reduce congestion, implement the Growth Management Act and improve our natural environment. Projects that enhance system efficiency while providing a high return on investment, such as those recently completed and underway on I-405, must be a top priority.

We urge the legislature to:

- Ensure that investment for transportation remains a high priority and that project selection criteria favors those investments that provide improved safety, increased capacity and cost-effective congestion relief on key corridors in fast-growing urban area including I-405, SR 520, SR 522, SR 167, SR 169, SR 516 and I-90.
- Complete the SR 520 project as currently planned with four general purpose lanes, two HOV/transit lanes and capacity for two additional HCT lanes in the future. Complete design and finance plans for non-bridge components that are on budget, qualify for federal permits and adhere to the timeline to open by mid 2016. Should the project receive appropriations from the federal government, put those funds to immediate use toward components that are ready to construct.
- Reduce our transportation related environmental impacts and greenhouse gas (GHG) production by creating incentives for innovation and technology improvements while avoiding policies that mandate vehicle miles traveled (VMT) reduction and limit personal mobility.
- Establish and maintain a strict nexus between revenue sources and investments.
- All tolls received for use of new roadway and bridge capacity should only be used for the repayment of construction costs and capitol replacement costs for that roadway.

- Conversion of HOV to High Occupancy Toll (HOT) lanes where current HOV capacity is underutilized and it has been determined this change would generate new marginal income for corridor improvements and not contribute to congestion.
- Construction of new lane capacity to be operated as a HOT lane where financial and performance models demonstrate that motorists who choose the option to pay a fee are provided speed and reliability and where the revenue expected to be generated is sufficient to pay for construction and capital replacement costs. Prohibit the conversion of planned general-purpose lanes to anything but general-purpose lanes.

Funding strategies shall require any new tolling agency to make full annual public disclosure of its financial status on a project basis.