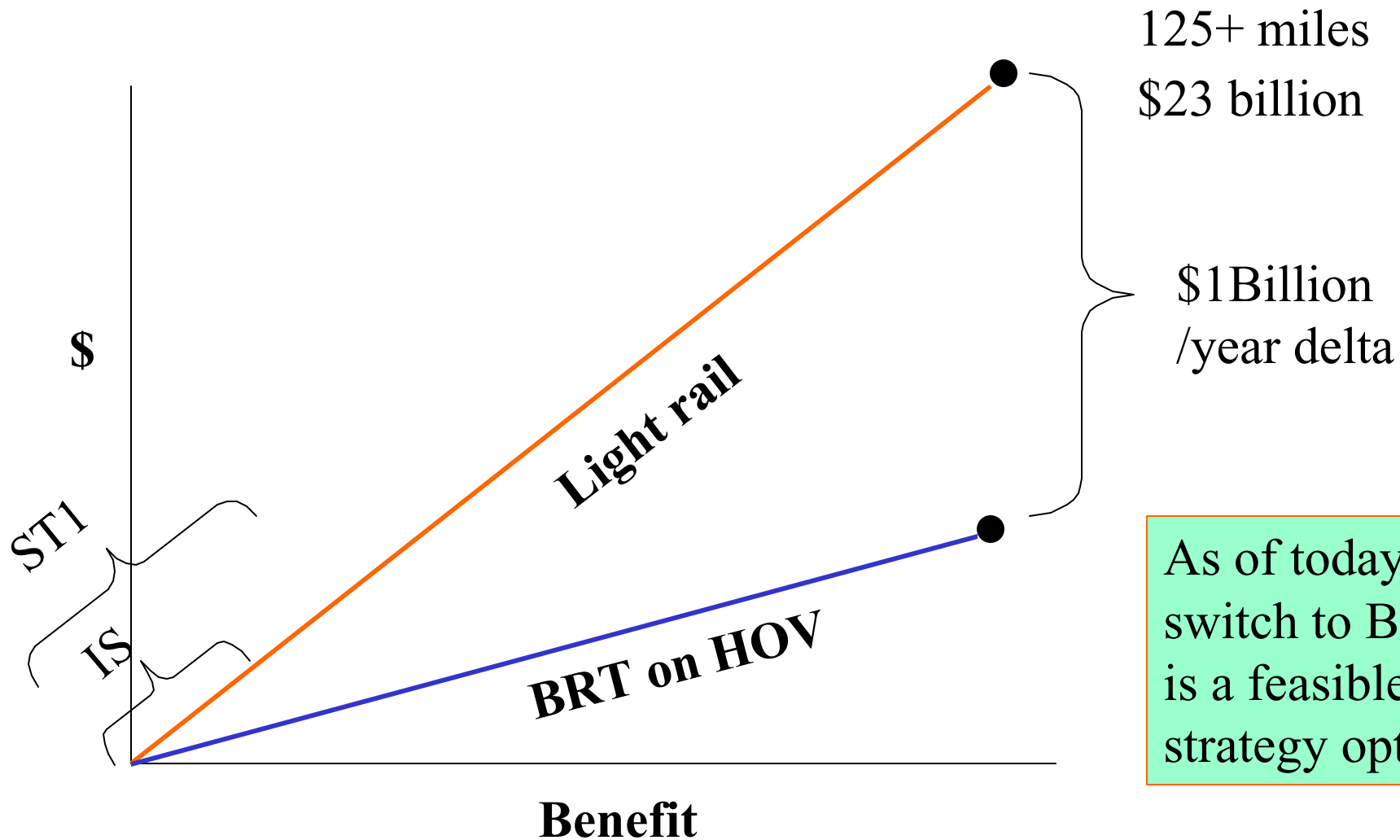


Harkness remarks to Sound Transit Expert Review Panel Oct. 2005

- Thanks for the opportunity to testify
- ERP Charter:
 - “to assure appropriate system plan assumptions...
- What follows:
 - questionable assumptions made by ST

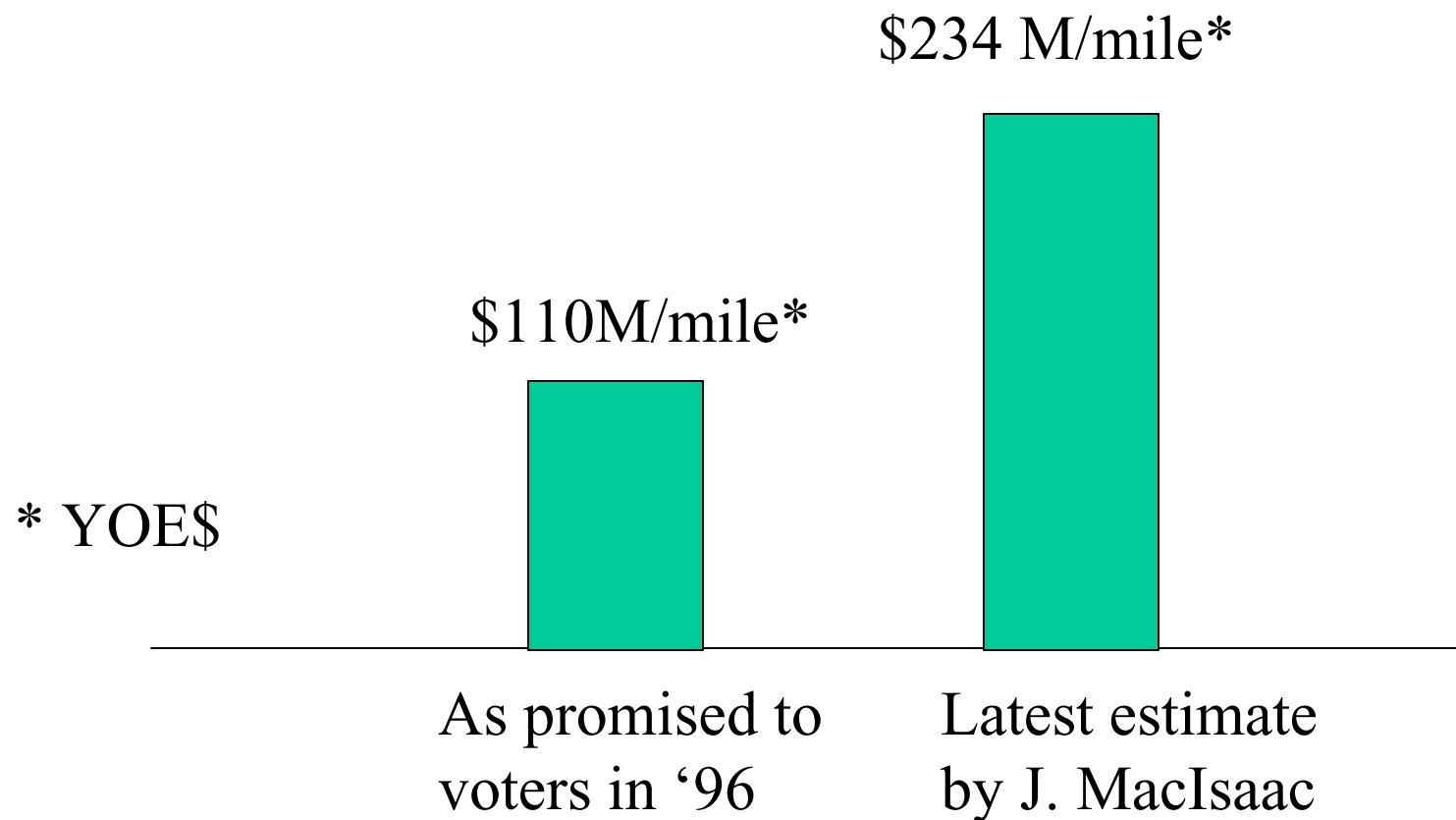
Assumption that ST's current mode choice is appropriate



Assumptions that would support continuing with current mode choice of light rail.

- Light rail will cost what voters were told in 1996
- BRT doesn't have enough capacity to handle predicted demand in 2020
- Light rail has enough capacity to handle demand growth beyond 2020. BRT doesn't.
- Can build the system promised in our terrain.

The cost assumption behind modal choice was wrong



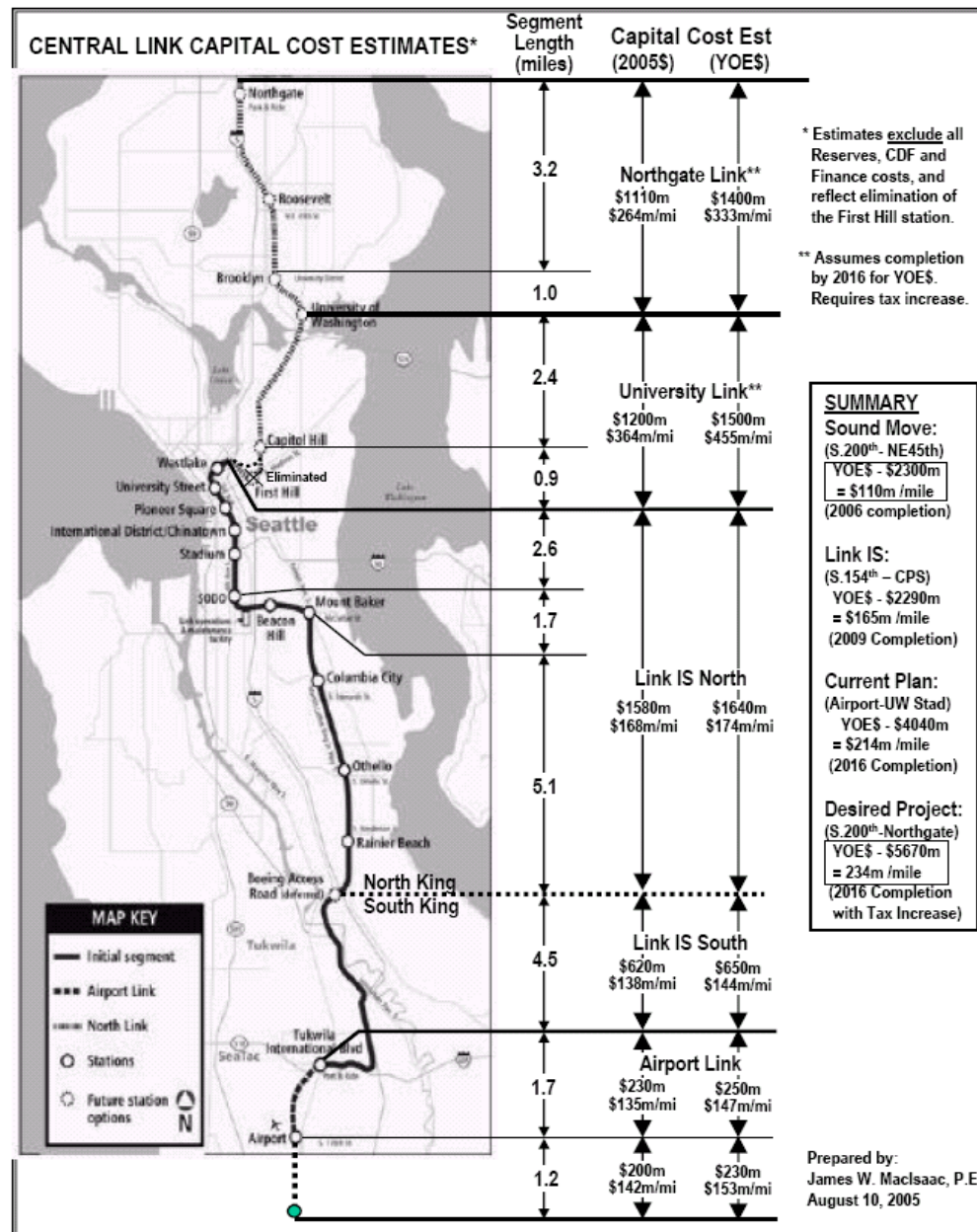


Chart
prepared
by James
MacIsaac

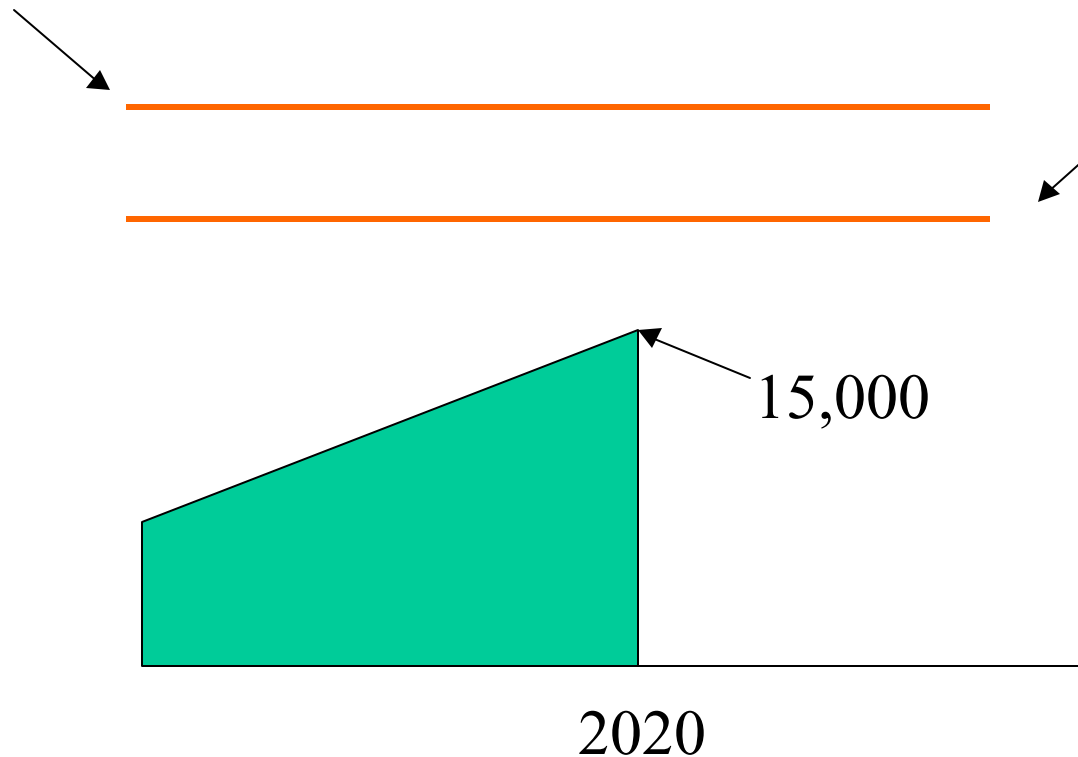
The assumption BRT didn't have enough capacity was wrong

- Assumption about bus capacity in DSTT is highly questionable, never verified.
- Various workarounds, including a possible second tunnel, were not employed in BRT alternative.
- Result was a biased analysis.
- BRT does have enough capacity and should not be excluded for capacity reasons, as was done.

The assumption light rail had extra capacity to handle long term growth may be wrong

Then: 22,000 pph

Now: About
19,000**



Is 200 persons per
LRT car realistic?

When will demand
exceed capacity?

With second tunnel
BRT could handle
about 30,000 pph.

* 1.5 min HW, 137 p/car ('93 FEIS)

** 2.5 min HW, 200 p/car

Assumption that our terrain was suitable for light rail is questionable.

- One important and promised (200 foot deep) station is not buildable.
- Line dips to similar depth under the ship canal. How do we know it's buildable?

Assumption that mode choice was backed by proper analysis.

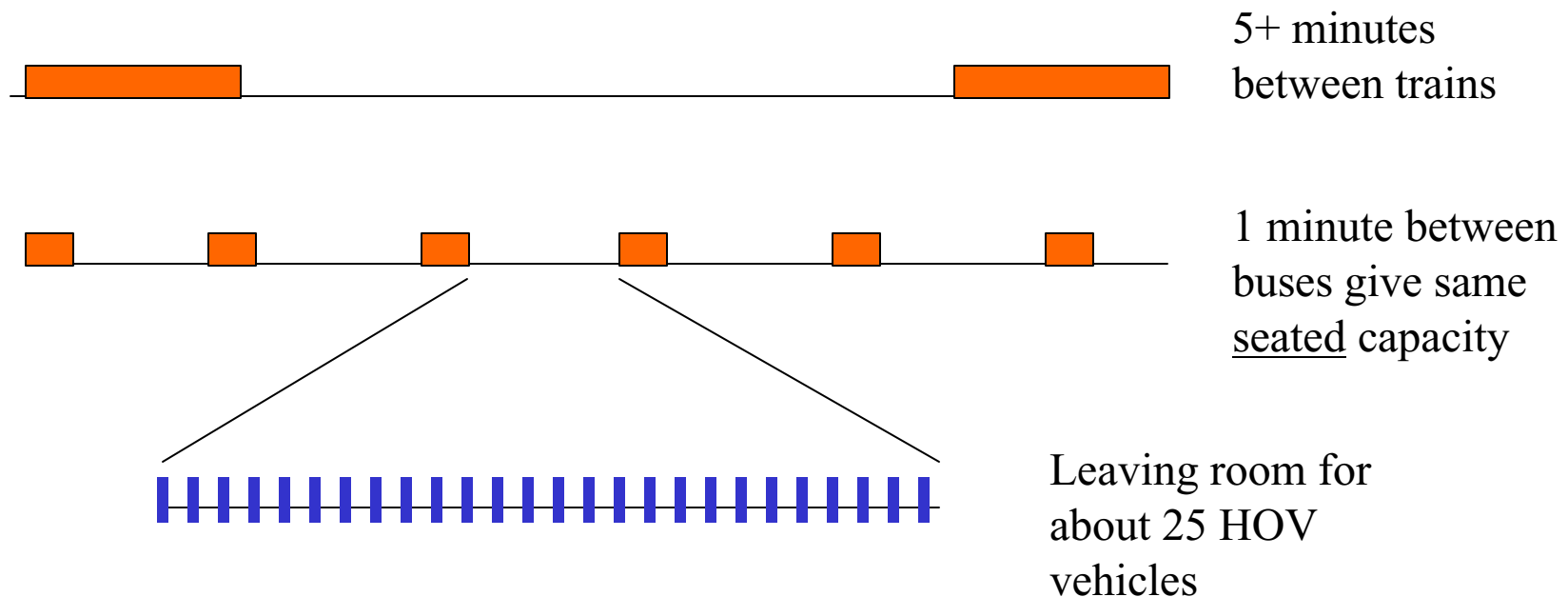
- There was no valid analysis behind the initial mode choice
- There is no valid analysis on the table today that justifies staying with light rail, as opposed to switching to BRT on HOV
- Available info suggests BRT on HOV could do job, and do it much less expensively.

Assumption re BRT cost in east King County is questionable

- ST adjusted BRT cost down by \$2 billion after challenge.
- However, BRT cost is still too high as documented in Harkness letter to Ladenburg dated April 25, 2005.
- ST has still not responded to that letter.
- Follow-up by ERP needed to get ST answers to questions in letter.

Assumption that I-90 center lanes should be dedicated to mass transit only.

- Right of way is our most precious transportation resource. Must be used efficiently.



Transit demand on I-90 does not require exclusive use of center lanes. Not best use of precious ROW.

Assumption that light rail should be kept on the table for east King County

- Counter to findings of I-405 Corridor Study
- Much more expensive
- No need for rail's capacity
- No ridership advantage over BRT
- Degrades I-90 capacity, speed and safety
- Requires more transfers

Logic says LRT, not BRT on HOV, should be dropped.

Fair comparison between number of people moved by light rail on I-90 versus moved by BRT

- Comparison now underway can be finessed to make LRT look more productive on I-90 than BRT.
- LRT ridership will exceed BRT ridership on I-90 if LRT scenario is rigged so that buses in 520 corridor terminate at LRT stations rather than continuing across the 520 bridge, thus forcing most cross lake transit to take LRT over I-90 rather than shortest route.
- Fair comparison requires having good BRT service on 520 in BOTH the LRT and BRT scenarios.

Assumption that grade separated LRT will be significantly more reliable than BRT on HOV

- Need to consider all aspects of total system reliability including susceptibility to single point failures, earthquakes, and terrorist attacks.
- Need to determine if any reliability delta is worth the cost delta.

Assumptions about objectivity

- Can we assume Sound Transit has and will give BRT on HOV a fair shake?
- What structural protections are in place to ensure that the BRT alternative is designed for maximum performance as opposed to a hobbled strawman as was done in the 1993 FEIS?

Assumption that good decisions can be reached by ignoring all substantive citizen comments.

- For instance failed to respond to any of the issues an extensive CETA comment on Long Range Plan authored by Harkness asked them to respond to.
- For instance ST Chairman Ladenburg failed to respond to April 25, 2005 Harkness letter concerning Issue Paper E-1.