

January 20, 2009

520 Tolling Implementation Committee  
Bob Drewel, Executive Director, Puget Sound Regional Council  
Paula Hammond, Washington State Secretary of Transportation  
Dick Ford, Washington State Transportation Commission  
c/o Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, Washington 98104-1035

Dear 520 Tolling Implementation Committee Members:

In July, we provided feedback following the release of your first analysis. We would like to take this opportunity to reiterate our recommendation that transit service along State Route 522 be improved as part of mitigation measures. In our prior letter we offered the following recommendations to mitigate the impact of possible tolling on State Route 520:

- Improve Transit Service. We recommend a Bus Rapid Transit service on the 522 corridor that will provide service at least every 5 minutes during the peak periods and every 15 minutes during off-peak periods. The current transit service routes (Metro routes 306 and 312 and Sound Transit route 522) are already at capacity with most at standing room only during peak periods.
- Improve Park-and-Ride Facilities. All of these facilities along 522 are also at or near capacity. There is a compelling need for structured park and ride facilities, especially in Lake Forest Park and Kenmore, which would complement downtown redevelopment plans.
- Improve Transit Capacity. Prior to tolling, complete the Business Access/Transit Lanes (BAT) in the 522 corridor to help move transit faster. More transit capacity down I-405, especially during peak periods, needs to be added to the Woodinville and Brickyard park and rides. Especially necessary are increased express bus service to and from downtown Seattle.
- Improve Capacity on the 522 Corridor. Prior to any tolling, complete the scheduled improvements on this corridor, especially those in Kenmore and Bothell. These include straightening out 522 in the Bothell corridor and completing improvements that are planned but not fully funded in Kenmore.
- Improve Capacity on Other Routes. As noted in the initial analysis there will certainly be diversions to other routes, such as the Woodinville-Duvall Road and 202. These corridors will also need substantial improvements to mitigate tolling impacts.

With the release of the committee's draft report to the Legislature, we note that the committee did not make a recommendation about the use of tolling revenue to pay for

transit service. Tolling revenue is an essential way to guarantee adequate transit service. Considering current economic and budgetary conditions, it will be difficult to provide sufficient mitigation levels without the use of the tolling revenues. We ask that the committee include a recommendation to use tolling revenue for transit service in its final report to the Legislature.

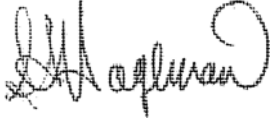
Sincerely,



Mayor Dave Hutchinson, Lake Forest Park



Mayor David Baker, Kenmore



Mayor Scott Hageman, Woodinville



Councilmember Bob Ferguson, King County Council