

520 Tolling Implementation Committee - Public Comments Received

Comment	
From:	GCP
Source:	info@build520.org
Date:	06/14/2008
Zip Code:	98033
Comment:	Please put me on your email list. Thanks.
From:	Scott Penner
Source:	info@build520.org
Date:	06/16/2008
Zip Code:	98004
Comment:	<ol style="list-style-type: none">1. Tolling 520 and not I90 makes no sense at all. Please don't waste taxpayer money on a study to confirm that traffic will move from 520 to I90 if you only toll 520.2. Do not start tolling in 2009 unless you want irritated voters. Tolling is a tax.3. It is unfair to put the burden for improvements to the 520 corridor on the folks that take 520. Much of the need for the improvements is due to huge population increases in outlying areas, who ironically have more choices as to the corridor to get to work. Many people who live close to 520 (1) have no other realistic transit path and (2) are not the reason you have chosen to expand the bridge.4. 520 is not just a commuter corridor, although a lot of the language on this site suggests that is your main focus. The rates need to be reasonable and you need to have HOV rates. Many people have to cross the bridge at hours they can't choose to transport kids to sports, school events. 520 is more like I5 in some ways than the Narrows Bridge, so the tolling needs to keep that in mind.5. If tolls are significant (more than \$2), there better be plenty of added Metro bus capacity.6. There should be a maximum toll charged for any one day. Per Item 4, I have had to make 4 roundtrips on 520 in a single day, all at HOV capacity.7. You should charge Metro riders a toll, say .50 cents each way as they will be the main beneficiaries of the revised bridge.
From:	William Merrick
Source:	info@build520.org
Date:	06/16/2008
Zip Code:	98053
Comment:	Whatever tolling options are considered, I think it is very important that the resulting 520 bridge replacement provide better mass transit options than exist today, where transit has to share the same two lanes crossing the bridge as regular traffic. To affect changes in people's use of mass transit (which is a necessary long-term fix for Seattle area commuting), there needs to be some associated benefit, otherwise if oil prices stabilize people will hop right back in their cars. I believe people would embrace a mass transit solution more if it promised reduced commute time where current congestion points (i.e. the bridges) would then offer HOV only lanes. Thanks!
From:	Jennifer Payne
Source:	info@build520.org
Date:	06/17/2008
Zip Code:	98034

Comment: I think it would be best if the state could cut waste in the budget rather than toll a highly-taxed public. However, if tolling is implemented, I think it would be best to use a lower rate equally on both I-90 and SR-520 so as to not make one bridge more used than the other. I'm not aware of the plans concerning busses, but I think it would be wise to not make busses have to pay, since they reduce traffic. We should reward riders by not having their buss passes skyrocket in price for riding a bus across the bridge.

From: Dan Trimble
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98074
Comment: Any plan for a new bridge that doesn't include transit is crazy beyond belief. I will not support any toll for a new bridge that is for cars only, especially with carpool lanes that are empty most of the time. It is wasteful and irresponsible planning.

No support for Transit, No support for Tolls.

Get real and you'll get my support.

From: Lindsey Wahlman
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98052
Comment: Hello,

I was curious when the toll is slated to begin, if it does begin? Are we talking a year, two years, or 6 months? I live in Seattle and work in Redmond and this toll is just going to kill me. Do you also have any idea about the cost of the toll may be for one way?

Thanks,

Lindsey

From: Stephen Gripe
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98075
Comment: Philosophically against tolls and will vote that way at every opportunity

From: Dave Asher
Organization: City of Kirkland
Source: TIC Meeting #1 (PSRC)
Date: 06/17/2008
Zip Code: 98033
Comment: Consider the inclusion in the ERP of Rob Johnston, who Transportation Choices invited up to look at the PSRC model. Member of national transportation research board, retired faculty from UC Davis. If he could be included that would be beneficial. Define trips in terms of people and goods.

From: Renay Bennett
Source: info@build520.org

Date: 06/18/2008
Zip Code: 98004
Comment: No tolls, please. The state has been raking in gas taxes and other taxes to pay for transportation for years - and hasn't. Why? Is it because we are subsidizing modes that don't pay for themselves? Why are ferries part of the transportation system? These folks decided to live on an island - let them buy a boat to get to the mainland.

It is past time for the state to get back to the business of what its' legal responsibilities are - and quit using our money to fund anything else.

Put commuter rail on 520, not I-90, where you can build the bridge to support it, not try (and hope) I-90 will work. We all know it won't, regardless of what WSDOT and Sound Transit tell us.

From: Chris Niebauer
Source: info@build520.org
Date: 06/18/2008
Zip Code: 98258
Comment: There should be NO tolls on either bridge. Too much congestion would result, as well as wasted money gone to supporting the toll booths. Get some backbone and raise the gas tax. I drive I90 to Seattle every day, however I would move if tolls were put in place. My father drives a truck delivering lumber throughout the Seattle area and informed me on how the tolls would make for more traffic and lost time. He has been driving for 28 years in this area, and knows the traffic patterns better than anyone I know. Raising the gas tax is a much more efficient way of funding a new bridge.

From: Duane Hansen
Source: info@build520.org
Date: 06/23/2008
Zip Code: 98034
Comment: Very concerned about this. I drive the bridge everyday and most of the tolls being put forward would price me off the bridge. A \$7 toll is \$1750 a year! This would leave me no choice but to drive around the lake. I am very concerned about the traffic on highway 522. I was really hoping that tolls would not be needed for this project but it looks like no one is considering that. 520 is different than the Tacoma Narrows is that you can drive around. For me driving accross 520 is shorter but if I use I-90 to get home it is only 2 tenths of a mile longer to just drive around the lake to the north. What I am afraid of is that a lot of people will have the same idea I have. Buses take 2 times longer to get to work and 3 times longer to get home. Not really a good option for everyday. Toll roads are not the way to go. I think that a lot of people feel that way.

Thank you

From: David Rose
Source: info@build520.org
Date: 06/23/2008
Zip Code: 98004
Comment: Tolling is a great idea and the best way to finance the project; however, there should be no tolls until the project is complete. This will incentivize all parties to get the bridge built quickly. I suggest that you pursue a concession or some other similar delivery method in which a developer agrees to deliver the project for a fixed price and that the tolls provide all or some of that. Therefore, the sooner open to traffic the sooner the developer gets revenue to pay for their own financing whether with their own private equity sources or other types of debt.

In our community -- it is hard to see how we can justify tolls in advance of a project and in advance of a development deal. And for WA state it would also be bad business.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 07/08/2008
Zip Code: unknown
Comment: I'd like to speak in favor of tolls beginning as soon as possible, in order to mitigate the possibility of having to float bonds all the time and reduce the interest paid by the taxpayers. I think both bridges should be paying tolls at the same time. Third, I'm reminded of the Golden Gate bridge which has been paid for several times over and it still collecting tolls for maintenance and I think if the tolls are put on they should be put on to stay and do the maintenance.

From: Stephen Krauss
Source: info@build520.org
Date: 07/09/2008
Zip Code: 98008
Comment: I work at the University of Washington, and we are not provided with 'free' bus passes, just 'subsidized' passes. This does little to reduce single-passenger vehicle trips across SR-520. What will you do to assure that all employees are offered significant alternatives to driving to work? Additionally, Metro and Sound Transit do not provide weekend bus service from the Eastside to UWMC to get me to work by 0700. I am forced to drive to work on weekends, and I work every weekend. If I was offered bus service that would get me to work on time, I would readily ride the bus instead of drive my single-passenger vehicle Saturday and Sunday.

From: Arnie Brandon
Source: info@build520.org
Date: 07/09/2008
Zip Code: 98006
Comment: Bicycles and pedestrians should pay tolls too. Most of these crossings happen on the weekends thus pointing out that this is more recreational than people going to and from work. With the increased costs of building a pedestrian roadway, why should they go for free?

Additionally, why are bicycles not licensed/taxed? Why do we keep using automobile tax money to build roads then devote part of those roads for bicycles to use for free? Makes no sense to me when we are looking for additional revenue and where the government mentality dictates that individual entities should be self sustaining or, pay for themselves?

Thank You for your consideration.

Arnie Brandon

From: Renay Bennett
Source: info@build520.org
Date: 07/10/2008
Zip Code: 98004
Comment: Please don't toll any existing bridge. We already pay taxes for transportation and plenty of them! Funding from tolls should NOT BE USED to expand transit service. Install high speed cable so more folks could telecommute. Start slashing government employees by 10% this year to get rid of dead weight and lose that traffic!
No tolls!

From: Will Knedlik
Organization: Eastside Rail Now

Source: TIC Meeting #2 (Sound Transit)

Date: 07/10/2008

Zip Code: 98083

Comment: Appearing here on behalf of Eastside Rail Now. Thanks for the excellent presentations today. Look into additional technology that should be a part of this process. Eastside Rail Now is a grassroots environmental organization and support pricing. We're going to share with the Sound Transit board that we are going to propose the abolishment of Sound Transit. With that freed up money due to no light rail construction, we can reimburse tolling rates.

We want to see that there's the ability to use your resources and technology as part of that pay back process, so the process of abolishing Sound Transit and using that money to make transit free, but subsidized, orderly. Secretary Hammond, I will attack WSDOT's past planning, but don't hold you or Doug responsible.

From: Bob Madden

Source: info@build520.org

Date: 07/11/2008

Zip Code: 98052

Comment: If tolls are collected in variable amounts based upon time of day and related traffic congestion (assuming these items coincide such as during typical rush hour) then YES, a toll would be great to get people to delay/alter their commute patterns.

I already do this daily by watching the WSDOT cameras to see which direction to travel to avoid traffic. I usually drive at times to avoid rush hours. But then I am self-employed so I have that flexibility.

What about carpools though? Will they be (they should be) exempt at all times from tolls -- peak time or not?

What about travel by anyone (HOV or not) during quiet, non-peak, non-congestion times? There should not be a toll during hours like between 9:00pm or 9:30pm and 6:00am Monday through Sunday. The purpose in my mind would be to use the tolls to influence smooth traffic flow and there is typically very little traffic during these hours. Vehicles are therefore moving efficiently and not burning fuel inefficiently in bumper to bumper traffic, so there should be no tolls during these hours. Maybe true also of 9:30am-11am and 1pm to 2:30pm. By and large, most of the other times are more congested and encompass rush hour type periods. So, collect from these congested times in variable rates but collect nothing from use during non-congested use times. Over time, the peak hour toll collection will more than pay for construction and maintenance, I would suspect, given our population base.

How will an automatic system know if a driver is a carpool (and therefore exempt) or not (therefore requiring a toll or transponder set-up)?

Thanks,

Bob Madden

From: Paul deCoriolis

Source: info@build520.org

Date: 07/18/2008

Zip Code: 98052

Comment: I think tolls are a great idea on the 520 bridge as it so expensive to replace and maintain. One question, I live and work in Redmond and go into Seattle about once a week. Would it make sense for me to use a transponder?

From: Carl Stork

Source: info@build520.org

Date: 07/21/2008

Zip Code: 98004

Comment:

As a resident living on the Eastside near the 520 bridge, I have the following inputs regarding tolling of the 520 corridor:

I think it would be insane to place a toll on the 520 bridge but not the I-90 bridge. It would divert much traffic to I-90, congesting that bridge, while not raising as much money as is needed for 520.

Ideally, in my opinion, rather than tolling just the two bridges, there should be tolls placed on all the freeways in the Seattle area, perhaps with a premium for the actual lake crossing, but not a situation where it costs \$5 to drive 4 miles between Bellevue and Seattle but it is free to drive from Renton to Everett or Bothell to Tacoma. All our freeways are funded from the same sources and it seems unfair to penalize only Lake traffic

In addition, I think it is a negative for the cultural, retail, restaurant and sports environment to put a large tax or cost on crossing the lake. It is good for the region if Eastsiders can shop, dine out and attend events in Seattle and Seattle residents can shop and have economic opportunities on the Eastside. Some toll is OK, but if it gets too large it creates a significant dampener on economic and cultural opportunities which I think is negative for our entire region.

Expanded transit service is a must, and should be funded from tolls. I think the expanded service needs to run until midnight at least Mon-Sat so that also evening outings are easy to do. Ideally service on core routes should be provided every 15 minutes so that waiting for the next bus isn't a big issue. For example today, route 255 service across the bridge reduces to only hourly after 9pm, and that is the major reason I won't take the bus into Seattle for an evening event – even though it often puts me on the bridge into town when it is highly congested. In addition, bus fares are already pretty darn high. For a party of two using Sound Transit it is \$10 round trip between Yarrow Point and Seattle - \$2.50 per person each way for an 8 mile trip. On Metro it's either \$2.25 peak or \$1.50 off-peak, with these fares slated to rise this fall.

It makes sense to me to begin tolls sooner so the rate can be lower, but as I stated above, I'd prefer to see some toll rate on all our freeways, because it is fairer, and because a congestion-based rate should have the effect of reducing congestion.

I would use transit on those trips where it is convenient and I don't need my car, provided it runs every 15 minutes into the late evening, and the cost doesn't become excessive.

Thank you

Carl Stork

From:

Teresa Hopkins

Source:

info@build520.org

Date:

07/21/2008

Zip Code:

98033

Comment:

I think tolling should begin as soon as possible, i.e. before the new bridge is built. And since we are all in this together -- I-90 will be affected when tolling is put on 520 -- both bridges should be tolled. With this strategy, we would spread the cost, spend less money overall and pay it off sooner.

I don't have a strong opinion on time-of-day pricing, either way would be fair. I do think it is the bridge crossers who should pay the fees; i.e. spare the Montlake & UW folks.

I remember the old toll booths and the long lines. The new technology is great. I will be happy to get a transponder for my car.

From:

James Duvall

Source:

info@build520.org

Date:

07/21/2008

Zip Code:

98011

Comment:

You have asked for input relative to tolling.

Here is ours: "We have had enough of big government and are loaded down with excessive taxes, fees, etc. with public money being wasted at every level of City, County, State and Federal government!! Government continues to get bigger, more expensive and bureaucratic. Current elected officials are not responsive to needed reforms in this respect and continue to tax and spend wildly!

We don't need bridge or other type of tolls. If you folks can't work out the finance problems considering the public's needs for less taxes and the like then you should resign let some one else get the job done efficiently and with less public expenditures. Government/Elected Officials are taxing us into the grave and even when you die government is after your estate even though the right to this money is not morally and should not be legally theirs to have/use.

Our ultimatum and mandate to you is: Think, think deeply and provide needed reform, less taxes, smaller government/bureaucracies and provide real public services without the big government and related corruption, arrogance and the high public cost for poor quality public services that are now being provided!!! No tolls, please!!!

James DuVall

Elaine Bridger

From: Elaine Bridger

Source: info@build520.org

Date: 07/21/2008

Zip Code: 98022

Comment: You have asked for input relative to tolling.

Here is ours: "We have had enough of big government and are loaded down with excessive taxes, fees, etc. with public money being wasted at every level of City, County, State and Federal government!! Government continues to get bigger, more expensive and bureaucratic. Current elected officials are not responsive to needed reforms in this respect and continue to tax and spend wildly!

We don't need bridge or other type of tolls. If you folks can't work out the finance problems considering the public's needs for less taxes and the like then you should resign let some one else get the job done efficiently and with less public expenditures. Government/Elected Officials are taxing us into the grave and even when you die government is after your estate even though the right to this money is not morally and should not be legally theirs to have/use.

Our ultimatum and mandate to you is: Think, think deeply and provide needed reform, less taxes, smaller government/bureaucracies and provide real public services without the big government and related corruption, arrogance and the high public cost for poor quality public services that are now being provided!!! No tolls, please!!!

James DuVall

Elaine Bridger

From: Duane Hansen

Source: info@build520.org

Date: 07/22/2008

Zip Code: 98034

Comment: Tolling is the mother of bad ideas...you people need to be stopped.

From: Duane Hansen

Source: info@build520.org

Date: 07/22/2008

Zip Code: 98034

Comment: Your web site does not make any mention of this possibility. Funny. Must have been an oversight on your part. This plan is full of so many flaws it is hard to figure out where to begin.

Ok--First--No Toll booths at all.

This is the dumbest thing yet. You can't run a toll bridge without a toll booth. So when a guy, from out of town rents a car, drives across the bridge the license plate will be photographed. Ok, he does not own the car. You would have to go through the rental car company to get a name. Then you would have to track him down, perhaps in a different state. As I see it, that would really cut into the toll, wouldn't it? And his incentive to pay is what again?

Just tolling 520

Ok, I drive 520 everyday and if the bridge was tolled I would never, and I do mean never, use it again. I would use I-90 or 522.

Tolling 520 and I-90

Well, I would use 522 everytime. I actually did the math. Work to home via I-90 is only 2 tenths of a mile shorter than driving around.

Tolls as high as \$8

I have heard this number before and I can't imagine what you are thinking. Ok, did the math on this one too.

\$8 dollars a day 5 days a week 50 weeks a year is \$2000. \$2,000 times 10 years is \$20,000. My last car was 10 years old and my current car costs about \$21000. Well, now, by avoiding the toll I save---a new car.

Free and clear.

This will help congestion on 520.

Riiiiight. All of those cars will be on 522 or I-405. You should really look at a map. The Tacoma Narrows cannot be driven around. Not really. But 520? Not so hard. You need to take that into consideration, and you have not.

I will be following this matter closely. Very closely.

Duane Hansen
Kirkland

From: Joe Willis, Sr.
Organization: City of Medina
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98039
Comment: Director of Public Works representing City of Medina. Oppose incremental segment tolling that will cause increased commute traffic on local connector streets through residential neighborhoods. Local jurisdictions will need funding for throughput traffic control and safety improvements. Overall impacts such as short and long term impacts during the construction phases need to be considered.

From: Jeff Levere
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98004
Comment: I support the use of tolls to pay for congestion relief. I do not believe the current 4 + 2 arrangement for the proposed bridge will result in significant congestion relief. ERGO I do not support the plan to charge tolls for no improvement.

From: John Kittell
Source: info@build520.org

Date: 07/23/2008

Zip Code: 98004

Comment: If you're planning on implementing tolls on the bridge before the bridge is built, please consider the backlash it will have on your bus commuting cyclists.

Currently there are not enough racks on the front of the buses. And adding 3 slot racks to the current buses who only have 2 slot racks won't solve the problem.

Adding tolls to the bridge will result in many more people looking to get to work via bicycling. The new bridge (once completed) will provide an alternate to tolls for cyclists who can ride on pedestrian paths, but tolling before the alternate is available is going to result in mayhem on the busses. Hopefully the DOT, or Metro will provide vans with bike trailers (for up to 12 bikes) much like Microsoft provides their employees to assist them in crossing the 520 bridge.

That's my two cents.

From: Sue Beymer

Source: info@build520.org

Date: 07/23/2008

Zip Code: 98074

Comment: I have a daughter who attends University of Washington (and another planning on attending in 2010) and this toll would heavily impact their ability to come home to the Eastside. College students should be exempt or have a drastically reduced toll if this is implemented. I am very opposed to any toll, as this would open the flood gates for tolls to be added throughout our highway system to head off congestion to avoid the 520 toll. Gas tax is a far better way to go!!!

From: Anton Fedorinko

Source: info@build520.org

Date: 07/23/2008

Zip Code: 98005

Comment: As a daily I-90 commuter from the Eastside to Seattle, I would like for tolling for 520 and I-90 to be uniform -- if you start tolling 520 in 2010, then please toll I-90 at the same time as well, so as not to disrupt existing traffic patterns. I do not mind paying for a new 520 bridge, but I would hate to experience worsening traffic on the I-90 bridge due to tolls being introduced on the 520.

Thank you

From: Myriam Pollock

Source: info@build520.org

Date: 07/23/2008

Zip Code: 98052

Comment: To Whom It May Concern:

I completely support tolls for both 520 and I-90 bridges, hopefully beginning in 2010. I especially support the idea of charging much more during the rush hour commute. This is because the people who use the bridges Monday-Friday also spend the maximum amount of time on them. I think the proposed toll system will raise the money in a fair and proper way, but it will also send a message to people to try and live closer to their workplace, or else carpool, bike, or take the bus. I know so many Microsoft people who give us grief for living on the Eastside because of the sprawl, the large pieces of land, the huge houses--and yet they have no qualms about spending over an hour each day on either bridge to commute, just so they can keep living in Seattle. So much gas being wasted.

Anyhow, that is my two cents. I won't be able to attend the town hall meetings, but I am hopeful that others who share this opinion will be there.

Thank you for your time.

From: Sandy Stromme
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98052
Comment: Hi,

I commute from the Overlake area to the University District Monday through Friday. I'm a single mom of a grade school child, and I'm really happy to be raising my daughter in a quiet but diverse suburb. My job is steady and I couldn't find another one like it. For these reasons, I anticipate commuting across 520 for quite a few years.

I'm looking forward to a new and safe 520 bridge. What I hope will happen prior to tolling on 520 is an improvement in bus service between Overlake and the University District. There are buses between Overlake and downtown Seattle, but nothing between Overlake and the University District. A lot of the buses running into downtown Seattle only run at peak hours, which doesn't mesh with elementary school hours. Another problem is this: when I've tried taking buses from the Overlake Transit Center, the park and ride lot is full very early making it unuseable. I think it would serve a lot of people to have very good bus connections between Overlake and the University District. Please put improved bus service across 520 into place prior to tolling.

Thank you for your consideration of this suggestion.

Sandy Stromme
Overlake Resident

From: Phil Tracey
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98053
Comment:

Tolls on I90 and 520 are NOT a good idea. What do we pay 9% taxes for? and the gas tax? and the car taxes? And the housing taxes? Why do we need to pay MORE? This is just another pay-n-profit idea for the state. I can tell you what's going to happen with this idea even before it's implemented. Tolls will be charged...then guess what...the cost of the bridge will go up...or...not enough will be collected so the tolls will rise. You think the Mariners have declining attendance now...we already lost the Sonics. What's happened to the Hydro races...Bumbershoot...the theatres? LOOK at what you are doing! NO one will be going. You are essentially cutting your base in half. That job on the east side is looking much better than in Seattle. Carry on with your stupid greedy ideas. Tax everything...and you will have nothing! I will be moving by 2012. This insanity has got to stop. Isn't there anyone on this board that has a clue about fund-raising? This state is ridiculous...and it just keeps getting worse!

From: Phil Tracey
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98053
Comment:

I just checked out the committee. Is anyone under the age of 50? No wonder the thinking and ideas are stale, old and out of date. Try something new...what are the ideas for fund raising for a new bridge?

That's what I thought...no one has any ideas. This is amazingly stupid and no one even sees it. How did these people get on this committee?

Start the tolls NOW and see what happens to the Mariners and Seahawks attendance and the income to the area restaurants. It's at the breaking point now...you might as well finish it off. No wonder Bellevue is growing so fast. Start the tolls now. Bellevue could use the boost!

From: Tom Ryan
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98033
Comment: As a business owner, the crazy notion of tolls on 520 just sickens me and encourages me to think about moving my business to another city. I will have to incur a huge cost of paying these tolls for my employees, and for no reward at all: a puny six lane bridge. Increase the gas tax instead and build a proper 12 lane bridge - I don't mind paying for infrastructure, but this overly punishes people who are stressed out about bad traffic in this region already. I will vote against any legislature representative who is for tolling. I'm a democrat and sad to be voting for Dino Rossi, but we have to stop this tolling madness.

From: Ron Bodey
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98075
Comment: * Should there be tolls on the existing bridge to start building a new 520?

No. Washington State, King County, and the surrounding cities have enough capital. Taxes should be diverted from under performing and unnecessary programs to fund such an important project. Ballot measures requesting tax increases should not be hybrids of roads and mass transit plans.

* Should both the 520 and I-90 bridges be tolled to pay for a new 520 and improvements on I-90?

No. Unlike many other metropolitan areas with stretching suburbs, the geography of the Seattle area does not allow for enough routes to get in and out of the city. Tolls will cause too much disruption and cost commuters too much to be acceptable.

* Should funding from tolls be used to expand transit service in this corridor?

No. Individual projects should be funded on their own merits. Using one project to fund others spits in the face of voters and increases the likelihood of inefficient financing.

* What incentives would encourage you to take transit or carpool rather than drive alone?

None. The state can attempt to do this by imposing punitive tolls, fees, and freeway restrictions but most drivers prefer the convenience of their own vehicles.

* Would you change your commute time to take advantage of a lower toll?

No. I need to get to and from work at specified hours. Businesses need to have personnel on hand during appropriate hours so expecting employers to adjust their standard hours for the majority of employees is absurd.

Go ahead and toll the already financially strangled citizens. It will be yet another reason for us to vote Gregoire out.

From: Kris Lundberg
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98004
Comment: We all paid for the 190 bridge to be rebuilt, we all should pay for the 520 to be expanded. I am for both bridges to be tolled

From: Scott Penner
Source: info@build520.org
Date: 07/24/2008

Zip Code: 98004

Comment: Do you folks have any idea what tolling 92nd to Bellevue Way would do to traffic in that neighborhood? Unbelievable that someone even thought this was a valid concept.

Scott Penner

From: Bryan Kraai

Source: info@build520.org

Date: 07/24/2008

Zip Code: 98034

Comment: Is it even legal to place a state toll on a federal highway such as I-90? Also I don't believe a toll on 520 should be enacted until the new bridge is built. Look at what happened to the Monorail project in Seattle that the taxpayers paid extra taxes on and never got a new monorail. the state fleeced them and the taxpayers lost out big time. Doesn't the term "taxation without representation" apply when we are getting nothing for those tolls right now if the pre-toll a new bridge now?

From: Sreekumar Chandra

Source: info@build520.org

Date: 07/24/2008

Zip Code: 98034

Comment: I think the toll should be in effect ONLY DURING THE WEEKDAYS and not WEEKENDS. Else this is going to cut down visitor spending/flow to Seattle.

From: Craig Ruden

Source: info@build520.org

Date: 07/24/2008

Zip Code: 98033

Comment: Will there be any discounts for car pooling? Will car pooling be defined as 2 or 3 occupants per car? None of the FAQs that I read discuss carpooling. These options are important to commuters like myself.

From: James Winans

Source: info@build520.org

Date: 07/25/2008

Zip Code: 98075

Comment: I am outraged that we should be asked to pay a toll to drive on the public roads (and these are public roads) when we already pay gasoline taxes, car tab and car registration taxes, sales taxes and property taxes that are supposed to pay for this sort of infrastructure. If our government would spend our tax money responsibly and honestly we would not need tolls on our public roads. Tolls are a legitimate way to pay for privately funded roads only. When the government imposes a toll, that is a tax.

From: Sharon McCarey

Source: info@build520.org

Date: 07/25/2008

Zip Code: 98053

Comment: How about a free toll through lane for cars with 3 or more occupants. And/or implement the flex-pass

system for cars registered with a pre-paid program to pass through quickly.

Thanks for accepting input!

From: Mary Chandler
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98006
Comment: Thanks for soliciting input. I am in favor of tolls on 520. Let the people who actually use the road pay for it!

From: Kurt Ahrens
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98075
Comment: I couldn't find a clear statement whether or not the proposed tolls on the 520 and 90 corridors would apply to carpools (http://www.build520.org/documents/072308_TollingScenarioHandout_FINAL.pdf). Can you please tell me the answer? I would strongly favor a discount or complete absence of tolls for carpools, as is fairly common in other metropolitan areas. This would help to keep those lanes moving quickly, and it would have the effect of rewarding (or at least not punishing) good behavior.

Sincerely yours,

Kurt F. Ahrens

From: Robert Sauer
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98005
Comment: Start tolling the 520 bridge in 2010, the sooner the faster it gets paid for. People that cross that bridge need to pay for it by paying the toll. You do not need to do another study, just implement the toll.

From: Lion Fox
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98075
Comment: No no no no no. Hell no, did I mention no. Toll bad!

From: Ron Bodey
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98075
Comment: No to tolling. No to using funds for more overly manicured park & rides. No to our current government not being able to figure it out.

From: Mark Kimball
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98040
Comment: I live on Mercer Island and work in Bellevue. Although I am opposed to tolling on I-90 (since it has been fully paid), I am particularly concerned about tolling on the East Channel Bridge--Island residents should not be tolled to leave the island on existing roadways. IF tolls are imposed on either bridge, they should be imposed on the floating bridge or bridges themselves-- not on access roadways including the East Channel Bridge

From: Bob Harkness
Source: info@build520.org
Date: 07/26/2008
Zip Code: 98004
Comment: Create a moderate toll for all single passenger vehicles that drive on I405, I5 between the ends of I405, I90 between I405 and I5, and SR520 between I405 and I5. Use the collected money to pay for the 520 bridge and expanded free bus service and build more park and rides.

Advantages:

1. Reduce congestion.
2. Reduce the number of cars on the road.
3. Reduce air pollution.
4. Reduce commuting cost for anyone using the bus.
5. Reduce commute times for people that need to drive to work (time is money).

Now is an excellent time to make a bold move that would benefit by far the most people.

From: Anonymous
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98004
Comment: Hello,
We must agree that a toll is necessary. As I look out of my suite at One Union Square from floor 22, I gaze across at the Eastside and think this... Just as in 1962 and on...those who used the bridge need to pay the tolls as a "use-tax" of sorts... Furthermore, I think that a toll on I-90 as well would/could/should help defray additional use costs and required maintenance as a consequence of drivers using I-90 as a primary or an alternate route. It is very obvious that those living on Mercer Island and driving to Seattle jobs can well afford such a toll. The same goes for East and West bound commuters moving between the "high tech" corridors of Microsoft and Lake Union areas and downtown legal and financial mega-buildings. Frequent commuters should be offered a multi-passage discount over those using a one-time, cash ticket. Then again, there's always mass transit (and someday rapid transit?), which I'd personally like to see promoted.

Unfortunately, these are tolls for a convenient life!!
Thank you.

Yarrow Point homeowner
Inbound Seattle commuter

From: Jennifer Kilmer
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98052
Comment: To whom it may concern,

I do not have a strong opinion about whether to toll either or both bridges, but I do have a serious

concern with no toll booths and using license plate cameras to collect tolls.

On the technology side, road dirt means license plates are not always legible. Different states and provinces have different designs, which may trip up the software reading the cameras. New cars have temporary plates in the window - will these be caught by the cameras too?

On the customer side, 520 and 90 are both major traffic corridors, hosting not only locals but tourists and commercial traffic. Is it really cost-effective to collect tolls from a British Columbia or Alberta tourist by tracking down their license plate? How about rental cars, dealer loaner cars, and Zipcars? If a car was sold on Saturday and the DOL not notified until a week later, will the tolls be sent to the owner or the previous owner?

A lot of these issues could be reduced by having 1 or 2 toll booths for out-of-towners and non-transponder vehicles. I urge you to consider this option.

Sincerely,

Jennifer Kilmer
Redmond, WA

From: Raliegth J. Arkell

Source: info@build520.org

Date: 07/28/2008

Zip Code: 98006

Comment: I object to paying any kind of a toll on SR-520 or I-90. All I have seen and heard lately from the various transportation agencies is how they want more money to solidify their bureaucratic positions. I challenge all of them to do their job with the money they are currently collecting and stop whinning about not having any money. When they create a transportation corridor exclusively for the East side, then I might start to listen. This business of orienting everything to Seattle is ridiculous. I don't have any need to go to Seattle and am tired of paying for what is turning out to be too expensive and questionable "service" that caters to only a small population group.

From: Chris Fritz

Source: info@build520.org

Date: 07/28/2008

Zip Code: 98006

Comment: Dear Tolling Committee,

I read about the four proposals to implement tolling to pay for the cost of a new 520 bridge. I agree that a new bridge needs to be built. If tolling is required to pay for the bridge, I do not think I-90 drivers should be tolled to pay for a replacement of the 520 bridge. I can understand tolling drivers that will be using the new bridge but not drivers who will not be using it. The idea of placing tolls on I-90 to pay for another bridge seems absurd to me. By this logic, drivers of I-5 should be tolled for expansion work that is taking place on 167. I have never heard of this concept in this state and I will do everything in my power to prevent it from happening.

Thank you,
The Fritz Family

From: Michael Mumford

Source: info@build520.org

Date: 07/29/2008

Zip Code: 98006

Comment: The concept of no toll booths on 520 is simply ridiculous. Although most lanes can use a transponder, you need to allow one lane to pay the toll. There is a large number of "out of area" vehicles that use both 520 and the I-90 bridges daily. The concept of mailing invoices to these individuals is a far bigger issue than you realize. Actually, it's hard to believe that tolls are even being considered in the first place. Tax and spend is the mantra in this state.

From: Kimberley Mumford
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98006
Comment: I think that only the 520 bridge should be tolled, and that there should be at least one lane that does not require the automated toll system to accommodate people from other areas(out of state travelers, renal car clients, etc) I think the tolls should be lower than proposed (like \$1.50 each way) and should start immediately, so that money can be starting to earn interest. Although I am not a regular commuter, my daughter, a Seattle resident, is forced to make the 520 commute because her company relocated to Redmond from Seattle. There is not bus service she can utilize, and like many workers, she does not have the option of working a different, or off-peak schedule.
I think the tolls should expire when the bridge is complete, and I think people won't mind paying if there is an end in sight.

From: Laura Poyer
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98052
Comment: Why not spread the cost of refurbishing 520 over the entire region? It seems discriminatory to only tax the users? The rest of the highways aren't run that way! It doesn't seem fair that the bridges are the only places tolls are to be assigned? Everyone benefits from the bridges whether they cross them daily or not, just like the rest of the highways. The burden should be spread out and shared by all.

I am a single parent who after being laid-off from an Eastside company, took a job in Fremont because it offered 100% employer paid medical benefits for both me and my children. I'm in the \$50K range. I'm not wealthy. But with the recent rise in costs of everything, and now the possibility of the toll, I may not be able to afford to keep this job. I will be taxed out of my ability to continue working and providing for my children during a difficult time in the economy. Relocating is out of the question, as I couldn't afford to sell nor buy a new home, nor rent a place in Seattle, for anywhere near what I currently pay for my home mortgage.

This toll will continue to squeeze and push the lower middle class further down.

Laura P.

Redmond resident employed in Seattle

From: Mike Clapp
Source: Summer 2008 OH - Bothell
Date: 07/29/2008
Zip Code: 98034
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98034

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

We need to fund the new bridge now. There are various ways of paying for transit now. There are options for bridge.

From: Anonymous

Source: Summer 2008 OH - Mercer Island

Date: 07/29/2008

Zip Code: 98034

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

6

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98034/98104

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

From: Walt Howe
Source: info@build520.org
Date: 07/31/2008
Zip Code: 98004
Comment: I am a Bellevue resident, non commuter to Seattle, who frequently drives 520 for meetings, events, dining, shopping. As a result of tolls, I will dramatically reduce trips to Seattle, shifting as many activities as possible to the East side. I philosophically support tolling as a way to pay for the bridge, even a year or so before it opens, but oppose tolling many years ahead. But I support it only as a part of an area wide tolling system. To pick out 520, and not institute tolling on the Alaska Way Viaduct, for example, will lead to my opposition to any ballot measure or other transportation funding proposal.
Walt Howe

From: Liora Llewellyn
Source: info@build520.org
Date: 07/31/2008
Zip Code: unknown
Comment: Synopsis: I think that tolls on both the 520 bridge and I-90 should go towards public transportation, specifically a light-rail line across the 520 bridge and metro bus depot's and parking garages at either end. This would reduce the environmental impact of cars crossing Lake Washington.

I live in Seattle and work in Bellevue. The City provides its employees with yearly bus passes, but unfortunately the limited bus system in Bellevue does not allow me to use it as transportation between ranger stations, so I have to drive my personal vehicle. That's not the kind of message I would like to give the public, as an environmental educator. I would rather sell my car and bike or take public transportation.

I would be willing to pay tolls to cross the I-90 bridge if it were to go towards more public transportation. In particular, I think that a light-rail system on the east side of Lake Washington, with a connector across the 520 bridge to Seattle, would do wonders for our congestion problems, air quality, water quality, and general quality of life.

Currently we are not paying the true cost for our daily impact on the environment. John Lombard does an excellent job of summarizing that concept in his book "Saving Puget Sound: A Conservation Strategy for the 21st Century." <http://www.savingpugetsound.com/home.htm>

The 520 and I-90 bridges impact water quality and habitat on Lake Washington in many ways. Runoff from cars, oil and brakes and transmission fluids, flows into the lake. Both bridges have been built through wetlands on salmon-bearing streams. Noise pollution from the highways may effect bird and frog communication in these sensitive wetland nurseries. The floating bridges interrupt fish migration, as salmon spawn are loathe to cross under bridges where predators may lie in wait. We must be careful when we consider the benefits of easy transportation versus the environmental costs.

The best scenario I could imagine would be no cars allowed on the 520 bridge, just light rail and a bike path. Mercer Island residents could use the I-90 bridge for a reduced yearly fee, and all other vehicles would pay a toll which would fund the public transportation across 520. Other than Mercer Island residents, no one NEEDS too take the bridges across the water, it just saves time. If their time is worth money, they will pay, and I include myself in that equation.

Thank you for your time.
Liora Llewellyn
Asst. Park Ranger
City of Bellevue, WA

From: Raj Johal
Source: info@build520.org
Date: 07/31/2008
Zip Code: 98008

Comment:

I do not agree with toll highway fees. We pay enough taxes and should look for ways to reduce funding programs, extraordinary consultant fees, etc. If you can convince the public that taxes need to be raised, then charge a lottery tax, everytime someone buys a lottery ticket you charge a nickel tax with the understanding that once you have obtained enough money, the tax would be repealed. We don't need to inconvenience the public with stopping and paying at a toll booth, hiring people to monitor the program and creating bigger gov't.

From:

Dave Asher

Organization:

City of Kirkland

Source:

Summer 2008 OH VC - Renton

Date:

07/31/2008

Zip Code:

98033

Comment:

I think if we can lower the tolls, it lowers the barrier from going across the Lake. The lower we can get the tolls, which means beginning earlier, the lower your barrier is. We want to keep commerce, etc across the lake as free flowing as we can. I also think we should start tolling both bridges in 2010. Also weigh greenhouse gas emissions in your analysis.

From:

Cynthia Khauv

Source:

info@build520.org

Date:

08/01/2008

Zip Code:

98052

Comment:

I don't mind paying for the bridge but will it be a permanent thing once we have paid off the cost of building the bridge? The other thing is, why can't we pass an initiative to help pay for the bridge instead of using the tolling system? Also, in this website, I see no chart on what the potential cost of tolling is for each vehicle. I think if I have a better idea of what it will cost me each time I cross the bridge, then I can better make a decision as to whether I like the idea or not.

Some of my concern is, once we start tolling the bridge, those that cannot afford it will start taking the bus. With more people taking the bus, we will have more crowded bus then what we already have now. Currently, I don't think we have enough buses going across 520 to accommodate all the commuters. If more people end up taking the bus, the crowd control system will get even worse. Also, you are going to have commuters who will not have a bus to ride on due to a lack of space. Even if we toll the bus, it will still end up being a lot cheaper than driving your own car.

Before, we start tolling the 520, we need to look at whether we have enough alternative transporations for those that cannot afford driving their cars. If we don't do this first, you will have more angry people when they can't cross the bridge.

Tolling might solve a lot of the financial issues, but don't forget about the people that goes across that bridge. Not everyone can afford to pay for it everyday especially with today's rising cost on everything. Don't make tolling a requirement when alternative wasys for those that cannot afford it is not put into consideration. Remember, there are a lot of people that needs to put food on the table and a roof over the heads of their family. Don't make them suffer for the situation that they are in. Instead, make sure we find a compromised way where everyone will benefit in both the short and long term.

From:

Susan J. Friedman

Source:

info@build520.org

Date:

08/02/2008

Zip Code:

98053

Comment:

I looked at the presentation on the Committee's website which is intended to serve as a basis for public input at meetings in early August. In my opinion, the meetings will be a waste of time. The presentation is uninformative. The results for changes in traffic flow are based on a PSRC model whose basic features are not disclosed. There are no hard numbers for current vehicle traffic on 90 or 520 bridges or segments of the roads leading up to them, or for traffic going from West to East or East to West at various times of the day. Judging from the fact that many Park n' Ride Lots on the Eastside are overflowing before 9 am every weekday morning, I would guess that commuters to Seattle have already switched to Sound Transit. It seems strange that the Committee has not proposed a parking surcharge on bus tickets that could be used to supplement tolling revenues and for expanding transit parking facilities, nor have they proposed an

increase in fares for buses with routes into and from Seattle. It's naive to think that people will be able and willing to switch to alternate routes to avoid tolling when these routes are already heavily trafficked. It is premature and simply an election gimmick to start considering "the impact" of tolling on "low-income" commuters. Everyone is being squeezed by the high cost of living in WA, especially homeowners who pay ever-increasing property taxes. Everyone who needs to travel between Seattle and the Eastside must use one of two bridges and segments thereof. Is there not a cap on the expenditures for repairing 520? It seems to me that the cost results in the Committee presentation, which are based on "unstated assumptions", are designed to produce yet another slush fund for costly and poorly conceived transportation expenditures for other projects that the voters have rejected, and for payouts to political cronies.

N.B. I've forwarded these comments to my state legislators. comments.

From: Karen Kerr

Source: info@build520.org

Date: 08/04/2008

Zip Code: 98007

Comment: I am a regular Monday through Friday commuter across SR-520 most often by bus. On occasion I have to drive from my home in Bellevue to my workplace in Seattle because of personal medical appointments where the bus schedule is so not convenient.

I am in favor of tolling both SR-520 and I-90 simultaneously. I think this would spread the financial responsibility to more commuters that cross the lake enabling funding to be collected twice as fast as just tolling SR-520 and hopefully keep the toll down to a more reasonable amount. I suspect that those living in between the two bridges that might normally take SR-520 to get to home/work would start taking I-90 to avoid the tolls - so the only fair way is to toll both bridges.

Karen Kerr

From: Tom & Michelle La Bolle

Source: info@build520.org

Date: 08/05/2008

Zip Code: 98034

Comment: Too many times have big ideas only concerned themselves with their own impact. I think it is good that we have measured the flow of traffic on the major corridors, but what kind of responsibility is the committee going to take in regard to the smaller roads? Their decision impacts more than the major urban corridors. I think what people want to see is what is the existing speeds congestion on all current routes AROUND AND ACROSS the bridges. It would be a responsible action for the committee to find the current measurements of ALL routes and how their project will affect each of them. Don't let scenarios account for percentages on other paths that may already be over-congested, as there may be no more room for any additional percentages in those locations.

Also, peak is peak because the most amount of people are required to travel in those hours - it is usually not optional for most of them. You peak fares average around \$5.90 round trip. At five trips a week, for the average worker, that totals to about \$29.50 a week, \$129.80 a month, and averaging about \$1,557.60 per year. That is a large enough expense to be considered in one's budget. The average salary in this area is about \$38,900.00. That is \$1,557.60 more a year that people are not already paying. I wonder how many families can support that much more out of pocket per year?

Your advice might be, "why not ride the bus?" But for a family that owns a vehicle that is paid off, their alternatives may be slim. The cost of buying a metro bus pass for one year for one individual is \$891.00, but riding the bus can put undo hardships and limitations on people that need to transport other things for employment, pets, or other family members. Also, riding the bus usually adds between 10 to 20 minutes to the average length of any commute and can add up to one hour if you have to use multiple buses to get to your location. But that bus price quoted above already does not include the fare update for October 2008. The price for a bus pass will go up as increased ridership (users trying to bypass toll user fees)clogs their existing bus capacities. You should give a call to King County Metro and ask how many of their cross-lake bus routes have customer called-in complaints about the buses already being standing-room-only.

I think that we need to think more "globally" for our local communities when we plan this. It will affect all of us. But the only way we will get better results is if we pay attention to how our idea will affect all of the existing problems. It is easy to say "yeah, they can take another route" or "they can take the bus if they don't like it", but when other routes are over-congested and buses can't support any more ridership then

we need to know this before making the plans to move forward. We need to be wise and show the populous that we are applying that wisdom in their best interests. The public doesn't pay state agencies to "do" they pay us to look out for them and their futures. And sometimes that means bringing our focus to a more broad awareness or global conciousness.

I wish more people were providing their input. Wake up public! State agencies and legislature can only help if you tell them what it is you want and give them new perspectives to triangulate from.

From: Robert Kaufman
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98006
Comment: Hello,

For feedback on tolling:

1. Only start tolling on a new 520 bridge when it is complete just like what has been done locally and around the country. (See the new Tacoma Narrows for an example of how to do it right). Tolling in advance is not fair and not legal.
2. Adding tolls to other bridges to pay for 520, such as the I-90 bridge, is not acceptable at any time. Tolls are use taxes those that don't use 520 should not be paying for it.

Also on how many lanes the 520 bridge should contain:

1. At least 4 (3 plus 1 HOV). When the current 2 lane bridge is way under capacity it would be totally irresponsible to spend the huge amount of money required to replace it without expanding current capacity and planning for the future. That is what leaders do - lets get this right for once.
2. As to the arguments that neither end of the bridge can handle more lanes so we should just throw up our hands and not improve capacity. That is a foolish argument. The ends of the bridge need more general purpose and HOV lanes especially if we ever plan to add rail to the bridge. That we we do not lose as much capacity to move cars and buses too.

Thanks,
Bob Kaufman

From: Beverly Faultersack
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98053
Comment:

I am tired of overspending government trying to make a name for themselves by doing big things. Stop throwing out the baby with the bath water. If the bridge needs fixed, FIX IT! Don't tear it down. If it needs more lanes add a second bridge and make them each one way. Keep the existing bridge. Old technology is not bad. Structures including bridges in Europe with "old technology" have lasted hundreds of years. Just because it is 40 years old does not mean it is disposable. Just because there are different ways of doing things now does not mean we have to have the latest and maybe improved bridge. Keeping up with the Jones is not always an option for wise money management. Tax payers are not printing houses for money producing.

From: Jamie McKay
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98074
Comment:

As much as I don't like the idea of adding more expenses to my already squeezed budget, I do understand the need to start paying NOW for our bridges. I agree with the 2010 start date on 520 with tiered tolls based on times traveled, but I believe that realistically you need to look at implementing a start date of 2012 on I-90, because expenses are only going to escalate over the years. It's easier to change the toll rates as needed, than it would be to start tolling sooner than your plans have announced, should you need to modify the plan down the road. Starting sooner on I-90 would also help keep down the cost of tolls in the long run. No one likes to pay a toll, but if you can set it up w/ something similar to OKla's Pike Pass (electronic readings that clocks toll pay areas with device on dash board or glove box that debits a cheaper

pre-paid account or bills a slightly higher fee'd monthly statementm etc) then I think people would "learn to live with" the tolls to pay for new bridge, upkeep on existing roads, and new roads. It's successful in lots of cities – If you drive the roads, you pay the tolls!

From: Richard Sandaas

Source: info@build520.org

Date: 08/06/2008

Zip Code: 98034

Comment: The answer is simple. Index the 35 cent one way toll from 1963 dollars to the year that the replacement tolls will be collected. By my research if, if you used the CPI as the index, it was 30.7 in June, 1963 and is 218.8 June 2008 or a 7.13 times factor. This makes the 35 cent toll \$2.50 in today's dollars. Collection should begin as soon as practical, but only when the exact design details for the west and east ends are determined and agreed to.

Richard Sandaas

From: Kurt Ahrens

Source: info@build520.org

Date: 08/06/2008

Zip Code: 98075

Comment: As a commuter, I favor increased mass transit, especially light rail. In the meantime, tolls on both bridges seem reasonable--some people seem to complain that they don't want to pay in advance of getting a new bridge, or pay for a bridge they don't use (e.g., if tolls are implemented on I-90, to pay for 520), but I believe these fees are appropriate, and the issue is not any one road, but transportation in the Seattle area. It appears that the tolls would apply to single-occupant vehicles, but I have not seen that stated explicitly. I feel strongly that carpools should be exempt, because they are already taking action to reduce the burden on our roads, and should be rewarded, not taxed. If you could make that point a little more clear, it would send a positive message to those already carpooling, and encourage others to do so.

Sincerely yours,
Kurt Ahrens

From: Marilyn Pedersen

Organization: Washington State Legislature

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll.

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033/98004

Question 7 – Are there additional tolling scenarios that the committee should consider?

Toll I-405 too. Toll early and start at a low rate like \$1.00. People will get used to tolls, modify their habits and understand when final toll rate is established.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

People will modify their behavior. If tolls are added make sure we have alternatives like more bus routes and busses running more often. Create one master website where travel info can be accessed. Include Sound Transit, Metro, WA State Ferries schedules so we don't have to access individual websites. Give seniors and disabled people a reduced toll rate and be sure to provide reasonably priced alternatives for low income folks. Toll early, often and devote percentage to maintenance expenses.

From: Curtis L. Orr

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98005

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take a different route: I-90

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98005/Kent

Question 7 – Are there additional tolling scenarios that the committee should consider?

We need to start with modest tolls to pay interest. Increase if conditions dictate.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee

members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

I think it is ludicrous that we are locked into a 6 lane bridge.

From: Carl Stork

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Not make the trip

Question 4 – How many days in the last week did you use 520?

5

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98004

Question 7 – Are there additional tolling scenarios that the committee should consider?

1. Consider tolls on all freeways at a low rate (maybe just during peak) rather than just 520 corridor - all are funded the same way. 2. Discouraging travel between Seattle and Eastside is not good for arts, sports, culture, restaurants, hospitals, commerce - psychological barrier.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

a. 10% of toll revenue should be used to provide increased transit service across 520 - operating funds, not just capital.

b. It is not fair to impose a segment toll on 520 (405 to 92nd) when no other freeway in our region has one - and all are funded the same way - eg. 405, 167, 518, I-5, in Everett are all being improved without tolls.

c. A big bridge toll created a psychological barrier between Seattle and Eastside - not good for culture, arts, sports, hospitals, restaurants etc.

d. I prefer smaller toll rates on ALL freeways.

e. Should toll I-90 at the same time as 520.

From: Suzanne Kheriaty
Source: Summer 2008 OH - Bellevue
Date: 08/06/2008
Zip Code: 98004
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit.

Question 4 – How many days in the last week did you use 520?

3

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98004

Question 7 – Are there additional tolling scenarios that the committee should consider?

A low toll price (\$1.50) more people will use the bridge. Also keeping the toll rate low w/o regular increases. I think both 520 and I-90 should be tolled.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users

I don't agree with paying a toll if we exit at 92nd to go home. Lower income bridge users - with higher gas prices, I don't see how low income people will be able to afford tolls. Too high of a toll will create problems for the sports, arts, restaurants, hospitals. This is not good for our economy.

From: Dr. Michael Jones
Source: Summer 2008 OH - Bellevue
Date: 08/06/2008
Zip Code: 98006
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

2

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98006

Question 7 – Are there additional tolling scenarios that the committee should consider?

Tolls added to I-5 and I-405 - the complete loop would enable costs to be acquired from users outside of the region, particularly those using the port facilities.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

All freeways should be tolled. I see no studies on the impact of diversions to I-5 to I-5/405 going around the top/bottom of the lake. Tolls should be lower and be applied continuously AFTER bridges are complete for maintenance/operation as well as ultimate payment. Apply sums of toll to better public transportation. The region still does seem to approach transportation issues IE all modes/methods/devices in the whole region. Better, more explanatory graphics for overall public understanding - how about using an english major before finalizing graphic images, including less jargon, more source information etc. What has been learned from the rest of the world? How about presenting this to support/reject your design proposals.

From: Sylvia Jones
Source: Summer 2008 OH - Bellevue
Date: 08/06/2008
Zip Code: 98006
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Change travel time to when toll is lower.

Question 4 – How many days in the last week did you use 520?

3

Question 5 – How many days in the last week did you use the I-90 bridge?

3

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98006

Question 7 – Are there additional tolling scenarios that the committee should consider?

Tolling all roads serving the area - making the tolls reasonable so that the impact is not overly harsh on low income residents.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

The amount of people not crossing the lake seems to drive a wedge between residents on the east and west sides. Shouldn't you be creating a cohesiveness in the community rather than a split. Choosing transit is not a choice with the current transit offered - unchanged since 1979 except for 1 additional journey into and out of Seattle. Consider light rail on 520. UW and Microsoft are major destinations - why not serve them? It might be better than I-90 for light rail.

From: Terry Barr

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

1

Question 5 – How many days in the last week did you use the I-90 bridge?

1

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98004/98105

Question 7 – Are there additional tolling scenarios that the committee should consider?

Only \$1, one dollar each way.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled

- d. Funding for the new bridge
- e. Impacts on lower income bridge users

At the highest charge \$1 each way. Can you get more \$ from the federal government?

From: Aimee Rush

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Change travel time to a period when the toll is lower.

Question 4 – How many days in the last week did you use 520?

4

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98004/98005

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

a. Scenario 1 seems insufficient. The rest seems alright...Why are the costs for #4 more than #2 if #4 has more opportunities to collect? Are tolls collected both directions? How do people without "Good to Go" transponders billed? Each incident? Weekly? Monthly? Please be conscious of the paper trail and consolidate billing. Segment tolls make sense for funding entire corridor. I like that there is a gradation of pay with regard to peak hours.

b. Incorporate traffic mitigation fees for alternate routes.

c. No bailing out on project once paying starts (like monorail project)

d. I-90 toll only for bridge. (not Mercer Island to Bellevue)

e. Subsidy for making up difference between cost of living vs. cost of commuting. ex. live in Seattle vs. commute to Seattle, live in Bellevue vs. commute to Bellevue.

From: Al Vaskas

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

No

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

4

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98004

Question 7 – Are there additional tolling scenarios that the committee should consider?

1. Develop a scenario for tolling to expire once bridge is paid for
2. Same as #1 but tolls go to public transit on bridge.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

1. Lets build the bridge and pay for it but not create tolling forever on this bridge. Build in a maintenance need but not forever.

2. Noise mitigation. There are many bridges on the Eastside that will not benefit from noise walls. I strongly recommend noise reduced pavement like the tests currently underway.

From: Chris Arundell

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98008

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

1

Question 5 – How many days in the last week did you use the I-90 bridge?

4

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98008/98119

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

Incentives for getting commuters (6:00 - 8:00 am) and (4:00 - 6:00 pm) into buses/mass transit. Achieving this "shift" resulting in reduced congestion, gasoline use, cleaner air/land/water should "incentivize" the federal to a greater share of replacing the 520 bridge.

From: Jerry Hill

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

2

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98007

Question 7 – Are there additional tolling scenarios that the committee should consider?

People should work where they live. If you live in Seattle work in Seattle. If you live in Bellevue work in Bellevue.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

The tolls raised the less the reliance on gas tax, sales tax, etc.

From: Bruce P. Norman

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98008

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Undecided

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

No

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

2

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98115

Question 7 – Are there additional tolling scenarios that the committee should consider?

Consider building Eastgate like the park and ride transportation garages on each end of the bridge.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

Lower tolls for park and ride public transportation such as bus, lightrail, monorail, or magnetic levitated trains would be a good compromise option.

From: Bill Mowat

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008
Zip Code: 98007
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Travel when toll is lower

Question 4 – How many days in the last week did you use 520?

7

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98007

Question 7 – Are there additional tolling scenarios that the committee should consider?

Tolling both bridges starting in 2010. We should get the money sooner to avoid interest on bonds.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users

a. The tolls are too high! If you cant get the money any other way then start tolling sooner at a lower rate. Tolls will separate Seattle and the Eastside communities.
d. There should be better funding options - less via tolls, more via gas tax increase. e. This bill is pretty regressive for low-income bridge users. Not good.

From: Mike Scavezze
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98008
Comment: Here are my answers to the questions on the website:

Are the toll rates reasonable?
Yes. I wouldn't mind if they were higher

Is variable tolling appropriate for 520 and 90?
Absolutely. It will help reduce congestion.

How will electronic tolling - no tollbooths - work for you?
It sounds excellent. I hate tollbooths.

Does getting started early with tolling make sense from a financial perspective?
It makes great sense. The earlier, the better.

How should we consider tolling 90?
Toll it at the same time 520 is tolled - preferably 2010

Climate change is one of the greatest problems of our time, and we are doing depressingly little about it. Single occupancy vehicles are a huge part of the problem. People who live excessively far from their place of employment are another big problem. The more cost there is associated with these wasteful activities, the less people will engage in them. I fully support tolling both bridges as soon as possible. I also support the tolls being used to promote alternative modes of travel, such as car pooling, biking, and transit. I also support significant increases in gas taxes and parking fees for the same reasons.

Thanks,
Mike Scavezze

From: Sharyn Robbins
Source: Summer 2008 OH - Bellevue
Date: 08/06/2008
Zip Code: 98053
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

No

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Not make the trip

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98052/98034

Question 7 – Are there additional tolling scenarios that the committee should consider?

I would like tolling booths - I don't want to use a transponder or pay more for my trip because you have to send me a bill. Also how expensive will it be to send bills to all out of towners? Youll need computer capability to keep track of all out of state license plates - that sounds expensive.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users

N/A

From: Leslie Milstein

Source: Summer 2008 OH - Bellevue
Date: 08/06/2008
Zip Code: 98006
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?
2010
Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?
Yes
Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?
Take a different route: I-90
Question 4 – How many days in the last week did you use 520?
3
Question 5 – How many days in the last week did you use the I-90 bridge?
3
Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?
98006
Question 7 – Are there additional tolling scenarios that the committee should consider?
Both bridges should have tolls.
Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users
N/A

From: Jerry Milstein
Source: Summer 2008 OH - Bellevue
Date: 08/06/2008
Zip Code: 98006
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?
2010
Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?
Yes
Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

2

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98006/98105

Question 7 – Are there additional tolling scenarios that the committee should consider?

N/A

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Anonymous

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98033

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take a different route: Use I-90

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

1

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033/98004

Question 7 – Are there additional tolling scenarios that the committee should consider?

Scenario 3 makes the most sense. Any other secenario would create a heavy burden on I-405 and I-90 and local surface streets. Expand the HOV operating hours to the general public on 405 and add I-5 and I-90 to the mix.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

From: Anonymous

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

3

Question 5 – How many days in the last week did you use the I-90 bridge?

1

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98004

Question 7 – Are there additional tolling scenarios that the committee should consider?

N/A

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Anonymous

Source: Summer 2008 OH - Bellevue

Date: 08/06/2008

Zip Code: 98052

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in

2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98052/98034

Question 7 – Are there additional tolling scenarios that the committee should consider?

Toll 520 and Floating bridge portion of I-90

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: Would the toll apply to transit users? If we can move people onto public transportation, that would be an incentive. Maybe the government could tell a community that if they can get more people on transit, they can get more funding for transportation improvements.

From: Mark Cross
Organization: City of Sammamish
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: 98075
Comment: Mark Cross (Sammamish City Council) – The Sammamish City Council has stated its support for tolling. 520 is essential to our employment base it would be devastating. Even under this construction scenario, we don't have backup pontoons in place until 2013. Anything that can help get those in place sooner is needed. I'd prefer that we do early tolling at a lower price, so we can pay as we go. Mitigation funds for impacted communities and additional transit for low income users would be beneficial as well.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I support tolling and the effect it has on driving behavior. I want to support the tolling scenario that generates the most money the quickest. I work in construction and understand how much inflation affects the costs of projects. Why didn't we see a 2010 for both bridges scenario? I support the Pacific Interchange design alternative for the 520 Bridge replacement. I want to see the bridge accommodate bike commuters. What is the breakdown of usage on the trans-lake bridges between commercial, commuters and interstate commerce? Why don't we have a radio station that loops traffic info?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: We have to fix things and that costs money. But in my house we have 2 people commuting and that would cost 4,000 per year and that is a lot of money. Is there anyway to get some kind of tax deduction or discount from the same household?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: Most of the data presented has been connected with the magnitude of the toll; very little data tackles the \$2 billion dollar figure. How much real effort is going into lobbying the federal government to increase their share? Have you projected the falling gas tax because of the reduction in fuel use? How do you account that? Will the legislature increase the tax? Sound Transit kicks in money towards access improvements, is that taken into account? With more effort, the \$2 billion dollar figure could be reduced dramatically.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: My concern is the risk on the projected cost of the bridge. Most transportation projects today seem to cost a lot more than planned. This is a major risk factor.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I have 2 questions. 1. What did the study show as far as how many years tolling would be necessary? 2. With the cancelled trips, were most Eastsiders choosing not to go to Seattle or is it the other way around?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue

Date: 08/06/2008
Zip Code: unknown
Comment: The price of gas has a lot to do with whether people will take 520 or 90. The toll on 520 got paid off very quickly and a toll probably no more than 10 times that toll, so the price of gas has a lot to do with where people will go. So people north of the dividing line will probably take 520 if the toll is not too high, so you might not have to toll I90. You mentioned work on I90, what kind of work?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: You said in the 3rd and 4th scenario you end up with more money than you need. Why not change the scenarios so you only collect what you need?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I live on Mercer Island, and I don't understand the rationale to charging Mercer Islanders to get off the island. It doesn't make sense. You have to get people off the island without having to pay a toll. You're providing no diversionary capacity to MI whereas you provide it to the rest of the Eastside. I'm livid that any suggestion would be made to toll Islanders to get off the east channel bridge. The whole purpose for tolling is to replace the 520 bridge which provides a link between Seattle and the Eastside. Mercer Islanders have nothing to do with that corridor. If you want to toll I90, toll the bridge that floats, don't toll the bridge that stands on piers.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: Revenues generated from tolling should fund more transit. Metro is running out of money as it is. It's good for the region not to create too much of a barrier between Seattle and the Eastside, for many reasons. If the dollar number is too high, people might not go between Seattle and the Eastside at all. I think all the freeways should be tolled, not one specific corridor. A lot of other transportation projects don't have tolls. I'd like to see more tolls on the entire system and less of an increase just for crossing the lake.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: Scenarios 1 and 2 don't raise enough money. Can you put out scenarios (1A and 2A) that do raise enough money?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown

Comment: Reference was made to the impact to speeds on I90 assuming the center lanes are taken for another purpose. You haven't told us whether the speeds used in your analysis are peak hour. It would be helpful to know what the impact on speeds would be if the center lanes are not taken.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown

Comment: I think the toll road concept comes at the worst possible time. Toll roads are going in all over the country. The US government is broke; we can't borrow more money to fund the Iraq war. Prices are going up for everything and this is the straw that breaks the camels back. Decide carefully and be proud of whatever decision you make. Our country is a free country because people resorted to force and violence, so be careful with whatever decision you make. I will publish the names, phone numbers and home addresses of anyone who votes to approve this. That's not a threat, I'm just saying this.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown

Comment: Electronic toll booths make sense, but I'm wondering how people will get billed who do not have a Good to Go pass. What about people from out of state who don't know what's going on?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown

Comment: We've thought for far too long that roads are free and they're not and the gas tax doesn't cut it anymore. Tolls aren't ideal, but we have to find a way to pay, and this is a user fee. My concern is low income workers who can't afford to pay the toll but don't have transit as an option. Think creatively about that. In your modeling, did you factor new HCT on I90 in?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown

Comment: One of my concerns is paying tolls for something that we already have. We have a bridge that is fully congested and when we're done it will be fully congested. I'd like to have you look at adding another lane across the floating structure itself, just to get to the UW. If you do that you end up with more trips going across the lake and you can collect higher tolling dollars at a lower rate. You ought to add that to your scenarios (8 lane alternative that goes to the UW) and then look at how that would affect the model.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown

Comment: Are you making any assessment under the early tolling scenario relative to people who live here now and people who move here after the bridge is completed. Are you subsidizing people who move in our start to

commute after the bridge is opened? Its an equity issue?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I commend the work you've done. However, this is ludicrous. I've crunched the numbers and this will cost people over \$1500 a year at the lowest level. Our concern is commuting 9 to 5. I used to take transit, but it took 1.5 hours. 45 new buses won't cut it. 1700 bucks is the cost of my car. How will this affect UW students? This could cause people not to go to the UW. We're on the edge of a recession. This is a bad idea and it will have bad consequences. People will quit, people will stay home, people will move.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I think it is important for drivers to be able to reach their destination by at least one non-tolled route. If there is not an alternative route available there shouldn't be a toll. Give Mercer Islanders at least one non-tolled route. I would prefer no toll on the east channel bridge. Whatever way we can find to lessen the burden on low income people who need to get to work, we need to do.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: What about small business people? They are an important part of our economy. What kinds of ideas have you seen around the country or world that gives some accommodation to those people or low income people?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: The 3.7 billion, what portion is the construction of the actual bridge approach and abutments? Other bridges around the world have been much cheaper. With a 6 lane bridge there's no general purpose improvement and we're paying a lot for that. You should plan for at least 8 lanes, maybe 10. How do you justify 6 lanes on 520 and 10 on 405? That doesn't pencil for me.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: Getting from 405 to 520 takes forever; that needs to be improved as well. I have a small business in Kirkland and we have a lot of employees from Seattle that don't make enough to afford a toll. I'm worried about my people being late and having to spend more on gas to drive around.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: Is it reasonable to stick people with a bill of \$1500 – \$1700 a year? What's the alternative? I guess worse traffic? Also, is this just a blank check or opportunity to keep adding more and more tolling projects? How can you establish trust with the public to not have an indefinite toll and/or keep jacking the price up? This could turn into an election issue.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I'm concerned about peak oil and am excited about the possibility of running trains across the bridge in the future. Have you factored peak oil into you analysis?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I come from the Bay Area; I chose to live on Mercer Island for traffic reasons. I shop in Bellevue for traffic reasons, etc. I would not choose any of these four scenarios. I would pay twice as much for a toll to move efficiently, safely, and property values would increase significantly. Adding additional lanes would be a mistake. Rapid transit needs to be a consideration.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: I hope there is some kind of tax credit or something that could help low income users. I'm for the tolls on any roads, and support user fees.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: Will there be a speed limit in the bike/pedestrian lane so people could take an electric moped or bike on the bridge?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: What is the average MPH that we have today on the bridges? What kind of increase or decrease are you talking about?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: The car carries 96% of all daily trips and transit carries 4%. I'm concerned about the 96%. We have congestion relief issues that need to be dealt with in the roadway system. We need a funding source for that, not for transit.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: On the Tacoma Narrows Bridge you have two different rates depending on how you pay. Would there be a different toll rate if you use you transponder vs. the other methods (e.g. license plate recognition)?

From: Francois Larrivee
Organization: HopeLink
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: 98005
Comment: I urge you to be explicit in the impact tolling would have across the economic spectrum, especially non-discretionary services, especially medical services. Most of the medical facilities are on the west side. Be more explicit in the analysis.

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: What's the possibility of getting more money from the federal government?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: We need to repair our infrastructure and bear the cost. Also, what will it take to get us out of our cars? I see a lot of buses with very few passengers. It is ridiculous to see that happen.

From: Anonymous
Source: Summer 2008 OH VC - Seattle
Date: 08/06/2008
Zip Code: unknown

Comment: What would get me out of my car is if I could take a bus or train that could get me places quickly, compared to the time it would take to drive. I think money should go to transit. I used a toll booth in Illinois and it was difficult being from out of state. You need to make it friendly and easy to use for people unfamiliar with it. What about people using rental cars?

From: Anonymous
Source: Summer 2008 OH VC - Bellevue
Date: 08/06/2008
Zip Code: unknown
Comment: When you decided to make the tolls on the I-90 corridor 50/50, what was your rationale for that?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: What was the cost for Tacoma Narrows Bridge? For the whole corridor? How much is the bridge section only for 520? The initial cost of the 520 so incredibly much more expensive than the Tacoma Narrows Bridge?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I was wondering if the costs of the TNB and the 520, if the private- public partnership made it less expensive and would that reduce the cost of 520 and could we do that?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I'm curious to know what discussions are taking place with Metro and other forms of public transit that use Metro and others? Will the bus incentive be taken away with this?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: For some of the mitigation steps that the panel is looking at – does that include working with employers to relocate their facilities to draw traffic off the routes?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland

Date: 08/07/2008
Zip Code: unknown
Comment: I would like to point out that the West Seattle high bridge is not a four lane bridge. You're not going after the federal money, such as dedicated transit lanes. You're also not charging Metro buses which I think is a problem. What's the problem with charging them – Metro has money. They are getting Sound Transit money and Sound Transit has money. Metro buses across Lake Washington; get ST money. And now they're asking for more money for Sound Transit and November for more buses. It costs a lot to take buses across the lake and there is more money across Sound Transit and they'll get it from the federal government, they are a corporation with many means. The State itself is a lot crunched, but ST is something else and they are the ones you're not charging.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Are you including the fact that we do have children and they'll have children (population growth)? We're coming from a standpoint of coming from Los Angeles and my husband works in Seattle and we live on Lake Washington Blvd just north of the 520 and he prides himself on using the P&R and not filling the car much. We also just use Northrup to get to church, we don't use 520 because you can't get on it, it is too full. Northrup is busy too. So pulling people in the segment onto commuting roads you'd be impacting us tremendously and not giving us anything? Also, when I have people over will I tell people they have to pay to go a few hundred feet on 520 or do I have to route them around? I also wonder about having friends from out of town, do we park and walk across the bridge to show people? Will we have a toll to walk? Will we be allowed to walk and take pictures? Are we providing anything that way? I'm very concerned that there are only 6 lanes; I think that is woefully too few. There's also a stop light where we need to have a ramp meter. I'm concerned about the community as a whole and why are we thinking about the problem at the I-5 and fix it over there, why not fix the whole way rather than only having three and three lanes because it will be a problem on 520. I don't understand why we're doing just floating bridges and not allowing sailboats.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: We haven't talked that much about traffic diversion and mitigation. What are you thinking about funding availability to local jurisdictions? I'm from the City of Bothell and we're very concerned about 522, and is there a possibility of mitigation for local cities? Would there be capital funds or maintenance funds for mitigation reasons? I also saw the numbers on diversion of traffic around 522, I'm happy to work with you on those numbers, because I don't think the model is right on that.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I have a unique situation where we have to go to Children's quite a bit, several times a month. What about parents of sick children, will you do anything special for that? Also, are the numbers one way or round trip (on the white page)?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown

Comment: I'm against tolls, a few years back we had to pay to use our State Parks. The budget I care about is my own, and I'd be paying \$2000 a year in tolls and I don't have that money to spend on a trip to work every year. I would go around the lake. I also think tolling 522 is a horrible idea and wouldn't make any sense. Driving around the lake via I-90 only adds 0.2 of a mile to my commute and I will go around. I think the bridge needs to be replaced and I think the whole state should pay for 520. The state widened 395, and there were no tolls and I think the state needs to pitch in and maintain the bridge between two major cities to avoid a dimming effect on commerce. It's like with the Parks, and in my world the Parks ceased to exist.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Can the license plate thing be done with driver's licenses?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I'm a single mother and I drive to Boeing Field every day and I live in North Kirkland and looking at any of this, it would be \$130 a month that I don't have. It would take me 2 hours each way on a bus. I can't do flex time, it's wonderful that people think it's great. I think other people without options are going to be upset.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Is there a guarantee that tolls collected will definitely be going to the bridge, bridge maintenance, and I like the idea of bus service on the bridges, but that's it, right? It won't go into the general fund, will it?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I have questions for Secretary Hammond. This is my district where the bridge lands and I'm interested in where the toll collection takes place. I lot of people use 520 to travel only the East side. So where would the toll be collected and would it effect people driving to Medina and Yarrow Point, or Bellevue? How far back up the approach do you collect the toll?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I think it's really important to look at the whole area – 520, 405. If you segment it, 108th is already really busy and it will be worse. I'm a bus rider and a very avid carpooler. I think it should be all consistent and toll both bridges and give carpoolers a break. It should all be convenient so that people aren't taking

advantage of the system. I think the problem with just doing 520 is that it doesn't take into account the whole area.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: We are subsidizing the private use of cars and we should tax gas and move funding to public transportation.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I don't like that you're paying a premium to people who working – and the system should be simple. We should have a simple toll for a long time, or forever.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: We shouldn't treat WSF routes and floating bridges differently.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Start tolling both bridges right away

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: The money in transit that was supposed to come from people driving and people taking the bus were crowded on. Modeling is really tough – don't underestimate the travel patterns.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Will vanpools be exempt?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: We want more tolling soon.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I don't understand the transponder, how does that work? How to make an account?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: When we're looking at the bridge, are we changing the HOV lanes from 3-person on the Eastside? None of the models list how long the toll is going to be in place – how long will it be in place? You could do a long time toll or there could be a sunset provision – which are you doing?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I'm curious why Scenario 4 doesn't start I-90 tolling in 2010. I think there's a fairness question – the I-90 corridor was paid for by the feds, and it seems unfair to have them not pay a toll. It also seems like a poor idea to encourage people up here to drive further to avoid a toll, if we're trying to reduce emissions. If anything, toll both ends of the lake too, so people don't drive out of their way.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Is there a price difference on HOV and single-occupancy vehicles?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Are you tolling one way or both ways?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Two brief questions – I've recently traveled SR 167 with the variable tolling –has that been considered for this? I am a congestion pricing advocate. Other question is that I'd like to here more about the 45 buses because right now my wife works in downtown Seattle and transit is terrible, and Sound Transit isn't going to help us even if we pass things in November, so I'd like to see some of this get diverted into that because we need better transit.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: Could we have family accounts, where all the transponders draw on one account number?

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I understand there will be changes made in the assumptions of the modeling from the expert review panel. In particular, the diversion that decides to not cross the lake. Will you publish the changes in that diversion and you get those in? I think that's a pretty important number.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: I'm curious if any thought has been given to the effect on tourism with tolls. I'm in favor of tolls and I understand the need for it, but has that been considered? You don't want to discourage people visiting from crossing the bridge.

From: Anonymous
Source: Summer 2008 OH VC - Kirkland
Date: 08/07/2008
Zip Code: unknown
Comment: How would rental cars work?

From: Jay Arnold
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98033
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in

2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

6

Question 5 – How many days in the last week did you use the I-90 bridge?

1

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033/98011

Question 7 – Are there additional tolling scenarios that the committee should consider?

Tolling both I-90 and 520 in 2010. Exempting transit from tolls vs. having toll money go to transit service. Give discount to carpools. Avoid or discount segment tolls.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Dorothy "D.J." Guth

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98033

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

5

Question 5 – How many days in the last week did you use the I-90 bridge?

1

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033/98101

Question 7 – Are there additional tolling scenarios that the committee should consider?

Toll I-90 at the same time as 520- toll entire area gradually

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Glenn Peterson

Organization: Kirkland Downtown Association

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98033

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Change travel time to a period when the toll is lower

Question 4 – How many days in the last week did you use 520?

1

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033

Question 7 – Are there additional tolling scenarios that the committee should consider?

Toll both in 2010. Single point tolling in all scenarios (segment tolling on eastside would be bad).

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

From: Don McGehe
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98033
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033

Question 7 – Are there additional tolling scenarios that the committee should consider?

N/A

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users

N/A

From: Anonymous
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98052
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98052

Question 7 – Are there additional tolling scenarios that the committee should consider?

N/A

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Hans Gundersen
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98052
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit/pay the toll

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

2

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98052/varies

Question 7 – Are there additional tolling scenarios that the committee should consider?

Clarify the principle difference between ferries and bridges in terms of funding of acquiring/ building and operation. Then look at funding options. Finally, look at congestion management seriously. Find a practical solution.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Inge Theisen

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98034

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll; Take transit (only when walking distance is best with my bone abnormalities and joint replacement I'm 79. I'm a devoted volunteer on WSDOT and environmental projects. BUT I'm below the poverty level.) Change travel time to a period when the toll is lower (Doctor and physical therapy) Not make the trip (farmers market)

Question 4 – How many days in the last week did you use 520?

5

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98034/census information

Question 7 – Are there additional tolling scenarios that the committee should consider?

I wish there could be a cheat proof way to give income-based redaction for people who have age, income and elderly handicap problems. I'm a former UW employee and went back to school to study to be a park ranger in national parks between 1983-1999 and live on Social Security part time census bureau job. Former UW employee EPA grant (low rag/employee)

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Laura Seitz

Organization: South Rose Hill Neighborhood Association

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98033

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take Transit

Question 4 – How many days in the last week did you use 520?

3

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033/98101

Question 7 – Are there additional tolling scenarios that the committee should consider?

Why not consider tolling I-90 starting 2010 the same rate. Keep tolls on after debt is paid to pay for maintenance and later replacement. Use some of the toll revenue to enhance/ improve transit which will otherwise deteriorate due to increased ridership. I'd be interested in the revenue projections of using the lower toll rates in scenario 2 and toll both 520 and I-90 beginning 2010. How do out of state plates get charged and how do you guarantee payment for both out of town and residents?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Winston Rockwell

Source: info@build520.org

Date: 08/07/2008

Zip Code: 98033

Comment: If the proposed tolls on SR520 are levied at the amounts discussed (up to \$7 per day or more), the cost will be a serious burden on working class commuters, especially low-paid service industries. The addition of approximately \$150 per month to their commuting costs, on top of the high cost of fuel, will be more than many low-to-moderate wage earners can absorb, especially on top of the high costs of fuel and everything else. Such tolls will deter many drivers from crossing the bridge. These drivers will either take I-90, or, if I-90 is tolled as well, will choose to drive around the north or south end of the lake.

If drivers elect to "drive around", through Juanita/Kenmore, the traffic on that route WILL become unbearable. NE 116th Street through north Kirkland, and Juanita Drive, were never intended to serve as a major route between Seattle and the East Side, and are already over capacity during rush hours. The city

of Kirkland has chosen to ignore the problem, resulting in long backups to get onto southbound 405 in the morning (caused by ramp metering), and equally long delays going westbound in the evening (due to the terrible timing of the lights on 116th between 120th and 124th NE and the long stoplight at 100th NE). Adding hundreds, if not thousands of additional cars per day on that street will cause backups of monumental proportions.

Placing high tolls on the 520 bridge to pay for a replacement may be the only politically feasible solution local "leaders" can come up with, but those who make that decision should be aware of the Law of Unintended Consequences, and be prepared to deal with local residents along those alternate routes who will be outraged at the additional traffic on routes around the lake.

From: Winston Rockwell

Source: info@build520.org

Date: 08/07/2008

Zip Code: 98033

Comment: What toll rate is reasonable to you?

Since I do not use the 520 bridge more than a handful of times per year, the cost impact to me would be minimal, regardless of what toll is imposed.

How will your travel patterns change when 520 is tolled?

Simple. I will stop driving across 520 for any reason unless I absolutely must. The city of Seattle has already made itself deliberately hostile to car traffic, and the toll will be the final straw. I do not need to go into Seattle for anything, and with the toll, I won't.

When should tolling begin on 520 - in 2010 or 2016?

Does it matter what we, the people think or want? Our "leaders" will start tolling whenever they feel like it, no matter what we say. Personally, I would prefer 2016, as there is a good chance I will have left the county, if not the state, by that time, and will no longer care.

Should I-90 also be tolled if it improves congestion in the entire cross-lake corridor?

Sure. Spread the pain. No reason the folks on Mercer Island shouldn't pay their fair share. Besides, if there's a toll on 520 but none on I-90, where do you think drivers will go? We aren't stupid, you know.

What other tolling scenarios should be considered?

None. These are bad enough, especially given the cost of living in this area to begin with.

How will tolls affect low-income users?

Do you really have to ask this one? Sheesh! Those on low or fixed incomes will be hurt worst, especially if they have no choice but to cross the bridge to get to work, hospitals, etc. Consider that if someone is making \$15 per hour, which is on the high side for many in the service industry, their monthly salary is something on the order of \$2500. After taxes, they may see a bit under \$2000 per month. From that they must pay rent (often approaching \$1000 for even a modest apartment), food, heat, electricity, fuel and other miscellaneous costs. How do you think adding \$150 per month to that burden will affect them??

From: J. Carlson

Source: info@build520.org

Date: 08/07/2008

Zip Code: 98039

Comment: Proposal to add an extra .50 to travel between Bellevue Way westbound to 92nd NE is non productive because:

Those of us living in Medina use this short section of the highway to GET HOME, not to access the bridge to Seattle, and

You will encourage drivers to avoid Bellevue Way access and use 84th NE which is already on overload.

From: Dan Dovey, P.E.

Source: info@build520.org

Date: 08/07/2008

Zip Code: 98004

Comment: Dear WSDOT, Paula Hammond - Secretary of Transportation, and PSRC staff:

After attending the public open house in Bellevue last night I wanted to offer a few comments and also ask

a few questions.

- Tolls are great in principle. They make perfect sense when you buy bonds to build a new bridge, build the bridge, then charge anyone who crosses the bridge once it's complete a minor fee until the bridge is paid off. This is a user fee, plain and simple and the user is directly benefitting from the fee paid. Two of your four proposals don't do that and a third starts tolls early, before the bridge is complete. Please don't go forward with those two proposals. I can probably live with the third one if we have to.
 - The last I-90 project was \$1.4 Billion for 7 miles of freeway including a 3-2-3 roadway that is now being converted to 4 - 4 and bidirectional rail, two floating bridges, a soft bore earth tunnel, and an east channel bridge. It was completed just 15 years ago and was an expansion to the existing transportation system at the time. 90% of this project was paid for by federal dollars and the state currently owns it outright. To suddenly assess tolls on I-90 after it is already bought and paid for is questionably illegal/unconstitutional, is a slap in the face to every taxpayer across this nation that contributed funds to the project, and goes against the very principle and fabric of what tolling is meant to be.
 - The idea that tolls on SR 520 will divert traffic to I-90 is ludicrous. Even today, when both bridges are free to cross, imagine the effort needed to drive from Redmond through Bellevue on any north/south arterial, continue across I-90, then turn north again to reach your destination of Northgate, the U District, or Seattle Center all during rush hour. Any driver that finds it convenient to drive I-90 is already doing so. Besides, the idea of tolling is for those who use the bridge to pay for its construction. It doesn't matter where they come from or where they end up. All that matters is that drivers are paying for what they are using.
 - I support the basic kind of tolling provided we are getting our money's worth for the project, but I feel the current proposal is way too expensive and doesn't go nearly far enough to address the transportation concerns of the region. Therefore I recommend you go forward with the "No Build" option until you get serious about taking on this challenge. A six lane configuration is a waste of time and a bigger waste of tax dollars. The supposed justification for this is that anything bigger would back up onto I-5. What is so difficult to understand about this? If I-5 is backing up, then WIDEN I-5!!! This is like saying well, one of my tires is flat and all four have practically no tread left but I just want to replace the flat tire for now; I'll buy the other three when the time comes... What is really puzzling about this is that WSDOT correctly determined that I-405 needs to be a 10-lane freeway with multimodal trails and transit facilities. Congratulations! We all look forward to the new freeway when it is complete. But where are 10 lanes of traffic on I-405 supposed to go when there are only three lanes on SR 520 heading west from I-405? You are asking \$3.8 Billion dollars for a cheap, 2nd rate style of bridge with no general capacity improvements proposed for it. Why would anyone want to drive a freeway that will open with a traffic volume above capacity, much less pay \$2-3 tolls on top of it? Build at least an 8-lane structure and you will provide a more efficient roadway with faster travel times that will attract more toll payers and potentially draw drivers from other corridors rather than discourage them from driving the new SR 520 route. The difference in cost would be arguably less than the difference in volume and revenue generated as a result of improved efficiency.
 - Washington doesn't have a good track record with floating bridges. This state has already had two fail and drop to the bottom of the waterway being crossed. It also lost a suspension bridge in the 1930's. Of the five floating bridges that the state has built so far, only three have avoided catastrophic failure. A 60% track record isn't promising when it comes to spending Billions of taxpayer dollars on infrastructure.
 - In the last 3 1/2 years the state annual budget has grown from about \$24 Billion to \$33 Billion. This state has spent over \$8 Billion new dollars since our current governor took office but somehow the state can't find even \$1 Billion dollars to put towards SR 520. Where is it all going? Why does our legislature and governor always come to us and raise our taxes, in this case through new freeway tolls, on items of basic need and importance? It seems like we are always paying more for 911 Emergency Services, new gas taxes for roads, and now new tolls for bridges when our general fund should be earmarked for all our transportation needs already.
 - As a civil engineer myself, I've admired the world's bridges built recently. Canada's Confederation Bridge, Hong Kong's Tsing Ma Bridge, France's Millau Viaduct, The Oresund Link between Denmark and Sweden, and Greece's Rion-Antirion Bridge are all fine examples of modern engineering and are testaments to what civil engineers can do today to improve our world's infrastructure. These were all built for less than \$1 Billion in construction costs with the exception of the Oresund Link, which was built for \$1.2 Billion. They are cable-stayed structures, suspension bridges, and the Confederation Bridge is a concrete box girder structure. Floating concrete bridges have historically been used in Washington because they were a more affordable option that had minor trade-offs (wind, waves splashing onto the road deck, adverse impacts to marine traffic, etc). So how is \$3.8 Billion more affordable than the \$1 Billion other countries have spent building real bridges?
- The justification for not building a suspension or cable-stayed bridge is the depth of Lake Washington and the soft lakebed would require a very tall structure for the support cables. I don't buy this. The existing western high-rise of the current SR 520 bridge is on piers which go down into the lake bottom. How did they manage that if the lake is so deep and soft bottomed? The point I'm getting at again is that I am willing as a taxpayer to support a decent structure that has adequate capacity for the Seattle area in the year 2030. I am not willing to help pay \$4 Billion for an under capacity, ill-conceived, floating chunk of concrete that won't solve the problems this area is facing in the near future.
- WSDOT doesn't need another legacy project like I-90 if the funding is to come from Washington state taxpayers, all it needs to do is replace a failing bridge that will reach its life-expectancy in 2020. So do away with all the fancy "lids", ramps, parks, and other frills on the west end of the corridor and replace only those sections of the freeway themselves when the time comes. Projects are much more affordable when you phase the construction of them in smaller segments. I-405 is being done this way and the projects are moving forward all according to a master plan (and every one of them is under budget and on schedule).

My recommendations:

- Explore the revenue and capacity generation of an 8-lane configuration and revise your study results to reflect the findings. Report on these findings to the public.
- Revisit the legislature for a reprioritization of revenue to place more focus on SR 520 and Alaskan Way Viaduct funding. Split the difference with those who will be paying tolls. It's easy to ask taxpayers for more money when the item in question is a vital transportation link but we know this is just a shell game that only serves to leave funds available for the pet projects and pork of legislators who wouldn't be able to fund them any other way.
- Lobby with our Congressional representatives and two senators to get additional federal funds to support the project. Other states have had more than their share, it's Washington's turn and this is a federal highway that should qualify.
- Categorically drop from consideration any tolling on I-90. It is bought, paid for, and any attempt to toll it for a purpose that has nothing to do with the interstate corridor smacks of behavior modification. This idea was ill-conceived and is based on a variety of false assumptions that don't give drivers, or commuters any credit.
- Consider phasing the construction of the corridor with primary focus on the new bridge itself first. Other features could be added later and could also be funded on their own as well later on. Then you'd only be looking for \$1 to \$1.5 Billion instead of \$3.8 Billion and the most desperate need would be addressed in a timely manner.
- Employ the use of modern roundabouts as much as possible when you do rebuild the interchanges and connections through the Portage Bay area. I love that you have included these in the proposed plan views and am thrilled that WSDOT recognizes the significant collision reduction, efficiency, and many other benefits of this form of intersection control.
- Revisit the possibility of other types of "off the water" bridges. The world has set some amazing examples of this and the one thing this state needs most right now is LEADERSHIP. It's one thing to do what we've always done and ask for the moon in funding to make it happen. It's something else entirely to come up with new, innovative ideas to address the problem in a cost-efficient manner that everyone can be proud of. Much of what I've heard at the public meeting, especially from those supposedly leading the project, had a lot more to do with behavior, politics, catering to the whims of special interests, and environmental concerns than it had to do with hands-on engineering, problem solving, and simple economics.
- Stay focused on the goal. If the bridge is the primary need then work first on just replacing the weakest link, the bridge itself. It's OK to widen a freeway corridor one segment at a time. Then you'll have more time, and more funds down the road for the other phases in Bellevue and the U District when the time comes.

In response to this e-mail and these comments please send me a specific, detailed cost breakdown of the current proposal for the SR 520 corridor construction. I'm especially interested in what the new floating bridge will cost vs. the other phases of construction. I'd like to compare the proposed cost with other bridges built recently. Thank you for your time and for allowing me to comment on this proposal.

Respectfully yours,

Dan Dovey, PE
Bellevue

BTW: From the sound of things, I think we need a new governor before we get a new bridge!

From: Stephanie Weber
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98034
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?
 2010
 Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?
 Yes
 Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?
 Take transit

Question 4 – How many days in the last week did you use 520?

5

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98034/98104

Question 7 – Are there additional tolling scenarios that the committee should consider?

405

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

a. They seem reasonable. B. I-90 should also be tolled because of the traffic diversion from 520 to I-90. c. Tolling should optimize performance of both bridges. D. A smart idea to fund the new bridge as a user fee it is fair. E. Focus groups have shown that lower-income users will pay to toll if necessary because their time is valuable.

From: Tom Tobin

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98034

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take Transit

Question 4 – How many days in the last week did you use 520?

5

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98034/98104

Question 7 – Are there additional tolling scenarios that the committee should consider?

These sound good, please get going!

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

A. sounds about right. E. raise minimum wage so folks could take bridges.

From: Michael Hobbs

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98033

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

3

Question 5 – How many days in the last week did you use the I-90 bridge?

1

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033

Question 7 – Are there additional tolling scenarios that the committee should consider?

Toll both bridges in 2010. Toll 405 between 167 and I-5 and 522 in Kenmore as well.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

It's unfair not to toll I-90 if SR-520 is tolled. I'm sick of Mercer Island whining - make them pay too. Lower tolls starting sooner are better than higher tolls starting later. Not paying as much interest is a big advantage.

From: Audrey Robbins

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98034

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will

not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Take Transit/ Change travel time to a period when the toll is lower

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take Transit/ Change travel time to a period when the toll is lower

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98034

Question 7 – Are there additional tolling scenarios that the committee should consider?

I came to gather information for my families back east who own properties on Finn Hill. They would be affected as they are now in Eastern States, if they ever return.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

I favor tolls. Users should pay. I have wondered for many years why tolls were not used more, as they are back east. One person at the Kirkland meeting said to put tolls on the roads too, I agree.

From: Bill Garing
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98053
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98053

Question 7 – Are there additional tolling scenarios that the committee should consider?

Consider a regional tolling policy where all freeway corridors would be tolled within a 20 mile radius of downtown Seattle. - A fixed toll amount (not variable) for both SR 520 and I-90

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

I accept the fact that tolling is essential to getting large construction transportation projects built. However, I believe that tolls should not be collected prior to the start of construction. Because cross lake traffic volumes are high throughout the day time period, I don't believe variable tolls will result in a significant mode shift. Further transit service from/to Redmond is not a viable option for most drivers. I believe that the traffic congestion east of 405 on 520 is being ignored and that tolling revenues should be used to fund improvements to the segment of the corridor. All users of the bridge(s) must pay the toll with no exception. Toll revenues should be used for highway construction and maintenance only. Revenues should not be used for Sound Transit or Metro projects. Tolls should become permanent to help fund continuing maintenance costs.

From: Duane Hansen

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98034

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

No

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take a different route- use SR 522/ Lake City Way

Question 4 – How many days in the last week did you use 520?

5

Question 5 – How many days in the last week did you use the I-90 bridge?

5

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98034/98134

Question 7 – Are there additional tolling scenarios that the committee should consider?

Yes, no tolls! Or lower tolls- way too high!

- Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
- a. Reasonableness of the tolls
 - b. Traffic diversion effects
 - c. Performance of the bridges when tolled
 - d. Funding for the new bridge
 - e. Impacts on lower income bridge users

The amount of people you have avoiding the tolls is very low. You may want to check that again.

From: Pat J. Jolgen
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98033
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the Toll/ Take transit

Question 4 – How many days in the last week did you use 520?

5

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98033/98104

Question 7 – Are there additional tolling scenarios that the committee should consider?

Not that I can think of- although, I believe that daily commuter (5 days a week) worker should get some kind of a break in the price.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

I think the toll should not exceed over a dollar each way. Thank you for having these forums.

From: Barbara Cromwell
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98034

Comment:

Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Question 4 – How many days in the last week did you use 520?

Question 5 – How many days in the last week did you use the I-90 bridge?

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

I am a single mother supporting a son who has mental problems. I have to be at work at 7:30 am and I am done at 4:00pm no flex time allowed. This puts me at the peak price for tolls. If you toll I-90 that would cost me \$130 monthly--I do not have an extra \$100. Taking the bus is not practical either. I have called Metro who told me no matter what Park and Ride I take in Kirkland, near my home, I would have to catch the bus about 5:30 am to arrive at 7:30 am. This would mean a 4 hour commute daily compared to my 1 hr 10 minute commute I now have.

From:

Bill Eames

Source:

Summer 2008 OH - Kirkland

Date:

08/07/2008

Zip Code:

98033

Comment:

Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Question 4 – How many days in the last week did you use 520?

Question 5 – How many days in the last week did you use the I-90 bridge?

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

Toll should be limited to 3.00 (Tacoma Narrows) Round trip. 35 cents in 1963 is equivalent to \$2.00 today. Discount of course for carpoolers. Gas tax should be increased. Never toll sidestreets. Reasonable toll max is \$3.00 round trip! Low income users: discounts for them. User fees in general is a Republican/rich person's philosophy. Yes there should be a toll but keep it minimal. Don't overtoll 5 or dollars is too much.

From:

Karen Tennyson

Source:

Summer 2008 OH - Kirkland

Date:

08/07/2008

Zip Code:

98033

Comment:

Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will

not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Question 4 – How many days in the last week did you use 520?

Question 5 – How many days in the last week did you use the I-90 bridge?

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

See previous page. Have ability for low income people to have alternate toll. Yeah for electronic tolls. Email toll statements. Keep tolls forever.

From: Pek Ola Selander

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98037

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?
Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?
Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?
Question 4 – How many days in the last week did you use 520?
Question 5 – How many days in the last week did you use the I-90 bridge?
Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?
Question 7 – Are there additional tolling scenarios that the committee should consider?
Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users

Cost of bridge construction versus similar projects in the US AND elsewhere. Do not underestimate the change in travel pattern that tolls might result in possible leading to lowered/diminished revenues and undesired/unplanned side effects!

From: Dayle "Hank" Margeson

Organization: City of Redmond

Source: Summer 2008 OH - Kirkland

Date: 08/07/2008

Zip Code: 98052

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?
Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?
 Question 4 – How many days in the last week did you use 520?
 Question 5 – How many days in the last week did you use the I-90 bridge?
 Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?
 Question 7 – Are there additional tolling scenarios that the committee should consider?
 Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- Reasonableness of the tolls
- Traffic diversion effects
- Performance of the bridges when tolled
- Funding for the new bridge
- Impacts on lower income bridge users

a. suggest studying HOT lanes on 522. b. You might consider changing the morning start time- I don't believe there's a reason to discourage auto travel on 520 or 90 before 6AM. Include tolling on 90. c. Unless you go "fix" how 520 transitions to 5 you will only shift the traffic back up- need to concurrently add HOV lanes on 5 both northbound & southbound to enable a smooth flow off 520. d. consider taking a HOT approach- cary price to cross as bridge backs up. e. could consider a low-income plan that recognizes the account of a low income user and charge a reduced rate. *Also need to consider light-rail as an option on 520. *Be sure to offer toll-exempt travel to VanPools and reduced toll prices for carpools. *considering lowering the tolls once the bonds are paid off.

From: Doris (Jody) Wilson
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98034
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?
 Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?
 Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?
 Question 4 – How many days in the last week did you use 520?
 Question 5 – How many days in the last week did you use the I-90 bridge?
 Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?
 Question 7 – Are there additional tolling scenarios that the committee should consider?
 Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- Reasonableness of the tolls
- Traffic diversion effects
- Performance of the bridges when tolled
- Funding for the new bridge
- Impacts on lower income bridge users

e. For a more sustainble future people need incentive such as bridge tolls to decrease them to reside closer to their employment or work from home. I used to commute daily over the 520 bridge by car, vanpool or bus (for 10 years.)Bus seem out in my budget? Please make the proposal to change no tolls to metro transit permanenet. so low income riders/fixed/percision income) riders can continue to get around.

From: Ellen Hanly
Source: info@build520.org
Date: 08/08/2008
Zip Code: 98033
Comment: Sorry, I forgot about the meeting tonight in Kirkland. I absolutely believe we should have tolls on the 520 new bridge so users can help pay for it as well as our taxes. I remember when we had tolls on the 520 and celebrated when it was paid for and the tolls were removed.

 Do it again.

From: Rex Rempel
Source: info@build520.org
Date: 08/12/2008
Zip Code: 98033
Comment: I live in Kirkland. I work in Seattle. I cross 520 all the time.

It seems fair to me that those of us who use the bridge should pay a good portion of the cost for it. I think it is quite fair for bridge users to pay for half or more of the cost, via tolls. I don't want to pay, but those of us who benefit should bare most of the cost.

So I am in favor of tolls.

Further, it makes sense to start collecting tolls sooner, rather than later. Collect now, building up money before we start building.

Rex Rempel

From: Barbara E. Alban
Source: info@build520.org
Date: 08/12/2008
Zip Code: 98033
Comment: I believe tolls are the right way to fund the balance of the cost of the new SR-520 bridge. The amount of the toll should be sufficient to cover the cost of the entire end-to-end construction project plus one year of post-construction maintenance. Once the bridge is in use, the toll should be reduced to the amount necessary to provide best-practice levels of preventive maintenance plus a one-year reserve fund to pay for emergency repairs. In order to reduce the principle as quickly as possible, keep the tolls as low as possible, and keep the traffic as balanced as possible, the same tolls should be assessed against both the SR-520 and the I-90 bridges, starting in both cases no later than 2010. I wish there were a way to reduce the burden on lower income people, either through annual permits that could be based on information from their previous year's income tax or through some kind of rebate, but do not know whether this is either technically or financially feasible.

Thank you for the opportunity to comment.

From: Pam & David Kiesel
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98083
Comment: The tolling scheme MUST include tolling BOTH 520 and I-90 to more evenly distribute traffic trying to cross the lake. Otherwise, traffic will mistakenly flock to the non-tolled bridge and cause even MORE traffic congestion.....

Tolls are not a happy thought but, to help commuters be "fair" in their travel choices and eliminate as much artificial congestion as possible, toll BOTH bridges. We are Kirkland residents.
Thank you!

From: Stephen Krauss
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98008

Comment: I live in Bellevue, and work at UW Medical Center. My primary shift is Friday-Saturday-Sunday, and I must be at work at 0700 sharp every day. Currently there are no public transit options on Saturday or Sunday to get to work on time, even if I go to a park-and-ride or transit center. It is quite important that you work with the transit agencies to expand service across the bridges. I will be faced with leaving my job at UWMC to work on the eastside if there are no transit routes to serve my workplace and schedule.

From: Russ Clark

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98033

Comment: What percentage of vehicles without transponders currently crossing the Tacoma Narrows bridge are not paying their tolls today? I'm concerned that the honest people will be paying all of the tolls while others cross for free because the electronic enforcement struggles.

From: Mark Case

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98006

Comment: I am against ALL tolling on either bridge. This state wastes more money each year than China has rice. For years we were tricked into voting for gas taxes that were supposed to pay for this project yet now the state is coming with their hand out once again. In all seriousness, putting even moderate tolls on either bridge is a burden on interstate commerce and possibly unconstitutional. Perhaps our legislature should stop giving themselves raises every year and start spending our money wisely. It seems like rather than do anything in this state we appoint a committee and waste millions upon millions of dollars doing a "study" which leads to nothing.
Inevitably there are going to be tolls, that I have come to grips with, however they should only be on 520 and they should be no more than \$1-\$2 each way. With the price of gas in this state people would actually waste more money driving around the toll.

From: John Metzger

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98053

Comment: I think you should toll both the 520 and i-90 bridges starting in 2010. Why is that not a listed option? Any tolling scenario that doesn't toll both bridges at the same time will create additional traffic on I-5, I-405 and I-90 as people shift driving patterns. I also think that tolling should be adjusted not just based on time but by direction. Right now there is more 520 traffic eastbound in the morning and westbound in the evening. Tolls should be greater based on direction and time, not just time.

From: Carol Hallenbeck

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98007

Comment: A toll on the bridge of any amount will cripple me in making ends meet but at the rate I have read in the paper it will cost me 145.00 per month that is an impossible amount of to budget maybe a flat 1.00 a trip would work and could be budgeted if the state and federal government didn't waste money like it was water we wouldn't have this problem and it is going to be mine not your's.

Carol Hallenbeck

From: Neil Evans
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98083
Comment: Please replace the SR520 Bridge ASAP. Charge tolls both bridges to keep the traffic equitable. Look how fast the Feds replaced the I90 bridge after it sank! Let's do the same to aid Eastside traffic throughput.

Thanks
Neil

From: Duane Goehner
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98052
Comment: Let's toll Alaska Way Viaduct starting immediately. And how about Mercer Street? Both need improvements, but why should they go for free but not the bridge. These two bridges are VITAL links to the East and West side. Do we really want to have a "Manhattan mentality" where there is the distinct feeling of two communities? I don't think so. The two communities should be connected, so that commerce, visitors, etc. can flow back and forth freely, without the sense of high toll costs. One community, not two. Without any reservation I am opposed to tolling either bridge. Other funds should be used from other sources.

From: Francesca Wainwright
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98033
Comment: I have no problem paying for something I use. I will happily pay tolls on the *NEW* 520 bridge when I have occasion to use it. What I resent is being expected to pay tolls on a bridge that has been bought and paid for for over 30 years. I commute five days a week from Kirkland to north Seattle on 520. The current toll proposals will cost me an additional \$100 - \$250 per month. I will be retiring in 2015 and no longer commuting to Seattle. I will be paying anywhere from \$6,000- \$12,000 for this new bridge that does not yet exist and that I will only occasionally use after it is constructed. Can someone please explain to me why we have to pay tolls in advance to build a new 520 bridge, but the state was able to build a new Tacoma Narrows bridge without placing tolls on the old bridge? I believe in paying for what you use, but I deeply resent for having to pay through the nose for something that does not yet exist and that I will rarely use.

From: Anonymous
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98074
Comment: Start the tolling as soon as possible on both bridges (520 and 90) making it fair for all and keeping the cost down as much as possible. Make bus commuting free of charge and begin this project and complete it as soon as possible.

From: Cory Maccarrone
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98034

Comment:

My wife and I live in Kirkland, but we work in Seattle. I believe that the proposed tolls are excessively high for people who are required to use the bridges on a daily basis to commute to work. We already carpool and utilize public transportation as much as possible, but we still must drive over the bridges once a day. Imposing the kinds of tolls being considered would place a considerable hardship on our family, and could force us to entertain alternate routes that could have us driving around the lake -- in effect, causing us to drive more. And unfortunately, public transportation isn't always an option for the times we work.

A common argument for proponents of the measure is that those that use the bridge should pay for it. However, our taxes go to pay for many road projects in regions that we never travel to. Why should we have to pay for those projects, but people that live in more remote locations that do not make use of the bridges not have to fund them? If anything, raising taxes on whole to pay for the bridges would be much more fair and would gain our full support.

From:

Common Sense

Source:

info@build520.org

Date:

08/13/2008

Zip Code:

98009

Comment:

Consider this fact: the City of Seattle managed to blow MILLIONS of dollars on a monorail that never materialized due to their own fumbling that citizens finally became fed up with. Taxes to cover that debt continued AFTER the plan died. And now you propose that the citizens of the community AGAIN begin to pay for something that doesn't even exist, much less hasn't even materialized as a firm proposal? You have millions of people who are rightfully skeptical of your dubious plans... a plan that sounds more like a Nigerian scam e-mail than a business proposal considering that the residents of Clyde Hill, Yarrow Point, and Medina are all AGAINST the expansion of SR520 within their community.

You lack the support of the communities possibly affected by the proposed buildout, therefore establishing an unstable foundation for a plan to replace the bridge... but yet you folks think you can get away with taxing roadways ALREADY BOUGHT AND PAID FOR. Sounds like double taxation unless you already had a solution in place. You're selling hopes and dreams at this point. Compare it to the Tacoma Narrows bridge; build it first before you go asking us to pay for it, otherwise we'll most likely end up being double-taxed and left without a bridge plan at all.

If this plan passes without a public vote, it only reinforces the fact that the local government's idea of democracy is a joke... just like the "plastic bag" tax, the monorail, and the biggest failure in the making, the rail line from Beacon Hill to SeaTac Airport.

How about a rail line that extends from the east side to downtown? Ever think about that? Build it and they will come... start thinking ahead instead of attempting to collect billions from us for "stopgap" solutions that have not the potential to even materialize at this point.

When it comes to investing in transportation, this state gets an F-. And when I say "state", I mean YOU, the elected officials who dream up these "ideas". I'm ashamed to admit I voted for some of you and/or those who appointed you to your positions. I've heard more sensible ideas from kindergartners.

I pray that all of you stop this potential trainwreck and REALLY think about what you're proposing to the people: "We're selling you a can of hot air".

From:

Leslie Geller

Source:

info@build520.org

Date:

08/14/2008

Zip Code:

98006

Comment:

Hello, I attended the public meeting at Bellevue City Hall. Thank you for providing these forums. I live in Bellevue 98006 and use primarily I-90 when I go into Seattle, which is at least once a week. These trips are for non-work activities, leisure and medical. I avoid 520 whenever possible due to its congestion. I mostly work at home but go to Microsoft in Redmond for meetings a few times a week, nearly always combining these commutes with errands. These trips are driving myself - using transit for these trips, given the transit options, is untenable. I am starting to use the bus when I can to go to Seattle, due to price of gasoline as well as environment reasons, and the hassle of driving and parking. But so far my bus trips are infrequent. I would love to take the bus more but service between Bellevue P&Rs and Seattle in the later evenings is not very frequent. I already do not make so many trips into Seattle, via car or bus, due to cost of the trip, but also due to traffic congestion and the time and frustration of driving across the bridge and into downtown Seattle during the high commute period, and dealing with parking particularly in the afternoon/early evening. I refuse to pay for parking in a lot, and try to avoid paying at meters as well. Consequently I try to make

trips to downtown on Sunday vs. Saturday.

My primary feedback is:

1. Yes, I support raising transportation funds by means other than the gas tax. I am a bit on the fence about merely tolling bridges. I think that we should be raising funds across the overall transportation network across not only Puget Sound but the entire state. I spoke briefly at the forum with my district state representative Judy Clibborn about this, she mentioned that eventually we hopefully can raise funds across the state by charging by number of miles driven, but that the technology doesn't exist for this yet. I would wholeheartedly support this use tax. If we need to toll the bridges to fund constructing a new 520, then I support tolling, of both bridges, and both bridges in 2010.

2. I wholeheartedly support more transit options. Bus, rapid transit, bike and pedestrian options. I may not ever bike commute because I am freaked out about riding next to traffic after several bike accidents with cars, but I think providing safe(r) options for cyclists is great.

I support variable price tolls and I would try to travel the bridges during lower toll times, if I could, if I'm driving. I can envision that often this could result in leaving earlier or returning later than I normally would, to avoid the high-toll periods, and thus needing to kill time on either or both ends of that trip. I may take the bus more often if it is relatively convenient (ie frequent enough bus service and transfer options or walking a reasonable distance) and reasonable cost (ie not too high, which would likely make me just bite the bullet and drive to have the convenience, vs paying bus fare). I would not take alternate routes to avoid the bridges as the inconvenience is a higher cost to me than the toll.

I am not low income and I do not have specific comments on possible concessions/mitigations for low income drivers. I would like to hear more specific details, about a variety of options.

Leslie

From: Douglas Dedo

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98053

Comment: Should there be tolls on the existing bridge to start building a new 520? No.

Should both the 520 and I-90 bridges be tolled to pay for a new 520 and improvements on I-90? No.

Should funding from tolls be used to expand transit service in this corridor? No.

What incentives would encourage you to take transit or carpool rather than drive alone? A comprehensive bus service for all of King County (currently Sound Transit stops at the Bear Creek park & ride leaving everyone on Union Hill with no option but to drive a long way before you enter the bus zone). Bus service that covers more hours (twelve hour hospital shifts from 7am-7:30pm, 7pm to 7:30am, and 3pm - 3:30am including weekdays, weekends, and holidays are not available).

Would you change your commute time to take advantage of a lower toll? No. I have strict work hours. If I were to move my commute time it would only mean taking more time away from my spouse and children. Why would I want to do that?

If this were a bridge on highway 90 in the Cascade mountains that needed to be replaced, the state would plan and pay for it out of state funds. This toll plan should be scrapped. It will cause backups. It will cause people to shift work places. It will encourage many to move out of seattle who work on the Eastside. And it will discourage people from going into Seattle to shop and to enjoy the restaurants and attractions. None of this would be desirable.

From: Chris Masek

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98075

Comment: The only tolling that is fair would be on SR-520 once construction of the new bridge has begun. It is not fair to toll taxpayers before starting construction since there is no guarantee that anything will be delivered (WSDOT has a terrible record of promising and not delivering). We already paid for I-90 - there should be NO Tolls on I-90 period.

From: Grace Ngai

Source: info@build520.org
Date: 08/14/2008
Zip Code: 98006
Comment: I am a resident at Eastgate, Bellevue. Both my husband and I worked in Seattle. Our church is in Seattle - International District. My elderly parents lived on Mercer Island.

The thought of having to pay toll for both I-90 and 520 is very disturbing to us who lives on a limited and tight budget.

The route i take to Seattle is almost always I-90. I seldom go on the 520 bridge. We feel that we are being penalized for living on the Eastside.

My preference is ofcourse only collect toll on 520. Should there also be toll for I-90, i hope you would take into consideration the huge financial duress created on the Eastside residents and families.

Perhaps, there can be monthly toll-plans for residents in the eastside. Something that would allow residents unlimited crossings on the bridges, at a reasonable monthly rate??

From: Cheryl Hoople
Source: info@build520.org
Date: 08/14/2008
Zip Code: 98009
Comment: RE: 520 bridge tolling options

As a small business owner and mother of a disabled individual living in Seattle, paying a bridge toll reduces my ability to do business west of the Lake and to visit my family member as often as needed. (These are only two of the 'unintended consequences' of enacting a toll and failing to set a 'sunset' on it. I'm certain your committee can think of other impacts on commerce and quality of life for citizens.)

My suggestions--

Dedicate part of the state sales tax on new and used vehicles to transportation projects.
Eliminate state sales tax on transportation projects
Earmark half of the current and future eastside subarea equity Sound Transit surplus for funding HOV projects on the eastside of Lake Washington.
Begin tolls only once the bridge is completed.
We can make transportation progress and eliminate congestion with the money I and other people already send to Olympia. Please think again.

C. Hoople, Bellevue resident

From: John Ngai
Source: info@build520.org
Date: 08/14/2008
Zip Code: 98006
Comment: Tolling both I-90 and 520 bridges will create tremendous financial duress for families living in the eastside. Not all residents living in the eastside is affluent!! For families who have to commute to Seattle seven days a week, whether it be for work, for church, for social or other family obligations, the state must consider an equitable and compassionate plan for these families. Either an affordable monthly rate for residents in the eastside allowing them unlimited crossings. Or, only collect a toll on M-F, and no toll on Sat & Sun, to provide a break for these families. And variable rates for peak and non-peak hours. Eastside residents need to have a voice in this because this will greatly affect their livelihood. The Seattle City Council can not decide on the fate of residents who live in the eastside. Thank you.

Sincerely, John Ngai

From: Scott Thurlow

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98083

Comment: I strongly support the project and the proposed tolls. The reason for the support for the tolls: (1) the public has repeatedly voted against other funding options. Since they are unwilling to pay for the project with increased taxes, they have implicitly voted for a toll. (2) A toll is a "use-fee", meaning those who use the facility will pay for it. (3) A toll is a form of congestion pricing. This will provide a strong motivator for many people to consider mass transit and other options, which will have a huge impact on improving traffic. It should be noted that I frequently use the bridge and would find myself paying tolls. I believe the benefits of a new bridge and congestion pricing will justify the tolls that I will pay.

From: Robert Carlson

Source: info@build520.org

Date: 08/15/2008

Zip Code: 98075

Comment: I question the need to expand the 520 bridge into Seattle. Seattle's growth is flattening and may diminish over time. Bellevue will likely be the new area of business and population growth. Further, Seattle as a city can't handle more traffic, so why should the public build a bridge to increase traffic into the city.

I am AGAINST Tolls on the I-90 bridges to fund the 520 bridge.

Also, the new 520 bridge should be built prior to starting any tolls for vehicles crossing it. That way, drivers will clearly see the advantage of using the new 520 bridge.

Finally, I feel that with fuel prices on the rise, the need to expand the 520 bridge will disappear as the commuting public changes to public transportation, including busses, and hopefully light rail from the east side. The new 520 Bridge could be the new 'Bridge to Nowhere'

From: Lt. Mark Lewis

Organization: City of Bellevue

Source: info@build520.org

Date: 08/17/2008

Zip Code: 98009

Comment: To Whom It May Concern,

I find it impossible to comprehend the necessity for tolls on this or any other highway or bridge owned by the state. I protest this additional taxation and question where the money from the highest gasoline taxes in the country and other highway funds are used.

From: Lorin & Margaret-Lee Thompson

Source: info@build520.org

Date: 08/17/2008

Zip Code: 98052

Comment: What toll rate is reasonable to you? TOLL RATES ARE ACCEPTABLE AS PRESENTED.

How will your travel patterns change when 520 is tolled?
WE WILL USE 520 AND I-90 ONLY WHEN NECESSARY. LESS TRAVELING TO SEATTLE.

When should tolling begin on 520 - in 2010 or 2016?
IMMEDIATELY.

Should I-90 also be tolled if it improves congestion in the entire cross-lake corridor?
ABSOLUTELY, I-90 SHOULD BE TOLLED AT THE SAME RATE AND SAME DATES AS 520. YOU DON'T GIVE US THIS CHOICE. START THEM BOTH ASAP. IT IS NOT FAIR TO HAVE ONLY 520 TOLLED, PLUS PEOPLE WILL SIMPLY NOT USE 520, AND I-90 WILL BE AT A STANDSTILL.

What other tolling scenarios should be considered?
ALSO CONSIDER TOLLING I-5 FROM 405 AT SOUTH END TO 405 NORTH END. ALSO TOLL ALL 405.

How will tolls affect low-income users?
THIS WILL PLACE MORE OF A BURDEN ON THESE FOLKS. THEY WILL CHANGE JOBS OR RIDE THE BUS.
THIS AFFECTS US AS WE WILL SOON BE SENIOR CITIZENS.

From: Bill McMullan

Source: info@build520.org

Date: 08/18/2008

Zip Code: 98006

Comment: I am against toll roads on existing facilities, or upgrades.

Though not very involved now, adding these kinds of charges will activate my neighbors and friends to join the political fray.

You may see it as a funding choice for transportation, but we voters think of it as a career choice for the politicians, because I know hundreds who will work for removal of anyone who pushes extra fees on local roads.

Simply put, even if you do not drive, everyone's in the community gains from these local connections.

Charging only those who take that route is selecting a small group to pay for the many. This is not the peninsula, or some far away choice for a suburb. The Eastside is still part of "Greater Seattle". Hopefully it is not your intention to sever that tie. The total community is one large economic engine that pays lots of revenues to the state and county. Putting a 'toll bridge speed bump' in the middle doesn't make sense.

Thank you,

Bill McMullan

From: Monica Guillen

Source: info@build520.org

Date: 08/18/2008

Zip Code: 98004

Comment: Please keep me up to date on this project. Our company is very interested in what will happen.

From: Anonymous

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98053

Comment: All users including buses should have to pay tolls. Bus service for east Redmond is terrible, and its harder for me to consider riding the bus from Redmond Ridge to the University of Washington or even downtown Seattle. Sound Transit needs to stop cutting down on service!

From: Andrea Turnbull

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98008

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Andrea Turnbull

From: Robert Thomson
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98053
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Robert Thomson

From: Ted Bennett
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98052
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Ted Bennett

From: David Porter

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98006-2211

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

David Porter

From: Eric Shields

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98033-4831

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Eric Shields

From: Charles Auclair

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98034-3975

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I also support putting rail lines over the I90 bridge, giving people a smart alternative to driving.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Charles Auclair

From: Karl Bridge
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98033-8576
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Mr Karl Bridge

From: David Habib
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98005-1813
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
David Habib

From: Craig Miller
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98052
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Dr Craig Miller

From: Kristen Leathers

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98006

Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Ms Kristen Leathers

From: Doug Starfield

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98009

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Doug Starfield

From: Ben Knudsen

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98004

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr. Ben Knudsen

From: Connie Brennand
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98005
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Ms Connie Brennand

From: Dennis Neuzil
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98004
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Dr and Mr Dennis and Donna Joy Neuzil

From: Carsten Hansen

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98033

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. Allowing drivers to go through without slowing down with electronic tolls, like those used in California, would be a viable, and smart option for Lake Washington.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Carsten Hansen

From: Phillis Silva-Keith

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98034

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Ms Phyllis Silva-Keith

From: Brookie Judge

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98052

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Brookie Judge

From: George Nease
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98052
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. I'm an active voter, and I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems.

We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This is a sensible, efficient, and honest way to help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Mr George Nease

From: Briana Thirloway
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98033
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Briana Thirloway

From: Susan Olson
Source: info@build520.org
Date: 08/21/2008

Zip Code: 98006
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mrs Susan Olson

From: Del E. Domke
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98008
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Del E. Domke

From: Donald Patterson
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98053
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I do not support these tolls. Only the Sierra Club has the Hubris to put another tax on people in these times.

Roads should be paid for by all citizens. I don't have children, so why should I pay for schools, but I do willingly.

Sincerely,

N/A Donald Patterson

From: Ellen Bloomquist
Source: Mail
Date: 08/21/2008
Zip Code: 98005
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Larry Morris
Source: Mail
Date: 08/21/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Sylvia Gillett
Source: Mail
Date: 08/21/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Melinda Andrews
Source: Mail
Date: 08/21/2008
Zip Code: unknown
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Gerald Tincknell
Source: Mail
Date: 08/21/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Bill Schmidt
Source: Mail
Date: 08/21/2008

Zip Code: 98007

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Phyllis Soubier

Source: Mail

Date: 08/21/2008

Zip Code: 98007

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Xiomara Munoz

Source: Mail

Date: 08/21/2008

Zip Code: 98034

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Shirley Dickinson

Source: Mail

Date: 08/21/2008

Zip Code: 98033

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Cheron Holman

Source: Mail

Date: 08/22/2008

Zip Code: 98004

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Marilyn Canfield

Source: Mail

Date: 08/22/2008

Zip Code: 98052

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge

and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We must do anything to reduce climate change pollution!

From: Julie Hockett
Source: Mail
Date: 08/22/2008
Zip Code: 98008
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Leslee Jaquette
Source: Mail
Date: 08/22/2008
Zip Code: 98008
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Robert A. Carlson
Source: Mail
Date: 08/22/2008
Zip Code: 98033
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Joyce Toy
Source: Mail
Date: 08/22/2008
Zip Code: 98083
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Margaret Basehen
Source: Mail
Date: 08/22/2008
Zip Code: 98095
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Helen Jaspen

Source: Mail
Date: 08/22/2008
Zip Code: 98007
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Y. A. Keefa
Source: Mail
Date: 08/22/2008
Zip Code: 98007
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Andre Needham
Source: Mail
Date: 08/22/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Jerry & Nancy Worsham
Source: Mail
Date: 08/22/2008
Zip Code: 98005
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. we should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Warren Stearns
Source: Mail
Date: 08/22/2008
Zip Code: 98005
Comment: I support "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Jon Mathison
Source: Mail
Date: 08/22/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge

and fund transportation choices. This will help relive congestion and reduce climate change pollution.

From: Mary Haakenson
Source: Mail
Date: 08/22/2008
Zip Code: 98005
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relive congestion and reduce climate change pollution.

From: Mildred E. Evans
Source: Mail
Date: 08/22/2008
Zip Code: 98004
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Bjorn Hansen
Source: Mail
Date: 08/22/2008
Zip Code: 98052
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Audrienne Takagi
Source: Mail
Date: 08/22/2008
Zip Code: 98004
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Bob Taylor
Source: Mail
Date: 08/22/2008
Zip Code: 98004
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions

to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Franklyn J. Davenport
Source: Mail
Date: 08/22/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Yvonne Arluck
Source: Mail
Date: 08/22/2008
Zip Code: 98075
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: John R. Graham
Source: Mail
Date: 08/22/2008
Zip Code: 98004
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Craig Anderson
Source: Mail
Date: 08/22/2008
Zip Code: 98033
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Cathy Cudd-Allen
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98008
Comment: Aug 22, 2008
Tolling Implementation Committee
WA
Dear Committee Member Tolling Implementation Committee,
I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions

to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Ms cathy cudd-allen

From: Margaret Malone
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98006
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

It may be difficult for people to change their habits, but in the long run it will benefit everyone.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mrs Margaret Malone

From: Fry Kimberly
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98052
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Ms Fry Kimberly

From: Alan Moritis
Source: info@build520.org
Date: 08/22/2008

Zip Code: 98008
Comment: Aug 22, 2008
Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Dr Alan Moritis

From: James Adcock
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98006
Comment: Aug 22, 2008
Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

N/A James Adcock

From: Jeffery Sleicher
Source: Mail
Date: 08/22/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Molly Graham
Source: Mail
Date: 08/22/2008
Zip Code: 98004
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Darrell Johnson
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98005
Comment: Aug 23, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. It is long past time to get on with a solution to the traffic congestion on 520. While I generally don't like tolls, this proposal seems to be the most reasonable, and sellable. It's time to start addressing this problem NOW.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

N/A Darrell Johnson

From: Cathryn & Graeme Blake
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98008
Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

The ratio between the highest and lowest rates should not be extreme, or else the main effect may merely be a shifting of the times at which a particular person uses the bridges. Nor should the tolls be so high that drivers are encouraged to drive around the lake, rather than using a bridge. Collecting tolls before beginning construction should be at a lower rate than will be charged when the new bridge is operational.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

N/A Cathryn And Graeme Blake

From: Linda Ellsworth
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98008
Comment: Aug 23, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Many people I know have already changed their driving habits due to higher gas prices. The variable tolls will insure that we continue this trend and help insure a better environment for our children and grandchildren.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Ms Linda Ellsworth

From: Jeanne Brown
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98053
Comment: Aug 23, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. Anyone who has lived in the Chicago area knows that tolls are just a part of life. We have been lucky to avoid them here, but I think they have become unavoidable! I also drove this summer through Ohio and Pennsylvania on, you guessed it, tolled turnpikes....

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Jeanne Brown

From: Charles Louderback
Source: Mail
Date: 08/23/2008
Zip Code: 98006
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

This is the smart way to fix this problem!

From: Richard & Ellen Davis
Source: Mail
Date: 08/23/2008
Zip Code: 98008
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Users can pay more and will encourage use of public transit.

From: Cheryl Wheeler

Source: Mail

Date: 08/23/2008

Zip Code: 98034

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I am looking forward to receiving a response from you about this issue.

From: Doug Hitchcock

Source: info@build520.org

Date: 08/24/2008

Zip Code: 98006

Comment: I am a firm believer in user fees. Toll both bridges now and start collecting money from users. This will let users pay, switch some to transit and relocate others so everyone doesn't have to go downtown and have more work in outlying areas closer to where folks live.

I pay user fees for drivers license, hunting, fishing, boat launches, boat trailers license, boat license, crab license, tickets to Mariners, Seahawks, \$8.00 beers at the stadiums, all to pay for what I use. Let those who use the bridges pay for them. Start tolls now on 520, I90 and the Alaskan Way Viaduct.
Doug Hitchcock

P.S. - Did I say let the users pay now and it will help drive gas prices down and reduce air pollution.

From: William Bonney

Source: Mail

Date: 08/25/2008

Zip Code: 98052-5702

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I don't want to pay a toll living on the Eastside...however, it is the best way to decrease peak hour traffic-"variable pricing" and no slowdown (traffic transponder) payment are the most efficient.

From: Barry Chernick

Source: Mail

Date: 08/25/2008

Zip Code: unknown

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Or raise the gas tax to pay for these projects.

From: Wallace Gri
Source: Mail
Date: 08/25/2008
Zip Code: 98005
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Our gas tax is the highest in the USA. Where is all the money going. The public needs more info on work being done, its cost and schedule and targets.

From: Eric Holtz
Source: Mail
Date: 08/25/2008
Zip Code: 98033
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Start tolling in 2010.

From: Solomon Karmel
Source: Mail
Date: 08/25/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

The infrastructure must be improved. And I know you get what you pay for!

From: Irene Roupe
Source: Mail
Date: 08/25/2008
Zip Code: 98034-3135
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. Absolutely!

From: Lari Larimer
Source: Mail
Date: 08/25/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Marion Zak
Source: Mail
Date: 08/25/2008
Zip Code: 98007
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.
Good idea!

From: Ted Cox
Source: Mail
Date: 08/25/2008
Zip Code: 98004
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Angela Modelski
Source: Mail
Date: 08/25/2008
Zip Code: 98006
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Vicki Dopps
Source: Mail
Date: 08/25/2008
Zip Code: 98008
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution

From: Carol Stuckey
Source: Mail
Date: 08/25/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.
User fees have been adopted in so many areas in our state and region, tolls are a very logical extension of these.

From: Kacee and David Chandler
Source: Mail
Date: 08/25/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Gale Whitney
Source: Mail
Date: 08/25/2008
Zip Code: 98008
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Ken & Alice Berta
Source: Mail
Date: 08/25/2008
Zip Code: 98034
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

A good way to make transit more manageable.

From: Paul Demetriades
Source: Mail
Date: 08/25/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Please ensure motorist privacy protection form the toll collection.

From: Matthew Evans
Source: Mail
Date: 08/25/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We need to get serious about incentives to use public transport.

From: Mark Hooper

Source: Mail
Date: 08/25/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I will only support measures that will result in out reducing greenhouse gas emissions to a sustainable level. Anything but that is a waste of global resources.

From: Lois Hudson
Source: Mail
Date: 08/25/2008
Zip Code: 98052
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Get it right!

From: Brad Thompson
Source: Mail
Date: 08/25/2008
Zip Code: 98052
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Nancie Shaw
Source: Mail
Date: 08/25/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Arul Menezes
Source: Mail
Date: 08/25/2008
Zip Code: 98075
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Dietrich & Marla Orlow
Source: Mail
Date: 08/25/2008
Zip Code: 98005
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Douglas Dicharry
Source: Mail
Date: 08/25/2008
Zip Code: 98039
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. I support all efforts to reduce single occupancy vehicles and increase mass transit and HOV.

From: Brian Grunkmeyer
Source: Mail
Date: 08/25/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Waldtraut Petrie
Source: Mail
Date: 08/25/2008
Zip Code: 98034
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Steve Poteet
Source: Mail
Date: 08/25/2008
Zip Code: 98008
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Joan Klyn
Source: Mail
Date: 08/25/2008

Zip Code: 98004

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

A: 2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

A: Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

A: Pay the toll

Question 4 – How many days in the last week did you use 520?

A: 4

Question 5 – How many days in the last week did you use the I-90 bridge?

A: 1

Question 6 – What is your home zip code? 98004

If you work outside the home, what is your work zip code?

Question 7 – Are there additional tolling scenarios that the committee should consider?

A: Begin tolling both 520 and I-90 in 2010

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

A:

- 1.) Structure the tolls to give a break to students and seniors.
- 2.) Provide the possibility of a rebate for low-income drivers.
- 3.) Understand that without public transportation that runs more frequently than every 30 minutes and that operates late (past 10 p.m.) getting back and forth between the Eastside and Seattle is difficult for single occupancy drivers like myself will continue to use own car.

From: Charles B. Liekweg

Organization: AAA Washington

Source: Mail

Date: 08/26/2008

Zip Code: 98009

Comment: To: SR 520 Tolling Implementation Committee:

AAA Washington appreciates the extensive outreach of the State Route 520 Tolling Implementation Committee in soliciting citizen input on when and where tolling should take place, the reasonableness of proposed tolls, how the revenue generated from tolling should be used, the efficacy of variable pricing to reduce traffic congestion, and how tolling will impact motorists' commuting patterns and general travel. The users of the system need to be an integral part of the conversation and significant contributors to the development of the solutions ultimately adopted.

As the Committee deliberates these critical issues, AAA urges that you consider these questions:

What are the goals of State Route 520 tolling policy?

In addition to raising revenues for this very critical safety project, one of the most important outcomes should be improved mobility. The main purpose for tolling should not be to force people out of their vehicles.

What's in it for me?

Motorists paying the tolls need to clearly understand what their tax dollars will be used to fund and be confident that monies will not be diverted to other purposes. There will be greater acceptance of tolls when motorists believe they will receive a mobility/safety benefit in return.

How are the revenues going to be used?

The monies generated from tolling a facility should be used to pay for the construction, improvement and maintenance of the facility or corridor from which the tolls are collected. Funds generated from tolling should be used to enhance the roadway and its capacity to meet the needs of our growing population.

What are the equity issues?

All motorists using the SR 520 corridor should be confident that they are being treated fairly if tolls are implemented. This would speak to the need for tolling both directions on the designated corridor (not just collecting tolls from motorists coming in one direction).

How are you communicating?

All communications need to be honest, two-way, include both the good points and bad points, and convey what needs to be done to achieve stated goals. Tolling existing facilities would be a significant policy change, as would be maintaining tolls after the SR 520 bridge has been paid off. The value of such changes needs to be clearly communicated to users of the system in order to develop the trust and accountability needed to get the public's buy-in on these concepts.

AAA also offers these comments in response to some of the questions raised by the committee:

Q- What portion of SR 520 should be tolled?

A - Tolls should only be assessed on those motorists who cross the bridge. Segment tolling may be worth exploring in the future. But, acceptance of early tolling and tolling of existing facilities will be difficult enough without complicating the situation by introducing this concept at the same time.

Q- How will tolling SR 520 affect commutes on I-90?

A - Commutes on I-90 and many surrounding roadways could be negatively impacted if SR 520 is tolled but I-90 is not. The impacts of tolling both facilities need to be carefully analyzed as the plans for SR 520 and I-90 move forward.

Q- Is variable tolling appropriate for SR 520 and I-90?

A - Flat rate tolls should be used until additional transportation options are available to motorists. Variable rate tolls could price some motorists out of their vehicles without a "safety net," and further contribute to congestion on other nearby roadways. For some users of the corridor, altering when they cross the bridge is not an option, e.g., if they need to be at work at a certain time.

Q- Does early tolling make sense from a financial standpoint?

A - Early tolling makes sense if it results in lower overall costs for constructing the bridge. Lower construction costs translate into lower tolls for motorists. It should be done on a flat-rate basis until there is a significant increase in efficient, accessible public transit options available to commuters who use the corridor. Implementing early tolling without being able to show any advantages to users would likely meet with significant opposition.

We recognize that new funding sources for major transportation projects, including replacement of the SR520 bridge, is required to offset the impact of decreases in gas tax and other transportation-related revenues. Thank you for considering our comments. We look forward to working closely with the State Route 520 Tolling Implementation Committee, other stakeholders, and the public to develop a fair and equitable tolling policy to support the SR 520 project.

Charles B. Liekweg
President and CEO

From: Devora Turner
Source: Mail
Date: 08/26/2008
Zip Code: 98033

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Linda Knight

Source: Mail

Date: 08/26/2008

Zip Code: 98008

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Carol Kennard

Source: Mail

Date: 08/26/2008

Zip Code: 98006

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Give Mercer Island residents a break if they enter or exit from M.I.

From: Phil Luecke

Source: Mail

Date: 08/26/2008

Zip Code: 98006

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Sounds ok, I think. Emphasize help for those who can't pay full price.

From: Mariana Cooper

Source: Mail

Date: 08/26/2008

Zip Code: 98052

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Penny Olson

Source: Mail

Date: 08/26/2008

Zip Code: 98005

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Use tolls to fund bridge repair and more light rail.

From: Linda Thompson

Source: Mail

Date: 08/26/2008

Zip Code: 98052

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kevin Paulich

Source: Mail

Date: 08/26/2008

Zip Code: 98004

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kazuki Sawanoi

Source: Mail

Date: 08/26/2008

Zip Code: 98006

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Frances Ford

Source: Mail

Date: 08/26/2008

Zip Code: 98052

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Tom Way

Source: Mail

Date: 08/26/2008

Zip Code: 98005

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Nancy MacPherson

Source: Mail

Date: 08/26/2008

Zip Code: 98075

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Linda Fenstermaker

Source: Mail

Date: 08/26/2008

Zip Code: 98074

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Tolls are great on the East Coast.

From: Vincent B Fernandes

Source: Mail

Date: 08/26/2008

Zip Code: 98053

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: P. Drayer

Source: Mail

Date: 08/26/2008

Zip Code: 98053

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: John B & Marcia J. Crosetto

Source: Mail

Date: 08/26/2008

Zip Code: 98006

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Cheryl Jurrus

Source: Mail

Date: 08/26/2008

Zip Code: 98006

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kathleen Ellen Kemper

Source: Mail

Date: 08/26/2008

Zip Code: 98033

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: J Daddro

Source: Mail

Date: 08/26/2008

Zip Code: 98052

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Use it pay for it. In this case, not in all, it should apply.

From: Dale Keller

Source: Mail

Date: 08/26/2008

Zip Code: 98004

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

YES!

From: Gayle Kirk

Source: Mail

Date: 08/26/2008

Zip Code: 98004

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you!

From: K. Leonard
Source: Mail
Date: 08/26/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Limit toll to \$1.00 per car and leave it on forever to help pay repairs eventually and to replace less hardships on bridge etc.

From: Chris Lonowski
Source: Mail
Date: 08/26/2008
Zip Code: 98034
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Control growth or we'll never manage traffic problems.

From: Monique Miller
Source: Mail
Date: 08/26/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I agree strongly with the last sentence. I hope it works!

From: Ronald Norrbom
Source: Mail
Date: 08/26/2008
Zip Code: 98033
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Tolls must be resolvable and affordable for the average person.

From: Ron Rice
Source: Mail
Date: 08/26/2008

Zip Code: 98053

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I support tolling!

From: Dave Russell

Source: Mail

Date: 08/26/2008

Zip Code: 98033

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

The future requires bold action!

From: Margaret A. Siemion

Source: Mail

Date: 08/26/2008

Zip Code: 98007

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

The longer we postpone re-building the 520 bridge the more it will cost. It is time to start now, with pollution control, tolls and better transport.

From: Jerald Stockman

Source: Mail

Date: 08/26/2008

Zip Code: 98006

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Users should be payers!

From: J.T. Taylor

Source: Mail

Date: 08/26/2008

Zip Code: 98006

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Lets bite the bullet!

From: Ruth Thomas

Source: Mail
Date: 08/26/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We need to start funding this now not later.

From: Dr. F.L. Wery
Source: Mail
Date: 08/26/2008
Zip Code: 98008
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: David Venn
Source: Mail
Date: 08/27/2008
Zip Code: 98034
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Daryl and Michele Connell
Source: Mail
Date: 08/27/2008
Zip Code: 98008
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Mary Lou Constans
Source: Mail
Date: 08/27/2008
Zip Code: 98034
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Sue and Budd Grieff
Source: Mail
Date: 08/27/2008
Zip Code: 98005

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Molly Graham

Source: Mail

Date: 08/27/2008

Zip Code: 98004

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Jeffery Sleicher

Source: Mail

Date: 08/27/2008

Zip Code: 98052

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Navid Veisesh

Source: Mail

Date: 08/27/2008

Zip Code: 98034

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: John Sutherin

Source: info@build520.org

Date: 08/28/2008

Zip Code: 98006

Comment: I don't mind paying a toll but since I work on Mercer Island there is no physical way I can get to work with out driving on the I90. There should be a yearly pass for those individual who work or live on the island. This pass should give a discount to these people. In addition putting a toll on the I90 will probably kill Mercer Island.

From: Betty Nokes

Organization: Bellevue Chamber of Commerce

Source: Mail

Date: 08/28/2008

Zip Code: 98004

Comment: Dear Mr. Drewel and Tolling Implementation Committee Members:

Thank you for your efforts to evaluate the implementation of a regional tolling program and to how best incorporate this concept into our comprehensive transportation and regional mobility plan. We appreciate receiving presentations at both the Board of Directors and Transportation

Committee meetings and would like to offer the following comments to incorporate into your evaluation and report for the Governor and Legislature.

As the Voice of Business for the Eastside, the Bellevue Chamber places regional economic vitality as the overarching principle that all our positions and priorities are benchmarked against. Transportation mobility and congestion relief continue to be our top issue priorities. We believe that one of the most important components of a successful road tolling plan should be ensuring the economic vitality of the Puget Sound region. We have worked hard to unify and promote regionalism and some of the preliminary concepts unveiled by the Committee appear to abandon this notion and divide communities into silos.

We also know that in this global economy there are going to be winners and losers. The regions and communities that will survive in the future are those that will attract the best and brightest talent. Mobility is a critical decision point for businesses and employees in their choice to stay or locate here. People want to be able to get to and from work and other activities efficiently and effectively.

The Bellevue Chamber has been a strong advocate and champion of transportation projects that provide cost-effective congestion relief and increased mobility in our region. We have also been a long-time leader in promoting solutions and funding for critical transportation infrastructure. Our history of leadership and support for the 520 bridge dates back to when Neil McReynolds chaired our Transportation Committee and helped make our current 520 bridge a reality.

It's clear we all understand the importance of building a comprehensive transportation system to move people and freight - a balanced, integrated system is essential to Washington and our region remaining a vital and competitive global economy, as well as integral to our quality of life.

Unfortunately, we also understand that our region is behind the curve in terms of infrastructure investment and that all future decisions come with an elevated price tag. Given this scenario, the Bellevue Chamber recommends your consideration of the following decision points with regard to tolling implementation:

- Tolls should be placed on SR 520 and I-90 at the same time. Tolling only one bridge will result in too great of a transportation burden upon the other.
- Consideration should also be given to toll other large "mega" transportation projects like the I-5 Cross State Bridge and potentially the Viaduct.
- Due to the mobility in the region and potential unintended consequences of diversion options, tolls should be collected on both the East and West entrances to the bridges.
- In order to ensure that tolls are affordable for all, we support early tolling implementation. Further, all funding should be placed toward costs directly associated with construction on the SR 520 Bridge and Corridor.
- We also support legislation designating that all monies and debt capacity raised on one facility be spent on infrastructure replacement of that facility and not diverting it for other transportation uses.
- Once a project is completed and the bonds are paid off, tolls should sunset to allow continued public accountability.
- Affordability must be carefully weighed in any tolling scenario. Given that current transit options are limited, a flat-rate toll should be used. Variable tolling should only be considered when additional transit connections, sufficient to meet commuter needs and demand, are available as an option to serve the corridor.

We look forward to working with you to develop a tolling program that will work optimally for the Puget Sound region. We want our economic engine to continue to remain competitive and to grow and thrive in the future.

Sincerely,

Betty Nokes
President & CEO
Bellevue Chamber of Commerce

Chris Falco, CPA
Chair
Bellevue Chamber Board of Directors

From: J.H. Peters
Source: Mail
Date: 08/28/2008
Zip Code: 98004

Comment:

Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Pay the toll

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

2

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98004/98004

Question 7 – Are there additional tolling scenarios that the committee should consider?

HOT lanes in the HOV lanes from I-5 to Redmond. HOT lanes on I-90, Eastgate to I-5. Keep it simple, delete the segment tolls and collect in one location on the bridge(s). Minimal revenue according to presentation for segments with increased hassle for users and costs to implement and operate and maintain.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

N/A

From: Mark Dundon

Source: Mail

Date: 08/28/2008

Zip Code: 98075

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We must do something to help solve the traffic problems now and this makes sense to us.

From: David Seidman

Source: Mail

Date: 08/28/2008

Zip Code: 98008

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Jana Hobbs

Source: Mail

Date: 08/28/2008

Zip Code: 98033

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Both bridges should be tolled equally to prevent drivers from merely avoiding the 520. We also need transportation alternatives.

From: Hugh Givens

Source: Mail

Date: 08/28/2008

Zip Code: 98033

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Bernard Ray

Source: Mail

Date: 08/28/2008

Zip Code: 98004

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Karen Kildahl

Source: Mail

Date: 08/28/2008

Zip Code: 98034

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Spot on!

From: Angeline von Fuchs
Source: Mail
Date: 08/28/2008
Zip Code: 98059
Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Fight Tim Eyman's Initiative to remove transportation choices.

From: Brenda Heath
Source: Mail
Date: 08/29/2008
Zip Code: 98074
Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

This sounds like a goo idea.

From: David Lake
Source: Mail
Date: 08/29/2008
Zip Code: 98075
Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Meghan Knight
Source: Mail
Date: 08/29/2008
Zip Code: 98052
Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Laura Pendergraft
Source: Mail
Date: 08/29/2008
Zip Code: 98034
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Laura Pendergraft

From: Tim Benton

Source: Mail

Date: 08/29/2008

Zip Code: 98004

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Jim Haberzette

Source: Mail

Date: 08/29/2008

Zip Code: 98034

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Amanda

Source: info@build520.org

Date: 08/29/2008

Zip Code: 98052

Comment:

I am concerned about the future tolls on SR 520 bridge. Have you taken into consideration the income levels and needs of folks using the bridge? Not everyone works at Microsoft. Students going to U.W. are often barely making ends meet. Also, those seeking medical care at UW hospital are going to be severely affected. Not everyone can easily take the bus. I am a disabled single mom on social security. Twice a week I must travel across the bridge for medical treatment. The added cost of tolls is going to push me to the breaking point. The bus is not practical as I need to be able to transport my child to school and back and hurry to get my treatments in Seattle. With the cost of gas, inflation, and the sad economy, this is not a good time to add another expense. Especially since we will not even get to see a benefit for another 9 years. A toll is an incredible hardship for those of us who are already living at poverty level and do not have the luxury of time. If you look at the bus schedules you will see that there are many times and places that the busses do not connect well. Have you considered economic breaks for low income folks going to work, school, interviews, or medical appointments. A large toll is cruel for these people (including me and my daughter). How much money is it going to take to just implement the tolls? I do not understand why some project have toll and others don't. Why not toll the viaduct in Seattle? I have never even used this route.... and why not toll the mountain passes, especially when so much money has been spent this year on making the roads safe? It seems that major roads should be included in the budget and not be given a special fee. I will drive around the lake if I have the time and it is cheaper than paying the toll. I know others that will also. I can handle a dollar toll, but \$6 would be an extreme hardship. Also, having been a victim of domestic violence and stalking, I am very, very leery of electronic tolling... I want my travels to be private and not collected info on a nonsecure computer.... and no computer is totally secure. Thanks for reading. amanda

From: Charlene Ernst

Source: info@build520.org

Date: 08/29/2008
Zip Code: 98004
Comment: Tolls? Transmitter works for you on Hwy 16, but against you if you legitimately carpool on 167. Tolls may be a solution, but make the cost reasonable and management sensible. \$4 is not reasonable and the mixed use of Hwy 16 and 167 is not an example of sensible toll management. Can we learn from others rather than failing on our own?

From: James Adcock
Source: Mail
Date: 08/29/2008
Zip Code: 98006
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Ron and Margaret Snell
Source: Mail
Date: 08/29/2008
Zip Code: 98034
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Gladys Nabors
Source: Mail
Date: 08/29/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: John O'Hearn
Source: Mail
Date: 08/29/2008
Zip Code: 98052
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Christel Cherry
Source: Mail
Date: 08/29/2008
Zip Code: 98033
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions

to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Eric Schlegel
Source: Mail
Date: 08/30/2008
Zip Code: 98053
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Mary Stout
Source: Mail
Date: 08/30/2008
Zip Code: 98053
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Robert Crosson
Source: Mail
Date: 08/30/2008
Zip Code: 98005
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I believe that this is the only fair way to achieve infrastructure improvement!

Robert Crosson

From: Carolyn Saxegaard
Source: info@build520.org
Date: 08/30/2008
Zip Code: 98004
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We could use it on some of our freeways also - they do in Norway.

Carolyn Saxegaard

From: Will Knedlik
Organization: Eastside Rail Now

Source: info@build520.org
Date: 08/31/2008
Zip Code: 98083
Comment: Chairman Drewel:

Comments on four initial tolling scenarios requested by the 520 Tolling Implementation Committee by August 31, 2008, and submitted hereinbelow on behalf of SR 520 Users Coalition, of SR 522 Users Coalition and of Interstate 90 Users Coalition, are directed to the Committee's statutory obligation to "(e) evaluate the potential diversion of traffic from state route number 520 to other parts of the transportation system, including state route number 522 and local roadways, when tolls are implemented on state route number 520 or other corridors, and recommend mitigation measures to address the diversion" (Section 6, paragraph 2, Engrossed Substitute House Bill 3096, now identified as Chapter 270, Laws of 2008).

The three coalitions appreciate the Committee's invitation to comment.

Simply put, all four scenarios developed by the 520 Tolling Implementation Committee so far set tolls at rates sufficiently beyond any reasonable level for a replacement bridge that resulting vehicle diversion would occur in volumes and on a scale unavoidably harmful to each city and every other community affording a toll-free alternative. This harm can be mitigated only with much lower tolls.

Thus, part of what is required is within the Committee's statutory duties and part may be slightly beyond those legal obligations, but in both instances pivotal information required for infrastructure development in this state to be undertaken on a reasonably workmanlike basis is unavailable for the same reason: namely, the long-established state statute requiring transportation planning here to be "based on a least cost planning methodology that identifies the most cost-effective facilities, services, and programs" (RCW 47.80.030), which our state Legislature clearly established as this state's public policy, in 1994, precisely in order to prevent both suboptimal uses of limited state revenues on transportation projects (such as those implicated by all of the Committee's initial scenarios), and also any greater waste (such as Sound Transit's plans to dissipate most or all of Proposition 1's \$107.5 billion in local-option tax authority, as is being requested by that agency in 2008, for just 31,000 daily transit riders to be thus added, pursuant to Sound Transit 2, App. C, at C-6), has been utterly defied by the Puget Sound Regional Council in order to substitute nonsense on stilts for responsible transportation planning (and the PSRC has been assisted in such enormous wrongdoing by the Washington State Department of Transportation's patent disregard for its explicit obligations in said statute).

In fact, Mr. Chairman, no two individuals in the state of Washington are more responsible for the PSRC's disgraceful slow-walking of its wholly certain "least cost planning" duties since that quintessential statute's effective date – now in its 15th year and counting – than you (as a past chairman of PSRC and as its current chief executive officer), and Hon. Richard Ford (as a serial obstructionist in his nominal service on the PSRC's Transportation Policy Board in order repeatedly to prevent its compliance with state law), even though WSDOT bears substantial blame as well (given its extended disregard for specific terms of that statute indisputably applicable to WSDOT).

Because defiance for a state statute essential for responsible transportation planning has been hidden, in plain view, with winks and nods by the daisy chain of elected officials chairing both the PSRC and also Sound Transit since "least cost planning" became the law of this state in 1994 – behind the thin excuse that very well paid bureaucrats simply cannot understand totally straightforward law – neither professional transportation planners, nor the average taxpayer, can ascertain whether the underlying assumptions about replacing the SR 520 bridge are premature by five years, by 15 years, or by even 25 years (as is also the case for the SR 99 viaduct as another multibillion transportation project being dreadfully mishandled by WSDOT), and simple prevention of such premature replacement of the Evergreen Point floating bridge could well result in savings for taxpayers equal to more than any of the excessive tolling scenarios considered by the Committee up to this point in time (if major wrongdoing can be brought to a tardy conclusion before many more billions of dollars are added to those billions that have already been dissipated due to a decade and a half of extremely serious misconduct, so far, both by you and also by Mr. Ford).

This wrongdoing constitutes the tort of misfeasance in public office at common law, and you and Mr. Ford should immediately resign from your positions on the 520 Tolling Implementation Committee, rather than to continue to use those positions of public trust in order to cover up both your misfeasance for nearly 15 years in this regard and also those billions of dollars that have been wasted because of your personal misconduct, which render current tolling scenarios counterproductive, and which will make the enormous waste of public funds due to the two of you the central focus of public debate on SR 520 tolls when taxpayers learn shortly of PSRC's ongoing defiance for our state's least-cost-planning law (as well as of WSDOT's related disregard for cost effectiveness).

Simply put, a direct requirement for the Committee to "recommend mitigation measures" cannot be fulfilled without the Committee squarely reporting that data essential to advise the Legislature and the Governor, reasonably, will not become available until the PSRC and its Transportation Policy Board stop their joint stonewalling now in its 15th year (and until WSDOT ends aiding and abetting for such misconduct). This core need appears unlikely to be feasible if the report is presented by a 520 Tolling Implementation Committee controlled by two major wrongdoers of long standing (and by one pivotal enabler at present).

If any member of the 520 Tolling Implementation Committee or its staff would benefit from any documentation of PSRC's extended-and-intentional wrongdoing as to its "least cost planning" responsibilities, then please feel free to have your staff contact me for access to those materials being prepared for the 61st Legislature.

Respectfully yours,

Will Knedlik

From: Judith Frey
Source: info@build520.org
Date: 09/02/2008
Zip Code: WA
Comment: I have concerns about tolling because I have heard it will begin on the Eastside at Lake Washington Blvd/Bellevue Way. I don't know why I should pay toll, not to cross the bridge, but to simply get home (exit 92nd). Is provision being made for drivers who live near the bridge, but would not be crossing the bridge?

From: Eric Breidenbach
Source: info@build520.org
Date: 09/03/2008
Zip Code: 98006
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Eric Breidenbach

From: David Habib
Source: Mail
Date: 09/03/2008
Zip Code: 98005-1813
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

David Habib

From: Josephine Marsh
Source: Mail
Date: 09/03/2008
Zip Code: 98052
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Josephine R. Marsh

From: Sue & Jimbo Dehmlow
Source: Mail
Date: 09/03/2008
Zip Code: 98007
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Do this!

Sue & Jimbo Dehmlow

From: Nathan Ihle
Source: Mail
Date: 09/03/2008
Zip Code: 98040
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Judith Hjorth
Source: Mail
Date: 09/03/2008
Zip Code: 98052
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Andrea Barnett
Source: Mail
Date: 09/03/2008
Zip Code: 98006
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kay Morrision
Source: Mail

Date: 09/03/2008
Zip Code: 98006-3981
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Great idea and fair.

From: Wayne Lamm
Source: Mail
Date: 09/03/2008
Zip Code: 98074
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Hugh McLoone
Source: Mail
Date: 09/03/2008
Zip Code: 98008
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: William Hubbard
Source: Mail
Date: 09/03/2008
Zip Code: 98075
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Let's improve public transportation!

From: Bob Duvall
Source: Mail
Date: 09/03/2008
Zip Code: 98040
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kathryn Rogovy

Source: Mail

Date: 09/03/2008

Zip Code: 98040

Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Traffic congestion is destroying our quality of life!

From: Jean Worthen

Source: Mail

Date: 09/03/2008

Zip Code: 98004

Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Sheila Edwards

Source: Mail

Date: 09/04/2008

Zip Code: 98033

Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Please include Kirkland in the loop! Seattle, Bellevue, to Redmond, Kirkland back to Seattle.

Sheila Edwards

From: Mark & Susan Vossler

Source: Mail

Date: 09/04/2008

Zip Code: 98034

Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Mark & Susan Vossler

From: Hillary Bassett Ross

Source: Mail
Date: 09/04/2008
Zip Code: 98052
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Hillary Bassett Ross

From: Yvonne Martinean
Source: Mail
Date: 09/04/2008
Zip Code: 98034
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Yvonne Martinean

From: Al Garman
Source: Mail
Date: 09/04/2008
Zip Code: 98006
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Al Garman

From: Sven-Lasse Lassen
Source: Mail
Date: 09/04/2008
Zip Code: 98008-5321
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We support tolls on I-90 and 520 bridges!

Sven-Lasse Lassen

From: Ross Hunter
Organization: Washington State Legislature
Source: info@build520.org

Date: 09/05/2008
Zip Code: 98039
Comment: Looking forward to seeing a plan.

From: Heinke Clarte
Source: Mail
Date: 09/06/2008
Zip Code: 98033
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Rebuild the bridge before disaster strikes!

Heinke Clarte

From: John Bagge
Source: info@build520.org
Date: 09/09/2008
Zip Code: 98008
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Change travel time to a period when the toll is lower
Not make the trip
Make the trip, but don't cross the lake

It's hard to say; I see myself checking all of the above depending on the situation.

Question 4 – How many days in the last week did you use 520?

1
7+ (business days)

Business days I would pay the toll. Personal days I would not cross the lake unless it was cheaper to carpool.

Question 5 – How many days in the last week did you use the I-90 bridge?

7+ (business)
2 (personal)

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98008; 98033

Question 7 – Are there additional tolling scenarios that the committee should consider?

N/A

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

Is there a way you can give people who drive a car more incentive to carpool as in a reduced toll rate?

Ask businesses to assist by posting a commuter ride share and reward them with a public announcement saying which companies have the highest percentage of ride sharing.

From: Barbara B. Bruell

Source: Mail

Date: 09/10/2008

Zip Code: 98074

Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Erin H. Powell

Source: Mail

Date: 09/10/2008

Zip Code: 98004

Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Chris Kacoroski

Source: Mail

Date: 09/10/2008

Zip Code: 98033

Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Ravi

Source: info@build520.org

Date: 09/10/2008

Zip Code: 98052

Comment: I am not in favor of any tolling of the bridges - this will in all likelihood have a behavior impact on the citizens, when in fact you should remove any such bottlenecks for free flow.

In general, I am very disappointed that our Government is indulging in spending our hard earned tax

dollars in useless wars like the one in Iraq, while tax payers are yet again called upon to pay for infrastructure projects back home.

I would like to know why WA elected politicians (home to massive tax generating Companies like Microsoft, Amazon, Boeing, Starbucks etc) are unable to bring in bigger share of federal dollars (it seems Alaska is having a better luck than WA) for a well deserved infrastructure project like 520 bridge upgrade.

Thanks for the opportunity to comment.
Ravi

From: Ravi
Source: info@build520.org
Date: 09/10/2008
Zip Code: 98052
Comment: continuing ...

I also feel that any 520 upgrade should definitely involve light rail to Redmond. Every major city has transit connecting suburban areas, and this is a good opportunity for committee members to push for lightrail as the citizens are supportive of this idea - look at the increase in ridership on 545 and other buses between eastside & Seattle.

From: Nancy McCormick
Organization: City of Redmond
Source: Mail
Date: 09/10/2008
Zip Code: 98073
Comment: Dear Mr. Drewel:

Thank you for your presentation at the Redmond City Council meeting on August 19, 2008 regarding the tolling scenarios for the SR 520 and I-90 bridges. The information that you and Charlie Howard provided on the initial analysis results was helpful in our discussion of tolling issues. We appreciate the significant work of the 520 Tolling Implementation Committee during the past several months and provide the following comments for the Committee's consideration:

1. Evaluate tolling beginning in 2010 on both the SR 520 and I-90 bridges;
2. Evaluate tolling beginning in 2010 on the SR 520 Bridge and tolling to begin as early as possible on the I-90 Bridge consistent with federal requirements for tolling on interstate highways;
3. Evaluate different peak hour toll rates for eastbound and westbound traffic on both bridges as a way to manage traffic and raise revenue based on bridge use. In 1963, traffic over the SR 520 Bridge between the Eastside and Seattle reflected a typically heavy suburban to Seattle flow in the morning, and heavy reverse flow from Seattle to the suburbs in the afternoon. Traffic levels today do not reflect this, with 51% of vehicle trips in the morning peak hour traveling from Seattle to the Eastside, and 52% traveling from the Eastside to Seattle in the afternoon peak hour;
4. Examine tolling impacts of each tolling scenario on low income households, and identify ways to mitigate these impacts;
5. Examine tolling and congestion impacts to businesses, including the impact of toll charges compared to the benefits of lower congestion and improved travel time on both bridges;
6. In examining the impact of various toll rates on revenue and traffic flow across both bridges, recognize that parking charges and fuel costs are not within the scope of this study, yet significantly affect travel;
7. Conduct an appropriate number of public meetings on both sides of Lake Washington for the second round of public engagement, as public outreach is critical to the successful assessment of tolling;
8. Toll revenue should only be used to pay for capital and maintenance expenses in the crosslake corridor and help fund the capital cost of the new SR 520 Bridge

Thank you for the opportunity to comment. Please contact Terry Marpert if you have any questions about our comments.

Sincerely

Nancy McCormick
President, City Council

From: Todd Haugen
Source: info@build520.org
Date: 09/11/2008
Zip Code: 98004
Comment: Given the unknown impact on travel, these are all guesses I am amazed there is even an option not to start tolls on 520 almost immediately. Historically we have overestimated revenues from sources like this and therefore we should get started ASAP. Additionally it seems unreasonable this effort is not coupled with significant efforts to drive commuters towards mass transit. An average cost of 1000 to 1500 / year will not do that. Tolling at double these rates will do that. The green impact this will have on the environment, either migrating commuters to mass transit or forcing them to move closer to the place of employment far outweighs most other concerns related to the bridge. Start tolling on 520 in 2010 at \$4 a direction and start tolling on I90 in 2016 at the same rate. Sure use what ever complicated adjustable equation you like but please, please, please incent people to move closer to their work.

Todd (a resident of Clyde Hill, the poor part; -)

From: Curt Allred
Source: Mail
Date: 09/11/2008
Zip Code: 98006
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Barbara Braun
Source: Mail
Date: 09/11/2008
Zip Code: 98006
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kathy Daniels
Source: Mail
Date: 09/12/2008
Zip Code: 98004
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Hazim Mohaisen
Source: info@build520.org
Date: 09/12/2008
Zip Code: 98052

Comment: I am totally against any payment system to using the bridges. It's called public transportation for a reason. It means if someone does NOT have money then they can't travel!!! that is against the basic human right for freedom of movement. So effectively people are being banned from moving! Which is an absolute unacceptable and totally wrong.

This is especially true if the fees is applied to both I90 and I520. i.e people can't go to the west side without paying!!! That is totally wrong.

Please NO fees applied on peoples movements. Thank you.

Hazim

From: Norm Klein

Source: Mail

Date: 09/12/2008

Zip Code: 98008

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Harriet Klein

Source: Mail

Date: 09/12/2008

Zip Code: 98008

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Walter Boltman, Jr

Source: Mail

Date: 09/16/2008

Zip Code: 98052

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Too late?

From: Fred McConkey

Organization: Town of Hunts Point

Source: info@build520.org

Date: 09/16/2008

Zip Code: unknown

Comment: Town of Hunts Point
Tolling Policy Statements
September 2008

In order to fund capital improvements for the Lake Washington transportation bridge corridors, the Town of Hunts Point supports tolling of these facilities as follows:

Supports Regional Tolling - No Segment Tolling
The SR 520 floating bridge and the I-90 floating bridges should be considered as integrated facilities for tolling purposes

Tolling of the SR 520 floating bridge and the I-90 floating bridge should commence concurrently and as early as 2010

Only the floating bridge portion of each corridor should be tolled and there should be no segment tolling on either corridor

Tolling Revenues Must Link To Capital Improvements
Tolling monies generated should be used exclusively for funding and construction of the capital improvements on SR 520, operations and maintenance of the 520 and/or I-90 facilities as well as local jurisdiction mitigation within and immediately adjacent to the corridors

Tolling rates should be the minimum necessary to fund, construct, operate, maintain and locally mitigate

Tolling will directly impact the Town of Hunts Point and traffic patterns within the Town. Early implementation of mitigation relating to tolling impacts is essential

No tolling revenues should be diverted to transit services or transit rolling stock

From: Mark Nelson
Organization: City of Medina
Source: info@build520.org
Date: 09/16/2008
Zip Code: 98039
Comment: City of Medina
Tolling Policy Statements
September 2008

In order to fund capital improvements for the Lake Washington transportation bridge corridors, the City of Medina supports tolling of these facilities as follows:

Supports Regional Tolling - No Segment Tolling
The SR 520 floating bridge and the I-90 floating bridges should be considered as integrated facilities for tolling purposes.

Tolling of the SR 520 floating bridge and the I-90 floating bridge should commence concurrently and as early as 2010.

Only the floating bridge portion of each corridor should be tolled and there should be no segment tolling on either corridor.

Tolling rates should be equal on the I-90 and SR 520 bridges and there should be no reduced tolls for any community.

Tolling Revenues Must Link To Capital Improvements
Tolling monies generated should be used exclusively for funding and construction of the capital improvements on SR 520, operations and maintenance of the 520 and/or I-90 facilities as well as local jurisdiction mitigation within and immediately adjacent to the corridors.

Tolling rates should be the minimum necessary to fund, construct, operate, maintain and locally mitigate.

Tolling will directly impact the City of Medina and traffic patterns within the City. Early implementation of mitigation relating to tolling impacts is essential.

No tolling revenues should be diverted to transit services or transit rolling stock.

From: David Cooper
Organization: Town of Yarrow Point
Source: info@build520.org
Date: 09/16/2008
Zip Code: 98004
Comment: Town of Yarrow Point
Tolling Policy Statements
September 2008

In order to fund capital improvements for the Lake Washington transportation bridge corridors, the Town of Yarrow Point supports tolling of these facilities as follows:

Supports Regional Tolling - No Segment Tolling
The SR 520 floating bridge and the I-90 floating bridges should be considered as integrated facilities for tolling purposes

Tolling of the SR 520 floating bridge and the I-90 floating bridge should commence concurrently and as early as 2010

Only the floating bridge portion of each corridor should be tolled and there should be no segment tolling on either corridor

Tolling Revenues Must Link To Capital Improvements
Tolling monies generated should be used exclusively for funding and construction of the capital improvements on SR 520, operations and maintenance of the 520 and/or I-90 facilities as well as local jurisdiction mitigation within and immediately adjacent to the corridors

Tolling rates should be the minimum necessary to fund, construct, operate, maintain and locally mitigate

Tolling will directly impact the Town of Yarrow Point and traffic patterns within the City. Early implementation of mitigation relating to tolling impacts is essential

No tolling revenues should be diverted to transit services or transit rolling stock

From: Grant Degginger
Organization: City of Bellevue
Source: Mail
Date: 09/16/2008
Zip Code: 98009
Comment: Re: Preliminary Comments Concerning Early Cross-Lake Tolling Analysis

Dear Mr. Drewel:

Thank you for your presentation to the Bellevue Council on July 28 concerning preliminary findings associated with the four cross-lake tolling scenarios. The implications of tolling the floating bridges across Lake Washington are likely to be significant, and we appreciate your efforts to develop information that should allow better understanding of the regional and local benefits and impacts associated with tolling concepts on SR 520 and I-90. On behalf of the Bellevue Council, I am writing to convey our initial policy interests with regard to key tolling policy areas.

On August 4, the Bellevue Council continued its discussion about the cross-lake tolling analysis and agreed to the following preliminary policy principles with regard to the key areas shown below.

The purpose of tolling SR 520:

We believe the State needs to be clear about the purpose of tolling the SR 520 bridge, as the purpose ultimately drives the tolling outcomes. Bellevue's position is that principle purpose for tolling SR 520 should be to generate revenue to help fund construction of a new SR 520 bridge. While we support evaluation of the benefits and impacts of congestion pricing on the regional system, we do not think implementing tolls for congestion management purposes on a single segment of the system (SR 520 and I-90) should be one of the goals for the SR 520 tolling effort. The preliminary policy principles outlined below assume the purpose of the tolling is to generate revenue to build the new SR 520 bridge.

1. Timing of tolls SR 520 - We find tolling on the existing SR 520 bridge is only acceptable in 2010 if: (1) deployment of early tolls will result in significantly earlier completion of project; and (2) beginning earlier in 2010 allows for lower toll rates that are deemed more acceptable to the public.

2. Tolling approach: SR 520 only or both bridges: Assuming the primary purpose of tolling SR 520 is to fulfill the legislature's identified funding gap for replacing the bridge, the toll should be applied only to SR 520. If the scenarios tolling only SR 520 result in unreasonable toll rates, we would urge the Legislature first to consider whether additional State or Federal resources should be sought to allow the toll rate to be reduced. If it is determined that tolling I-90 is needed to help reduce the toll rate on SR 520 or to ease traffic diversion, then:

- a. The State should ensure that a toll is accompanied with improvements on the I-90 corridor, such as completion of the R8-A or other projects and;
- b. The toll rate for I-90 should be set to minimize the diversion and to fill the funding gap, rather than tolling it at the same level as SR 520.

3. Segment tolling - At this time, the City of Bellevue does not support the use of segment tolls. PSRC staff indicated that the cost of collecting tolls on these short, non-bridge segments may be greater than the value of having these tolls in place. Segment tolling potentially adds an unnecessary layer of complexity and confusion to the tolling discussion. Segment tolling should therefore be dropped in any forthcoming evaluation and policy consideration.

4. Use of tolling revenues - Tolling revenue should be used for capital construction on the bridges. Should the focus of tolling in the future shift to a system-wide approach to congestion pricing beyond SR 520 and I-90, the use of tolling revenues for other purposes should be explored at that time.

5. Toll rates if both bridges are tolled - Should the state determine that there is a need to toll both SR 520 and I-90, the rate of the tolls on each should be established to best address traffic diversion issues even if that requires differential rates over time. It will be critical that the relationship and purpose of the tolls be clearly linked to capital improvements on each bridge with distinct funding assignments between the two bridges.

6. Minimize and mitigate traffic diversion on corridors that are not tolled - SR 520 tolling should be implemented in a manner that minimizes traffic diversion on alternate local and state routes to the greatest extent possible. We believe additional analysis of the data is needed to understand the impact of the projected diversion to local streets. In order to better assess the regional and local impacts, we ask that you include peak period diversion information by key intersections and volumes along I-405 in any forthcoming evaluation.

Thank you for the opportunity to provide early comments on your first round of cross-lake tolling analysis.

We look forward to continued collaboration with you.

Sincerely,
Grant Degginger
Mayor

From: George Martin
Organization: City of Clyde Hill
Source: Mail
Date: 09/16/2008
Zip Code: 98004
Comment: City of Clyde Hill
Tolling Policy Statements
August 2008

In order to fund capital improvements for the Lake Washington transportation bridge corridors, the City of Clyde Hill supports tolling of these facilities as follows:

Supports Regional Tolling - No Segment Tolling
The SR 520 floating bridge and the I-90 floating bridges should be considered as integrated facilities for tolling purposes

Tolling of the SR 520 floating bridge and the I-90 floating bridge should commence concurrently and as early as 2010

Only the floating bridge portion of each corridor should be tolled and there should be no segment tolling on either corridor

Tolling Revenues Must Link To Capital Improvements

Tolling monies generated should be used exclusively for funding and construction of the capital improvements on SR 520, operations and maintenance of the 520 and/or I-90 facilities as well as local jurisdiction mitigation within and immediately adjacent to the corridors

Tolling rates should be the minimum necessary to fund, construct, operate, maintain and locally mitigate

Tolling will directly impact the City of Clyde Hill and traffic patterns within the City. Early implementation of mitigation relating to tolling impacts is essential

No tolling revenues should be diverted to transit services or transit rolling stock

From: Mary Schubert

Source: Mail

Date: 09/17/2008

Zip Code: 98033

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: John Rose

Organization: Town of Beaux Arts

Source: Mail

Date: 09/23/2008

Zip Code: 98004

Comment: TOWN OF BEAUX ARTS VILLAGE

RESOLUTION NO. 244

A RESOLUTION OF THE COUNCIL OF THE TOWN OF BEAUX ARTS VILLAGE SETTING FORTH A POLICY STATEMENT REGARDING TOLLING ON THE SR-520 AND I-90 FLOATING BRIDGES.

WHEREAS, the 520 Tolling Implementation Committee is evaluating several options for implementing tolls to finance construction of the new SR-520 Floating Bridge; and

WHEREAS, placing tolls on just the SR-520 Floating Bridge alone is likely to increase congestion on the I-90 Floating Bridge; and

WHEREAS, increased congestion on the I-90 Floating Bridge will directly impact traffic patterns in the Town of Beaux Arts Village and the South Bellevue neighborhoods in the Town's vicinity; and

WHEREAS, the impacts on traffic patterns in the Town and its vicinity will have a negative affect on the quality of life of the Town's citizens; and

WHEREAS, placing tolls on both the SR-520 and the I-90 Floating Bridges will eliminate most if not all of said increased congestion on the I-90 Floating Bridge;

NOW, THEREFORE,

BE IT RESOLVED by the Council of the Town of Beaux Arts Village as follows;
Section 1. The SR-520 Floating Bridge and the I-90 Floating Bridge should be considered integrated regional facilities for tolling purposes.

Section 2. Tolling of the SR-520 Floating Bridge and the I-90 Floating Bridge should commence concurrently.

Section 3. Only the floating-bridge portion of each corridor should be tolled. There should be no segment

tolling on either corridor.

Section 4. All monies generated by tolling should be used exclusively for funding the construction of capital improvements on SR-520, operations and maintenance of SR-520 and I-90 facilities, and mitigation of impacts on local jurisdictions within and immediately adjacent to these corridors.

Section 5. Tolling rates should be the minimum necessary to fund, construct, operate, maintain and mitigate as discussed in Section 4.

Section 6. No tolling revenues should be diverted to transit services or transit rolling stock.

Section 7. All construction funded by these tolls should utilize sound mitigation measures, including quiet pavement, to the extent possible.

PASSED by the Council of the Town of Beaux Arts Village this 9th day of September, 2008.

John Rose, Mayor

From: Janet Shaff
Source: info@build520.org
Date: 09/26/2008
Zip Code: unknown
Comment: I believe that there should be a combination of Federal, State funding & tolls on BOTH floating bridges to replace the 520 bridge. If there are tolls on 520, but not I-90, then traffic will simply shift to I-90 to avoid the tolls.

From: Dave Hrsuka
Source: info@build520.org
Date: 09/26/2008
Zip Code: 98033
Comment: I am adamantly opposed to any tolling on either 520 or 90. I am ok with a nominal toll on 520 (for traveling across the bridge only), once the new bridge is complete.

From: Jill Tracy
Source: Mail
Date: 10/07/2008
Zip Code: 98053
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Stone
Source: Mail
Date: 10/13/2008
Zip Code: 98008
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so that they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Jim Connely
Source: info@build520.org
Date: 10/23/2008
Zip Code: 98053
Comment: Start tolling on both bridges ASAP; make it as low as possible (2-3 dollars round trip) and then adjust the toll for inflation after the bridge is completed. Thanks.

From: Anonymous
Source: info@build520.org
Date: 11/01/2008
Zip Code: unknown
Comment: Keep it simple.
A) Toll only the 520 bridge, the one we are replacing!
B) Begin tolling sooner rather than later.
C) Make a FLAT RATE TOLL for every crossing no matter the time of day or day of week.
D) Keep the toll LOW (e.g. \$1.00 per crossing) so that people don't take alternate routes and make congestion a mess everywhere.
E) Continue tolling until bridge is paid for and a sensible maintenance fund is funded.
*SIMPLIFY YOUR IDEAS and lower the toll - then people will use the bridge, not to be confused as to time of day at what fee, and will continue normal patterns. I think it will pay for itself quicker if you keep the toll low so it's not a big issue.

From: Mary Carothers
Source: info@build520.org
Date: 11/04/2008
Zip Code: 98052
Comment: Hello,

I work at the North End and use both bridges on a regular basis. Since where I work charges high prices for parking- I have tried to use the bus several times per week. My salary has not gone up-and I saw some of the tolling options you are considering. All of them are beyond me-and while my employer is partially subsidizing my bus pass- I am also paying heavily for it-including taxes. I have also found that when a toll is put on in this state-it never is removed-but increased.

I am very worried about what I will do. It appears the only option in this case is to find new employment that will not involve crossing a bridge.

From: Klaus Meyn
Source: info@build520.org
Date: 11/05/2008
Zip Code: 98052
Comment: I have previously submitted my input via e-mail. Do I still have to attend one of the meetings to have my point of view be considered.

Thank you

From: Renay Bennett
Source: info@build520.org
Date: 11/06/2008
Zip Code: 98004

Comment:

Please, no tolls on any road or bridge. This state has plenty of money to fund its Constitutional duties of transportation. The problem is that the most of the electeds currently scheming in Olympia and in many municipalities fund special programs and welfare to the detriment of our state.

Please do not use tolls. This only gives the schemers more money taken from us poor taxpayers who fund their spending sprees - and which they never spend appropriately.

From:

Rick Logwood

Source:

info@build520.org

Date:

11/06/2008

Zip Code:

98033

Comment:

Recognizing the current analysis regarding rates, diversion, and timing:

Move forward with implementing tolling on SR 520 now, while allowing debate and FHWA to come to a conclusion on the additional benefits/improvements and long term M&O provisions for I-90 to be reached, subsequently moving forward with tolling on both SR 520 and I90. This then lead to disussion/evaluating enhanced toll lanes for I-405 to relieve congestion and also provide funding for needed improvements. Example, we are here today debating the issues due to 1) not having a reasonable well thought out plan to collect or provide leglatively sufficient funding for the eventual replacement of significant infrastructure, let along maintain what we have, 2) relying on Gas Tax revenue that does not address other legislative mandates (Federal & State) regarding improved fuel efficiency and associated reduced emissions, 3) reduced VMT combined will not and is not a sustainable and economically adjustable revenue, and 4) recognizing other land use changes that have occur and are being developed that reduce trips, VMT, and provide for expanded transportation choices that do not rely on the automobile.

Move forward with tolling now, to reduce the overall cost, i.e., while fuel costs are down and not \$5.00 per gallon, and anticipating that the economic downturn in the Puget Sound region, has lagged relative to other areas, and will likely rebound in a shorter amount of time - especially considering other global events, i.e., Olympics and high technology growth within the region - which also acknowleges the ability to implement LRT - positive regional support.

Establish realistic rates and investment strategies for revenues collected to maximize the overall return and reduce total net cost for the project. Example, acquire right-of-way as early as possible, implement in stages to reduce impact and lower construction costs, while advancing mitigation of impacts, which also sends a clear policy message to communities west of Lake Washington.

And if failure of the existing structure is realistic - reaslitically then a project and the funding for the project need to happen, if not how reaslistic is structural failure...

Ensure investment equity, such that Eastside communities receive appropriate mitigation, benefits from early implementation, and equity to the revenue generated as the orientation and destination of total trips change.

Make eligible other investments for transportation system improvement that can use tolling revenue relative to the corridor, including improvements east to SR 202, I-405/520 interchange, implementation of BRT & station upgrades, and recognize that at some point 50 years from now there may be a need for future upgrade/replacements and expansion to serve LRT, etc. Meaning consider the long term needs/consequences/benefits...

Find a more attractive/method for implementing on vehicles and recording transponder's that 1) does not have a toll bridge impacting the visual corridor heading west - Seattle Skyline and Olympics; and something on the front of a vehicle that can easily be damaged or taken.

Let's move on toward fixing roadways and highways of regional significance, as debating it and waiting for Seattle communities to come to some form of conclusion would suggest - if they believe that the facility is of significant impact then access to/from is of little interest, therefore, eliminate access and provide HOV/Transit ramp access only in the vicinity of Montlake, which also narrows the overall footprint, while maintaining the six lane corridor typical section.

From:

Ron Bailey

Source:

info@build520.org

Date:

11/06/2008

Zip Code:

98033

Comment: Wait a bit on your decision. Obama is going to throw a whole bunch of money at state construction projects to put people to work so get the balance of what you need from the Feds. We didn't have tolls on I-90. Don't want them on 520!

If you must toll, put them on when the project is completed and take them off when its paid for! None of this nonsense of running it into eternity.

From: Eric Wuellner

Source: info@build520.org

Date: 11/07/2008

Zip Code: 98006

Comment: I feel any tolling implemented should be applied to the project only. No tolls should be placed on I-90. It is only fair to have those who use it finance it. I feel I contribute my share already in the gas and state taxes I pay. I also feel it should be a flat toll implemented as early as necessary to fill the funding gap.

From: Lise

Source: info@build520.org

Date: 11/08/2008

Zip Code: 98052

Comment: As an Eastsider I am greatly concerned about the talk of tolls on the 520 bridge. I am not a commuter and traffic is rarely a problem for me personally. As a mother I enjoy taking my children to the Seattle zoo. If I am charged the toll, plus the processing fee I may not go to the Seattle zoo. Or the Science center, Aquarium, Pike Place, Mariner games, Alki Beach and dozens of other places we love to go for a family day out. Dates with my husband will definitely be confined to the Eastside. Bellevue and Issaquah are offing more in the way of theater and dinner. They will get my business. I am even more concerned about my access to Childrens Hospital. My son recently broke his leg. He has had so far, a 5 day stay, 2 surgeries, and countless clinic appointments. We have met many Eastsiders at the hospital that are there long term - children with cancer, children with genetic issues etc... The medical bills are overwhelming. I cannot imagine having to add on top of all of that a "toll" to go and take my son to see a doctor! The one question I do have is why is the hill approaching 92nd in Bellevue very slow and then it opens up as you get on the bridge deck? Or why is it usually slow at the Arboretum and then picks up speed? Perhaps it is not the bridge's fault! I have seen "government" ruin and/or waste many many things in my 30 years on the Eastside (those sparkly statues that replaced the fountains at the Seattle end of 520), please be very careful as you decide what to do.

From: Don Gerend

Source: info@build520.org

Date: 11/08/2008

Zip Code: 98075

Comment: A tolling scenario starting with tolling SR-520 in 2010, followed by adding tolling to I-90 in 2011 or 2012, would allow real measurement of the diversion effects, rather than simply theoretical calculations based on modeling or speculation, and would give a firmer basis for any mitigation considerations. Once the new bridge is built with six lanes, it will handle more traffic than the present one, even with moderate tolls, and thus eliminate any negative diversion effects. So, starting with lower tolls and increasing them when the bridge is completed, seems logical in efforts to minimize diversion effects.

From: Frans Koning

Source: info@build520.org

Date: 11/08/2008

Zip Code: 98006

Comment: Start NOW or ASAP with tolling I-90 and 520.

1. Have some construction money up front and less toll later.
2. Make travellers get used to it.
3. Tolling probably will reduce traffic NOW and provide
4. Encouragement to use existing public transportation

From: Lorrie Peterson
Source: info@build520.org
Date: 11/08/2008
Zip Code: 98053
Comment: State of Washington,

Thank you for evaluating ways to fund the SR520 Bridge Replacement/Expansion. Please incorporate my comments into your analysis.

My vote is to expand the bridge and nearby infrastructure of SR 405 to accept the additional volume of traffic as soon as possible and appreciate that the State is looking at ways to fund this project.

My opinion is:

1) That you listen to both the Bellevue City Council and somewhat the Kirkland City Council to determine what their recommendation would be, based on their analysis and impacts to those adjacent Cities.

2) I do not believe you should solely toll the SR520 Bridge. Living in Redmond, Union Hill, as I travel to visit our daughter at Seattle University, I would take alternative routes to avoid paying a toll, such as connecting to I-90 either via City of Sammamish, or SR405. When we move back to our home in Bellevue, I would take surface streets in Bellevue to avoid a toll on SR520 and impact neighborhoods. I do not believe tolling one bridge is sufficient to reduce congestion, but would support whatever alternative the Bellevue City Council forwards to you.

3) I think the costs I've heard for daily trip is very high and would be a hardship for most middle income folks. I drive to Bellevue for my employment so won't be impacted daily, but feel it will be difficult for many middle or low income folks to afford. Recommend you start tolling asap, so you can keep the cost low and build up the funds.

4) State needs to work with King County to expand Rapid Transit, Bus Routes, and park and ride lots. Great to hear that the Initiative passed so project will be constructed to Microsoft in Redmond, but park and ride lots are not sufficient for the current need, let alone the additional numbers that will come once the bridge is expanded so new park and rides or larger facilities are needed now.

I'm an excellent candidate to park and bus to the Bellevue Transit Center; but every time I've tried to park my car at Bear Creek it is completely overflowing by 7 AM. I can't get there earlier due to family/school needs, as I'm sure is the case for many working families.

I've then attempted to park at the park and ride by Microsoft, but it too fills up early. I will not spend an additional hour driving on and off the freeway looking for park and rides, although I would love to do my part and get my car off the road sooner.

5) Medina, Clyde Hill & Bellevue should receive PARK LIDS over the freeway such as on Mercer Island. This is an excellent way to provide parks and open space for the public. We use the Mercer Island LIDS regularly for soccer and biking and this amenity should be expanded to other Cities.

Thank you for listening and for all the transportation projects the State is completing throughout the State of Washington.

Sincerely,

Lorrie Peterson

From: Joann Swartzinger
Source: info@build520.org
Date: 11/09/2008
Zip Code: 98034
Comment: PLEASE REMOVE ME FROM YOUR MAILING LIST. THANK YOU.

From: Dorothy "D.J." Guth
Source: info@build520.org
Date: 11/09/2008
Zip Code: 98033
Comment: Tolling should begin as soon as possible on both 520 and 90 and should go towards fund better transit options(light rail too if possible!) accross the lake. I think the election has shown that people realize how important keeping the current carpool/HOV lanes and we all know that bicycle lanes are a MUST on the next bridge (I would probably bike 50% of the time if there were a decent bike route to downtown). I currently buy the annual Flexpass and take transit 80% of the time to get to my job in downtown Seattle from Kirkland. Thank you.

From: Phil Tracey
Source: info@build520.org
Date: 11/10/2008
Zip Code: 98053
Comment: I would at the very least expect that the folks on Mercer Island would be taxed double....they have had a personalized freeway for them the last 15 years and should finally pay for it themselves.

READ MY LIPS;
NO NEW TAXES. WE ARE ALREADY TAXED TO DEATH. USE THE MONEY FROM THE BASEBALL STADIUM THAT WAS VOTED DOWN.

OR USE THE MONEY FROM THE EXISTING GAS TAX.....OR USE THE MONEY FROM OTHER EXISTING TAXES....LIKE THE LIGHT RAIL "STUDIES" THAT HAVE ALREADY COST US MILLIONS.

BETTER YET....GET A GOVERNOR THAT KNOWS HOW TO HANDLE MONEY AND USES IT THE WAY THE PEOPLE WANT IT USED!

NO NEW TAXES. WHAT HAVE YOU PEOPLE BEEN SMOKING?????

From: Ellen Hanly
Source: info@build520.org
Date: 11/10/2008
Zip Code: 98033
Comment: I am in favor of tolling on both bridges simultaneously . Also I think buses or people on them should be tolled. In other words, everyone pays equally as we all benefit equally.

From: Judy Redding
Source: info@build520.org
Date: 11/10/2008
Zip Code: unknown
Comment: Sounds like if estimates are reasonable, tolling both bridges beginning 2010 -- with tolling variable -- would be most cost effective, as well as contributing to less congestion. Interesting [illegible]. Glad I listened in.

From: Hans Gundersen
Source: TIC Meeting #7 (Redmond)
Date: 11/10/2008

Zip Code: 98052

Comment: I live in Redmond, and am engaged in transportation issues. Have lived and used rapid transit systems all over the world, some good, some not good. I am pleased that we aspire to build a world class city with a world class transportation system. Staff has done a wonderful job looking at the various options, some of which may not be viable. One concern: it appears congestion management will be built into the tolling plan. I think this is a terrible mistake and bad policy for the following reasons:

1. You are putting a tax on people who are trying to work. No one asks an employee when they want to come to work. It appears to me the way we need to approach congestion relief is to approach the employers – ex. What can we do about flexible work hours?

2. As we design a system that's going to have variable rates depending upon when, who, what...the complexity of designing and operating this system increases exponentially. I have spent 30 years working in governance, financing...you are going to spend so much money on overhead to manage the system. The only thing that makes sense is Scenario 9: a flat rate, 24/7, 1 point on each bridge. If Mercer Island doesn't like that they can establish their own ferry system. If you go with this type of system, it is easy to manage and you can then focus on the primary objective, which is financing the bridge. You can do it in perpetuity as well to pay for maintenance. I am somewhat dismayed that we are constructing a 520 bridge for the past. We are constructing a new bottleneck rather than building an 8-lane bridge with light rail. Thanks so much.

From: Phil Tracey

Source: Tolling web survey

Date: 11/11/2008

Zip Code: 98053

Comment: THIS A YET ANOTHER SCREWED UP...STICK IT TO THE PEOPLE...TYPE OF "FIX" THAT THIS STATE GOVERNMENT HAS WASTED YET MORE MILLIONS OF TAX DOLLARS. WHEN ARE YOU GOING TO COME UP WITH SOME "OUT OF THE BOX" THINKING AND SOLUTIONS INSTEAD OF THE SAME THING....TAX THE PEOPLE MORE. AGAIN...HAVE YOU LAID OUT THE PLAN AND ASKED FOR INPUT FROM ANYONE OTHER THAN THE SAME OLD FOLKS THAT HAVE PAID AND TAXED US TO DEATH? THIS IS A PATHETIC EXCUSE FOR "SOLVING THE BRIDGE PROBLEM". AND...EVEN IF IT IS FIXED, WILL YOU STILL TAX MOTORCYCLES AND BICYCLES? HOW ABOUT BABY STROLLERS AND SKATEBOARDS?.....PROBABLY....GOD HELP US ALL.....

From: Arnie Brandon

Source: Tolling web survey

Date: 11/11/2008

Zip Code: 98006

Comment: Tolls, if any should be ONLY on 520 to pay for 520. Nothing more, nothing less.

From: Bill Eames

Source: Tolling web survey

Date: 11/11/2008

Zip Code: 98033

Comment: Yes, its simple. Gas Tax only! If there are legal impediments, then they should be removed. Me and others support the gas tax idea. All roads need improvement. Look at Europe gas tax rates, they have good transit. Tolling tempts government to raise it up and up. What about people who use 520 to go to Children's or University hospital (specialized care not avail on Eastside) when there is no choice? They will pay toll too. We need light rail not just I-90, but all around the sound (I-405 and I-5 around the lake and across the lake) Additionally bus service is needed; a spiderweb of good bus service in the metropolitan area with minimal transfers).

Thanks,
Bill Eames

From: Scott Penner
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98004
Comment: 1. The committee's materials/questions seems to continuously suggest that traffic on I-90 will be only moderately affected if only 520 is tolled. I-90 will be a parking lot. People don't have an extra \$1500 a year just to cross 520.
2. The proposed tolls are excessive. Most people drive because they simply can't take the bus. I routinely pick up children on my way home from work and bus is not an option.
3. It is ridiculous that peak tolls start at 5 am. Give people a chance to get to work by 6 am without a toll or with a small toll.
4. Before you toll, you better get the bus service up to snuff or it will be Tim Eyman time again (and I am not a TE fan).

From: James Duvall
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98011
Comment: 1. THESE QUESTIONS HAVE BEEN POORLY PRESENTED. FOR EACH QUESTION YOU SHOULD HAVE A CHOICE THAT CAN REFLECT PARTIAL AND/OR COMPLETE DISAGREEMENT WITH THE TOLLING CONCEPT!
2. TOLLS ARE NOT THE ANSWER IN ANY WAY, SHAPE OR FORM. WE NEED A SYSTEM SIMILAR TO THE JAPANESE HIGH SPEED ELECTRIC TRAIN CONCEPT. THE CONSTRUCTION ALONE WOULD PROVIDE MORE JOBS, HELP THE ECONOMY, REDUCE AIR/GROUND POLLUTION, GASOLINE USAGE, BENEFIT ROAD/HIGHWAY/ PARKING CONGESTION EVERYWHERE AND MUCH MORE!
FINANCING/PLANNING/CONSTRUCTION/USAGE FEE STRUCTURE COULD BE READILY ACHIEVED THROUGH A MUTUAL/COMMITTEE EFFORT. THE COMMITTEE TO BE COMPOSED OF APPROXIMATELY 15 OR LESS MEMBERS WHICH WOULD INCLUDED BANKERS, UNION REPS, CITY STATE/FEDERAL LEGISLATORS OR REPS, BUSINESS LEADERS, CITIZENS AND ATTORNEYS (AT LEAST ONE OF EACH CATEGORY, NECESSARY EXCEPTIONS WOULD BE TWO MAX). FINANCING COULD UNDERWRITTEN BY LOCAL/COUNTY/STATE/FEDERAL FUNCTION IN SUPPORT OF THE BANKING INDUSTRY WHO WOULD PROVIDE THE FUNDS, OVERSEE FINANCIAL AUDITS AND ASSURE ETHICAL PRACTICES HERE. PARTICIPATING PRIVATE FINANCIAL INSTITUTIONS WOULD BE GUARANTEED A REASONABLE PROFIT (POSSIBLY IN THE RANGE OF 4-8%); HANDLE THE OUTLAY OF FUNDS FROM BEGINNING TO SYSTEM IMPLEMENTATION. POSSIBLY THERE COULD EVEN BE SOME INITIAL PUBLIC FUNDING GRANTS FROM EXISTING GOVERNMENTAL FUNCTIONS WHICH WOULD ASSIST IN MINIMIZING COSTS. THE PAYMENT FOR THIS TOTAL SYSTEM WOULD EXTRACTED FROM THE FEE STRUCTURE FOR USAGE OVER AN ESTABLISHED PERIOD OF YEARS BASED ON CURRENT AND "AFTER IN USE STUDIES" WHICH COULD DETERMINE CONTINUED NEED AND AMOUNT LOOKING A PERMANENT MAINTENCE/UPGRADE/TECHNOLOGY REQUIREMENTS! I HAVE MORE HERE AND IF YOU'RE INTERESTED CONTACT ME AT MY E MAIL ADDRESS!

From: John Metzger
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98053
Comment: Don't underestimate the cheapness of the public. Tolling only 520 will create massive traffic jams on I-405, I-90 and I-5 as the majority of people will choose the cheaper route. The only way to make a tolling project work is if both east/west routes into seattle are tolled. Introducing a toll system to pay for 520 also sets an interesting precedent in Wa. From this point onward, the public will expect all major road projects to be tolled so that the users of the project bear the brunt of the payment. Formerly the gas tax was used to fund major projects and the cost was spread throughout the state. As a taxpayer that will pay quite heavily to cross 520 8x a week I would insist that other major road projects are funded by tolls, especially those that I get no benefit from.

From: Anonymous

Source: info@build520.org
Date: 11/11/2008
Zip Code: 98052
Comment: User tolls should allow for reduced rates for students, educators, school faculty and other groups that can show hardship.

If you end up collecting a toll, do not slow down traffic by physicaly collecting a toll on the highway.

From: Jamie McKay
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98074
Comment: I think having electronic tolling is a superb way to collect money for improving 520 and building another bridge across. I think it is also the way to deal with ongoing upkeep of I-90, however I do not think that you should toll other roads right now until people get used to I-90 and 520 tolls and see that it is a necessary and Ok thing to do. I think you should figure out how to subvert Tim Eyman from starting an initiative to reduce the toll rates before he has a chance to think to do it! By that I mean that maybe you should have some third party build the road and collect the tolls, with a portion being diverted to the city funds for transit and bridge improvements, etc. You know darn well he's just going to play to people's irritation at changes, and make it a vote on reducing tolls once you get it going, so figure out now how to deal with that!

From: Mark Kimball
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98040
Comment: IF tolling is imposed on either or both bridges it should ONLY be imposed on the bridge segments -- not on the portion of 520 up to the bridge and not on the East Channel Bridge of I-90. Mercer Island residents should not be required to pay a toll to cross the East Channel bridge.

From: Renay Bennett
Source: Tolling web survey
Date: 11/12/2008
Zip Code: 98004
Comment: These questions are very rigged to imply support for tolls by asking those of us who do not want tolls to pick which toll we want. Also, the last question implies that tolls are already a done deal, "when 520 is tolled." We do not need to toll at all. We have plenty of money to pay for infrastructure. What we have is a legislature that spends too much and creates programs to buy votes.

From: Grace Ngai
Source: Tolling web survey
Date: 11/12/2008
Zip Code: 98006
Comment: If you toll both I-90 and 520, you are unfairly penalizing the eastside residents with heavy financial hardship. For those of us who has to go to Seattle seven days a week, for work, church and family, the financial burden is too great. You should not toll I-90 but give people the option of a toll-free road even if it means heavier traffic. Eastside residents are not all affluent!! We should not be the targeted group to shoulder all the cost of building and maintaing an Interstate Freeway!!! This is the responsibility of the State. Thank you.

From: Anton Fedorinko
Source: Tolling web survey
Date: 11/12/2008
Zip Code: 98005
Comment: I strongly support tolling both the 520 and the I-90 bridge

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: The pie chart with where the money is coming from – what is “other”?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: Are you planning to toll I-405 also, to make your social engineering work?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: What is variable tolling? Is it the same Monday at 7:00 am and Tuesday 7:00 am?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: Will they make special arrangements for Mariner's games and other things like that?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: How many people did you survey to see who would shift to other routes or transit?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue

Date: 11/12/2008
Zip Code: unknown
Comment: We're on Mercer Island – I appreciate hearing about this meeting. I'm grateful for the change I see in the options. One option would be not tolling I-90 at all, which is my preference. But I'm grateful to see an alternative that leaves tolls off the East Channel Bridge.

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: Did the model include tolling transit? Have you talked with Metro about how their rates would change? On the transit diversion, how does the model distinguish between additional transit because of the project and additional transit because of the toll? So it's more about additional service then the toll rates?

From: Anonymous
Organization: Coca-Cola
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: What about commercial trucks? I work for Coca-Cola, I'm worried about how this works. Am I okay for 2009? And can I assume once these numbers are firm, can I assume tripling these numbers to get my costs? The rates we saw are passenger car – what would a heavy truck or bus pay? What about scooters or motorcycles?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: Change of destination – did that consider people moving to new homes?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: Are you only going to set the tolls once and not change them? Or do you have to meet funding targets or improve traffic?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: When I look at #1 and #3, it will raise \$835 million starting in 2016, and with both bridges in 2016 you raise \$2.2 billion. It seems like if you put a flat rate on both bridges in 2010 you could raise a lot of money.

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: Would the toll rate end? What's the advantage of the complex models instead of just asking people?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: What about low-income drivers on 520? How many people fit into that and what's the standard for low-income?

From: Anonymous
Source: info@build520.org
Date: 11/12/2008
Zip Code: unknown
Comment: What about occasional users? How do you collect the toll?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: The tolling revenue is about 50% of the cost of the 520 construction. In the event that there's a major cost overrun, does that percentage stay the same, or does it all fall on the toll payer?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: With two bridges, does I-90 get additional capital improvements?

From: Anonymous
Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: Historically I approve of tolling, since I work part time on census bureau I know we have diversity of incomes and I worry about older people and how to handle that. Some downtown destinations, it would take many transit transfers.

From: Anonymous

Source: Fall 2008 OH VC - Bellevue
Date: 11/12/2008
Zip Code: unknown
Comment: I want to say that I'm not for tolling. I think the bridge was never cared for properly to keep it up to date, and now we shouldn't have to be replacing a bridge. We shouldn't have to be facing tolls. I work two and three jobs and have to go continually back and forth. It astounds me that we're in a situation where we have to toll ourselves for a new bridge. I'm really against it. And what will it do to traffic when they start work on the bridge? Isn't that going to make it worse? If it has to be replaced I would do just the four lanes. And I'm wondering also about the light rail and could they really do it?

From: Kruller
Source: info@build520.org
Date: 11/13/2008
Zip Code: 98052
Comment: What a nightmare!! This is going to be the worst, most unfair tax increase ever. The burden of the tolls is going to fall on families like mine, even if we cannot afford it.

I do not understand how we can find 17 Billion dollars for a train system that will have less impact in moving people from place to place. But we cannot find the money to pay for the 520 bridge that will spread the cost of the new bridge over a wider tax base so, no one group carries an unfair burden. In fact, the state governor never ever tried to find funding, she when right to tolls without offering any other options.

The 520 bridge is now carrying 130 thousand cars, trucks and buses now each day. And is projecting 180 thousand vehicles in the future. With car pools and buses that's got to be 250 thousand people crossing the bridge each day now and about 350 thousand people crossing in the future when the new bridge is finished.

The Mass Transit Guide, put out by The Sound Transit 2 Plan people, stated that in 2030 its daily ridership will be 286,000 for link light rail. Most of which ride the bus now. That is 4.25 times more costly than the whole 520 bridge cost. Shouldn't the link rail need to move 4.25 times more people than the 520 bridge to justify spending that much more tax payer money on link rail and not the 520 bridge. Like I said, state governor never ever tried to find funding, she when right to tolls without offering any other options.

While it is common to hear the argument "let the bridge users pay for the bridge that's fair". The reason I state that tolls are UNFAIR is that instead of spreading the cost of the bridge over a wide tax base that would have cost me under \$100 dollars a year along with everybody else. I will pay more like \$2000 dollars a year and though my taxes at the same time I get to pay for every other highway project in the state so they don't have to pay for a tolls.

Please put this information in your Report.

By the way I like how your report showed traffic speeds will increase when you add tolls.

Of course anytime you turn 23% of the traffic away from using the bridge because they can not afford the tolls, is going to speed up traffic.

But, is turning away people from using a public bridge (a bridge their taxes are paying for the half the tolls don't), the right way to increase traffic speeds on the bridge.

From: Ellen Hanly
Source: info@build520.org
Date: 11/13/2008
Zip Code: 98033
Comment: Thanks for your reply. I'll try to keep up with the action by email.

From: Karen Kerr
Source: Tolling web survey
Date: 11/13/2008
Zip Code: 98007
Comment: Please strongly consider tolling both 520 and I-90. I favor collecting tolls faster and keeping the toll as low as possible.

From: Richard Cole
Source: Tolling web survey
Date: 11/13/2008
Zip Code: 98052
Comment: Please implement tolls on both bridges as soon a possible.

From: Carol Hallenbeck
Source: Tolling web survey
Date: 11/13/2008
Zip Code: 98007
Comment: if you are going to toll 520 at the rate purposed it will cost 200.00 a month how do you think people making less than 30000.00 a year can afford a road tax that high a flat 1.00 a trip tax would be workable but not the rates that i have read about the dot in this state has wasted so much money why trust you this time you the state will bleed us common folk to death till we just leave this state and find a new home elsewhere

From: Keith Holsapple
Source: Tolling web survey
Date: 11/14/2008
Zip Code: 98039
Comment: This poll is designed with a strong bias that assumes a person is against tolling. It is not a good poll to obtain unbiased information.

Thank You

From: Robert Carlson
Source: Tolling web survey
Date: 11/14/2008
Zip Code: 98075
Comment: I still feel that tolling to build the 520 bridge is a bad idea. It will be the new 'bridge to nowhere', as the more expensive it is to work on the west side of Lake Washington, the more businesses will move east of the lake.

From: Sandy Stromme
Source: info@build520.org
Date: 11/15/2008
Zip Code: 98052
Comment: Single rate toll, toll both bridges, start in 2010. This will have one effect I think- more people will take

buses (a small number will drive around the lake) - so add more buses (between Overlake and U-district for example, a missing and needed route). This approach has the most predictable outcome and avoids creating new issues. Thanks for your consideration.

From: Darrell Scattergood
Source: Fall 2008 OH Comment Form
Date: 11/17/2008
Zip Code: 98006
Comment: I personally paid for 520 bridge during the entire tolling period. I've paid huge Federal and State gasoline and license fees for roads I never use. It is immoral if not illegal to unfairly tax me for the roads I use. Toll every road or toll none.

Trucks greater than 5 tons underpay for their use of highways. Make their toll at least 10x that of vehicles under 5 tons.

From: Jeff Lundstrom
Source: info@build520.org
Date: 11/18/2008
Zip Code: 98074
Comment: I would like to see tolls start of both bridges in 2010. I will pay the toll.

I feel that it is appropriate to toll I-90 across the floating portion of the bridge, but not the east channel bridge. I am surprised that Mercer Island residents think they should be exempt from paying any tolls ever - they are some of the wealthiest residents in the entire state. They don't get the fact that if I-90 isn't tolled so many people will divert to I-90 from SR 520 that I-90 will become very congested - they are paying a toll to keep I-90 a viable corridor. People can cross the floating bridge for \$0.75 during off-peak periods, that's cheaper than a half-hour of parking; that is more than reasonable.

Consider spending some of the I-90 toll funds on the I-90 corridor, maintenance maybe. Take the current maintenance funds for I-90 and divert them to pay for the SR 520 bridge and use the I-90 toll collection to pay for maintenance on I-90.

From: Dr. Michael Jones
Source: Tolling web survey
Date: 11/21/2008
Zip Code: 98006
Comment: Why not include a range of possible toll costs for respondents? Each way? One way only? etc.

From: Joan Klyn
Source: Tolling web survey
Date: 11/24/2008
Zip Code: 98004
Comment: Did I miss a query about tolling I-90? If tolling on SR520 begins in 2010 I strongly support beginning tolls on I-90 at the same time. Joan Klyn

From: Doug Hitchcock
Source: Tolling web survey
Date: 11/24/2008

Zip Code: 98006

Comment: Users should pay for their use of the bridge. I pay user fees for everything I do. I pay a fishing license, a crab license, a boat fee, a boat trailer fee, a truck fee, a camper in the back of the truck fee, and when I go to launch the boat i have to pay a boat launch fee. I pay all the fees for hunting ect, I pay when i go to Mariners. I pay when I go to Seahawks, beer, pop, cokes hotdogs etc. Putting tolls on both bridges will increase usage of the busses, diamond lanes, reduce congestion, pollution, parking lots improve the environment, drive gas usage and prices. It is a win for everyone so don't let the not in my back yard complainers prevent the tolls on both bridges and start NOW. And I am a Republican. But let those who have to use the bridges pay for them not everyone all over the state or thru higher taxes. I may use the I-90 ten times a year and never use 520 and I don want to pay for every one else who needs to use it. Doug Hitchcock 425-747-4888 15307 SE 43rd PI Bellevue, 98006

From: David Maltz

Source: info@build520.org

Date: 11/24/2008

Zip Code: 98007

Comment: Having no toll booths at all is a non-starter. I will vote and organize against the idea. You want to effectively ticket all vistors to the area? Render them unable to use at least one, if not both bridges across the lake? Think of the tourist implications alone! Think about reputation! Think about how hard it already is to attract the best software talent to Seattle...

If building toll boths is impossible without completely breaking traffic flow, then "surcharge" for vehicles without transponders had better be \$1 or less, or else this whole idea will be be rightfully quashed.

From: Karen Kardell

Source: info@build520.org

Date: 11/25/2008

Zip Code: 98007

Comment: I think tolling is ridiculous! If the state would stop squandering money and actually stick to a budget and spend money on road improvement instead of a useless and far too late transit system it would make more sense. This toll WILL SEVERELY HURT DAILY COMMUTERS THAT ARE IN LOWER PAYING JOBS. Here we go again - tax the poor instead of levying larger property taxes, etc. against those who can afford more money. Washington is the worst state I have ever encountered as far as it's Department of Transportation. We will continue to lose more and more businesses as stupid ideas like this reach fruition. You can be sure I will NEVER BE SHOPPING IN SEATTLE AGAIN as I live on the Eastside and will not pay this toll. This will hurt businesses on both sides of the lake. Once again, the State of Washington is determined to drive businesses out of the state and hurt low to middle income drivers.

From: Stephen Gripe

Source: Tolling web survey

Date: 11/25/2008

Zip Code: 98075

Comment: NO TOLLS!

From: Keith Cross

Source: info@build520.org

Date: 11/26/2008

Zip Code: 98006

Comment: My opinion is that it is unfair to surcharge out of state users by not having toll booths. They frequently don't know their way around and would get fined for taking a wrong turn. Seattle would get another black mark for being unfriendly to out of area drivers. How rude does Seattle want to appear to our families, friends and casual visitors from out of the area?

From: Darrell Scattergood
Source: Tolling web survey
Date: 11/30/2008
Zip Code: 98006
Comment: Put a toll on both state-supported sports stadiums in Seattle. Put a toll on I-5 through Olympia. Make trucks pay more than 4x autos or forbid truck use (also forbid bus use).

From: Dave Martin
Source: Tolling web survey
Date: 11/30/2008
Zip Code: 98039
Comment: Bikes should be tolled (they pay to hang a bike on Metro buses and pay a fare). Montlake should pay tolls for use of the Portage Bay Viaduct (probably a smaller toll). Quiet pavement made a requirement.

From: Richard Partington
Source: Tolling web survey
Date: 11/30/2008
Zip Code: 98008
Comment: 1) If high peak hour tolls are used, I expect that employers will wind up reimbursing their employees.
2) Why consider a flat rate toll of \$1.70 if it will not raise the required money? I would favor a flat rate, but please tell us what the number will be. I would prefer a flat rate on only the 520 bridge starting in 2016.

From: Rick Logwood
Source: Tolling web survey
Date: 11/30/2008
Zip Code: 98033
Comment: If both facilities (I-90 and 520) have tolling starting in 2010, why same rate as SR 520 alone? What is the total projected savings based on the options? What improvements are proposed to I-90, should I-90 be included? What firewalls are put in place that ensure ST or Metro are accountable for their costs and routes - most equity. What provisions will be put in place should economics change and revenue be higher or less than projected or WSDOT cost to complete be higher or less than anticipated?

From: Christina Merten
Source: info@build520.org
Date: 12/01/2008
Zip Code: 98007
Comment: I missed participating in the on-line survey. I wanted to give a yes vote to the option of tolling both bridges starting in 2010. I live in Redmond and work on I-90 in Bellevue, so am concerned that tolling only 520 will cause SOV traffic to favor I-90 and cause back-ups that would affect my work commute. Thank you.

From: Samrat Sarkar

Source: info@build520.org
Date: 12/03/2008
Zip Code: 98052
Comment: When the bridge was built in 1963, it was paid for AFTER the fact with the tolls. That model worked brilliantly, and yet none of these proposals is trying to mimic that. Also the current bridge works, why tear it down? Build up a new one further north that has a free HOV lane, and toll the other lanes until it too is paid for.

From: Duane Hansen
Source: info@build520.org
Date: 12/16/2008
Zip Code: 98034
Comment: Sounds like you got the results you expected, big surprise.

From: John Metzger
Source: info@build520.org
Date: 12/16/2008
Zip Code: 98053
Comment: Please tell me that the fact that 100% of Mercer Island's residents opposing tolls on I-90 will not factor into the decision. Of course Mercer Island residents don't want I90 tolls. They have no reason to ever use 520. Mercer Island residents already got huge concessions during the building of I-90, don't give into them again.

From: Ellen Hanly
Source: info@build520.org
Date: 12/16/2008
Zip Code: 98033
Comment: Thank you for the results of the survey.

From: Sheila Fries
Source: info@build520.org
Date: 12/16/2008
Zip Code: 98033
Comment: Thank you for sending these results. The information is disappointing because as someone who took the online survey, responses were limited so that a person who did not support tolling had to manually type in this response. Automatic response options were all variations of support for different tolling options. I take transit every week-day, but do not support tolling because I feel it is a regressive taxation technique.

From: Hans Gundersen
Source: TIC Meeting #9 (Sound Transit)
Date: 01/08/2009
Zip Code: 98052
Comment: I am a concerned citizen living in Redmond. I'd like to commend this process for extraordinary effort to reach out to all concerned. I also hope that the committee will elevate itself above communities, all which

have their own interests, mostly NIMBY, so that all citizen's needs are weighed in. I'd like to make some comments on the survey. I think the survey correctly identified that there is overwhelming support for using tolling pay for capital projects.

Personally I believe we should toll both bridges in perpetuity so that we have the lowest toll possible. I have some concerns about when we look at using tolling to simply finance the project or using toll revenue to affect traffic –congestion tolling. The survey is less clear about whether people support that. The implication in the survey is if congestion doesn't improve traffic, it will disappear, which I think we know is not the case. I have serious concerns about this. Can we reach out to employees to see how we can influence employees travel habits? Have we reached out to employers to see if they can introduce flexible work hours? Congestion tolling is a tax on work. This will add to the cost of transportation and I think it is grossly unfair and bad transportation policy to put an additional burden on employees who are working, if anything, they need a break. I would like to ask that there is a plan in place to reach out to employers to introduce flexible work hours, rather than emphasizing congestion tolling.

From: City of Kirkland Public Works Department
Source: Mail
Date: 01/12/2009
Zip Code: unknown
Comment: City of Kirkland Roadway Pricing Policy Statement
May 8, 2008 Transportation Commission DRAFT

The City of Kirkland generally supports roadway pricing. Roadway pricing appears to be an effective tool for better managing our transportation system while at the same time being able to generate some additional revenue to leverage against existing revenue sources. We support early tolling of SR 520, tolling of I-90 when SR 520 is tolled and implementation of HOT lane systems on I-405. Our support assumes that potential impacts to Kirkland are considered before and addressed after implementation of any such roadway pricing program.

Revenues from pricing may be used for a variety of purposes, but there must be a reasonable nexus between collection and spending. Revenue need not be confined to paying the capital costs for construction of the facility where it was collected. Besides funding construction, examples of reasonable uses for pricing revenue include: transit service on the priced or parallel facilities, mitigation of pricing impacts like diversion onto non-priced routes and operations/maintenance of the priced facility. Pricing revenues should supplement not supplant current revenue sources.

Pricing for management must have clear objectives. Pricing can be optimized to meet various objectives such as maximizing revenue, maximizing person trips or minimizing vehicle miles of travel. The objective for pricing will vary depending on the system being priced. This objective will typically be set by the agency operating the priced facility. However, prior to implementation of pricing, it is important that impacted jurisdictions have an opportunity to comment on the pricing objective. Any pricing efforts must include careful consideration of potential negative impacts.

Before pricing is implemented funding should be designated to mitigate impacts from pricing. A comprehensive system of measurements should be made before and after pricing is implemented to evaluate its impacts especially with regard to traffic diversion. This is particularly important when considering early tolling of SR 520. In order to minimize negative impacts of pricing, choices such as high quality transit must be provided on priced corridors. Predictable and reasonable tolls will also help to minimize negative impacts.

It is important to consider the needs of low income users of priced facilities. Experience from other parts of the county show that low income users are supportive of pricing systems such as HOT lanes both before and after such systems are implemented. With electronic tolling it is relatively easy to reduce the cost of pricing to individual users through subsidies. Low income users may benefit most from viable alternatives to pricing such as high quality transit.

From: David Feller
Source: info@build520.org
Date: 01/13/2009
Zip Code: 98004
Comment: I recommend tolling sooner than later. I believe those who use the road should partially pay for the road.

From: Robert G. Odle
Organization: City of Redmond
Source: Mail
Date: 01/20/2009
Zip Code: unknown
Comment: Dear Committee Members:

On behalf of the City of Redmond, thank you for your extensive and very important work over the past seven months to complete the public outreach, traffic, and financial analysis of various tolling scenarios as required by ESHB 3096. Tolls represent a significant source of revenue for funding the new SR 520 Bridge and are essential to successfully managing bridge traffic across Lake Washington.

The City provided comments during your early tolling analysis in our letter of September 4, 2009. We appreciate the inclusion of several of our suggestions in your subsequent analysis. After consideration of the January 8, 2009 Draft Tolling Report to the Washington State Legislature, the City has the following comments:

1. Tolling both the SR 520 and I-90 bridges offers the best scenario for achieving the funding necessary to fully fund the SR 520 Bridge and related improvements;
2. Early tolling of the bridges allows the state to reduce the cost of borrowing, and allows the use of federal Urban Partnership Agreement funds to pay for tolling infrastructure and traffic management necessary for better traffic operations in the SR 520 and I-90 corridors;
3. Variable tolls help to manage traffic flow on the bridges and reduce the diversion of traffic to arterials on the north and south ends of Lake Washington; and
4. The report offers a reasonable and adaptable two-part approach to mitigation by keeping traffic on the SR 520 Bridge and directing mitigation to five locations that would potentially be impacted by traffic diversion.

In addition to our comments above, the City has the following general concerns about tolls:

1. Tolls will have a greater budget impact on low income households; therefore the state should include ways to mitigate these impacts in the final tolling plan;
2. Traffic congestion and tolls affect businesses, particularly those involved in shipping freight and goods. An in-depth analysis of toll charges and their use for better traffic congestion management, improved traffic flow, travel time, and resulting business benefits should be completed;
3. In examining the impact of various toll rates on revenue and traffic flow across both bridges, recognize that parking charges and fuel costs are not within the scope of this study, yet significantly affect travel patterns; and
4. Toll revenue should only be used to pay for capital and maintenance expenses related to the SR 520 and I-90 bridges and corridors.

Thank you for consideration of our comments. Please contact Terry Marpert should you have questions about our comments.

Sincerely,
Robert G. Odle
Director, Planning and Community Development

From: Victoria Robbe
Source: Mail
Date: 08/29/2009
Zip Code: 98072
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Time to pay for infrastructure! Roads & bridges & encourage alternative commuting.