

520 Tolling Implementation Committee - Public Comments Received

Comment

From: Sean Graver
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98498
Comment: Why does state government relentlessly try to tax us more and more? We have the highest gas tax in the country and some of the worst traffic. Quit trying to find new ways to squeeze money out of everyone and start working on efficiencies. Focus on eliminating bottlenecks first. Then move on to expanding lanes in the heaviest volume areas as needed, but do it with the money we already pay.

If you can't figure out how to do this, let's bring in a private company that knows how and let them design the solutions. State government spending is out of control and this attempt to make people accept tolling is ridiculous.

Last year I received a telephone survey that asked multiple choice questions that only allowed answers that favored tolling. When I said that I didn't want any tolling, the survey taker said he had no way of registering that answer. There are better ways and tolling is completely unacceptable.

thank you...

From: Richard Smith
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98045
Comment: If you try to Toll I-90, you will KILL the entire project before it starts. Therefore Toll 520 Only.

From: Alex
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98031
Comment: Tolling may be a good thing, however, the congestion problem is not going to be solved. Any road is as fast as its smallest point (bottleneck), and for 520 it is an intersection with I-5. The only thing that is going to happen is more cars waiting of 520 instead of 405. Then, you will have people questioning the project.

Regarding the tolling - it may be a good thing, but I-90 will be overloaded with more accidents and more problems than ever.

From: Matthew Schuh
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98813
Comment: I object to any tolling on the I-90 bridge to pay for any improvements on SR 520. The state is charging us

a lot of money in gas taxes to pay for our state highways, and it would have a grossly negative impact to those of us who live in Eastern Washington. Your website says that we could use the SR 520 bridge but our license plate would be photographed and we would pay the toll and an additional fee. Doesn't sound fair to me. Those of us who are out-of-towners should have a toll booth to pay our tolls if we choose to use the bridge rather than being charged the toll plus an additional amount. I use I-90 several times a year when visiting the Seattle area, and tolling does not sit well with us over on the eastside of the State. I am not opposed to charging those who use the SR 520 bridge old and new, but do not charge those who use I-90.

From: The Former Tom Heller

Source: info@build520.org

Date: 07/23/2008

Zip Code: 47201

Comment: This is presented as if there's close to perfect knowledge of how 520 (and I-90) cross-lake usage will react to tolling. (The 25% AM peak/PM peak toll differential -all of 75 cents- suggests a fine-tuning of a precisely-predictable mechanism.) But is there anything even close to perfect knowledge in this realm? I doubt it; a learning curve awaits you.

Thus, I'd suggest that the Committee provide the public more insight into the risks - the "unknowns" that could pose serious even unanticipated consequences. (Indeed, the present mortgage crisis has revealed unknowable unknowns arising from a heretofore unexamined mechanism. Why wouldn't there be similar unknowns in this instance?)

That said, I'd suggest another alternative, a flat per-minute toll, be examined. I seriously doubt such an approach has even surfaced (but silly me I'm only an economist not an engineer or lawyer.) Yet a per-minute toll would naturally produce an AM/PM differential. For that matter, with a per-minute toll the effective per-crossing amount would vary *directly* with the level of 520's use/congestion/speed. This is not the case with the three- or four-hour toll blocks you've presented.

From: Ray Miecznik

Source: info@build520.org

Date: 07/23/2008

Zip Code: 98275

Comment: Whatever you guys decide to do, many sure that the people who take the Bus don't have to pay any ridiculous toll charges and just the price of the monthly pass or that days' bus fare.

I started to take the bus about a year ago because of the high gas prices and I think it would also be a good idea not to have any Tolls on the Weekend, so that people who want to travel into Seattle to shop, are not hit with an additional fee.

Mon - Fri I guess, I think Bridges should be free; you collect billions of dollars in Taxes already!!!

Figure this out or replace your current staff with people who can figure it out, that goes all the way up to the Governor of our State, maybe she needs to go, if she can't figure out how to move the high burden of the cost of new bridges.

From: Jim Rodriguez

Source: info@build520.org

Date: 07/23/2008

Zip Code: 98026

Comment: Tolls are, in my opinion, a good way to finance improvements in transportation. Tolls are imposed on those who use the facility which I think is most equitable.

The thing that makes me skeptical relates to how the toll money is to be spent. I am very much in favor of more buses at a higher frequency and would back spending part of the toll money on bus transportation. I would wish to see a cost benefit analysis of all of the options.

Please consider this. I have turned down employment offers in Bellevue and Redmond because of the

traffic. Current bus service is not better I would have to take three busses from Edmonds to Bellevue (at least 2 hours).

From: Jeff Ohlsen
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98272
Comment: I live in Monroe and commute to the south end of Boeing Field every day. I currently travel south I-405 to west I-90 to south I-5. If tolls are placed on both I-90 and 520, I travel south I-405 to north I-5 as an alternate route. I would much rather travel an extra 15-20 miles a day than to pay \$1800 a year in tolls to use the I-90 bridge on a daily basis.

From: Shawn Mahoney
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98360
Comment: I like the idea of tolling both bridges, 90 and 520, but they need to start at the same time, if you do this, the tolls can be less, as you will be making more. Also, there has to be toll booths, the "no booths" design is ridiculous. Set it up just like the Narrows Bridge. That's not a fair way to collect money from people that don't have the pass. A surcharge? hmm. Technically, there is one on the narrows, but its more fair. As the cost of the processing of license plates is going to get high, not to mention people will start wondering about their personal information and also, who was driving and where the bill gets mailed, etc. Easier just to pay then and it's over.

From: Paul Racey
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98023
Comment: You want to add tolls to fund car pool lanes? Why is the point missed? People like, and need the flexibility of personal vehicles. More gas and time is wasted in non-moving traffic than you could ever achieve by forcing people to take busses, trains, or car pools. If this was any other "product", you would be out of business. Why can't you listen to your customers, and give them what they want? Meet us ½ way at least, and add one additional regular traffic lane with the Car Pool lane. We have and will pay for it with taxes: don't penalize the tax payer again by forcing them to re-pay for what we already would have bought.

From: Janet Endsley
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98102
Comment: I completely support tolling on the 520 bridge and the I-90 bridge. The people who use the bridges should pay extra for the priveledge of using them. I cross the 520 bridge about 6 times a year at non-peak hours. I wouldn't mind paying the toll when I use the bridge; I WOULD mind paying higher taxes so that the people who cross 10 times every week don't have to pay for their use.

From: Cliff Hanks
Source: info@build520.org

Date: 07/28/2008
Zip Code: 98014
Comment: I like scenario 2 the best. It places a toll for bridge users but does not charge for segment use.

From: Marc Brenman
Organization: Washington State Human Rights Commission
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98504
Comment: Comments by Marc Brenman
Executive Director
Washington State Human Rights Commission

Chairpersons and Members of the Regional Transportation Commission:

Thank you for the opportunity to comment on the Commission's Preliminary Report.

I am Marc Brenman, Executive Director of the Washington State Human Rights Commission. We are an independent state agency charged with enforcing the Washington Law Against Discrimination, the broadest civil rights statute in the nation. In addition to nondiscrimination law enforcement, our state statute tells us "to foster good relations between minority and majority population groups of the state through seminars, conferences, educational programs, and other intergroup relations activities." We are also told to "endeavor to eliminate...unfair practice[s] by conference, conciliation, and persuasion." We are given "powers with respect to elimination and prevention of discrimination." Our jurisdiction extends to transportation as a public accommodation. It is in these roles that I come before you today.

I am familiar with transportation because of my previous position as Senior Policy Advisor for Civil Rights to two U.S. Secretaries of Transportation, Rodney Slater and Norman Mineta.

We understand that tolling of roads and lanes is being considered as a possible option to help finance transportation improvements in the Puget Sound region. We suggest that potentially economically regressive effects of tolling on low income people be considered before implementing this option.

People who have little discretionary income or money for an increased transportation budget cannot afford tolls. This puts them at a disadvantage in terms of increased travel time to jobs. Studies show that when travel time to jobs is excessive, low income people will not seek or keep them. Much job growth is in exurbs and around airports, and therefore distant from older inner city neighborhoods and suburbs where many low income people live.

Many low income people (about 60%) also belong to traditionally discriminated against groups, such as African-Americans, Latinos, Native Americans, and people with disabilities.

You may be told by some tolling experts that this issue has been studied, and that people of all income levels use tolled roads and lanes in other parts of the US that have them. However, the studies of this type that I have reviewed cut off "low income" as a measurement criteria at \$40,000 per year, which is not low income.

There are already many taxes and fees that are economically regressive and have negative effects on low income people, including sales taxes and gasoline taxes. We should not put additional regressive taxes on them. The income gap between rich and poor is growing in the United States. We should not exacerbate this trend. Social mobility is decreasing in the US. Social mobility depends in part on transportation. Tolling, whether of lanes or roads, gives an added advantage to higher income people in being able to get to jobs faster. Poor people value their time also. And the easier they can access job, the more likely they are to contribute to the economy in the form of taxes.

You may hear arguments from tolling advocates that many other services in the United States are regressive in economic impact. That is true. However, bad examples need not be followed. Tolling advocates will also tell you that there is a long history in the United States of toll roads, dating back to Colonial times. But we would not want to adopt other precedents from Colonial times, such as slavery, and lack of votes for women. We live here and now, and have a reputation to uphold as a progressive state.

Many forms of transportation already subsidize higher income and whiter users. For example, the forms of transportation with the highest subsidies are ferries and heavy commuter rail. The forms with the lowest subsidy and which collect the highest percent of operating expenses at the fare box are old diesel buses. Diesel buses are ridden primarily by low income people and people of color.

Sometimes, partial solutions are proposed for addressing the low income regressivity problem with tolls,

such as using toll revenues to help fund public transportation. However, studies show that the middle and high income public tend to show greater support for tolls for which the entire revenues are used for more roads and road maintenance. In addition, public transportation frequently does not go where new and entry level jobs are. These issues have been studied under Welfare-to-Work programs. Means-tested solutions are not practicable, and waiver programs for low income people have been suggested. The administrative implementation difficulties would be hard to overcome and would be costly, however.

Please let me know if you need further information or have questions. Thank you for considering these comments based on equity of tolling.

Marc Brenman

From: Lynn Schindler
Organization: Washington State Legislature
Source: info@build520.org
Date: 07/31/2008
Zip Code: unknown
Comment: As a member of the transportation committee and very interested in the fairness of tolling on our citizens, I would appreciate a full study of the monetary effects of the planned tolling on 520. If a full study is planned, please include the "incoming tolling" piece in that study.

Thank you for this consideration.

Rep Lynn Schindler

From: Scott Cary
Source: Summer 2008 OH - Seattle
Date: 08/05/2008
Zip Code: 98274
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?
1

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?
98105/98101

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

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

I am concerned as to why transit is not playing a larger role. Are lanes going to be built with the capacity to retrofit to rail or will there be designated BRT lanes? This needs to be a consideration with such a large capital investment.

From: Anonymous
Source: Summer 2008 OH - Bellevue
Date: 08/06/2008
Zip Code: 98019
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?

Carpool/Vanpool when you would have driven alone

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?

98109

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

It should not add tolls, and be lower, more lanes and only 520.

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: Vern Russell
Source: Summer 2008 OH - Kirkland
Date: 08/07/2008
Zip Code: 98272
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 would charge the highest tolls to drivers who have alternate ways - e.g. single commuters.

I would keep tolls reasonable for business travelers, esp. delivery trucks, salesmen.

Keep tolls low for carpoolers

From: Victor Leshner
Source: info@build520.org
Date: 08/08/2008
Zip Code: 98282
Comment: Dumb, and simply more of a political solution. Tolling is a 1950's knee jerk option to legislators who refuse to bite the bullet and properly fund road construction work. Tolling brings with it an incredible amount of overhead expense that is simply unnecessary.

Your electronic devices have too many deficiencies and cover too small a part of the user spectrum. If you look at it on a cost effectiveness basis, you will quickly conclude that the only winner is the contractor installing and maintaining the equipment. The State will only realize a small marginal contribution and you will definitely not please the public. I'm definitely very suspicious of any claims to this being a "green" solution to raising funds without impeding traffic flow. The only way you can really do that is to totally refuse a tolling system.

You're going to face an incredible public confidence issue. In Virginia they "accidentally" left the tolls in place for the Norfolk - Virginia Beach toll road, although completely paid for, until a whistle blower worked with the media to embarrass the State into action. Then, worst of all, the State tried to justify the continue use of the toll systems as a routine way to raise revenue. It took direct intervention by the Governor to cave in and remove the toll booths. And the Virginia Department of Transportation has never regained voter confidence.

Victor Leshner

From: Ed Stillian
Source: info@build520.org
Date: 08/10/2008
Zip Code: 98282
Comment: I am in favor of a toll. Users must pay for services.

From: Richard Smith
Source: info@build520.org
Date: 08/11/2008
Zip Code: 98045
Comment: NO TOLLS ON I-90!
MAKE 520 PAY IT'S OWN WAY!

I'm joining with Mercer Island on this.

From: David Willson
Source: info@build520.org
Date: 08/11/2008
Zip Code: 98045
Comment:

Dear Sir or Madam,
You have posed these questions about the Lake Washington area toll proposals. Please see my responses below.

Sincerely,

David Willson
175 SE 10th Circle
North Bend WA 98045

What toll rate is reasonable to you?
Tolls should be set in an even dollar amount at about \$5.00 on both routes.

How will your travel patterns change when 520 is tolled?

I will drive to Seattle less.

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

Of these choices 2010; earlier if it can be arranged.

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

Yes.

What other tolling scenarios should be considered?

The express lanes on I-5 in Seattle should be tolled as the optional toll lane was implemented on SR 167. Similarly, the car pool lanes on SR 520 and I-90 from Issaquah and the length of I-405.

How will tolls affect low-income users?

Economics should coerce the smart low-income users to either seek higher income or begin using one of the few transit options. Increased use of transit options could necessitate a practical plan to make the transit options more useful for everybody. In either case, the region benefits.

Remember that the dollar isn't worth much anymore. The buying power of a quarter back when Mt. St. Helens erupted has about as much buying power as today's dollar. Also, most drivers seem to operate a vehicle with at least three empty seats. It is a personal choice and luxury to do this. Persons that share a ride have an option to share a toll. \$5.00 is a good toll and appropriate for our area. People already pay at least \$5.00 in fuel and maintenance costs to drive between Bellevue and Seattle anyway, and many seem to burn the same amount on expensive syrup coffee somewhere along the way.

Also consider improving and upgrading SR 18 as an interstate route I-290. I notice that this route is already heavily used as a commuting bypass to bad traffic in the Renton area.

From: Carolyn Young
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98051
Comment:

I travel I-90 daily from Hwy 18 to Seattle. For many South End residents like myself, I have to wonder if the potential impact on Hwy 405 has been considered. If the I-90 corridor is to be tolled, I would imagine that many people, like myself, will try to use 405 to I-5 northbound as an alternative route. Hwy 405 is a nightmare as is, and I can't imagine adding more volume to it at peak times. And, who is affected? Folks that generally would never use 520 for daily commuting.

From: Lois Scott
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98329
Comment: WHY A DEBATE? WE ARE PAYING A TOLL ON THE NARROWS BRIDGE AND WEREN'T ASKED! THE PEOPLE WHO USE THE BRIDGES SHOULD HAVE BEEN PAYING TOLLS ALL THIS TIME. WHY WAIT UNTIL 2010 OR 2016? PUT A TOLL ON BOTH OF THEM, BUT KEEP IT AFFORDABLE. A COUPLE OF DOLLARS EACH WAY WON'T HURT ANYONE FINANCIALLY.
LOIS SCOTT,

From: Ken Cramer
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98146
Comment: Let the people that use the bridge PAY FOR IT... Put a toll on it & let the people on the east side pay They have all the money any-way.....

From: Dave Thomas
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98043
Comment: I think you should toll 520 and 90 as soon as possible and charge as much as possible. That will encourage people to move to places like Lynnwood, Everett, Mukilteo, Renton, Kent, etc... so they can simply choose I-5 or I-405 without needing the bridge. That way the government can spend \$2 billion replacing 520 with the same bridge (two open lanes) but add a carpool lane and walking path?! and have as few people use it as possible. I know for certain if there is a toll of even \$0.75 I will avoid the bridge(s). I will either find another job closer to where I live (if I ever move to Seattle or the East Side) and I will stay in my neighborhood more. I hope you consider what effect a toll on one or both bridges will have on the rest of the economy also... people will be spending \$7.60 per day driving to/from work. There goes the daily Starbucks drink, or eating lunch out. I know the plans don't start until 2010 or 2016, but that is what I am most worried about. Who knows where I will be living or working then. I typically move every year or two, and change jobs every 2-3 years. I looked at your estimates for how many people will change their driving habits and I think you're sorely underestimating. People who said "oh well, I'd just pay it" probably have some mental disability that prevents them from really thinking about where that money will come from, either that or they are so wealthy they just don't care. I don't know many wealthy people who don't care about where their money goes. I bet at least half of the people who say "I don't care if I have to pay to cross the bridge" will either not be here in 2016 or by that time will avoid crossing the bridge. One last worry from me - Why are we rebuilding a 2-lane bridge with another 2-lane (non-restricted) bridge? the addition of a carpool lane and walking path won't ease traffic much at all. Especially by 2016. Has anyone accounted for the increase in population this region will see in the next 8 years? Historically, how much has the area grown since 2000? or from 1992 - 2000? When this new two lane bridge (with carpool lane and walking path) opens it will be just as congested. How many people use the carpool lane on 520 up to the bridge as it is? not many. Why not build a bridge the size of I-90? Have 3 unrestricted lanes plus a carpool lane. This reminds me of a small software company I used to work for. We spend over a year planning a move to a new bigger better facility and by the time the build-out and move was complete people were stacked 2-3 in an office because the company had doubled in size over the past year. If that happens with the bridge we will be stuck paying \$7.60 a round-trip for worse congestion than we have now. That is probably considered a worst-case scenario, or a 'will never happen' scenario by those pushing this new bridge design but what is the plan if that happens? I will move. Thats my plan. Thank you for reading my thoughts and concerns about the new (and essentially same) 520 bridge. Oh ya, how much will the toll be for walkers and busses/carpools? They use the bridge too.

From: Thomas Yost
Source: info@build520.org

Date: 08/13/2008
Zip Code: 98374
Comment: Yes I think it should start as soon as it can. 2010 on both to start paying for the new Bridge. I think the one's that use the Bridge should pay for It.

From: Mark Gouras
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98003
Comment: I have two comments:

First, regarding the timing of the tolls, they should not commence until there is a firm, approved plan. No one trusts the government to has us pay now and work it out later. One billion dollars has been spent on the Alaskan Way Viaduct with no plan in the works. "Trust us" is not going to work for the 520 bridge.

My second comment is regarding the amount of the tolls. The purported goal is to increase traffic flow. The comment I am hearing from almost everyone is that the tolls suggested will discourage the flow of traffic. I expect that you will force workers to live on the side of the bridge where they work. Is your goal to discourage travel? Is your goal to build a bridge to separate communities? This is how it appears to many of us.

If you want to build a bridge to enable traffic flow, the tolls must be set at levels that middle class workers can afford during the work week.

Honestly, it appears that the goal of building this bridge is to punish drivers and discourage travel, not enable it.

From: James Paine
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98201
Comment: I believe that people who use the bridge should be the only ones funding for the new bridge via toll charges.

From: Sandra Paine
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98201
Comment: I think people who use the 520 bridge should be the only ones to pay for the new bridge by toll charges and let the taxpayers who don't use the bridge use that money to pay for the numerous other community cost.

From: Nicole Deloeny
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98032
Comment: I understand that 520 does need to be rebuilt because ultimately safety should come first. I am strongly against the tolls for the freeways. That is just another expense that would have to come out my pocket. The economy these days is going crazy...everything is expensive....a simple loaf of bread is \$2 now and not to mention gas being \$4 plus a gallon. Maybe to people that make six figures they don't mind the toll but I do because I don't make that kind of money. I take the I-90 bridge everyday to work and \$6.85 a

day times five times a week is about \$35 dollars and \$140 a month and \$1680 per year...that is an extra expense that I really can't afford to pay and I am sure there are others that afford that also. I know the money needs to come from somewhere but remember everything is expensive now...the prices need to go down on something if there is going to be tolls added to these freeways.

From: Anne Stiker
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98038
Comment: Since your website is very hard to find anything on I am going to respond to the news story today (8/13/2008) regarding the story about charging a toll on I-90 as well as the 520 bridge. I can't find where on your website I can respond to this story as I was led to believe from your reporter, so could someone at this station tell me where I look on your complicated website to send in my concern about this issue to the Seattle City council?

From: Anne Stiker
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98038
Comment: I have a big problem with the idea of charging a toll on I-90 to pay for the repairs on the 520 bridge. My question is, what the hell happened to the damn gas taxes we've been paying for the last 3 years and beyond that the lovely governor lobbied for and signed in to law. THAT was supposed to pay for the repairs on the 520 bridge as well as the viaduct. So what did Seattle spend that money on? I am sick and tired of paying over and over again for projects that only Seattle comes out a winner on. For the last 3 years I have had to pay higher and higher gas taxes because of Seattle's projects and what do I get to show for it?? Now you want to charge me to travel on I-90 from Maple Valley via Issaquah to Seattle! BS! I am sick and tired of the mismanagement of Seattle's city government. The Mayor has a new office and I'm sure a big raise, so why don't all of you, the city council and the Mayor donate you yearly salaries for the next 3 years to the repairs on the 520 bridge and leave us tax payers alone. We are already inundated with higher gas prices, higher property taxes especially in lovely King County, higher food prices and every other thing you people can raise the prices on. How much more do you people think the general public can take. My thought is as long as you can continue to screw the taxpayers of this state, county and city you will. What this state needs is an Amendment 1 like California has then you wouldn't be able to just take our money without our say so. In the mean time I am looking out of state for a place to live and work that doesn't expect the citizens to pay the full cost not once, but twice and 3 times for the same projects.

I say fire all the people who are involved in spending our money that was for a specific project and then tell us we're going to pay more for it because now you've over-budgeted the project.

What a farce this city is. If I could work any where but Seattle I would do so. You've got us by the balls and there is absolutely nothing we can do about it. You hold open meetings and let the people tell you what they think, but you already have the plan in mind and NOTHING is going to change that. I say everyone ought to boycott working in Seattle!

Shame on you!

Anne

From: Paul Thompson
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98036
Comment: I own and operate a small business in the greater Seattle area and I am not a fan of one more tax that will negatively impact my already dwindling bottom line. I also dont need one more thing to worry about in this heavy red tape state. Lets cut waste and find a real solution to pay for highway renovations.

Sincerely,

An already heavily taxed individual.

From: Estene Pass
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98343
Comment: I live in Joyce, Wa. i realize this is a city concern over there "across the pond". But as those of us who have to travel in that direction, you are placing one more obstacle just to get to Snoqualmie Pass. If we go around through Tacoma, we have a toll bridge. Going all the way up to reach Highway 2, is quite a ways out of our way. We already have to pay one way or another just to get out of Western Washington. This proposal makes me feel like we are in some strange Western Washington prison!! Not everyone here is so rich that we can pay pay pay for any traveling we do. I am asking you to please re-consider this. It does not only affect the seattle area, but those of us on the peninsula as well.

Estene Pass
Joyce, Wa.

From: Tom Knowlton
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98087
Comment: Do not make us pay for something we don't have as yet. DONOT put the toll in place untill after it is built

From: Anonymous
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98030
Comment: I work on Mercer Island, part time, tolling would take alot of my pay from this job. I commute to Mercer Island from the Eastside on I-90, not even USING the floating bridge, just the bridge on the eastside. I don't agree to the tolling on the I-90,as I never use the 520 at all.

From: Jerrae Staples
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98024
Comment: I do not feel that it is fair to toll the I-90 bridge to help fund the new 520 bridge. I will be happy to pay for using the 520 bridge when I need to, but don't want to pay for it if I am not using that bridge. Thank you.

From: Brad DeForest
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98070
Comment: Not too long ago our great governor put in place a huge tax increase on gas taxes to pay for the Alaska Way Viaduct and the 520 bridge. But seem like there is no money for either of those projects now. What's she doing breaking her word and now its spent on other pet projects of hers? We can't charge gas tax to

pay for something then toll too, which one you gonna give up?

From: Kenneth Smith
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98512
Comment: Our family supports use based tolls on our states bridges and roads.

From: Bill Okazaki
Source: info@build520.org
Date: 08/14/2008
Zip Code: 98024
Comment: Absolutely no tolls on 520 or I-90. Find another way to fix this mess.

From: Todd Westby
Source: info@build520.org
Date: 08/14/2008
Zip Code: 98270
Comment: The only road that should be tolled for the 520 bridge is the 520 bridge.

I remember the last 520 bridge toll and only that was tolled. If you want to toll I-90 then I expect more general purpose lanes added to I-90.

You also need to make the toll affordable. I would rather and will drive around the lake than pay \$3.00 one way to cross the bridge.

Remember, the biggest reason for the gas tax increase was to pay for 520. Now we are being robbed by the state.

NO NEW TAXES, any money that goes to government is a TAX not a fee!

From: Benton Ramsey
Source: info@build520.org
Date: 08/14/2008
Zip Code: 98030
Comment: Which agency is going to be accountable for the funds and can these funds be re-allocated to the Washington General fund. If there is a toll on the two bridges, who will have oversight on how and when the funds are spent? How long exactly will the toll be in place or will this be one of those tolls that never goes away?

From: Tom Parrett
Source: info@build520.org
Date: 08/14/2008
Zip Code: 98584
Comment: I do not like the idea of no tollbooths. I will go out of my way to avoid variable tolling. I do not live in the area and I do not use that road enough to get me to go transponder. I do not like the idea of having my

license plate photographed and getting a bill later I want to pay now.

From: Cliff Wells
Source: info@build520.org
Date: 08/15/2008
Zip Code: 98046
Comment: Lexus Lanes using RFID card. Account can be adjusted with permissions on the internet so that job seeking unemployed (non-exempt?) can drive it free. \$20 for one shopper or \$10 for one commuter on the bridge, Motorcycles \$1.00 or credit \$1.00 if they have a passenger. Reduce rate according to the capacity of the vehicle. Emergency and transit vehicles NO TOLL, special access so as not to impede their service to the system. This is only a starting idea. There is genius our here. Let's try not to let treachery overrule a good fair plan.

Let's also look to see how we can improve the transit situation to minimize traffic everywhere. A possible trend in people from Island Transit going to and toward the East side may justify a BUS from Mukilteo (see map) to 1405 and transit stations along it to Tukwila.

From: Eric
Source: info@build520.org
Date: 08/15/2008
Zip Code: 98270
Comment: Just add another round of taxes evidently Gregoires gas tax increase of 9.5 cents on the already over taxed residents isn't working so let's just add a Toll Tax and that's exactly what it is a non voter forced tax.

From: William L. Malinski
Source: info@build520.org
Date: 08/16/2008
Zip Code: 98042
Comment: Tolling is never a good idea. It adds cost regardless of the method used to collect tolls, and it adds to congestion because drivers must slow down to be taxed. We pay our taxes and we expect to have good long and short term planning. Every road project in the state needs to be planned with consideration of traffic volume, age and state of repair, need for new access, and cost.

Tolling any where or anytime only adds cost to any project. Cost of people and booths, equipment for any automation, people to process the collected money and accounting of the money are all overand above the cost to fund the road improvement from the current funds available. Funds are available today. and more funds will be available tomorrow. It only requires planning to manage the cash flow income and expenditures. If we ever get to the point that we are falling behind the income to meet the needs, taxes are increased.

This is a significant point. Since taxes were just increased by the largest amount ever, where are those tax dollars being spent. The 9.5 cent per gallon of increased tax generates daily revenue. We already had a large gas tax, which generated a large steadily increasing revenue.

The state has failed to account for the expenditures of the gas tax revenue over the last 30 years. We, the citizens, deserve a complete accounting by an independent auditor of all income and expenditure by the state government annually. Every corporation must account for their finds. The Government levies rules on others that they fail to impose on themselves. The state has one of the largest incomes and expenditures of any entity within the state. Why isn't their annual audit published in every newspaper in the state, sent via e-mail like this, provided to all radio and TV news agencies. We, the citizens of the state, are the stock holders of this state. We need fair and honest accounting, not some sound bite in a political campaign, which is usually wrong or misleading.

Please reform the state, and do your job in the most efficient manner. Any tolling is inefficient.

From: David Schnell
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98260
Comment: As a ferry rider, I think there should be tolls on all major bridge crossings and on SR2 at Stevens Pass. As it has been pointed out to me, it all comes down to where one chooses to live. If one portion of the transportation system (ie ferries) is expected to pay its way, all similar elements should pay their way also.

From: Billie Barb
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98249
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 Billie C. Barb

From: Georgene Jacobs
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98236
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. I'm especially interested in furthering the development of light rail as they have in Salt Lake City! With wise placement, this transportation is not intrusive and can be served and augmented by bus routes which move people to within a couple of blocks of their destination.
Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.
Sincerely,
Ms Georgene Jacobs

From: Judi Poulson
Source: info@build520.org

Date: 08/21/2008
Zip Code: 56031
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,

Judi Poulson

From: J Kristin Peterson
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98070
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. The 'modernization' method of arranging for a faster more efficient means of collecting fares for ferryboat service seems to be one successful example of "Not Your Grandmother's Tolling". True, this new method has yet to address reduced fares for low income individuals/families, but the new method has better assured that everyone pays for ferryboat service. Hopefully, members of the Tolling Implementation Committee will

brainstorm additional improvements to streamline and allow for frequent user, senior/disabled, low income users of future tolls.

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

Sincerely,

Ms J Kristin Peterson

From: Karl Olsen
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98253
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,

Karl Olsen

From: Judith Shoudy
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98282
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,

Judith Shoudy

From: Joy Kosola
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98249
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. It makes sense to encourage people to plan trips wisely and charge those who use the bridges for their use.

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

Sincerely,

Ms Joy Kosola

From: Christie Hammond
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98236

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,

Christie Hammond

From:

Kathleen Wolfe

Source:

info@build520.org

Date:

08/21/2008

Zip Code:

98198

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 Kathleen Wolfe

From:

Michael Oyola

Source:

info@build520.org

Date:

08/21/2008

Zip Code:

98260

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.

Tax the users of the roads as they use them to pay for the improvements and maintenance. How much simpler and fairer can you get?

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

Sincerely,

N/A Michael Oyola

From: Alissa Tuininga
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98045
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,

Mrs Alissa Tuininga

From: Danny DeTora
Source: info@build520.org
Date: 08/21/2008
Zip Code: 95610
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 Danny DeTora

From: Linda Mallery
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98257
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 Linda Mallery

From: Mr & Mrs Larry Donelan

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98260

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. Also, I would support tolls for any commuter routes.

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

Sincerely,

Mr and Mrs Larry Donelan

From: Chris Purpus

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98070

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 Chris Purpus

From: Karen Backman

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98003

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,

Karen Backman

From: Teri Breitenbach
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98014
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 Teri Breitenbach

From: Carly Clements-Owens
Source: info@build520.org
Date: 08/21/2008
Zip Code: 94507
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 Carly Clements-Owens

From: Anne Lewis
Source: info@build520.org
Date: 08/21/2008

Zip Code: 98031
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 Anne Lewis

From: Maureen Belle
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98249
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,

Maureen Belle

From: Colleen Hinton
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98166
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,

Colleen Hinton

From: Linda Hirsch
Source: Mail
Date: 08/21/2008
Zip Code: 98038
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: Mildred Billig
Source: Mail
Date: 08/21/2008
Zip Code: 98236
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 Fox
Source: Mail
Date: 08/21/2008
Zip Code: 98249
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: Mary Wiegel
Source: Mail
Date: 08/21/2008
Zip Code: 98260
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: Donald Richardson
Source: Mail
Date: 08/21/2008
Zip Code: 98239
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: Rheda Helman
Source: Mail
Date: 08/21/2008
Zip Code: 98166

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: Michael Smith

Source: Mail

Date: 08/21/2008

Zip Code: 98003

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: Dorothy Schepcke

Source: Mail

Date: 08/21/2008

Zip Code: 98198

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: Valorie Schroeder

Source: Mail

Date: 08/21/2008

Zip Code: 98282

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: Barbara Hartloff

Source: Mail

Date: 08/21/2008

Zip Code: 98023

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: George Heidorn

Source: Mail

Date: 08/21/2008

Zip Code: 98070

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: Don Crook

Source: Mail
Date: 08/21/2008
Zip Code: 98024
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: Linda Schule
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98146
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 Linda Schule

From: Gloria Chou
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98236-9636
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 totally support introducing tolling. Our traffic jam needs to change. I'm willing to pay a price for planet earth's climate change.

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

Sincerely,

Ms Gloria Chou

From: Jackie & Tom Andrewjeski
Source: Mail
Date: 08/22/2008
Zip Code: 98045

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.

Tolls to improve roads!

From: Rita M. Ray

Source: Mail

Date: 08/22/2008

Zip Code: 98003

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: R.S. Barnes

Source: Mail

Date: 08/22/2008

Zip Code: 98239

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: C.R. Barnes

Source: Mail

Date: 08/22/2008

Zip Code: 98239

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: Susan Wieland

Source: Mail

Date: 08/22/2008

Zip Code: 98221

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: Karen Bess

Source: Mail

Date: 08/22/2008
Zip Code: 98277
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: Ralph Becker
Source: Mail
Date: 08/22/2008
Zip Code: 98239
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 Puruis
Source: Mail
Date: 08/22/2008
Zip Code: 98166
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: R. Peter & Elizabeth R. Berg
Source: Mail
Date: 08/22/2008
Zip Code: 98239
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: Charles & Roberta Strasser
Source: Mail
Date: 08/22/2008
Zip Code: 98038
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: Russell Matthews
Source: Mail
Date: 08/22/2008
Zip Code: 98092

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: Laurie A. Clapp

Source: Mail

Date: 08/22/2008

Zip Code: 98198

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: Emma Amiad

Source: Mail

Date: 08/22/2008

Zip Code: 98070

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: Cynthia Weeks

Source: Mail

Date: 08/22/2008

Zip Code: 98236

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: Kevin McMahon

Source: Mail

Date: 08/22/2008

Zip Code: 98038

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: Jeanne Strickland

Source: Mail

Date: 08/22/2008

Zip Code: 98092

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: O. Paul & Joanne Marr
Source: Mail
Date: 08/22/2008
Zip Code: 98198
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: Dick Holze
Source: Mail
Date: 08/22/2008
Zip Code: 98032-7061
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: R. Vincent-Jones
Source: Mail
Date: 08/22/2008
Zip Code: 98239
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: C.L. Greig
Source: Mail
Date: 08/22/2008
Zip Code: 98277
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.

Made painless by using electronic readers.

From: Richard Rue
Source: Mail
Date: 08/22/2008
Zip Code: 98031
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.

Just do it!

From: Mike & Judy Thomas

Source: Mail

Date: 08/22/2008

Zip Code: 98239

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.

Thank you for all of your hard work.

From: Elizabeth Davis

Source: Mail

Date: 08/22/2008

Zip Code: 98249

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 act now to reduce global warming gas emissions!

From: Anette Burt

Source: Mail

Date: 08/22/2008

Zip Code: 98032

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.

Definitely necessary.

From: Carol Olson

Source: Mail

Date: 08/22/2008

Zip Code: 98070

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.

It's time we took action!

From: Sandra L. Swarbrick

Source: Mail
Date: 08/22/2008
Zip Code: 98282
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: Earl Jorgensen
Source: Mail
Date: 08/22/2008
Zip Code: 98277
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.

Good idea!

From: Jackie Gugliotta
Source: Mail
Date: 08/22/2008
Zip Code: 98014
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.

Excellent idea!

From: Alexander Trushkin
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98166
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,

Alexander Trushkin

From: Jay Hoebermann
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98038
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.

Like the human body when our arteries' become clogged and then blocked we have what is called a heart attack. Let's not have that happen in

Seattle, or Tacoma where transportation is such a vital factor. Reduce the pressure and aim at a wellness system that works. This proposal may help bring us to sanity and invigorating growth.

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

Sincerely,

Mr Jay Hoebermann

From: Robbie Cribbs
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98249
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. I would also like to see funding going to electric transit

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

Sincerely,

Mr Robbie Cribbs

From: Mark Erskine
Source: info@build520.org
Date: 08/22/2008
Zip Code: 28390
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 Mark Erskine

From: Fuoad Shashani
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98032
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 Fuoad Shashani

From: Bruce Dobson
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98260
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 Bruce Dobson

From: Paula Wood
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98502
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 Paula Wood

From: Ivy Sacks
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98070
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 Ivy Sacks

From: Dian Alyea
Source: Mail
Date: 08/22/2008
Zip Code: 98001
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: April Downing
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98092

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.

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

Sincerely,

Ms April Downing

From:

Cathryn Russell

Source:

info@build520.org

Date:

08/23/2008

Zip Code:

98253

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.

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

Sincerely,

Mr and Mrs Cathryn Russell

From:

Beverly Skeffington

Source:

info@build520.org

Date:

08/23/2008

Zip Code:

98070

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.

I support these tolls because I believe that if you are in your car, you should be paying more than the person who is in a bus or on a train. Recently travelling to Woodinville and from there to the airport, I was astounded at how many people are single occupants in their cars. If we don't change our habits and begin to be "inconvenienced" a little by not quite "convenient to my schedule" excuses for not using mass transit, we are being very irresponsible. I support the varied price schedule for non-peak travel as well as the "E-Z Pass" manner of charging these tolls.

Please vote to support this program.
Beverly Skeffington

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

Sincerely,

Ms Beverly Skeffington

From: Robert Whalen

Source: info@build520.org

Date: 08/25/2008

Zip Code: 98001

Comment: There should be modest tolls between Renton and I-90 and between Woodinville and Totem Lake on I-405. There should also be tolls between Southcenter and Boeing access and on the ship canal bridge on I-5. There should be permanent tolls to finance alternatives to I-5 and I-405 congestion.

With the expressive concern of Renton and other communities about increased traffic due to bridge tolls, it is disturbing that no study was included to determine how much of the diverted traffic would be absorbed by a commuter rail system between Longacres and Woodinville, If operated all day and synchronize with Seattle-Tacoma commuter rail it could absorb the diverted traffic while significantly reducing emissions of pollutants. The tolls proposed appear to be about right. We need a massive investment in transportation maintenance and repair. Toll is the most equitable and effective way to finance this investment.

From: Faye Wilkinson

Source: Mail

Date: 08/25/2008

Zip Code: 98070

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.

People who use the bridge the most at high traffic times pay for that.

From: Lois Gibler

Source: Mail

Date: 08/25/2008

Zip Code: 98042

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.

If we don't make it expensive to drive, people will not change their habits. Also, we can't keep going in the red for improvements and ruining the environment.

From: Donna Klemka

Source: Mail

Date: 08/25/2008

Zip Code: 98070

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 drivers to realize the costs of their use of highway--similar to ferry users.

From: Michael Knodt
Source: Mail
Date: 08/25/2008
Zip Code: 98070
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 pay a toll to get from my home in Seattle via ferry (my only option) so, I don't see why other communities wouldn't pay tolls. I also would like to see tolls which work for Metro too!

From: Scott Seymour
Source: Mail
Date: 08/25/2008
Zip Code: 98045
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 must move to sustainable and responsible alternative transportation. And there should be no tolls for low income people.

From: John Guros
Source: Mail
Date: 08/25/2008
Zip Code: 98198
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: Peter Bennett
Source: Mail
Date: 08/25/2008
Zip Code: 98260
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 Corr
Source: Mail
Date: 08/25/2008
Zip Code: 98198
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.

Every bit helps - let users pay.

From: Mr & Mrs Larry Donelan
Source: Mail
Date: 08/25/2008
Zip Code: 98260
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 would support tolls for any commuter routes.

From: Sarah Felger
Source: Mail
Date: 08/25/2008
Zip Code: 98277
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.

Thanks!

From: Jan Gaull
Source: Mail
Date: 08/25/2008
Zip Code: 98166
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 - just do it!

From: Joan Moore
Source: Mail
Date: 08/25/2008
Zip Code: 98038
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: Roger von Doenhoff
Source: Mail
Date: 08/25/2008
Zip Code: 98003
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 Northing
Source: Mail
Date: 08/25/2008
Zip Code: 98198
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 Smith
Source: Mail
Date: 08/25/2008
Zip Code: 98047
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: Anita Graham
Source: Mail
Date: 08/25/2008
Zip Code: 98166
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: Charles L. Butler
Source: Mail
Date: 08/25/2008
Zip Code: 98065
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 Casad
Source: Mail
Date: 08/25/2008
Zip Code: 98045
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.

User variable rates encourages practical/consumer usage of our public roads and bridges. The future for generations demands green 'thinking'. Thanks!!!!!!!!!!

From: Janice Strama
Source: Mail

Date: 08/25/2008
Zip Code: 98038
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: Eric Shen
Source: Mail
Date: 08/25/2008
Zip Code: 98221
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 must take prompt and aggressive action to reduce carbon emissions.

From: Betty Carteret
Source: Mail
Date: 08/25/2008
Zip Code: 14786
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 must take prompt and aggressive action to reduce carbon emissions.

From: John Edison
Source: Mail
Date: 08/25/2008
Zip Code: 98292
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: Marilyn Grosjean
Source: Mail
Date: 08/25/2008
Zip Code: 98282
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. If tolls had remained we would not have this problem!

From: Herbert Dimock
Source: Mail
Date: 08/25/2008
Zip Code: 98014
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: Eric Magelssen
Source: Mail
Date: 08/25/2008
Zip Code: 98070
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: Don Barden
Source: Mail
Date: 08/25/2008
Zip Code: 98019
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: Bill & Rhonda Einman
Source: Mail
Date: 08/25/2008
Zip Code: 98223
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: Julia Lakey
Source: Mail
Date: 08/25/2008
Zip Code: 98070
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. Have tolls paid by those who rely on the bridges. Fund mass transit options!

From: Maddy Rodekeffer
Source: Mail
Date: 08/26/2008
Zip Code: 98092

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: Andrea B. Avni

Source: Mail

Date: 08/26/2008

Zip Code: 98070

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.

People won't leave their cars until it hurts to stay in them. We need to pay to drive.

From: Lori McKole

Source: Mail

Date: 08/26/2008

Zip Code: 98277

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 also support raising gas prices, tax credit to those who buy cars friendly to the planet ... positive incentives.

From: David A. & Deborah Luxem

Source: Mail

Date: 08/26/2008

Zip Code: 98166

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 fees are fair!

From: Gary Aamodt

Source: Mail

Date: 08/26/2008

Zip Code: 98014

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 problem with heading west on the 520 at rush hour must be fixed soon!

From: Kamela Trujillo

Source: Mail

Date: 08/26/2008

Zip Code: 98070

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: Michael Taylor

Source: Mail

Date: 08/26/2008

Zip Code: 98282

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: Paula Lucas

Source: info@build520.org

Date: 08/26/2008

Zip Code: 98014

Comment: I love the question, "what incentive would entice you to car pool or bus rather than drive..."
AVAILABILITY!!!!

I have written Metro, my senators, gone to local neighborhood meeting where Metro Rep was and CORNERED him. Still nothing. no bus no carpool, NOTHING! The Express 545 stops very near where I work and transits to Redmond Park and ride, sure, I'd still have to drive to Redmond, but WAIT, What do you mean the express 545 only goes from Seattle to Redmond in the AM, NOT Redmond to Seattle????? What kind of a plan do you people have going here?? Why should I pay tolls when I am offered no alternative but to drive? Why do the buses cater to Microsoft and leave the rest of us breathing fumes? Why did the state and county collect so much on building permits and fees to put people in places that would inevitably overflow the road systems? Why is this my problem? Oh, that's right YOU WANT ME TO PAY FOR IT!!
What Gall! I'll give you this, you folks got balls!

Still waiting for answers that make sense, haven't seen any in this web site. P.S. Do people really still fall for the propaganda? Unbelievable!

From: K. Parker

Source: info@build520.org

Date: 08/26/2008

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.

From: Irene Haynie

Source: Mail

Date: 08/26/2008

Zip Code: 98038

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: F. Hogan
Source: Mail
Date: 08/26/2008
Zip Code: 98070

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: Walt Hoesel
Source: Mail
Date: 08/26/2008
Zip Code: 98019

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: Paul Rhodes
Source: Mail
Date: 08/26/2008
Zip Code: 98198

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: Frank Reanier
Source: Mail
Date: 08/26/2008
Zip Code: 98198

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: Diane Thompson
Source: Mail
Date: 08/26/2008
Zip Code: 98022

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: Dianne Sullivan

Source: Mail

Date: 08/26/2008

Zip Code: 98030

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.

Good job!

From: Patricia J. Smith

Source: Mail

Date: 08/26/2008

Zip Code: 98092

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.

Prior planning prevents panic, chaos and regret.

From: Gherry Taylor

Source: Mail

Date: 08/26/2008

Zip Code: 98249

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 revenue to improve transit services.

From: D.F. Bravender

Source: Mail

Date: 08/26/2008

Zip Code: 98249

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 are appropriate as user who benefit pay.

From: Robert M. Moore

Source: info@build520.org

Date: 08/27/2008

Zip Code: 98371

Comment: Begin tolling BOTH bridges five years ago--or 2010--whichever is more feasible. Tolls MIGHT be lower and the revenue stream LARGER. Most OTHER parts of the country have TOLLING POLICIES which make all this last minute scrambling and clawing for funding UNNECESSARY. Washington STATE treats its motorists like a bad parent placating a unruly child. By contrast the bridges to the "affluent," King County suburbs SHOULD have always been viewed a CASH COWS!!!

Sincerely,

RMM

From: A. Huggins

Source: Mail

Date: 08/27/2008

Zip Code: 98070

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: Avery Palmer

Source: Mail

Date: 08/27/2008

Zip Code: 98092

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 Sherman

Source: Mail

Date: 08/27/2008

Zip Code: 98249

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: Nancy Jordan

Source: Mail

Date: 08/27/2008

Zip Code: 98277

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.

Pay ahead is an excellent money saving plan.

From: Stephen LeGuyer

Source: Mail

Date: 08/27/2008
Zip Code: 98292
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: Joe Nyderek
Source: Mail
Date: 08/27/2008
Zip Code: 98042
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.

Variable pricing works for everything else!

From: Allan Ohlsen
Source: Mail
Date: 08/27/2008
Zip Code: 98188
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: Jack Sumey
Source: Mail
Date: 08/28/2008
Zip Code: 98263
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.

It is long over for a system repair and rebuild project

From: Linda Hayden
Source: Mail
Date: 08/28/2008
Zip Code: 98014
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: Jodie Philp
Source: Mail

Date: 08/28/2008

Zip Code: 98260

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: Marie Olson

Source: Mail

Date: 08/28/2008

Zip Code: 98257

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: Frederick Prael

Source: Mail

Date: 08/28/2008

Zip Code: 98260

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.

Bridges like ferry boats are a necessary part of our highway system.

From: Judith Wood Pearce

Source: Mail

Date: 08/28/2008

Zip Code: 98070

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: Walker Brooking

Source: Mail

Date: 08/28/2008

Zip Code: 98010

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: Sara King
Source: Mail
Date: 08/28/2008
Zip Code: 98092
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: Gloria Sting
Source: Mail
Date: 08/29/2008
Zip Code: 98166
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.

It's done back East - Why not here?!

From: Laurel O'Gormley
Source: Mail
Date: 08/29/2008
Zip Code: unknown
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: Joe Julian
Source: info@build520.org
Date: 08/29/2008
Zip Code: 98036
Comment: Your committee and Queen Christine can take your toll and stuff it. Use the outrageous gas tax to finance your projects and learn to live within your budget just like I have to.

From: Shelli Park
Source: Mail
Date: 08/29/2008
Zip Code: 98166
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: Charles Ingraham
Source: Mail
Date: 08/29/2008
Zip Code: 98282
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.

DO it!

From: Yonit Yogev
Source: Mail
Date: 08/29/2008
Zip Code: 98282
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.

Anything we can do to get cars off the road and expand public / light transportation is the only way to go. Thanks.

From: Christi Shaffer
Source: Mail
Date: 08/29/2008
Zip Code: 98260
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: Billie Blytmann
Source: Mail
Date: 08/29/2008
Zip Code: 98257
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: G.W. Koss
Source: Mail
Date: 08/29/2008
Zip Code: 98003
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: Tom Campbell
Source: Mail
Date: 08/29/2008
Zip Code: 98260
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: Dorothy Rozek
Source: Mail
Date: 08/29/2008
Zip Code: 98003
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.

Dorothy Rozek

From: Billie Christiansen
Source: Mail
Date: 08/29/2008
Zip Code: 98070
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 must be realistic about paying for what we must have.

Billie Christiansen

From: Elizabeth Davis
Source: Mail
Date: 08/29/2008
Zip Code: 98202
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.

Toll all of I-5! We need light rail north of Everett! Country people would use it!

Elizabeth Davis

From: Nadine Huntley
Source: Mail

Date: 09/03/2008
Zip Code: 98019
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.

Nadine Huntley

From: Delcy Morrison
Source: Mail
Date: 09/03/2008
Zip Code: 98260
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.

Delcy Morrison

From: Lee Landrud
Source: Mail
Date: 09/03/2008
Zip Code: 98001
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: Robin Adams
Source: Mail
Date: 09/03/2008
Zip Code: 98260
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: Carl Frisk
Source: info@build520.org
Date: 09/04/2008
Zip Code: 98201

Comment: Buses more buses. Quick cheap and we would be copying the success of other metro regions faced with similar problems to ours. Tolls - no tolls. How many times do we have to pay for the same roads. No more roads - fix the ones we have. Did I say buses more buses? The only way you can possibly be begin more roads in this region is if your company builds them. One more time buses more buses.

From: Connie Murry
Source: info@build520.org
Date: 09/05/2008
Zip Code: 98290
Comment: I believe we have to get used to the idea of tolls and the sooner the better. Plus it makes sense for those people who use the bridge on a daily basis, that they should pay for the brunt of the construction costs and tolls is the way to do it.

From: Robert Toycen
Source: Mail
Date: 09/06/2008
Zip Code: 98032
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.

Robert Toycen

From: Anneliese Petrie
Source: Mail
Date: 09/06/2008
Zip Code: 98236
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.

Anneliese Petrie

From: Ellen Johanson
Source: Mail
Date: 09/06/2008
Zip Code: 98003
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 need to do everything possible to eliminate global warming and improve our transportation system!

Ellen Johanson

From: Janet Schafer
Source: info@build520.org
Date: 09/08/2008

Zip Code: 98042

Comment: I vote for option 4 - start tolling 520 in 2010, and then I-90 IN 2016. That option will allow driver's time to get adjusted to tolls, and also allow them to change their route temporarily while their mindset gets slowly more tolerant of tolling. Additionally, it would raise the legislature's mandated funding without having to add additional taxes. It is only fair that the folks who use the 520 bridge most bear the majority of the added expenses of having a new bridge.

From: Brian Coughlin

Source: info@build520.org

Date: 09/08/2008

Zip Code: 98038

Comment: I disagree with tolling the I-90 bridge for the sole purpose of constructing a new 520 bridge. Perhaps there should be tolls put in place throughout the core metropolitan area on the freeways. Or maybe all of our tax dollars that are taken from us should fund our roads instead of other programs. As a taxpayer I expect to pay for roads. Whether it is a tax or a toll Could we please just start building! It is not just the Freeways but the surface streets too.

From: Elizabeth Cate

Source: Mail

Date: 09/09/2008

Zip Code: 98042-4228

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: G. Howard

Source: Mail

Date: 09/10/2008

Zip Code: 98236

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.

I will be happy to use this payment method on the bridges!

From: E.M. Lindsay-Jones

Source: Mail

Date: 09/10/2008

Zip Code: 98221

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: Bill Kilcullen
Source: info@build520.org
Date: 09/10/2008
Zip Code: 98370
Comment: Are the toll rates reasonable? Toll rates are reasonable Is variable tolling appropriate for 520 and 90? Yes, variable tolling is appropriate and will serve to encourage carpooling and alternate travel times to spread traffic patterns more evenly.

How will electronic tolling - no tollbooths - work for you? Electronic tolling is critical to success and should allow for linkage to electronic payment methods, similar to the state ferry pass system. An electronic tag, easily transferred from one vehicle to another with an activation code to prevent theft should be considered. Strategically placed, electronic (debit/credit) and/or currency operated automated toll booths provide a failsafe for travelers who are unaware/unable to make use of the toll tag system without slowing normal commuter savvy commuters. Dallas Texas is a great model to follow.

Does getting started early with tolling make sense from a financial perspective? paying the debt sooner is always better How should we consider tolling 90? as long as revenue from 90 is then transferred to 90 fund once 520 project is fully funded

From: Steve Winecoff
Source: info@build520.org
Date: 09/15/2008
Zip Code: 98201
Comment: Transit (bus) companies should be exempt from paying any toll (fee) for using the 520 or I-90 bridge. Transit companies are already doing their part by taking cars off the road. In addition, transit companies have limited funding as it is. Thanks for your consideration.

From: Nancy Corr
Source: Mail
Date: 09/19/2008
Zip Code: 98198
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: Nicola Whaley
Source: Mail
Date: 09/19/2008
Zip Code: 98166
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 M. Moore
Source: info@build520.org
Date: 09/20/2008
Zip Code: 98371
Comment: TOLL BOTH BRIDGES beginning now and continuing after FOREVER! It's the way it's(???) done in all the other states which Washington's citizens try to copy culturally!!!

Toll some of the lanes of 405 (if they are expanded...!) Toll any underground freeways at the Seattle waterfront, and toll 167, at least, from Renton to N. Pierce County, begin to think of a way to toll I-5 from Pierce County to the upper reaches of Snohomish County.

The tolls should be able to supply a (sinking?) fund for 'depreciation' of the system and a capital fund to implement some sort of meaningful, mass rapid transit!

From: April Lee-Williams

Source: info@build520.org

Date: 09/21/2008

Zip Code: 98296

Comment: Have you considered this? I live in the Echo Lake area and I have to travel to Children's Hospital way too much. It is all I can do to afford medication and gas. I usually take 522 - Sandpoint way to go, but sometimes I have to go 520. I can't pay tolls for something that should be getting money from all our property taxes and gas taxes and sales taxes. If I have to pay to get to the hospital, then I will not be going that way and IT COULD MEAN THE DIFFERENCE BETWEEN LIFE OR DEATH. If I start out transporting my child then something happens and I can't pay to cross 520 than I am faced with having to call 911 to get him to the hospital.

How many children are you willing to pay for 911 transport or put at risk because of a toll for something that was paid for and to update should come from resources that are already in place.

From: Victor Leshner

Source: info@build520.org

Date: 09/23/2008

Zip Code: 98282

Comment: Hi folks, I've written a number of articles to you and Senator Haugen, but I want to emphasize these principles.

1. We are no longer going to be placing tolls into place to pay for specific projects. Tolling in the future will be supplementing and eventually surpassing tax revenues as the way we pay for our transportation infrastructure. Our highways and bridges will literally eventually collapse if we don't do this.

2. In making a choice between high tech collection machines and low tech attendants I advocate using real people. (1) They will be your cheerful ambassadors to the general public and they can pass on a personal "thank you" or any other message you want to communicate to the public. (2) When your machines break, what do you have left to avoid gridlock and thousands of furious drivers? (3) We need to create as many low to middle income positions as possible. (4) They will be a better position to watch out for posted pictures of criminals. Machines can be used to capture this information, but only the attendants will be able to call for police help immediately.

3. You must communicate the need for tolling to the public immediately and get busy putting them into place. You're wasting time and losing money.

Very best and thanks for listening.

From: Janet & Conrad Vlaming

Source: Mail

Date: 09/24/2008

Zip Code: 98042

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: Connie Murry

Source: info@build520.org
Date: 09/26/2008
Zip Code: 98290
Comment: I believe tolls should be implemented for the SR 520 bridge only. Those individuals that use the bridge daily should be the ones to carry the majority of the load. Those that cross it occasionally, the toll should be a non-issue.

From: Jerry Hautamaki
Source: TIC Meeting #6 (Kirkland)
Date: 09/30/2008
Zip Code: 98290
Comment: In Puerto rico over 45% of their patrons don't have credit cards. People can go into stores and scan cards to get money. Those programs are successful. A lot of research has been done into non-banked tolling methods.

From: Pam Pritzl
Source: Mail
Date: 10/15/2008
Zip Code: 98292
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: Janet Schafer
Source: info@build520.org
Date: 10/21/2008
Zip Code: 98042
Comment: I vote for the following scenario: Start tolling 520 in 2010 at a toll rate that attempts to fill the project funding gap.

From: Ernest Tear
Source: info@build520.org
Date: 10/21/2008
Zip Code: 98002
Comment: What happened to the legislator promise, when the 520 was originally paid off (many times over), that we would never have another toll road/bridge in the state of Washington again?

From: Trevor Stanhope
Source: info@build520.org
Date: 10/22/2008
Zip Code: 98275
Comment: As a very infrequent (5-10 times per year) user of the 520 bridge, I feel that having a Good-to-Go Pass is not necessary and agree with the license plate detection and invoicing proposal. However, I also feel that

having to pay a surcharge (for video processing) on top of the toll if I use the bridge without a Good-to-Go pass is unfair. The taxpayers of this state should not have to pay extra because they were not given a reasonable option to pay.

What about out of state plates and rental cars/trucks? How will these vehicles be accountable for tolls? Without a pass and using the plate, who will get charged the toll? With a Toll Booth, there is the option to collect. Without one.... it simply isn't fair.

From: Robert M. Moore
Source: info@build520.org
Date: 11/04/2008
Zip Code: 98371
Comment: Toll both bridges though a tunnel replacement of the 520 bridge would be preferable. If the proceeds exceed the financing and maintenance of the bridges, that surplus could certainly be well employed for transit build-out, either the line from Renton to Woodinville or Sound Transit extension southward beyond Lakewood toward Dupont.

From: Tom Byrne
Source: info@build520.org
Date: 11/06/2008
Zip Code: 98031
Comment: Hello,

I am a user of 520 and would not mind paying my share of the cost of improvements, but I am vehemently opposed to any tolls that are not structured to be removed once the expenses incurred are paid. There is no fair reason why there should be a permanent toll on our transportation surfaces.

Thank you,

Tom Byrne

From: Samuel North
Source: info@build520.org
Date: 11/06/2008
Zip Code: 98036
Comment: Tolling of the existing 520 bridge should commence as soon as possible. In addition to the state and federal funding being used to build a new bridge, it is reasonable that present day users of the 520 bridge be responsible for a larger share of funding than non-users. Taxes collected from all state residents have already been committed and this is reasonable since the 520 provides a collective benefit to residents by improving our economy. Those using today's bridge will directly benefit from the new bridge and owe a more substantial contribution than merely taxes. It would be unfair for taxes to be the sole funding source and it would also be unfair to expect a larger share of funding to come from future users and residents without current users sharing in the cost.

Additionally, both 520 and I-90 should be tolled. I-90 should be tolled for two reasons, first to balance demand between the two cross-lake corridors and second, because I-90 users benefit from the 520 bridge by reducing demand on I-90. It is therefore reasonable to expect users of both bridges to pay for improvements to either bridge.

Funding designated for bridge replacement and tolls collected should not be used to pay for transit service, but should pay for transit infrastructure and transit lane improvements. Transit services should be paid by regional transit agencies through their existing funding structure.

I am opposed to segment tolling. The purpose of the bridge corridor is to allow access to the bridge, if some drivers benefit from access to areas along the corridor, but do not cross the bridge, it is

unreasonable to toll them for accessing this minor benefit of the bridge replacement. Tolling at a specific point at or after the bridge crossing is simpler and easier for drivers to understand.

I think that variable tolling is a smart idea when compared to a flat rate toll. Whether variable tolling actually affects behavior or not, I think it is reasonable for commuters to pay a larger portion of tolls because it is the demand that cross-lake commuters put on the system that requires us to have two bridges.

Tolls of \$1 to \$4 in today's dollars seems to be a reasonable amount. Higher amounts (over \$3) would force me to think twice about driving the bridge during peak periods and would force me to take transit were I commuting across the bridge daily.

From: Susan Bagley
Source: info@build520.org
Date: 11/07/2008
Zip Code: 98003
Comment: Every use of SR 520, even by local residents whose use is only part of the length of the bridge, should be tolled. A prorated amount should be collected at the onramp. This can be viewed similarly to the assessment for sanitary sewer improvements in communities. The length, or distance along the edge of your property is used to calculate your financial obligation to the sewer district. When it comes to tolling, the partial length of the SR 520 bridge travelled should be paid for at a slightly reduced rate. This may entail development of sensors at offramps to credit the drivers' accounts when exiting partway across the bridge. If the technology is not developed to that level yet, we need to get the technical experts working on a method of charging that partial amount.

From: Dave Thomas
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98043
Comment: This survey pretty much put words in my mouth. I don't think the outcome of it will be very valid, especially for the questions where I had to pick a statement I "agreed" with when I didn't agree with either. Also, the question where I had to rank three possible outcomes of tolling the bridge from most important to least important or what ever the three options were...

From: Bill Okazaki
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98024
Comment: I do not believe that tolling the 520 and I-90 bridges is the most equitable way to fund the upgrading and new construction/replacement of these bridges.

From: Randy Boss
Organization: Citizens Against Tolls
Source: info@build520.org
Date: 11/12/2008
Zip Code: 98335
Comment: Bob, Paula and Dick:

Just a couple of quick thoughts while you're deliberating over the tolls for the 520 Bridge.

First and foremost - when the project is all done it better relieve congestion! As proven at the Tacoma Narrows Bridge - all of the objections (well almost all) will go away if the project actually works and the

users see that their tolls actually relate to congestion relief.

The I-90 and the 520 work together as a team. Exact tolls scenarios should be established on both bridges to avoid confusion and diversion and to insure a steady and predictable toll revenue.

You can't expect everyone that uses the I-90/520 to have a transponder. Emergency toll booth need to be a part of the equation even if paying a manual toll is charged at double or triple the transponder rate.

The public will accept tolls on the bridge to pay for the bridge (that direct connection principle) but not on other surface streets.

Congestion pricing now would help ease some of the current problems on the bridges by pushing some traffic out of the commute period thus making the tolling implementation a little easier to swallow.

As shown at the Tacoma Narrows Bridge - tolls work to solve congestion. With all due respect Bob, I believe there would be a line up to pay tolls if you would show (as with the Tacoma Narrows) that tolls solve congestion. The public will pay for that direct result.....

Please enter these comments in the public record.

Thank you

From: Will Atkinson
Source: info@build520.org
Date: 11/13/2008
Zip Code: 98024
Comment: Mass Transit is the way of the future - high speed electric trains are what the US Government will put full emphasis on in the future - that means 90% government funds for those bying into this approach. Why isn't the new bridge being built to take advantage of high speed transportation getting away from buses.

From: Will Atkinson
Source: Tolling web survey
Date: 11/13/2008
Zip Code: 98024
Comment: NO TOLLS save money by discontinuing tolling committee. Get federal funding for bridge, mass transit, and maintenance. Other cities like Portland, San Diego, Frisco, Phoenix, Boise, Spokane have gotten federal funding for mass transit, whats wrong with greater seattle area getting funds.

From: Paula Lucas
Source: Fall 2008 OH Comment Form
Date: 11/17/2008
Zip Code: 98014
Comment: I am firmly against the tolls on either bridge. I can already tell that this meeting is about placating the public. King County has already made up its mind and will enact the toll, when they choose, at the rate they choose. This meeting is being held so that King County can claim that they listened to us without actually considering anything we say.

Options like changing the time or destination of our commute is moronic - we have to work and we have to work at a certain time - we don't have the option of choice. With no bus options (Express 545 picks up where I need to be dropped off and drops off at the side of the freeway where you have to fend for yourself - including climbing a hill that is difficult with a cane.)

THIS PLAN SUCKS AND ISN'T FAIR.

From: Janet Schafer

Source: Tolling web survey
Date: 11/25/2008
Zip Code: 98042
Comment: Thank-you for finally repairing this survey!!! This is the 4th attempt at taking it, and I was FINALLY able to pull up the site!!!! I also support the tolling of the 520 in 2010, with further tolling of I-90 in 2016...option #4. Thank-you for accepting public comment on the options available. Now, it only they would ask us how we want the Viaduct replaced!!!! (no to a tunnel or a surface road.... the elevated road offers the best free view of the Puget Sound and should remain available to the entire public! It is a major part of the one-day tours I give to all who chose to "tourist in Seattle" and get my personal tour of the best of the city! It is a view I love to see and enjoy sharing with others!!

From: MJ Hillstrom
Source: info@build520.org
Date: 11/26/2008
Zip Code: 98020
Comment: Hello!

I am a counselor at Mercer Island High School. I live in Edmonds. I am one of those poor schleps who commutes every day. Yes, I have checked into mass transit, and would need to orchestrate four legs of transportation to get to work, leaving my home at 4:30AM and arriving home at 8:30PM. Therefore I drive and save myself a few hours each day. With the proposed toll for the I90 bridge, a good portion of my monthly pay check would be spent on more transportation, yet not benefitting my commute. I am opposed to this proposal and don't believe those who work for Mercer Island School District should have to pay the toll. Education professionals (35 years for me) choose our vocation because of what we can do for kids and the future of our society, obviously not for the meager salaries we are paid. Perhaps this is one way our society can give back to those in education- by granting us free passage on a bridge we can't avoid in our commute? Thank you for considering my opinion.

From: Paula Lucas
Source: Tolling web survey
Date: 11/30/2008
Zip Code: 98014
Comment: This whole idea sucks and makes lower income people forced to commute to work to pay for it - with no other options, routes or bus availability. Really forced us into a corner haven't you?

From: Bob Estes
Source: info@build520.org
Date: 12/02/2008
Zip Code: 98070
Comment: It's about time other people have to pay to use the highways.

From: Don Lee
Source: info@build520.org
Date: 12/21/2008
Zip Code: 98036
Comment: If you add tolls to an interstate then I will move out of the area. Interstates are paid for with tax dollars and gas taxes. WA residents have given the state billions over the years to improve transportation, and WA has squandered most of it. The legislature is willing to spend billions on stadiums and pleasing downtown merchants with overloaded occupancy, but won't spend a penny of state budget on transit. Thanks for the 140,000 additional residents in downtown Seattle. Did you really think busses would handle that load?

Seattle is insane. I'll be glad to leave.