



September 4, 2008

Bob Drewel, Chair
520 Tolling Implementation Committee
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104

Dear Mr. Drewel:

Thank you for your presentation at the Redmond City Council meeting on August 19, 2008 regarding the tolling scenarios for the SR 520 and I-90 bridges. The information that you and Charlie Howard provided on the initial analysis results was helpful in our discussion of tolling issues. We appreciate the significant work of the 520 Tolling Implementation Committee during the past several months and provide the following comments for the Committee's consideration:

1. Evaluate tolling beginning in 2010 on both the SR 520 and I-90 bridges;
2. Evaluate tolling beginning in 2010 on the SR 520 Bridge and tolling to begin as early as possible on the I-90 Bridge consistent with federal requirements for tolling on interstate highways;
3. Evaluate different peak hour toll rates for eastbound and westbound traffic on both bridges as a way to manage traffic and raise revenue based on bridge use. In 1963, traffic over the SR 520 Bridge between the Eastside and Seattle reflected a typically heavy suburban to Seattle flow in the morning, and heavy reverse flow from Seattle to the suburbs in the afternoon. Traffic levels today do not reflect this, with 51% of vehicle trips in the morning peak hour traveling from Seattle to the Eastside, and 52% traveling from the Eastside to Seattle in the afternoon peak hour;
4. Examine tolling impacts of each tolling scenario on low income households, and identify ways to mitigate these impacts;
5. Examine tolling and congestion impacts to businesses, including the impact of toll charges compared to the benefits of lower congestion and improved travel time on both bridges;
6. In examining the impact of various toll rates on revenue and traffic flow across both bridges, recognize that parking charges and fuel costs are not within the scope of this study, yet significantly affect travel;
7. Conduct an appropriate number of public meetings on both sides of Lake Washington for the second round of public engagement, as public outreach is critical to the successful assessment of tolling;
8. Toll revenue should only be used to pay for capital and maintenance expenses in the cross-lake corridor and help fund the capital cost of the new SR 520 Bridge

Thank you for the opportunity to comment. Please contact Terry Marpert at (425) 556-2428 if you have any questions about our comments.

Sincerely,

Nancy McCormick
President, City Council