



OFFICE OF THE CITY COUNCIL CLERK OF SEATTLE

August 12, 2008

Bob Drewel, Chair  
520 Tolling Implementation Committee  
c/o Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

Dear Chairman Drewel:

Thank you for your presentation to the Seattle City Council on August 11, 2008. We appreciate your keeping us informed about the work of the SR 520 Tolling Implementation Committee. We also value the extensive public outreach process the Committee is undertaking in order to collect input from residents, businesses, and local officials from throughout the region.

We support tolling SR 520 in order to enable WSDOT and its partner agencies to build a six-lane replacement bridge with four general purpose and two continuous HOV lanes that will extend from I-5 to I-405. We also support the implementation of variable tolling as a form of active traffic demand management (TDM). The use of TDM strategies should help make traffic along SR 520 more predictable and allow for more efficient use of the entire corridor. However, we are only in favor of tolling cross-Lake Washington traffic and do not support the application of segment tolls to any portion of SR 520.

Beyond helping to finance the construction of a new bridge, we also believe a share of the collected toll revenues should be utilized to support the ongoing operation and maintenance of SR 520. This includes funding for transit operations, which should be regarded as a core component of the tolling program and bridge replacement project. The final tolling program for SR 520 should also emphasize the throughput of people and goods rather than focusing exclusively on vehicle volumes. As the Committee continues to evaluate tolling scenarios for SR 520, we encourage further consideration of how tolls might be utilized to improve the mobility of transit and freight along the corridor. A major goal of the selected SR 520 tolling program should be helping to lower the vehicle miles traveled in the region. This will reduce greenhouse gas emissions and mitigate the impacts of climate change.

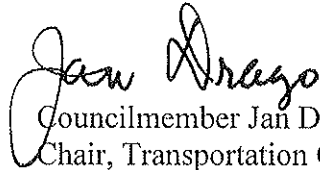
The final tolling program for SR 520 should also consider the regional context within which the bridge is located. It is imperative that all future tolling in the Puget Sound area be implemented in a systematic way and with the goal of improving mobility throughout the region. As mobility is enhanced, the economic vitality of downtown Seattle and the communities that surround it will also grow. For these reasons, we also support further study of regional congestion pricing and strongly encourage the Committee to develop and evaluate a scenario that places tolls on both SR 520 and I-90 in 2010.

Thank you for this opportunity to comment on the future tolling of the SR 520 bridge. If implemented in a balanced and systematic way, tolling has the potential to improve the efficiency of our region's transportation system and reduce congestion on existing roadways. We look forward to working with you and our neighboring jurisdictions as this process moves forward.

Sincerely,



Councilmember Richard Conlin  
Council President



Councilmember Jan Drago  
Chair, Transportation Committee



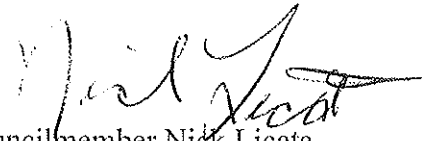
Councilmember Tim Burgess



Councilmember Jean Godden



Councilmember Sally Clark



Councilmember Nick Licata



Councilmember Tom Rasmussen