

520 Tolling Implementation Committee - Public Comments Received

Comment

From: Pamela Meyers
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98056
Comment: I think the tolls should only be spent on building a new 520 bridge and tolls should be implemented only if there is no other way to pay for the bridge. I remember what a mess it was when there were tolls on the 520 bridge and think even the good to go method has will slow traffic and add additional lanes in a very small area, and increase traffic when those who are not part of the good to go system merge back into traffic.

From: Lynn Blanke
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98058
Comment: I wanted to share something with you. I came from a state that had tolls on every major freeway and highway. Whenever you went on an on-ramp to get to the freeway, you had to pay a 25 cents to get on and \$2.00 at the midway point. This toll was put in place before the road was re-built. I think small tolls on all access points and a toll at the mid-way point. I believe if you put the tolls in place before the re-build is done, it could pay for the repairs to the road and also give more money for future projects. You should place tolls on all freeways (as I have heard from others they would start driving on I-90 to avoid the tolls. All the roads (I-90, 520) should have tolls to make sure we have a level driving field. I look forward to seeing what solution you come up. And just to let you know, people paid the tolls ,the project was paid and also there was more money for other projects so I know this does work.

From: Jim Pearman
Organization: City of Mercer Island
Source: Mail
Date: 06/23/2008
Zip Code: 98040
Comment: Re: Preliminary Expression of Interests regarding Tolling in the Cross-Lake Washington Corridor

Dear Chairman Drewel:

As you and I discussed on May 28, I want to provide you with an early view of the Mercer Island City Council's interests in the work you are doing to assess the potential impacts of, and possible mitigations for, tolling in the Lake Washington corridor. We will closely follow your modeling and data analysis process, and look to be continuously involved in your deliberations. Mercer Island's special place in those discussions is described in the December 1976 Memorandum Agreement on I-90, the Amendment that followed in 2004, and the 2006 letter from the Secretary of Transportation and Governor Gregoire's Chief of Staff. I'm attaching those documents for your convenience.

As a first step to educate and inform ourselves, the City Council asked State experts on transportation to serve on a discussion panel at our Council meeting on May 5. That panel consisted of our two State Representatives Judy Clibborn and Fred Jarrett, former Senator Jim Horn, former Transportation Commissioner Aubrey Davis, and Transportation Department Deputy Secretary David Dye. This is the panel I mentioned when you and I met a couple of weeks ago. In the discussion following, our Council

talked about several principles that express Mercer island's interests in the tolling question. Below is a preliminary summary of points the City wants to put forward at this early point in your process.

We all acknowledge that the regional deliberations that follow must rest on the best data we -- specifically your Committee -- can produce. We readily accept your invitation to comment on your modeling results when they are available in July, and to propose additional avenues of research, so Mercer Island's contributions will be data-based and thoughtful.

As these conversations begin, we submit these preliminary statements of Mercer Island's interests:

Rights under the I-90 Memorandum Agreement:

As a party to the 1976 Memorandum Agreement for I-90 and the 2004 Amendment, Mercer Island asserts its rights to consultation and involvement regarding changes to I-90 "with the intent that concurrence of the parties be a prerequisite to [Highway Commission] action to the greatest extent possible."

Commitment to Engage in the Analysis and Decision-Making Process:

Mercer Island understands the importance of financial and mobility modeling, and of thorough consideration of the effects and consequences of tolling, as well as the urgency in making those decisions. The Council commits to engage with the 520 Tolling Implementation Committee's data gathering and analysis, to thoughtfully contribute to its deliberations, and to express its own interests and positions clearly throughout the process.

Geographically restricted [contained??] use of toll revenue:

If tolls are placed on SR 520 and on I-90, as a congestion management device or a mitigation for anticipated traffic diversion from SR 520, the revenues derived from tolling these roadways must be retained for transportation construction, maintenance, improvement and mitigation within the cross-Lake Washington corridor.

Sequence of I-90 modifications:

Consistent with previous agreements, Mercer Island expects to see I-90 changes follow this sequence:

- Early SR 520 tolling to generate a revenue stream for bridge replacement (with the smallest possible toll, so as to avoid massive diversion onto I-90);
- Completion of the R-8A configuration;
- Only after MI mobility is secured consistent with the letter and intent of the I-90 agreements and assurances (see attached documents), the center lanes may be given over to Sound Transit for light rail operations. (The City understands that the R-8A lanes may ultimately be tolled as HOT lanes. If that occurs, Mercer Island expects to be consulted and involved in design and implementation.)

Mitigation for decreased access:

In the event that changes to I-90 Mercer Island result in (or anticipate) diminished access to the I-90 HOV lanes, MI must be compensated for such loss with capital and/or service mitigations as secured in the I-90 Agreements.

Thank you for your consideration of these interests at this early stage. We look forward to working closely with you and the other regional players.

Best regards,
Jim Pearman, Mayor

cc: Mercer Island Council Members
Representative Judy Clibborn
Representative Fred Jarrett
PSRC Government Relations Director Rick Olson
City Manager Rich Conrad
Interim Deputy City Manager Linda Herzog
Attachment: Memorandum Agreement on I-90 (dated Dec. 1976)
Amendment to the Memorandum Agreement (dated Aug. 2004)
Letter from Tom Fitzsimmons and Doug MacDonald (dated Dec. 22, 2006)

From: John Brandalick
Source: info@build520.org
Date: 07/19/2008
Zip Code: 98002
Comment: You are seeking public input about how tolls can help pay for a new 520 between Seattle and Bellevue.

Let Seattle, Bellevue and 520 users pay the entire bill. As a resident of Auburn, I should not be expected

to pay anything until it is made perfectly clear that Auburn will benefit with equal rewards as Seattle and Bellevue. I have no idea what MY expenses are going to be the coming year never mind years from now, and being on a FIXED INCOME, I am seeking your comments on what I can give up to make ends meet NOW! I believe that your asking me and many (millions) others like me to pay for something we don't need is "WRONG". Tear the bridge down, make folks drive around Lake Washington or "TOLL" I-405 and I-5 through Seattle and Bellevue. (How much is each Seattle and Bellevue resident paying for the "Narrows Bridge"? Better yet, "Do they know it?" Go out on the street and ask. You will be surprised.)

I have lived in Washington since 1982 and have always been treated as "The Forgotten Step-Child". (in Tacoma, Kirkland and now Auburn.) Pay for everything and receive NOTHING in return.

I have been taxed enough by this States 'Improvement Programs' and yet to have any benefit trickle down to me.

We have been taxed so much that the only thing we, the public, can do, is to move to another state. Then who would you get to pay?

I will probably NEVER use the 520, just like the Narrows Bridge, but, if by some State mandated request/demand I do have to use it, I will be claiming the toll as a reimbursable expense.

You asked for comments and these are the 'nicest' ones I can come up with.

Thank You

From: Anonymous
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98057
Comment: Okay, fine, make the Good to Go! Pass required. MAKE IT PART OF VEHICLE REGISTRATION FOR KING, PIERCE & SNOHOMISH COUNTIES. Reality is that there are a lot of people who might use the bridge, say, once every two months. No they wouldn't be visiting from out of town, they would be Seattlites who have no business on the Eastside except for an occasional visit, and vice-versa. It is not fair to penalize people (add a surcharge) for not using the infrastructure on a more regular basis.

Next thought: toll both bridges. There are already people who avoid one bridge for the other when traffic is heavy. Tolling 520 only would just tip the scales. Face it: in 30 years I-90 will be due for replacement, so let's get 520 paid for then get funds raised for the next I-90 replacement.

Next thought: Make Metro & Sound Transit free of charge between Evergreen Point & Montlake. Not just for cyclists, but for everybody.

From: Matthew Adleberg
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98040
Comment: What is the expected impact on Mercer Island?

Are we just all expected to get boats now?

Obviously I-90 will probably become the worse commute in all of America while anybody with money skips across the water (to Seattle) on an unused super bridge?

See us folks on the Island have one option for a commute and as far as I can see you are kinda closing that option. I would like to know what we are expected to do get home from work in the evening. My commute is currently around 12 - 15 minutes, I can see it expanding to well over two hours with traffic backed up past Bell Square. I ride my bike about half the year so that takes longer.

Is the impact on Mercer Island being considered at all?

From: John Koudela

Source: info@build520.org
Date: 07/25/2008
Zip Code: 98148
Comment: I'd rather you raise the sales tax in King County to pay for these bridge rebuilds and in fixing I-5 then making toll roads. I got enough monies going out the door then the \$2-4K a year these tolls would cost me. Plus by making tolls, variable or not, you will just snarl traffic for years to come as people find alternate routes. Your organization could have built better roadways in the first place, but your head in the sand attitudes kept thinking the region wasn't going to grow so you ultimately caused this problem in the long term and now you want to make it much worse for everyone. I vote absolutely not on tolls of any kind.

From: Andee Jorgensen
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98057
Comment: Dear committee,

The tolls should be uniform throughout the day and not exceed 5 dollars for a round trip. This is a little bit more than a transit fare but not prohibitive for the occasional user.

Thank you,

Andee Jorgensen
Renton

From: Greg Keith
Source: info@build520.org
Date: 07/28/2008
Zip Code: unknown
Comment: Thank you for the opportunity to comment.

Tolling for both bridges should begin now. I believe the closest scenario outlined is tolling the 520 bridge in 2010 and the 90 bridge in 2016.

My preference would be a variable toll.

Is there any thought to include an area dedicated to light rail? Please do! Retrofitting is moot if taken into consideration now.

Is there any thought to making the roadway eight lanes instead of six?

Regards,
Greg

From: Mark Williams
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98027
Comment: Build a regional, high speed, mass transit system already. One that runs above or below street level. Stop wasting money on unsustainable SOV alternatives. Taxing bridges will only hamstring the region. I rode the bus for 10 years before I had to change jobs. I work in Georgetown and I would love a reasonable and affordable option to get to work that didn't include 3 separate (slow) buses. Tax I-90 \$6-7 per trip and we will leave the region for a better place to live.

From: Richard Kennedy
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98166
Comment: While I am not opposed to a SR 520 bridge toll, I am opposed to placing a toll on SR 520 between I-5 and Montlake Blvd. Such a toll would put additional University of Washington traffic of NE 45th Street adversely impacting students, local business, and commuters.

From: Linda Plantz
Source: info@build520.org
Date: 07/31/2008
Zip Code: 98055
Comment: The money collected for tolls on the 520 bridge should be used strictly for upgrades and maintenance on the 520 bridge. This will help keep down the cost of the toll. If you make the toll too costly, then people will simply drive around. I know I would. If you want to use revenues from tolls to help fix other roads, then put a toll on the other roads. Again, the revenue collected from the tolls on the 520 bridge should be strictly used for the 520 bridge.

From: Dick Hitch
Source: info@build520.org
Date: 07/31/2008
Zip Code: 98040
Comment: Point of View from a MI resident.

1. Toll on I-90 Needed
At some point (2010 or 2016) there should be a toll of I-90 to prevent flow-over from 510. I-90 should not be clogged because a toll pushes traffic over from 520.
2. Toll Reduction for MI Residents
For MI residents who are trapped on MI and who are not crossing the entire lake (as with 520 users), some reduction of the toll rate is important so that MI residents will not oppose an I-90 toll. Unlike residents of either Seattle or the East side, MI residents depend upon either Seattle or East side businesses for many regular services. A full toll charge for MI residents would be actively opposed. A partial toll, supported. No toll, opposed. Perhaps there should simply be different toll rates between 520 and I-90.
3. Toll location West Bound
Perhaps consider the West bound toll on the East channel bridge to prevent a big build-up at the MI Park and Ride of those who would drive to MI park & ride in the am to avoid the car toll. Or would Metro riders have to pay an extra fee to cross the lake? However, this might be opposed by MI residents who feel there should be free access from MI to the East side.
4. Annual Passes
For those whose occupation/needs require very frequent, regular crossing of the lake, perhaps some alternative annual car pass should be available instead of a per-trip charge. I have a relative who must commute several times each day between MI and Seattle. A pass associated with a car that would allow unlimited trips for an annual cost of perhaps \$500 to cover I-90 only or \$1,200 to cover 520 and I-90 should be considered. Or maybe some fee reduction after a large number of tolls have been paid during a year. Sort of a frequent flyer benefit.
5. When to Start Toll Collections
Beginning the collection of tolls somewhat in advance seems ok. But I would suggest that the early tolls (those starting, say, in 2010) be somewhat lower than those collected after 520 is completed.
6. Electronic Toll Collection
I use the Narrows Bridge a few times each month, and use the electronic sticker. It really works well. Really have some doubts about the cost and ability to collect from those without stickers. Expect high

collection costs and lots of non-payers. I have used the Hardy toll roads in Houston Texas and it seems to work fine. Of course, having space for a toll plaza is possibly an issue.

7. Other

The web information about some tolling alternatives and impacts to traffic speed and the amt. collected was easy to read and understand.

Thanks for the opportunity to respond easily. A best wishes for this difficult project.

Dick Hitch

From: Denis Law
Organization: City of Renton
Source: Open House - Renton
Date: 07/31/2008
Zip Code: 98057
Comment: July 31, 2008

SR 520 Tolling Implementation Committee
Bob Drewel, Executive Director, PSRC
Richard Ford, Transportation Commission
Paula Hammond, Transportation Secretary, WSDOT

RE: July 31, 2008, Renton Open House on 520 Tolling

Dear Committee Members:

Thank you for coming to Renton to solicit our direct input on this important topic. It is reassuring to have the state's top transportation leaders heading the effort in planning for the impacts of major projects such as the SR 520 improvements, including the potential tolling of the Lake Washington bridges, on the region's transportation network. Renton is surely a community where we believe tolling of SR 520, and even more I-90, could have significant impacts.

At this time, we have no specific recommendations on the tolling options that have been identified. Our concern is more about how diversion could affect our community, and specifically I-405, widely recognized as one of the most congested freeways in the state. We believe that with the completion of currently funded and ready-to-go (as in 2008) I-405 work, I-405 might be able to accommodate some added diversion. If, however, any of this I-405 work is delayed or changed in scope, Renton would be very concerned about diversion traffic spilling over to critical, and heavily congested, local arterials.

There is no question that tolling on SR 520 and I-90 could have impacts on I-405 through Renton. The City of Renton feels emphatically that completion of I-405 improvements funded with the Nickel and TPA gas taxes must continue on its present schedule in order to avoid major problems when tolling starts. Stage 1 construction for I-405 between SR 167 and Tukwila is well underway, and we are very pleased with the progress. On Stage 2, WSDOT has selected the three finalists for the design-build contracting. Their proposals are due in October 2008, and the final selection will be made in November. This project is completely ready to go and should be awarded before the end of 2008. We believe this is imperative with or without any of the tolling options, but even more important if tolling options could add to the congestion of one of the most congested freeway segments in the state.

I-405 Stage 2 work between SR 167 and SR 169 improves the connections between SR 167 and I-405, between SR 169 and I-405, and widens I-405 to align with the Stage 1 work west of SR 167. We do not have to tell the three of you how important I-405 is to the region and to Renton in particular. It took a long time for the legislature to finally fund critical I-405 improvements earlier this decade by enacting the Nickel and TPA gasoline tax increases. For Renton, and the region that uses I-405 through Renton, completion of these improvements (Stage 1 and Stage 2), within the present scope and schedule, remains the highest single transportation priority. With the failure of Proposition 1 last November, Renton has supported WSDOT's creative concepts for the potential expansion of the HOT lane system from SR 167 to I-405, thereby raising revenues needed to move beyond the presently funded work. We believe that changing the schedule and scope of Stage 2 would reverse the progress on I-405, and compromise efforts to continue implementing the ultimate I-405 vision as approved in the I-405 Master Plan and Record of Decision.

In summary, we ask that any tolling discussion and SR 520 plans, and any recommendation by the SR 520 Tolling Implementation Committee, include the completion of the ready-to-go and funded I-405 Stage 2 improvements.

Sincerely,
Denis Law
Mayor

cc: Renton Legislative Delegation
Renton City Councilmembers
Jay Covington, City of Renton, Chief Administrative Officer

From: Anonymous

Source: Open House - Renton

Date: 07/31/2008

Zip Code: 98057

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?

2009

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

Yes

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

Pay the toll

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

0

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

0

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

98057

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

Start tolling earlier so the tolls aren't as high

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

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

N/A

From: Rex Meyer

Source: Open House - Renton

Date: 07/31/2008

Zip Code: 98055

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

2010

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

Yes

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

Take a different route: Use I-5 to I-405 or I-405 to I-5

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?

98055/98004

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

We need to expand I-405 from Bellevue to Renton prior to tolls in place.

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

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

We need to expand I-405 from Bellevue to Renton prior to tolls in place.

From: Dan & Liz Hemenway

Source: Open House - Renton

Date: 07/31/2008

Zip Code: 98053

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

2010

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

Yes

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

Take a different route: Use I-5 to I-405 or I-405 to I-5

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?

98057/98037

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 was disappointed no data was shown for the city of Renton surface streets, S. 2nd and Houser is at capacity now. What effect will the diverted traffic add? SR 900 must be brought into the model and carefully accounted for as the diversion on this route will significantly increase.

From: Derek Dexheimer

Source: Open House - Renton

Date: 07/31/2008

Zip Code: 98055

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

2010

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

Yes

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

Pay the toll

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

0

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

0

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

98055/98004

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

Begin tolling I-90 in 2010, Peak toll at least \$3.50, Significant proportion of tolls to transit and light rail.

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

Tolling should continue indefinitely after construction is complete. Toll's would be necessary to fund maintenance and upkeep. A portion of tolls should be used to fund transit especially light rail. Toll's as a greenhouse gas and vehicle emissions reduction tool should be explored. How can tolls be a part of reducing emissions. Start tolling both bridges in 2010.

From: Allison Campbell Schwartz
Source: info@build520.org
Date: 08/01/2008
Zip Code: 98040
Comment: I support tolls. I live on Mercer Island and work in Seattle, take the bus to work every day and sometimes bike. If I-90 is tolled, we will be very directly impacted because there is no other way on or off the Island. But again, I'm fine with paying for what I use when I use it. However, I question the use of I-90 tolling revenues toward funding the 520 project. Rather, these revenues should go toward improving transit service across I-90 and within Mercer Island and other Eastside communities, to provide an incentive/disincentive for people to get out of their cars. I think it's going to be a hard sell to MI residents if they're not seeing some direct transit service improvements and all of their toll dollars go toward 520. This project is inextricably tied to transit. I understand that it might take some sort of legislative action to release some funds to go toward transit, and feel this is a necessary action to take.

Thanks!

From: Jeff Lykken
Source: info@build520.org
Date: 08/05/2008
Zip Code: 98056
Comment: If they do put tolls of 520 to pay for it, then they need to build a bridge that will handle current and future traffic models. With the growth management encouraging growth in incorporated areas and for the public to support tolls the the 8 line bridge needs to be built. This is why I am going to vote for Dino Rossi. Finally someone with some common sense who knows that spending billions of dollars and charging people to sit on another 405 like the one in Renton is a Joke! Eveyone knows an 8 lane bridge is needed.

From: Anonymous
Source: info@build520.org
Date: 08/05/2008
Zip Code: 98057
Comment: Those that use 520 should pay for 520.

I'm retired, and live in Renton. If I need to use 520, I have no problem paying to use it.

When I go to Gig Harbor, I pay.

From: Anonymous
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

No

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

Make the trip, but don't cross the lake

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?

7

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

98040

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

Don't toll I-90 until the Mercer Islanders beg for relief.

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

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

N/A

From: Anonymous

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98040

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

2010

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

No

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

Pay the toll

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

0

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

7

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

98040

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

Toll 520 now - see how it goes. No toll on I-90.

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

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

N/A

From: Dick Buckwitz

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98027

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

2016

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

Yes

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

Pay the toll.

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

0

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

2

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

98027

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

The good to go pass should be used to prevent misuse of the park and ride lots.

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

Please don't sink another bridge.

From: Richard Tait

Organization: Eastside Transportation Association

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98040

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

2010

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

Yes

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

Take a different route: I-90

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

0

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

3

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

98040

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

HOT lanes as part of implementation of I-405 plan.

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

Possible taking of I-90 center lanes is a very real issue and interconnected with 520 decisions. The public should not be asked to decide on one issue in isolation. Capacity of the center lanes with high frequency bus service is the same capacity as rail but much more origin (destination flexibility) would radically change congestion impact vis-a-vis 520. [Exact wording-difficult handwriting]

From: Bart Dawson

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98040

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

2010

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

Yes

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

Change travel time to a period when the toll is lower

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

0

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

6

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

98040

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

Never, ever should paying a toll be required to live on Mercer Island. The East Channel Bridge should be free. The I-90 floating bridge should be tolled. Tolls are needed to replace 520. Place tolls on the floating bridges.

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

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

a. Tolls are not reasonable for Mercer Island residents to pay a toll to get to Bellevue

e. Tolls between Mercer Island and Bellevue are terrible for lower income people. You have to be able to pay cash and not use the transponder if you want.

From: Marcia Dawson

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98040

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?

Undecided

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

Not make the trip

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

0

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

7

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

98040

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

No toll on the East Channel Bridge from Bellevue to Mercer Island.

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

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

I think that it is important for drivers to be able to reach their destination by at least one route that has no toll. If there is no alternative route available a toll should not be place. Individuals living on Mercer Island must use a bridge. I support leaving the East Channel Bridge as it is. NO TOLL. I also am very concerned about the effect of tolls on the routes to work for people with low income. Their financial life is already very difficult.

From: Ed & Dawn Lee

Source: info@build520.org

Date: 08/07/2008

Zip Code: Unknown

Comment: As an individual who used to commute across 520 every day from NW Seattle to Microsoft, I am appalled that the Transportation Committee is considering tolling an existing bridge, I-90. I actually thought this was against the law.

Due to traffic times and our desire to be better citizens, we chose to move from NW Seattle to Mercer Island so that both my husband and I could be closer to work. While many people consider Mercer Island to be an expensive place to live, we chose a very modest house rather than a much nicer/newer house out in farther away suburban locations or in a home in Seattle that would not have reduced our commute times.

As a resident of Mercer Island, if you toll I-90, I have no other choice to get off the island than pay the toll, besides taking public transportation. While I hope to be able to take the bus when my current group moves to downtown Bellevue, currently there are no good bus alternatives to get me to Redmond today without transfers in downtown Bellevue that double or even triple my commute time.

I also find it irresponsible of the committee to consider a plan that actually is targeted to generate more revenue than is required, which based on my earlier statement, also breaks a law.

I do not support the idea of tolling I-90 at any time based on the current information I read in your presentation. As a resident of Mercer Island, I see only drawbacks and absolutely no benefits.

From: Allison Campbell Schwartz

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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 (I dont use 520 but if I did.)

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?

6

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

98040/98104

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

N/A

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

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

I support tolling both bridges. As a user fee and way to "encourage" people to change their behavior. As an MI resident I'm concerned this will be a tough sell, because people see this as a tax they're not directly benefitting from, because as I'm understanding the scenarios, I-90 tolling revenue will go toward rebuilding 520. If we're not seeing a more direct benefit (other than congestion reduction from diversion) the you wont get public buy in. If you're able to use revenues from I-90 tolling to make transit improvements (not just adding HOT lanes) adding transit service then there might be more public support. I support scenario 4 and hope that I-90 users can see more direct transit service benefits as a result of paying a toll. (I ride the bus to and from work nearly every day - I'd like to see better transit within the island so hope there can be coordination with Sound Transit and Metro on this.

From: Anonymous

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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

2010

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

No

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

Take a different route: Use I-90

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

0

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

5

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

98040

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

Don't toll East Channel Bridge, Mercer Island residents dont have any options maybe have monthly card at

a reduced rate.

From: Anonymous
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
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?

Pay the toll

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

2

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

7

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

98040/98004

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

No tolls!

From: Anonymous
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
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?

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?

3

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

98040/98006

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

From: Anonymous
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
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?

No

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

Pay the toll

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

0

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

6

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

98040

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

Dont toll Mercer Island East Channel Bridge we need an option to get to a hospital without toll.

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

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

N/A

From: Anonymous
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in

2010 or 2016?

2010

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

No

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

Not make the trip

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

0

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

4

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

98040

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

From: David Leversee
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98040
Comment: Tolls on the federally funded I-90 to pay for SR-520 will punish Mercer Island residents disproportionately. We NEVER USE SR-520, but we obviously are dependent on I-90 to get anywhere. Not all MI residents are fat-cats in Escalades and this toll will definitely hurt.

From: Kevin
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98027
Comment: There should be NO TOLL on I-90 to pay for the 520 bridge. i never use the 520 bridge, so why on earth should i have to pay for it? let those who use the bridge fund it. when you want to replace the I-90 bridge we can talk about tolls.

From: Paul Calderon
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98040
Comment: I live on Mercer Island and am absolutely opposed to tolling I-90, especially as it would hurt Mercer Island residents, island workers, and low income people.

If you drive on 520 you should pay for it, but tolling I-90 is not a good idea.

Thank you,

Paul Calderon
Mercer Island

From: Matt Strong
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98040
Comment: I am absolutely opposed to any toll on the I90 bridge for Mercer Island residents. I90 is a federal freeway and has already been paid for by Mercer island residents and taxpayers as a whole. I90 is a lifeline for Mercer Island and tolls are completely unacceptable. I will be sharing my views with local, state and national elected officials and will vote against any plan to toll I90 bridge for Mercer Island residents.

From: John Worthington
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98059
Comment: Is there a public comment period?

From: John Worthington
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98059
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

No

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

Take a different route: Use I-90

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

0

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

2

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

98059

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

Develop a leux support system first.

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

Leux should be built on the Eastside Burlington Northern Line and on I-90 to take people to and from the city centers before the construction starts.

From: Ken Glass
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98040
Comment: There is only one way off/on Mercer Island...and that's over I-90. If you toll I-90, all residents will be forced to pay tolls -- as there is no option. Is this being addressed?

From: Judy Jansen
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98059
Comment: Please do not charge tolls on I-90. It is very different than 520 because people LIVE and WORK on the island and have to get back and forth on a daily basis. Those who can't afford to live on the island but have jobs on the island (i.e., churches, food service, retail jobs) would be penalized for working there. Not all employers can afford to compensate employees for tolls. Also, those who live off the island but attend churches on the island would have to pay to go to church. This is very disturbing to the many, many people whom this would affect. Please keep in mind the differences between the two bridges. If, however, you could control the additional traffic on I-90 by building light rail across the island at about the same time the tolls on 520 take effect, this would be a much better solution.

From: Janice Lee
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98040
Comment: I don't think it is fair for Mercer Island commuters to pay for a bridge that we won't use. Who ever wants to use the 520 bridge should pay for it, but shouldn't tax us on a bidge (I90) that had been already build, as the I90 bridge is our only means of going back and forth between the two major cities (Bellevue and Seattle), we do not have any alternate route of transportation, this is saying if you live in Mercer Island, then your commuting cost is going to go up, rather you use the 520 bridge or not. I can see that if people want to use the 520 bridge then they should pay for it.

From: Rick Spence
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98059
Comment: Hasn't the time come to seriously look at Private Funding for our cross link roads. Yes we can and should pay for these with Private Funds and do it soon.

Why must we even think of Private Funding for our Roads? To list a few;

1. A money stream that is secure and with out a burden on the Taxpayer.
2. Utilizing Private Funding will leave other options for our Tax Dollars, like Health Care and funding for Homeless.
3. Private Funding will also add new money to the coffers of the State. They will recieve a percentage of the Tolls.

4. Just think of the possibilities, the Tolls will be Paid just as Tolls are currently intended, with one difference, the Taxpayer will benefit from the outcome.
In addition to the Private Funder making a Profit, there also will be the opportunity for the state and the Taxpayers to Profit. Then in the end after a predetermined amount is reached, the Toll comes off and the State assumes ownership.

Perhaps this isn't a perfect plan, however it certainly deserves some consideration in some form.

From: Sian Roberts
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Undecided

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

Undecided

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

Take a different route: Use I-90

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

0

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

7

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

98040/98104

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

No toll or significant reduction in tolling (\$1 total both ways?) for Mercer Island residents and travelers to and from Mercer Island.

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

Tolls are much too high for those with no choice but to pay the toll. Mercer Island is in a unique situation with no choice for travel without paying a toll.

From: Adriana Tossini
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
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?

N/A

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?

N/A

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?

7

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

98040/98108

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

Not tolling I-90. Letting I-90 residents come across the bridge to MI at no cost.

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

This will impact me significantly financially. The park and ride buses are full - what will happen if increased need for buses. I think this is illegal and MI residents should not be free or a small monthly fee \$20 per month max. No, no, no. Collect debt from loans, people and taxes owed to the state.

From: Carol Heltzel
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Undecided

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

No (Studies showed that there would be very little switching of vehicles from 520 to I-90.)

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

Take a different route

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?

98040

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

This committee is misnamed and misleading this isnt tolling 520 it is now considering I-90 tolls. I-90 is interstate federal highway, interstate cannot be tolled and shouldnt be - not legal. This postcard sent to Islanders didnt mention that I-90 toll being considered. Also the postcard didnt even list a meeting on Mercer Island.

From: Wei-i Li

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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

2010

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

No

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

Take a different route: Use I-90

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

1

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

6

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

98040/98122

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

Toll I-90 only between Mercer Island and Seattle. Leave East Channel bridge free. What about commuters who work on Mercer Island but live off island?

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

Fees look okay. Diversion scenario is false given high price of gas. Noone is going to switch 520 to I-90 if gas is \$4/gallon! Keep East Channel bridge free for any users. We need to be able to get off the island. What about people who work on Mercer Island and live off island and can not afford to pay tolls.

From: Wei-i Li
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98040

Comment: I object to a toll imposed on all I-90 vehicular traffic. This toll to provide monies for the SR 520 Bridge replacement is disingenuous. That project should be paid for with user tolls just for that corridor, in addition to the other funding sources you have identified. The presentation tonight assumed that travelers on I-90 had the same profile as travelers on SR 520. That assumption is not simply not accurate. The I-90 bridge is part of a larger national highway network, whereas SR 520 is a regional corridor. I-90 traffic includes long-distance haulers and traffic to and from Eastern Washington; very few of whom would ever use 520. The assumption that some 520 traffic would divert to I-90 may be too high, given the high cost of fuel today, not to mention the widely divergent final destinations of 520 users. Anyone that diverts from 520 to I-90 to avoid a toll charge, has to fight the traffic on I-405, never mind the increased fuel consumption of the diversion. The figures showing an increase in average velocity in either corridor are based on unrealistic assumptions. You need to relook at them. Missing from your analysis is the impact of a I-90 toll on those that commute to Mercer Island for employment: gardeners, home-builders, tradesmen, delivery vehicles, home-care personnel, school teachers, house-keepers, and first responders just to name a few. None of these individuals have alternatives, given that they depend on wages earned to support themselves and their families. Can they really afford a 5 day a week commute to Mercer Island? Clearly, your analysis only considered Mercer Island residents re affordability. The assumption that traffic on and off Mercer Island is discretionary is likewise naive and unrealistic. The comparison of Mercer Island residents to residents of Bainbridge Island is ridiculous and deserves no serious attention by your committee. Perhaps it was meant to introduce levity in the proceedings. None of your analysis addresses the impact on I-405 traffic. That Eastside corridor is already at its maximal capacity during commuting hours. Vehicles that divert only adds to that problem. The assumption that States would partner with the Federal government on maintaining the Interstate System is a policy of the current Federal Administration. The next Administration might change all of that. You ought to wait before you irrevocably implement any toll plan; however, future planning as you are doing is needed. Clearly, the greater Seattle region is a center of commerce, and the fiscal impact of bridge tolls is just one small part of a huge problem. If this area is to thrive economically, the Transportation Department must look into the far as well as the near future. One model to be considered is the creation of a contiguous Tacoma-Seattle business axis: at the expense of the growth of the Eastside. There is an apparently striking parallel to this issue in Sweden. The island of Lidingo (area 24 sq miles) is separated from Stockholm by a short 2 mile bridge. Stockholm imposed a significant electronic toll on any vehicle leaving Lidingo, on the order of \$5. However: Lidingo is a 98% residential community with no significant businesses other than 2 gas stations and scattered cottage industries. Furthermore, there is a light rail system to downtown Stockholm that runs every 10 minutes between 6AM to 12mn and every 30 min 12mn to 6AM. Mercer Island is not Lidingo when you look closely. The only way on and off Mercer Island is I-90: there are no alternatives (Sound Transit is not even a contender) for the foreseeable future, unlike Sweden. I have personally traveled from downtown Seattle to Mercer Island many times by public transport; two changes and two hours were required. Is that really attractive when a car trip requires 20 minutes? It is attractive only for those that have predictable work hours on either side of Lake Washington, and can spare the time. Leaving the East Channel Bridge a free segment is unfair: penalizing Seattle-bound traffic to the benefit of Bellevue. After living and working in Los Angeles for two decades in the 60's, I do not think that you wish that this region grow into a morass of 12 lane freeways as Kemper Freeman envisions. In summary, I find that your presentation was extensive, clearly the work of hundreds of man-hours, with beautiful graphics, with seriously flawed operational and fiscal analyses. Thank you for considering my position.

Sincerely yours, Wei-i Li, M.D. FACS (retired)

From: JB Villasin
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98040

Comment: A toll on I-90 would be a big burden for M.I. residents. Imagine someone with a minimum of two cars crossing the bridge 4 times a day at a minimum. I do hope you would think about this very carefully as I choose to live here prior to the toll not before. I can sell of course but that is besides the point.

From: Grant Davis
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040

Comment:

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

2010

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

No

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

Pay the toll

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

0

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

7

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

98040

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

There is nothing reasonable about tolling I-90 to pay for 520. I believe that tolling I-90 violates federal law. If someone did not beat me to it I personally would sue the State of Washington in federal court. I believe that tolling I-90 is reprehensible because it would lead to the destruction of our current interstate highway system.

From: Dorothy Me Li

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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

2010

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

No

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

No option I live on MI

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

0

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

2

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

98040

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

Many essential workers who are lower income commute to MI. Policemen, firemen, teachers and store workers. They cannot afford housing or commuting to the island.

From: Les Porter Sr.

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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?

2

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

98040/98055

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

Let 2 person carpools not pay the toll. Let elderly be exempt from the toll.

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

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

I don't believe tolls on 520 will shift traffic to I-90 just like what happened when 520 was first built.

From: Laci Porter

Source: Open House - Mercer Island

Date: 08/13/2008
Zip Code: 98040
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?

Dont use 520, live on Mercer Island

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?

7

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

98040/98104

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

All Mercer Island traffic (residents, visitors, business workers) EXEMPT FOREVER FREE!!! transponders deduct toll fee if exit or enter on Mercer Island.

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

No forever tolls. No tolls where there is not bond work. We pay gas tax, etc, use that money - more of it. No tolls. We paid for our bridge and the state is already causing MI traffic to get worse by taking carpool lanes away with light rail. We paid for I-90! Put light rail on 520 not I-90. Impact of property value would decrease.

From: Howard Behar
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
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?

Undecided

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

trips on 520?

Take a different route: Use I-90

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

0

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

7

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

No tolling - fund it with a gas tax on Western washington residents and include Tacoma Narrows Bridge.

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 think large cap projects should be funded by the whole community. This lessens the burden on any one family. I do not think there has been enough analysis on the costs to consumers. What will this do to disposable income of each family. What is the effect on spending by family?

From: Don Rempe

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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

Undecided

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

Yes

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

Take a different route: Use I-90

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

0

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

4

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

98040

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

Good to go passes should be available for Mercer Island residents since we will be tolled whichever way we leave the island. So we are stuck no matter which way we leave the island. East or West.

From: Janice & Don Neidhart
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

No

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

Pay the toll

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

0

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

7

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

98040

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

Not fair to charge a toll on MI - We have no options 520 traffic does.

From: Laura Gruits
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

No

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

Take a different route: Use I-5 to I-405

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?

4

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

98040

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

Tolling I-90 would be detrimental to Mercer Island businesses, real estate and rentals. People like myself depend on easy access to the Island for personal and business income reasons.

From: Carl Lindstrom

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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?

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

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

0

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

7

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

98040

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

No toll on I-90, No toll on East Channel Bridge.

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

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

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

We must make sure Islanders have opportunity to go home without tolls at very minimum no tolls on east channel bridge.

From: Jerry Kavesh

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98040

Comment: I attended tonight's informational meeting on Mercer Island and wish to make these comments:
1. It is my opinion that at a minimum, Mercer Island residents should not be charged a toll going either direction on the East Channel Bridge and ideally would not be charged for going on any part of I-90 as I-90 is the only way we can get to our homes and to needed services. You can register MI residents based upon our home address and electronically charge us zero.
2. The same goes for employees who work on Mercer Island at a Mercer Island business or organization (eg. schools, city employees, etc.) Otherwise, employers, schools, public services, etc. will be hard pressed to hire & retain employees or be competitive in the market place due to this tax. Again, you can create a registration process for employers to complete. Employees would be "turned off" once they leave the job.
3. Since option 3 & 4 currently raises too much money, this would not be a financial burden on the system.

From: Jerry Kavesh

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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

2010

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

No

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

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

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

0

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

7

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

98040/98057

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

MI residents - no toll

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

MI Residents use the I-90 as our only way to get to and from home. I do not think MI residents should have to pay any toll. However if a toll is implemented MI residents should have an annual pass that is discounted from 1X use per day. In addition, not related but is, MI residents will be regularly impacted by light rail or will commuters.

From: Ellie Roker
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
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?

rapid transit if we had it

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

1

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

7

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

98040

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

Wither no toll or small toll for Mercer Island residents because we have to use it. We cant get off the island otherwise.
Should not be over \$5

From: Greg Lipton
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Undecided

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

No

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

Dont use often

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?

6

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

98040/98104

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

How can we be sure tolls are not used for other projects. Can always change the law at least until the bonds are sold. Three days to pay is too short a period of time. 1 toll I-90 I-90 split toll. Dont charge tolls on transit. Discount for those on Mercer Island since MI have to use it.

From: Carrie Wernick Newman

Source: Open House - Mercer Island

Date: 08/13/2008

Zip Code: 98040

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

Undecided

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

Yes

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

Take a different route

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?

7

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

98040

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

Every vehicle registered with zip code 98040 be charged 0\$ for use of I-90. Both directions. 98040 residents would pay full amount for 520 toll. Perhaps state employees, teachers and police too.

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

Not all MI residents are rich. Many saturated their saving to buy a home on MI because of the schools -- for our kids. Also the only religious Jewish high school in WA state is on MI. Either these teens need to pay 2x or the parents need to drop off and pick up 4x. I know alot of those families are not wealthy. There is no other way on/off the Island. I moved here knowing I could get off/on the island w/o additional taxes/toll and without a ferry.

From: J. Lenox
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

No absolutely not

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

Pay the toll

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

4

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

7

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

98040/98101

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

Tolls should be for the structure built only. No parallel corridor tolls. Only 520 users should be charged. MI residents do not have alternate ways off of the island. Exempted transponders might lend to thefts of MI transponders.

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

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

The population of MI is disparaportionally older. Also near Bellevue residents are older. Please formulate a plan around that addressed concerns of the elderly that must use autos rather than public transporation options.

From: Marettta Holden

Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

No

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

As MI resident I never use 520

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

0

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

7

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

98040

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

Allow Mercer Island residents to cross I-90 for free.

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

Mercer Island residents have no options for alternate routes and should be exempted from I-90 tolling. Note that Mercer Island is not self-sufficient and residents should have free transit on and off to access essential services. Such as hospitals, major retail facilities, etc.

From: Cheryl Frizzell
Source: Open House - Mercer Island
Date: 08/13/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

Yes

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

trips on 520?

Change time to a period when the toll is lower.

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

0

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

7

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

98040/98121

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

Toll on I-90 should be westbound only - dont force us to move off island by tolling each time we leave/return to our home!

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

Use transponders or something to keep traffic flowing and not backed up at toll plazas.

From: Marc Almgren

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98029

Comment: You've already hiked our gas tax to the highest in the nation. Please re-direct these funds back to their intended purpose: the construction and maintenance of our bridges and roadways. Bridge tolls are a sham - a tax increase disguised as something voters will approve. We all know that, once enacted, bridge tolls will *never* go away, only increase, and lead to more citizen ripoffs (i.e. Olympia's embrace of a state income tax).

We're paying enough now. Figure out how to do it with the money you're getting now, or don't do this project. It's how we (the taxpayers) have to run our lives - it should be how the elected officials have to run our city/county/state.

From: Eileen Hull

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98027

Comment: I will drive around rather than comply to this hijacking of our money and lives. You tell that worthless Governor to stop funding Methadone addicts, illegals, 6 million dollar toilets, 31% raises for ALL state employees, woman spawning more kids, monorails that never get built but pad the pockets of buddies, and the list is as long as the bridge. If Government can put spending in check than I will use the bridge, but as it stands now I go around or stay away from the big city.

From: Roxanne Navrides

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98040

Comment: AS I understand it, I-90 bridge was already paid for by tolls, that were in place long after the bridge was paid off, so there should be a maintenance and repair/replacement fund in place already for I-90 which should be earning interest so that the next replacement is already paid for to some extent. That said, tolling I-90 to pay for 520 should include offering fast passes and NO TOLLS (or very reduced rates) for carpoolers during work days, inasmuch as you want folks to commute together and save gas and have less traffic, this is the way to do it.

From: W. Clark Powell

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98040

Comment: I would not oppose an I90 toll starting tomorrow if,

1.) The new 520 bridge has a light rail lane.

(That part of the East Side has very poor transit and it would be a crime to spend all that money on a bridge and not have a light rail lane.)

2.) The I90 bridge has no light rail construction for the next 12 years.

(Sound Transit wants to tear up our effective freeway because they are too cheap to start from scratch on 520. They should NOT get a cent for the billion dollar I90 project that won't do anything more than buses on I90 already do.)

3.) The toll is implemented in one spot only, on the East Channel bridge but not on the floating bridge.

(The East side already has too much traffic so it would make sense to channel folks into Seattle. They might even consider taking the bus.)

If the first two points are not met then I will oppose any and all 520/I90 bridge construction projects or tolls.

Build it correctly and logically or don't build it at all.

thanks,

W Clark Powell

From: Bonnie Chee

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98040

Comment: This is a follow up of my previous e-mail. I think the funding for the bridges should be shared by all residence of Washington state and not just the East side residence. The funding should come from a certain State tax like gasoline tax etc. It is definitely not a wise and fair decision to go with..

From: Bonnie Chee

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98040

Comment: Being a resident on Mercer Island or on the East side, I honestly don't believe tolling both floating bridges is the right or fair way to solve the funding issues of new bridges.. Just put yourselves in all the east side residences' shoes, with gas price as high as ever , and with cost of living increasing at such a rate, it will be a great financial burden on everybody to have to pay tolls. This will probably force east side residence to relocate either to the West or North where they don't have to cross any of the two bridges. I understand Washington needs to raise moeny for the new bridges, paying tolls is definitely going to hurt the economy financially, even more, because people just can't afford to pay their way in and out of the bridges !!!! There has to be a better way to solve this problem...

From: R.L. Streater

Source: info@build520.org
Date: 08/15/2008
Zip Code: 98040
Comment: As a Mercer Island resident - I have to: SWIM - BOAT - or use the I-90 Bridges, either E. or W. Nobody else has just the one option, so consequently, we are the only residents that have no choice but to pay tolls if they are put on I-90. Somehow that isn't fair is it? Also obviously we would not be users of 520 once it is rebuilt so the old saying "taxation without representation" (in this case - "without use") is very unfair. Assuming you will install those electronic toll counters - my suggestion is that the M.IS. residents be allowed to purchase a counter that allows passage, but does not run up any charges.

From: Thomas Lee
Source: info@build520.org
Date: 08/15/2008
Zip Code: 98040
Comment: I live on Mercer Island and do not believe that Mercer Island residents should be charged tolls on I-90 at any time. Tolls are not charged on any other local streets in the area, and I-90 is the equivalent of a local street to Mercer Island residents. Not only do most Island residents work off the island, but only basic products and services are available on the island and some trips off the island are required.

From: Anonymous
Source: info@build520.org
Date: 08/15/2008
Zip Code: 98040
Comment: Do MI residences get a dispensation on tolling fees? We don't have a choice about rerouting and avoiding tolls, we live here and use the bridge for basic services. You're forcing us to make quality of life choices that no one else is forced to make. e.g. we go to church downtown, but to avoid tolls I have to choose between the church I've been going to for 20 years and a local church. I understand the rationale for tolling I 90, but I think MI residences should be granted significant relief. I do not want my name or this message to be used in any public manner. thank you

From: Mary Kay Woolston
Source: info@build520.org
Date: 08/17/2008
Zip Code: 98040
Comment: I am a life long resident of the Seattle area, was raised in Issaquah and now reside on Mercer Island. I remember when the toll booths were in place on 520 - I do not currently work outside the home and use Metro for the vast majority of my trips to downtown Seattle.

It is possible I misunderstood the maps - and if so I would love to have it explained - Will a car get charged to pass from Seattle on to MI, and again to cross from MI across the East Channel bridge?

Will it be possible for residents of Mercer Island to leave the Island without paying a toll?

If not - I have a lot more to say..... even Bainbridge has an option to drive around...

If tolling I-90 is the only possible way to achieve the financial goal necessary to replace the 520 bridge - why can't the tolls be charged on the far West side of the Island and not affect the East Channel bridge? I certainly think this would be a more fair application of the toll process and target the population of commuters who pass over Mercer Island as well as resident who travel to Seattle without unfairly charging residents to simply get off the Island to get to a Hospital or Sporting Goods store!!

I would appreciate clarification.

Mary Kay Woolston

From: Michael Boyd
Source: info@build520.org
Date: 08/17/2008
Zip Code: 98040
Comment: Tolling Mercer Island residents on I-90 should be eliminated from all of these proposals. Mercer Island is a residential community without many essential businesses and services. We don't have the option of choosing another route than traveling either to Seattle or Bellevue. Unlike other Puget Sound communities we are literally caught in the middle of this controversy and will be heavily penalized by even your discounted fare proposals. How would you like it if someone installed a toll booth at the bottom of your driveway and charged you \$7.00 every time you needed to use the car regardless of where you were going to drive? That is the equivalent of what you are planning for Mercer Island residents.

From: Paige Berhbaum
Source: info@build520.org
Date: 08/17/2008
Zip Code: 98040
Comment: I am emailing you because I am very concerned about the effect the toll on 1-90 would have on my family financially. As a Mercer Island resident, I often cross the bridge to the Eastside more than once per day. There is no way on or off Mercer Island without using a bridge, and I am very worried that a toll on I-90 will unfairly affect Mercer Island residents. As a mom, I take my kids to the pediatrician, hair cuts, sports events, etc by traveling to Bellevue. Our health club, doctors, dentists and other services our family uses (some of which are not available on the island) are on the other side of the bridge. There is not an option to "drive around" to avoid paying the toll more than once per day.

Between my husband and I, we may end up paying the toll 6 times per day. If the toll were \$5, my family would pay \$10,950 per year. If this went on for 3 years, we would have spent over \$30,000. Guests could not visit our home without paying, and sports teams would be discouraged from or penalized for playing games on MI. I feel this kind of toll would cause families and Mercer Island residents to fund an unfair portion of the bridge repairs relative to the large number of commuters and travelers that also use the bridges. By virtue of living on an island, we are forced to drive across the bridge more frequently the same way you might use a main roadway in your area to complete household errands. Imagine having to pay \$5 to go to the doctor or Costco.

Thank you for your consideration,
Paige Behrbaum

From: Glen Dierkes
Source: info@build520.org
Date: 08/18/2008
Zip Code: 98040
Comment: Even with the amount of acknowledge government waste, the first proposal for any new project is new taxes. I thought leadership was about finding good solutions that present a win for all those involved. If leadership is solely suggesting new taxes I will gladly accept any governmental position. To make matters worse, tolls for Mercer Island residents is punitive and will negatively impact home values and more. I noticed that in the <http://www.build520.org/choices.htm> proposal no one investigated this aspect. Please lets demonstrate real leadership by finding and eliminating waste in government spending and using that money to fund new projects.

From: Charles Young, D.D.S.
Source: info@build520.org
Date: 08/18/2008
Zip Code: 98040
Comment: Dear Committee Members:

I have been sent information on the proposed tolls being considered for implementation when the 520

bridge is built. Though it does make sense to toll I-90 to improve traffic flow and keep revenue sustainable to fund the project, Mercer Island residents are at a distinct disadvantage. If tolls are implemented, residents of the island will have no option to avoid paying tolls as other residents in surrounding communities will.

The current proposals include toll booths at both the East Channel Bridge and the floating bridge, so entering or exiting Mercer Island from either direction will incur a toll. While we do love our island and enjoy the community it provides, many of the services and activities we use are not on the island itself. This requires that we find them in the surrounding Eastside or Seattle communities; as a result, many residents frequently leave the island. Paying a toll every time we go to Bellevue or Seattle would seem unfair considering we don't have the option to use the services locally as Seattle and Eastside residents do.

Many residents also work off island, as I do, and make the trip two times per day. I realize residents of other communities such as Bainbridge Island also make this choice, but they made this choice knowing fully that a ferry fare would be part of their daily lives. This has not been a consideration for Mercer Island for more than half a century. Many people chose to live on Mercer Island because of its small community feel, good schools, safety, and convenient access to both Seattle and the Eastside for work. Once again, people on either side of the lake have the option to avoid a toll since they can choose to drive around if so desired. They may also not have to cross either bridge if they live and work either on the Eastside or Seattle. As mentioned previously, this is not an option for many island residents.

It seems to me that the main reason to place a toll on I-90 is to keep traffic flowing more evenly and to increase the total revenue to retire the bonds more efficiently. I see this to be a good option and it makes sense, but I would like to see some consideration for those people essentially trapped on Mercer Island by those tolls. I don't have a problem paying a toll since I will be using the bridges frequently. Other options need to be considered for Mercer Island residents to decrease the inordinate impact on their lives compared to other communities, however. A toll will definitely force people to make more efficient use of their trips off island and potentially make better use of public transit and other alternatives to leave the island. It just seems since we are so dependent on the bridges, we could be accommodated with other options: potentially reduced or eliminated tolls; only being tolled to return to the island; only being tolled to go to Seattle or the Eastside, not both; flat rate tolls for Mercer Island residents; reduced fares on public transportation to promote transit use. These are just a few ideas that could be good solutions by themselves or in combination. So, short of draining Lake Washington or having residents boat, bike or swim, I don't see any real ways to avoid paying a toll like residents on either side of Lake Washington do. Please consider carefully the impact this will have on Mercer Island residents.

Thank you,

Charles Young

From: Jennifer Hayes

Source: info@build520.org

Date: 08/18/2008

Zip Code: 98040

Comment: Yes on variable tolling. Option that makes the most sense is option 2--toll 520 in 2010, but increase the toll amount to get closer to the funding goal.
I live in Mercer Island, and it looks as if I will be charged a toll to leave the island. I have no option but to cross the lake. there are no major services on Mercer Island besides a grocery store, gas station, etc. No ER or hospitals exist. I have no choice but to cross for work(I am a nurse and there are little options for work as a nurse on MI), and major services I have no alternate route possible--i do not own a boat. I do not drive 520 (once in the last 5 years have I crossed the water at 520). Right now my commute to UW hospital is 15 minutes at 7am and about 20 minutes home at 6:30pm per the summary my average time wouldn't necessarily be that different in the years to come.

From: Janet Wall

Source: info@build520.org

Date: 08/18/2008

Zip Code: 98029

Comment: Dear 520 Tolling Implementation Committee:

I was unable to attend the open houses on the 520 Tolling Issue, but I have some concerns regarding tolling. Obviously, no one likes tolls, but if they are inevitable, then they should be applied in a manner which addresses some of our traffic problems.

1. Tolls should not apply to public transit or to legal carpools (in the case of the 520 bridge, 3-person carpools). We should continue to encourage people to use public transit and carpools.
2. If possible, tolls should not be applied to the I-90 bridge, as it is the 520 bridge that is being constructed and some people only use the I-90 bridge, not the 520 one. I realize that more people would choose to take the I-90 bridge to avoid the 520 tolls, but I feel people should be allowed to make that choice.
3. Funding should continue to be sought from other means--federal funds, gas tax, etc.
4. Tolling should be done in such a manner that traffic is not slowed down in order to take the tolls (use smart cards).

Thank you for your consideration of my comments.

Janet Wall

From: Jenny Selby
Source: info@build520.org
Date: 08/18/2008
Zip Code: 98040
Comment: Tolling I-90 will cause MI residents to pay double, once to travel off island, the second time in higher fees for workers traveling to the island. The school district, commercial sector, construction sector will all be impacted--those fees will be passed on to MI residents. Has anyone thought about that?

Jenny Selby

From: Sara
Source: info@build520.org
Date: 08/18/2008
Zip Code: 98040
Comment: For those of us living on Mercer Island, with no alternatives to get on and off the Island, and very few employment opportunities on the Island, there has to be a "no toll" option for those that actually live on 90.

From: Susan Dierkes
Source: info@build520.org
Date: 08/18/2008
Zip Code: 98040
Comment: I am opposed to the idea of tolling the bridges. We live on Mercer Island and every time we would leave we would be penalized which would be very unfair. We are originally from NJ where tolling roads are everywhere, it was supposed to be temporary 60 years ago and it still exists. It slows down traffic, is expensive and a nuisance. There has to be a better way to solve the problem rather than creating more of financial burden to everyone. I wish the government was more creative in solving problems rather than taking the easy way out by raising taxes for everyone!

From: Jessica Prince
Source: info@build520.org
Date: 08/19/2008
Zip Code: 98040
Comment: I am in favor of tolls on the bridges, its much needed to improve transportation in the area. However I am

not in favor of tolling Mercer Island residents. We have no choice but to leave the island for pretty much everything - work, health care, entertainment, etc. A toll will be a huge financial burden for many of us on the island who are not wealthy. We have no other way to get anywhere, and moved here specifically because of the easy access to Seattle and the eastside. Bus service is not yet adequate to and fro the island and is not planned to be so. Please, please make a reasonable, logical, and necessary concession to the island residents in whichever tolling plan goes forward.
Thank you.

From: Kim McFadden
Source: info@build520.org
Date: 08/19/2008
Zip Code: 98040

Comment: I am a Mercer Island resident and given your presentation on potential tolling of the I-90 bridge, I see no consideration to residents of MI who have to cross a bridge in order to get off the Island. What considerations are taken into account for MI residents?

The island does not provide full services for residents to be island bound hence residents have to leave the island for services. In addition adding a toll to access MI will reduce property values substantially on top of the fact that just this year we received 15% property tax increases. How can one substantiate both a property tax increase with the potential to toll and reduce our property values?

I am opposed to tolling on MI on both ends of the bridge. While I can understand the need to finance a new 520 bridge (which I never use) by adding tolls on both bridges, it is unreasonable to toll the I-90 bridge east bound since tolling both east and west bound traffic is an unfair burden on Mi residents.

If the goal is to toll to cross the lake, then crossing the lake is west bound I-90 once individuals leave MI, not the east channel bridge portion of I-90. Tax the floating bridge, not the East Channel Bridge.

I also do not see how this will affect bicycle traffic, will there be a toll for walking and/or biking across the bridge?

thank you
Kim McFadden

From: William H. Ellis
Source: info@build520.org
Date: 08/19/2008
Zip Code: 98040
Comment: Gentlemen,

I live on Mercer Island and have read the document entitled:

520 Tolling Implementation Committee
Initial Scenario Evaluation

It is my opinion that the scenario shown singles out Mercer Island residents and unfairly applies the toll tax to Mercer Island residents. In supporting that view, please consider the following:

1. The purpose of the toll is to raise money to build a new 520 bridge. The purpose of the bridge is to permit travel from the east side to Seattle across Lake Washington.
2. Tolling for that purpose while not necessarily desirable is reasonable to pay for the bridge costs.
3. Tolling the I90 bridge prevents commuters wanting to get to Seattle from diverting to I90 thus reducing the tolls collected on 520 and making it more difficult to raise the money to build the bridge.

Given the information above Seattle or east side residents can choose whether or not to go from one side to another. They can also choose not to do so or they can choose another route taking them around the lake (whether or not it is cost effective to do so).

Residents of Seattle or the east side can go about their daily business of going to doctor or dentist visits, shopping for groceries or other needed items, going to restaurants, going to movies or other recreation without crossing either bridge and paying tolls.

However, Mercer Island residents do not have that choice if the east channel bridge is tolled. Mercer Island is an east side city and should not be discriminated against simply because we have bridges on both sides of the island. Applying tolls to the I90 floating bridge alone will accomplish the goals set out to prevent people from diverting from 520 to I90 if I90 were without tolls. There is no need nor any valid reason why the I90 east channel bridge should be tolled unless the intent is to discriminate against Mercer Island residents. Consider the fact that the average Mercer Island resident including the retired population (of which I am one) probably crosses the east channel bridge 200 to 400 times per year. Paying tolls for each of those necessary and unavoidable crossings will cost perhaps thousands of dollars that the east side resident or the Seattle resident does not have to pay simply to go about daily business.

Furthermore, virtually none of the Mercer Island police officers nor fire fighters live on Mercer Island. I suspect they live predominantly on the east side. Many of the people that work in the businesses on Mercer Island do not live on the Island and most, I suspect, live on the east side. None of these people are crossing the lake to Seattle which is the purpose of the new 520 bridge. Consequently, these people should not be discriminated against simply because they drive across the east channel bridge.

It is difficult to understand how such a proposal could have been made part of the plan. I believe that it is grossly unfair and discriminatory to impose a toll on the east channel bridge because doing so will unfairly treat Mercer Island residents unlike residents of Seattle or the east side.

Please reconsider the east channel bridge toll.

Yours very truly,
William H. Ellis

From: James D. Bruckner, M.D.
Source: info@build520.org
Date: 08/19/2008
Zip Code: 98040
Comment: I understand the need for tolls for public works projects of this nature. However, as a resident of Mercer Island I have only one way on and off the island. It seems grossly unfair to require us to pay a daily toll to and from work. Reduce the toll for island residents, or eliminate it entirely.

James D. Bruckner, MD

From: Ryan Wilson
Source: info@build520.org
Date: 08/19/2008
Zip Code: 98040
Comment: Instead of tolls, use Lottery money or create a new Lottery game.

From: Andrea Kristof
Source: info@build520.org
Date: 08/19/2008

Zip Code: 98040

Comment: As a Mercer Island resident, I am extremely opposed to tolls on I-90 for Mercer Island residents in order to fund 520. Why should we be penalized for a bridge we don't use? We will be more adversely affected than any other King County Driver who has the option of foregoing a trip on I-90. Tolls for Mercer Island residents is not a fair option.

Thanks,
Andrea Kristof

From: Mary Kay Woolston

Source: info@build520.org

Date: 08/19/2008

Zip Code: 98040

Comment: Thank you for your email. I already reviewed the scenarios listed on the website. The status of the I-90 tolling is very unclear.

What I want to know is what options are being discussed with regard to access to Mercer Island. Will residents have a way to get off Mercer Island without paying a toll? What about returning to the Island? Where will tolls be collected? Will they cover just the Floating Bridge or the East Channel and Floating Bridge?

These questions are not addressed in the presentation. I could not find answers anywhere on the website. I am not asking about travel time and MPH, I want to know how much my family will be paying to leave MI to go about our regular business... Dr. Apts. taking care of my elderly parents in B'vue, and attending school related activities....

Mary Kay Woolston

From: Mike Cero

Organization: City of Mercer Island

Source: info@build520.org

Date: 08/19/2008

Zip Code: 98040

Comment: Tolling 90 to pay for 520 will have dire unintended consequences for Citizens living and working on Mercer Island. Obviously, a 90 toll is an additional expense to Islanders. But, Civil Servants ie teachers, police officers, fire, City employees etc will rightfully expect additional money to offset their added expense to get to work. This money will come from tax payers. Offsetting the toll for teachers creates a different challenge. Because of Mercer Islander's support of education, to the allowable levy lid. Even if Islanders wanted to off-set teachers' toll expense, the levy lid prevents it. Thereby forcing the MISD to cut programs.

From: Debbie Burke

Source: info@build520.org

Date: 08/20/2008

Zip Code: 98040

Comment: I wanted to say that the tolling propositions for I-90 are very unjust and I strongly disagree with them. Mercer Island Residents do not have a choice or alternative route on and off the Island, and it is grossly unfair to charge us every time we come and go from our homes. Please reconsider this course of action.

From: Rik & Lori Norman

Source: info@build520.org

Date: 08/20/2008
Zip Code: 98040
Comment: Regarding 520 bridge rebuild and tolling of both 520 and I-90.

While I agree traffic is a problem in our city and the 520 bridge may need repair/replacement, the solutions in the recent presentation will cost more than the benefit.

I keep hearing transit is losing money, light rail is too expensive and congestion is growing all the time. So why are we not incenting drivers not to drive? Obviously the mass transit campaigns are not working. Yet we continue to throw more money at these campaigns and short term solutions. While the larger light rail proposal continues to be voted down, we still continue to build for light rail. If we are going to invest in such an infrastructure, lets do it right and forego these costly and useless interim solutions. The current line from downtown to the airport is a great idea. Lets expand on that! Lets take advantage of transit (bus and rail) solutions from other cities and countries to invest wisely in a useful and effective system that will both entice and incent drivers to use. There seems to be more obvious and less costly solutions than tolling.

One low cost solution used in several cities is not allowing driving into the downtown core. Drivers are forced to park outside the downtown cores and use transit. This would be a huge low cost incentive for drivers not to drive. It would increase revenues for transit without building new infrastructures and systems such as tolling. It would increase the cleanliness and appeal our city commands with its "green" image. As a result, general city maintenance costs would decrease; business and tourism revenues would increase thus, supporting funding for the transit infrastructure. Transit also has socialization benefits which help build stronger communities. Further, of these side benefits are free.

The construction, infrastructure and ongoing maintenance of a tolling system has to more than pay for the deficit in the transit budget. I keep hearing of all the strides being made in rail systems (i.e. magnetic and electric), around the world and in our own backyard. Why are we not taking advantage of them? There are even federal subsidies for these systems so we do not have to bare the burden alone.

Further, to hold Mercer Island residents hostage to a toll is both ridiculous and outrageous. Property values would drop, island businesses would suffer and all the investments just made in downtown living would languish unoccupied. Drivers and residents from every other Seattle metropolitan area, including Bainbridge Island, have a no cost driving option, Mercer Island resident should have the same. We do our part in going "green" by using transit and we have invested in a high mileage car we use when transit is impractical.

To sum it up, we are highly supportive of an effective and useful transit solutions while, vehemently opposed to tolls for Mercer Island residents and tolls in general where such money can be better used elsewhere.

Regards,

Rik and Lori Norman

From: Elaine Kierstead
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98040
Comment: What considerations are being given to the residents of Mercer Island to exempt them from paying the tolls on the I-90 bridge? In addition to our personal vehicles, my husband and I have government owned vehicles required to be available at all times for official use, which should also be given the same consideration as the personal vehicles of Mercer Island residents. Thank you.

From: Elaine Kierstead
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98040
Comment: Hello.

I understand the logic in placing tolls on the I-90 bridges to discourage drivers from avoiding the toll on 520 and creating additional congestion on I-90. However, I am a new resident of Mercer Island. I am concerned about the future tolling on the I 90 bridge, as it is the only way onto and off of Mercer Island.

What consideration are you giving to the residents of Mercer Island? Certainly having a toll every time I leave and/or return to Mercer Island would be an issue for my family and me, as well as the other residents of Mercer Island.

Would there be provisions to provide Mercer Island residents with an exemption to paying the tolls? Would no-fee Good to Go passes be provided to residents, upon proving residency? My husband and I are also federal employees who are required to have government owned vehicle available at all times for official use. I assume the same consideration would be given to us for those vehicles, which are used exclusively for work, to exempt them from the tolls as well.

Please apprise me of what considerations are being given to the residents of Mercer Island and the effect of the I90 tolls.

Thank you.

Elaine Kierstead

From: Maria Alberto
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98040
Comment: Dear Committee members,

As a Mercer Island resident, I implore you to retain our free access off of Mercer Island. It would be incredibly unfair to toll our only transportation option connecting us to essential services that we do not have here on the island, such as a hospital. Please reject any proposal to toll Mercer Island residents for access to I-90!

Sincerely,

Maria Alberto

From: Noreen King
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98040
Comment: Putting a toll on I 90 to pay for the replacement of 520 is unfair because:

- 1) Mercer Island residents do not have an alternative way to get off the island as do residents of Seattle and Bellevue. There is no drive around option.
- 2) Mercer Island residents must get off the island to provide for some basic necessities: jobs, clothing, electronics, repairs. It is unfair that we would be required to pay a toll in order to access these basic services.
- 3) Most Mercer Islanders work off Island. It is unfair to have to pay a toll in order to work at jobs based off the island.
- 4) Service providers that travel to Mercer Island for work (consultants, teachers, vendors, gardeners, cleaning people, farmers for the farmers market, etc) would be unfairly affected by doing business on Mercer Island. This would either force these vendors to look for clients elsewhere, or Mercer Island residents would have to pay an additional fee for those services. This would then be a double tax on Mercer Island residents, one to pay for themselves to get off island, the other to pay for the increased cost of services as a result of the toll.

This toll would be an unfair burden on Mercer Island residents.

From: Walter D. Ritchie
Source: info@build520.org

Date: 08/20/2008
Zip Code: 98040
Comment: I am oppose to all tolling alternatives which include tolls on I-90.

From: Sam Hobson
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98040
Comment: I am a resident of Mercer Island and am opposed to being tolled any time I leave/return to Mercer Island. I understand the need to pay for bridge maintenance/improvements, but it's simply unfair to toll Mercer Island residents who are *required* to use the I-90 bridge to leave the Island. And it's especially unfair when the toll revenue would go to pay for the 520 bridge!

If the chosen plan includes tolling I-90, please create a toll exemption for residents of Mercer Island. With electronic tolling systems, this would be easy to do and would eliminate the unfairness for those of us on Mercer Island.

Thank you.

sam

From: Michael Portman
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98040
Comment: Asking toll for I-90 is ridiculous and will have a devastating economic impact on Mercer Island. Firstly, it raises cost of all goods and services on Island thereby increasing the financial burden on MI residents and businesses. It will reduce flow to all Island businesses.

Mercer Island residents have no choice but to use I-90. Approximately, 1/3 of Island families have a physician. As a doctor covering Children's Hospital, I have to commute many times back and forth to cover emergencies. I have no choice but use I-90. The answer for financing is not a toll on I-90, but an across the board tax for all citizens. Why should MI share an unfair amount of the burden? both tolls and increase in the cost of services.

This toll is just an example of poor state leadership. Give us a tax proposal with a sense that leadership knows what they are doing with regards to transportation and we will vote for it.

From: Lisa M. Richardson
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98040
Comment: 520 Tolling Implementation Committee
c/o Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104 -1035

Dear Sir or Ma'am:

My family and I have been residents on Mercer Island for over 30 years. Although my parents are retired, they often have need to leave the island for medical appointments, specialized shopping, etc. My husband and I both work and transport our children to and from both Seattle and the eastside. We firmly believe any toll imposed on residents of Mercer Island would be totally unacceptable. To ask us to pay any amount for the ONLY access on and off our place of residence would just be wrong. If there were other roads or island access available to us we might feel differently. Even a reduced toll is unacceptable given our situation. Additionally, anyone who works or attends school on the island should not have to pay a toll as they too have no other option.

Personally, I believe toll roads are not the answer in any situation. Fiscal responsibility on the part of our entire legislature would be too much to ask I suppose, but at the very least I would hope the transportation committee would keep the best interest of ALL users in mind.

Thank you for your consideration in this most important matter.

Lisa M. Richardson

From: John W. Nelson
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98040
Comment: Since access to and from Mercer Island is limited to I-90, I feel imposing a toll on users of I-90 would impose an inappropriately high impact on the residents of Mercer Island. There is no other community on the I-90 corridor that relies on the highway as its single means of access to the rest of the region.

From: Joanna Berg
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98040
Comment: I am against a toll on I-90 to build 520. The cost of 520 should either fall on only the users of 520 (i.e. a toll only on the 520 bridge) or on all tax payers in Washington State. This is a state highway that carries goods and services state-wide. The argument has been made that we need a toll on I-90 to avoid increased traffic on I-90. Given the price of gas, I don't think that if 520 has a toll most drivers will choose to take I-90 to avoid the toll. Finally, if there is a toll imposed on I-90, I think that Mercer Island residents should be exempt from any toll on I-90 for a number of reasons. First, a toll to leave the island would limit Mercer Island residents' access to basic services like hospitals that other communities are not charged to access. Second, I-90 is the only way on and off of the island. Third, this I-90 toll would represent a tax unique to Mercer Island. The people of Bellevue are not taxed to leave their city limits.

From: Debbie Martin
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98040
Comment: I live on Mercer Island and am wondering what the impact of this report would be to my neighbors and myself?

We, of course have no alternative routes to get off the island, and contrary to everyone's beliefs - every M.I. resident doesn't own a boat;) and shocking we aren't all millionaires!

Please help me understand how this would affect my family - or perhaps we should plan on moving soon!

Thanks for your time,
Debbie Martin

From: Jonathan Shankes
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98040

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 Jonathan Shakes

From: Lisa Vandermay

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98058

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 Lisa Vandermay

From: Victor Meyer

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98188

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.

We can no longer assume that the answers to our problems will be painless. We all need to share in the burden of a sensible solution.

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

Sincerely,

Mr Victor Meyer

From: Bonita Migliore
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98058
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 Bonita Migliore

From: Tim Kearney
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98027
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. This should be a no brainer!

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

Sincerely,

Mr Tim Kearney

From: Michael Sniadoski
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98168
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 MICHAEL SNIADOSKI

From: William Colburn
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98027
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 and Ms William Colburn

From: Christopher Shelley
Source: Mail
Date: 08/21/2008
Zip Code: 98029
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: Greg Goodwin
Source: Mail
Date: 08/21/2008
Zip Code: 98115
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: Joe Micheletti
Source: Mail
Date: 08/21/2008
Zip Code: 98027
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: Eva Zemplenyi
Organization: No Toll on I-90
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98040
Comment: It is not reasonable to insititue a toll on I-90. I-90 is an interstate, unlike the 520 bridge, and tolling I-90 would increase costs for touringist throughout the state. Mercer Island residents would pay a disproportional part of the costs for 520. Mercer Island residents have no alterante route for getting off the Island. Travel on I-90 is not discretionary for them. It is not just used for work related travel. It is used to access medical care, student activities and shopping. The times of use are dictated by the hours of the facilities we are using. Tolling I-90 and making Mercer Island residents pay for use also goes against prior agreements with regard to I-90 consruction.

From: Elliot Newman
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98040
Comment: Tolls should only be used for corridor. I-90 tolls should be used for maintenance and more transit including Park and Ride facilities. Exemption for Mercer Island residents, workers and low income.

From: Lenore Defliese
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98040
Comment: This toll amounts to a tax on Islanders that no one else has to pay. If greatest behavior change comes from choosing a different destination or a different route, we cannot cintribute anything to that change. Neither transit nor a carpool is effective for trips outside of rush hour - transit doesn't work at all due to lack of parking after 7:30am at Park and Ride. I would have to walk 2+ miles to bus or train. Choosing not to cross the lake is not an option. Mercer Island has a very limited bus district, no hospitals, little employment and not enough residents to warrant frequent bus service. All a toll would do is make the Island a less desireable place to live and probably force some lower income residents to move elsewhere.

From: Charles & Lois Soncraut
Source: Mail
Date: 08/22/2008
Zip Code: 98029
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.

Gridlock is our biggest headache and energy waster!

From: Michael N. Pugh
Source: Mail

Date: 08/22/2008
Zip Code: 98056
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: Allan Ohlson
Source: Mail
Date: 08/22/2008
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: Anonymous
Source: Mail
Date: 08/22/2008
Zip Code: 98040
Comment:

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

A: Undecided

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

A: Undecided

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

A: Pay the Toll

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

A: 0

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

A: 7

Question 6 – What is your home zip code? 98040
If you work outside the home, what is your work zip code?

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

A: monthly plans

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

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

A: My biggest concern regarding tolling I-90 is the impact on residents of Mercer Island. I do not believe that there should be a toll for Mercer Island residents, if anything, there should be a drastically reduced monthly rate. We have no choice but to leave Mercer Island on the I-90 bridge for life and work. There is no "choice" in the matter. That would be completely unfair. It would impact the entire community in a very negative way.

We gain no benefit directly from the 520 plan and will bear a huge percentage of the cost burden by definition if I-90 tolls apply to Mercer Island residents.

From: K. Phillip Kelly

Source: Mail

Date: 08/22/2008

Zip Code: 98040

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

A: 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?

A: 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?

A: Take a different route, use I-5 to I-405 or I-405 to I-5

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

A: 0

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

A: 1

Question 6 – What is your home zip code? 98040
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

A: I-90 is an interstate highway and should not be tolled for 520 benefit. Mercer Island residents should have toll free access to Bellevue (I-90 to I-405) and Seattle (I-90 to I-5).

From: Jeremy Barbera

Source: Mail

Date: 08/22/2008

Zip Code: 98040

Comment: Dear Committee Member:

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

From: Sandra Heller
Source: Mail
Date: 08/22/2008
Zip Code: 98027
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 Eliason
Source: Mail
Date: 08/22/2008
Zip Code: 98148
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: Ben Kaufman
Source: Mail
Date: 08/22/2008
Zip Code: 98040
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: H. Toplwala
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 region's transportation problems. we should set the 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: Clive J. Berglund
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 region's transportation problems. we should set the 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 & Barbara Bryce
Source: info@build520.org
Date: 08/22/2008

Zip Code: 98040

Comment: Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Mr and Ms Jack & Barbara Bryce

From: Barb Case

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,

Mrs Barb Case

From: Kevin K Au

Source: info@build520.org

Date: 08/22/2008

Zip Code: 98040

Comment: With the high cost of fuel, I doubt the security of I-90 traffic increase if only 520 bridge is tolled.

From: Anonymous

Source: Open House - Mercer Island

Date: 08/22/2008

Zip Code: unknown

Comment: As a retired Mercer Island resident on a fixed income, I would have to cut out buying tickets to the symphony, sporting events etc. Ticket to the arts/sporting events are already a strain on the budget, plus high parking lot rates - I would no longer attend special events in downtown Seattle.

From: Joan Cremin

Source: info@build520.org

Date: 08/22/2008

Zip Code: 98040
Comment: At a minimum, 3 lanes each way on 520. Light rail along bridge. Need desperately now. Lake crossings - a toll is the least harried drivers can pay.

From: Kristine Soverel
Source: Mail
Date: 08/22/2008
Zip Code: 98040
Comment: As a Mercer Island resident it is not fair that I-90 be tolled to help pay for 520. MI residents would pay a disproportionate share of tolls since we are land locked and have no other access. We should not have to pay more than others for a regional bridge we almost never use. Besides, we have already been paying taxes for the I-90 Bridge - a national corridor and we shouldn't be asked to pay a toll on a perfectly functional Bridge to cover the cost of a new bridge in another corridor.

From: Richard A Revell
Source: Mail
Date: 08/22/2008
Zip Code: 98027
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: Rik & Lori Norman
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98040
Comment: Will 520 be upgraded to handle light rail? If so why not use the light rail system to help pay for the projects? Fares could include the cost of the ride and cost to repay construction. We would also need other incentives for people to use the rail but in the long run a rail system is the wiser choice over tolling. Rail reduces congestion, pollution, road maintenance while increasing the appeal and beauty of our city. Rather than jumping straight into tolling, let's examine other successful transit systems from other cities and countries using the best qualities to build a self-supportive system. Let's stay focused on our goal of light rail for mass transit rather than mass taxation with no mass transit.

From: Rebecca Babcock
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98002
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 lived in Oregon for over 40 years before moving to Washington state in 1997. The mass transit options in Oregon are light years ahead of this state. I love living here, but we need to put resources toward transportation options that promote mass transit, lower air pollution

and provide economical incentives in this era of outrageous oil prices.

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

Sincerely,

Rebecca Babcock

From: Robert Schneider
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98047
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 think that is fine and good,as long as the money makes it to the

right pockets!!!!!!!!!!!! we have so many great ideas,but there is always a smart guy who we need and then there goes the well thought money to

some smart guy,who thinks he need to be payed a hugh amount of money to

tell us what to do when we already had a great plan.so if we can do the job in the message above without giving to much money to already rich person then i am totaly behind you!!!!!!!!!! pay attention!!

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

Sincerely,

Mr robert schneider

From: Sherril Gerell
Source: info@build520.org
Date: 08/23/2008
Zip Code: 98058
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 Sherril Gerell

From: Jonathan Shakes
Source: Mail
Date: 08/23/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

A: 2010

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

A: Yes

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

A: Pay the toll

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

A: 0

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

A: 2

Question 6 – What is your home zip code? 98040

If you work outside the home, what is your work zip code?

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

A: Allow Mercer Island residents to get off the island, either to Bellevue or to Seattle (not both) without paying any toll.

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

A: Tolls are a reasonable way of funding the new bridge. Variable tolling should be used. Tolling should not unfairly burden Mercer Island residents who have to use I-90 to drive anywhere.

From: John H. Hughey
Source: Mail
Date: 08/25/2008
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 region’s transportation problems. We should set the 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: Gayle Alden
Source: Mail
Date: 08/25/2008

Zip Code: 98002

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.

Those who benefit through using facility should pay for some!

From: Gail Beck

Source: Mail

Date: 08/25/2008

Zip Code: 98056

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.

There are no free lunches - we need to move. Action!

From: Erinann Childress

Source: Mail

Date: 08/25/2008

Zip Code: 98040

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

A: 2010

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

A: Yes

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

A: not make the trip

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

A: 0

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

A: 7

Question 6 – What is your home zip code? 98040
If you work outside the home, what is your work zip code?

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

A: East channel I-90 bridge no toll

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

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge

e. Impacts on lower income bridge users

From: Jamie Childress
Source: Mail
Date: 08/25/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?
A: 2014
Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?
A: Yes
Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?
A: N/A
Question 4 – How many days in the last week did you use 520?
A: 0
Question 5 – How many days in the last week did you use the I-90 bridge?
A: 7
Question 6 – What is your home zip code? 98040
If you work outside the home, what is your work zip code? 98123
Question 7 – Are there additional tolling scenarios that the committee should consider?
East channel free
Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users

From: Al Huhs
Source: info@build520.org
Date: 08/25/2008
Zip Code: 98040
Comment: If what I heard is correct, it is unbelievable. It is government at its worse.
I was told that the toll charges will be registered as cars go across the East Channel Bridge, and as cars go across the Floating Bridge.
As a resident of Mercer Island, we should not have to pay a toll for going to and from the Eastside. The purpose of the toll is to raise money to replace 520 and to charge those drivers who benefit as they use 520 and, out of necessity, as they use the Mercer Island floating bridge.
If a toll is assessed for traveling to the Eastside without using either floating bridges, I will personally

support every effort to challenge the matter in court and to help defeat every politician who supported this plan.

Mercer Island residents are trapped on the island. They should not be penalized for traveling across the East Channel Bridge. I support the toll for both floating bridges and for every other major highway project, such as the Viaduct and the proposed bridge across the Columbia River. To impose a toll upon a driver who does not drive across either floating bridge would be illogical, capricious and arbitrary, and would impose an unfair burden upon those drivers that no other drivers in the State must pay.

Make sure that the electronic readers catch all cars that use the floating bridges, but do not allow state officials to capture drivers who are not using the floating bridges. Only those drivers who use the bridges or any other major highway project should have to pay.

Thank you

Al Huhs

From: Bill Hochberg
Source: Mail
Date: 08/25/2008
Zip Code: 98040
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.

Without including I-90, it will become a parking lot.

From: Margaret Monnez
Source: Mail
Date: 08/25/2008
Zip Code: 98040
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Please offer more mass transit and trains.

From: Lawrence Reymann
Source: Mail
Date: 08/25/2008
Zip Code: 98056-1538
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'm willing to pay for mass transit and rail, especially on the Eastside BNSF tracks from Renton north.

From: Patricia Rowan
Source: Mail
Date: 08/25/2008
Zip Code: 98058
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 only favor where there are alternative routes.

From: Ann Gibson
Source: Mail
Date: 08/25/2008
Zip Code: 98040
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. Equal tolls for both bridges.

From: Eleanor Gittelman
Source: Mail
Date: 08/25/2008
Zip Code: 98040
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: Judith Wallen
Source: Mail
Date: 08/25/2008
Zip Code: unknown
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Richard Daifuku
Source: Mail
Date: 08/25/2008
Zip Code: 98040
Comment: Dear Committee Member:

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

From: Mike Robinson
Source: Mail
Date: 08/25/2008
Zip Code: 98056
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: David Longton
Source: Mail
Date: 08/25/2008
Zip Code: 98029
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. Why/how is it possible to change tolls on an Interstate Highway?

From: Gary Roberts
Source: Mail
Date: 08/25/2008
Zip Code: 98058
Comment: Dear Committee Member:

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

From: Marilyn J Bomgren
Source: Mail
Date: 08/25/2008
Zip Code: 98029
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you!

From: John MacDuff
Source: Mail
Date: 08/26/2008
Zip Code: 98027
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.

Hopefully using the Good to Go accounts.

From: James S. Serbert
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.

I strongly support the implementation of tolls to improve transportation.

From: Laura Eng
Source: info@build520.org
Date: 08/26/2008
Zip Code: 98040
Comment: I STRONGLY disagree and do NOT want ANY tolls on the 520 bridge or I-90 bridge. For residents of Mercer Island or people who work on Mercer Island, there is no choice to leave the island for basic needs such as doctors appointments, Costco, etc. Putting a toll on 520 and/or I-90 would put undue hardship on these residents.

Instead the state should balance the budget! They have known for several years that 520 would need to be built so funds should have been put aside accordingly.

I am OUTRAGED that this is in discussions and it appears that the government does not want anyone to know this is happening so that we can't fight it.

I-90 was built without putting a toll and I think this should be the option for 520. In addition, I-405 is being re-done and there have been no tolls on 405. This should be the case for 520.

From: Nola Poetker
Source: Mail
Date: 08/26/2008
Zip Code: 98059
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.

Tolling is the right direction for Washington. We need more bridges and major freeways.

From: Anonymous
Source: Mail
Date: 08/26/2008
Zip Code: 98040
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

A: 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?

A: 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?

A: Take a different route; use I-90

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

A: 3

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

A: 7

Question 6 – What is your home zip code? 98040
If you work outside the home, what is your work zip code?

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

I do not trust you to spend our money wisely or that what you will end up doing will help anything. We need a subway system like all other civilized cities. Cars should go the way of petroleum: to the dinosaur. Not that you care about what we think all. As you always end up doing whatever the heck you want (e.g. stadiums, Mickey Mouse train to the airport).

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

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

From: Taylor Fleming
Source: info@build520.org
Date: 08/26/2008
Zip Code: 98040
Comment: There should not be tolls on 520 or I-90! Many of us use these to commute for work and school multiple times each day, and as a student, it would begin to be very expensive and unfortunately, my busy schedule doesn't allow for use of public transportation.

From: David Dumler
Source: info@build520.org
Date: 08/26/2008
Zip Code: 98040
Comment: Dear Tolling Implementation Committee

I am contacting you with regards to the proposed Interstate-90 tolls. My understanding is this proposed toll is designed to primarily fund the replacement costs for State Route 520, as well as fund some very small improvements to the Interstate-90 corridor.

After reviewing the many different proposed toll options, it's not clear to me why the state believes users of I-90 should be paying toll fees to fund a project (replacement of SR520) that they receive little benefit from. As someone who has been a resident of both Seattle and Mercer Island, extensively using the SR520 bridge as my primary commute for over 11 years, and using I-90 for over 4 years, I can assure you the majority of the I-90 users will receive little benefit from an improved SR520.

If one applies the current "toll" logic, one concludes the department of transportation believes users of the east/west bridges are the only ones that exclusively benefit from an improved SR520 bridge, which just isn't true. I-405 and I-5 users would benefit more from this improvement as well. Just look at the backup that is often seen on southbound I-405 for the SR520 exit, or north and southbound I-5 for the SR520 exit. Wouldn't you agree that improving the SR520 bridge brings a greater impact and improvement to these roadways, than it does I-90? So my question is, why aren't these roadways included in your toll plan? What is the logic behind targeting users of I-90 to pay for these improvements?

Furthermore, as part of your toll structure (if an I-90 toll is approved), the proposed fees on I-90 corridor should be smaller than those for the SR520 corridor. The reason for this is simple, users of the SR520 bridge should pay the bulk of the replacement costs, regardless of what date the state intends to implement the tolling for I-90. It's only fair that users of I-90 pay for I-90 improvements, not improvements to SR520.

Furthermore, if there is a toll implemented on I-90, there should not be two toll booths (primarily targeting Mercer Island residents) rather the state should just implement 1 tolling plaza located near the Rainer exit, tolling those cars using the primary bridge going both east/west bound across Lake

Washington, and not placing tollbooths directly on ramps/off ramps as these cause backups into neighborhoods, etc. Furthermore, residents of Mercer Island should either receive a reduced toll fee or no toll fee at all, as I-90 is the only road, which services Mercer Island, and a toll on I-90 is effectively an additional tax with no representation to residents of this community.

To be clear, I'm not opposed to tolling. For example, the logic of the Tacoma Narrows tolls makes sense, the users of the new infrastructure pay for it. I happily pay the toll every time I use the new Tacoma Narrows bridge, primarily because I am directly receiving benefit from this new structure. If we apply the current "toll logic" being proposed for the roadways in Seattle to the Tacoma Narrows bridge, the state should also have a toll on I-5 South and SR 101 as users are effectively "driving" east/west giving access to the peninsula, yet the state concluded tolls didn't make sense in this instance, so nor do the proposed tolls make sense in Seattle.

The state needs to do what's right, place a toll on the road (SR520) receiving the direct benefit of the improvement, have the users of that road pay for the improvements, and allow other corridors to be "tolled" only when funding is needed for direct improvements to those corridors.

I want to thank you for your time and your attention to this important topic. I look forward to your response.

Sincerely,
David Dumler

From: John Sherwin
Source: Mail
Date: 08/26/2008
Zip Code: 98027
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: Charlotte Bacon
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.

From: Terrance Peterson
Source: Mail
Date: 08/26/2008
Zip Code: 98048
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.

Hopefully this could help to lower some other taxes?

From: Lisa Tiedt
Source: Mail
Date: 08/26/2008
Zip Code: 98040

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: Edward Flash

Source: Mail

Date: 08/26/2008

Zip Code: 98059

Comment: Dear Tolling Committee Member:

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

From: Contstance Leahy

Source: Mail

Date: 08/26/2008

Zip Code: 98029

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: Denise Sherry

Source: info@build520.org

Date: 08/27/2008

Zip Code: 98040

Comment: I do not think it is a good idea to toll the I-90 bridge. For those of us who live on Mercer Island, that would mean we would have to pay a toll just to get on and off the island. Tolling 520 is understandable, but I don't think it is fair to island residents to toll both bridges!

From: Steffan Soule

Source: info@build520.org

Date: 08/27/2008

Zip Code: 98040

Comment: I think we should fund our public works without road tolls. We already have taxes for public projects.

If we toll the 520 bridge, the toll should cost a little less than, and no more than the cost for a car to drive around using I90. This will help to keep the traffic from increasing on I90.

I live on Mercer Island, and I can not imagine being required to pay a toll to drive into Seattle or back. I drive this direction often and can not afford a toll. Actually, there are many people living on the Island who can not afford to pay a toll to drive into Seattle and to get to I5. For this reason, I will not support a toll on the I-90 floating bridge.

Thanks,

Steffan Soule

From: Pat Turner
Source: info@build520.org
Date: 08/27/2008
Zip Code: 98040
Comment: I tried to take the survey on line and it would not accept my input.

I have SERIOUS concerns about tolling I-90 because I work for the school district and it is extremely difficult to get staff to work here already. Tolling the bridge will make it impossible. Mercer Island residents need to be able to use the bridge without cost because they have no option. Employees on Mercer Island also need to use the bridge without cost.

From: Trina Loehndorf
Source: info@build520.org
Date: 08/27/2008
Zip Code: 98006
Comment:

I think it is not a good idea to have tolls on the I-90 bridge, especially for those who live on Mercer Island and must use it several times a day to go off of the island.

From: Nancy Johnstone
Source: info@build520.org
Date: 08/27/2008
Zip Code: 98040
Comment:

Requiring Mercer Island residents to pay a toll to come and go from their HOMETOWN is extortion, because Mercer Islanders are CAPTIVES, just like any kidnap victim or P.O.W. The only way to get off the island is to drive across a bridge... Do you plan to Toll ALL other towns and cities to exit THEIR hometown?

Requiring Mercer Island residents to pay a toll to come and go from their hometown FAILS to provide US with equal protection under the law. NO OTHER TOWN in this country pays to go in and out of their hometown, with NO OTHER alternative!! Everyone knows that to get to the San Juan Island's you have to fly in or ride a ferry. You know that when you move to the San Juans. Shame on you for even considering this idea, Washington State Dept. of Transportation Committee!

From: Ben Varon
Organization: City of Newcastle
Source: Mail
Date: 08/27/2008
Zip Code: 98059
Comment: Dear Mr. Drewel:

Thank you for facilitating the City of Newcastle's public involvement in the SR-520 tolling discussion. We appreciated Charlie Howard's briefing to our Council on August 5, 2008.

While the City Council has not yet established an official position or statement on this important regional issue, our conversation on the topic included several interests and concerns that we want to share with you.

First, we see the tolling issue as one of high significance to the Newcastle community because many of our residents use the floating bridge(s) regularly if not daily for employment commuting, and social destinations. Accordingly, we must be actively involved in the evaluation and decision making processes.

Second, we appreciate the complexities of the financial analyses and the myriad variables that go into them. We understand that many factors are still unknown or are in flux. Yet, one or more of the analyses showed revenues in excess of need. We see a high value in continuing to recalculate

the analyses until the expected toll revenue over time is as close to total expected costs as reason and facts allow. We anticipate it will be difficult for the public to support a toll scenario that is projected from the outset to generate a surplus.

Third, we advocate for continued analysis of the options of tolling only SR-520 versus both bridges. Prima facie, it seems logical that tolling only SR-520 would yield greater use of and congestion on the I-90 corridor (and likely the I-405 corridor) than the models show at this time. Were greater congestion on one or both of these corridors to occur as a result of tolling only one bridge, the quality of life of our residents would suffer disproportionately to the benefit of the new bridge.

Finally, if tolling must be a part of the SR-520 funding strategy, then (without taking a position on early tolling at this time) we ask that the tolling scenarios that are examined in greater depth cover the SR-520 costs at the least expense to users over the shortest possible timeframe.

We look forward to the continuation of this process, and would greatly appreciate maintaining ongoing involvement in the discussion.

Very Truly Yours,

Ben Varon
Mayor, City of Newcastle

c.c.: Deputy Mayor Hubel1 and City Councilors
The Honorable Representative Judy Clibborn
The Honorable Representative Fred Jarrett
Mike Doubleday, Doubleday Government Relations
John Starbard, Newcastle City Manager
Maiya Andrews, Newcastle Director of Public Works
Bob Baker, Newcastle City Clerk

From: Robert Dilworth
Source: info@build520.org
Date: 08/27/2008
Zip Code: 98040
Comment: To whom it may concern:

This email is in response to the planned tolling of I-90 bridge from Mercer Island to Seattle and Bellevue.

I am a Mercer Island resident and commute to work each day to Seattle.

The contemplated project does not appear to take into account the impact to Seattle region businesses. If people are required to pay tolls, local businesses will suffer (dramatically decreased traffic to local restaurants, stores, etc.). This will have undesirable cultural consequences (a further segregation of communities as people choose not to venture outside of their own region) as well as a significant secondary financial impact for our city—reduced traffic (as people opt for e-commerce, often from e-tailors outside of Seattle) will lead to reduced business which will lead to reduced tax revenues and higher unemployment of those business' employees.

The presentation I saw on your website appears to have not accounted for these significant secondary costs of the project.

Further, as Mercer Island residents, the contemplated toll would effectively deny us universal access to essential public services (e.g., hospital).

I would welcome the opportunity to speak further about the overwhelming adverse macro-economic impacts I see to this proposal.

My contact information is below.

Thanks

Robert Dilworth

From: Mark Mitman

Source: Mail
Date: 08/27/2008
Zip Code: 98027
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: Richard A Revell
Source: Mail
Date: 08/27/2008
Zip Code: 98027
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: Rita Moore
Source: info@build520.org
Date: 08/28/2008
Zip Code: 98040
Comment: I live on Mercer Island. I don't believe it is fair for Mercer Island residences to pay a toll. I90 is the only way we can get on or off the island. We have no choice but to use I90. Provide another way on and off the island and I will gladly pay the I90 tolls.

From: Becky Nadesan
Source: info@build520.org
Date: 08/28/2008
Zip Code: 98040
Comment: I oppose any toll on I-90. My only access to Seattle and Bellevue is the bridge. Please do not punish the residents of Mercer Island with this burden. Many of us are living on a limited income and need access to hospitals and medical care, not available on Mercer Island. The users of 520 need to pay for their own highway improvements!

From: Kevin Newman
Source: info@build520.org
Date: 08/28/2008
Zip Code: 98040
Comment: Hi,

I'm sure you're receiving lots of feedback on this so I'll try to be super brief and clear. I'm a Mercer Island resident so wanted to voice my concerns about placing any toll on I90. It's not that I'm against taxes. I'm actually FOR taxes for school, transportation, infrastructure, etc. It's just that what's contemplated by having a toll on I90 - the only way on or off of Mercer Island other than by boat - forces Mercer Island residents to pay more than their share for 520 (a bridge that many of us don't even use). I'm not a lawyer but somehow forcing folks to pay a mandatory toll without giving them an option is wrong/against the law? If it turns out I have to pay, fine, but then at least have the dollars equate to something of value for me on Mercer Island vs. having to endure a financial penalty every time I come on and off the island along with friends who decide they don't want to stop by anymore because my home is too expensive to get to. I think the Mercer Island community will fight it tooth and nail if they don't get something in return.

Sorry for the rant.

Kevin

From: Mike Pazak
Source: info@build520.org
Date: 08/28/2008
Zip Code: 98040
Comment: I strongly object to any scenario to add tolling to the I-90 bridge. We make 2 segment trips for commuting every day, and often times 4 or more when considering family/friend activities, doctor visits, etc. There is simply no justification that my family should bear such a burden to fund building a bridge somewhere else that we never use when we have no options but to use the I-90 bridge. I urge you to support alternatives to tolling on the I-90 bridge.

Thank you for your consideration.

Mike Pazak

From: Corrado Masciocchi
Source: info@build520.org
Date: 08/28/2008
Zip Code: 98027
Comment: Tolling I90 would be an economical mistake due to the negative impact it would have on the local economy:

It will lower the home values on Mercer Island. Unless you work on Mercer Island, a person would have no choice but to be subject to the tolls.

It will hurt the businesses on Mercer Island. If you have not been to Mercer Island lately, there are a lot of new businesses opening up on the North side that rely on not only the local residence, but off island residence for business survival. Not to mention the negative impact it will have on Mercer Island employers trying to get employees to work on the Island and factoring a toll to get to work everyday.

Lastly, people will be less likely to go out to places because they will be factoring tolls into their decision. This was evident when people decreased their driving due to the increase in fuel prices.

From: Dena Jo Klingler
Source: Mail
Date: 08/28/2008
Zip Code: 98029
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.

Of course! Users should pay. This will encourage transit!! I'm from the Midwest (40 years ago). Tolls paid for roads there. Can't figure why we are so anti!

From: Eunice Michalak
Source: info@build520.org
Date: 08/28/2008
Zip Code: 98040

Comment:

I am NOT for Tolling I-90!!!! You are asking to much from the people of Mercer Island. We have no alternative routes to get off this island. Most of our activities and work are done off this island and it will be very costly to the residence on Mercer Island. It will effect our house value. It will effect any business or new business on the island. It will effect our teachers and police and fire department. It is ridiculous to have two tolls on this island for the east and west direction. I am completely Not for tolling I-90.

From:

Kevin Scheid

Source:

info@build520.org

Date:

08/29/2008

Zip Code:

98040

Comment:

Tolling traffic on I90 will isolate Mercer Island and not allow people to leave the island without paying a toll. This is like a tax increase on all the activity on the island as everyone who works on the island will have to pay. This is a bad idea.

From:

R. Kettwig

Source:

Mail

Date:

08/29/2008

Zip Code:

unknown

Comment:

Dear Committee Member:

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

I grew up with tolls on the 520 bridge. This is nothing new! But it's a good way for users to pay for transportation needs.

From:

Mary Van Ness

Source:

Mail

Date:

08/29/2008

Zip Code:

98188

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.

Mary Van Ness

From:

Ward J. Irwin

Source:

Mail

Date:

08/29/2008

Zip Code:

98040

Comment:

Dear Committee Member,

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

Ward J. Irwin

From: Alice Pfister
Source: Mail
Date: 08/29/2008
Zip Code: 98058
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.

This card says it best!

From: Kevin Keating
Source: info@build520.org
Date: 08/29/2008
Zip Code: 98040
Comment: I strongly oppose the imposition of tolling on the I-90 as a result of the 520 Construction. This is an imposition of a tax with no benefit. If congestion results on I-90 then we will all deal with it.

From: Joel Beckett
Source: info@build520.org
Date: 08/29/2008
Zip Code: 98040
Comment: Gentlemen,

I am a resident and an employer on Mercer Island. As an Island community we have no alternative to the bridge. To toll us as residents is to hold us as financial hostages in our own homes. To toll us as employers leaves us in non competitive advantage in recruiting employees. To not toll us on one of the two bridges will leave one of the competing cities Bellevue or Seattle at a competitive disadvantage in getting business from the Island resident.
Tolling is just unfair -- Joel Beckett

From: Jamie Brakken
Source: info@build520.org
Date: 08/29/2008
Zip Code: 98027
Comment: I live in Issaquah. I believe I-90 and I-405 should both be tolled, or I-90 will become severely congested at all times. I also share the belief that transit needs to service both I-90 and I-405 well, and toll money should help fund this. Living in Issaquah near I-90, we experience congestion and road noise that will only increase as you create more lanes crossing either bridge. More lanes equals more car trips, and we see the need to have sound abatement issues dealt with. As you make it "easy" for people who live in Issaquah, Sammamish and the surrounding areas, to live on the East side, but work on the West side, then those who live along the I-90 corridor between Issaquah and the I-90/I-405 interchange suffer from more sound and more pollution. Can you consider sound absorbing walls and quiet black top for this corridor as you consider road improvements for I-90 and I-405? Thank you - Jamie Brakken

From: Kit Phillips
Source: info@build520.org
Date: 08/30/2008
Zip Code: 98040
Comment: We live on Mercer Island. We are seniors and my husband is in poor health. We cross the bridge to Seattle, sometimes several times a day, for doctor's appointments and the like. We can only shop for the

basics on the Island—there are few shopping choices here other than groceries and books, and what is here can be very expensive. If we are charged toll every time we leave the Island, it will amount to a lot of money very quickly. What are your plans to help people like us?

Kit Phillips

From: Jim Dykeman

Source: info@build520.org

Date: 08/30/2008

Zip Code: 98040

Comment: Feel there is no justification to put toll on landlocked Mercer Islanders for two-mile trip into town or Bellevue.

This action will result in extensive lawsuits and wasted holdup injections for years that will go far beyond any tolls to be extracted from a population with no alternate routes.

From: Angela Muser

Source: Mail

Date: 08/30/2008

Zip Code: 98029

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.

Angela Muser

From: Michael Yost

Source: info@build520.org

Date: 08/30/2008

Zip Code: 98040

Comment: Dear 520 Tolling Implementation Committee Members:

I am a Mercer Island resident and have lived there for many years. The above graphic summarizes the commission's proposal for tolling I-90. This tolling proposal for I-90 is extremely burdensome to residents of Mercer Island. I feel the commission has not given adequate consideration to how this tolling plan would affect the Mercer Island community and businesses. Under the proposal, Island residents will have no reasonable alternative to get on or off the island without paying a toll for every trip. I estimated the cost of the proposed I-90 tolls for my family alone will be more than \$3600/year for 2 working parents. This tolling scheme is unfair and discriminatory, because it singles out Mercer Island residents and forces them to pay extraordinary costs for construction of a bridge that they will not use (or will use only rarely).

I attended the 8/13/2008 informational meeting on Mercer Island. I left the meeting feeling very upset and disappointed. It was abundantly clear that the representatives of the "520 Tolling Implementation Committee" (an ingenious misnomer since it applies to I-90 as well,) have focused their studies on the perspective of commuters crossing the SR520 bridge once per day to go to work. Moreover, I was appalled to hear a few people in the audience (sadly, from Seattle) assert that Mercer Islanders were all extremely wealthy, so this proposal would be just fine. This attitude seemed to be tacitly accepted by the representatives at the meeting. I was dismayed by the indifference of the commission representatives and staff toward the unique concerns expressed by island residents at the meeting. The commission representatives displayed a deep lack of understanding about how much Islanders depend on the I-90 crossing for everyday living. The commission had not even bothered to estimate how much this plan would cost Mercer Island residents. The representatives displayed little appreciation or concern for how deeply this will impact daily life and commerce for our community.

I believe this proposal would be a death knell for business on the island, and it will undo all recent efforts

to build affordable housing in the downtown core of the Island. I also believe many Islanders would see property values destroyed, and will be forced to move away because of this punishing toll scheme. I feel fortunate and worked long and hard to live in this community, but I am by no means a "fat cat." Many of my neighbors on Mercer Island are working professionals like myself, and simply can't afford several thousand dollars a year per family, which is what this tolling would impose.

Now I would like raise some possible solutions to the above concerns that appear to have been overlooked by the commission.

First, tolling I-90 should not be the only alternative under consideration. I would like to see full consideration of tolling I-5 near the ship canal bridge crossing. The commission's basic premise, that I-90 and SR520 are part of the same "traffic corridor," was not supported at the meeting by any objective data from traffic count measurements or other sources. As far as I can tell, the 'I-90 common corridor' idea was invented to raise further revenues and provide a justification for circumventing existing laws which prohibit tolling one roadway to pay for another. However, I-5 most definitely is connected to the SR520 corridor! In fact, WA-DOT's own studies show that capacity on SR520 cannot be expanded too much, because of limited capacity on I-5 to carry and distribute the additional traffic. Therefore, it seems reasonable and more justifiable to place tolls to I-5 along with SR520 to pay for the bridge construction.

Second, some of the impact of I-90 tolling on Mercer Island could be avoided, simply, by providing free access across the East channel bridge. At the same time, most of the commission's other objectives for raising revenues and controlling transportation across the lake can be achieved by tolling only the floating portion of I-90. For Mercer Island residents, we depend daily on trips across the East channel to many services and facilities that simply don't exist on the island. Mercer Island residents depend on the Eastside for hospitals, medical and dental care, education, recreation, shopping and entertainment. Unrestricted access across the East channel would maintain this vital connection. This modification should be given extensive consideration, since it would address concerns of many Island residents.

Third, the concept of allowing fixed-price access for island residents across the I-90 floating bridge, rather than a pay per trip scheme, should be studied by the commission. I raised this idea at the public meeting, but it seemed that some representatives failed to grasp the concept. This idea would work much like renting a parking spot in a garage: users pay a fixed monthly fee and then are allowed unlimited "in-and-out" access. Essentially, fixed-price access would mean that Mercer Island residents could purchase a transponder for a reasonable fixed price per month (or per year). In addition to free east channel access, this would give island residents unrestricted "in-and-out" access to their homes, and to the vital I-90 floating crossing, but preserve most of the commission's major objectives for raising revenues and controlling transportation across the lake. Again, fixed-price access would help mitigate the major impacts of the proposed tolling scheme on island residents, and also could be extended to mitigate impacts on businesses and essential local employers such as schools, police and fire services.

I understand that the commission has been handed a difficult task, and I appreciate the effort spent studying the problem. I believe that further study and refinement of the proposed tolling scheme must be carried out to address the concerns of Mercer Island residents mentioned above. My friends and neighbors on Mercer Island are very concerned about the present tolling proposals. But I also know that Islanders are willing and eager to support efforts to improve regional transportation, provided that the solutions are fair and equitably imposed across all communities in the region.

Sincerely,
Michael Yost, Ph.D.
Mercer Island, WA
myost_7@msn.com

From: ENazario
Source: info@build520.org
Date: 08/31/2008
Zip Code: 98040
Comment: I disagree with the idea of tolling I 90. There is no other option to the residents of MI to leave the island than using I 90. Most of the people on this community needs to go in and out of MI almost everyday. Our community also depends on other people that come to the island to provide services, who will not come to the island or will increase the cost of labor or goods that they provide to the island's residents and commerce.

From: Shirlee Taki
Source: info@build520.org
Date: 08/31/2008

Zip Code: 98040

Comment: I am strongly opposed to tolling I-90 due to the fact MI has no alternate route off the island in either direction. MI is a small community of 24,000 with many services not available on the island such as medical care in a hospital, unlike those who can choose to limit their driving to their large city such as Bellevue, Seattle and Tacoma. Most Islanders travel 2 or more round trips off the island on a daily basis which means easily more than \$1500 per year.

It has been mentioned that those who live on the San Juan islands pay ferry fees, but they moved there knowing the cost and choosing to commute only for work and occasional appts. They choose to pay for a lifestyle away from the city. Mercer Island residents move to the island, connected to an untolled section of I-90, for the easy access to other cities. We already pay very high property taxes. I have recently met a woman who purposely chose MI over Bainbridge because she did not want to pay ferry fees.

Businesses on MI would be under great hardship due to the number of off island employees they hire and the increase likelihood off island clients would not come to them anymore. I have spoken to several alarmed business owners and also to employees. Many businesses have failed on MI due to the large cost of operating here as it is. Its predictable that teachers, firefighters and police would have less reason to work here. Is the State willing to help pay more to our public servants?

Most residents on MI don't even use the 520 bridge much, but we are asked as a community to pay a disproportionate amount to rebuild it. If it is something that helps the entire region, all should pay for it equally. Has anyone examined why the last regional transportation tax vote failed? The people I have spoken with were not against a regional tax but had no faith in the state using their tax monies to finish a project or do it well. An example of a failed project is the bus tunnel with the rail project. The dimensions of the tunnel is too small for rail and the rail placed not the correct ones. Even the question of whether light rail which requires a rigid rail can work on a floating bridge, let alone whether the bridge can handle the additional weight does not seem answered with 100% certainty. I believe the majority of MI residents, business owners and workers are against the disproportionate, unfair burden tolling I-90 places on our small community.

From: Lisa Belden

Source: info@build520.org

Date: 08/31/2008

Zip Code: 98040

Comment: The Washington State Highway Commission originally approved 10 lanes for I-90, 4 general purpose lanes west bound, 2 transit lanes, and 4 general purpose lanes east bound (4-2T-4). Both the original and amended I-90 Environmental Impact Statements (EIS) were based on this configuration. Mercer Island was projected to generate almost one full lane of traffic into Seattle. It now almost generates one full lane of traffic into Seattle and into Bellevue. I-90 is the only way on and off the island. Tolling I-90 would take unfair advantage of a captive community that is not self-contained but rather is uniquely dependent upon I-90.

Mercer Island has already made significant sacrifices in agreeing to give up the 4th general purpose lane intended for Mercer Island traffic only, for the right of Mercer Island traffic to use the transit lanes on a third priority basis.

It was the intent of the I-90 Memorandum of Agreement that concurrence of the parties be a prerequisite to action that would result in a major change in either the operation or the capacity of the I-90 facility.

Unlike Bainbridge Island, I-90 is the ONLY way on and off Mercer Island, whereas Bainbridge Island has both a road (not tolled) off-island, and ferries subsidized by the state.

Unlike Bainbridge and Vashon islands which are largely rural and with a small population, Mercer Island is a densely developed residential community that developed from a rural community based upon toll-free road access to both Seattle and Bellevue. People and businesses moved to Mercer Island with knowledge of and in reliance upon toll-free road access to the mainland of Seattle and Bellevue via I-90. That is not the case with either Bainbridge Island or Vashon Island.

Mercer Island is a residential community unique in its dependence upon I-90 for access to goods and services, employment, schools, medical care, household needs, after-school sports and other activities, entertainment, shopping and quality of life that other communities can get to without crossing Lake Washington.

Mercer Island residents must use I-90 many times more frequently than persons who reside in other communities, as I-90 is the only way on and off the island. Tolling I-90 to pay for the SR 520 bridge would place an onerous, disproportionate and unfair share of the cost on Mercer Island residents, its businesses, school teachers, public safety personnel among others who receive little or no direct benefit from a new SR-520 bridge. By way of example, at the proposed tolls during rush hour, which are approximately \$6 dollars (\$5.85) round trip from Mercer Island to Seattle or Mercer Island to Bellevue, if only one member

of the family drives on I-90 to/from work during rush hour, it would cost approximately \$1,500 per year. If two members of the family drive on I-90 to get to work (many Mercer Island parents both work off-island), tolling I-90 would amount to \$3,000 a year EVEN IF no one ever left the island for any other reason. If you add in teenage drivers and parents who need to get off island just to enjoy the world or to get what they need, the yearly amount of the toll would be easily \$4,000 dollars or more.

The proposed tolling of I-90 would result in an onerous, unfair and disproportionate impact on the entire community, driving up the cost of living here as everything and everybody who comes to the island has to get here by I-90. Everyone who comes to the island to serve island homes, schools, businesses, parks, the city, etc. will have their hand out asking Mercer Island residents to pay their tolls too.

Tolling I-90 will cause an unfair fall in home values on the island. Imagine telling a prospective home owner that it will cost \$4,000 a year or more in access fees to live here? No other community served by I-90 has that problem/issue.

Many residents of Mercer Island are retired on fixed incomes, or are working parents raising children, and we must use I-90 MANY MORE times than persons residing in other communities to get to goods and services and activities that other communities can get to without crossing Lake Washington, with the result that tolling I-90 would amount to a penalty tax of thousands of dollars per year under the proposed schemes tolling I-90.

I-90 and SR 520 cannot reasonably be considered a single corridor since I-90 is a national facility that connects the east coast to the west coast, whereas SR 520 is a regional facility connecting Seattle to Redmond.

People who depend on the I-90 Bridges shouldn't be forced to pay a costly toll day after day for decades to help fund a replacement bridge in another corridor.

Users of an existing facility that has already been paid for with their taxes shouldn't be asked to now pay a toll for use of that facility.

The preliminary evaluation results indicate only a small diversion of traffic from SR 520 to I-90 would take place if tolls are collected on SR 520 and that diversion could be further reduced by modifying selected ramp meter waits.

It is unfair to tax and single out the users of I-90 to help pay for reconstruction of the SR 520 bridge, rather than to toll SR 520 only or to employ a taxing scheme that more broadly taxes all residents of the Central Puget Sound region.

We are AGAINST tolls being imposed on I-90 bridges; and rather recommend that the unfunded remainder of the SR 520 bridge construction be funded EITHER by the users of the 520 bridge only, OR by the entire King County or Central Puget Sound region. Why create a whole new expensive government agency to collect tolls when more money could be more efficiently collected through property taxes without unfairly burdening users of I-90 with a disproportionate and unfair penalty share of the cost of building a new, expanded bridge from Seattle to Redmond?

Lisa Belden

From: Lisa Belden

Source: info@build520.org

Date: 08/31/2008

Zip Code: 98040

Comment: I had to laugh when I read the City of Seattle's letter to the 520 Tolling Implementation Committee. What a bunch of phonies. They think it's fine to toll 520 and even possibly I-90, but they don't want I-5 to be tolled. No skin off their noses, eh? It makes more sense to toll I-5 than it does to toll I-90.

Seattle would be getting a vastly improved 520 bridge under the current bridge plans: two more road lanes for HOV lanes; a new bike/pedestrian lane; wide shoulders on both sides of the travel lanes to accommodate disabled vehicles or accidents, and a bigger pontoon to accommodate light rail in the future. The expanded bridge benefits Seattle and Redmond, the University of Washington, and northern Bellevue and Microsoft directly. The expanded bridge brings NO benefit to Mercer Island residents or its community. The expanded bridge costs a lot more than simply replacing what is currently there.

Why isn't it fair to toll the 520 users only, since over half of the cost of the 520 bridge improvements will be funded by state taxpayers through the state gas tax, state risk pool, state sales tax deferral and federal bridge funds? 520 users will be the ones benefiting from the new bridge, not I-90 users. The cities and communities that the bridge connects ---- Seattle, Redmond, Kirkland, Medina, Bellevue, Woodinville --- will benefit directly.

It's unfair and stupid for the hairy eye-ball of state government on the look-out for more money to point the fickle finger of fate at a captive community (Mercer Island due to its dependence on I-90) or to the users of the I-90 corridor which runs from the Port of Seattle to the east coast. SR 520 is a local road with local impacts and local benefits not shared by I-90 users.

From: Matt, John and Madeleine O'Meara

Source: info@build520.org

Date: 08/31/2008

Zip Code: 98040

Comment: The Washington State Highway Commission originally approved 10 lanes for I-90, 4 general purpose lanes west bound, 2 transit lanes, and 4 general purpose lanes east bound (4-2T-4). Both the original and amended I-90 Environmental Impact Statements (EIS) were based on this configuration. Mercer Island was projected to generate almost one full lane of traffic into Seattle. It now almost generates one full lane of traffic into Seattle and into Bellevue. I-90 is the only way on and off the island. Tolling I-90 would take unfair advantage of a captive community that is not self-contained but rather is uniquely dependent upon I-90.

Mercer Island has already made significant sacrifices in agreeing to give up the 4th general purpose lane intended for Mercer Island traffic only, for the right of Mercer Island traffic to use the transit lanes on a third priority basis.

It was the intent of the I-90 Memorandum of Agreement that concurrence of the parties be a prerequisite to action that would result in a major change in either the operation or the capacity of the I-90 facility.

Unlike Bainbridge Island, I-90 is the ONLY way on and off Mercer Island, whereas Bainbridge Island has both a road (not tolled) off-island, and ferries subsidized by the state.

Unlike Bainbridge and Vashon islands which are largely rural and with a small population, Mercer Island is a densely developed residential community that developed from a rural community based upon toll-free road access to both Seattle and Bellevue. People and businesses moved to Mercer Island with knowledge of and in reliance upon toll-free road access to the mainland of Seattle and Bellevue via I-90. That is not the case with either Bainbridge Island or Vashon Island.

Mercer Island is a residential community unique in its dependence upon I-90 for access to goods and services, employment, schools, medical care, household needs, after-school sports and other activities, entertainment, shopping and quality of life that other communities can get to without crossing Lake Washington.

Mercer Island residents must use I-90 many times more frequently than persons who reside in other communities, as I-90 is the only way on and off the island. Tolling I-90 to pay for the SR 520 bridge would place an onerous, disproportionate and unfair share of the cost on Mercer Island residents, its businesses, school teachers, public safety personnel among others who receive little or no direct benefit from a new SR-520 bridge. By way of example, at the proposed tolls during rush hour, which are approximately \$6 dollars (\$5.85) round trip from Mercer Island to Seattle or Mercer Island to Bellevue, if only one member of the family drives on I-90 to/from work during rush hour, it would cost approximately \$1,500 per year. If two members of the family drive on I-90 to get to work (many Mercer Island parents both work off-island), tolling I-90 would amount to \$3,000 a year EVEN IF no one ever left the island for any other reason. If you add in teenage drivers and parents who need to get off island just to enjoy the world or to get what they need, the yearly amount of the toll would be easily \$4,000 dollars or more.

The proposed tolling of I-90 would result in an onerous, unfair and disproportionate impact on the entire community, driving up the cost of living here as everything and everybody who comes to the island has to get here by I-90. Everyone who comes to the island to serve island homes, schools, businesses, parks, the city, etc. will have their hand out asking Mercer Island residents to pay their tolls too.

Tolling I-90 will cause an unfair fall in home values on the island. Imagine telling a prospective home owner that it will cost \$4,000 a year or more in access fees to live here? No other community served by I-90 has that problem/issue.

Many residents of Mercer Island are retired on fixed incomes, or are working parents raising children, and we must use I-90 MANY MORE times than persons residing in other communities to get to goods and services and activities that other communities can get to without crossing Lake Washington, with the result that tolling I-90 would amount to a penalty tax of thousands of dollars per year under the proposed schemes tolling I-90.

I-90 and SR 520 cannot reasonably be considered a single corridor since I-90 is a national facility that connects the east coast to the west coast, whereas SR 520 is a regional facility connecting Seattle to Redmond.

People who depend on the I-90 Bridges shouldn't be forced to pay a costly toll day after day for decades to help fund a replacement bridge in another corridor.

Users of an existing facility that has already been paid for with their taxes shouldn't be asked to now pay a toll for use of that facility.

The preliminary evaluation results indicate only a small diversion of traffic from SR 520 to I-90 would take place if tolls are collected on SR 520 and that diversion could be further reduced by modifying selected ramp meter waits.

It is unfair to tax and single out the users of I-90 to help pay for reconstruction of the SR 520 bridge, rather than to toll SR 520 only or to employ a taxing scheme that more broadly taxes all residents of the Central Puget Sound region.

We are AGAINST tolls being imposed on I-90 bridges; and rather recommend that the unfunded remainder of the SR 520 bridge construction be funded EITHER by the users of the 520 bridge only, OR by the entire King County or Central Puget Sound region. Why create a whole new expensive government agency to collect tolls when more money could be more efficiently collected through property taxes without unfairly burdening users of I-90 with a disproportionate and unfair penalty share of the cost of building a new, expanded bridge from Seattle to Redmond?

Matt O'Meara, John O'Meara and Madeleine O'Meara, Mercer Island Washington

From: Ed Weaver

Source: info@build520.org

Date: 08/31/2008

Zip Code: 98040

Comment: Dear Tolling Implementation Committee:

1. Thank you for the informative web-site www.build520.org. It is very helpful.

2. I urge decision-makers to build the new 520 bridge bigger. If we are going to the major effort to build, then build it to address congestion across bridge and at key intersections (I-5, Montlake, I-405) for decades to come. Two general purpose lanes in each direction seems inadequate.

3. If tolling I-90 is implemented, I strongly urge tolling on only one side of Mercer Island (either west of MI or east of MI), but not on both sides. This suggestion satisfies the purpose of congestion management, because it will still discourage 520 drivers from taking I-90 to avoid tolls. Yet this idea partly reduces the unwarranted penalty to those who must use I-90 to get to/from MI. Even better would be to exempt MI residents and workers from paying I-90 tolls.

4. Morning peak times could start later, say 6:30am. Congestion across the lake rarely seems to be a problem before 6:30am.

5. Thank you for the opportunity to comment.

Sincerely,

Edward M. Weaver

From: Shirley Ellis

Source: info@build520.org

Date: 08/31/2008

Zip Code: 98040

Comment: WA State Tolling Commission:

Tolling of the I-90 East Channel bridge must not be permitted, as it is the only access for everyday services, goods, medical facilities, and other day-to-day activities for Mercer Island residents.

Tolling the East Channel bridge would be discriminatory since Mercer Island residents, unlike all residents of other Eastside cities or Seattle, would not have free access to their normal daily and weekly activities.

Residents of all the other cities involved can go about their daily routine without crossing the floating bridges. It discriminates and is and patently unfair to require Mercer Islanders, who are tied to the I-90

East Channel bridge, to pay.

If your purpose for tolling I-90 is to prevent people who are driving from the Eastside to Seattle from diverting from 520, then tolling 520 and the I-90 floating bridges alone accomplishes that. Tolling the East Channel bridge is not necessary to accomplish that goal.

Do not discriminate against residents who cannot help where they are situated.

Sincerely,

Shirley Ellis

From: Eva Zempenyi
Organization: No Toll on I-90
Source: Mail
Date: 09/02/2008
Zip Code: 98040
Comment: Dear Chairman Drewel:

The No Toll On I-90 Group has formed to express the opposition of the residents and businesses of Mercer Island to the proposed tolling of the I-90 bridge. We are respectfully submitting approximately 800 signatures on a petition expressing our opposition to tolling. Secondary to the inadequate time available to disseminate the information presented at the 520 Implementations Committee's Aug. 13th meeting to Mercer Island residents, we have not had sufficient time to gather more signatures. We found that many people were not aware of the I-90 tolling proposal, were not aware of the proposed amount of the tolls, or of the fact that these tolls would apply to people living and working on Mercer Island. However, once informed of the issue, the vast majority of people expressed disapproval and disbelief at the tolling proposal.

We feel that singling out I-90, as proposed, amounts to a "penalty tax" for living on Mercer Island, going to school there, working there, and doing business there. I-90 is a lifeline we are obligated to use for most activities. Mercer Island families, unlike other Puget Sound households, do not only use the I-90 bridge to go to work. As our only access, we need the bridge for every activity - medical appointments, shopping entertainment, student after-school activities, and everything else. Assuming a minimum of one roundtrip to work 50 weeks a year per family at \$6.00 a roundtrip, a family would spend a minimum of \$1500 per year. This yearly amount of \$1500 is a baseline that can easily be doubled, tripled, or multiplied by a greater number, depending on the number of family members and family activities. The proposed toll would leave Mercer Island residents without any free way to leave their homes.

Tolling I-90 would unfairly impact Mercer Island working families and its retirees on fixed incomes. It would negatively impact Mercer Island public and private schools, pre-schools and other youth programs and facilities by making it not only more expensive for school personnel to get to work once, but also for them to return to school for all the various after-school activities that take place in the afternoon and evening. Programs such as after-school sports practices and games, evening music and performing arts programs, supervising dances, tutoring, attending/running school festivals, teacher/parent conferences, curriculum nights, and working on the school paper represent a small sampling of just school-related activities directly affected. There would be significant negative impacts on island public and private schools attended by off island children, by making it prohibitively expensive for their parents to make the two daily round trips to Mercer Island on I-90 necessary to drop off their children in the AM and pick them up again in the PM during the high-priced tolls of rush hours. This economic impact could affect the French American School, NW Yeshiva, St. Monica's, the School for Disabled Children, NW Youth Theatre, the JCC, ETC, and Mercer Island public schools which have had to accept a number of off-island students to balance declining school budgets. Public safety personnel (police/fire) and city employees, as well as private business employees who generally live off-island, would also be negatively impacted, as many may have to travel to Mercer Island more than once a day to participate in evening city council meetings, workshops, and other meetings and events.

Thus, tolling I-90 to pay for a new SR-520 bridge would place a disproportionate share of the costs on Mercer Island residents and employees who would receive little or no direct benefit from a new SR 520 bridge. As a matter of fact, the 520 Tolling Implementation Committee's own evaluation shows that I-90 users would be contributing more to the financing of the SR 520 bridge than the users of the SR 520 bridge. This can be seen by comparing the estimated bridge funding in scenario 1 as opposed to scenario 3. Tolling I-90 in addition to tolling SR520 in 2016 would bring in approximately \$1.5 billion dollars more than tolling SR 520 alone. And with multiple daily trips, Mercer Island residents, using I-90 as their only egress, would shoulder a greater share of that cost. In addition, I-90 users are already contributing to SR 520's construction through the state gas tax, state risk pool, federal bridge fund, and the state sales tax deferral. We thus

feel that it would be unfair to tax the users of I-90 to pay for a new SR 520 bridge rather than toll SR 520 alone or employ a taxing scheme that more broadly taxes all residents of the Central Puget Sound Region.

Thank you very much for your time.

Respectfully yours,
Eva Zemplenyi, Chair
No Toll On I-90

[ATTACHED TO LETTER IS A PETITION SIGNED BY 840 INDIVIDUALS; THE TEXT OF THE PETITION IS BELOW:]

Petition regarding tolling of the I-90 bridge

The Washington State Highway Commission originally approved 10 lanes for I-90, 4 general purpose lanes westbound, 2 transit lanes, and 4 general purpose lanes east bound (4-2T-4); and

Both the original and amended I-90 Environmental Impact Statements (EIS) were based on this configuration; and

Mercer Island has already made significant sacrifices in agreeing to give up the 4th general purpose lane for the right of Mercer Island traffic to use the transit lanes on a third priority basis; and

It was the intent of the MOA (memorandum of agreement) that concurrence of the parties be a prerequisite to action that would result in a major change in either the operation or the capacity of the I-90 facility; and

Mercer Island is a neighborhood community from which almost all trips necessary to maintain its residents' quality of life - employment, medical, shopping, after-school, entertainment - are to and from the mainland. It is unique in that it is entirely dependent upon the I-90 bridge for land access to and from their homes; and

Tolling I-90 to pay for a new SR-520 bridge would place a disproportionate share of the costs on Mercer Island residents who would receive little or no direct benefit from a new SR-520 bridge; and

Island Mercer residents, and teachers and school personnel and business employees who serve or work on the island, must use I-90 many more times each day/month/year than persons residing or working in other communities, with the consequence that tolling I-90 to pay for the SR 520 bridge would place an onerous, disproportionate and unfair share of those costs on such persons/businesses who receive little or no direct benefit from a new SR-520 bridge; and

Many residents of Mercer Island are retired on fixed incomes and tolling I-90 would place a disproportionate unfair burden on them; and

I-90 and SR 520 cannot reasonably be considered a single corridor since I-90 is a national facility that connects the east coast to the west coast and SR 520 is a regional facility connecting Seattle to Redmond; and

SR 520 is a regional facility, it would be unfair to tax the users of I-90 to pay for a new SR 520 bridge rather than just toll SR 520 or employ a taxing scheme that more broadly taxes all residents of the Central Puget Sound region; and

People who depend on the I-90 bridges shouldn't be forced to pay a costly toll day after day for decades to help fund a replacement bridge in another corridor; and

Users of an existing facility that has already been paid for with their taxes shouldn't be asked to now pay a toll for use of that facility; and

The preliminary evaluation results indicate only a small diversion of traffic from SR 520 to I-90 would take place if tolls are collected on SR 520 and that diversion could be further reduced by modifying selected ramp meter waits;

NOW, THEREFORE, the undersigned ask the SR 520 Tolling Implementation Committee, the Mercer Island City Council, WSDOT, the Washington State Transportation Commission, the Governor, State Legislature and all other planning and/or governmental authorities local, regional and federal over the I-90 bridges, to recommend AGAINST tolls being imposed on I-90 bridges.

From: Nancy Johnstone
Source: Mail
Date: 09/03/2008

Zip Code: 98040

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?

Other-Pay for it with gas money funds

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 - Raise the gas tax

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

Pay the toll

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

0

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

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?
98040/98040

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

No toll, Raise gas tax which is how roads are paid for in WA State! This is not New Jersey!

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

Unreasonable--pay for roads with gas tax

Tolling I-90 is extortion for residents and workers on Mercer Island.