

Mark's Take Away Thoughts

The Region Needs

- More road capacity
- Repairs on existing roads
- More transit service
 - As an alternative to driving
 - To serve growth
- Operate what we have more efficiently

All Cost

\$

Tolls are an obvious solution

Four Thoughts

- Need
 - Coordination among projects
 - Long range vision
 - Short term actions to achieve the long term vision
 - Better explanations to the public to see why many choices are obvious (if painful)

Coordination

- If we don't coordinate now, the design of near term projects can impact later project delivery

Long Range Vision

- Is our tag choice a good long term choice?
 - Cost of revenue collection?
 - Flexibility in payment options to users?
 - Their bank account (debit)
 - Their credit card (credit)
 - An anonymous loyalty card (Starbucks)
 - What is the transition to a more robust tag?
 - Connection to IVI / VII communications capability

Long Range Vision

- Clear long range vision aids short term decision making
 - Toll I-5 - funds pavement replacement / repair
 - Also allows tolling Viaduct replacement
 - Allows selection (and funds) better alternative
 - Allows toll ring around downtown Seattle
 - Eliminates diversion to local streets
 - Funds transit alternatives required to meet growth and mode diversion

Short Range Actions

- Mark's vision - too big to be practical
- SR 520
 - A good start
 - Get people used to tolls
- Outreach / education of larger vision
 - Larger (not full) vision, explained well, might get you a better initial system

Better Education

- Explain real costs to the public
 - 4-lane bridge toll
 - 6-lane bridge toll
 - 8-lane bridge toll
- Costs of toll booths versus open road tolling, and the benefits of open road tolling
 - Widespread toll capability could be used to reduce diversion & increase social equity capabilities