

Petition Regarding No Tolling of the I-90 Bridges

- Whereas 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); and
- Whereas both the original and amended I-90 Environmental Impact Statements (EIS) were based on this configuration; and
- Whereas Mercer Island was projected to generate almost one full lane of traffic into Seattle; and
- Whereas 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
- Whereas 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
- Whereas 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 residents are entirely dependent upon the I-90 bridges for land access to and from their homes; and
- Whereas Mercer Island 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
- Whereas many residents of Mercer Island are retired on fixed incomes and tolling I-90 would place a disproportionate unfair burden on them; and
- Whereas 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
- Whereas 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 region; and
- Whereas 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
- Whereas 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
- Whereas 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, BE IT RESOLVED, that the undersigned residents of Mercer Island 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.

BE IT FURTHER RESOLVED, that SR 520 Tolling Implementation Committee honor the I-90 MOA and recognize that any change of the operation of the I-90 facility should first require completion of R-8A and concurrence of the Mercer Island City Council as a prerequisite to that change.

NAME

STREET ADDRESS

PHONE # & Email

Mail without delay to: "No Tolling on I-90", PO Box 374, Mercer Island, WA 98040

