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TRANSPORTATION NEWS



TODAY'S INFORMATION FOR
BUSY PROFESSIONALS

from

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Road Tolling in Seattle

Can anyone out there answer me this question: What is Seattle's problem? In the last few years, this city has made some seriously questionable decisions that affect everyone and they haven't received much backlash because of it.

What am I talking about? Several things to be honest but let's stay on task here and discuss the pending opening of the 99 tunnel and the Mayor's absurd idea to turn downtown into a tolling area. Of the two, I have more annoyance over the idea of tolling the downtown area than I do the new bridge.

Tolling a new bridge is common today. And I have no problems paying those tolls when required. They are trying to raise money by charging individuals to use the structure and therefore use those funds to help with maintenance. Theoretically, that's how that's supposed to go. Considering I am a realist, I would say that of those in effect, 89% of them are honest. The remainder – let's not go there.

It's always the special flowers who propose these weird things. I understand their overarching concern and have many of my own. However, I also believe in what has happened in the past can help shape the future – i.e., understanding the past helps you understand how you want your future to look. To a degree, these people are doing just that. However, how they are trying to rectify or correct past wrongs is completely wiggled out.

What do I mean? If a vehicle puts out emissions (as almost all gasoline and diesel vehicles do), the way to correct the number of emissions a vehicle farts out isn't to make things more expensive to use them. You cannot throw money at something and expect it to magically make the desired result. It just isn't going to happen. Yes, obtaining that extra money, in the beginning, will be nice but over time, new and more complicated problems will arise, resulting in additional money being thrown own. A vicious circle begins.

What is needed is a balanced approach to lowering the emissions of a vehicle within the downtown area. That does not indicate that a hardheaded approach like turning every street into a tolled road is the brightest option. They expect that if you make it too expensive to drive their city roads, that everyone will magically transfer over to mass transit. We are not anywhere near Manhattan or even London's standards for mass transit. There is no way their bubbly ideas are going to happen in real life. We simply don't have the infrastructure for that. And we likely never will.

It makes one wonder if Seattle is really anti-business like it has been rumored for years. Sometimes, it sure doesn't feel like they want us anywhere near their city.

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