

Editor:

Lest we forget, I'm here to set the record straight that tolls were not always necessary for bridges, high occupancy lanes, building new highways and maintaining them regardless that that is what today's "state transportation officials say". But that is not their fault. It is what our society's attitude toward the commons, our commons, has degenerated to.

Once upon a time, before the ilk of young, narrow-minded, Republican whippersnapper Tim Eyman, came along with his \$30 license tab fee craziness, and the ilk of serial-killing Republican George W. Bush, who would rather we spend our billions and trillions on his self-serving oily wars, there was a five (5) star General of the Army by the name of President Dwight D. Eisenhower who conceived of and implemented our interstate freeway system! And believe it or not, this FREEWAY system was built with matching funds: 10% put up by the states; with the remaining 90% balance paid by the United States of America's federal government. Much as we Democrats would like to claim him, President Eisenhower was actually a Republican.

And before I get down off my soapbox, let me say this about the quirk in our growth management policies that wrongfully encourages growth. If we really want to manage growth, instead of discounting tolls and fares for the more frequent users, we should charge proportionally more for those who use our bridges and ferries the most. These bridges, ferries and toll roads are part of our common infrastructure. They ain't commodities intended to be cheaper by the dozen. The proverbial baker's dozen belongs in bakeries, not the highways and byways.

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