I-90 Corridor Update

Craig Stone
WSDOT Assistant Secretary, Toll Division

Ron Lewis
Sound Transit Deputy Executive Director

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WSDOT Asst. Regional Administrator

Mercer Island City Council
January 7, 2012
Tonight’s Agenda

• **I-90 Corridor Project Coordination**
  – WSDOT’s I-90 Tolling Environmental Assessment
  – WSDOT/ST I-90 Two-Way Transit Project
  – Sound Transit’s East Link Light Rail Project

• **Council Q&A regarding I-90 Corridor Projects**

• **Please participate in the I-90 Tolling EA Public Process**
  – Public Scoping Meetings
    o Jan. 29: 4-7 p.m., Mercer Island Community and Event Center
      8236 S.E. 24th Street
    o Jan. 30: 4-7 p.m., Bellevue City Hall, 450 110th Ave. N.E.
    o Jan. 31: 4-7 p.m., Yesler Community Center, 917 East Yesler Way
  – Presentations at local Community Meetings
  – Public Hearing on the Environmental Assessment in November
I-90 Tolling Update

Craig Stone
Assistant Secretary, Toll Division

Paula Hammond
Secretary of Transportation

Steve Reinmuth
Chief of Staff

Mercer Island City Council
January 7, 2012
I-90 is part of the Cross-Lake Washington Corridor

- Represents two major east-west “Cross-Lake” travel corridors: I-90 and SR 520.
- WSDOT is tolling SR 520 as part of a multi-faceted financing strategy to help generate enough revenue to fund replacement of the structurally-vulnerable bridge.
- A new 520 bridge will give Cross-Lake WA travelers a safer, more reliable trip.
Funding for the SR 520 Program

Program cost estimate (Oct. 2012): $4.13 billion

What’s funded: $2.72 billion (includes sales tax deferral)

- Pontoon construction in Grays Harbor.
- The floating bridge and landings.
- Eastside transit and HOV improvements.
- The north half of the west approach bridge.
## Costs and Funding for Replacing SR 520 Bridge

<table>
<thead>
<tr>
<th>SR 520 program cost estimate</th>
<th>$4.128 B</th>
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</thead>
<tbody>
<tr>
<td>Funding received to date</td>
<td>$2.724 B</td>
</tr>
<tr>
<td>State and local funding (Nickel and TPA)</td>
<td>$0.55 B</td>
</tr>
<tr>
<td>Federal funding</td>
<td>$0.12 B</td>
</tr>
<tr>
<td>SR 520 Account (tolling and future federal funds)</td>
<td>$1.91 B</td>
</tr>
<tr>
<td>Toll proceeds</td>
<td></td>
</tr>
<tr>
<td>TIFIA</td>
<td>$300M</td>
</tr>
<tr>
<td>Triple pledge bonds</td>
<td>$550M</td>
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<tr>
<td>First tier toll</td>
<td>$159M</td>
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<tr>
<td>PAYGO</td>
<td>$74M</td>
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<tr>
<td>Federal proceeds</td>
<td></td>
</tr>
<tr>
<td>GARVEE</td>
<td>$825M</td>
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<tr>
<td>Deferred sales tax</td>
<td>$0.14 B</td>
</tr>
<tr>
<td>Unfunded need</td>
<td>$1.404 B</td>
</tr>
</tbody>
</table>

Program cost estimate based on 2012 CEVP - updated 10/25/12
Early Indicators of 520 Toll Success

- Meeting or beating traffic forecasts.
- Meeting revenue forecasts.
- Most people are paying with Good To Go! accounts.
  - Total of 378,000 active accounts.
  - Beating forecasts for number of transactions paid via Good To Go! accounts (Pass or Pay By Plate):
    - Since launching 520 Tolling (December through October, over 80% of all toll trips were made by Good To Go! account users.
- Leading edge technology is working. Expected some challenges. Processing 3 million transactions/month.
- First time ever tolling an existing bridge to help pay for construction of the new bridge.
- Improvements in transit service and reliability.
Regional Traffic since 520 Tolling – 2012

• SR 520
  – Toll traffic is 33% (33,000 vehicles) lower than pre-tolled levels.
  – Travel times are five minutes shorter on average during the peaks.

• I-90
  – Traffic has increased 11% (15,000 vehicles).
  – I-90 travel times are four minutes longer on average during the peaks.

• SR 522
  – Traffic has increased 9% (4,000 vehicles).
  – Travel times have not increased during the morning peak and are about two minutes longer during the afternoon peak.

• I-5
  – Traffic has increased approximately 2% (4,000 vehicles) in downtown Seattle.
  – Travel times through downtown Seattle are approximately 2 to 4 minutes slower in both directions during the peaks.

• I-405
  – Traffic has increased approximately 5% (10,000 vehicles) in downtown Bellevue.
  – Travel times through Bellevue are approximately three minutes slower southbound and two minutes slower northbound during the PM peak.
We are Monitoring Traffic
i.e. Traffic Volume: Westbound I-90
(2011 baseline vs. 2012 Average)

Growth primarily in mid-day traffic
(where there is available capacity)

Pre-tolling average is for weekdays Oct. 29-Nov. 18, 2011 and Nov. 26-Dec.16, 2011
Post-tolling average is for weekdays March, 2012 – Nov, 2012
We are Monitoring Travel Time
i.e. Issaquah to Seattle via I-90 (2011 baseline vs. 2012 Average)

Pre-tolling average is for weekdays Oct. 29-Nov. 18, 2011 and Nov. 26-Dec. 16, 2011
Post-tolling average is for weekdays March, 2012 – Nov, 2012
Tolling 520 and I-90 – under review since 2006

- Tolling I-90 was a recommended strategy of the 2006 Expert Review Panel, 2008 520 Toll Implementation Committee, and 2009 Legislative Work Group.
- Each directed by the legislature to review toll implementation.
- Complements WSDOT’s I-90 Bellevue to North Bend Corridor Planning Study a strategy for transportation improvements east of I-405 along the I-90 corridor.

1999
- Trans-Lake Washington Study

2002
- 520/AWV Expert Review Panel

2006
- USDOT Urban Partnership Agreement
- SR 520 Toll Implementation Committee
- SR 520 Legislative Work Group

2007
- Tolling launched

2008
- Tolling Environmental Assessment

2009
- Tolling

2010
- Tolling

2011
- Tolling

2012
- Tolling

1-90 Bellevue to North Bend Corridor Planning Study
I-90 Tolling Environmental Assessment

• Kicking off environmental study to review affects of tolling on I-90 between I-5 and I-405 at the direction of the State Legislature.
• Process includes outreach to communities along the corridor and working with local jurisdictions.

Study meets legislative intent of ESHB 2109:

“undertake a comprehensive environmental review of tolling Interstate 90 between Interstate 5 and Interstate 405 for the purposes of both managing traffic and providing funding for construction of the unfunded state route number 520 from Interstate 5 to Medina project. The environmental review must include significant outreach to potentially affected communities. The department may consider traffic management options that extend as far east as Issaquah.”
## I-90 Tolling Environmental Assessment Timeline

<table>
<thead>
<tr>
<th>Event</th>
<th>Date/Period</th>
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<tbody>
<tr>
<td>Public Scoping &amp; Comment</td>
<td>Jan 22 – Feb 22, 2013</td>
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<tr>
<td>Public Scoping Meetings</td>
<td>January 29, 30, 31, 2013 (Mercer Island, Bellevue, Seattle respectively)</td>
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<tr>
<td>Transportation Analysis</td>
<td>June 2013</td>
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<tr>
<td>Public Hearing</td>
<td>November 2013</td>
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<tr>
<td>Findings</td>
<td>Early 2014</td>
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Public Outreach

- Coordination with elected officials and city staff from the I-90 Corridor and the region.
- Outreach to communities and social service agencies.
- EA public scoping meetings and comment period.
- Briefings with community and business organizations.
- EA public hearing.
WSDOT’s Statewide Tolling Network

• Toll facilities in operation:
  o Tacoma Narrows Bridge
  o SR 167 HOT Lanes
  o SR 520 Bridge

• Facilities authorized for tolling:
  o I-405 Express Toll Lanes
  o Columbia River Crossing
  o SR 99 Alaskan Way Tunnel

• Facilities under study for future tolling:
  o I-90 Bridge
  o SR 509 Extension
  o SR 167 Extension
Questions?

For more information about tolling in Washington, please contact:

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