



Welcome!

I-90 Tolling Environmental Assessment Scoping

Online Scoping



What is scoping?

- Opportunity to gather early feedback that will shape the project
- Helps determine range of issues
- WSDOT and FHWA review & consider your input:
 - purpose and need
 - range of concepts
 - potential issues and effects



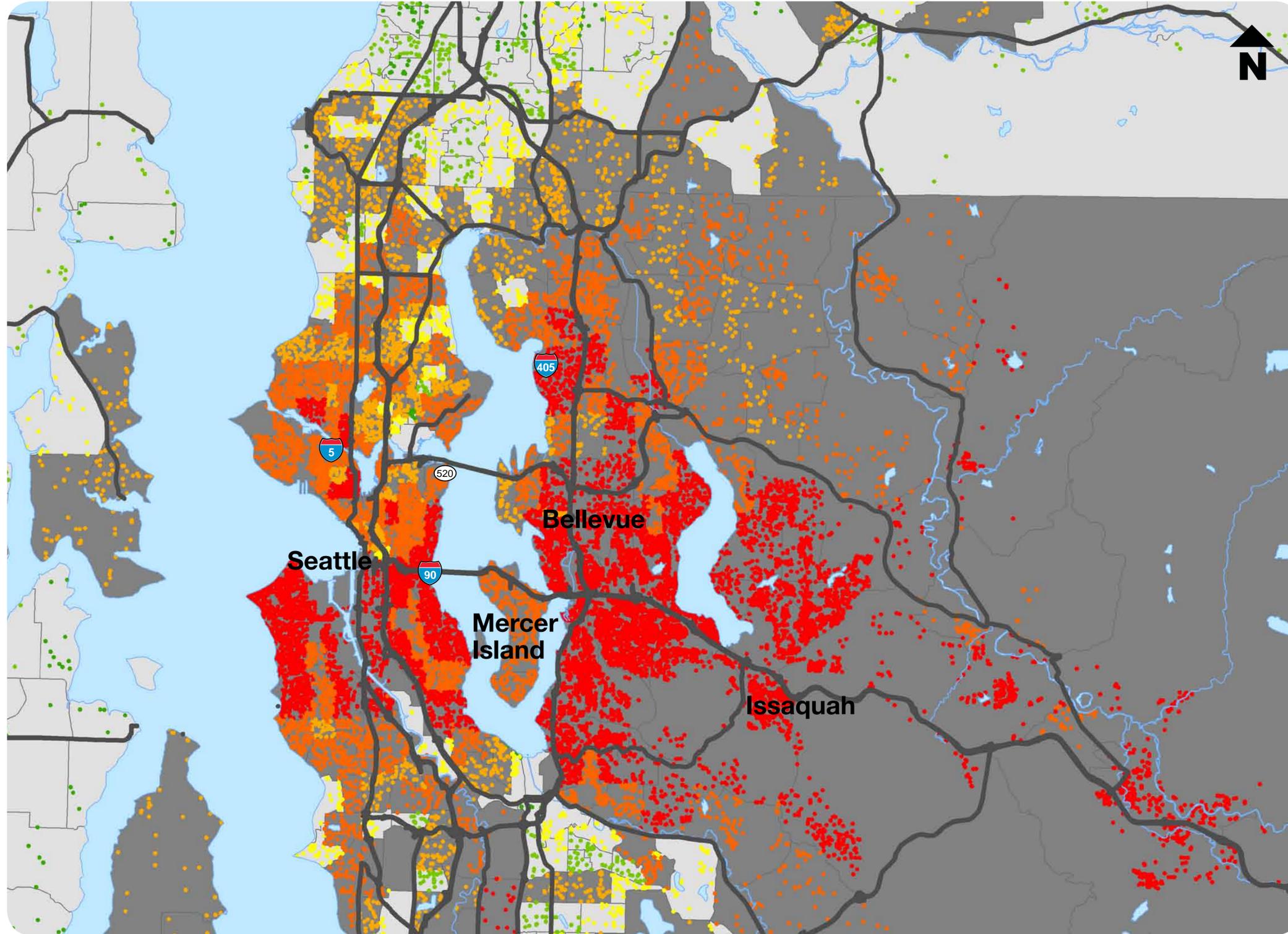


What is the purpose of a scoping meeting?

- Inform you about project, schedule, and environmental process
- Present draft design
- Listen to/hear public feedback on proposed project

How can you participate?

- Review exhibits and maps with program staff members
- Talk with project team members about the likely environmental effects associated with tolling on I-90
- Provide input into what should get studied in the NEPA Environmental Assessment for the project



Who uses I-90?

Legend

Where Users Come From

- More users
-
-
-
- Fewer users



What Happens Next?

EA Public Hearing	Nov. 2013
Environmental Decision	Early 2014
Toll Authorization Needed	2014
Toll Implementation	2015/2016



History of Tolling in the Cross-Lake Washington Corridor



Cross-Lake Washington Corridor

Tolling on I-90 has been discussed since 2006

Tolling I-90 was a recommended strategy of the 2008 SR 520 Toll Implementation Committee and the 2009 SR 520 Legislative Work Group -

both directed by the legislature to review toll implementation strategies. Additionally, the I-90 Tolling Environmental Assessment complements WSDOT's I-90 Bellevue to North Bend Corridor Planning Study (2012), a strategy for transportation improvements east of I-405 along the I-90 corridor.

1999 – 2002	Trans-Lake Washington Study
2008 – 2009	SR 520 Toll Implementation Committee
2008 – 2012	I-90 Route Development Plan
2009	Seattle/Lake Washington Corridor Urban Partnership Agreement (UPA)
2012	I-90 Bellevue to North Bend Corridor Planning Study

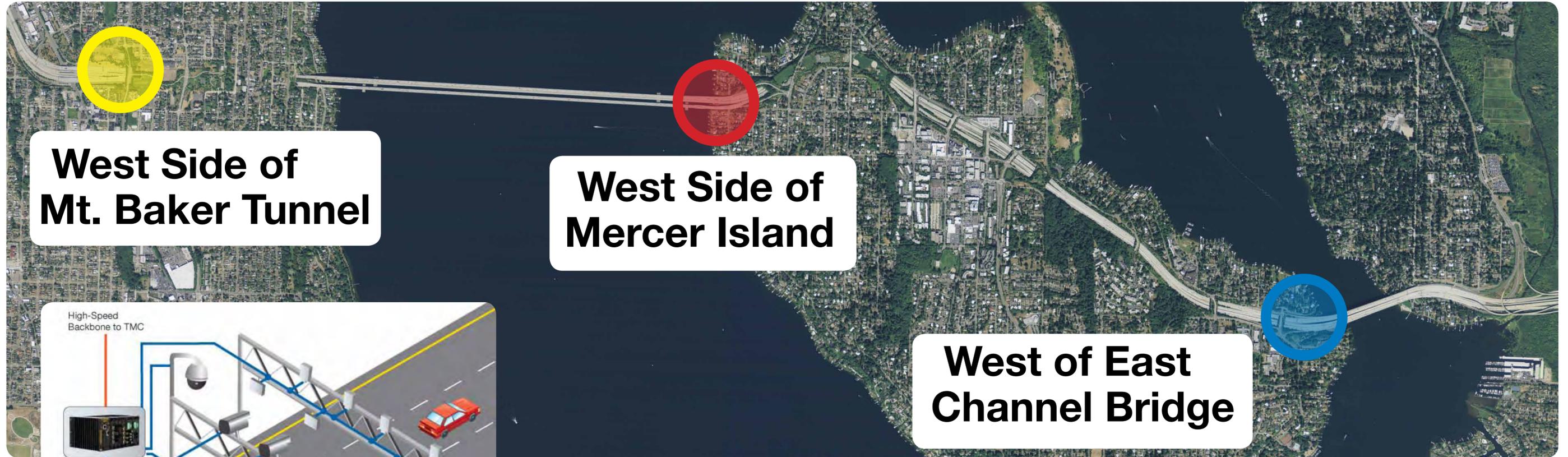


The environmental assessment meets the legislative intent of ESHB 2109 to:

"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."



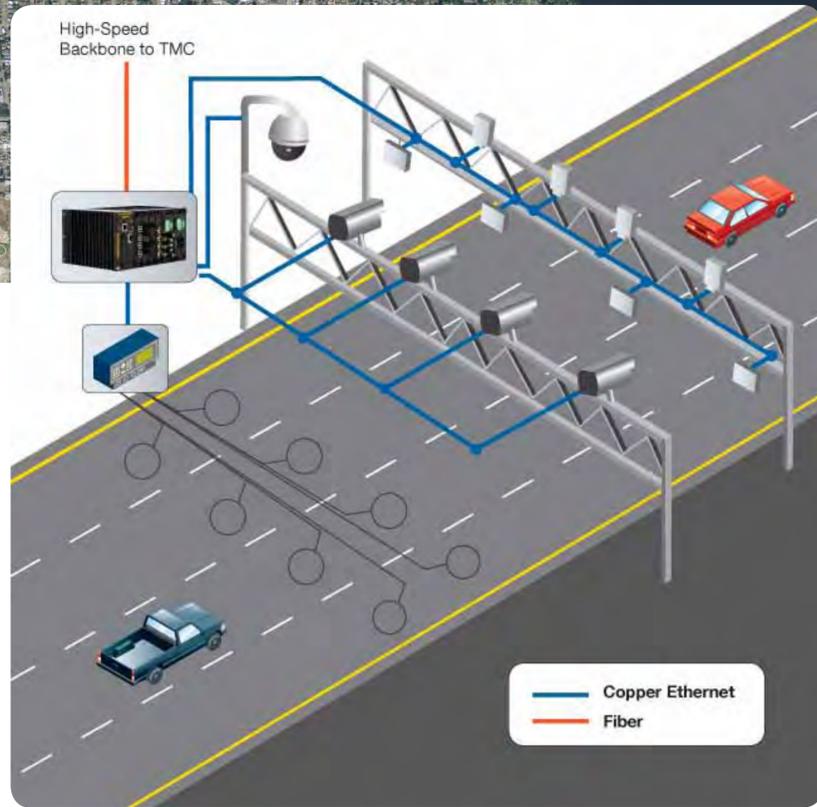
What is the proposed project?



West Side of Mt. Baker Tunnel

West Side of Mercer Island

West of East Channel Bridge



WSDOT will evaluate three different toll gantry locations between I-5 and I-405



What are the tolling options?

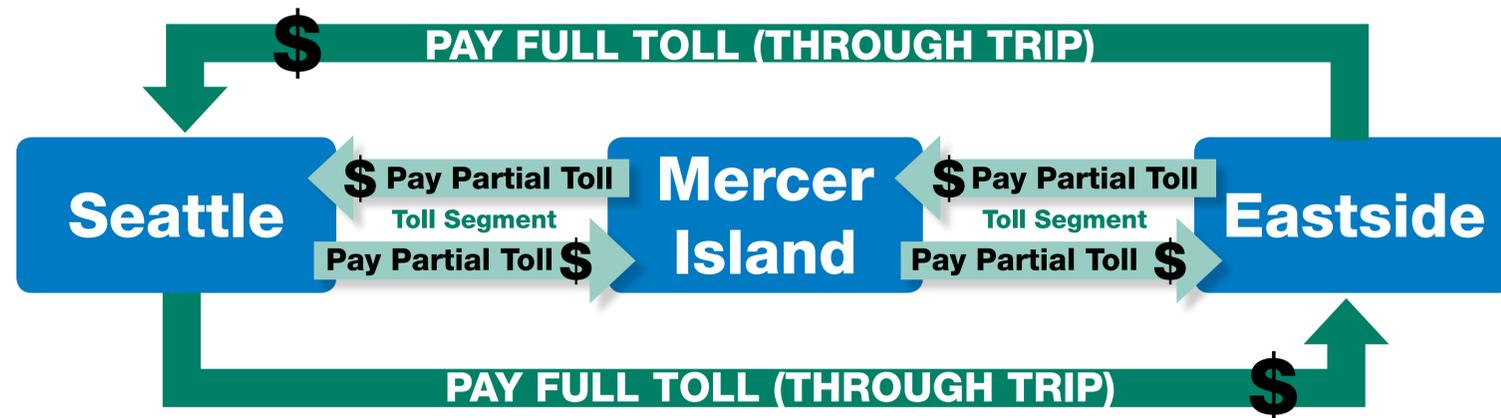
Multiple scenarios will be evaluated against no-action alternatives



Tolls collected between Seattle and Mercer Island



Tolls collected between Bellevue and Mercer Island



Partial tolls collected on trips within a segment (toll collected in both directions). Through trips would pay the full toll.

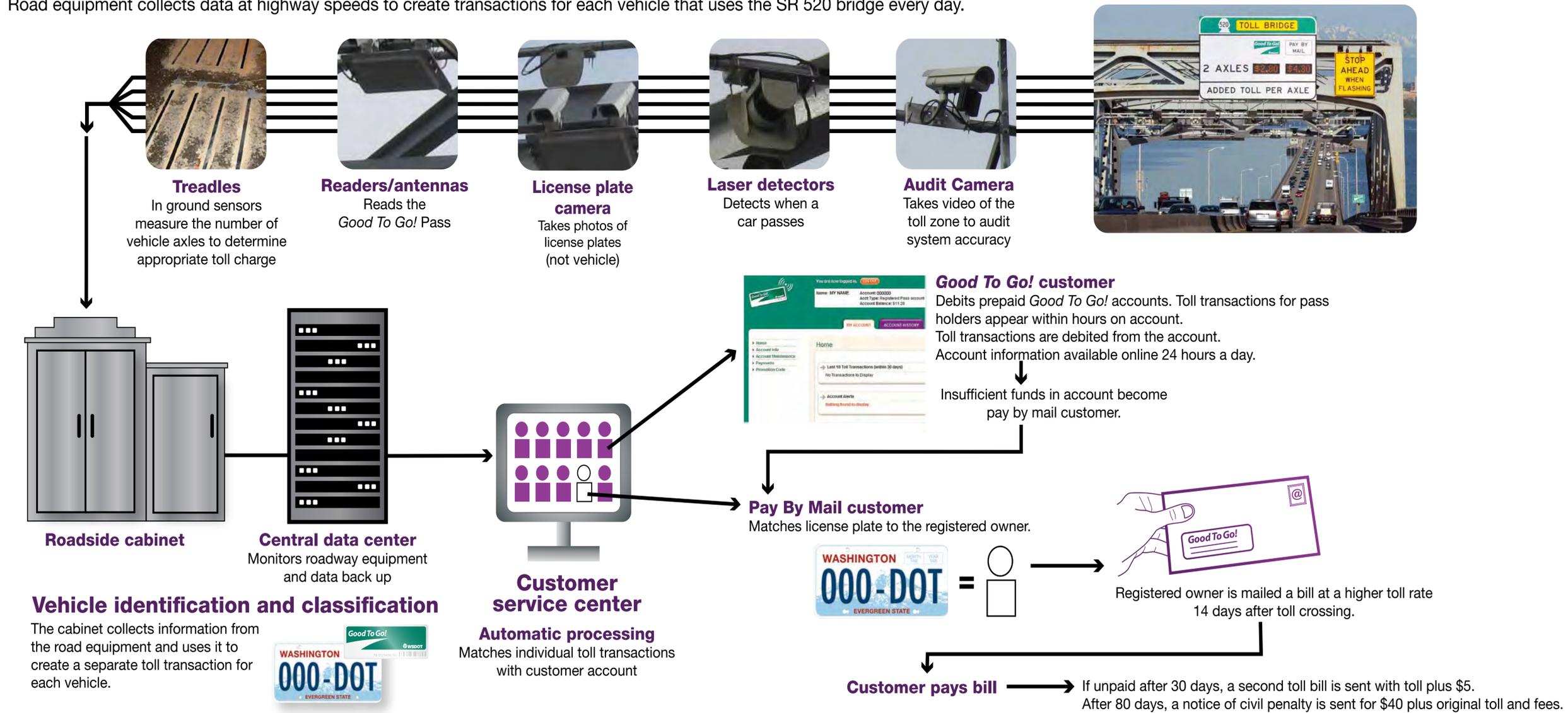


How would tolling work on I-90?

Electronic Tolling would be similar to SR 520

Roadway data collection

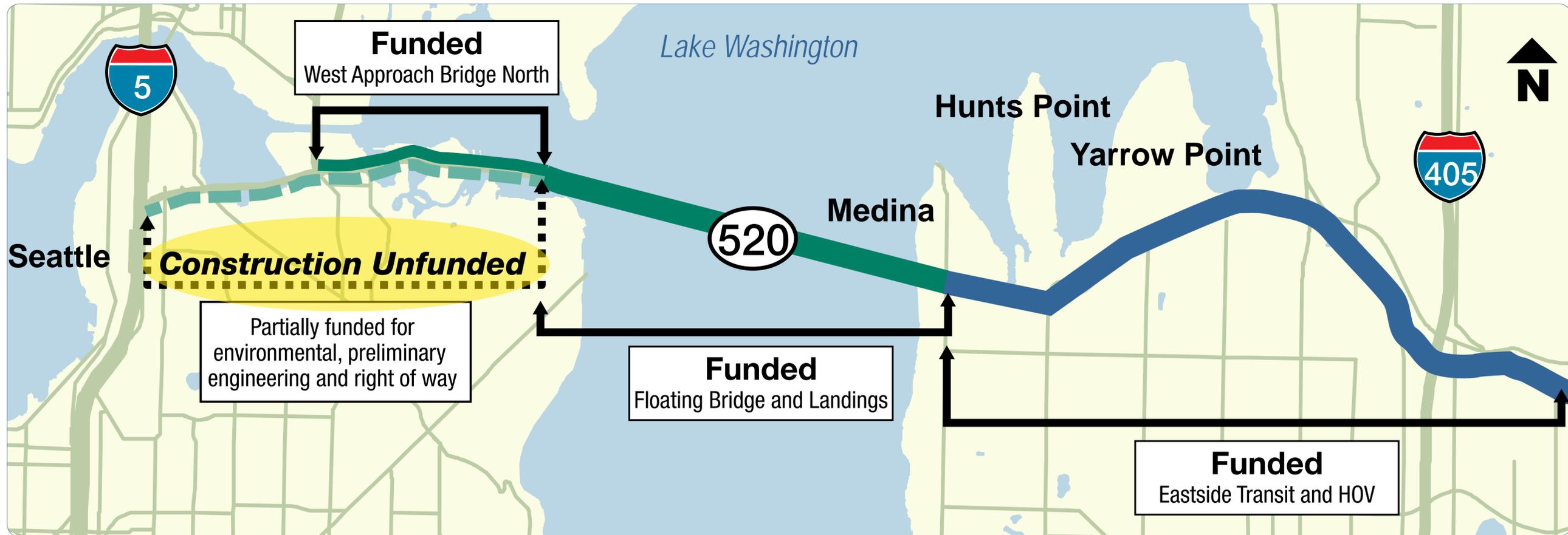
Road equipment collects data at highway speeds to create transactions for each vehicle that uses the SR 520 bridge every day.





What is the purpose?

The purpose of the I-90 Tolling Project is to raise revenue for substantial transportation improvements in the Cross-Lake Washington Corridor and to help alleviate congestion on I-90 between I-5 and I-405.





What are we planning to study?

Analysts will study the effects of the project alternatives on environmental resources. The EA will consider the relevant areas of the built, natural, and social environment. Areas of particular focus will likely include:

- Transportation
- Land Use/Economic
- Social/Environmental Justice
- Cultural/Historical Resources
- Visual Quality
- Energy and Greenhouse Gas Emissions

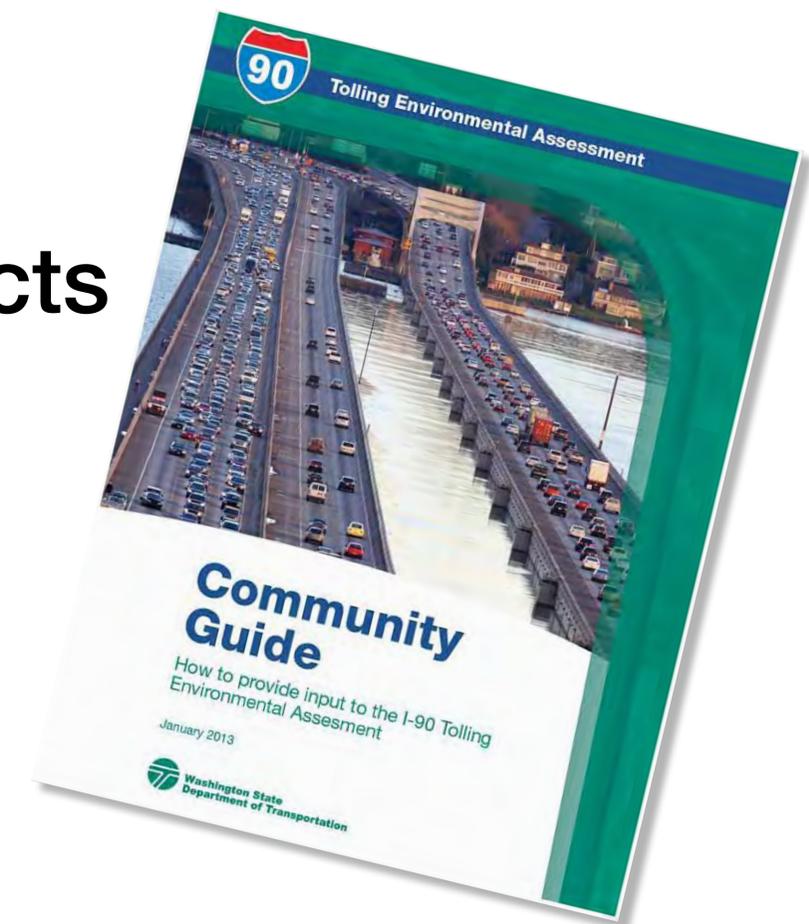




How can you comment on the scope?

As you're considering your scoping comments, remember that scoping is designed to gather input on:

- Purpose and Need
- Range of alternatives
- Effects on the environment and communities
- Measures to avoid, minimize, and mitigate effects of the project



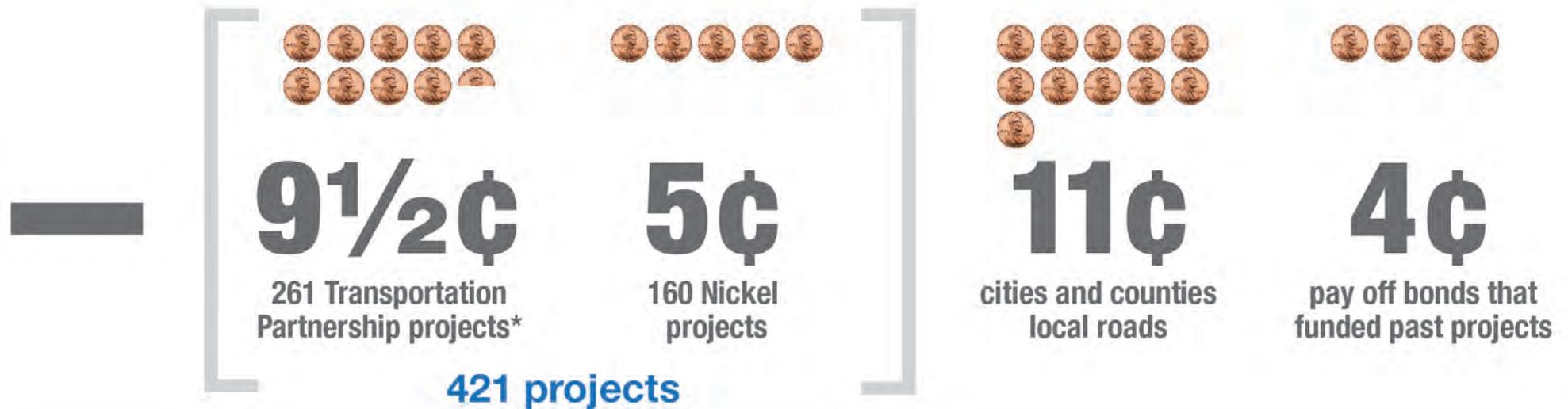


Costs and Funding for Replacing SR 520 Bridge

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

Transportation fuel tax is limited and committed

37 1/2 ¢ per-gallon
state fuel tax



= 8 ¢ Available for use on state highways, bridges and ferries:

- maintenance and operations
- preservation
- safety improvements

* Of the 9 1/2 cents, 8 1/2 cents is used by the state for highway projects, 1 cent goes to cities and counties for street and road improvements.