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

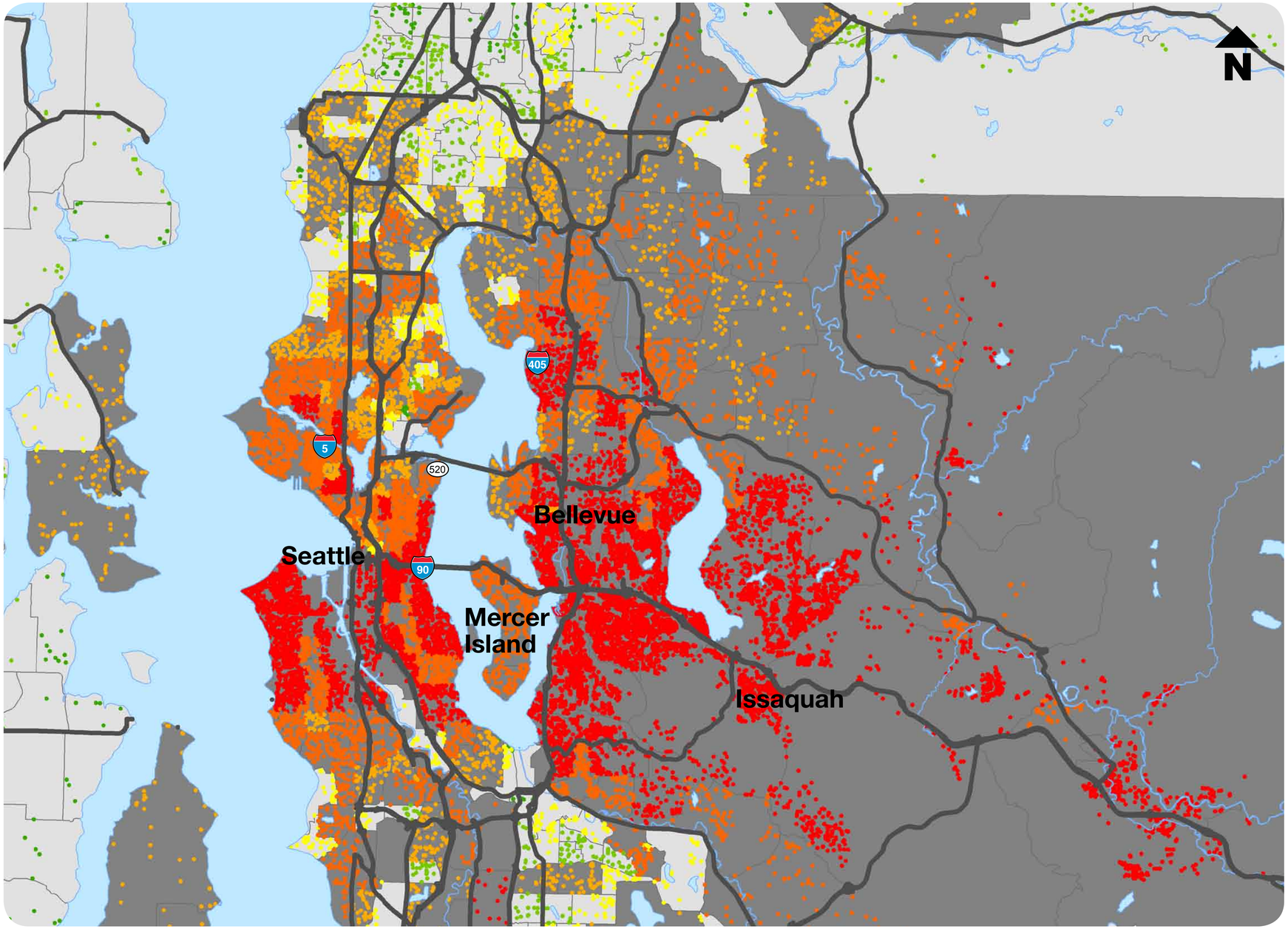
What is the purpose of a scoping meeting?

- 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

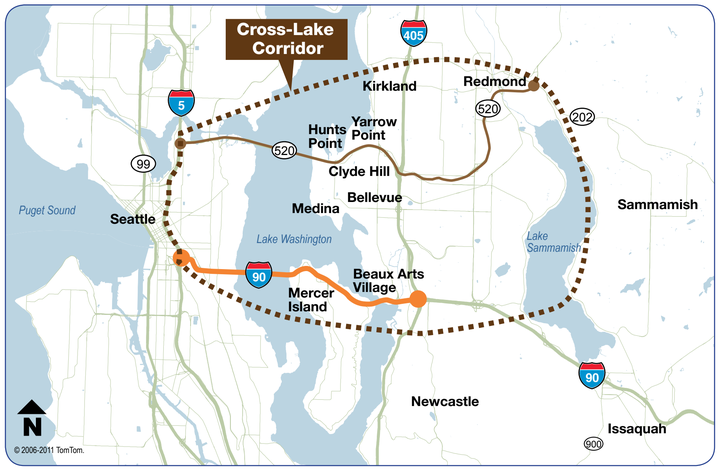
Where Users Come From

- 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



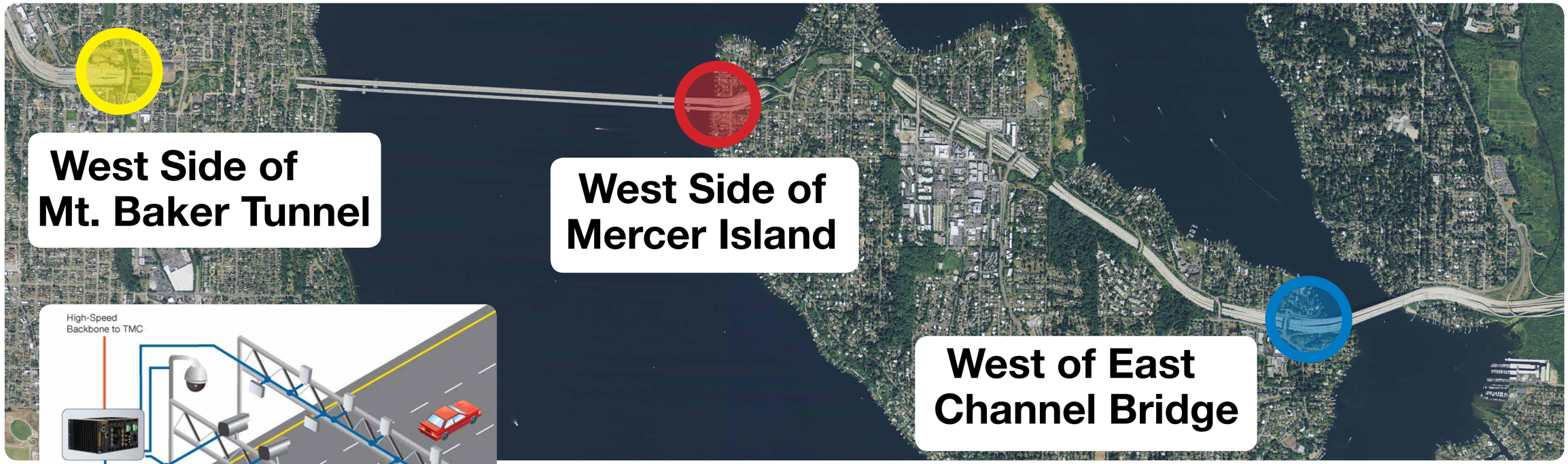
Cross-Lake Washington Corridor

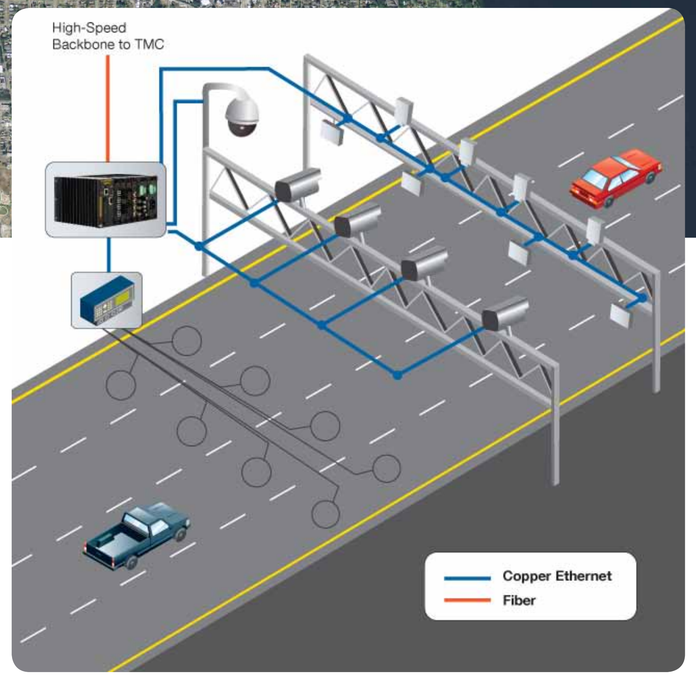
Tolling on I-90 has been discussed since 2006

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

What is the proposed project?





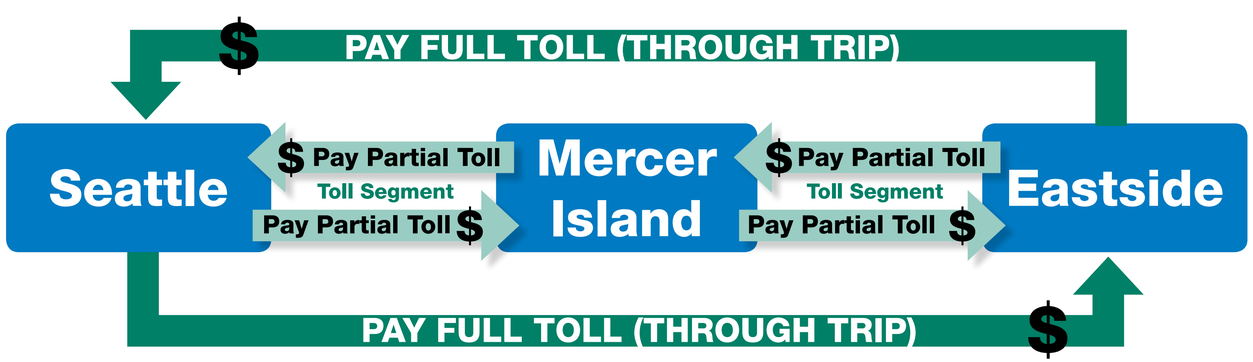
WSDOT will evaluate three different toll gantry locations between I-5 and I-405

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



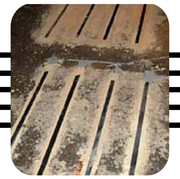
Partial tolls collected on trips within a segment (toll collected in both directions). Through trips would pay the full toll.

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.



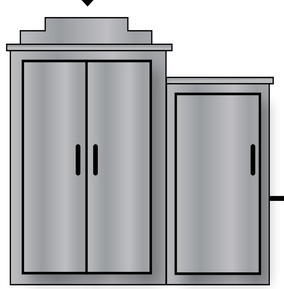
Treadles
In ground sensors measure the number of vehicle axles to determine appropriate toll charge

Readers/antennas
Reads the *Good To Go!* Pass

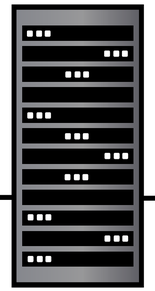
License plate camera
Takes photos of license plates (not vehicle)

Laser detectors
Detects when a car passes

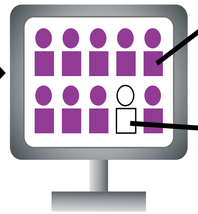
Audit Camera
Takes video of the toll zone to audit system accuracy



Roadside cabinet



Central data center
Monitors roadway equipment and data back up

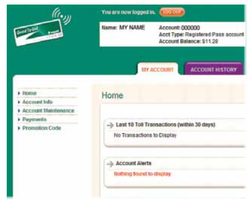


Customer service center

Automatic processing
Matches individual toll transactions with customer account

Vehicle identification and classification

The cabinet collects information from the road equipment and uses it to create a separate toll transaction for each vehicle.



***Good To Go!* customer**
Debits prepaid *Good To Go!* accounts. Toll transactions for pass holders appear within hours on account.
Toll transactions are debited from the account.
Account information available online 24 hours a day.

Insufficient funds in account become pay by mail customer.

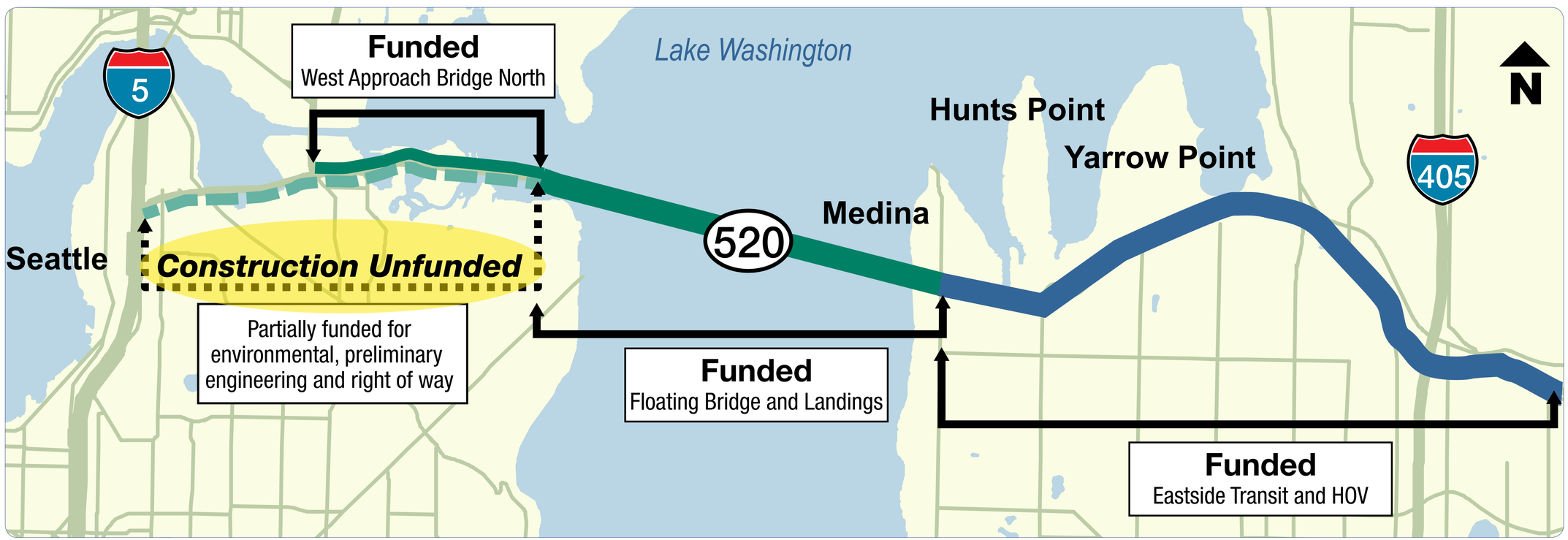
Pay By Mail customer
Matches license plate to the registered owner.

Registered owner is mailed a bill at a higher toll rate 14 days after toll crossing.

Customer pays bill → If unpaid after 30 days, a second toll bill is sent with toll plus $5.
After 80 days, a notice of civil penalty is sent for $40 plus original toll and fees.

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?

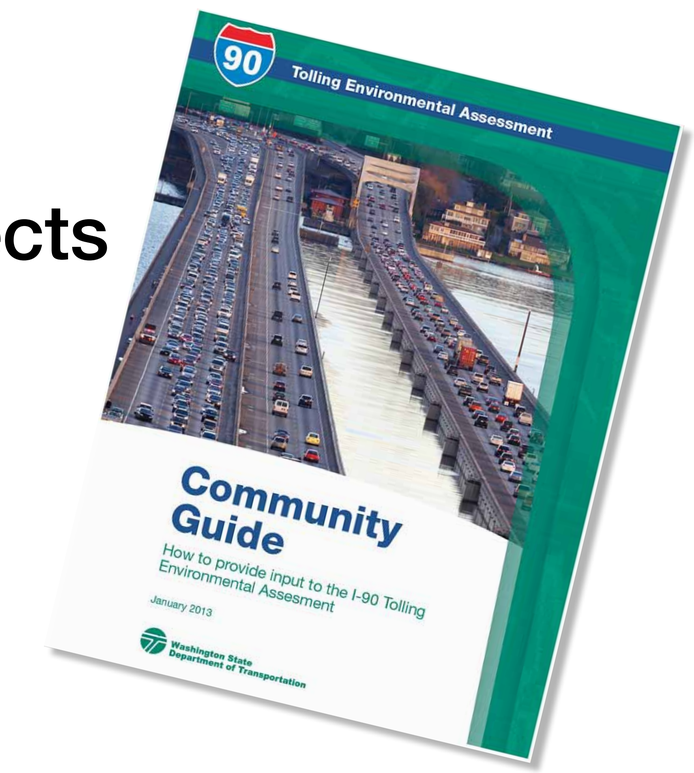
Analysts will study the effects of the project alternatives on environmental resources. The EA will consider the relevant areas of the built, natural, and social environment. Areas of particular focus will likely include:

- 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**