



Welcome!

I-90 Tolling Project

Environmental Impact Statement

Fall 2013 Scoping Meeting



What We Heard During Initial Scoping

The key concerns and possible solutions that emerged from agencies and the public include:

Concern expressed during initial scoping	Suggested solutions expressed during initial scoping
Mercer Island traffic must pay to reach or leave the island	<ul style="list-style-type: none"> • Segmented tolling <ul style="list-style-type: none"> • Through trip pays full toll; Mercer Island trips pay ½ toll • Only through trips pay toll; trips to/from Mercer Island are free • Tolls only west or east of Mercer Island; other side is free • Discounted tolls for Mercer Island residents or businesses • Toll-free travel for medical purposes for Mercer Island residents
Tolls are an unfair burden to frequent I-90 travelers	<ul style="list-style-type: none"> • Maximum toll per time period (day/week/month) for I-90 users <ul style="list-style-type: none"> • All Washington residents • Mercer Island residents or businesses • Discount or free travel for HOV users
Tolls are an unfair burden to low-income travelers	<ul style="list-style-type: none"> • Discounted or free transponders for qualifying persons/households • Discounted tolls for low income travelers • Provide transponders at easily accessible locations*
Few alternatives to driving and paying tolls	<ul style="list-style-type: none"> • Enhance transit service <ul style="list-style-type: none"> • Increase overall transit service • Increase park and ride capacity • Add bus stops and shelters
I-90 tolls will increase traffic on non-tolled roads	<ul style="list-style-type: none"> • Improve intersections or roadways where tolling causes increased congestion

* WSDOT has current retail partnerships that sell transponders at a variety of locations around the region.

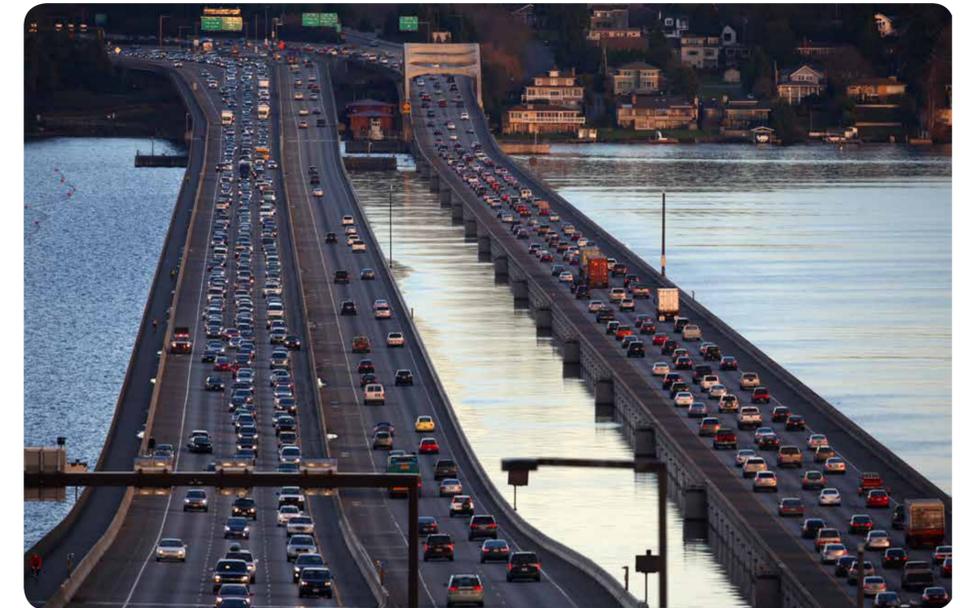


Initial Scoping: Comments by the Numbers

FHWA and WSDOT received over 3,400 comments during the public scoping period, via public meetings, mail, email, and an online survey form. These included:

- 311 letters and comment forms
- 1 letter with a petition including 5,237 signatures
- 1,376 emails
- 1,712 online survey forms

All comments and letters submitted during the initial round of scoping between Jan. 22 and Feb. 22, 2013 will be included as part of the official I-90 Tolling EIS record.





Meeting Format & Ground Rules

Public scoping is intended to encourage early communication in the EIS process and to help the lead agencies gather public input and understand public concerns.

For this scoping meeting, please:

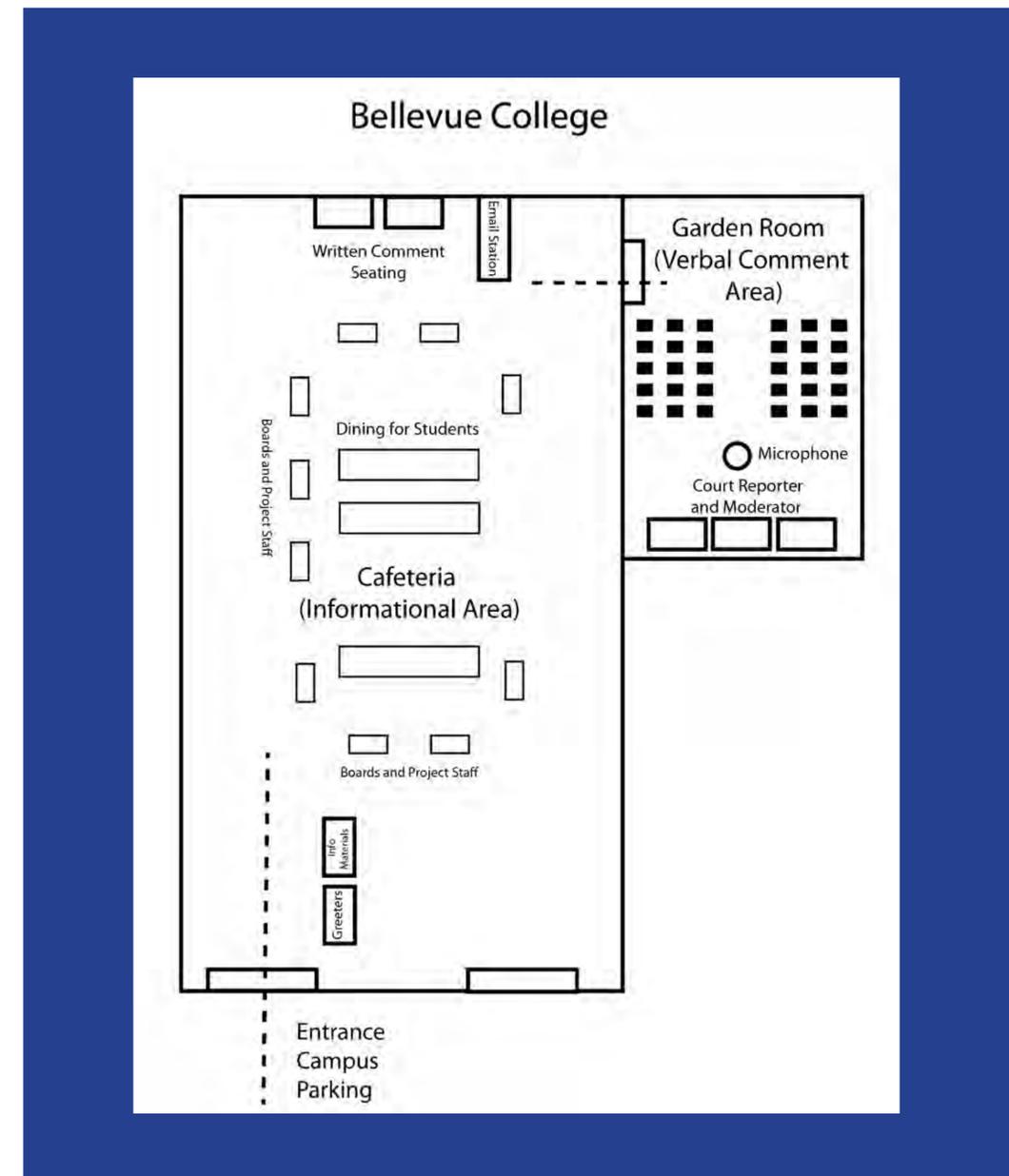
- Circulate the room to review boards and talk to staff.
- Submit comments at the written or verbal comment stations.
- Sign-up for verbal comment. Based on a first-come, first-served basis.
 - At least half of the time slots for each meeting are available for sign-up at the meeting (half online prior to meeting).
 - Each commenter will have two minutes to comment.
 - Each comment will be captured by a court reporter.
- There will be no formal presentation or question and answer period.



Station Map – Bellevue College

The scoping meeting will include:

- A welcome area where you can learn about the meeting format and sign up to provide verbal comments on a first-come, first-served basis.
- An open house area where you can review information, talk to staff, and in a quiet area, write scoping comments and drop into a comment box.
- A public comment area where you can provide verbal comments in front of other community members.

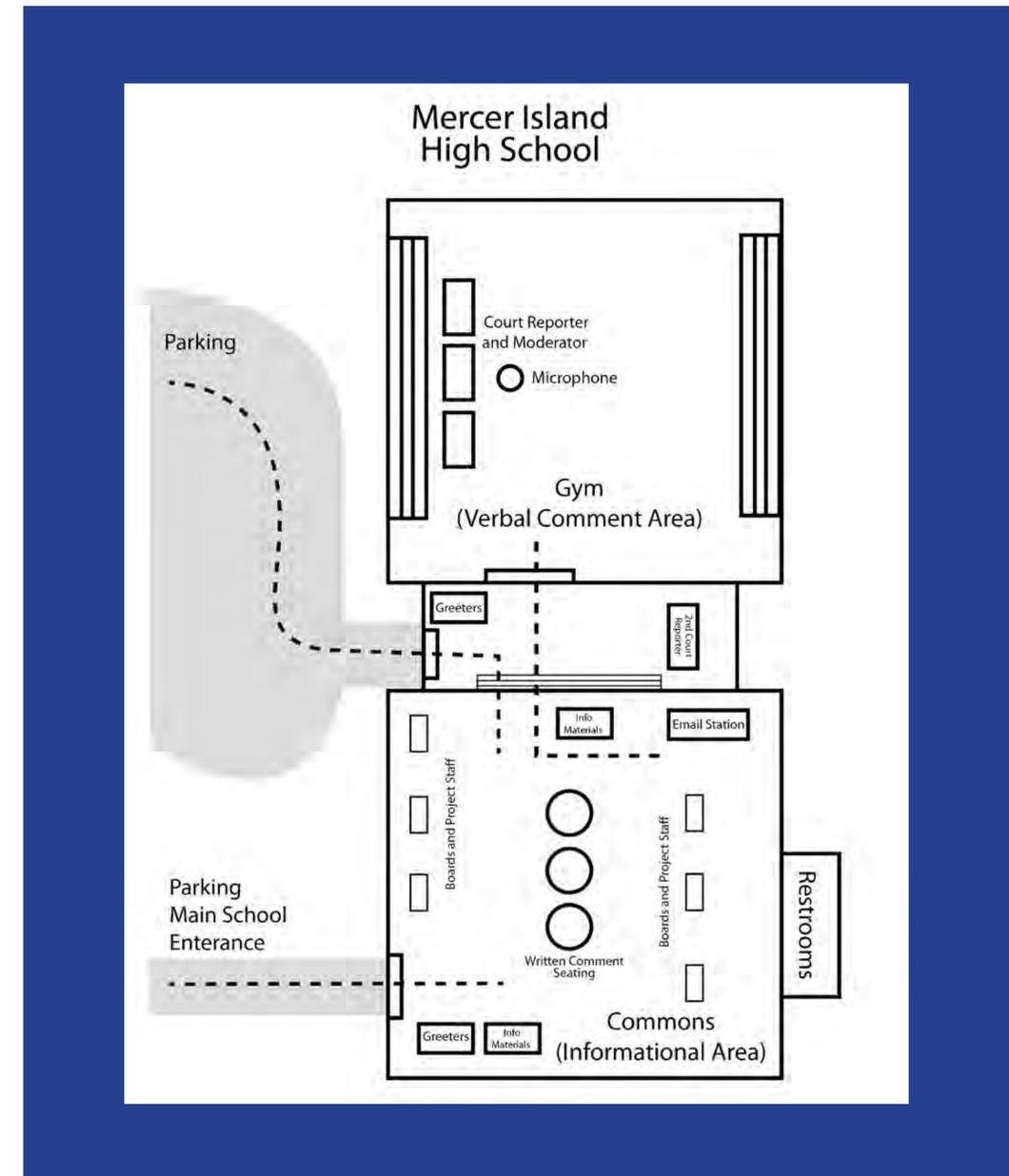




Station Map – Mercer Island High School

The scoping meeting will include:

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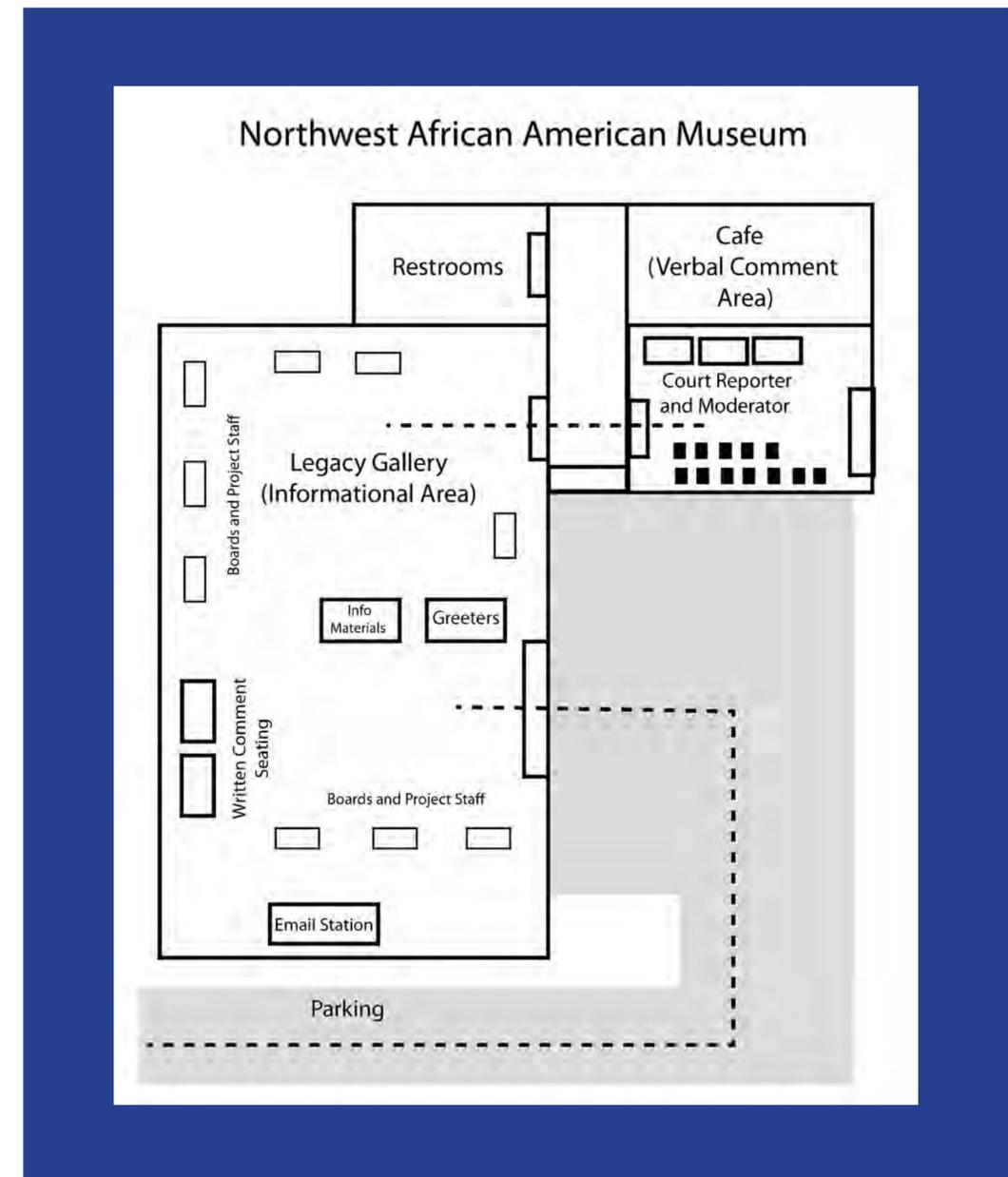




Station Map – Northwest African American Museum

The scoping meeting will include:

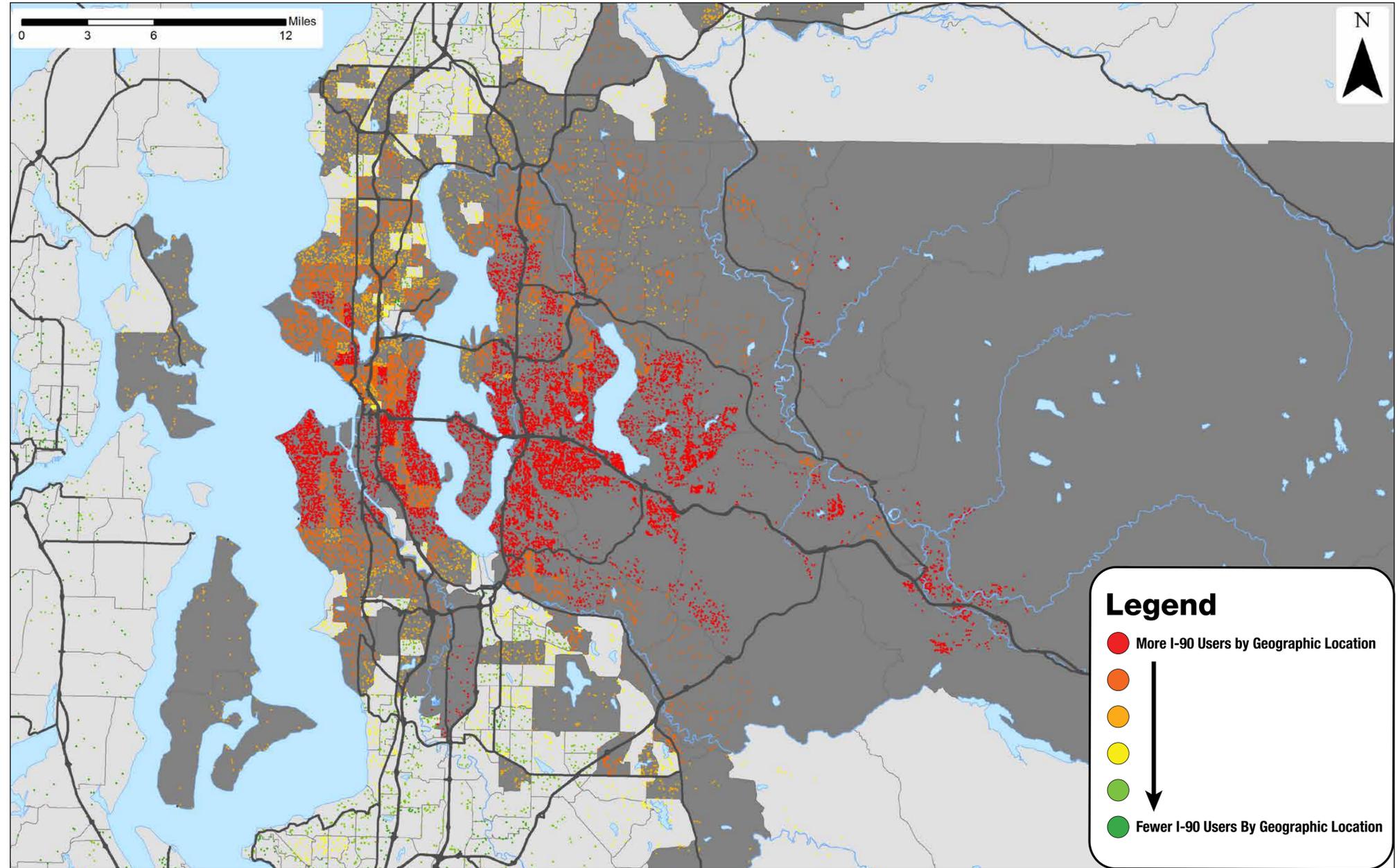
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Project Study Area

I-90 Users in the Study Area





The Cross-Lake Washington Corridor

The Cross-Lake Washington Corridor relies on the I-90 and SR 520 bridges, two parallel highways that operate as one system to connect the region's major employment and population centers.

WSDOT is facing two key challenges with the Cross-Lake Washington Corridor:

- Balancing traffic between I-90 and SR 520 to increase mobility of people and goods.
- Completing the SR 520 - I-5 to Medina: Bridge Replacement and HOV Project that would replace structures vulnerable to earthquakes due to hollow bridge columns.





Future Cross-Lake Washington Corridor

Benefits of a completed Cross-Lake Washington Corridor

- **Moves More People** - Completes the HOV system on SR 520 to complement two-way transit and light rail on I-90.
- **Improves Safety** - Builds a safer Cross-Lake Washington Corridor by replacing the vulnerable Portage Bay bridge and SR 520 west approach structure.
- **Provides a Reliable Trip** - Enhances Cross-Lake Washington Corridor operations by managing congestion to increase reliability for cars and transit.



The future SR 520 bridge from I-5 to Medina will connect Seattle to the east side with a regional shared-use path, improved bicycle and pedestrian connectivity, and enhanced transit connectivity and reliability by extending the HOV/transit lane to Seattle.



The current I-90 HOV lane in the center roadway will be relocated to the outer roadway lanes and operate both directions all day, resulting in improved transit schedule reliability and shorter commute times for all drivers.



I-90 Tolling EIS Milestones & Timing of Decisions

Spring 2014

- FHWA/WSDOT publish Draft Environmental Impact Statement (DEIS)
- 30-day comment period for DEIS

Early/Mid 2015

- FHWA/WSDOT publish Final Environmental Impact Statement
- Washington State Legislature considers authorizing I-90 tolling
- Record of Decision
- FHWA considers federal toll agreement



State Legislation

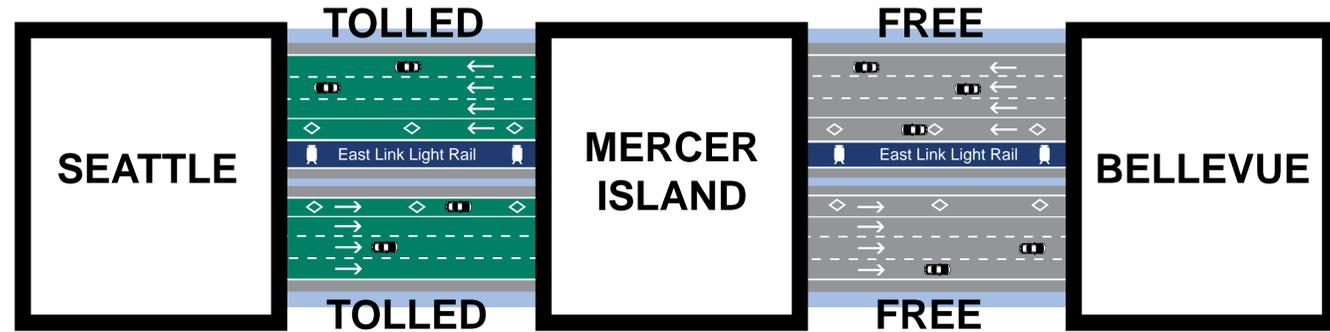
ESHB 2190 (2012) - WSDOT should *“undertake a comprehensive environmental review of tolling Interstate 90 between Interstate 5 and Interstate 405 for the purpose of both managing traffic and providing funding for construction the unfunded state route number 520 from Interstate 5 to Medina project...”*

ESSB 5024 (2013) - Between the end of scoping comment period in February and publishing the Scoping Summary Report in June, the Legislature passed Engrossed Substitute Senate bill 5024 that amended the previous direction to WSDOT by requiring an Environmental Impact Statement (EIS) for the I-90 Tolling Project.

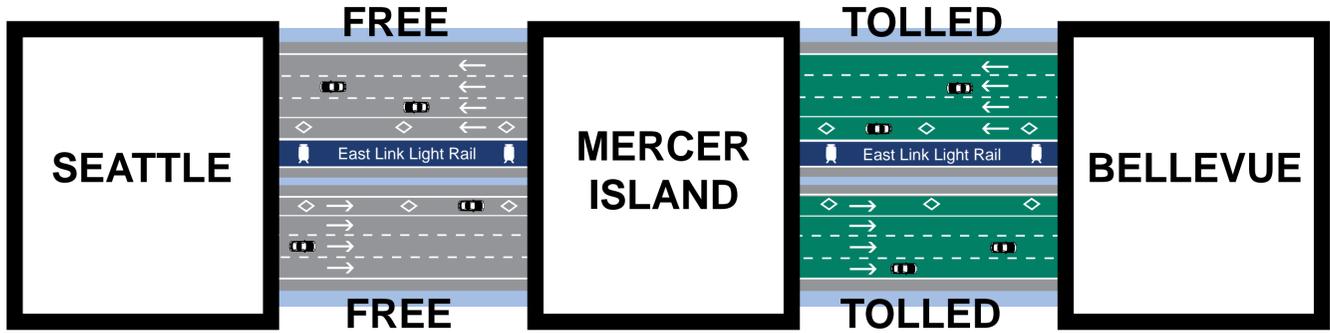


Potential I-90 Tolling Options

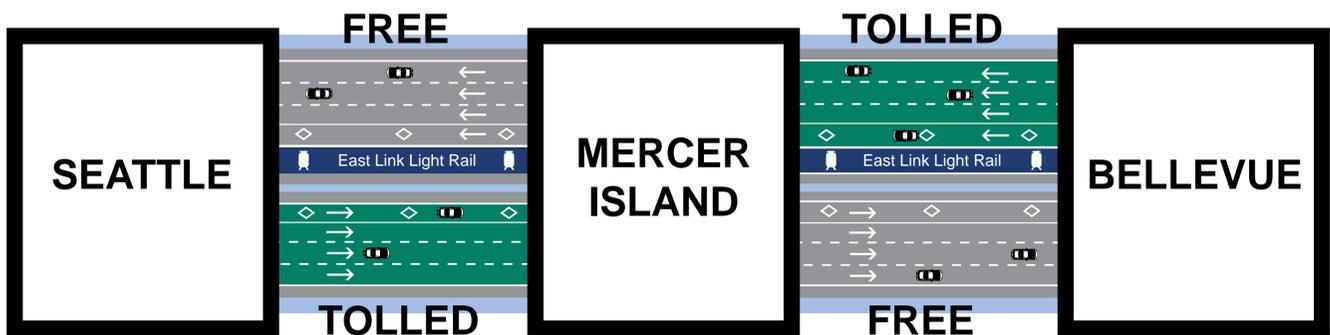
OPTION 1: Single Point Tolling West Side



OPTION 2: Single Point Tolling East Side



OPTION 3: One Direction Tolloed on Either Side of Mercer Island

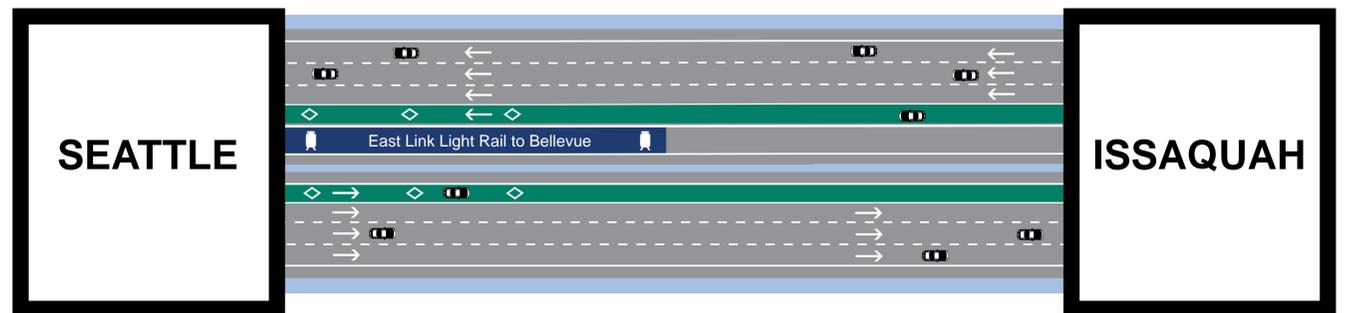


OPTION 4: Mercer Island Resident Choice* of Free Side



* Individuals choose which direction to toll.

OPTION 5: Express Toll Lanes (dynamic tolling in HOV lane)



TOLLED ROADWAY FREE ROADWAY



How Does Electronic Tolling Work on 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



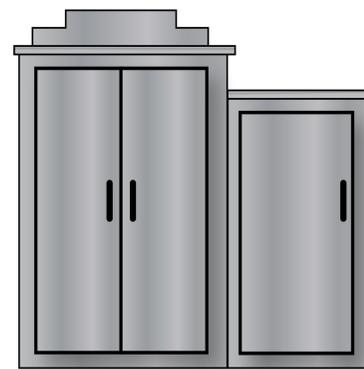
License plate camera
Takes photos of license plates (not vehicle)



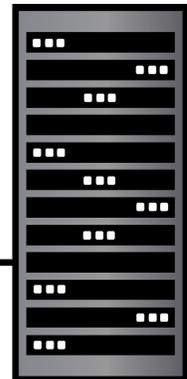
Laser detectors
Detects when a car passes



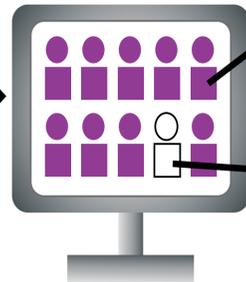
Audit Camera
Takes video of the toll zone to audit system accuracy



Roadside cabinet



Central data center
Monitors roadway equipment and data back up



Customer service center

Automatic processing
Matches individual toll transactions with customer account



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 issued. It includes all unpaid tolls and fees plus a \$40 per unpaid transaction civil penalty.

Vehicle identification and classification

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





How *Good To Go!* works

- **One account, one device** for all toll facilities
- **Photo tolling** one billing process for all toll facilities
- **Toll booths – pay with cash** (only available on Tacoma Narrows Bridge)
- **Electronic tolling**
 - *Good To Go!* passes
 - Photo Tolling
 - Pay By Plate
 - Pay By Mail
 - Short Term Accounts



Customer Service Centers
University District – Seattle
4554 9th Avenue NE, Suite 100
(near Roosevelt and 45th)
Seattle, WA 98105

Bellevue
13107 NE 20th Street, Suites 3 & 4
(near Northup Avenue)
Bellevue, WA 98005

Gig Harbor
3212 50th Street Court NW, Suite 200
(off Olympic Drive, behind QFC)
Gig Harbor, WA 98335





Current Project Purpose and Need

The purpose of the I-90 Tolling Project is to:



Manage congestion and traffic flow on I-90 between I-5 and I-405, which is in the Cross-Lake Washington Corridor, and



Contribute revenue to the sustainable, long-term funding for timely completion of the SR 520 Bridge Replacement and HOV Program and maintenance and future transportation improvements on I-90 in the Cross-Lake Washington Corridor.



What We Heard During Initial Scoping: Potential Build Alternatives

Potential Alternative ¹	Will this option help manage congestion and traffic flow on I-90 between I-5 and I-405?	Will this option contribute revenue for timely completion of the SR 520 Bridge Replacement Project and other improvements? ²	Factors for Consideration
Variable tolls on all lanes of I-90 between I-5 and I-405	Reduces Congestion – Implementation of tolls will encourage drivers to change their time of travel to avoid peak tolls, seek alternative routes and/or to change destination to avoid Cross-Lake travel.	<ul style="list-style-type: none"> Preliminary analysis shows potential to raise greater than \$1 billion for the SR 520 Program and assumes I-90 and SR 520 tolled at the same rates. Can be implemented by 2016. 	<ul style="list-style-type: none"> Legislative and FHWA approval required. Tolls could negatively affect low-income populations. Tolls could cause diversion to adjacent roadways.
Express toll lanes on I-90	Conversion of existing HOV lanes to express toll lanes would provide some reduction in congestion on I-90.	<ul style="list-style-type: none"> Previous revenue estimates prepared for the 2009 Legislative Workgroup found express toll lane revenue would only cover a small portion of the funding needed for SR 520. Express toll lane revenue could raise up to approximately \$250 million depending on the configuration. 	<ul style="list-style-type: none"> Express toll lanes require legislative approval. Ability to use express toll lane revenue for bonds is uncertain.
Additional federal funds directed to the SR 520 project	No Effect	<ul style="list-style-type: none"> WSDOT has received approximately \$120 million for SR 520 improvements and the likelihood of additional federal funding is considered low. Recent transportation funding legislation has eliminated earmarks so federal funds are less likely to be directed to specific projects such as SR 520. 	<ul style="list-style-type: none"> The federal gas tax has not been increased since 1993 and the real purchasing power of these funds continues to decrease with inflation. The SR 520 Program already received a TIFIA loan. TIGER grants are not substantial.
State gas tax funds directed to the SR 520 project	No Effect	<ul style="list-style-type: none"> Statewide gas tax would have to increase about 3 cents per gallon to raise the \$1.4 billion needed to complete the SR 520 Program. 	<ul style="list-style-type: none"> Requires legislative approval.
Vehicle miles traveled (VMT) tax	No Effect	<ul style="list-style-type: none"> Washington State Transportation Commission is studying VMT in their Road User Charge Assessment. Work on the required infrastructure, regulations and procedures has not begun leading to a long timeframe for implementation. 	<ul style="list-style-type: none"> Requires legislative approval.
Transportation Benefit District – vehicle license fee, sales or property tax	No Effect	<ul style="list-style-type: none"> Based on Legislature workgroup materials, the funding range generated by each of these taxes varies from approximately \$100 million to \$750 million. 	<ul style="list-style-type: none"> Requires legislative approval. In 2007 voters rejected a Regional Transportation Improvement District which had more than \$1 billion allocated to the completion of the SR 520 Program.
King County motor vehicle excise tax	No Effect	<ul style="list-style-type: none"> In 2008, the SR 520 Tolling Implementation Committee estimated roughly \$150 million in funding. 	<ul style="list-style-type: none"> Requires voter approval.
Adjust tolls on SR 520	No Effect <ul style="list-style-type: none"> Increased tolls on SR 520 would lead to higher diversion that would increase congestion on I-90. Decreased tolls on SR 520 would decrease diversion that would reduce congestion on I-90. 	<ul style="list-style-type: none"> 2008 Toll Implementation Committee found that increasing tolls to maximizing toll revenue generates roughly \$300 million more in funding than the current rate schedule. Decreased tolls could violate existing bond commitments for SR 520. 	<ul style="list-style-type: none"> Need to consider restriction based on existing bond commitments for SR 520. Increased tolls could negatively affect low-income populations.
Increased transit service	Reduces Congestion – Increased transit service over and above current and planned levels, including the addition of light rail in this corridor would help to mitigate congestion, but cannot alleviate highway congestion on its own.	No Additional Revenue	<ul style="list-style-type: none"> Funds for increased service in lieu of recent cuts.
Add new lanes by widening I-90	Reduces Congestion – Additional lanes on I-90 could reduce congestion.	No Additional Revenue	<ul style="list-style-type: none"> Cost prohibitive. Substantial impacts to natural and built environments. The combination of natural constraints such as Lake Washington, the hilly terrain in Seattle and Mercer Island, and the corridor’s developed nature make physical expansion of the facility between I-5 and I-405 infeasible.
Implement tolls on other facilities	Additional tolls on other facilities could help manage congestion. I-405 has received authorization for express toll lanes.	<ul style="list-style-type: none"> Tolls on other facilities could not be implemented in a timely manner for completion of the SR 520 Program. Tolls on other facilities could raise substantial funds. 	<ul style="list-style-type: none"> The regional transportation plan “Transportation 2040” anticipates tolling on other facilities in the Puget Sound Region after 2020. Requires legislative approval.

¹ These potential build alternatives come from prior studies, legislative direction, and initial scoping – the congestion and revenue elements of the build alternatives to be studied in the EIS are yet to be determined based on scoping feedback.

² Current information suggests that none of the proposed toll alternatives would completely fill the revenue gap for the SR 520 Program. Additional revenues will be necessary.



Opportunities to comment:

During the scoping period from Oct. 7 through Nov. 6, here are the three ways you can provide comments:

In Person

Bellevue/Issaquah

October 10, 2013

4-7 p.m.

Bellevue College Cafeteria

Mercer Island

October 21, 2013

4:30-8:30 p.m.

Mercer Island High School

Seattle

October 23, 2013

4-7 p.m.

Northwest African American Museum

By E-mail

i90EISComments@wsdot.wa.gov

By Mail

I-90 Tolling Project Attn: Angela Angove

999 Third Avenue, Suite 2200

Seattle, WA 98104

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

- Reasonable range of alternatives
- The current purpose and need statement
- Potential environmental and social impacts
- Measures to avoid, minimize and mitigate effects of the proposal



Ground Rules for Verbal Comment

- Listen for the moderator to call your name when it is your turn.
- Arrive five (5) minutes before your designated time slot.
- Adhere to a two (2) minute comment limit per person; a timekeeper will let you know when your time is running low and when your time is up.
- State your name and city of residence before you start your comment.
- All comments will be recorded by a court reporter.
- Refrain from applause or loud talking in order for the court reporter to accurately capture comments. Please silence all phones.
- There will only be one verbal comment opportunity per person, per meeting.
- Standby sign-ups will be called if there is time left during each 20 minute comment time range.