



If you have any questions completing this form, please contact Wayne Berman at (202) 366-4069. Please complete all applicable information and attach this request via email to TollingandPricingTeam@fhwa.dot.gov or via U.S. mail to:

**Tolling and Pricing Team,
Federal Highway Administration
Office of Operations, Attn: Wayne Berman,
400 Seventh Street, SW, Room 3404,
Washington, DC, 20590**

Please copy your respective FHWA State Division Office

A) *What is the requesting agency, authority, or public company? What is the lead office within the requesting agency, authority, or private company?*

Name(s):
Washington State Department of Transportation (WSDOT), Urban Corridors Office, Seattle, Washington

Project Website (if applicable) or Your Agency/Company Website:
www.wsdot.wa.gov

B) *Contact Information*

Name: Rob Fellows
Title: Toll Systems Planning and Policy Manager
Address: 201 South Jackson Street, Suite 200
Phone: (206) 464-1257
E-mail: fellowr@wsdot.wa.gov

C) *What is the requesting agency seeking? (Please mark appropriate box)*

Funding ONLY for this project or study (Federal authority already granted or not necessary).
 Federal Tolling Authority ONLY for this project or study (no funds requested).
 Funding AND tolling authority for this project or study.
 Other, not listed.

Please briefly elaborate: WSDOT seeks federal authority to impose tolls on the I-90 corridor in the Puget Sound region. Tolls would be used as part of a regional strategy to manage congestion on the Lake Washington crossings and generate funding for improvements.

D) *Please provide a brief description of the tolling or pricing project or study. Please identify and describe the subject facility or general area to be tolled, priced or studied (i.e. name of project/study, location, length, level of service, problem to be addressed, etc.)?*

WSDOT is considering imposing tolls on all or part of I-90 in the Puget Sound metropolitan area between I-5 in the City of Seattle and SR 900 in the City of Issaquah (approximately 16 miles) as part of a regional strategy to manage congestion as well as to generate funding for the parallel SR 520 – Bridge Replacement and HOV Project (www.wsdot.wa.gov/projects/sr520bridge). See Attachment A showing both corridors in the project area. With respect to congestion management, tolling I-90 is expected to increase trip speed and reliability as well as deter drivers from diverting from SR 520 corridor once it is tolled. With respect to funding, tolling I-90



would provide additional revenue to fund the SR 520 corridor improvements, including possibly improvements on I-90. I-90 currently carries over 150,000 vehicles per day over Lake Washington and consists of six general purpose lanes and a barrier separated, reversible, two-lane express-lane facility in the center of the roadway with intermediate access points on Mercer Island. East of I-405, the reversible express-lane facility ends, and each lane becomes an HOV lane, one in each direction. Future unfunded plans by Sound Transit, the regional transit authority, include converting the current reversible express-lane facility to a high capacity transit (light-rail line or bus rapid transit) facility and restriping the three general purpose lanes in each direction to one HOV lane and three general purpose lanes in each direction. These changes would result in an 8-lane facility, with six general purpose lanes and two HOV lanes, plus high capacity transit. While WSDOT has not yet decided when or how to proceed with tolling of I-90, possible scenarios currently being considered by the Tolling Implementation Committee (see Section I) include tolling I-90 under some alternatives starting as early as 2010. Depending on the roadway configuration at the time of tolling, possible tolling alternatives could include: 1) tolling the general purpose lanes, 2) tolling the express or HOV lanes (e.g., convert the HOV lanes to HOT lanes), or 3) a combination of both, including the option for drivers to pay an initial toll to enter the I-90 facility and then an additional toll to enter the express or HOV lanes if they desire. For each alternative, tolling may be implemented at one or many locations. See Attachment B showing the existing roadway configuration over Lake Washington and one potential future roadway configuration with three possible tolling alternatives. East of I-405, WSDOT is considering HOT lanes only.

E) Which type of facility is proposed to be tolled or studied?

Interstate

Non-Interstate

Project contains both types of facilities

Project is not specific to any type of facility Explain

F) Does the toll project involve ANY construction?

No

Yes (if so, please mark all that apply)

Not applicable

New construction

Expansion

Rehabilitation

Reconstruction

HOV to HOT Conversion

Other not listed.

Please briefly elaborate No significant roadway construction is anticipated to implement tolling other than the infrastructure necessary to implement tolling, such as signage, gantries, conduit, cabinets, communications, toll equipment, etc. See description in Section D for possible future roadway modifications unrelated to this expression of interest.

G) Does an HOV lane(s) currently exist on the facility?

No

Yes

Not applicable

H) What is the timetable to enact the tolling or pricing project or study?

No specific timetable has been established at this time although tolling could begin under some alternatives as early as 2010. See responses to items D and I. Also, specific legislative authority is required to impose tolls on any highway in Washington State, including I-90.



I) Are there expressions of support from public officials or the public? Have any public meetings been held? If no public meetings or expressions of support are available, please indicate the agency's plans for ensuring adequate public involvement and seeking public support for the toll project or study.

The Washington State Legislature established a Tolling Implementation Committee (TIC) in early 2008. The Committee is composed of the Washington Transportation Secretary, the Executive Director of the Puget Sound Regional Council, and a member of the Washington State Transportation Commission. The committee is charged with evaluating tolling for financing the 520 Bridge Replacement and HOV Project (a parallel facility), engaging citizens and regional leadership in the evaluation, enhancing understanding of tolling alternatives, and reporting findings to the governor and state legislature in January 2009. Among other duties, the Committee is specifically charged with engaging citizens on funding the 520 replacement project and improvements on the I-90 facility with a toll paid by drivers on both facilities.

J) Where known (and if applicable), what is plan for implementing tolls or prices and the strategies to vary toll rates or prices (i.e., the formulae for variable pricing)?

For general purpose lanes, toll rates would vary by time of day according to a schedule. This would allow better demand management of the facility. For HOT lanes, toll prices are expected to vary either dynamically or according to a schedule in order to maintain a minimum level of service. The variable tolling strategies would allow for more efficient use of the lake crossings.

K) What is the reason(s) of the toll project or study? Please mark all that apply.

- Financing construction
- Reducing congestion
- Improving air quality
- Other not listed.

Please briefly elaborate: Tolling I-90 would be part of a regional strategy to manage congestion through pricing as well as to generate funding for corridor improvements including the SR 520 – Bridge Replacement and HOV Project (www.wsdot.wa.gov/projects/sr520bridge). The SR 520 facility is parallel to the I-90 facility, and the two facilities form a cross-lake corridor serving residents on both sides of Lake Washington, a 22 mile long (north-south) body of water. Currently, traffic volumes are roughly balanced in both directions during both the morning and evening commute periods, as significant population and employment centers have developed on both sides of the lake.

L) Please provide a description of the public and/or private agency that will be responsible for operation, maintenance, and/or enforcement for the toll project or study?

WSDOT would operate and maintain the facility. Enforcement would be provided by the Washington State Patrol through on-road enforcement as well as video enforcement.

M) Please provide a description of how, if at all, any private entities are involved in the up-front costs, or will share in project responsibilities, debt retirement, or revenues?

No private entities are anticipated to be involved in this project.



N) Please provide any additional information you feel is necessary.

Assuming FHWA is willing to grant authority to toll I-90 in the manner discussed in this expression of interest, please provide answers to the following questions:

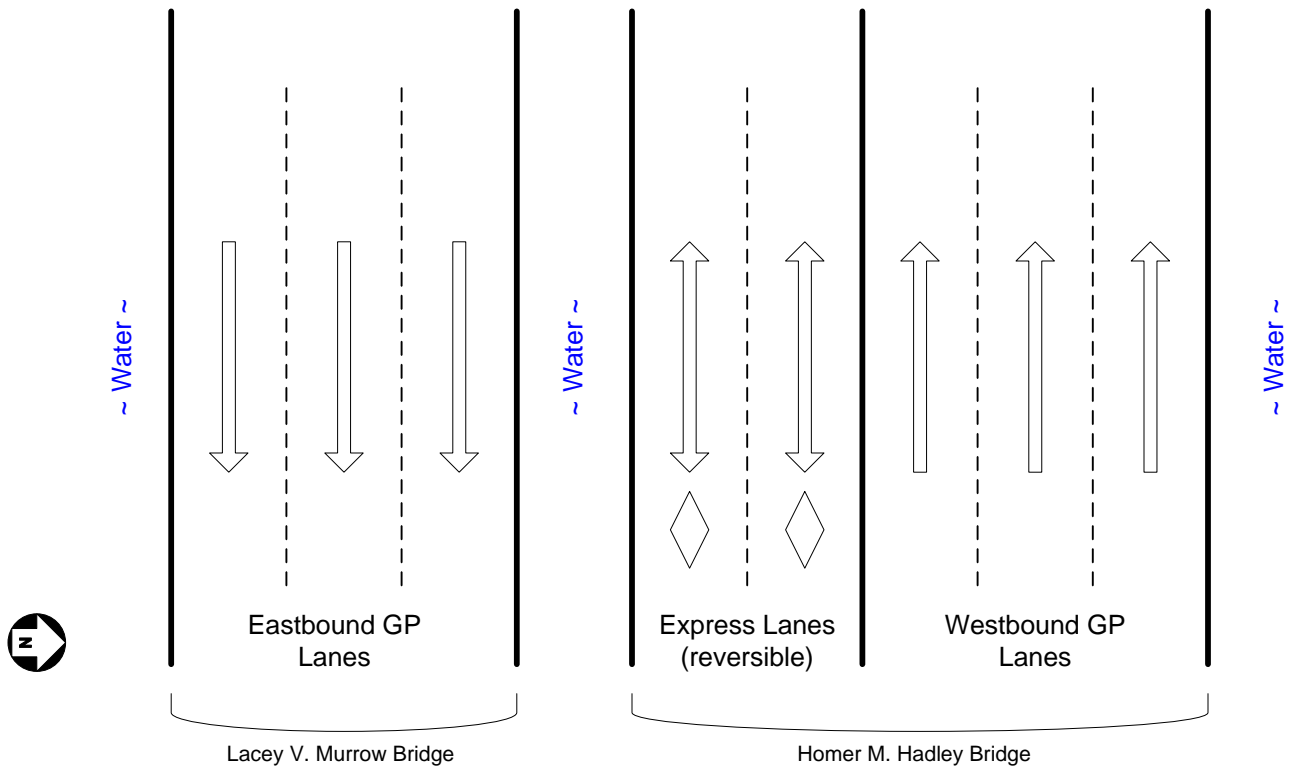
- Under which of the federal tolling and pricing programs would this proposal qualify, and what are the restrictions, if any, associated with those programs?
- What restrictions, if any, would FHWA impose on the use of revenue generated by tolling I-90?
- Would WSDOT be allowed to use the revenue to fund the SR 520 improvements?
- Would WSDOT be allowed to use the revenue to fund transit improvements or operations on either SR 520 or I-90?
- What are the specific steps required to receive authority to toll I-90?

Attachment A: Project Area



Attachment B: I-90 Roadway Configuration Over Lake Washington

Existing Roadway Configuration for I-90 (Conceptual)



Potential Roadway Configuration & Tolling Scenario for I-90 (Conceptual)

