

I-90 Tolling Update

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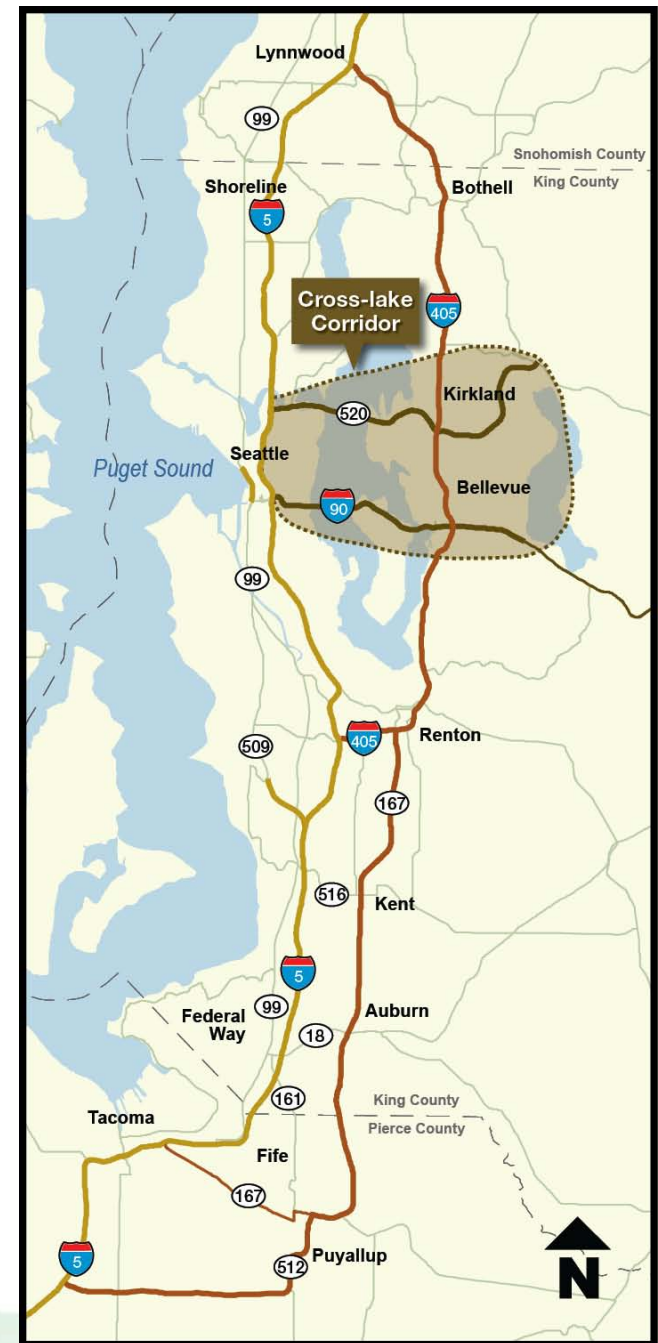
Secretary of Transportation

Steve Reinmuth

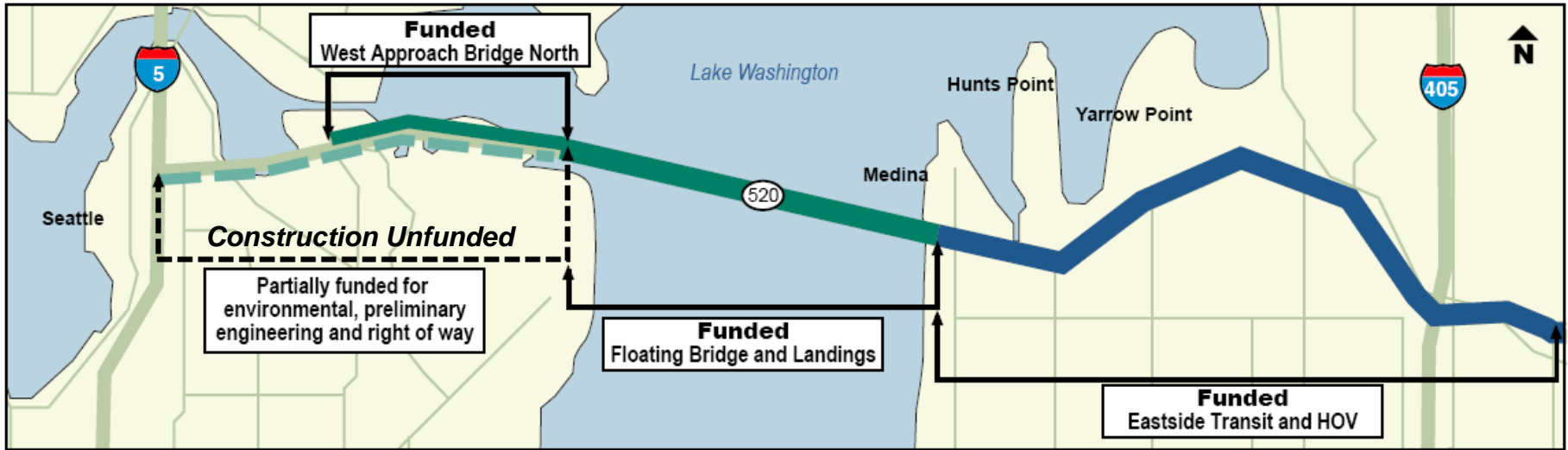
Chief of Staff

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

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

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.
 - More than 384,000 active *Good To Go!* accounts.
 - 691,000 active *Good To Go!* passes.
 - Beating forecasts for number of transactions paid via *Good To Go!* accounts (Pass or Pay By Plate):
 - Since launching 520 Tolling (December through October, 84% of all toll trips were made by *Good To Go!* account users.
 - 90% of all tolls are paid within 80 days.
- Processing 3 million transactions/month. More than 18 million toll transaction since opening Dec. 29, 2011.
- First time ever tolling an existing bridge to help pay for construction of the new bridge.
- Improvements in transit service and reliability.
- Approximately \$50 million in gross toll revenue.



Regional Traffic since 520 Tolling – 2012

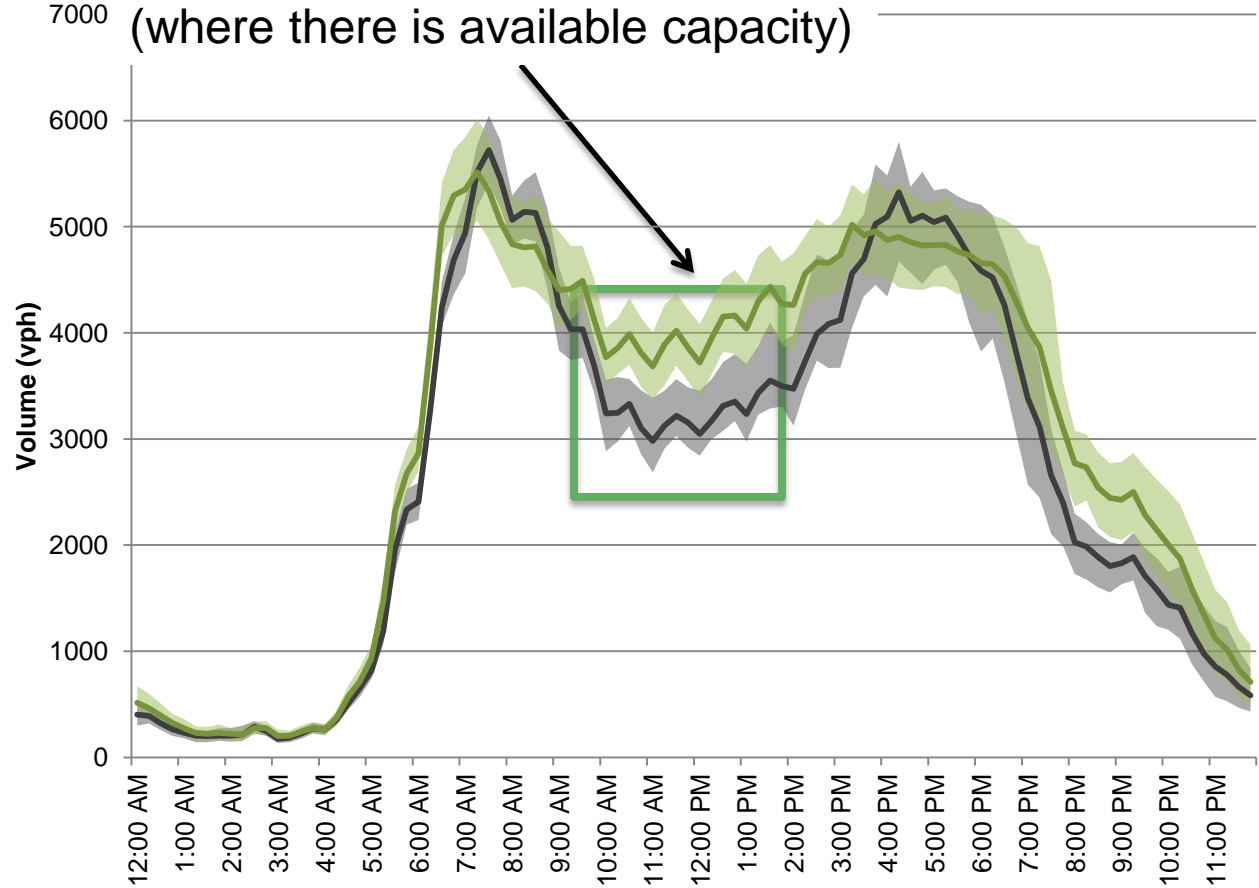
- **SR 520**
 - Toll traffic is 33% (33,000 vehicles) lower than pre-tolled levels.
 - Travel times are five minutes shorter on average during the peaks.
- **I-90**
 - Traffic has increased 11% (15,000 vehicles).
 - I-90 travel times are four minutes longer on average during the peaks.
- **SR 522**
 - 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)

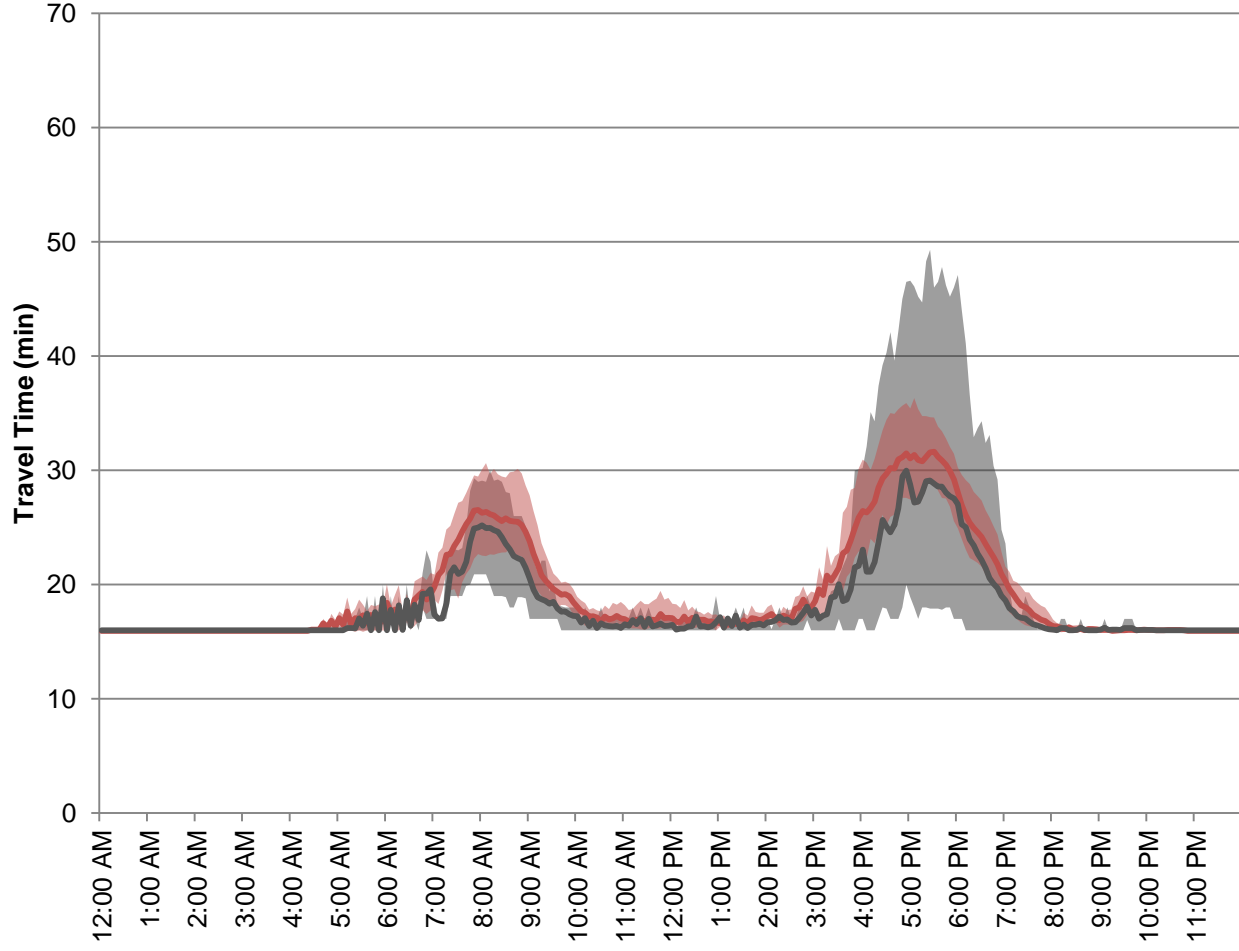


— base avg
— Mar-Nov

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)



Base Avg.
 Mar.-Nov.

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.



I-90 Tolling Environmental Assessment

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.”

Public Scoping & Comment: Jan 22 – Feb 22, 2013

Public Scoping Meetings: January 29, 30, 31, 2013
(Mercer Island, Bellevue, Seattle respectively)

Transportation Analysis: June 2013

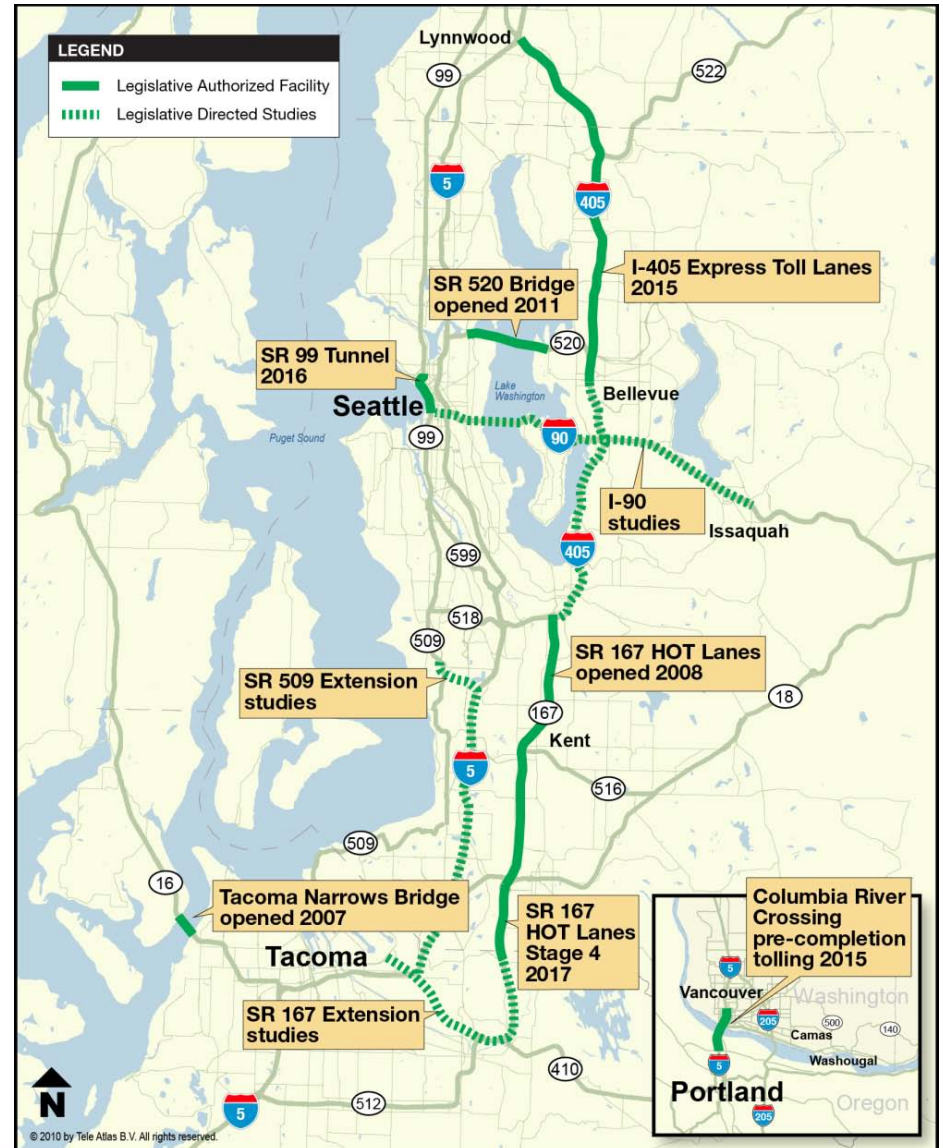
Public Hearing: November 2013

Findings: Early 2014



WSDOT's Statewide Tolling Network

- **Toll facilities in operation:**
 - Tacoma Narrows Bridge
 - SR 167 HOT Lanes
 - SR 520 Bridge
- **Facilities authorized for tolling:**
 - I-405 Express Toll Lanes
 - Columbia River Crossing
 - SR 99 Alaskan Way Tunnel
- **Facilities under study for future tolling:**
 - I-90 Bridge
 - SR 509 Extension
 - SR 167 Extension



Questions?

For more information about tolling in Washington,
please contact:

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