Question came up about tolling yesterday at WHUF. Does WSDOT have a contingency plan if, once 520 tolling begins, I90 and other roads become totally jammed. A related question was, would WSDOT try to toll I 90 right away, would we need USDOT approval, and if so do we think it would take forever to get approval.

I answered the last question, saying that if the traffic conditions were truly that bad I imagine it would get LaHood’s attention and things would move relatively quickly.

We also discussed the fed’s thinking about tolling these days.

There wasn’t really a request to get back to the group with answers. So this is just a heads up that the issue was raised.

Dillon attended too and may wish to say more....
I'll check tomorrow to be sure, but my memory is that it took about a month to get a response for I-90. The response is very straightforward; it includes a fact sheet showing how to evaluate which programs might be a good fit and a recommendation about which might be most appropriate to apply under. For I-90 it also included answers to specific questions we asked, such as whether tolls raised from I-90 could be used to fund improvements in a different corridor or a non-highway mode for each of the potential programs. This process doesn't in any way commit the feds to approving toll authority; it simply clarifies what programs toll authority could be requested under that could be successful.

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Sent: Thu 2/10/2011 9:36 PM
To: Fellows, Rob; Rubstello, Patty; Stone, Craig; Henry, Kim; Cieri, Denise; Taylor, Wendy; Danberg, Amy; Gants, Colleen (Consultant)
Subject: Re: I-405 Bill questions from Hayley

How long does it take to get a response after we submit our interest?

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To: Rubstello, Patty; Stone, Craig; Ziegler, Jennifer; Henry, Kim; Cieri, Denise; Taylor, Wendy; Danberg, Amy; Gants, Colleen (Consultant)
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Cc: Rubstello, Patty; Fellows, Rob 
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To: Henry, Kim; Cieri, Denise; Taylor, Wendy; Danberg, Amy; Gants, Colleen (Consultant); Stone, Craig 
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Ok, I'll pull these responses together and run the final answer by everyone before I send to Hayley.

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Seattle Office: 206-464-1194 
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Is there another time other than 1:00 to 4:00pm on a Friday afternoon?

Don

Don Petersen
FHWA Safety/Geometric Design Engineer
711 S Capitol Way, Suite 501
Olympia, WA  98501
Phone:  (360) 534-9323
FAX:  (360) 753-9889
e-mail:  don.petersen@dot.gov

---Original Appointment-----
From:  Drake, Cheryl [mailto:DrakeC@wsdot.wa.gov]  On Behalf Of  Rubstello, Patty
Sent:  Thursday, February 17, 2011 1:24 PM
To:  Barry, Ed (HQ Design); Bandy, Mark; Fellows, Rob; Wrenn, Pam (Consultant); Haight, Doug; Merkens, Todd; Baker, T Brent; Pope, David; Patterson, Tyler; JacobsonL@pbworld.com; Stone, Craig; Bennett, Paul; Caroline Barnett; Bill James; Slack, Terri; Petersen, Don (FHWA); Colyar, James (FHWA); Pete.Jilek@fhwa.dot.gov; Lentz, Tom
Cc:  Jacobson, Les ; Kuznicki, Scott; Ladner, Scott
Subject:  I-90 Continuous Access HOT lane Workshop
When:  Friday, February 25, 2011 1:00 PM-4:00 PM (GMT-08:00) Pacific Time (US & Canada).
Where:  Goldsmith 4th Floor Large

<<AH_20110225 I-90 Continuous Access agenda.docx>>

Update includes room and agenda.

Thank you
Cheryl Drake
206.464.1211

This is a placeholder for a workshop we would like to do to review what it would take to do continuous access HOT lanes on I-90. We'll have Nick Thompson from MnDOT here to discuss their experience with their HOT lane that has continuous access as well as hard shoulder running.

<< File: AH_20110225 I-90 Continuous Access agenda.docx >>
Don, we know this time is not ideal for many, especially the folks from Olympia, but our guest from MnDOT will be in town and this is the only time he can do. I'm really sorry for the inconvenience. –Pam

Pamela Wrenn, PE
General Toll Consultant
WSDOT Toll Division
206-437-9047 (c)
wrennp@consultant.wsdot.wa.gov

Is there another time other than 1:00 to 4:00pm on a Friday afternoon?

Don

Don Petersen
FHWA Safety/Geometric Design Engineer
711 S Capitol Way, Suite 501
Olympia, WA 98501
Phone: (360) 534-9323
FAX: (360) 753-9889
e-mail: don.petersen@dot.gov
-----Original Appointment-----

From: Drake, Cheryl [mailto:DrakeC@wsdot.wa.gov] On Behalf Of Rubstello, Patty

Sent: Thursday, February 17, 2011 1:24 PM

To: Barry, Ed (HQ Design); Bandy, Mark; Fellows, Rob; Wrenn, Pam (Consultant); Haight, Doug; Merkens, Todd; Baker, T Brent; Pope, David; Patterson, Tyler; JacobsonL@pbworld.com; Stone, Craig; Bennett, Paul; Caroline Barnett; Bill James; Slack, Terri; Petersen, Don (FHWA); Colyar, James (FHWA); Pete.Jilek@fhwa.dot.gov; Lentz, Tom

Cc: Jacobson, Les; Kuznicki, Scott; Ladner, Scott

Subject: I-90 Continuous Access HOT lane Workshop

When: Friday, February 25, 2011 1:00 PM-4:00 PM (GMT-08:00) Pacific Time (US & Canada).

Where: Goldsmith 4th Floor Large

Update includes room and agenda.

Thank you

Cheryl Drake

206.464.1211

This is a placeholder for a workshop we would like to do to review what it would take to do continuous access HOT lanes on I-90. We'll have Nick Thompson from MnDOT here to discuss their experience with their HOT lane that has continuous access as well as hard shoulder running.

<< File: AH_20110225 I-90 Continuous Access agenda.docx >>
http://seattletimes.nwsource.com/html/localnews/2014255168_tollglitches18m.html

Apparently, you aren't the only one having problems. I'm forwarding your experience to Craig Stone, the director of tolling at WSDOT. I'll be anxious to hear more positive reports about the GoodToGo experience!! /deb/

-----Original Message-----
From: hawkfirst@comcast.net [mailto:hawkfirst@comcast.net]
Sent: Thursday, February 17, 2011 1:13 PM
To: Eddy, Rep. Deborah
Subject: Constituent: Good to Go

HOUSE INTERNET E-MAIL DELIVERY SERVICE
SENATE INTERNET E-MAIL DELIVERY SERVICE

TO: Representative Deb Eddy

CC: Representative Ross Hunter
Senator Rodney Tom

FROM: Patrick Hawkins(Constituent)

STREET ADDRESS:
2659 98th Ave NE
Clyde Hill, WA 98004-2105

E-MAIL: hawkfirst@comcast.net

PHONE: (425) 454 - 4267

SUBJECT: Good to Go

MESSAGE:

Hi Deb

I hope everything is well with you.

Dorothy and I are filling out the GOOD to GO account application form(DOT form 234-110) and we have concerns

1) The item #8 Authorization leaves something to be desired. We have selected under item #6 Replenishment Method Option 2 Manual Replenishment yet under item#8 there is no recognition of the manual replenishment. I have difficulty in signing such a poorly worded application.
2) There is no phrase "Product Name" except in item $ Vehicle Information. If WSDOT means one of the types of Pass selected in item #3 why not say so. It would be helpful if they mentioned the Product Name in item #3 if this was the intent.

Two other items
1) We received a Clyde Hill newsletter that said "GET YOUR GOOD TO GO pass on Fe 17th in the Clyde Hill Parking lot" It also said in the details that you would get a transponder No such luck. To me it appears from this item and the two above that WSDOT is doing things in a rush or without thinking.

2) Also there appears to me a lack of information about the justification for the tolls. I would like to see some numbers for example the number of cars using the bridge during the various time segments of the tolls. The income from the tolls and a study based on the number of cars diverting to I-90 at which point the WSDOT can no longer pay make the bond payments.

3) What progress and correspondence has been in receiving from the Federal government permission tolls on I-90

Regards

Pat

NOTE: We are 99% sure that this constituent is in your district

RESPONSE REQUESTED: Patrick has requested a response to this message.
Can our communications team prepare a reply, that we can send to the constituent and to Rep Eddy.

-----Original Message-----
From: Eddy, Rep. Deborah [mailto:Deborah.Eddy@leg.wa.gov]
Sent: Thursday, February 17, 2011 4:01 PM
To: 'hawkfirst@comcast.net'; Stone, Craig
Subject: RE: Constituent: Good to Go

http://seattletimes.nwsource.com/html/localnews/2014255168_tollglitches18m.html

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E-MAIL: hawkfirst@comcast.net

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RESPONSE REQUESTED: Patrick has requested a response to this message.
Deb's working on the application issue, so I'll comment on the need for tolls and the reliability of the estimates of diversion. The transportation commission did extensive work modeling driver behavior in predicting what would happen at various levels. We know they won't have gotten it right and have some reserve capacity in case it doesn't work exactly as we expect.

I'm answering emails in my pathetic apartment in Olympia and am too cheap to pay for internet access here so I can't look the funding study up, but I'm sure you can find it on the WSDOT website. If not write back and I'll send it to you during the day.

Rep. Ross Hunter  
Chair, Ways and Means  
ross.hunter@leg.wa.gov

Read my blog at http://www.rosshunter.info

Mod C 105  
Capitol Campus  
Olympia, WA 98504

Bellevue Office: (425) 453-3064 (until January)  
Olympia Office: (360) 786-7936 (January - May)

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From: Eddy, Rep. Deborah  
Sent: Thursday, February 17, 2011 4:01 PM  
To: 'hawkfirst@comcast.net'; Stone, Craig  
Subject: RE: Constituent: Good to Go

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Pat

NOTE: We are 99% sure that this constituent is in your district

RESPONSE REQUESTED: Patrick has requested a response to this message.
She will try to call you while in Transportation from 1:30 - 5:30. If she can't get out to call, this is what she is hearing:

Hank Myer with Redmond City Council said he has gone twice to get his pass. The first time there was some problem with the computers not working and he couldn't get it. The second time, he was told that it would be a long wait because it was taking 20 minutes per person due to some sort of computer issue. He is concerned about the negative message this is sending out.

I've pasted Pat Hawkins' concerns below, (formerly of the Clyde Hill City Council), but I think Rep Eddy may have already forwarded that to you. He finds the form confusing and the flyer did not contain accurate information.

Dorothy and I are filling out the GOOD to GO account application form (DOT form 234-110) and we have concerns

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He also wanted to know:

2) Also there appears to me a lack of information about the justification for the tolls. I would like to see some numbers for example the number of cars using the bridge during the various time segments of the tolls. The income from the tolls and a study based on the number of cars diverting to I-90 at which point the WSDOT can no longer pay make the bond payments.

3) What progress and correspondence has been in receiving from the Federal government permission tolls on I-90
Thanks, Craig.

Paula Rehwaldt
Legislative Assistant to Representative Deborah Eddy / 48th Legislative District / 360.786.7848

---

From: Stone, Craig [mailto:StoneC@wsdot.wa.gov]
Sent: Tuesday, February 22, 2011 12:47 PM
To: Rehwaldt, Paula
Cc: Larsen, Chad
Subject: RE: Good to Go Pass Problems

I should be available all afternoon. My office number is 206-464-1222.

---

From: Rehwaldt, Paula [mailto:Paula.Rehwaldt@leg.wa.gov]
Sent: Tuesday, February 22, 2011 12:43 PM
To: Stone, Craig
Subject: RE: Good to Go Pass Problems

She has transportation most of the afternoon, so she will have call you during a lull. What is the best number to get you at and is there a time you aren’t available?

---

From: Stone, Craig [mailto:StoneC@wsdot.wa.gov]
Sent: Tuesday, February 22, 2011 12:41 PM
To: Rehwaldt, Paula; Ziegler, Jennifer
Subject: RE: Good to Go Pass Problems

I would be happy to discuss these concerns. When would be a good time to call the Representative?

Craig

---

From: Rehwaldt, Paula [mailto:Paula.Rehwaldt@leg.wa.gov]
Sent: Tuesday, February 22, 2011 12:38 PM
To: Ziegler, Jennifer
Cc: Stone, Craig
Subject: Good to Go Pass Problems

Jennifer and Craig,

Rep Eddy has heard from two elected officials and constituents in her district about problems getting Good to Go passes. One of elected officials said that he has gone twice and due to slow computers or something similar, has not been able to get his Good to Go pass. Deb said that she needs some answers as to what is going on. She was also wondering if it would be possible to call Craig this afternoon or tomorrow.

Paula Rehwaldt
From HQ regarding the I Program budget and project list:

“As Doug mentioned, the House Transportation Committee released their budget proposals earlier today. Please send technical or legal concerns to CPDM (Jay, Gary, Rich, and Mike) by the end of today. Policy concerns can wait until COB tomorrow. We will consolidate the issues and concerns for all capital programs into a single document to be shared with the budget office and executives.”

The response so far:

1. I-5/Columbia River Crossing/Vancouver – EIS (400506A) – In the 2011 February Update, Department proposed programming an additional $50,000,000 in federal funding on the project. This amount was reduced by $39,701,000.

<table>
<thead>
<tr>
<th>Gov. Proposed</th>
<th>Feb. Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>$147,766,000</td>
<td>$197,709,000</td>
</tr>
</tbody>
</table>

2. Toll Analysis and Investment Strategy Development (100067T) – Funding was proposed to develop a strategy for the delivery of Express Toll Lanes on the I-405 and SR 167 Corridors and to obtain the environmental clearance necessary to toll I-90.

   The HTC proposal provides funding ($500,000) to “obtain the environmental clearance necessary to toll I-90 in order to address diversion on the SR 520 Floating Bridge.” The estimated cost for this activity is $5,000,000:
   - Environmental Assessment ($2,500,000)
     - Engineering support
     - Document preparation and outreach
   - Discipline Report ($500,000)
   - Conceptual Design ($2,000,000)

I requested that they referred to EHB 1382 that requires work on I-405 that would not be funded.

Do you have additional comments you’d like me to submit?
Here is the information we've gathered. I didn't draft this as a response since we don't know who the information is for or what their exact questions are. Could you please review before I send this back to Elissa?

Information requested:

**Numbers of cars during various time segments:**

<table>
<thead>
<tr>
<th>Time Segment</th>
<th>Eastbound Numbers</th>
<th>Westbound Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 p.m. to 5 a.m.</td>
<td>2,880</td>
<td>2,510</td>
</tr>
<tr>
<td>5 to 6 a.m.</td>
<td>Eastbound 820</td>
<td>Westbound 880</td>
</tr>
<tr>
<td>6 to 7 a.m.</td>
<td>Eastbound 2,410</td>
<td>Westbound 2,280</td>
</tr>
<tr>
<td>7 to 9 a.m.</td>
<td>Eastbound 7,800</td>
<td>Westbound 6,790</td>
</tr>
<tr>
<td>9 to 10 a.m.</td>
<td>Eastbound 3,780</td>
<td>Westbound 3,150</td>
</tr>
<tr>
<td>10 a.m. to 2 p.m.</td>
<td>Eastbound 12,760</td>
<td>Westbound 12,160</td>
</tr>
<tr>
<td>2 to 3 p.m.</td>
<td>Eastbound 3,220</td>
<td>Westbound 3,260</td>
</tr>
<tr>
<td>3 to 6 p.m.</td>
<td>Eastbound 10,420</td>
<td>Westbound 10,430</td>
</tr>
<tr>
<td>6 to 7 p.m.</td>
<td>Eastbound 2,990</td>
<td>Westbound 3,010</td>
</tr>
<tr>
<td>7 to 9 p.m.</td>
<td>Eastbound 4,230</td>
<td>Westbound 5,350</td>
</tr>
<tr>
<td>9 to 11 p.m.</td>
<td>Eastbound 4,490</td>
<td>Westbound 4,300</td>
</tr>
</tbody>
</table>

EB Total: 54000  
WB Total: 54000

**Income:**
- We expect $2 billion to be generated from SR 520 bridge tolls to help replace the vulnerable SR 520 bridge

**Toll Study:**
- The 2009 report issued by the SR 520 Toll Implementation Committee found:
  - Transit ridership increases 15-30 percent (three percent of all SR 520 users)
  - Peak period traffic on SR 520 decreases
  - Peak period traffic on I-90 increases less than five percent. We anticipate that during peak hours, travel speeds will decrease 5-10 mph.
- We can manage traffic and keep drivers moving on SR 520 with a toll by offering variable toll rates depending on time of day.
- When drivers shift their commute schedules or routes, we can help drivers to keep moving though the corridor and reduce congestion.

**Diversion from SR 520 to I-90:**
If diversion from SR 520 is too high or too low during construction, reserve accounts and financial plan can be restricted differently to maintain the ability to make bond payments. If toll traffic is too low or too high after the new bridge is built, the flexibility changes because of funds that have already been distributed and borrowed.
How much is too little traffic/too much diversion in this case? The financial plan assumes a minimum aggregate debt service coverage ratio of 1.25 times. This means that the bond payments were structured such that annual net toll revenues — after deductions for O &M expenses and other business costs — always provide at least 25% more net revenue than is needed for debt service. Net toll revenues will be pledged to first pay for the “stand-alone” toll revenue bonds. After those are paid, the remaining net toll revenues will be used to repay the “triple-pledge” bonds, which have additional backing by state motor vehicle fuel taxes and the full faith and credit of the state. If all goes as projected, 20% of the net toll revenues will still remain after paying annual debt service on the bonds (1.00 / 1.25 - 1).

This means that toll revenues could sustain a 20% drop (or be 80% of their long term projection) and still be sufficient to pay all O &M costs and debt service with 1.25 times debt service coverage. However, sustained toll revenues 20% lower than projected would provide only 1.0 times debt service coverage. Although, technically sufficient, this would not conform with bond covenants and trigger a toll increase or other action to alleviate default risk concerns in the financial market. A greater than 20% sustained drop in toll revenues would require motor vehicle fuel taxes to step in to help make payments on the triple-pledge bonds in addition to the above. Moreover, absent the excess toll revenues provided by 1.25 times coverage, an additional source of funding would likely be needed to pay the construction sales tax obligation that will be deferred until after construction and paid over fiscal years 2022-31.

**Tolling on I-90:**
- WSDOT has submitted an “expression of interest” in tolling on I-90 to open a discussion with the Federal Highway Administration on the topic of toll authority. Attached is the response to a statement of interest.
  
  FHWA’s response stated there were a few options for applying tolls to I-90 and suggested the value pricing program.
- There has been a change in administration, we are in the process of reviewing which steps to take next to request toll authority.
- In addition to federal authority, WSDOT still needs authority from the State Legislature to toll I-90.

**Sandy Lam**
Toll Division - Communications
Washington State Department of Transportation
206-716-1154 direct | lamsa@wsdot.wa.gov
401 2nd Avenue S, Suite 200 | Seattle, WA 98104
WSDOT on the Web: Newsroom, Twitter, Flickr, YouTube, Blog

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From: Hicks, Elissa
To: Ziegler, Jennifer
Cc: Larsen, Chad; Leiste, Willy
Sent: Fri Mar 11 16:24:00 2011
Subject: FW: More Tolling concerns

Jennifer,

Do we have this information easily available in all the tolling studies we have done? Any information would help. If you know which study and want to direct me I would do the fact hunting if that would be easier.
Thanks.

Elissa Hicks
Legislative Analyst
WSDOT Government Relations
360-705-7026 - phone
360-507-3098 - cell

From: Auyoung, Dillon
Sent: Friday, March 11, 2011 3:38 PM
To: Hicks, Elissa
Cc: Leiste, Willy
Subject: FW: More Tolling concerns

Hi Elissa, can you look into the below inquiry from Sen. Tom's office (via Eli) and email him our standard acknowledgement? Thanks.

From: Jacobsen, Eli [mailto:Eli.Jacobsen@leg.wa.gov]
Sent: Friday, March 11, 2011 2:52 PM
To: Auyoung, Dillon
Subject: More Tolling concerns

Our office has received a request for more information on toll justification. Such as some numbers for example the number of cars using the bridge during the various time segments of the tolls. The income from the tolls and a study based on the number of cars diverting to I-90 at which point the WSDOT can no longer pay make the bond payments, and What progress and correspondence has been in receiving from the Federal government permission tolls on I-90

If your office has any data on these concerns, or knows where I could find some it would be incredible helpful.

Eli Jacobsen
Office of Senator Rodney Tom
360-786-7865
From: Gamble, Hayley  Hayley.Gamble@leg.wa.gov
To: SMITHB@wsdot.wa.gov SMITHB@wsdot.wa.gov; Stone, CraigStoneC@wsdot.wa.gov
Cc: Ziegler, Jennifer zieglerj@wsdot.wa.gov; Struna, Richstrunar@wsdot.wa.gov; Auyoung, Dillon AuyounD@wsdot.wa.gov
Subject: I-90 tolling
Date: 4/6/2011 2:16:51 PM
Attachments:

Brian/Craig,
Can you advise if the I-90 tolling study was funded from Federal SPR funds in Program T, would that allow for most of the intended scope of work to be completed at the $1.5M level? Can you advise if any pieces would not be eligible, I'm not sure if the financial plan work would be, the traffic modeling and other preparatory works seems to be OK.

Hayley
Here is the I-90 write-up that Paula provided the Gov's office this morning. I suspect it is what Hayley is working from.

---

From: Gamble, Hayley [mailto:Hayley.Gamble@leg.wa.gov]
Sent: Wednesday, April 06, 2011 2:17 PM
To: Smith, Brian; Stone, Craig
Cc: Ziegler, Jennifer; Struna, Rich; Auyoung, Dillon
Subject: I-90 tolling

Brian/Craig,
Can you advise if the I-90 tolling study was funded from Federal SPR funds in Program T, would that allow for most of the intended scope of work to be completed at the $1.5M level? Can you advise if any pieces would not be eligible, I'm not sure if the financial plan work would be, the traffic modeling and other preparatory works seems to be OK.

Hayley
Helena,

As I mentioned on the phone, the Highway Program’s process for dealing with un-programmed work doesn’t lend itself to activities that have this level of political interest. Also, it’s difficult to determine whether there is capacity in the Improvement Program to fund the study. We are not aware of all the additional projects or changes being considered by the Legislature in the development of the conference list.

Regarding your concerns with having the funding reside in planning, it is my understanding from conversations here at headquarters that Program T would assess whether they have the staff that could perform the work. Those elements that can’t be done by program T staff would be contracted out.

Also, we’ve confirmed with FHWA that “development of scenarios, traffic modeling, and initial financial plan work to prepare for I-90 tolling” would all be eligible under the federal SPR program. FHWA did have a caveat, while the activities continue to be eligible they wanted to make sure that the “basic SPR program elements” are being maintained and that this legislative action wouldn’t impact the department’s core planning and coordination efforts. I attached an e-mail from Brian summarizing his conversation with Hayley over the eligibility.

Hope this helps.

---

Hi, Rich. You were on Hayley’s email yesterday that asked whether T money could be used to fund $1.5m towards work on I-90. Craig and Stacey and some others met this morning. We all want to see I-90 move forward so that we can “stand ready” to deal with diversion caused by tolling SR 520. We agree we will be working together. We have problems with Hayley’s proposed funding source, however.

The first reason: we want I-90 on the I project list so that if we have to move more quickly that the $1.5 million allow, we could do so if other funding were available without waiting for passage of the 2012 Supplemental Budget. If the project is on the LEAP list, there’s a process for requesting a change, and funding could be transferred; if it’s not, we lose an option. (Remember, we originally planned to spend $5m during fy 2012, so we could definitely accelerate our response if directed to do so.)

The second reason is the impact on planning. If you look at the email below, you’ll see that a number
of staff from NWR design, environmental, planning, traffic and tolling would be required to do the work. If T program funds the work, planners would lose jobs in order to cover the needed engineering and environmental work.

So while Hayley’s question about whether the scope being eligible for fed funding would be yes – unless you see something I don’t – we’d like to not make it happen that way. Can you help me figure a way forward on this? I’ve volunteered to call Amy later this afternoon, but I’d like your assessment first.

---

From: Charlebois, Jennifer  
Sent: Thursday, April 07, 2011 11:44 AM  
To: Smith, Helena Kennedy  
Cc: Rubstello, Patty  
Subject: I-90

Helena – Here is the revised work description for the I-90 proposal. Let me know if you have questions.

This project will begin development of roadway improvement options for I-90, perform work needed for future environmental documentation, and further develop the concept of operations for tolling. The project study area is between I-5 and Issaquah. Components of the project will include I-90 tolling, extending Active Traffic Management on I-90, and would include operational improvements between I-405 and the Sunset Interchange. Below are assumptions for the $1.5M Conceptual Design effort:

The work to support future environmental clearance will include preliminary analysis of several options. The main focus of the work will be the engineering and modeling effort to support the future the transportation discipline report, Air and Noise discipline reports, as well as develop a strategy for the Social and Environmental Justice discipline report. These efforts will be led by WSDOT staff, making use of Department subject matter experts wherever possible and with support from consultant staff where needed. (Estimated $1M effort)

It is anticipated that the engineering work to develop the transportation discipline report would provide the basis for a future financing plan for the project. Additional efforts to support a financial analysis of the alternatives would be included in this effort. (Estimated $.5M effort)

This effort would be led by WSDOT staff from the Toll Division. Every effort will be made to draw on available WSDOT staff from the NWR region and UPO. For example, it is expected that staff from Doug Haight’s design office would be used to perform the preliminary engineering, and NWR environmental staff would be utilized to ensure the work is well suited to feed into a future environment document. UPO and TD staff would direct the modeling and forecasting team, using NWR traffic and consultant support for forecasting. TD engineers would identify technical options and concepts for operation consistent with other statewide toll facilities.

The schedule for this work has been designed to support possible discussions on authorization for I-90 tolling in the 2012 legislative session. It is anticipated that starting this work in FY2012 would allow for toll-readiness no sooner than late 2015/early 2016.
We have been asked to pull together a 5-6 paragraph description of the I-90 project to get down to HQ this afternoon. The model we are to use is the email below from Azim. I can help, but you two have the “profound knowledge.” I’m free until 1. Can we meet?

Helena,

Here is what we received from Azim. Could we get something at the same level of detail for the I-90 work.

Thanks

Begin forwarded message:

From: "Sheikh-Taheri, Azim" <SheikAz@wsdot.wa.gov>
Date: February 9, 2011 9:00:52 AM PST
To: "Struna, Rich" <strunar@wsdot.wa.gov>
Subject: FW: T&R

This is the email I mentioned to you this morning. See below for work description for the $5M Tolling study on I-405.
Jay,

Please see below for explanation on the deliverables and cost estimates for the I-405 tolling study. Please let me know if you have any questions. The $350K “General HQ/NWR DPS” is redistributed charges expected from IR work orders and is NOT UCO DPS (MS4700). Hope this answers all your questions.

Hi Azim,

Please understand that these numbers were developed based on the number of consultant staff and hours that they have put into the effort on the last Eastside Corridor Tolling Study. We have not yet negotiate and finalize the numbers with the consultants, and we cannot do that until we have further directions from the Legislatures after the Leg session. We are trying to establish a budget that we think we need to accomplish this effort in response to the Expert Review Panels (ERP) (as requested by Paula), EAG, and Legislatures recommendations for next steps. Below is our assumption for the $5M T&R effort:

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**General HQ/NWR DPS will cost about $350K** and the remaining **$1.15K is for I-405 Team engineering/planning** and refinement of the unanswered scope and cost for the SR 167 flyover and the Renton to Bellevue outlined to executives at the January EOC.

I hope this answers Jay’s questions. Please let us know if you or Jay needs additional information.

Lesly Chan
direct 425-456-8526
cell 206-948-8029

---

**From:** Sheikh-Taheri, Azim [mailto:SheikAz@wsdot.wa.gov]
**Sent:** Monday, February 07, 2011 7:39 AM
**To:** Lesly Chan
**Subject:** RE: T&R

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**From:** Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
**Sent:** Friday, February 04, 2011 4:20 PM
**To:** Sheikh-Taheri, Azim
Subject: T&R

Sorry I missed your call yesterday. I will call you after lunch on Monday to discuss?

Attached is the draft PAF for this new PIN. Let me know if this is sufficient or if you think I need to provide more details.

Lesly Chan
Eastside Corridor Program Manager
NW Region, WSDOT
Direct 425-456-8526
Cell 206-948-8029
Fax 425-456-8600
chanle@wsdot.wa.gov

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Helena,

As I mentioned on the phone, the Highway Program’s process for dealing with un-programmed work doesn’t lend itself to activities that have this level of political interest. Also, it’s difficult to determine whether there is capacity in the Improvement Program to fund the study. We not aware of all the additional projects or changes being considered by the Legislature in the development of the conference list.

Regarding your concerns with having the funding reside in planning, it is my understanding from conversations here at headquarters that Program T would assess whether they have the staff that could perform the work. Those elements that can’t be done by program T staff would be contracted out.

Also, we’ve confirmed with FHWA that “development of scenarios, traffic modeling, and initial financial plan work to prepare for I-90 tolling” would all be eligible under the federal SPR program. FHWA did have a caveat, while the activities continue to be eligible they wanted to make sure that the “basic SPR program elements” are being maintained and that this legislative action wouldn’t impact the department’s core planning and coordination efforts. I attached an e-mail from Brian summarizing his conversation with Hayley over the eligibility.

Hope this helps.
of staff from NWR design, environmental, planning, traffic and tolling would be required to do the work. If T program funds the work, planners would lose jobs in order to cover the needed engineering and environmental work.

So while Hayley’s question about whether the scope being eligible for fed funding would be yes – unless you see something I don’t – we’d like to not make it happen that way. Can you help me figure a way forward on this? I’ve volunteered to call Amy later this afternoon, but I’d like your assessment first.

From: Charlebois, Jennifer
Sent: Thursday, April 07, 2011 11:44 AM
To: Smith, Helena Kennedy
Cc: Rubstello, Patty
Subject: I-90

Helena – Here is the revised work description for the I-90 proposal. Let me know if you have questions.

--------
This project will begin development of roadway improvement options for I-90, perform work needed for future environmental documentation, and further develop the concept of operations for tolling. The project study area is between I-5 and Issaquah. Components of the project will include I-90 tolling, extending Active Traffic Management on I-90, and would include operational improvements between I-405 and the Sunset Interchange. Below are assumptions for the $1.5M Conceptual Design effort:
The work to support future environmental clearance will include preliminary analysis of several options. The main focus of the work will be the engineering and modeling effort to support the future the transportation discipline report, Air and Noise discipline reports, as well as develop a strategy for the Social and Environmental Justice discipline report. These efforts will be led by WSDOT staff, making use of Department subject matter experts wherever possible and with support from consultant staff where needed. (Estimated $1M effort)
It is anticipated that the engineering work to develop the transportation discipline report would provide the basis for a future financing plan for the project. Additional efforts to support a financial analysis of the alternatives would be included in this effort. (Estimated $.5M effort)
This effort would be led by WSDOT staff from the Toll Division. Every effort will be made to draw on available WSDOT staff from the NWR region and UPO. For example, it is expected that staff from Doug Haight’s design office would be used to perform the preliminary engineering, and NWR environmental staff would be utilized to ensure the work is well suited to feed into a future environment document. UPO and TD staff would direct the modeling and forecasting team, using NWR traffic and consultant support for forecasting. TD engineers would identify technical options and concepts for operation consistent with other statewide toll facilities. The schedule for this work has been designed to support possible discussions on authorization for I-90 tolling in the 2012 legislative session. It is anticipated that starting this work in FY2012 would allow for toll-readiness no sooner than late 2015/early 2016.
From: Charlebois, Jennifer [mailto:CharleJ@wsdot.wa.gov]  
Sent: Thursday, February 10, 2011 10:39 AM  
To: Wrenn, Pam (Consultant)  
Subject: FW: By 3pm today  
Importance: High

From: Smith, Helena Kennedy  
Sent: Thursday, February 10, 2011 10:14 AM  
To: Rubstello, Patty; Charlebois, Jennifer  
Cc: Davis, Glenn A. (Mega Projects)  
Subject: By 3pm today  
Importance: High

We have been asked to pull together a 5-6 paragraph description of the I-90 project to get down to HQ this afternoon. The model we are to use is the email below from Azim. I can help, but you two have the “profound knowledge.” I’m free until 1. Can we meet?

From: Struna, Rich  
Sent: Thursday, February 10, 2011 9:49 AM  
To: Smith, Helena Kennedy  
Subject: Fwd: T&R

Helena,

Here is what we received from Azim. Could we get something at the same level of detail for the I-90 work.

Thanks

Begin forwarded message:

From: "Sheikh-Taheri, Azim" <SheikAz@wsdot.wa.gov>  
Date: February 9, 2011 9:00:52 AM PST  
To: "Struna, Rich" <strunar@wsdot.wa.gov>  
Subject: FW: T&R

This is the email I mentioned to you this morning. See below for work description for the $5M Tolling study on I-405.

From: Sheikh-Taheri, Azim  
Sent: Tuesday, February 08, 2011 2:12 PM  
To: Alexander, Jay  
Cc: Saleh, Pani
Jay,
Please see below for explanation on the deliverables and cost estimates for the I-405 tolling study. Please let me know if you have any questions. The $350K “General HQ/NWR DPS” is redistributed charges expected from IR work orders and is NOT UCO DPS (MS4700). Hope this answers all your questions.

From: Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
Sent: Tuesday, February 08, 2011 1:46 PM
To: Sheikh-Taheri, Azim
Cc: Cieri, Denise; Henry, Kim; Wendy Taylor
Subject: RE: T&R

Hi Azim,

Please understand that these numbers were developed based on the number of consultant staff and hours that they have put into the effort on the last Eastside Corridor Tolling Study. We have not yet negotiate and finalize the numbers with the consultants, and we cannot do that until we have further directions from the Legislatures after the Leg session. We are trying to establish a budget that we think we need to accomplish this effort in response to the Expert Review Panels (ERP) (as requested by Paula), EAG, and Legislatures recommendations for next steps. Below is our assumption for the $5M T&R effort:

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I hope this answers Jay’s questions. Please let us know if you or Jay needs additional information.

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**From:** Sheikh-Taheri, Azim [mailto:SheikAz@wsdot.wa.gov]
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**From:** Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
**Sent:** Friday, February 04, 2011 4:20 PM
**To:** Sheikh-Taheri, Azim
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Hayley and I discussed this topic briefly about 2PM. I have subsequently looked at the write up attached.

As I already indicated to Hayley based on her verbal description, the activities up to initiation of environmental studies generally look eligible for SP&R funding. I also indicated that we have staff who could probably do much of this work. If a proviso requires the work up to the $1.5M, to the extent we could reprioritize staff work to perform the proviso related analyses it would lessen the long term impacts on Program T. Both the STC and HTC transportation budgets already reduce Program T state funds by $2M, $500K of said reduction in the STC version is attributed to SSB5128 passage. We are looking at the SP&R balances, and relationship to federal expenditure authority for Program T in both proposed transportation budgets. We might want to suggest some adjustments tomorrow to reduce further impacts on other Program T activities.

Brian J. Smith, AICP
Director, Strategic Planning
Washington State Department of Transportation
smithb@wsdot.wa.gov
360-705-7958 office
360-507-3357 cell
360-705-6813 fax

---

From: Ziegler, Jennifer
Sent: Wednesday, April 06, 2011 2:34 PM
To: 'Gamble, Hayley'; Smith, Brian; Stone, Craig
Cc: Struna, Rich; Auyoung, Dillon; Arnis, Amy
Subject: RE: I-90 tolling

Here is the I-90 write-up that Paula provided the Gov's office this morning. I suspect it is what Hayley is working from.

From: Gamble, Hayley [mailto:Hayley.Gamble@leg.wa.gov]
Sent: Wednesday, April 06, 2011 2:17 PM
To: Smith, Brian; Stone, Craig
Cc: Ziegler, Jennifer; Struna, Rich; Auyoung, Dillon
Subject: I-90 tolling

Brian/Craig,
Can you advise if the I-90 tolling study was funded from Federal SPR funds in Program T, would that allow for most of the intended scope of work to be completed at the $1.5M level? Can you advise if any pieces would not be eligible. I'm not sure if the financial plan work would be, the traffic modeling and other preparatory works seems to be OK.
Stacy and Craig, before I overreact to this,

(Stacy, I don't know if Brian has discussed this with you, so if not, this is a heads up.)

I'm not sure I completely follow what Brian has said below. If I'm understanding this correctly, Hayley wants to direct $1.5M of T program funds for the I-90 work. Brian suggests this could ease the pressure on the T program (which is what I don't understand - it doesn't add any new T money). My concern is that at least some portion of this work will need to be done by Toll Division staff or consultants, rather than by planners who currently rely on T funding for their salaries, leading to more planner layoffs rather than less. Am I reading this incorrectly, and should I be concerned?

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-- Rob

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From: Rubstello, Patty
To: Charlebois, Jennifer; Fellows, Rob
Subject: Fw: I-90 tolling

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From: Smith, Brian
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Hayley
Can we set up a call to discuss? Thanks, Stacy.

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Hayley
I'm free from 9-10. Can we shoot for 9?

-----Original Message-----
From: Stone, Craig
Sent: Wed 4/6/2011 8:38 PM
To: Trussler, Stacy; Fellows, Rob; Smith, Helena Kennedy
Subject: RE: I-90 tolling

How about Thur AM, I have availability from 8 - 10

Can we set up a call to discuss? Thanks, Stacy.

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Here is the I-90 write-up that Paula provided the Gov's office this morning. I suspect it is what Hayley is working from.

From: Gamble, Hayley [mailto:Hayley.Gamble@leg.wa.gov]  
Sent: Wednesday, April 06, 2011 2:17 PM  
To: Smith, Brian; Stone, Craig  
Cc: Ziegler, Jennifer; Struna, Rich; Auyoung, Dillon  
Subject: I-90 tolling

Brian/Craig,

Can you advise if the I-90 tolling study was funded from Federal SPR funds in Program T, would that allow for most of the intended scope of work to be completed at the $1.5M level? Can you advise if any pieces would not be eligible, I'm not sure if the financial plan work would be, the traffic modeling and other preparatory works seems to be OK.

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As I already indicated to Hayley based on her verbal description, the activities up to initiation of environmental studies generally look eligible for SP&R funding. I also indicated that we have staff who could probably do much of this work. If a proviso requires the work up to the $1.5M, to the extent we could reprioritize staff work to perform the proviso related analyses it would lessen the long term impacts on Program T. Both the STC and HTC transportation budgets already reduce Program T state funds by $2M, $500K of said reduction in the STC version is attributed to SSB5128 passage. We are looking at the SP&R balances, and relationship to federal expenditure authority for Program T in both proposed transportation budgets. We might want to suggest some adjustments tomorrow to reduce further impacts on other Program T activities.

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360-705-6813 fax

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From: Fellows, Rob  
To: Stone, Craig; Trussler, Stacy; Smith, Helena Kennedy  
Sent: Wed Apr 06 21:03:27 2011  
Subject: RE: I-90 tolling  

I'm free from 9-10. Can we shoot for 9?

-----Original Message-----  
From: Stone, Craig  
Sent: Wed 4/6/2011 8:38 PM  
To: Trussler, Stacy; Fellows, Rob; Smith, Helena Kennedy  
Subject: RE: I-90 tolling  

How about Thur AM, I have availability from 8 - 10

Can we set up a call to discuss? Thanks, Stacy.

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To: Trussler, Stacy; Stone, Craig  
Subject: FW: I-90 tolling  

Stacy and Craig, before I overreact to this,  
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I'm not sure I completely follow what Brian has said below. If I'm understanding this correctly, Hayley wants to direct $1.5M of T program funds for the I-90 work. Brian suggests this could ease the pressure on the T program (which is what I don't understand - it doesn't add any new T money). My concern is that at least some portion of this work will need to be done by Toll Division staff or consultants, rather than by planners who currently rely on T funding for their salaries, leading to more planner layoffs rather than
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From: Rubstello, Patty
To: Charlebois, Jennifer; Fellows, Rob
Subject: Fw: I-90 tolling

From: Stone, Craig
To: Rubstello, Patty; Smith, Helena Kennedy
Sent: Wed Apr 06 17:10:00 2011
Subject: FW: I-90 tolling

We will need to review the work program, based on where the legislature lands on I-90 funding, and determine what activities should be performed by state force and by consultants.

From: Smith, Brian
Sent: Wednesday, April 06, 2011 3:44 PM
To: Ziegler, Jennifer; 'Gamble, Hayley'; Stone, Craig
Cc: Struna, Rich; Auyoung, Dillon; Arnis, Amy
Subject: RE: I-90 tolling

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Hayley
How about my office and we will call Craig's cell ....OR, if Craig is in Goldsmith we'll meet in his office.

I'll work on setting up a call in number in case Brian wants to call in. Stacy.

-----Original Message-----
From: Smith, Helena Kennedy
Sent: Thursday, April 07, 2011 8:09 AM
To: Trussler, Stacy; Fellows, Rob; Stone, Craig
Subject: RE: I-90 tolling

Where's the meeting being held?

-----Original Message-----
From: Trussler, Stacy
Sent: Thursday, April 07, 2011 7:04 AM
To: Fellows, Rob; Stone, Craig; Smith, Helena Kennedy
Subject: Re: I-90 tolling

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Subject: RE: I-90 tolling
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Hayley
From: Trussler, Stacy Trussler@wsdot.wa.gov
To: Stone, Craig StoneC@wsdot.wa.gov
Cc:
Subject: Re: I-90 tolling
Date: 4/7/2011 11:31:01 AM
Attachments:

I back briefed Brian...He was discussing same topic in Amy's office when we were in my office.

From: Stone, Craig
To: Smith, Helena Kennedy; Trussler, Stacy
Sent: Thu Apr 07 09:46:51 2011
Subject: Fw: I-90 tolling

From: Gamble, Hayley <Hayley.Gamble@leg.wa.gov>
To: Smith, Brian; Stone, Craig
Cc: Ziegler, Jennifer; Struna, Rich; Ayoung, Dillon
Sent: Wed Apr 06 14:16:51 2011
Subject: I-90 tolling

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Hayley
I agree with Rich, but also need to point out a) if we have staff who could do some of the work we are ready to talk about contributing because b) to the extent that SP&R money would be sent elsewhere, it would likely be Program T supported or specifically SPD staff out the door—we have had four years of cuts.

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smithb@wsdot.wa.gov
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From: Struna, Rich
Sent: Thursday, April 07, 2011 4:06 PM
To: Smith, Helena Kennedy
Cc: Arnis, Amy; Stone, Craig; Smith, Brian; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer
Subject: RE: I-90 - what's the right source of $1.5m in funding?

Helena,

As I mentioned on the phone, the Highway Program’s process for dealing with un-programmed work doesn’t lend itself to activities that have this level of political interest. Also, it’s difficult to determine whether there is capacity in the Improvement Program to fund the study. We not aware of all the additional projects or changes being considered by the Legislature in the development of the conference list.

Regarding your concerns with having the funding reside in planning, it is my understanding from conversations here at headquarters that Program T would assess whether they have the staff that could perform the work. Those elements that can’t be done by program T staff would be contracted out.

Also, we’ve confirmed with FHWA that “development of scenarios, traffic modeling, and initial financial plan work to prepare for I-90 tolling” would all be eligible under the federal SPR program. FHWA did have a caveat, while the activities continue to be eligible they wanted to make sure that the “basic SPR program elements” are being maintained and that this legislative action wouldn’t impact the department’s core planning and coordination efforts. I attached an e-mail from Brian summarizing his conversation with Hayley over the eligibility.

Hope this helps.
Hi, Rich. You were on Hayley's email yesterday that asked whether T money could be used to fund $1.5m towards work on I-90. Craig and Stacey and some others met this morning. We all want to see I-90 move forward so that we can “stand ready” to deal with diversion caused by tolling SR 520. We agree we will be working together. We have problems with Hayley's proposed funding source, however.

The first reason: we want I-90 on the I project list so that if we have to move more quickly that the $1.5 million allow, we could do so if other funding were available without waiting for passage of the 2012 Supplemental Budget. If the project is on the LEAP list, there's a process for requesting a change, and funding could be transferred; if it's not, we lose an option. (Remember, we originally planned to spend $5m during fy 2012, so we could definitely accelerate our response if directed to do so.)

The second reason is the impact on planning. If you look at the email below, you'll see that a number of staff from NWR design, environmental, planning, traffic and tolling would be required to do the work. If T program funds the work, planners would lose jobs in order to cover the needed engineering and environmental work.

So while Hayley's question about whether the scope being eligible for fed funding would be yes – unless you see something I don't – we'd like to not make it happen that way. Can you help me figure a way forward on this? I've volunteered to call Amy later this afternoon, but I’d like your assessment first.

---------------

This project will begin development of roadway improvement options for I-90, perform work needed for future environmental documentation, and further develop the concept of operations for tolling. The project study area is between I-5 and Issaquah. Components of the project will include I-90 tolling, extending Active Traffic Management on I-90, and would include operational improvements between I-405 and the Sunset Interchange. Below are assumptions for the $1.5M Conceptual Design effort:

The work to support future environmental clearance will include preliminary analysis of several options. The main focus of the work will be the engineering and modeling effort to support the future the transportation discipline report, Air and Noise discipline reports, as well as develop a strategy for the Social and Environmental Justice discipline report. These efforts will be led by WSDOT staff, making use of Department subject matter experts wherever possible and with support from consultant staff where needed. (Estimated $1M effort )

It is anticipated that the engineering work to develop the transportation discipline report would
provide the basis for a future financing plan for the project. Additional efforts to support a financial analysis of the alternatives would be included in this effort. (Estimated $0.5M effort)

This effort would be led by WSDOT staff from the Toll Division. Every effort will be made to draw on available WSDOT staff from the NWR region and UPO. For example, it is expected that staff from Doug Haight’s design office would be used to perform the preliminary engineering, and NWR environmental staff would be utilized to ensure the work is well suited to feed into a future environment document. UPO and TD staff would direct the modeling and forecasting team, using NWR traffic and consultant support for forecasting. TD engineers would identify technical options and concepts for operation consistent with other statewide toll facilities.

The schedule for this work has been designed to support possible discussions on authorization for I-90 tolling in the 2012 legislative session. It is anticipated that starting this work in FY2012 would allow for toll-readiness no sooner than late 2015/early 2016.

---

**From:** Charlebois, Jennifer [mailto:CharleJ@wsdot.wa.gov]
**Sent:** Thursday, February 10, 2011 10:39 AM
**To:** Wrenn, Pam (Consultant)
**Subject:** FW: By 3pm today
**Importance:** High

**From:** Smith, Helena Kennedy
**Sent:** Thursday, February 10, 2011 10:14 AM
**To:** Rubstello, Patty; Charlebois, Jennifer
**Cc:** Davis, Glenn A. (Mega Projects)
**Subject:** By 3pm today
**Importance:** High

We have been asked to pull together a 5-6 paragraph description of the I-90 project to get down to HQ this afternoon. The model we are to use is the email below from Azim. I can help, but you two have the “profound knowledge.” I’m free until 1. Can we meet?

---

**From:** Struna, Rich
**Sent:** Thursday, February 10, 2011 9:49 AM
**To:** Smith, Helena Kennedy
**Subject:** Fwd: T&R

Helena,

Here is what we received from Azim. Could we get something at the same level of detail for the I-90 work.

Thanks
Begin forwarded message:

From: "Sheikh-Taheri, Azim" <SheikAz@wsdot.wa.gov>
Date: February 9, 2011 9:00:52 AM PST
To: "Struna, Rich" <strunar@wsdot.wa.gov>
Subject: FW: T&R

This is the email I mentioned to you this morning. See below for work description for the $5M Tolling study on I-405.

---

From: Sheikh-Taheri, Azim
Sent: Tuesday, February 08, 2011 2:12 PM
To: Alexander, Jay
Cc: Saleh, Pani
Subject: FW: T&R

Jay,
Please see below for explanation on the deliverables and cost estimates for the I-405 tolling study. Please let me know if you have any questions. The $350K “General HQ/NWR DPS” is redistributed charges expected from IR work orders and is NOT UCO DPS (MS4700). Hope this answers all your questions.

---

From: Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
Sent: Tuesday, February 08, 2011 1:46 PM
To: Sheikh-Taheri, Azim
Cc: Cieri, Denise; Henry, Kim; Wendy Taylor
Subject: RE: T&R

Hi Azim,

Please understand that these numbers were developed based on the number of consultant staff and hours that they have put into the effort on the last Eastside Corridor Tolling Study. We have not yet negotiate and finalize the numbers with the consultants, and we cannot do that until we have further directions from the Legislatures after the Leg session. We are trying to establish a budget that we think we need to accomplish this effort in response to the Expert Review Panels (ERP) (as requested by Paula), EAG, and Legislatures recommendations for next steps. Below is our assumption for the $5M T&R effort:

The T&R effort will require significant analysis on this 40 mile plus corridor to answer some of the outstanding policy questions of 2+/3+ operations, time of day operations, HOV to HOT interfaces, and how to build toward Option 4 in phases (i.e. Option3) if tolling and additional funding is not available immediately. This effort in itself will create a giant matrix, not to mention the many different financial bonding scenarios. All this work will be done by the GEC HNTB and subs (Fehr and Peers, Wilbur Smith, PTG, and HDR) along with Westby’s
oversight. They will collectively forecast the demand, run the data through an econometric traffic and revenue forecasting model, and determine the demand for available tolled and GP lane space for each study option and measure travel performance. *(Estimated $1.5M effort)*

The Financial Plan is an effort that Toll Division will be involved with, but this is not the type of Financial Plan that Mia Waters produces. The $500K will primarily fund their consultant (PB) to run the financial feasibility analysis based on the above T&R analyses and produce the Financial Plan Report for each option comparing the different bonding mechanism to determine the capacity of toll revenues. We assume Toll Division (Helena’s group) will be administering this effort as well as reviewing of the report. As part of this effort the O&M cost will be updated by the Toll division in coordination and input from the project office. *(Estimated $0.5M effort)*

The Phasing Plan would provide the legislature a plan to move forward toward building Option 4 based on the outcome of the T&R, engineering refinement and financial plan. This effort would primarily be done by GEC HNTB. *(Estimated $0.5M effort)*

Traffic/Communication staff refers to Public Information effort as described in the legislative HB 1382. With this effort, we are expected to continue to educate the public as well as getting their input. We anticipate engaging in many public and civic outreaches including open houses and public meetings, conducting focus groups, managing public on-line and phone surveys, managing the WSDOT”s email “listserve” and websites, setting up booth at fairs and festivals, and responding to legislative inquiries. The last go-around, we have spent more than $500K on this effort done by our GEC sub, PRR. The additional budget is needed for Westby’s major involvement in this effort and responding to all inquiries. *(Estimated $1M effort)*

*General HQ/NWR DPS will cost about $350K and the remaining $1.15K is for I-405 Team engineering/planning* and refinement of the unanswered scope and cost for the SR 167 flyover and the Renton to Bellevue outlined to executives at the January EOC.

I hope this answers Jay’s questions. Please let us know if you or Jay needs additional information.

Lesly Chan
direct 425-456-8526
cell 206-948-8029

---

**From:** Sheikh-Taheri, Azim [mailto:SheikAz@wsdot.wa.gov]
**Sent:** Monday, February 07, 2011 7:39 AM
**To:** Lesly Chan
**Subject:** RE: T&R

Not enough! Jay is questioning the estimate. We need to show how the $5M request will breakdown and list assumptions.
Per the page 20 of the hand out, the break down is:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>T &amp; R</td>
<td>$1.5M</td>
<td>Need to identify the deliverables and assumptions.</td>
</tr>
<tr>
<td>Financing Plan</td>
<td>$0.5M</td>
<td>Why does it cost $500K. This translates to 5 FTEs working full time for a year.</td>
</tr>
<tr>
<td>Phasing Plan</td>
<td>$0.5M</td>
<td>Why $500K? What is the deliverable? Is it more than the phasing plan you already developed?</td>
</tr>
<tr>
<td>7 WSDOT staff</td>
<td>$2.0M</td>
<td>What are the core staff doing? 7 people cost $700,000 per year. How did you come up with $2M? What are the assumptions?</td>
</tr>
<tr>
<td>Traffic &amp; Comm Staff</td>
<td>$1.0M</td>
<td>What are the deliverables/assumptions? Again, this funds 10 FTEs for a year.</td>
</tr>
</tbody>
</table>

---

From: Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
Sent: Friday, February 04, 2011 4:20 PM
To: Sheikh-Taheri, Azim
Subject: T&R

Sorry I missed your call yesterday. I will call you after lunch on Monday to discuss?

Attached is the draft PAF for this new PIN. Let me know if this is sufficient or if you think I need to provide more details.

Lesly Chan
Eastside Corridor Program Manager
NW Region, WSDOT
Direct 425-456-8526
Cell 206-948-8029
Fax 425-456-8600
chanle@wsdot.wa.gov

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I agree with Rich, but also need to point out a) if we have staff who could do some of the work we are ready to talk about contributing because b) to the extent that SP&R money would be sent elsewhere, it would likely be Program T supported or specifically SPD staff out the door—we have had four years of cuts.

Brian J. Smith, AICP
Director, Strategic Planning
Washington State Department of Transportation
smithb@wsdot.wa.gov
360-705-7958 office
360-507-3357 cell
360-705-6813 fax

From: Struna, Rich
Sent: Thursday, April 07, 2011 4:06 PM
To: Smith, Helena Kennedy
Cc: Arnis, Amy; Stone, Craig; Smith, Brian; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer
Subject: RE: I-90 - what's the right source of $1.5m in funding?

Helena,

As I mentioned on the phone, the Highway Program’s process for dealing with un-programmed work doesn’t lend itself to activities that have this level of political interest. Also, it’s difficult to determine whether there is capacity in the Improvement Program to fund the study. We not aware of all the additional projects or changes being considered by the Legislature in the development of the conference list.

Regarding your concerns with having the funding reside in planning, it is my understanding from conversations here at headquarters that Program T would assess whether they have the staff that could perform the work. Those elements that can’t be done by program T staff would be contracted out.

Also, we’ve confirmed with FHWA that “development of scenarios, traffic modeling, and initial financial plan work to prepare for I-90 tolling” would all be eligible under the federal SPR program. FHWA did have a caveat, while the activities continue to be eligible they wanted to make sure that the “basic SPR program elements” are being maintained and that this legislative action wouldn’t impact the department’s core planning and coordination efforts. I attached an e-mail from Brian summarizing his conversation with Hayley over the eligibility.

Hope this helps.
Hi, Rich. You were on Hayley’s email yesterday that asked whether T money could be used to fund $1.5 m towards work on I-90. Craig and Stacey and some others met this morning. We all want to see I-90 move forward so that we can “stand ready” to deal with diversion caused by tolling SR 520. We agree we will be working together. We have problems with Hayley's proposed funding source, however.

The first reason: we want I-90 on the I project list so that if we have to move more quickly that the $1.5 million allow, we could do so if other funding were available without waiting for passage of the 2012 Supplemental Budget. If the project is on the LEAP list, there's a process for requesting a change, and funding could be transferred; if it's not, we lose an option. (Remember, we originally planned to spend $5m during fy 2012, so we could definitely accelerate our response if directed to do so.)

The second reason is the impact on planning. If you look at the email below, you’ll see that a number of staff from NWR design, environmental, planning, traffic and tolling would be required to do the work. If T program funds the work, planners would lose jobs in order to cover the needed engineering and environmental work.

So while Hayley’s question about whether the scope being eligible for fed funding would be yes – unless you see something I don’t – we’d like to not make it happen that way. Can you help me figure a way forward on this? I’ve volunteered to call Amy later this afternoon, but I’d like your assessment first.

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It is anticipated that the engineering work to develop the transportation discipline report would
provide the basis for a future financing plan for the project. Additional efforts to support a financial analysis of the alternatives would be included in this effort. *(Estimated $.5M effort)*

This effort would be led by WSDOT staff from the Toll Division. Every effort will be made to draw on available WSDOT staff from the NWR region and UPO. For example, it is expected that staff from Doug Haight’s design office would be used to perform the preliminary engineering, and NWR environmental staff would be utilized to ensure the work is well suited to feed into a future environment document. UPO and TD staff would direct the modeling and forecasting team, using NWR traffic and consultant support for forecasting. TD engineers would identify technical options and concepts for operation consistent with other statewide toll facilities.

The schedule for this work has been designed to support possible discussions on authorization for I-90 tolling in the 2012 legislative session. It is anticipated that starting this work in FY2012 would allow for toll-readiness no sooner than late 2015/early 2016.

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**From:** Charlebois, Jennifer [mailto:CharleJ@wsdot.wa.gov]
**Sent:** Thursday, February 10, 2011 10:39 AM
**To:** Wrenn, Pam (Consultant)
**Subject:** FW: By 3pm today
**Importance:** High

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**From:** Smith, Helena Kennedy
**Sent:** Thursday, February 10, 2011 10:14 AM
**To:** Rubstello, Patty; Charlebois, Jennifer
**Cc:** Davis, Glenn A. (Mega Projects)
**Subject:** By 3pm today
**Importance:** High

We have been asked to pull together a 5-6 paragraph description of the I-90 project to get down to HQ this afternoon. The model we are to use is the email below from Azim. I can help, but you two have the “profound knowledge.” I’m free until 1. Can we meet?

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**Sent:** Thursday, February 10, 2011 9:49 AM
**To:** Smith, Helena Kennedy
**Subject:** Fwd: T&R

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Jay,
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Hi Azim,

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I hope this answers Jay’s questions. Please let us know if you or Jay needs additional information.

Lesly Chan
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cell 206-948-8029

---

From: Sheikh-Taheri, Azim [mailto:SheikAz@wsdot.wa.gov]
Sent: Monday, February 07, 2011 7:39 AM
To: Lesly Chan
Subject: RE: T&R

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From: Smith, Brian  
Sent: Thursday, April 07, 2011 4:17 PM  
To: Struna, Rich; Smith, Helena Kennedy  
Cc: Arnis, Amy; Stone, Craig; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer  
Subject: RE: I-90 - what's the right source of $1.5m in funding?

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Sent: Thursday, April 07, 2011 12:40 PM
To: Struna, Rich
Cc: Stone, Craig; Smith, Brian; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer
Subject: I-90 - what's the right source of $1.5m in funding?

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From: Charlebois, Jennifer
Sent: Thursday, April 07, 2011 11:44 AM
To: Smith, Helena Kennedy
Cc: Rubstello, Patty
Subject: I-90

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Begin forwarded message:

From: "Sheikh-Taheri, Azim" <SheikAz@wsdot.wa.gov>
Date: February 9, 2011 9:00:52 AM PST
To: "Struna, Rich" <strunar@wsdot.wa.gov>
Subject: FW: T&R

This is the email I mentioned to you this morning. See below for work description for the $5M Tolling study on I-405.

From: Sheikh-Taheri, Azim
Sent: Tuesday, February 08, 2011 2:12 PM
To: Alexander, Jay
Cc: Saleh, Pani
Subject: FW: T&R

Jay,

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From: Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
Sent: Tuesday, February 08, 2011 1:46 PM
To: Sheikh-Taheri, Azim
Cc: Cieri, Denise; Henry, Kim; Wendy Taylor
Subject: RE: T&R

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From: Rubstello, Patty RubsteP@wsdot.wa.gov  
To: Smith, Helena Kennedy SmithH@wsdot.wa.gov; Stone, Craig StoneC@wsdot.wa.gov  
Cc:  
Subject: RE: I-90 - what's the right source of $1.5m in funding?  
Date: 4/7/2011 4:54:44 PM  
Attachments:

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As I mentioned on the phone, the Highway Program's process for dealing with un-programmed work doesn't lend itself to activities that have this level of political interest. Also, it's difficult to determine whether there is capacity in the Improvement Program to fund the study. We not aware of all the additional projects or changes being considered by the Legislature in the development of the conference list.

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have a caveat, while the activities continue to be eligible they wanted to make sure that the “basic SPR program elements” are being maintained and that this legislative action wouldn’t impact the department’s core planning and coordination efforts. I attached an e-mail from Brian summarizing his conversation with Hayley over the eligibility.

Hope this helps.

From: Smith, Helena Kennedy  
Sent: Thursday, April 07, 2011 12:40 PM  
To: Struna, Rich  
Cc: Stone, Craig; Smith, Brian; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer  
Subject: I-90 - what's the right source of $1.5m in funding?  

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The second reason is the impact on planning. If you look at the email below, you’ll see that a number of staff from NWR design, environmental, planning, traffic and tolling would be required to do the work. If T program funds the work, planners would lose jobs in order to cover the needed engineering and environmental work.

So while Hayley’s question about whether the scope being eligible for fed funding would be yes – unless you see something I don’t – we’d like to not make it happen that way. Can you help me figure a way forward on this? I’ve volunteered to call Amy later this afternoon, but I’d like your assessment first.

From: Charlebois, Jennifer  
Sent: Thursday, April 07, 2011 11:44 AM  
To: Smith, Helena Kennedy  
Cc: Rubstello, Patty  
Subject: I-90

Helena – Here is the revised work description for the I-90 proposal. Let me know if you have questions.

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This project will begin development of roadway improvement options for I-90, perform work needed for future environmental documentation, and further develop the concept of operations for tolling. The project study area is between I-5 and Issaquah. Components of the project will include I-90 tolling, extending Active Traffic Management on I-90, and would include operational improvements between I-405 and the Sunset Interchange. Below are assumptions for the $1.5M Conceptual Design effort:
The work to support future environmental clearance will include preliminary analysis of several options. The main focus of the work will be the engineering and modeling effort to support the future the transportation discipline report, Air and Noise discipline reports, as well as develop a strategy for the Social and Environmental Justice discipline report. These efforts will be led by WSDOT staff, making use of Department subject matter experts wherever possible and with support from consultant staff where needed. (Estimated $1M effort)

It is anticipated that the engineering work to develop the transportation discipline report would provide the basis for a future financing plan for the project. Additional efforts to support a financial analysis of the alternatives would be included in this effort. (Estimated $.5M effort)

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The schedule for this work has been designed to support possible discussions on authorization for I-90 tolling in the 2012 legislative session. It is anticipated that starting this work in FY2012 would allow for toll-readiness no sooner than late 2015/early 2016.
Helena,

Here is what we received from Azim. Could we get something at the same level of detail for the I-90 work.

Thanks

Begin forwarded message:

From: "Sheikh-Taheri, Azim" <SheikAz@wsdot.wa.gov>
Date: February 9, 2011 9:00:52 AM PST
To: "Struna, Rich" <strunar@wsdot.wa.gov>
Subject: FW: T&R

This is the email I mentioned to you this morning. See below for work description for the $5M Tolling study on I-405.

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From: Sheikh-Taheri, Azim
Sent: Tuesday, February 08, 2011 2:12 PM
To: Alexander, Jay
Cc: Saleh, Pani
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Jay,

Please see below for explanation on the deliverables and cost estimates for the I-405 tolling study. Please let me know if you have any questions. The $350K “General HQ/NWR DPS” is redistributed charges expected from IR work orders and is NOT UCO DPS (MS4700). Hope this answers all your questions.

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From: Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
Date: February 8, 2011 1:46 PM
To: Sheikh-Taheri, Azim
Cc: Cieri, Denise; Henry, Kim; Wendy Taylor
Subject: RE: T&R

Hi Azim,

Please understand that these numbers were developed based on the number of consultant staff and hours that they have put into the effort on the last Eastside Corridor Tolling Study. We have not yet negotiate and finalize the numbers with the consultants, and we cannot do that until we have further directions from the Legislatures after the Leg session. We are trying to establish a budget that we think we need to accomplish this effort in response to the Expert Review Panels (ERP) (as requested by Paula), EAG, and Legislatures recommendations for next steps. Below is our assumption for the $5M T&R effort:
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The Financial Plan is an effort that Toll Division will be involved with, but this is not the type of Financial Plan that Mia Waters produces. The $500K will primarily fund their consultant (PB) to run the financial feasibility analysis based on the above T&R analyses and produce the Financial Plan Report for each option comparing the different bonding mechanism to determine the capacity of toll revenues. We assume Toll Division (Helena’s group) will be administering this effort as well as reviewing of the report. As part of this effort the O&M cost will be updated by the Toll division in coordination and input from the project office. (Estimated $0.5M effort)

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General HQ/NWR DPS will cost about $350K and the remaining $1.15K is for I-405 Team engineering/planning and refinement of the unanswered scope and cost for the SR 167 flyover and the Renton to Bellevue outlined to executives at the January EOC.

I hope this answers Jay’s questions. Please let us know if you or Jay needs additional information.

Lesly Chan
direct 425-456-8526
cell 206-948-8029
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Per the page 20 of the hand out, the break down is:

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Sorry I missed your call yesterday. I will call you after lunch on Monday to discuss?

Attached is the draft PAF for this new PIN. Let me know if this is sufficient or if you think I need to provide more details.

Lesly Chan
Eastside Corridor Program Manager
NW Region, WSDOT
Direct 425-456-8526
Cell 206-948-8029
Fax 425-456-8600
chanle@wsdot.wa.gov

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed.

If you are NOT the intended recipient or the person responsible for delivering the e-mail to the intended recipient, be advised that you have received this e-mail in error and that
I think that's what Brian is saying. That doesn't have to be the case, of course.

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**From:** Rubstello, Patty  
**Sent:** Thursday, April 07, 2011 4:55 PM  
**To:** Smith, Helena Kennedy; Stone, Craig  
**Subject:** RE: I-90 - what's the right source of $1.5m in funding?

I'm confused. Is this saying that if this is Program T money planning staff and/or consultants will do the work?

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**From:** Smith, Brian  
**Sent:** Thursday, April 07, 2011 4:17 PM  
**To:** Struna, Rich; Smith, Helena Kennedy  
**Cc:** Arnis, Amy; Stone, Craig; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer  
**Subject:** RE: I-90 - what's the right source of $1.5m in funding?

I agree with Rich, but also need to point out a) if we have staff who could do some of the work we are ready to talk about contributing because b) to the extent that SP&R money would be sent elsewhere, it would likely be Program T supported or specifically SPD staff out the door—we have had four years of cuts.

Brian J. Smith, AICP  
Director, Strategic Planning  
Washington State Department of Transportation  
smithb@wsdot.wa.gov  
360-705-7958 office  
360-507-3357 cell  
360-705-6813 fax

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**From:** Struna, Rich  
**Sent:** Thursday, April 07, 2011 4:06 PM  
**To:** Smith, Helena Kennedy  
**Cc:** Arnis, Amy; Stone, Craig; Smith, Brian; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer  
**Subject:** RE: I-90 - what's the right source of $1.5m in funding?

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---

From: Charlebois, Jennifer [mailto:CharleJ@wsdot.wa.gov]
Sent: Thursday, February 10, 2011 10:39 AM
To: Wrenn, Pam (Consultant)
Subject: FW: By 3pm today
Importance: High

---

From: Smith, Helena Kennedy
Sent: Thursday, February 10, 2011 10:14 AM
To: Rubstello, Patty; Charlebois, Jennifer
Cc: Davis, Glenn A. (Mega Projects)
Subject: By 3pm today
Importance: High

We have been asked to pull together a 5-6 paragraph description of the I-90 project to get down to HQ this afternoon. The model we are to use is the email below from Azim. I can help, but you two have the
“profound knowledge.” I’m free until 1. Can we meet?

From: Struna, Rich
Sent: Thursday, February 10, 2011 9:49 AM
To: Smith, Helena Kennedy
Subject: Fwd: T&R

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Date: February 9, 2011 9:00:52 AM PST
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To: Sheikh-Taheri, Azim
Subject: T&R

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Attached is the draft PAF for this new PIN. Let me know if this is sufficient or if you think I need to provide more details.

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NW Region, WSDOT
Direct 425-456-8526
Cell 206-948-8029
Fax 425-456-8600
chanle@wsdot.wa.gov

This e-mail and any files transmitted with it are confidential
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delivering the e-mail to the intended recipient,
be advised that you have received this e-mail in error and that
any use,
dissemination, forwarding, printing or copying this e-mail is
strictly prohibited.

*** eSafe1 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***
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It is anticipated that the engineering work to develop the transportation discipline report would provide the basis for a future financing plan for the project. Additional efforts to support a financial analysis of the alternatives would be included in this effort. (Estimated $.5M effort)

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The schedule for this work has been designed to support possible discussions on authorization for I-90 tolling in the 2012 legislative session. It is anticipated that starting this work in FY2012 would allow for toll-readiness no sooner than late 2015/early 2016.
“profound knowledge.” I’m free until 1. Can we meet?

Helena,

Here is what we received from Azim. Could we get something at the same level of detail for the I-90 work.

Thanks

Begin forwarded message:

From: "Sheikh-Taheri, Azim" <SheikAz@wsdot.wa.gov>
Date: February 9, 2011 9:00:52 AM PST
To: "Struna, Rich" <strunar@wsdot.wa.gov>
Subject: FW: T&R

This is the email I mentioned to you this morning. See below for work description for the $5M Tolling study on I-405.

From: Sheikh-Taheri, Azim
Sent: Tuesday, February 08, 2011 2:12 PM
To: Alexander, Jay
Cc: Saleh, Pani
Subject: FW: T&R

Jay,
Please see below for explanation on the deliverables and cost estimates for the I-405 tolling study. Please let me know if you have any questions. The $350K “General HQ/NWR DPS” is redistributed charges expected from IR work orders and is NOT UCO DPS (MS4700). Hope this answers all your questions.

From: Lesly Chan [mailto:lesly.chan@i405.wsdot.wa.gov]
Sent: Tuesday, February 08, 2011 1:46 PM
To: Sheikh-Taheri, Azim
Cc: Cieri, Denise; Henry, Kim; Wendy Taylor
Subject: RE: T&R

Hi Azim,

Please understand that these numbers were developed based on the number of consultant staff
and hours that they have put into the effort on the last Eastside Corridor Tolling Study. We have not yet negotiate and finalize the numbers with the consultants, and we cannot do that until we have further directions from the Legislatures after the Leg session. We are trying to establish a budget that we think we need to accomplish this effort in response to the Expert Review Panels (ERP) (as requested by Paula), EAG, and Legislatures recommendations for next steps. Below is our assumption for the $5M T&R effort:

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The Financial Plan is an effort that Toll Division will be involved with, but this is not the type of Financial Plan that Mia Waters produces. The $500K will primarily fund their consultant (PB) to run the financial feasibility analysis based on the above T&R analyses and produce the Financial Plan Report for each option comparing the different bonding mechanism to determine the capacity of toll revenues. We assume Toll Division (Helena’s group) will be administering this effort as well as reviewing of the report. As part of this effort the O&M cost will be updated by the Toll division in coordination and input from the project office. *(Estimated $0.5M effort)*

The Phasing Plan would provide the legislature a plan to move forward toward building Option 4 based on the outcome of the T&R, engineering refinement and financial plan. This effort would primarily be done by GEC HNTB. *(Estimated $0.5M effort)*

Traffic/Communication staff refers to Public Information effort as described in the legislative HB 1382. With this effort, we are expected to continue to educate the public as well as getting their input. We anticipate engaging in many public and civic outreaches including open houses and public meetings, conducting focus groups, managing public on-line and phone surveys, managing the WSDOT’s email “listserve” and websites, setting up booth at fairs and festivals, and responding to legislative inquiries. The last go-around, we have spent more than $500K on this effort done by our GEC sub, PRR. The additional budget is needed for Westby’s major involvement in this effort and responding to all inquiries. *(Estimated $1M effort)*

*General HQ/NWR DPS will cost about $350K and the remaining $1.15K is for I-405 Team engineering/planning* and refinement of the unanswered scope and cost for the SR 167 flyover and the Renton to Bellevue outlined to executives at the January EOC.

I hope this answers Jay’s questions. Please let us know if you or Jay needs additional
Not enough! Jay is questioning the estimate. We need to show how the $5M request will breakdown and list assumptions.

Per the page 20 of the hand out, the break down is:

- **T & R** $1.5M Need to identify the deliverables and assumptions.
- **Financing Plan** $0.5M Why does it cost $500K. This translates to 5 FTEs working full time for a year.
- **Phasing Plan** $0.5M Why $500K? What is the deliverable? Is it more than the phasing plan you already developed?
- **7 WSDOT staff** $2.0M What are the core staff doing? 7 people cost $700,000 per year. How did you come up with $2M? What are the assumptions?
- **Traffic & Comm Staff** $1.0M What are the deliverables/assumptions? Again, this funds 10 FTEs for a year.

Sorry I missed your call yesterday. I will call you after lunch on Monday to discuss?

Attached is the draft PAF for this new PIN. Let me know if this is sufficient or if you think I need to provide more details.

Lesly Chan
Eastside Corridor Program Manager
NW Region, WSDOT
Direct 425-456-8526
Cell 206-948-8029
Fax 425-456-8600
chanle@wsdot.wa.gov

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I think that's what Brian is saying. That doesn't have to be the case, of course.

---

From: Rubstello, Patty
Sent: Thursday, April 07, 2011 4:55 PM
To: Smith, Helena Kennedy; Stone, Craig
Subject: RE: I-90 - what's the right source of $1.5m in funding?

I'm confused. Is this saying that if this is Program T money planning staff and/or consultants will do the work?

---

From: Smith, Brian
Sent: Thursday, April 07, 2011 4:17 PM
To: Struna, Rich; Smith, Helena Kennedy
Cc: Arnis, Amy; Stone, Craig; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer
Subject: RE: I-90 - what's the right source of $1.5m in funding?

I agree with Rich, but also need to point out a) if we have staff who could do some of the work we are ready to talk about contributing because b) to the extent that SP&R money would be sent elsewhere, it would likely be Program T supported or specifically SPD staff out the door—we have had four years of cuts.

Brian J. Smith, AICP
Director, Strategic Planning
Washington State Department of Transportation
smithb@wsdot.wa.gov
360-705-7958 office
360-507-3357 cell
360-705-6813 fax

---

From: Struna, Rich
Sent: Thursday, April 07, 2011 4:06 PM
To: Smith, Helena Kennedy
Cc: Arnis, Amy; Stone, Craig; Smith, Brian; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer
Subject: RE: I-90 - what's the right source of $1.5m in funding?

Helena,

As I mentioned on the phone, the Highway Program’s process for dealing with un-programmed work doesn’t lend itself to activities that have this level of political interest. Also, it’s difficult to determine whether there is capacity in the Improvement Program to fund the study. We not aware of all the additional projects or changes being considered by the Legislature in the development of the conference list.
Regarding your concerns with having the funding reside in planning, it is my understanding from conversations here at headquarters that Program T would assess whether they have the staff that could perform the work. Those elements that can’t be done by program T staff would be contracted out.

Also, we’ve confirmed with FHWA that “development of scenarios, traffic modeling, and initial financial plan work to prepare for I-90 tolling” would all be eligible under the federal SPR program. FHWA did have a caveat, while the activities continue to be eligible they wanted to make sure that the “basic SPR program elements” are being maintained and that this legislative action wouldn’t impact the department’s core planning and coordination efforts. I attached an e-mail from Brian summarizing his conversation with Hayley over the eligibility.

Hope this helps.

From: Smith, Helena Kennedy
Sent: Thursday, April 07, 2011 12:40 PM
To: Struna, Rich
Cc: Stone, Craig; Smith, Brian; Trussler, Stacy; Rubstello, Patty; Charlebois, Jennifer
Subject: I-90 - what's the right source of $1.5m in funding?

Hi, Rich. You were on Hayley’s email yesterday that asked whether T money could be used to fund $1.5 m towards work on I-90. Craig and Stacey and some others met this morning. We all want to see I-90 move forward so that we can “stand ready” to deal with diversion caused by tolling SR 520. We agree we will be working together. We have problems with Hayley’s proposed funding source, however.

The first reason: we want I-90 on the I project list so that if we have to move more quickly that the $1.5 million allow, we could do so if other funding were available without waiting for passage of the 2012 Supplemental Budget. If the project is on the LEAP list, there’s a process for requesting a change, and funding could be transferred; if it’s not, we lose an option. (Remember, we originally planned to spend $5m during fy 2012, so we could definitely accelerate our response if directed to do so.)

The second reason is the impact on planning. If you look at the email below, you’ll see that a number of staff from NWR design, environmental, planning, traffic and tolling would be required to do the work. If T program funds the work, planners would lose jobs in order to cover the needed engineering and environmental work.

So while Hayley’s question about whether the scope being eligible for fed funding would be yes – unless you see something I don’t – we’d like to not make it happen that way. Can you help me figure a way forward on this? I’ve volunteered to call Amy later this afternoon, but I’d like your assessment first.

From: Charlebois, Jennifer
Sent: Thursday, April 07, 2011 11:44 AM
To: Smith, Helena Kennedy
Cc: Rubstello, Patty
Subject: I-90

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From: Struna, Rich
Sent: Thursday, February 10, 2011 9:49 AM
To: Smith, Helena Kennedy
Subject: Fwd: T&R

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Lesly Chan
Eastside Corridor Program Manager
NW Region, WSDOT
Direct 425-456-8526
Cell 206-948-8029
Fax 425-456-8600
chanle@wsdot.wa.gov
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FYI: Let David know if you would like to review before we send this to FHWA.

From: Rubstello, Patty RubsteP@wsdot.wa.gov
To: Ziegler, Jennifer zieglej@wsdot.wa.gov; Stone, Craig StoneC@wsdot.wa.gov
Cc: Pope, David PopeD@wsdot.wa.gov
Subject: FW: T2Patty.xls
Date: 5/10/2011 2:35:04 PM
Attachments: T2Patty.xls

Don,

I'll have David Pope pull this together for you. Columbia River does need to be included. I think we have a few more to add. One question I have is on I-90. We have been asked to look at tolling the bridge as well as HOT lanes. How should that get reflected on the spreadsheet; as one line or two?

Patty

---

From: don.petersen@dot.gov [mailto:don.petersen@dot.gov]
Sent: Tuesday, May 10, 2011 12:51 PM
To: Rubstello, Patty
Cc: Colyar, James (FHWA); Fellows, Rob
Subject: T2Patty.xls

Patty,

Periodically the Division offices are asked to update information for the FHWA Report entitled **Toll Facilities in the United States.** One of the tables I need help on is the Proposed Toll facilities in Washington. I have included a table that includes proposed toll facilities that I am aware of. The criteria to list a project is “This table lists those toll facilities known to have been recommended for feasibility studies by State governors, highway departments, legislative committee.” I have included the Columbia River project but I don’t know whether it should be included. Are there more projects that I don’t have listed? Could you or someone from your staff assist me by completing the missing information? Or could you point me to someone who could assist. I need the information by May 27th. Thanks for your help Patty!!

Don

Don Petersen
FHWA Safety/Geometric Design Engineer
Hello Mr. Lucia,

Thank you for contacting both the Governor and Transportation Secretary Hammond with your questions about tolling. They have both asked me to respond to your questions.

1. Tolling (which is fine, I agree that we need it) will drive people onto public transit. The park and ride lots are full. Where will people park? You need to consider the total consequence of the project. You are correct in noting that WSDOT is encouraging commuters to consider transit as an option for crossing Lake Washington. The program for having variable tolling on SR 520 is in partnership with the United States Department of Transportation, King County Metro and the Puget Sound Regional Council which links the four strategies of tolling, technology, transit and telecommuting to improve the operations of the corridor. Under this federal program along with local funds Metro and Sound Transit have added 130 daily bus trips to the 600 that were already in the SR 520 corridor to address the expected increase in bus ridership once tolling begins. We recognize that parking space is often at a premium in many eastside locations serviced by the bus system. Part of the strategy is to add capacity at some of the larger park & ride lots, such South Kirkland, and also to provide additional space by contracting with existing facilities, like churches, that do not use their parking lots during the week. We have developed a map of all the park & ride lots in the Lake Washington area, that shows their relative size and their average occupancy rate. The map also indicates what buses service that park & ride lot. The map can be found on our website at: [http://www.wsdot.wa.gov/Choices/parkrideinfo.htm](http://www.wsdot.wa.gov/Choices/parkrideinfo.htm). As you will note, while many of the larger lots are filled, there are several lots on the eastside that have available space. As we begin tolling on SR 520 we are planning to have staff at the popular park & ride lots that can quickly inform drivers of alternate lots that may have unused spaces.

2. Drivers will drive around to avoid tolls, and one street they will use is Juanita Drive, which is how I access my home and will create huge traffic issues. How will this be addressed? WSDOT is working very closely with all of the cities along the I-405 and SR 522 corridors to closely monitor what happens to traffic as some drivers opt to drive around the north end of the lake. WSDOT has installed extensive new monitoring equipment to closely follow any changes in traffic in that area and will work with local jurisdictions to respond accordingly, such as changing traffic signal timings. We also know it will take a number of months for traffic to stabilize after tolling is reintroduced to SR 520. Individuals will try different routes, take transit, change their hours of travel in the early days. We will be monitoring closely what happens each day as well as look for trends and will work to make adjustments as appropriate.

3. How can you possibly not toll I-90? That seems absurd at best. You know what will happen. I think you addressed this on the radio but I did not hear your answer. It is the decision of the Legislature to authorize tolling on particular state highways. The Legislature did create a Tolling Implementation Committee in 2008 and directed the analysis of several options for tolling just SR 520, as well as tolling both SR 520 and I-90. We ultimately examined 10 different tolling scenarios and looked at what the impact would be. We also undertook extensive public outreach to learn how drivers felt about the different options. All of this information was presented in a final report to the Legislature in January.
2009. The Legislature chose to only authorize tolling on SR 520. If you would like to read about the work of the Tolling Implementation Committee, you can review its reports at: [www.build520.org](http://www.build520.org). A legislative workgroup under House Bill 2211 recommended in 2009 that if funding was not obtained through other sources to complete the SR 520 corridor that general tolling on I-90 should occur no sooner than 2014. You can review their recommendations at: [http://www.wsdot.wa.gov/partners/sr520legislativeworkgroup/default.htm](http://www.wsdot.wa.gov/partners/sr520legislativeworkgroup/default.htm).

4. **Why are users of 520 required to pre-pay for the bridge while users of 99 are not?** Tolls don't begin there until the project is complete. This seems like the usual preference for Seattle projects over the rest of King County. Of course, I could argue that the tunnel is really a renewal project for the waterfront and not truly a transportation project! Early tolling on SR 520 is designed to help improve traffic on the existing corridor, while decreasing the amount of money that needs to be borrowed for construction. By implementing variable toll rates, some drivers will be encouraged to travel during off-peak hours, others will join vanpools and carpools, and many will opt for transit. The end result is fewer vehicles driving during peak hours. WSDOT projects that speeds will increase by 20 mph during peak hours on the SR 520 corridor. The public was asked during our outreach in 2008 whether they would prefer to pay a lower toll rate and start tolling early, or wait until the new bridge was open to start tolling. The two-thirds supported early tolling.

You also expressed concern in your subsequent e-mail about the passes you purchased. If customers purchase passes on-line or by calling our customer service center they have five different pass options, including one that is specifically designed to work on the SR 167 HOT lanes. Each of these passes have been available since February 14th and will work for all our tolled facilities. For those who purchase the sticker pass at Safeway, we note on the package that if you want a pass to move from car to car, or to turn on and off for use on the HOT lanes, to go on-line or to call. For SR 167 HOT Lanes we have a switchable pass as an option that allows you to temporarily turn it off when you are carpooling in the HOT lanes and should not be charged a toll. The movable pass can also serve this function by removing it from the windshield and placing it in the bag that comes with the unit into your glove compartment. If you have not yet installed your sticker pass in your vehicle, you can exchange it for the switchable option. If you have already installed a sticker pass in your vehicle, you can purchase a metal shield that will block the signal so that you are not charged a toll when carpooling in the HOT lanes. Both options are available by calling the Good To Go! customer service center at 1-866-936-8246.

You also asked about I-5. As you may know the legislature has authorized express toll lanes on the north segment of I-405 from Bellevue to Lynnwood, where two express toll lanes with dynamic toll rates that will change with traffic conditions will ensure full lanes at free flow speeds. The express toll lanes offer a choice as the adjacent general purpose lanes will remain toll free. We have seen from experiences around the country, such as in Southern California, Houston, and Miami that by having express toll lanes carrying the optimal lane volumes at 45 mph or greater, that the general purpose lanes have less demand and operate at improved speeds even during peak periods. We are currently studying the concept of a single express toll lane on I-5 from Everett to Tacoma, which includes the possibility of tolls in the reversible roadway from Northgate to downtown Seattle. As requested by the Legislature, the department will be submitted a report evaluating this concept to the Joint Transportation Committee in June. You can find more information on the I-405 express toll lanes at: [http://www.wsdot.wa.gov/tolling/eastsidecorridor](http://www.wsdot.wa.gov/tolling/eastsidecorridor).

Please let me know if we can help you further.

*Craig J Stone, PE*

*Director, Washington State Toll Division*
Ms Aldridge,

thanks for getting back to me. No, you have not duplicated anything. This is the first response. However, since my first e-mail things have gotten worse, and it seems the tolling system is being run by neophytes who don't understand the technology they have purchased. Our passeds sit in my car, unused, while the state fiddles around trying to figure out how to toll. That should have been done before they sold me my passes! Now they don't know how to work what I have bought with the HOT lanes on 167! It makes me wonder if anyone there knows what he is doing. I'll be charged for using a HOT lane even if I have a carpool.

I believe I asked this in my first letter, but why is Seattle exempt from all this tolling? The DOT is now planning to toll I-405 but not I-5. We have to pay ahead for SR 520 while Seattle does not for its tunnel. It seems you have an anti-eastside agenda.

Ted Lucia
7244 NE 121st Place, Kirkland, WA 98034

Go slow, fly low, stay cool.

----- Forwarded Message -----  

Office of the Governor

Message: I have written to Paula Hammond but she never bothered to reply. The issue I have is with the 520 project. I do not object to tolls but have many questions about how this will work.

1) It is ridiculous to toll 520 but not I-90. You know what will happen.
2) How will the issue of cars driving around the north end on Juanita Drive and Simonds Road be addressed? Huge numbers of cars will clog these roads.
3) The plan obviously is to put people on buses, which is fine, but the park and ride lots all are full before 9AM. What are you going to do about that? More people will take a bus to avoid spending money on tolls.
4) Why do we who use 520 have to pre-pay for the project when the users of the proposed tunnel on 99 do not? Seems rather like kowtowing to Seattle voters.

From: Ted Lucia
Thanks.

Go slow, fly low, stay cool.
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Allison Dane Camden
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Office: (360) 705-7507
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In case you are checking messages.

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Just to add on: The legislature this last session provided the Department with $1.5M to further study tolling I-90. The scenarios that we will look at are a single HOT lane (convert the existing HOV lanes on the outer roadway including Sound Transit's Stage 3 project), a dual express lane (converting the same HOV lanes and taking an existing general purpose lane between I-5 and I-405) and full road tolling. In addition, we'll continue to look at extending the Smarter Highway signs out to Issaquah. Most of the effort will be focused on modeling traffic.

I should also add that we have discussed if tolling I-90 would be prohibited by FHWA. The answer had to do with which program we applied under. I've attached their response for you information.

Thanks!

The legislature would need to authorize tolling I-90. We will be closely monitoring what happens on I-90 once tolling begins on 520. We also will be monitoring traffic diversion on I-405, I-5, and SR 520, as well as the surface streets that lead into 520.

The legislature is expected to be very interested in those diversion numbers as they consider any future actions.

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Thanks,
Allison
Thanks, Helena. I really appreciate everyone responding over the holiday weekend. I got all of the great info everyone provided me to Insee's staff and it seems to meet their needs.

Thank you!

From: Smith, Helena Kennedy
Sent: Tuesday, July 05, 2011 8:20 AM
To: Camden, Allison
Cc: Reinmuth, Steve; Stone, Craig; Ziegler, Jennifer; Silins, Cathy; Matkin, Janet; Briglia, Pete; Fellows, Rob; Counts, Dylan
Subject: RE: Tolling Information for Rep. Inslee

Allison, I think you have the entire story below. If you have any follow up questions, we’d be happy to track down responses.

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To: Camden, Allison; Counts, Dylan; Reinmuth, Steve
Cc: Silins, Cathy; Matkin, Janet; Stone, Craig; Fellows, Rob; Briglia, Pete; Smith, Helena Kennedy
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Subject: FW: Tolling Information for Rep. Inslee

Hi Patty, Pete, Lucinda and Helena –

I believe Craig is out of the office (I'm not sure on that), and I'm in need of help trying to find information for Rep. Inslee on the possibility of tolling I-90. Can you help me pull together some information by Tuesday at 9 AM? It doesn't have to be super detailed, just the basics on I-90 and tolling.

Thanks,
Allison
Hi Craig –

Rep. Inslee’s office just called to ask for the latest information on the possibility of tolling I-90 for a Rotary event he’s doing on Mercer Island this coming Tuesday at lunch time (he wants to be prepared for questions). Would it be possible to get an update on I-90 tolling by 9 AM on Tuesday? Or is there somewhere I can find the information?

Thanks,
Allison

Allison Dane Camden
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Thank you for your e-mail to Secretary Hammond about potential tolls on I-90; her office has asked me to respond.

First of all, I want to clarify that there is currently no plan to collect tolls on the I-90 bridge. However, we will begin collecting tolls on the SR 520 bridge on Dec. 29. I apologize if Secretary Hammond’s radio remarks left you with the impression that $5 tolls are under consideration on I-90. That is not the case.

In 2008, the state Legislature considered options for tolling both the SR 520 and I-90 bridges as part of its Tolling Implementation Committee study. The Legislature only authorized tolling of the SR 520 Bridge, with the intent to monitor how SR 520 tolling affects traffic on other corridors, and if sufficient funds are being collected to pay for costs associated with building the 520 replacement bridge. Legislative authorization is required to toll any new corridors, including I-90, and tolling I-90 would also have to be approved by the Federal Highway Administration.

I know that tolls place an additional burden on those travel in any tolled corridor and we are sensitive to the economic circumstances of all users of tolled roads. For the SR 520 Bridge, WSDOT looked at how tolling would affect drivers with limited incomes and learned that it was critical for people to have multiple choices for traveling across the bridge including transit, carpools and vanpools. If in the future, I-90 were to be tolled we would have to do a similar examination and would most likely work to insure that similar options are in place for I-90 users.

Thank you again for taking the time to contact WSDOT. Please let me know if you have other thoughts or concerns.

Craig J. Stone, P.E.
Director, WSDOT Toll Division

From: Jens Fowler [mailto:jensf76@msn.com]
Sent: Wednesday, November 09, 2011 12:12 PM
To: Hammond, Paula
Subject: I-90 Tolling

Hello,

After hearing your comments on the radio this morning, I just have a quick question. I understand a toll, but why the need for such an incredibly unfair price? I find it almost unbelievable that it will cost me $10 a day to simply drive to and from work. I make $34,000 a year live on the eastside and work in seattle. I don't think I'm overreacting when I say that this is unfair for lower level working class people. I will be handing 7.6% of my salary to the state just to drive over a bridge without a sensible alternate route.

Any reply other than a form letter would be welcome.