



U.S. Department
of Transportation
**Federal Highway
Administration**

1200 New Jersey Ave., SE
Washington, D.C. 20590

June 30, 2011

In Reply Refer To:
HOTM-1

Craig Stone, P.E.
Director, Toll Division
Washington State Department
of Transportation
Seattle, WA 98104

Dear Mr. Stone:

Thank you for your letter requesting an extension for commencement date of variable pricing on SR 520 and providing the updated completion dates for the transit and ferry elements of the Seattle Urban Partnership Agreement Project.

We have reviewed the explanations and have accepted your request to modify the variable pricing implementation date from June 30, 2011, to be no later than September 30, 2011. We also concur with the changes to operational dates for the transit and ferry projects as listed in your June 15 letter. We remain interested in the implementation of these projects as soon as possible within this timeframe.

If you have any questions regarding our response, please feel free to contact my staff, Ms. Jessie Yung at 202-366-4672.

Sincerely yours,

F02 Jeffrey A. Lindley
Associate Administrator for Operations



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

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June 15, 2011

Mr. Jeffrey A. Lindley
Associate Administrator for Operations
Federal Highway Administration
Office of Operations
1200 New Jersey Ave. S.E.
Washington, D.C. 20590-9898

ATTN: Jessie Yung

RE: Seattle Urban Partnership Agreement
Term Sheet – Completion of Projects Date

Dear Mr. Lindley:

Thank you very much for your agency's continued support of the Seattle Urban Partnership Agreement (UPA). As you may know, we have made great progress in the deployment of the 4T's (Tolling, Technology, Transit & Telecommuting) over the last year. To date, we have launched all of our transit service; implemented active traffic management (Smarter Highways) on SR 520, westbound I-90 and a portion of eastbound I-90; deployed travel time signing for SR 520; opened our new tolling Customer Service Center (CSC); conducted extensive outreach to educate SR 520 users about tolling, transit, vanpools, carpools and telework options; and completed the legal and legislative processes to set toll rates for the SR 520 Corridor.

While much has been accomplished in the deployment of our UPA Project, we have encountered a few challenges in the deployment of early tolling on the SR520 corridor. During the implementation of our new CSC, ample testing and preparation has been a necessity to ensure confidence in the public perception of the next generation of tolling. As we move into the Pay By Mail process for infrequent users, we need to fully ensure that the process is well understood and the systems that support it can manage the unique attributes that are required. In addition, the toll collection system that will detect vehicles and determine their characteristics, leading to the successful identification of the registered owner, is composed of complicated technologies that require detailed testing and analysis to ensure accuracy.

In order to mitigate the risks presented in the implementation of each of these new technologies, we have worked with our vendors and stakeholders to develop a rigorous schedule of testing that will ensure we have the confidence in the Customer Service Center operations, Pay By Mail functionality, and Toll Collection System accuracy necessary to publically announce the date for commencement of tolling on SR 520. Testing of the Customer Service Center systems began Friday, April 29 and testing of the Toll Collection system began Friday, May 6. We anticipate these tests will take a minimum of eight weeks to complete.

Re: Seattle Urban Partnership Agreement
Term Sheet – Completion of Projects Date

The process of testing each of the components of the new all electronic tolling system is paramount in ensuring a successful deployment. However, due diligence in this process may cause the toll commencement date to fall after the June 30, 2011 date included in the Amended and Restated Urban Partnership Agreement Term Sheet. For this reason, WSDOT is requesting to extend the previously agreed upon date for commencement of variable pricing on SR 520 to September 30, 2011.

Additionally, as you noted in your agency’s April 2010 letter to WSDOT, the revised Term Sheet dated September 30, 2009 contained completion dates for many of the Ferry and Transit elements of the UPA that need to be updated. The table below contains revised completion dates for your approval. A brief explanation of each project’s proposed operational date extension follows the table.

Projects	Operational Date (No Later Than)
Variable Pricing on SR 520	*September 30, 2011
Enhanced Bus Service on SR 520	June 30, 2011
New Transit Improvements along SR 520 corridor	June 30, 2011
Redmond P & R Lot	June 30, 2009
Kirkland P & R Lot	October 15, 2014
Real Time Information Signs and Passenger Facilities	
Phase 1: NE 40 th Street and NE 51 st Street	*October 31, 2011
Phase 2: Evergreen Point and Yarrow Point	*December 31, 2014
Improvements to Regional Ferry Service	
System-Wide Vessel Preservation (WSDOT)	*June 30, 2015
New Vessel Construction (WSDOT)	*June 30, 2015
Mukilteo Multimodal Terminal (WSDOT)	*June 30, 2015
Small Passenger Only Vessels (Kitsap Transit)	June 30, 2010
Vashon Island Passenger Replacement Ferry (King County)	*December 31, 2012
Kingston Seattle Passenger Only Ferry (Port of Kingston)	September 30, 2010
Steilacoom Ferry Landing Loading/Unloading Slip (Pierce County)	December 15, 2015
Guemes Island Ferry Dock Repair (Skagit County)	*February 29, 2012
Real-time multi-modal traveler information	June 30, 2011
Active Traffic Management	
SR520	June 30, 2011
I-90 (Westbound)	June 30, 2011
I-90 (Eastbound)	*December 31, 2011

* Dates have been revised from the Amended and Restated Urban Partnership Agreement Term Sheet (Appendix C) – 9/30/2009

Real Time Information Signs and Passenger Facilities (10/31/11&12/31/14): For Phase 1, Metro will install the bus zone and real time information sign improvements at the SR 520 ramps at NE 40 St. and NE 51 St by October 28, 2011. The reason for the delay in the project completion is the need to coordinate installation and testing of the equipment with Real Time Information Signs communication system that is being installed as part of King County Metro’s

Re: Seattle Urban Partnership Agreement
Term Sheet – Completion of Projects Date

bus rapid transit, RapidRide B Line that will operate between Bellevue and Redmond. RapidRide B Line is schedule to open on October 1, 2011.

For Phase 2, Metro will install real time information sign improvements at Evergreen Point and Yarrow Point in 2014. The reason for the delay in implementation is the need to wait until WSDOT has completed construction activities at these locations. WSDOT construction at Evergreen Point is currently scheduled to be completed in 2013, with Yarrow Point currently scheduled to be completed in 2014.

I-90 Eastbound Active Traffic Management (12/31/11): A portion of the Eastbound I-90 corridor ATM system activation will be delayed until the end of 2011 because of a conflict with another construction project, the I-90 Two-Way-Transit Stage 2 Project. The construction of the Two-Way-Transit project is happening concurrently with the ATM installation and includes the shifting of lanes on a portion of the eastbound corridor. The Active Traffic Management System functions by utilizing dynamic message signs over each lane to display messages that reduce speed, control lane use, or inform drivers of incidents or congestion, it is essential that the entire length of the system include signing over each lane as well as detection systems in each lane. When the Two-Way-Transit project completes the final striping to put the eastbound lanes in the final configuration in December of 2011, the remainder of the eastbound ATM system will be activated.

(As a reminder, the following ferry projects are funded through the Seattle-Area Urban Partnership Grant, but were added after the initial application and are not considered integral to the goals and objectives of the Seattle-Area UPA.)

System-Wide Vessel Preservation (WSDOT Project)(6/30/15): The System-Wide Vessel Preservation project expenditures have been delayed due to the receipt of additional American Recovery and Reinvestment Act (ARRA) funds. The project's ARRA funds needed to be utilized before the Urban Partnership Agreement funds could be expended.

New Vessel Construction (WSDOT Project) (6/30/15): The New Vessel Program's schedule has been protracted due to the need to build 64-car auto ferries and 144-car auto ferries as successive instead of concurrent projects as originally planned.

Mukilteo Multimodal Terminal (WSDOT Project) (6/30/15): The Mukilteo Multimodal Terminal Project has been delayed due to NEPA/SEPA process requirements.

Vashon Island Passenger Replacement Ferry (King County Project)(12/31/12): As a precursor to commencing a new vessel construction program, the King County Ferry District (KCFD), the elected officials that govern the agency, required in 2010 that an Expert Review Panel (ERP) be developed to obtain pertinent insights and guidance from maritime professionals, or experts, in the field of small passenger vessel operations, design, and construction. As a result of the ERP process the schedule for construction of a new ferry vessel has slipped nine to twelve months. The ERP completed its deliberations in the first quarter of calendar year 2011 and the final ERP report is under development and expected in the second quarter of 2011.

Re: Seattle Urban Partnership Agreement
Term Sheet – Completion of Projects Date

The ERP report will serve as the launching point for the development of KCFD vessel performance specifications, which will be a key component of the Request for Proposal (RFP) used to establish the new vessel construction contract. Development of the vessel performance specifications has begun, with aggressive pursuit planned upon completion of the ERP report. The current goal is to complete the vessel performance specifications and decide on the RFP process by the end of the third quarter of calendar year 2011. Construction of a new vessel is estimate to take twelve months.

Guemes Island Ferry Dock Repair (Skagit County Project) (2/29/12): The Guemes Island Ferry Dock Repair Project will be near completion by mid June of this year. During the project piles were driven for the temporary dock for pedestrian access and temporary bridge shoring. The piles need to be removed after completion of the construction, but environmental obligations limit the times in which this work can be done. The only time that the pilings can be removed with a vibratory hammer is during the annual fish window, which is January 1st through February 15th and that will be in 2012.

As WSDOT embarks on the ground-breaking deployment of new technologies to implement congestion pricing on the existing SR 520 bridge, we feel it is imperative that every effort is made to ensure the accuracy and dependability of systems that will be expected by our customers and stakeholders.

Please feel free to contact me if you have questions on these items. I look forward to your reply.

Sincerely,



Craig Stone, P.E.
Director, Toll Division

PR: pr

Cc: Daniel Mathis, FHWA Washington Division Administrator
Linda Gehrke, FTA Region 10 Deputy Regional Administrator
Ron Posthuma, King County DOT Deputy Director
Charlie Howard, PSRC Transportation Director