

Public Private Partnerships

Leveraging Resources through Innovation

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Washington State



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Overview of Public/Private Partnerships in Washington State

The term public/private partnerships can refer to many types of public projects and activities that involve the private sector. In its simplest form, these partnerships involve a contractual relationship between government and businesses for the provision of public services or assistance with public projects. The Washington State Department of Transportation (WSDOT) engages in these simple partnerships routinely; for example, 74 percent of WSDOT's construction program is carried out by the private sector.

Beyond these simple forms, public/private partnerships are understood to involve more than just contracted services. The defining characteristic of this kind of partnership is the sharing of risks and resources. In the U.S. transportation sector, the use of public/private partnerships has focused almost exclusively on development of highway facilities -- roads, bridges and tunnels. These projects typically include alternative financing mechanisms that shift the risk of repaying project loans to the private partner, who in turn is granted greater control over the toll rates and management of the proceeds.

Success of the Tacoma Narrows Bridge Leads to Changes in Washington's Public/Private Partnership Law

Washington was one of the first states in the nation to enact a public/private partnership law (1993). An aggressive program to implement these partnership projects for transportation soon followed. By 1996, WSDOT had selected six projects for development, but controversy soon followed. The notion that tolls would be imposed on existing highways and bridges, with a private business playing a prominent (and profitable) role in their management and operation was more than the public was ready for.

All but one of the original six projects were abandoned; the Tacoma Narrows Bridge (TNB) project survived and was ultimately developed as a somewhat mild version of a public/private partnership. The alternative financing structure for the project was replaced with a more traditional financing plan to be implemented by the State Treasurer.

Once the TNB project was approved for financing, the Legislature closed out the original 1993 Public/Private Initiatives program and prohibited further projects from being developed under the 1993 law.

Public/Private Partnerships at WSDOT

The Public/Private Partnerships Office is the agency's focal point for engaging the private sector in unique public/private partnerships that can help advance important transportation projects, programs, or policies. The Office seeks to combine or realign the traditional roles of business and government in ways that result in projects that exceed what the parties could achieve if acting strictly within their traditional roles.

Seventy four percent of WSDOT's construction program is carried out through private businesses.

WSDOT's Public/Private Partnerships Office advances important transportation projects and priorities by engaging the private sector and other public partners in joint ventures that benefit the citizens of Washington.

New Law Leads to New Mission

In 2005 the Legislature passed a new public/private partnerships law. The main features of the 2005 law:

- Allows projects of all types, not just highway facilities
- Tightly restricts how projects can be financed;
- Involves extensive review and approval process, even for non-toll projects.

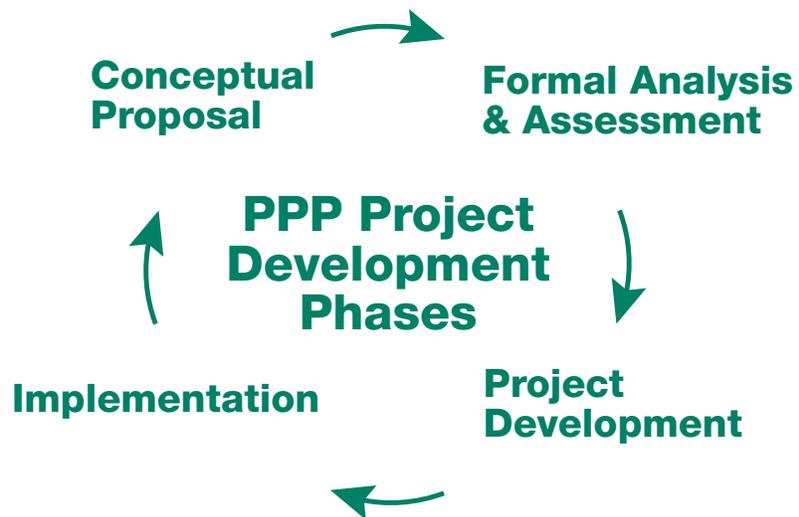
Transportation Commission's TIP Program

The Transportation Innovative Partnerships (TIP) Program is a formal project review and approval process overseen by the Washington State Transportation Commission. TIP has not been used to develop any of WSDOT's current public/private partnerships projects, due to TIP's emphasis on toll road project development (see RCW 47.29).

The Transportation Commission has issued a report detailing how improvements could be made to better enable public/private partnerships projects to be developed under the TIP program.

The Office concentrates its activities in four main areas:

- 1. Consultation/Advisory Services**, providing information and advice to public officials on use of public/private partnerships to develop projects.
- 2. Analysis/Assessment**, carrying out economic feasibility studies and business assessments on basic project viability.
- 3. Project Development**, for those projects that demonstrate feasibility and where the state has adequate resources to enter a partnership.
- 4. Liaison/Representation**, serving as a conduit between the state, the private sector and important transportation stakeholders interested in transportation public/private partnerships projects.



Public/Private Partnerships Office Projects

The following pages highlight WSDOT's Public/Private Partnerships Office activities, in various phases of the project development cycle. For more information on these projects and others, see www.wsdot.wa.gov/Funding/Partners/ or call (360) 705-7023.

Projects in Progress

West Coast Green Highway

Public/Private Partnerships -- Making I-5 Cleaner, Greener, and Smarter

Washington, Oregon, California and British Columbia are working together to advance the West Coast Green Highway, an initiative to promote the use of cleaner fuels. By increasing the market demand for high efficiency, zero-and low-carbon-emitting vehicles, this initiative will reduce the transportation sector's impact upon the environment and dependency on foreign oil.

The West Coast Green Highway is 1,350 miles of Interstate 5 (I-5) stretching from the U.S. border with Canada, through Washington, Oregon, and California, to the U.S. border with Mexico. Designated a "Corridor of the Future" by the U.S. Department of Transportation, I-5 could soon become the nation's cleanest, greenest, and smartest highway. The drivers of hundreds of thousands of cars and trucks travel on this major roadway each day.

Encouraged by President Obama's remarks lauding the West Coast Green Highway and recent legislation, the states are collaborating on partnerships with the private sector to accelerate the Initiative.

Reducing Carbon Emissions, Creating Green Jobs, and Advancing Energy Independence

The West Coast Green Highway Initiative strengthens the economy with environmentally sustainable transportation options. By encouraging a shift from petroleum-based fuels to alternative fuels with low or no carbon emissions, the initiative helps Washington meet state and national greenhouse gas reduction goals and creates green-technology jobs.

In Washington, the transportation sector accounts for nearly half of the state's greenhouse gas emissions. The West Coast Green Highway Initiative contributes to a full set of strategies needed to reduce transportation emissions:

- Reducing vehicle miles traveled
- Improving vehicle technology
- Lowering the carbon content of fuels
- Improving the efficiency of the transportation system

Through Innovation -- A Model to Lead the Way

From installing electric vehicle charging infrastructure to building smarter highways through traffic management systems, WSDOT is contributing to the success of the West Coast Green Highway in four important ways.

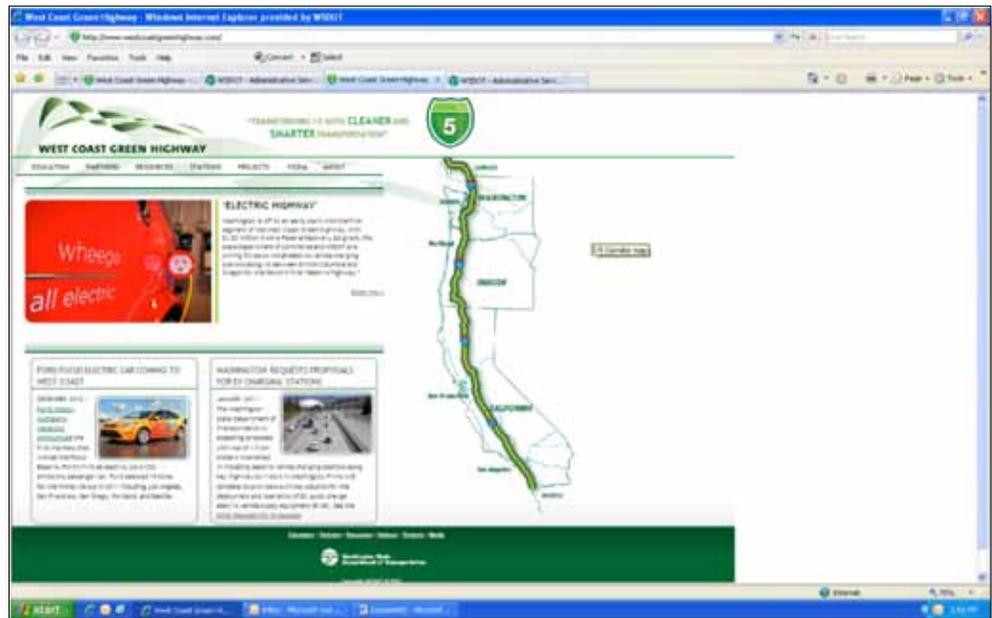
- 1. Partnerships:** building a coalition of public agencies and private businesses that will support and in some cases provide financial contributions to West Coast Green Highway projects.



West Coast governors sign the green highway action plan.



The U.S. trade deficit in crude oil and refined products reached \$388 billion in 2008 – 56 percent of the total U.S. trade deficit.



WSDOT's Public/Private Partnerships Office hosts and maintains the West Coast Green Highway website to help advance the adoption and use of electric and alternative-fuel vehicles along the I-5 corridor.

2. **Business Assistance:** exploring incentives, funding assistance and marketing for businesses that invest in alternative fuels and infrastructure.
3. **Fueling and Charging Sites:** identifying locations and funding for alternative fuel infrastructure to ensure travel connections between cities, regions, states, and countries.
4. **Branding:** creating recognizable way-finder signs and a distinctive west coast travel experience for drivers and businesses that use the corridor.

Projects that are or will be developed and branded as part of the West Coast Green Highway Initiative include: Electric highways project (page 7); Mobility HUBS (page 9); Electric Vehicle (EV) Car Share Pilot Project (page 15); and solar highway facilities (page 17).

Alternative Fuels Corridor Pilot Project: The Electric Highway

Pursuing an Alternative Fuels Pilot Project

WSDOT is launching an Alternative Fuels Corridor Pilot Project to ensure adequate and reliable availability of next-generation fuels for travelers throughout the I-5 corridor. With Oregon and California on board, motorists soon may charge their electric vehicles or fill up with alternative fuels, such as, natural gas, biodiesel, ethanol, or hydrogen, along the entire West Coast Green Highway.

A WSDOT study recently uncovered an economically feasible approach for providing alternative fuels along the I-5 corridor in Washington. Now the department is looking to form partnerships with retailers along the corridor, the alternative fuel industry and green vehicle manufacturers to host alternative-fueling locations on state property along I-5.

Getting Washington Ready for Plug-In Electric Vehicles

Electric vehicle (EV) technology is the most efficient zero-emission fuel currently available. Cars that run on electricity drawn from the state's clean-energy mix of hydro, wind and solar energy are far cleaner than any petroleum-dependent car. Major auto manufacturers such as Ford, Nissan, and Chevrolet plan to introduce mass-produced EVs as early as this year.

Today, only about 990 EVs are registered in Washington, but that number is about to skyrocket. In 10 years, experts predict, 300,000 EVs could be traveling over Washington roadways, and more than 2 million could be within a single charge of the West Coast Green Highway and partnering states.

Last year, President Obama established a goal of bringing 1 million grid-enabled vehicles onto this country's roads by 2015. Congress and the President directed federal funds in pursuit of that goal. Washington is one of five states in the nation selected for a Nissan/eTec demonstration electric vehicle project.

Washington, Oregon, California, Arizona, and Tennessee are sharing a \$98.8 million Department of Energy grant for "The EV Project," a program that advances electric transportation. Nissan delivered the first of nearly 1,000 zero-emission LEAF electric cars to a waiting list of Puget Sound buyers in December 2010. A charging equipment manufacturer, ECOtality, will install about 2,500 EV charging stations in homes and public places in the central Puget Sound region, between Everett and Olympia.



Transportation Secretary Paula Hammond and Commerce Director Rogers Weed investigate an electric vehicle charger.

The challenge to commercialization is how to build a market simultaneously for new vehicle technologies, new fuels and new infrastructure to support them.



Artist depiction of a fast charging station at a shopping center.

To capitalize on this heavy investment in the Puget Sound region, WSDOT is working with utilities, the EV industry, commuters and other agencies to install public “fast charging” stations throughout the I-5 corridor in Washington. When the electric vehicles start rolling in, Washington will need accessible charging stations to make the new EVs useful, efficient and convenient to drive.

A continuous chain of charging stations along I-5 will enable people to drive electric vehicles the 276 miles from Canada to Oregon. Public charging sites will be placed along the West Coast Green Highway at convenient locations such as shopping malls, safety rest areas, and park and ride lots to allow EV users to travel between major cities such as Seattle and Portland.

The I-5 EV chargers will compliment fast-charging stations along U.S. 2 from Everett to Wenatchee, also known as the Stevens Pass Greenway. Once implemented, the infrastructure will support EV drivers traveling from the Puget Sound to popular destinations in North Central Washington.

WSDOT is coordinating with Oregon and California to establish electric vehicle infrastructure standards, guidelines, and consistent signage.

Smart Mobility HUBs for Washington

Cutting-edge, commuter-oriented transportation that supports economic vitality and livable communities.

The Transportation of Tomorrow Coming to You Today

Imagine ...

- Planning a trip online, from home, work, at smart kiosks or anywhere using your smart phone.
- Making commute choices en route based on real-time information.
- Transferring seamlessly from walking to bus to rail to bicycle to a fully charged electric car.
- Finding vanpool and carpool partners through a ride-matching system.
- Traveling efficiently to your destinations without driving alone in a car.



*Artistic rendering of a
Smart Mobility HUB.*

Smart Mobility HUBs are the crossroads of the future. The HUBs apply new innovative technology to old fashioned common sense. The HUBs are a single location where people can transfer from one mode of travel to another, but with information technology at their fingertips, their journey becomes highly efficient and predictable.

Many different energy efficient ways of travel converge at each HUB, including rail, bus, bicycle, electric vehicles, Zipcars, vanpools, carpools, shuttles and just plain walking. Cutting edge technology available online and accessible at each HUB or through personal smart phones provides immediate information to travelers so they can move effortlessly between different modes of travel.

Through the use of specialized traveler information software accessible via the web, smartphones and special kiosks, travelers will know:

- the arrival time for the next bus or train.
- whether there is a charged electric vehicle or charging station waiting for them.
- where to find car pool partners.
- know how many spaces are available at a Park and Ride.

Washington State commuters could save more than 10 million gallons of fuel, which amounts to almost \$350 million in savings.

The Investment and the Return

In a world of rising fuel prices and harmful greenhouse gas emissions, moving to more energy efficient travel just makes sense. Smart Mobility HUBs put energy efficient travel at Washington’s fingertips.

Through public/private partnerships with Microsoft, the University of Washington, Inrix, Zipcar and others, WSDOT has proposed development of Smart Mobility HUBS in four locations in the Cross-Lake Washington corridor. Six million dollars is needed to fully implement this project.

Proposed Smart Mobility HUB Locations

1) *Montlake HUB* – Located next to the University of Washington on the west side of SR-520 and co-located next to the Sound Transit light rail station.

2) *South Kirkland Park and Ride* and 3) *Eastgate Park and Ride* – Expands existing transfer points between cars and transit to include access to cycling and pedestrian networks, secure storage for bicycles and car-share drop-off areas.

4) *Bellevue Transit Center*

– Enhances an existing multimodal site by adding a cutting edge technology component that provides information on demand.



Proposed Smart Mobility HUB locations.

By providing people with better transportation options through just four Smart Mobility HUBS, over 10 years Washington State commuters could save more than 10 million gallons of fuel, which amounts to almost \$350 million in savings.

Smart Mobility HUBs will link vital employment centers on either side of Lake Washington in the Seattle metropolitan area, the state’s largest economic region. This will keep people and goods moving and promote economic vitality.

A Model to Lead the Way

WSDOT and its partners will create prototype infrastructure for traveler services and electric vehicles that can be easily duplicated in other areas to support sustainable multimodal transportation systems.

The Mobility HUBs will be strategically located to make the most of existing travel options. The HUBs will fill gaps between transportation options by connecting different modes of travel in one location so that travelers can move seamlessly to their destinations.

WSDOT Website Advertising Pilot Project

Leveraging public/private partnerships to generate revenue for Washington's transportation system.

Untapped Revenue

In today's digitally focused world, traditional media is being replaced by online blogs, brick-and-mortar stores by online retailers, and the Yellow Pages and 411 by Google and Bing. Advertisers understand the value of the Internet as a marketplace where audiences can be targeted by relevant messages and direct, "click here" access to the advertiser's products and services.

The WSDOT website attracts high volumes of visitors. It commands a large and loyal user base that trusts the content and functionality enough to return to the site again and again.

With this in mind, the Washington State Legislature directed WSDOT's Public/Private Partnership Office to analyze whether selling advertising on WSDOT's website could generate revenue. The study, completed in December 2009, analyzed potential business models, revenues, costs and risks. The study also included research about the handful of government agencies nationwide with experience selling advertising space, including the Washington State Department of Commerce's www.experiencewa.com tourism site. The results of the study showed that WSDOT's website might be very attractive to advertisers, particularly those targeting motorists, commuters, travelers and tourists in Washington.

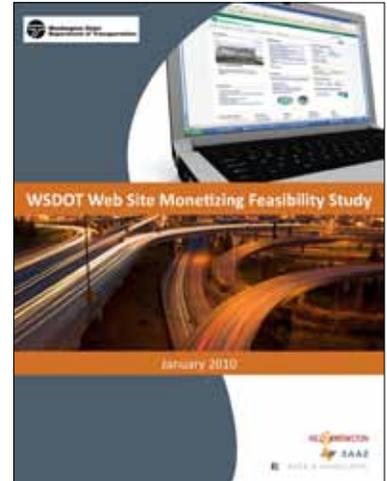
The Investment and the Return

Advertising on the WSDOT website presents an opportunity to build on the agency's reputation for innovation and forward thinking to generate new sources of revenue that will help WSDOT better serve the citizens of Washington.

The authors of the monetization study concluded that it is legally possible to allow advertising on a government-sponsored website and that website advertising has the potential to generate significant revenue. The study estimates a wide range of likely net advertising revenues from as low as \$10,000 up to \$440,000 per year based on selling advertising on the entire WSDOT website. The range varies depending on the types of advertising (banner, sponsorship, and business listing) and the business model (direct sales, ad network, or ad sales partner).

Website Advertising Pilot Project to test the Possibilities

Given the limited number of government agencies that use online advertising and its untested effects upon usability, WSDOT's Public/Private Partnerships Office is conducting a one-year pilot project. The project, funded by \$75,000 from the Legislature, will test advertising on a small section of the agency's website.



The WSDOT Website Monetizing Feasibility Study showed strong potential for generating website advertising revenue.

Pilot Project Goals

- **Test** the revenue and cost assumptions on a small number of Web pages with high page views.
- **Confirm** the level of demand from advertisers for display advertisements and sponsorships.
- **Evaluate** the public's perception and online experience navigating sites with advertising.
- **Work** through technical and legal issues, including development of advertising guidelines and a rigorous review process.
- **Establish** a sustainable business model if the decision is to move beyond a pilot project at ferries or expand it to other WSDOT pages.

Range of Potential Annual Revenues and Costs for WSDOT Advertising Options on Entire WSDOT Website

	Low	High	Likely
DISPLAY ADVERTISING			
WSDOT DIRECT AD SALES			
Gross Revenues	\$530,000	\$2,800,000	\$ 1,050,000
Costs	\$600,000	\$900,000	\$800,000
Net Revenues	\$(70,000)	\$1,900,000	\$250,000
AD NETWORK			
Gross Revenues	\$60,000	\$320,000	\$150,000
Costs	\$50,000	\$50,000	\$50,000
Net Revenues	\$10,000	\$270,000	\$100,000
PARTNER AD SALES			
Gross Revenues	\$160,000	\$1,680,000	\$490,000
Costs	\$50,000	\$50,000	\$50,000
Net Revenues	\$110,000	\$1,630,000	\$440,000
SPONSORSHIPS			
Gross Revenues	\$20,000	\$520,000	\$310,000
Costs	\$50,000	\$100,000	\$100,000
Net Revenues	\$(30,000)	\$420,000	\$210,000
BUSINESS LISTINGS			
Gross Revenues	\$10,000	\$240,000	\$60,000
Costs	\$50,000	\$100,000	\$50,000
Net Revenues	\$(40,000)	\$140,000	\$10,000

Source: ZAAZ and Berk & Associates, 2009

The agency launched the website advertising pilot project that will run for 12 consecutive months from January 2011 through December 2011. WSDOT is starting with banner ads and is exploring other types of online advertising during the pilot project. The initial advertising will be on the high-volume ferry schedule and ferry vessel watch Web pages and is expected to expand to other WSDOT Web pages. Through an existing revenue-sharing business partnership with the Ferries Division, T4Media is selling the advertising banner ads and business listings.

WSDOT will measure the project effectiveness throughout 2011 to determine the ability to deliver net revenue to the state through selling website advertising space. WSDOT will also gather customer opinions about website advertising and feedback on website usability. Based on the analysis, WSDOT may recommend continuing advertising on the ferries pages and expanding the advertising to other sections of the WSDOT website such as traveler information.

Ferry Terminal Partnerships

Leveraging public/private partnerships to support Washington's Ferry System.

Keeping Washington Moving Across the Sound

The Washington State Ferry System is the largest ferry system in the United States and third largest in the world. The system includes 28 vessels making 500 trips a day for nearly 23 million passengers per year. Public/private partnerships have the potential to leverage private resources to keep this renowned system moving.

The 2007 Washington State Legislature directed WSDOT's Public/Private Partnerships Office to study the opportunities for joint-development and innovative partnerships at public ferry terminals. In this context, joint development refers to a real estate development project that includes coordination between multiple parties to develop sites near the terminal, usually on public land. The study examined whether a joint-development project near a ferry terminal has the potential to provide cost sharing agreements, system improvements, or other potential revenues or benefits to the ferry system.

The study was completed and delivered in 2009 and concluded that select ferry terminals, primarily ones where WSDOT owns or controls valuable land within the shoreline, could be jointly developed with a private partner with a tangible benefit returned to the public. The highest-ranked terminals for joint development were Bainbridge Island, Edmonds and Seattle's Colman Dock. The study found that other terminals could be financially feasible if other public partners (such as port districts or the state Department of Natural Resources) participated in the project.

The Investment and the Return

The potential is great for this type of partnership. Ferries serve an important role in the daily transportation of people and goods across Puget Sound. The region's projected population growth indicates that the ridership will continue to grow over the next 20 years. Most of the terminal facilities are currently inadequate to serve current demand during peak periods.

Aging facilities also have safety and capacity issues. The majority of the terminals were built in the 1950's and 1960's, long before seismic, electrical, and other building codes were adopted. At many terminals, pedestrians and bicyclists are mixed in with vehicle traffic, posing safety hazards and causing unnecessary loading and unloading delays. With people looking for more transportation options, better intermodal connections are needed to serve ferry passengers.

Capital funding levels for the ferry system cannot meet the needs for both new vessel construction and terminal preservation/improvement. Public/private partnerships have the potential to leverage private resources to supplement or fill these critical funding gaps.



Washington State Ferries route map.



In some instances, joint development could result in ground or airspace lease payments from a developer to the state in exchange for shared use of the land or terminal building. Other forms of contribution could include retail concessions in the terminal buildings, or capital funding from a private partner to help offset costly rehabilitation projects on the piers.

Two projects were undertaken during this past year:

Edmonds Ferry Terminal

A public/private partnership at the Edmonds Ferry Terminal would exchange a small WSDOT lot (valued at approximately \$1.5 million) for construction of a pedestrian overpass for ferry riders (valued at \$1.5 - \$3.2 million). A Request for Proposals (RFP) was issued in January, 2010. Three developers expressed interest in the project, each expected to use the property for a mixed use, transit-oriented development project. No state funding is available for preconstruction or construction activities, and there was limited funding only for transactional costs. The project did not advance beyond the RFP phase. Debriefing sessions revealed that several factors are presently working against this project, including generally poor commercial real estate market conditions, lack of certainty over city zoning height limits that would be applied to the project, and the cost of providing the pedestrian overpass desired by WSDOT.

Anacortes Ferry Terminal

WSDOT is exploring the possibility of entering into a public/private partnership to improve the ferry terminal in Anacortes, Washington. The terminal serves the San Juan Islands and Vancouver Island (Sidney), British Columbia. Approximately 700,000 passengers pass through the terminal each year – residents of the islands, tourists visiting the islands, and tourists traveling between Washington and Vancouver, B.C.

The existing terminal building is fifty years old and in a deteriorating condition. Possibilities may exist for combining the ferry terminal functions and structure(s) with various commercial ventures, such as lodging, conference and meeting facilities, food service, shopping, or other retail operations. At this time, no permitting or environmental work has been completed to comply with local, state, or national requirements for any such development. There is no funding currently appropriated by the Washington State Legislature for any portion of this project.

WSDOT solicited letters of interest and ideas from potential private partners and has received some interest from potential developers. The letters are currently under review. Next steps could include issuance of a formal RFP with responses due by Spring, 2011.

Next Projects

State Car Share Pilot Project

WSDOT's Public/Private Partnerships Office is exploring the possibility of initiating a car share program. Car share programs have successfully started up in some parts of the country as a way to provide people with better transportation options. Car share programs can reduce congestion and pollution, build a sense of community and save consumers money that would otherwise be spent on maintaining and insuring private vehicles.

Car share programs can be operated as a for-profit or not-for-profit program and have been implemented in both large and small cities. One car share program in Philadelphia employs 30 full time employees and manages 230 vehicles with over 50,000 members. Administrators estimated that through their car share program their members were able to save one million gallons of gas through the use of hybrids and reduced driving. In addition, each member saved \$4,000 in costs associated with car maintenance.

A new trend in car share programs involves governments entering into public/private partnerships with car share companies as a way to offset the operations and maintenance costs associated with state or municipal fleets. New York City recently announced they will start the city's first ever car share program for city employees. It allows city employees at the NYC Department of Transportation to share dedicated Zipcar vehicles for daily official business. The cars will then be made available for the general public in the evenings and weekends.

During their one-year pilot program, 300 NYC employees will share 25 vehicles through a contract with Zipcar. They estimate that the pilot car share program could save more than \$500,000 over four years in reduced costs for acquisition, fuel and maintenance.

WSDOT is interested in conducting a small-scale pilot project that would enable the agency to acquire zero-emission all-electric vehicles at the same or less cost than equivalent gas cars. This could be accomplished through a partnership with a car sharing company such as Zipcar. Much like the car share programs found in select cities, WSDOT's pilot project would allow use of the cars for official state purposes during workdays, while allowing these same cars to be used by the general public during evenings and weekends. If implemented, this pilot project would allow the state's fleet to incorporate zero-emission EVs without paying a premium for the vehicles; help off-set the cost of car ownership by allowing a private company to manage the cars and generate revenue through car sharing programs; and allow car share members to have access to EVs for local trips and use during non-working hours.



Zipcar is an international car sharing company that operates in Seattle.

Car share programs can reduce congestion and pollution, build a sense of community and save consumers money that would otherwise be spent on maintaining and insuring a private vehicle.

Electric Vehicle drivers want good roads – and they want to pay their fair share for using those roads.

Electric Vehicle User Fee Pilot Project

As vehicles become more fuel efficient and use of alternative fuels more prevalent, revenue collected from the state's gas tax will erode, as these new types of vehicles consume less (or no) gasoline. Certain types of alternative fuels are taxed an equivalency of the state gas tax, but other types, including electric vehicles, currently pay nothing for the use and upkeep of public roadways.

Based on the testimony provided at legislative hearings, electric vehicle (EV) drivers want good roads and they want to pay their fair share for using those roads. In 2010, legislation was introduced to impose a flat rate, \$100 annual fee on EVs, in lieu of payment of gas taxes. Although the legislation did not advance, the importance of a user-fee system that would apply to these alternative-fueled vehicles was underscored, with little or no opposition from prospective drivers.

WSDOT's Public/Private Partnerships Office is exploring a pilot project that would allow experimentation with a special road usage fee that would be collected from EV drivers. Rather than relying on a flat-rate "drive all you can" for \$100 fee, the pilot project would use advanced technology deployed at select EV charging stations to calculate the actual number of miles driven by the electric car. The annual fee owed would correspond to the actual number of miles driven.

The pilot project would be conducted on a voluntary basis, allowing WSDOT, charging station manufacturers, automakers and EV drivers to experiment with the concept. A report on the pilot project would be shared with the Legislature and Governor, to help guide decision-making on how Washington State will maintain its highway system in a new era of hyper-fuel efficient vehicles and new propulsion technologies.

Solar Highway Facilities

WSDOT's Public/Private Partnerships Office is in the early stages of exploring using solar energy to help power Washington's transportation system using a concept that has been successfully implemented in Oregon along I-5.

In 2008, the Oregon Department of Transportation (ODOT) completed the nation's first solar photovoltaic project. This prototype contains 594 solar panels which produce nearly 112,000 kilowatt hours annually. The solar panels collect energy from the sun during the day and feed the energy back into the system at night to light the interchange. The pilot project cost \$1.28 million, but through a public/private partnership with Portland General Electric, ODOT invested no capital and receives solar power at no greater cost than it would pay for power from the grid.

Oregon is now building the world's largest solar highway project which will have more than 17,000 solar panels with a capacity of 3 megawatts. ODOT is actively pursuing other projects to expand their solar power capacity. ODOT's use of public/private partnerships to secure resources to support its solar highway projects has been central to their success in not only providing clean energy for transportation but creating jobs and business for Oregon.

Because there are significant differences in both tax laws and regulations between Washington and Oregon, WSDOT is taking a very cautious approach toward a solar-powered highway project. Additional financial feasibility studies are needed before advancing this public/private partnership project.



Aerial view of ODOT's solar highway along Interstate 5.



WSDOT is exploring a solar highway installation at I-90 and I-82 in Ellensburg, Washington.

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Gov. Gregoire announces plan to launch nation's first electric highway

OLYMPIA – Gov. Chris Gregoire announced today that Washington's electric vehicle infrastructure efforts are getting a boost from \$1.32 million in Federal Recovery Act funding. Washington State's transportation and commerce departments are teaming up to implement the nation's first "electric highway," an initial network of public access electric vehicle (EV) recharging locations along Interstate 5. Once implemented, Washington will have the first border to border highway to offer fast charge technology.

"Washington state is a leader in creating green jobs, adopting new clean technologies and we are poised to do it again with electric vehicles," said Gregoire. "Providing the nation's first true electrified highway (I-5) will benefit Washingtonians and show the rest of the country how we can use innovative partnerships to solve some of our most difficult challenges like climate change and our dependence on oil."

The electric highway will support plug-in electric vehicles such as the Nissan Leaf, Ford Focus, and Chevy Volt soon rolling off the assembly lines. The infrastructure will enable electric vehicle drivers to travel the length of the state along the 276 miles of I-5 between Washington's borders with Oregon and Canada. As many as 300,000 electric vehicles are anticipated on Washington roads during in the next 10 years.

"With millions of gallons of oil spilling into the Gulf of Mexico, the time is now to replace gas guzzlers with clean electric cars," said Ross Macfarlane, Climate Solutions Senior Business Partnerships Advisor. "Moving to electric vehicles is also one of the fastest ways that we can cut global warming pollution. About half of Washington's greenhouse gas emissions come from tailpipes, and electric vehicles provide one of the fastest ways to slash that pollution and move us to a more sustainable energy future."

Funding is provided by the Department of Commerce with American Recovery and Reinvestment Act dollars being administered through the [State Energy Program](#). The program meets State Energy Program and Recovery Act funding goals to save energy, reduce greenhouse gas emissions and create jobs.

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Wash. to get \$1.3 million for electric highway

By Associated Press
Posted on June 28, 2010 at 5:54 PM

OLYMPIA, Wash. — Washington state is getting \$1.3 million in federal stimulus money to build electric car charging stations along Interstate 5. Gov. Chris Gregoire says the planned electric highway could support plug-in electric vehicles like the Nissan Leaf and the Chevy Volt.

In a Monday announcement, Gregoire says charging stations will be built in several locations along the highway. The first ones are set to be installed north of Everett and south of Centralia by the end of the year. Project, a \$230 million plan to deploy a total of 4,700 electric vehicles and nearly 15,000 charge stations.

Several other states, including Oregon and California, are part of the EV Project, a \$230 million plan to deploy a total of 4,700 electric vehicles and nearly 15,000 charge stations.

LinkTown
The People Powered Business Directory

The Seattle Times

Governors envision eco-friendly fuels at I-5 rest stops

By Jennifer Sullivan
Seattle Times staff reporter
March 8, 2009

OLYMPIA - Gov. Chris Gregoire and her counterparts in Oregon and California are considering a plan they hope would help transform Interstate 5 from a freeway ruled by gasoline burners to a haven for eco-friendly cars and trucks.

The three governors envision a series of alternative fueling stations stretching from the Canadian border to Mexico, creating what has been dubbed a "green freeway."

As the plan stands, motorists eventually would be able to pull off at I-5 rest stops for more than a cup of coffee and roadside relief. They also would be able to charge, or swap out, their electric-vehicle batteries or fill their tanks with biodiesel, ethanol, hydrogen or compressed natural gas.

The idea is drawing opposition from interest groups that say the state-approved stations would compete with nearby private businesses.

But supporters say services for alternative-fuel vehicles are often tough to find near the 1,382-mile interstate. If approved, the project could begin in Washington as early as this coming summer.

It would mark the first time U.S. drivers could travel a long stretch of freeway with easy access to alternative fuels.

"We originally coined it the B.C.-to-Baja green highway," said Jeff Doyle, director of public-private partnerships at the Washington State Department of Transportation. "The three states are trying to find out if we can all march forward together."



JIM BATES
To meet state greenhouse-gas goals, "tackle transportation," says state Rep. Kirkland.

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Washington state creating electric-car charging network



By Ted S. Warren, AP

Washington state is embarking on creating a well-marked "electric highway" along one of its busiest freeways - from Oregon to the Canadian border.

Interstate 5, running north and south along western Washington, would be marked with signs pointing electric-car drivers to charging stations along the route, the *Seattle Post-Intelligencer* reports.

Under Gov. Chris Gregoire, the nation's first "electric highway" would be created with a \$1.3 million federal grant for seven to 10 Level 3 fast-charging stations. Level 3 stations can usually recharge a vehicle's battery in 15 to 30 minutes.

The idea is to position the charging stations just off the highway in shopping centers. Businesses will be happy. They'll draw customers who might buy coffee or a sandwich while waiting for the battery to charge.

The stations will be spaced no more than 80 miles apart, which would be suitable for a Nissan Leaf owner who can get about 100 miles per charge. The state is looking at several contractors for the project and is still unsure how much customers will be charged for electricity.

Seattle is also taking part in the EV Project, a federal study that aims to look at how EV drivers use their vehicles and interact with the grid.

—Stephen Markley/*Cars.com's Kicking Tires* and Chris Woodyard/*Drive On*

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The Electric Car March Continues Into Washington State's Cascade Mountains

By Jade Loftis on January 17, 2012 at 4:00 AM



Washington State, no stranger to tourism in the Cascade Mountains, is now installing a number of EV charging stations in the region for the slew of electric cars that inevitably vacation there along the mountain roads.

The 480 V AC/DC EV charging stations will be installed just two or three over a 190-mile stretch of the Cascades, are part of the largest order the U.S. made in late 2011.

reportedly charge a car like the Nissan Leaf to 80% in about 30 minutes.

Not a very big drop in the bucket, of course, but it's certainly a start, especially since that Washington and Oregon have already bought into charging stations for \$3.32 million, 10 station "electric highway" project, already underway. [From Engadget]

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JULY 2, 2010, 12:50 PM

Washington Plans Its Own Electric Highway

By CHRISTINE NEGRONI

Autophiles can be forgiven if the words "West Coast highway" bring to mind the Pacific Coast Highway through California, a route so famous that National Geographic places it among its "Drives of a Lifetime." But if transportation officials in Washington State have their way, the Pacific Coast Highway will be eclipsed, at least in environmental correctness, by the West Coast Green Highway.

Earlier this week, Gov. Chris Gregoire of Washington announced that the state would install electric car charging stations along the length of Interstate 5 so that electric car owners would be able to drive not just around town, but the full 276 miles from its border with Canada to its border with Oregon. The stations are to be financed by \$1.3 million in federal stimulus money.

The goal is to place public-access electric vehicle fast-charge stations every 40 to 60 miles by the end of 2010.

"What we're trying to do is have the infrastructure in place so car manufacturers are going to want to deploy them here," said Tonia Buell, a spokeswoman for Washington's Department of Transportation.

Residents of the state are enthusiastic users of alternative energy vehicles, Ms. Buell said, as demonstrated by the fact that it is among the top three states in hybrid car popularity, according to [hybridcars.com](#).

Earlier this year, Washington joined Oregon, California and British Columbia in agreeing to work together to turn I-5 in a 1,350-mile green highway by establishing recharging stations and distribution of alternative fuels along its length.

Placement of the 7 to 10 stations planned will be on private property...

THE BELLINGHAM HERALD

July 4, 2010

State to bring electric vehicle charging

JARED PABEN / THE BELLINGHAM HERALD

Crews will install an electric vehicle charging station and information booth at the end of Interstate 5 near the Canadian border as part of a project to "electrify" Interstate 5.

Gov. Chris Gregoire recently announced that the state would spend \$1.3 million to install high-speed charging stations along the freeway. Crews also will install high-speed charging stations along Interstate 5, but the nearest one is likely to go in Skagit or north-Snohomish counties.

"I think it's long overdue, so I'm glad that there's something happening," said Tonia Buell, spokeswoman for the state's Department of Transportation's public-private partnership.

A gateway also will be installed just north of the Canadian border.

The station at the southern end of the road will be a "gateway station" where drivers can get a full charge, slower than the other stations.

"We get hundreds of thousands of tourists here every year," said Tonia Buell, spokeswoman for the state's Department of Transportation's public-private partnership.

A gateway also will be installed just north of the Canadian border.

THE PROJECT

The project by the DOT and the state will install stations every 40 to 60 miles along Interstate 5. A separate project will bring 900 electric vehicle charging stations (many of them for home use) to the state.

"Providing the nation's first true electric highway is a goal of the state and shows the innovative partnerships to solve the problem of climate change and our dependency on fossil fuels," said Tonia Buell.

By the end of 2010, the state will install stations along I-5. In addition to the current stations, the state will install a high-speed charger between Marysville and Ferndale, but it's unlikely it will decide this summer where to install them.

Next year, officials will follow up by installing more charging stations along I-5 in the Skagit area.

While the stations will allow for longer-distance travel, the goal is also to encourage electric vehicles to dealerships, Buell said.

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I-5 to become the nation's first electric highway?

Starting this fall, you're likely to see a new breed of road sign along Interstate 5 for electric vehicle drivers looking for a spot to plug in and recharge.

With help from a \$1.32 million federal grant, the state Transportation Department plans to turn Interstate 5 into the nation's first "electric highway" with enough charging stations so electric vehicles can make the entire 276-mile trip from the Canadian border to the Oregon state line, Gov. Chris Gregoire announced Monday.

State officials are trying to gear up for the large infusion of electric vehicles expected over the next few years. The Nissan Leaf will debut in December along with a large deployment of charging infrastructure in Seattle and four other regions around the country as part of [The EV Project](#), a federal study into the needs and driving habits of electric vehicle drivers.

The Seattle area is getting 2,500 charging stations as part of the \$230 million EV Project. More than half of them will be public. Altogether, 4,700 electric vehicles and nearly 15,000 charge stations will be introduced in four states -- Washington, California, Arizona and Tennessee -- and the District of Columbia. WSDOT's goal with the electric highway is to plug in under-served areas and connect Seattle with Portland, which also is participating in the project.

WSDOT plans to create a network of seven to 10 Level 3 fast-charging stations along the I-5 corridor. The Level 3 stations are the type that can recharge an electric vehicle's battery within 15 to 30 minutes.

There still are plenty of details to work out, like the exact locations and how consumers would pay for the power. There will be at least one charging station between Olympia and Portland and another between Everett and Bellingham. WSDOT also plans to install a charging station at a rest stop just south of the Canadian border and another one at a rest stop just north of the Oregon state line. The "gateway" sites will be equipped with Level 2 charging stations, which take 2 to 8 hours to fully recharge a battery, said Tonia Buell, communications manager for WSDOT's public/private partnerships.

WSDOT's proposed symbol for electric vehicle charging stations.

"We want people to buy electric vehicles with the confidence that they can take longer trips than just around the community and to different cities," Buell said.

Public/Private Partnerships is always looking for new opportunities and innovative partnerships.
If you have an idea, we would like to hear from you.

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