SR 509 & SR 167 Extensions Toll Feasibility Study Findings

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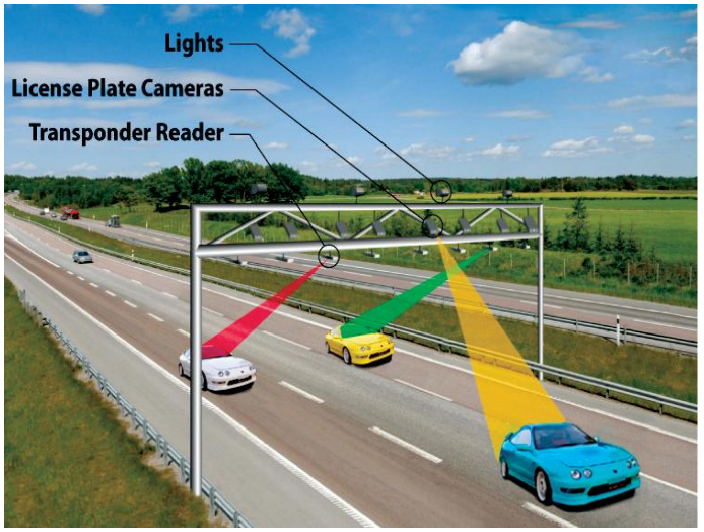
Joint Transportation Committee
October 12, 2010

Washington State Department of Transportation

2009 Budget Proviso

SR 167 & SR 509 Extensions Toll Feasibility Studies

- **Feasibility Study**
  - Toll Revenues
  - Maximize Operations
  - Future Economic Considerations



- **Reporting**
  - Periodic: Washington Transportation Commission
  - Sept 30, 2010: Final Report to Joint Transportation Committee

Overall Findings

Tolling is Feasible for both SR 167 & 509

- **Toll Revenue**
  - SR 509: $250 - $600 million
  - SR 167: $270 - $540 million
  - Depending construction phasing and financing options
- **Maximize Operations Efficiency**
  - Reduce traffic demand
  - Enable phasing to reduce upfront construction cost
- **Economic Considerations:**
  - Among all the options studied, additional revenue is needed to fund the projects.
  - ROW needs to be secured prior to bond issuance

SR 509 Extension

a critical missing link in the state's highway network

- **$86M invested to date**
  - EIS/ROD complete
  - 30% of design work
  - 40% of ROW acquired
  - Early environmental construction
- **$930M needed**

SR 509 Current Design

- Two lanes per direction
- Improvements on I-5
- New “South Access” connection to the airport
- New “228th Street” connection to the Kent Valley

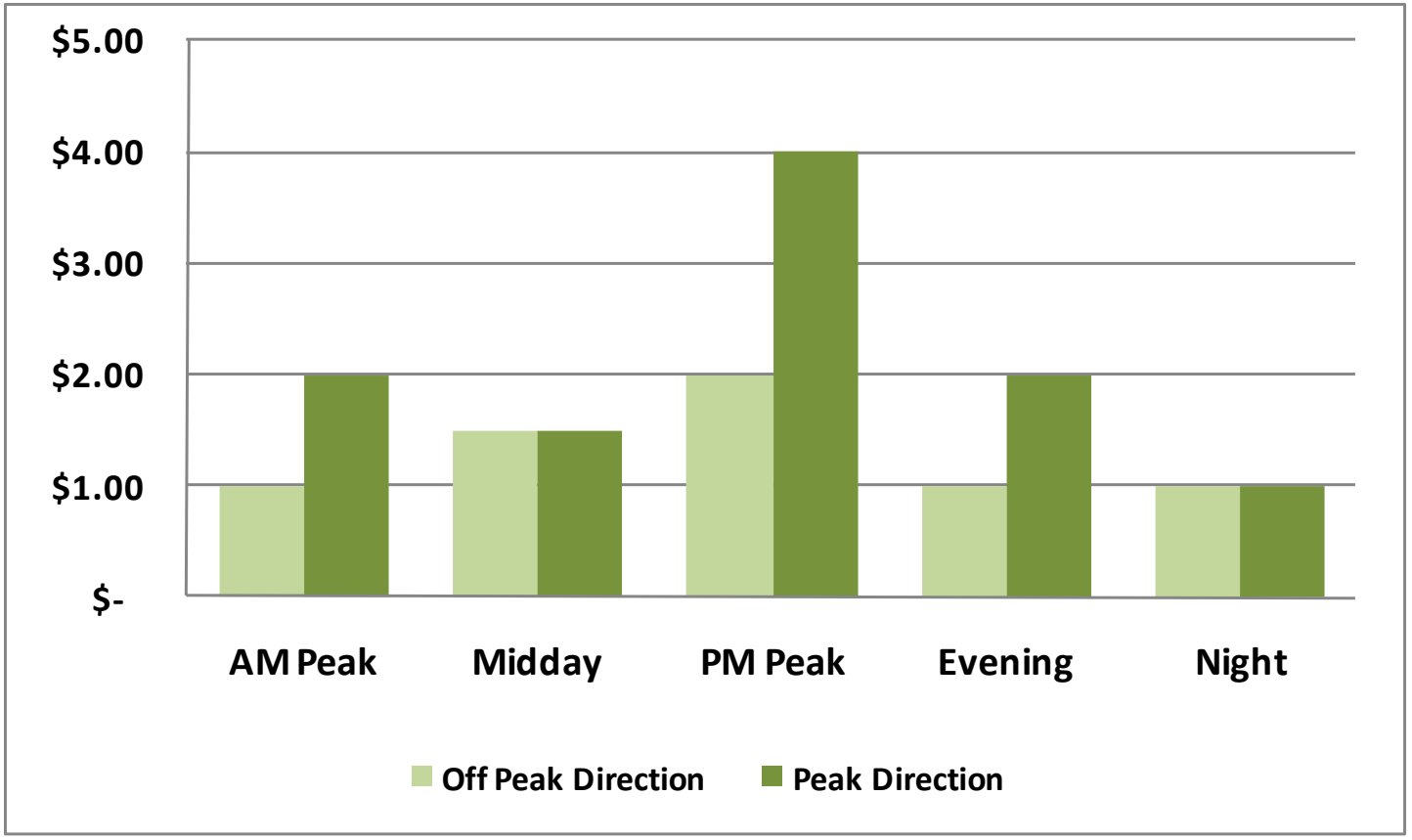
SR 509 Extension

Initial Option – started from current Design

- Single point tolling
- All vehicles except transit assume to pay
- Trucks pay higher tolls based on axel number
- All electronic tolling, no toll booth.

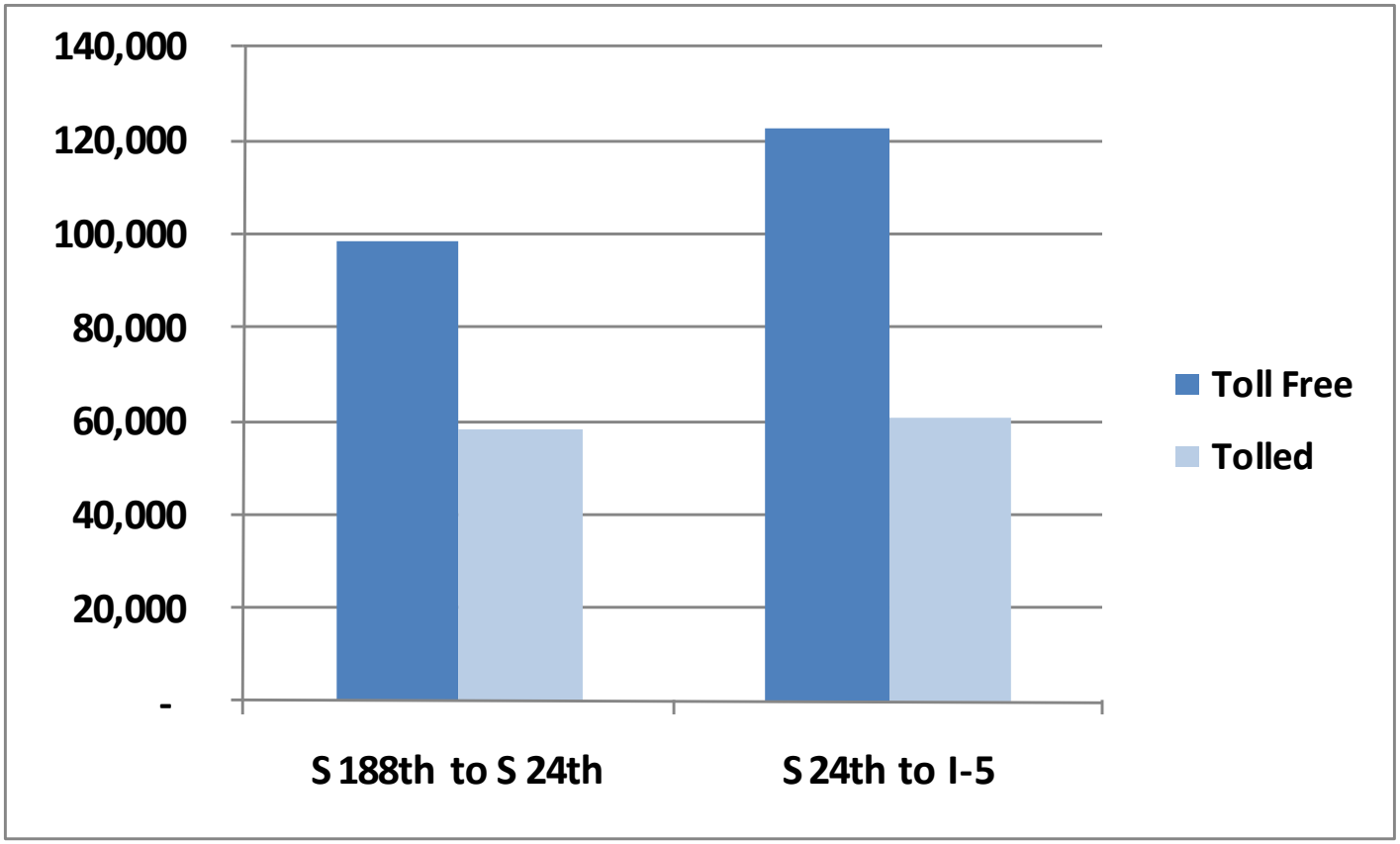
SR 509 Toll Rates Used in the Analysis

"Revenue Focused", Initial 4-lane Option



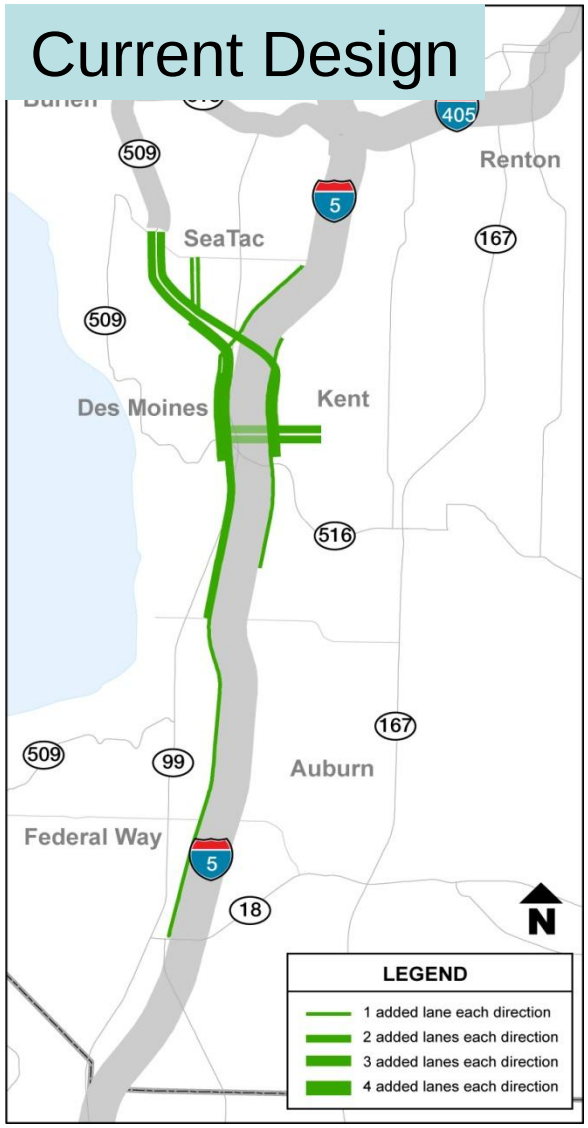
2030 Travel Demand Forecast

Full Build – Toll Free vs. Tolled

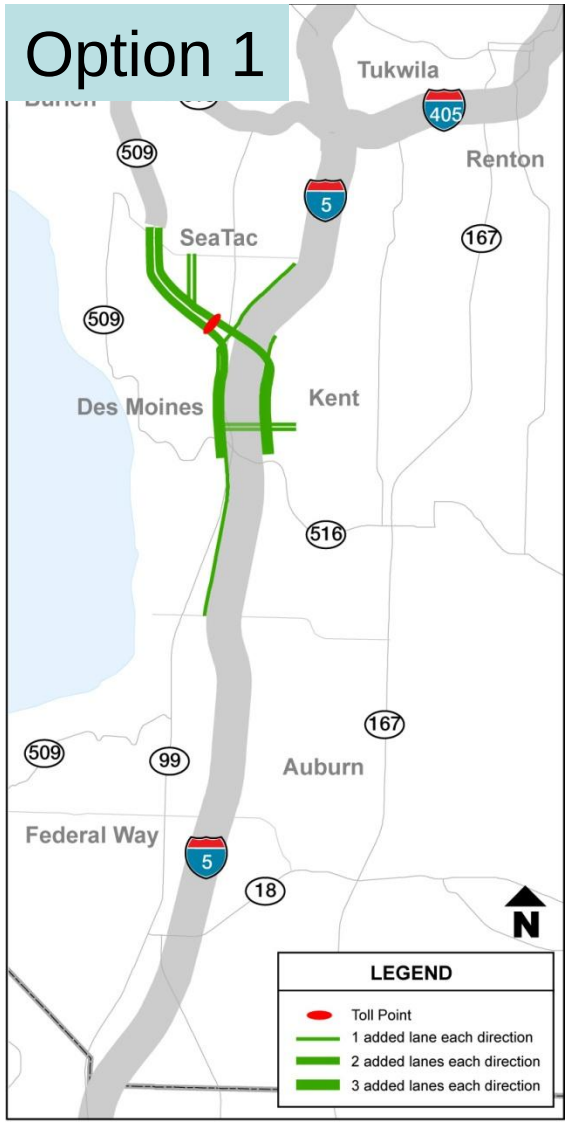


SR 509 Toll Concepts

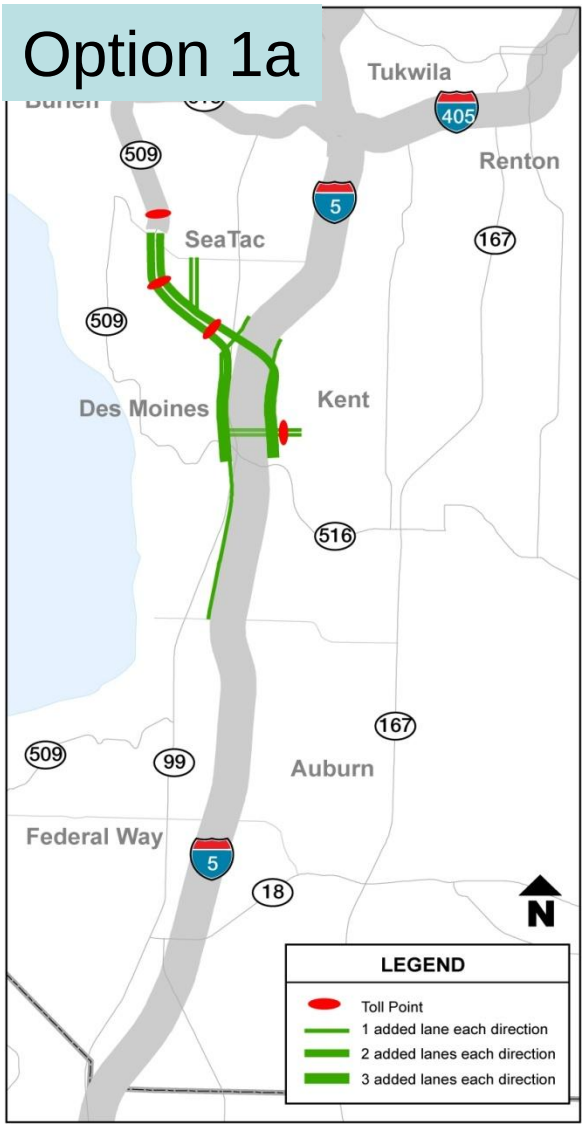
Current Design



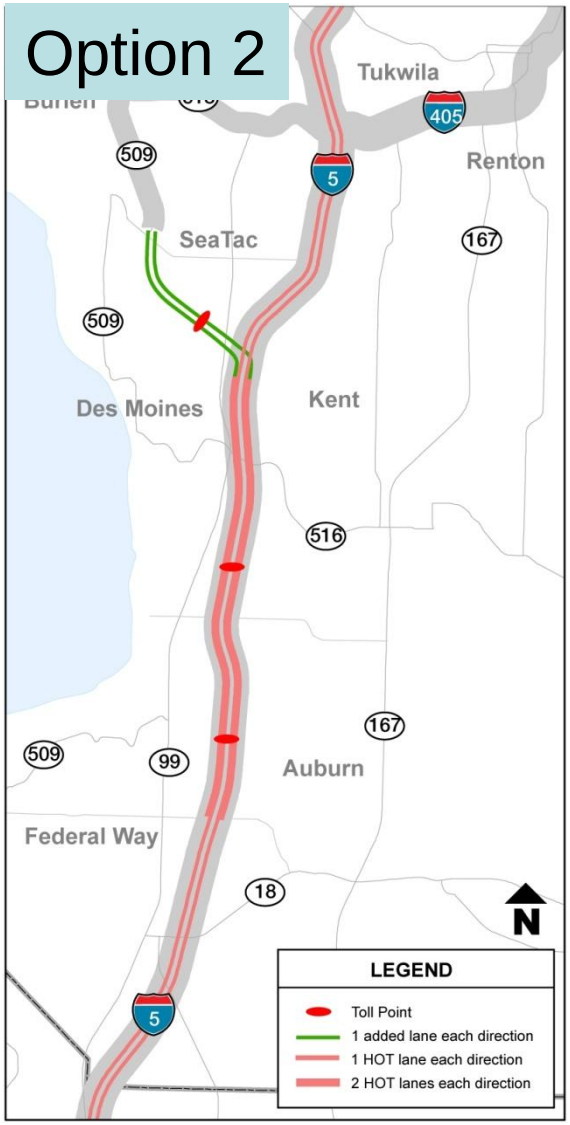
Option 1

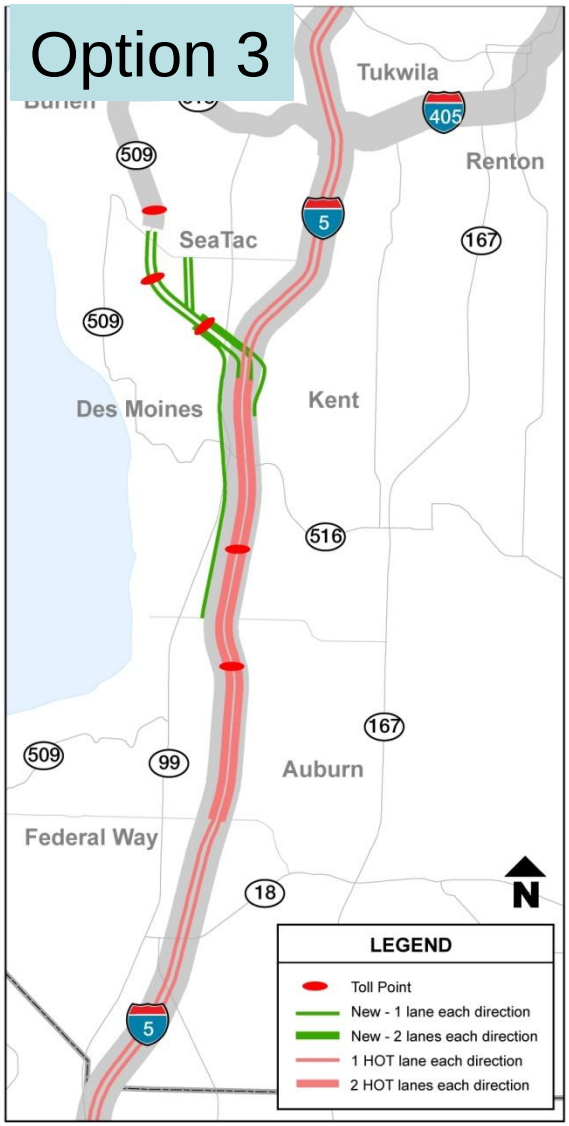


Option 1a



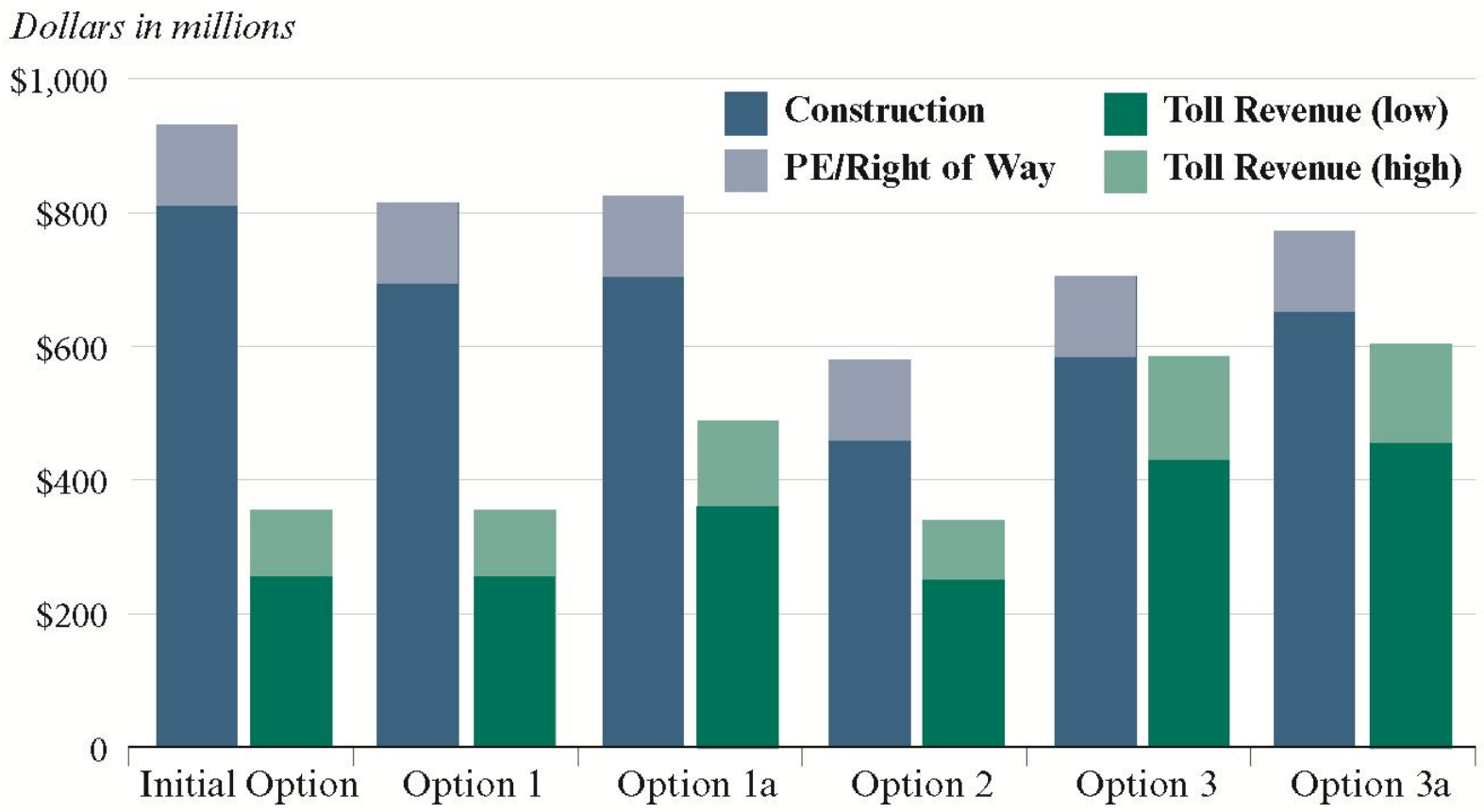
SR 509 Toll Concepts continued





Financial Results

toll revenues compared to total funding needs



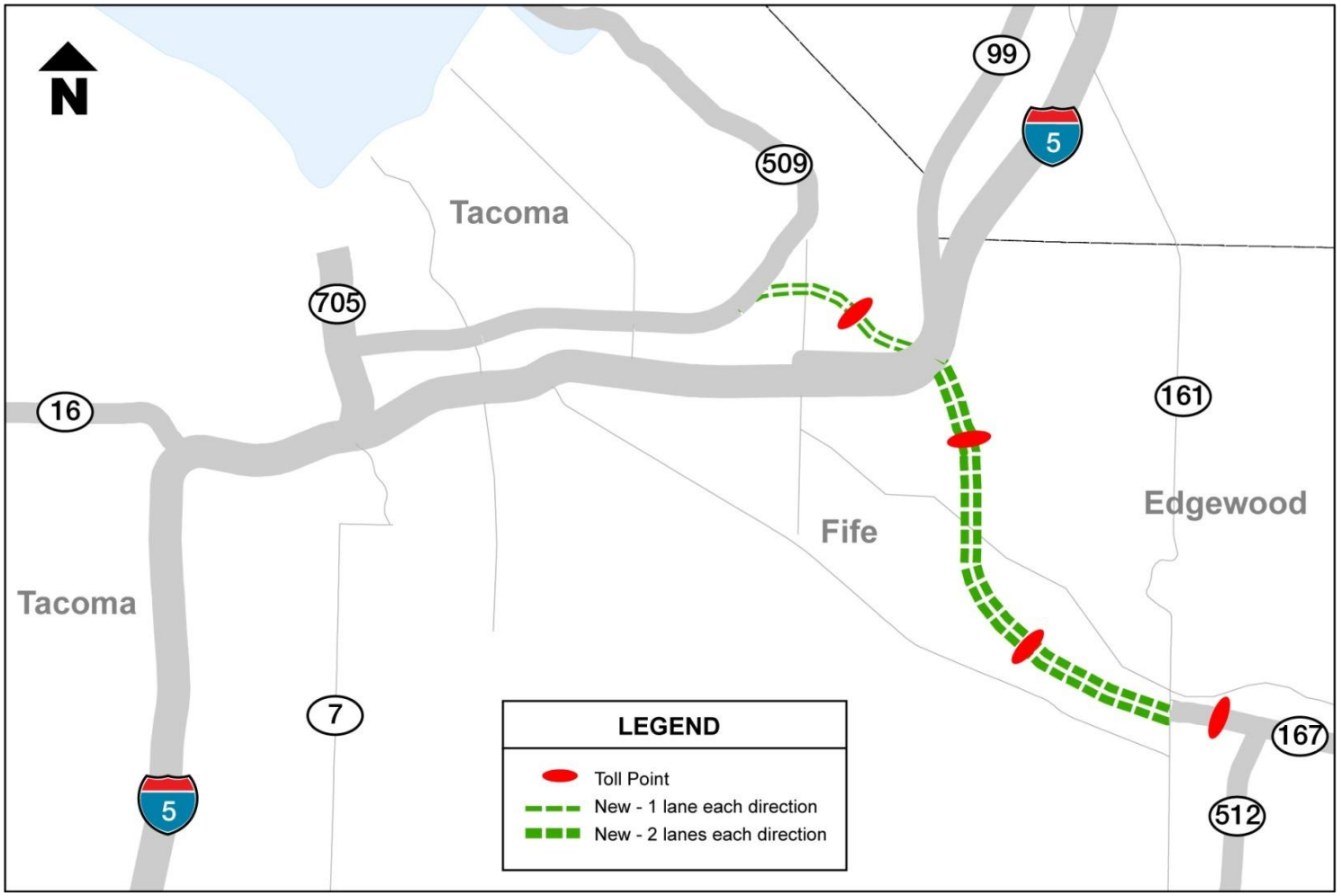
SR 167 Extension

a critical link in the state's highway network

- $160M invested to date
  - EIS/ROD complete
  - 20% design
  - 50% of right of way
- $1.9B needed

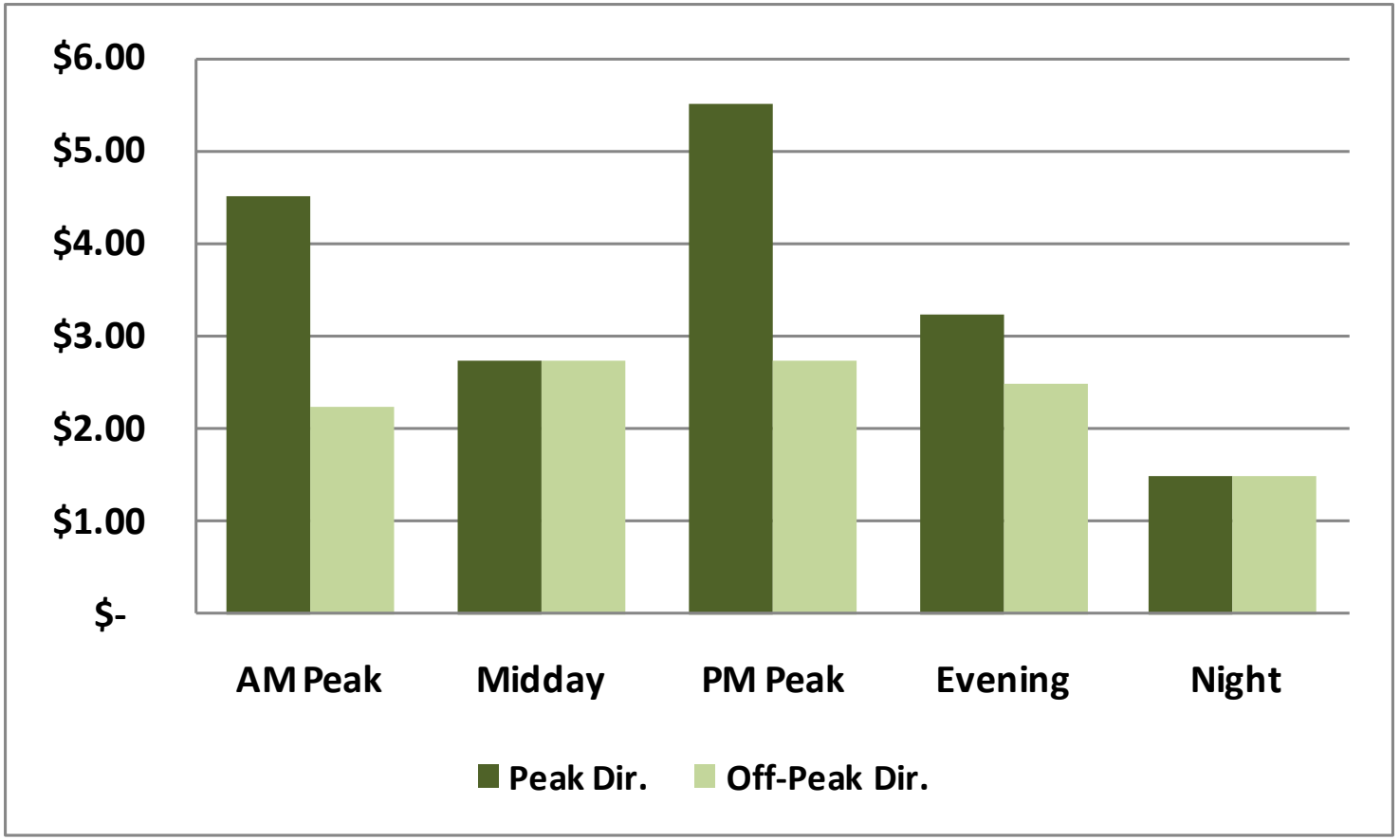
SR 167 Extension

Initial, Four lane option (cost $1.9B)



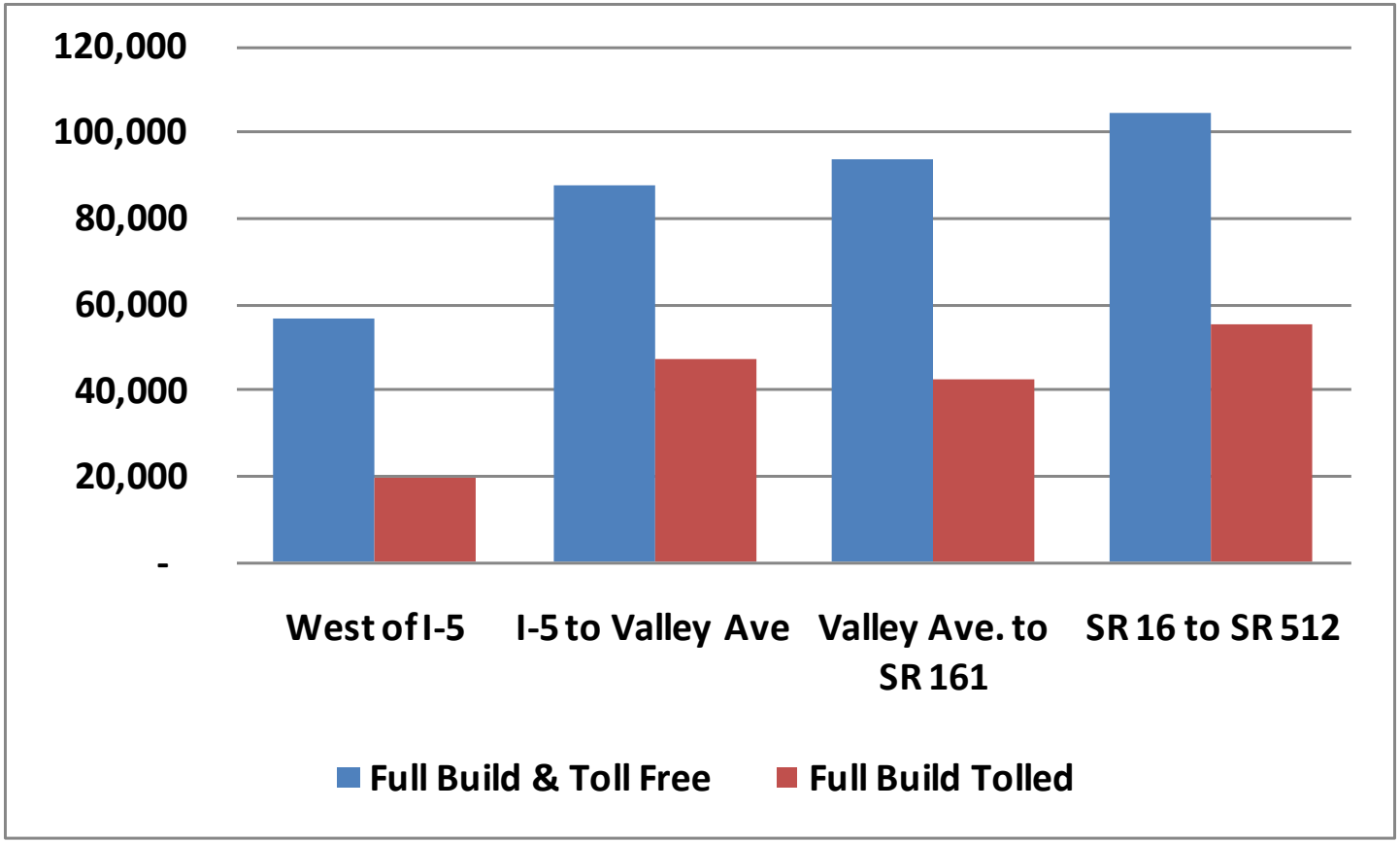
SR 167 Toll Rates Used in the Analysis

"Revenue Focused", Initial Option (4-Lane)



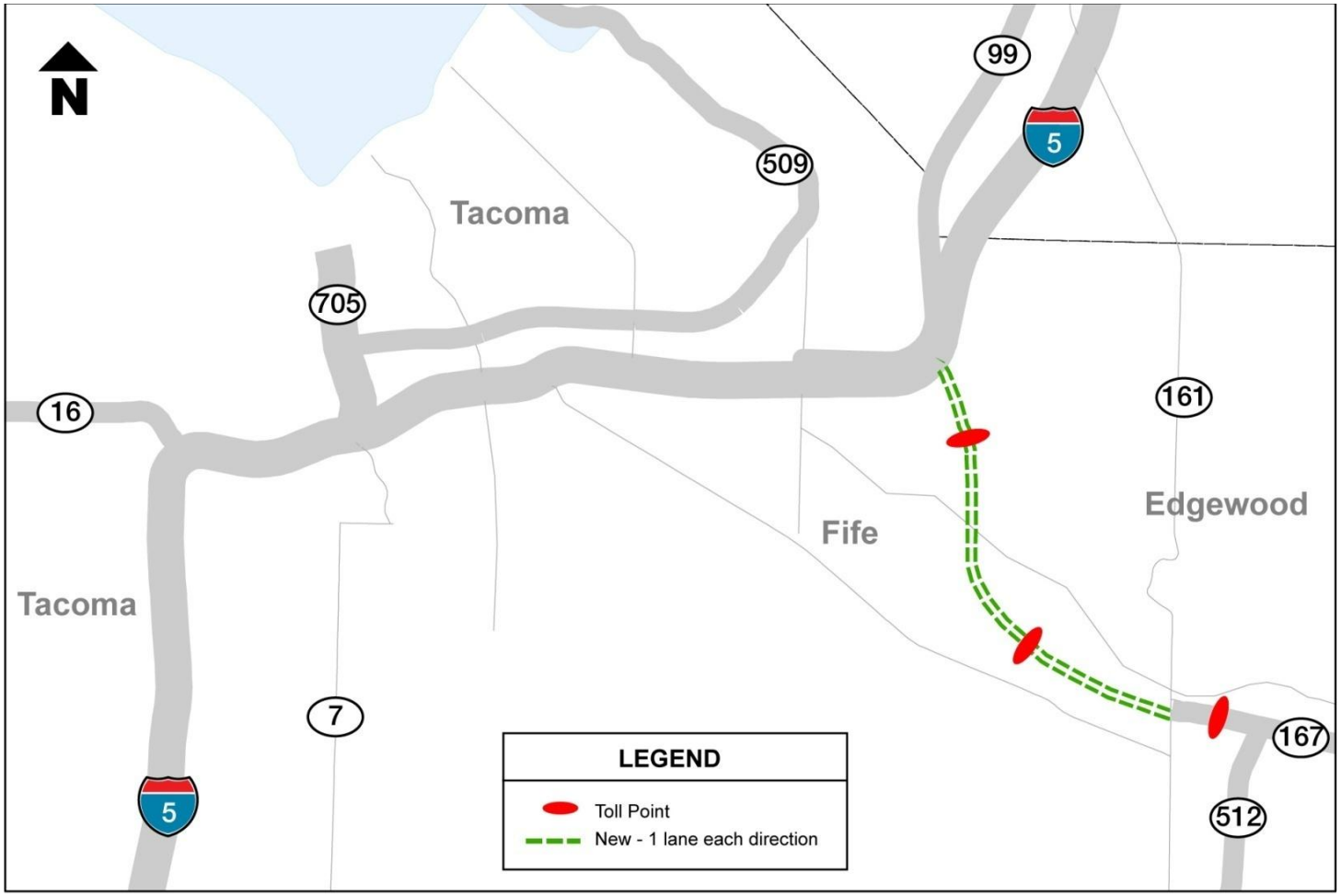
2030 Travel Demand Forecast

Initial Option (4 lane) – Toll Free vs. Tolled



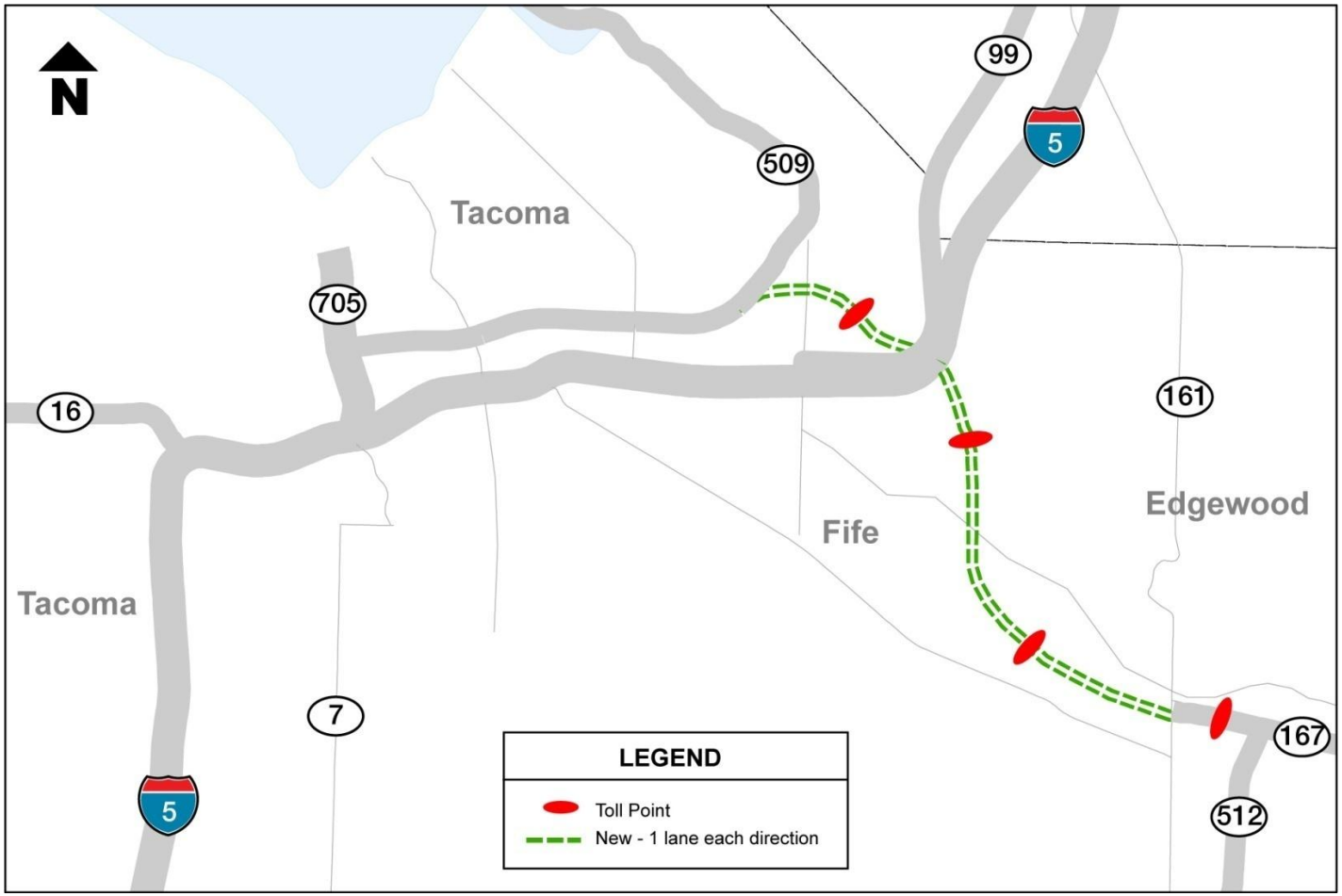
SR 167 Extension: Option 1

Phasing: SR 167 east segment (1 lane/dir., Cost: $900M)



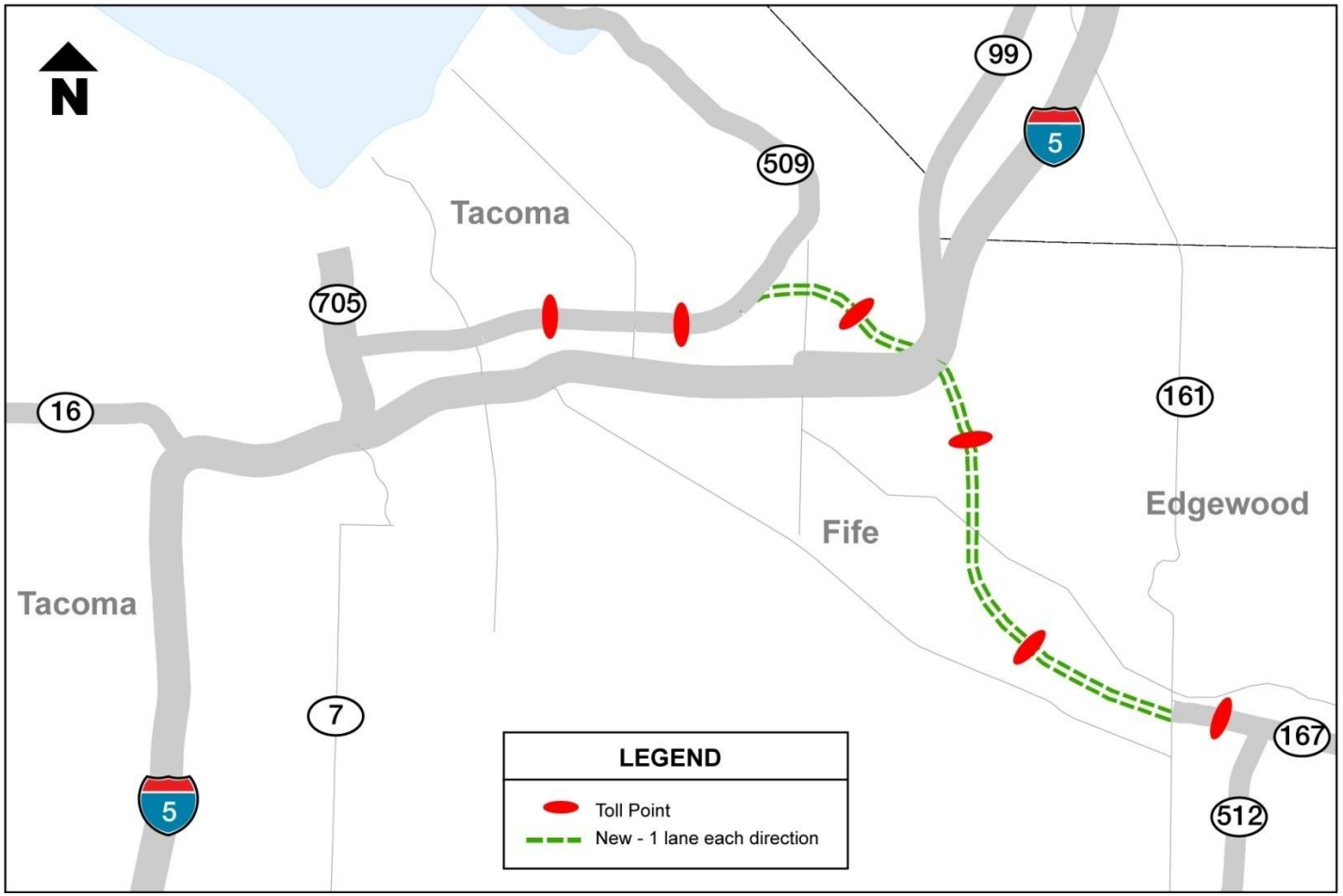
SR 167 Extension: Option 2

Phasing: SR 167 west and east segments (1 lane/dir.) (Cost: $1.33B)



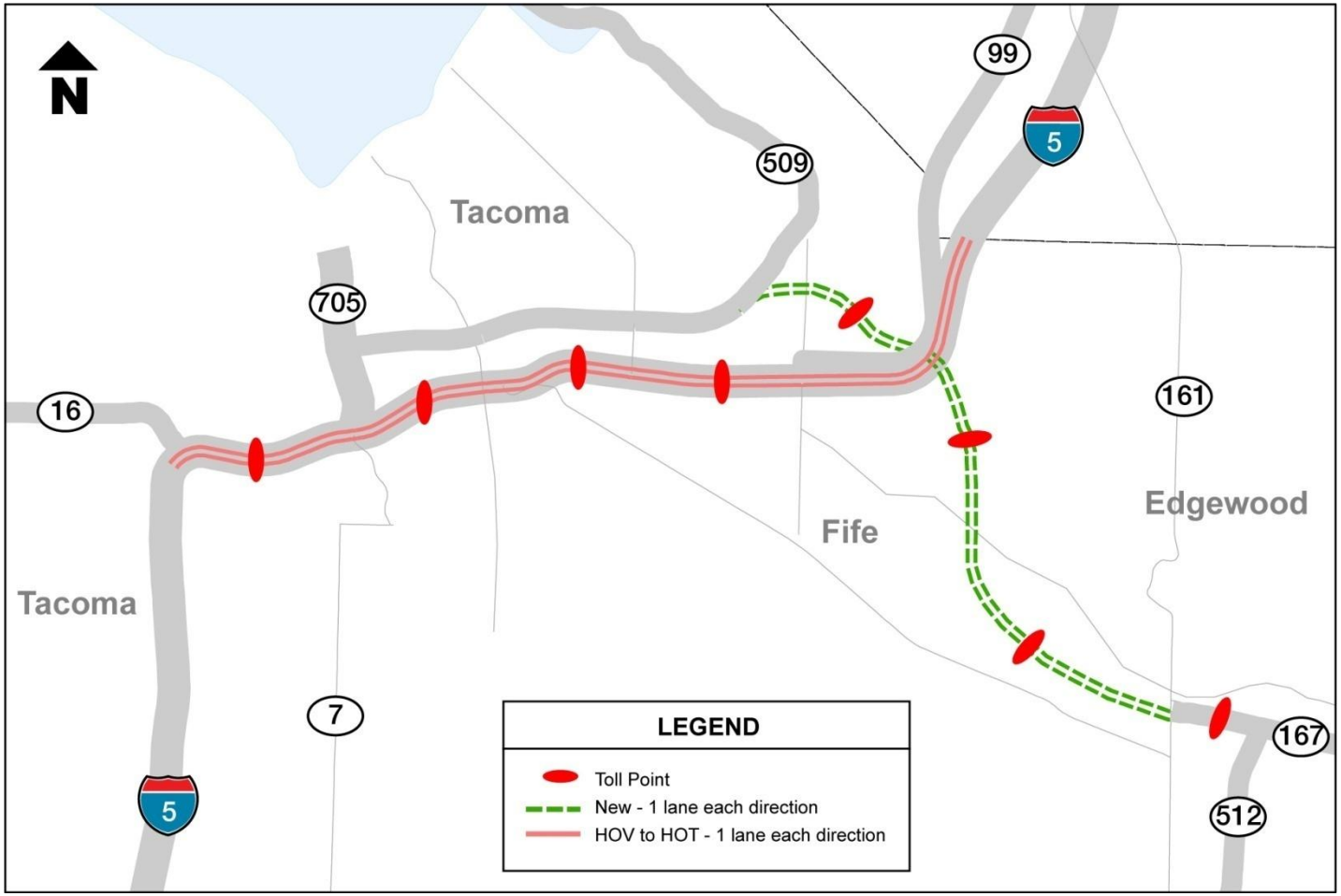
What if? Option 2A

Phasing: SR 167 west and east segments
Plus toll SR 509 (all lanes). Cost: $1.34B



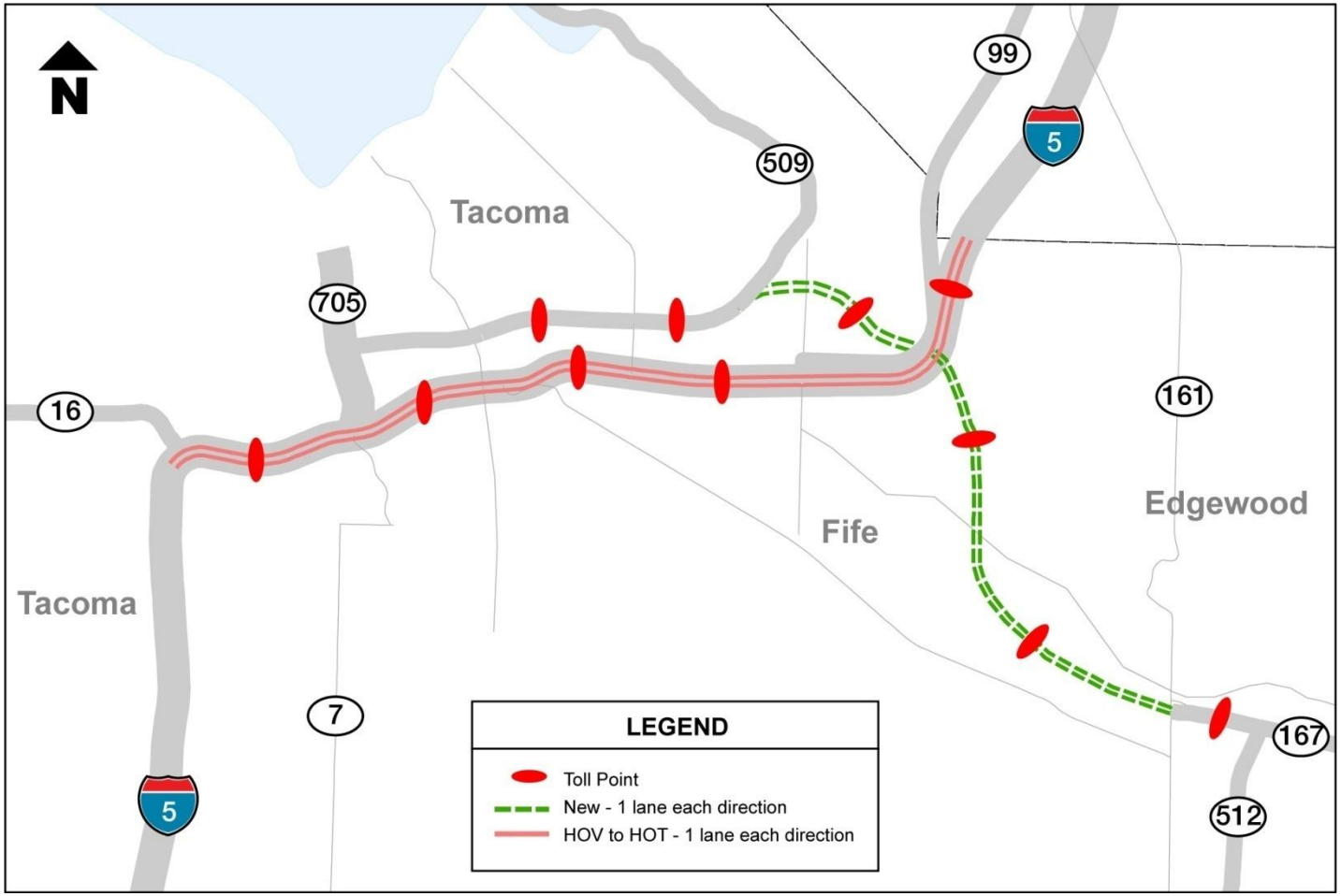
What if? Option 2B

Phasing: SR 167 west and east segments (1 lane)
Plus I-5 HOT Lanes. Cost: $1.36B



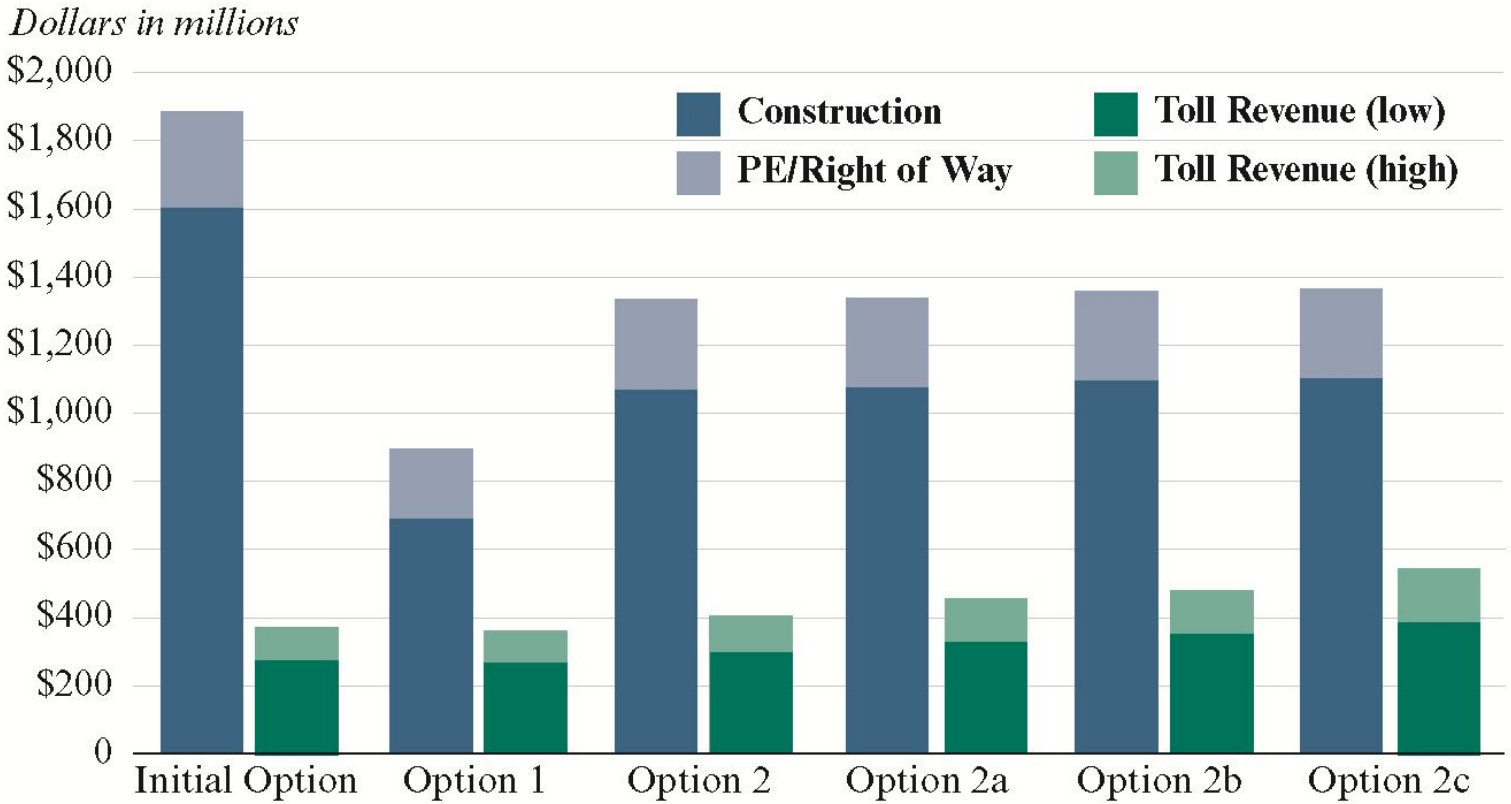
What if? Option 2C

Phasing: SR 167 west and east segments (1 lane)
Plus toll SR 509 (all lanes), I-5 (HOV to HOT) Cost: $1.36B



SR 167 Financial Results

Toll revenues can partially fund capital investment



Summary - Local Input

- Tolling is feasible.
- Local governments are supportive.
- Open to scaling/phasing the projects.
- For SR 167, connection to the Port is critical.
- For SR 509: connections to the Sea-Tac Airport and Kent Valley are important.
- Urge the legislature to fund the next steps:
  - Toll Study Tier 2
  - Right-of-Way
  - Address funding gaps

Summary - Next Steps

- Prepare detailed traffic and revenue report;
- Confer with local government officials in the vicinities of the projects; and
- Conduct public work sessions and open houses.

Questions?

For additional information on the SR 509 & SR 167 Extension Toll Feasibility Study Preliminary Findings, please contact:

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