

SR 509 & SR 167 Extensions Toll Feasibility Study Findings

Paula J. Hammond, P.E.
Secretary

David L. Dye, P.E.
Deputy Secretary

Steve Reinmuth
Chief of Staff

Craig Stone, P.E.
Director
Toll Division

**Washington State Transportation Commission Meeting
December 15, 2010**



**Washington State
Department of Transportation**

2009 Budget Proviso

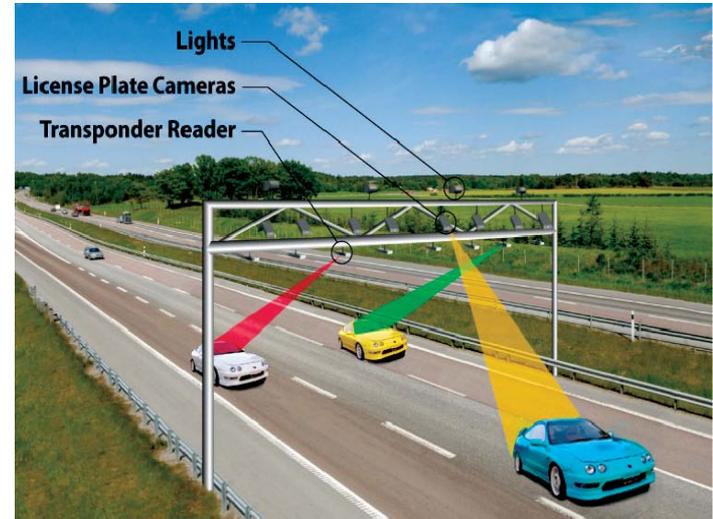
SR 167 & SR 509 Extensions Toll Feasibility Studies

- **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

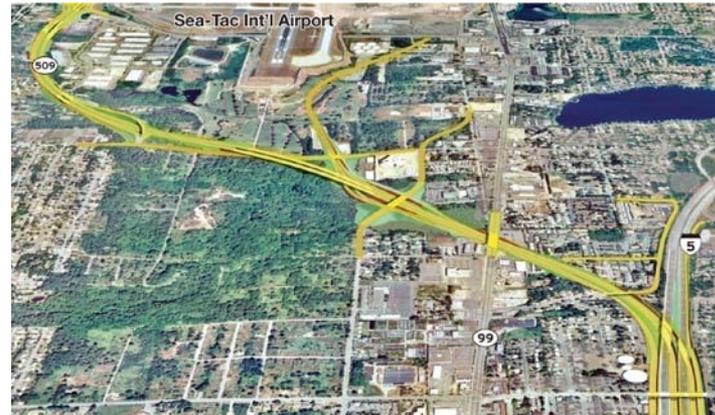
SR 509 Extension

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

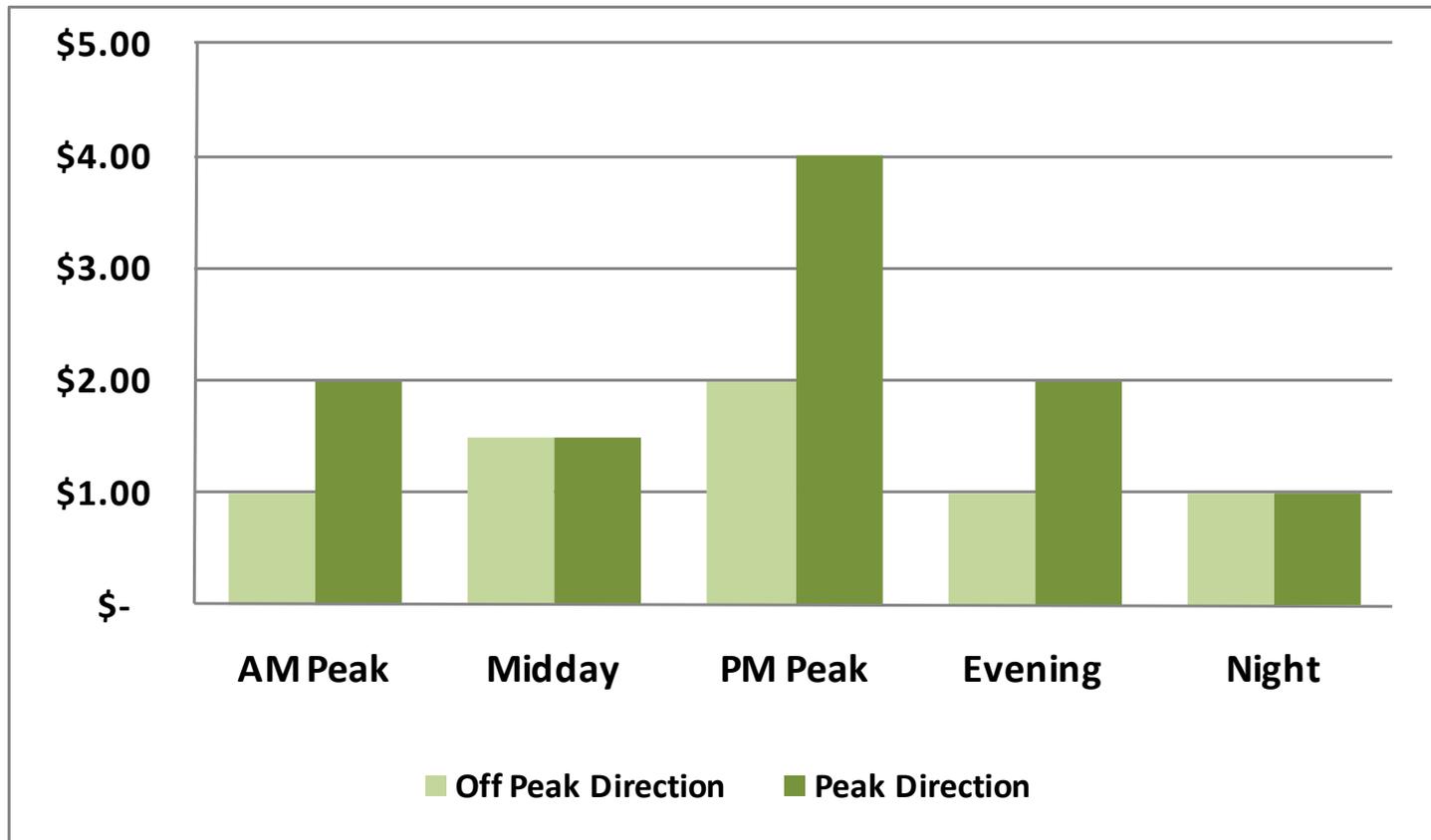
Initial Option – started from current Design

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



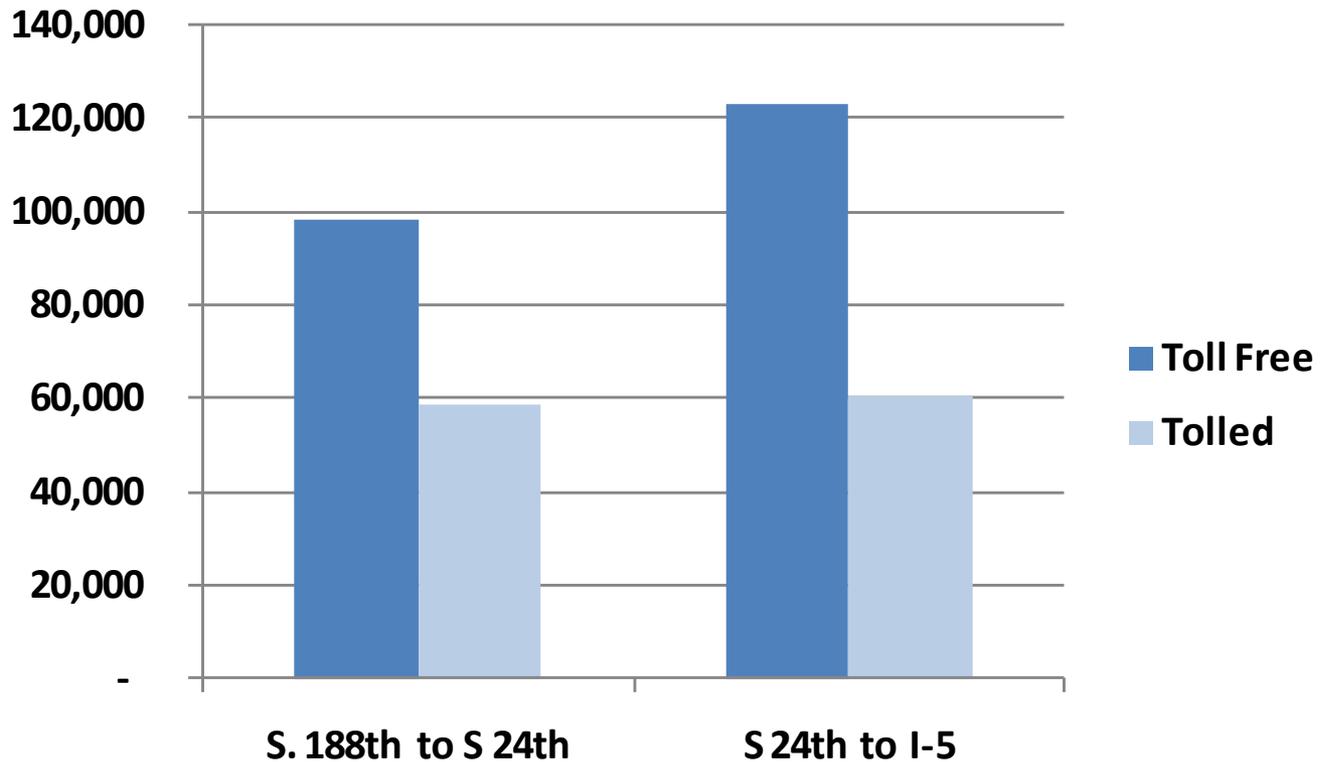
SR 509 Toll Rates Used in the Analysis

“Revenue Focused”, Initial 4-lane Option

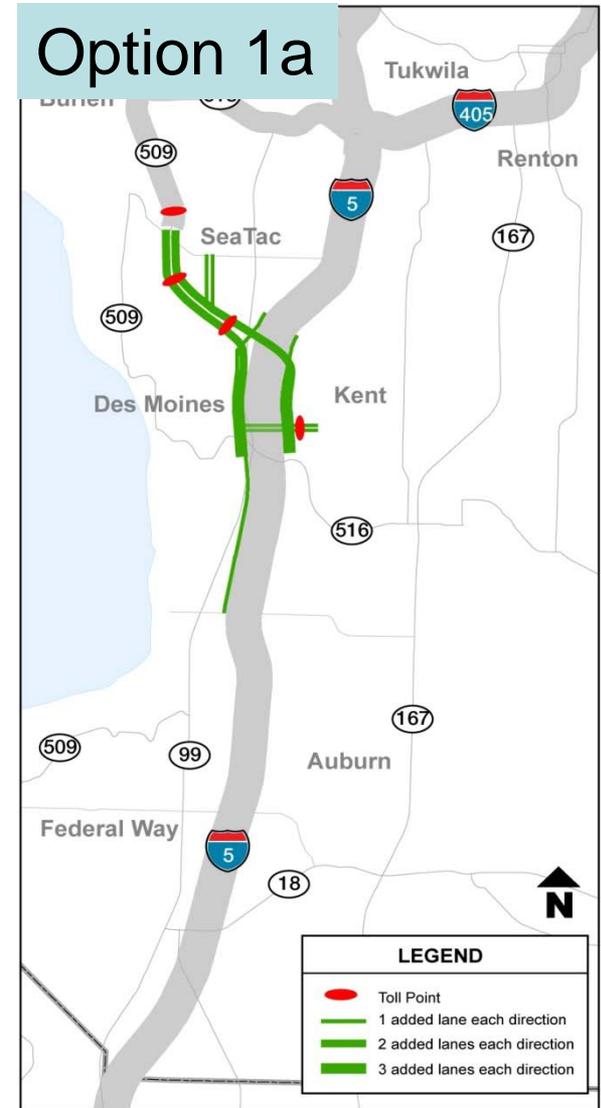
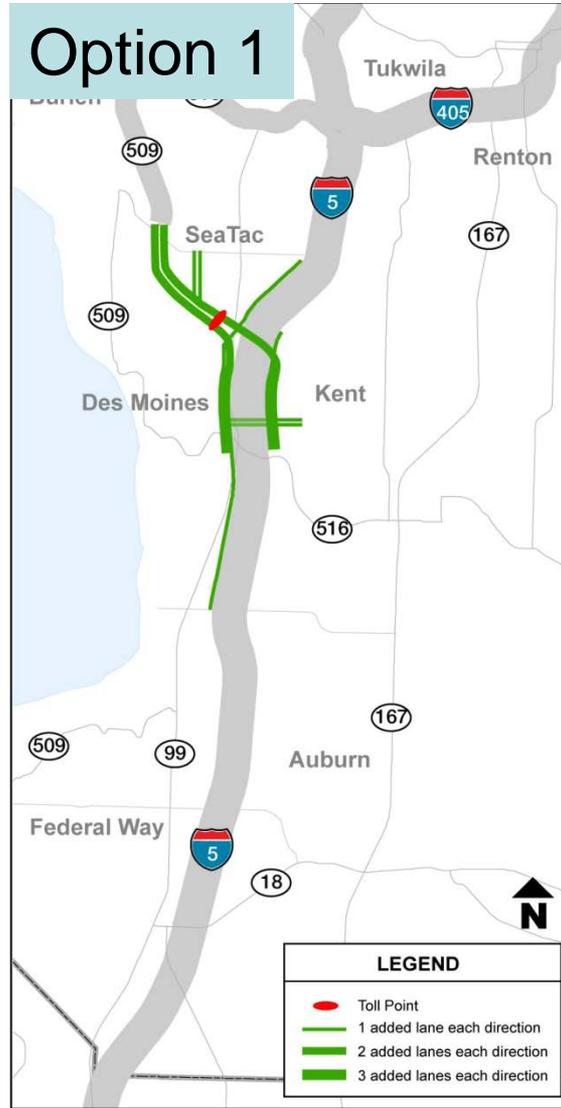
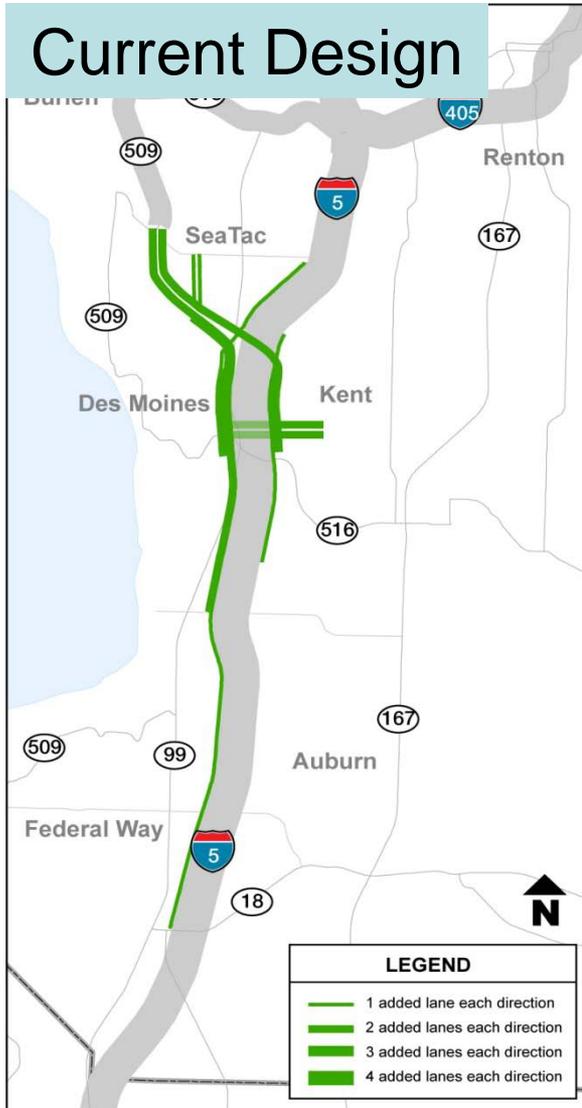


2030 Travel Demand Forecast

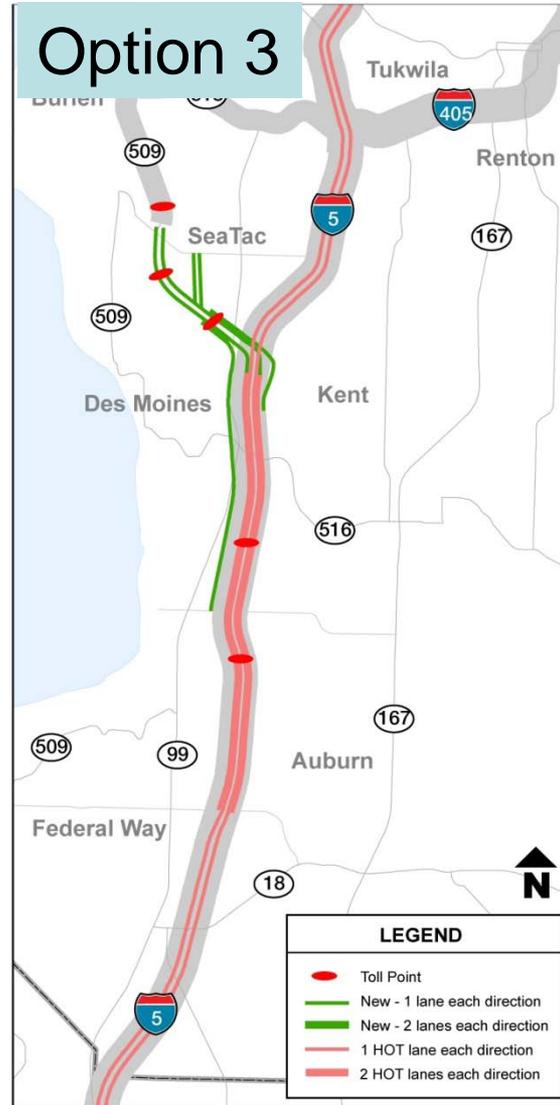
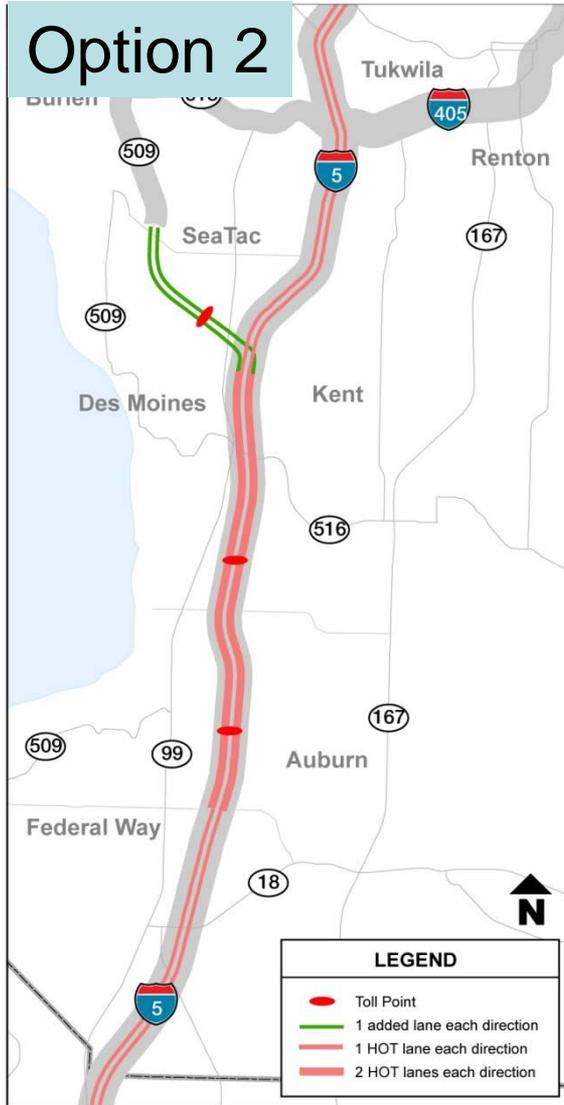
Full Build – Toll Free vs. Tolled



SR 509 Toll Concepts



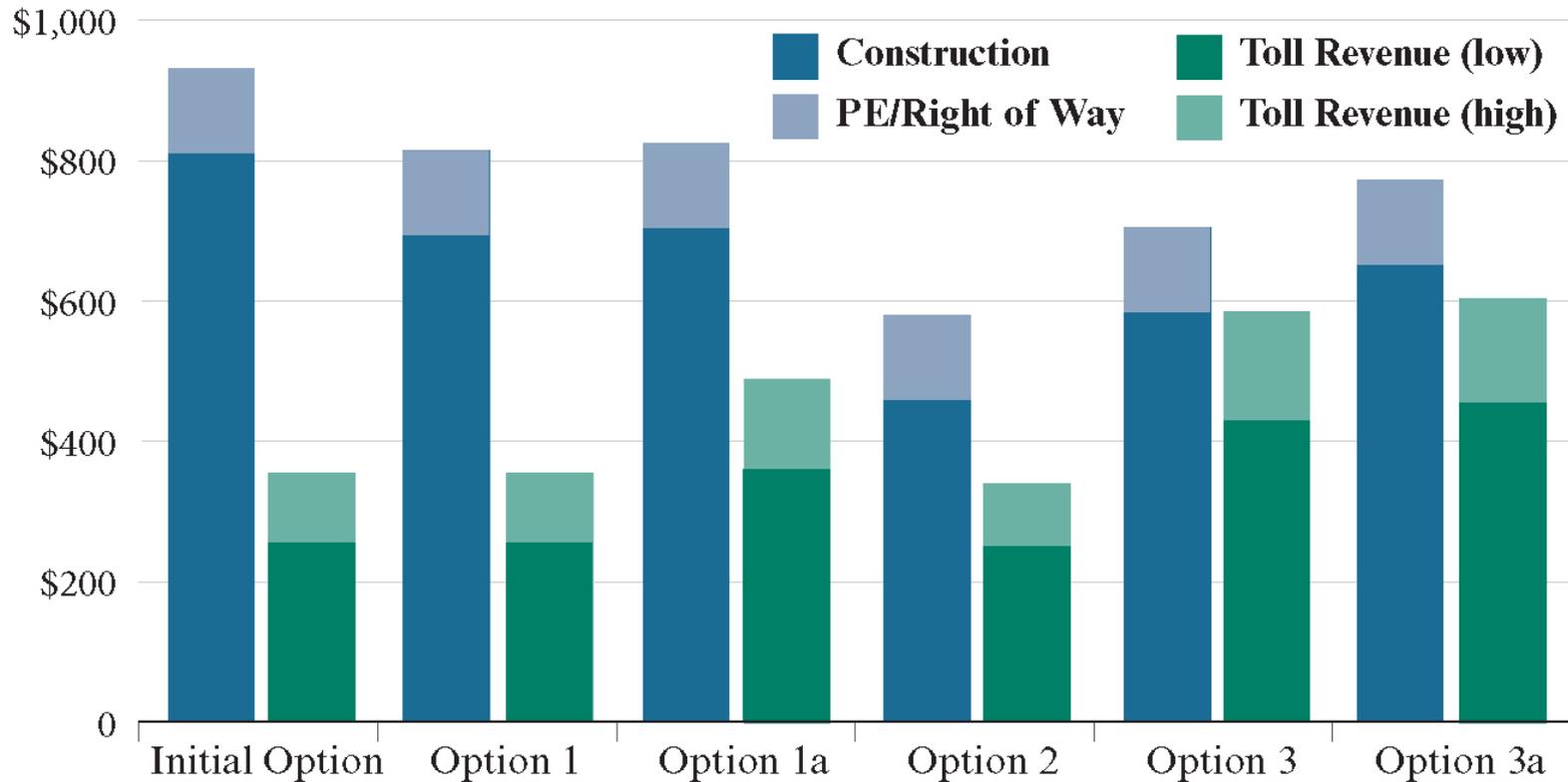
SR 509 Toll Concepts continued



Financial Results

toll revenues compare to total funding needs

Dollars in millions



SR 167 Extension

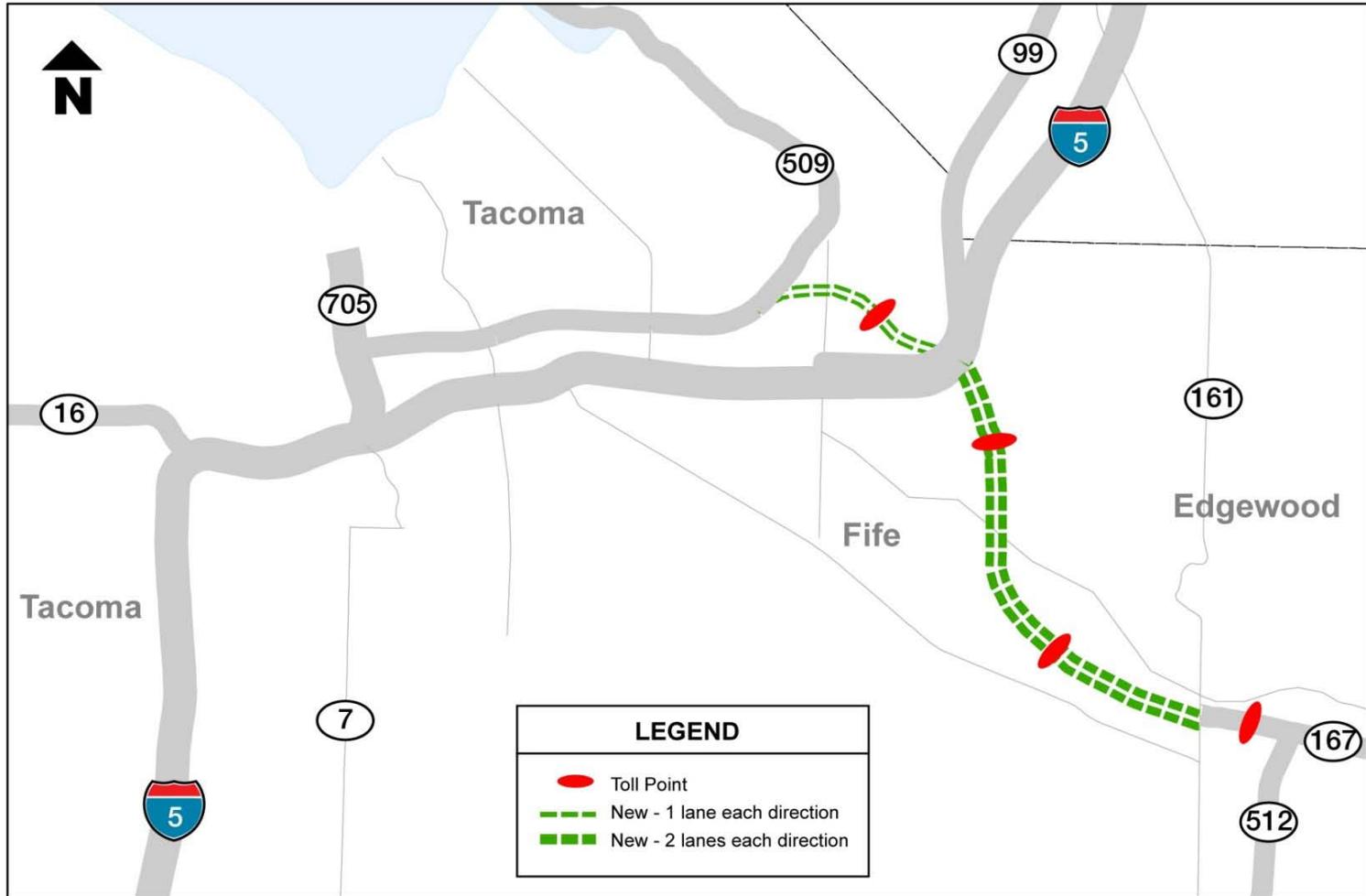
a critical link in the state's highway network

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



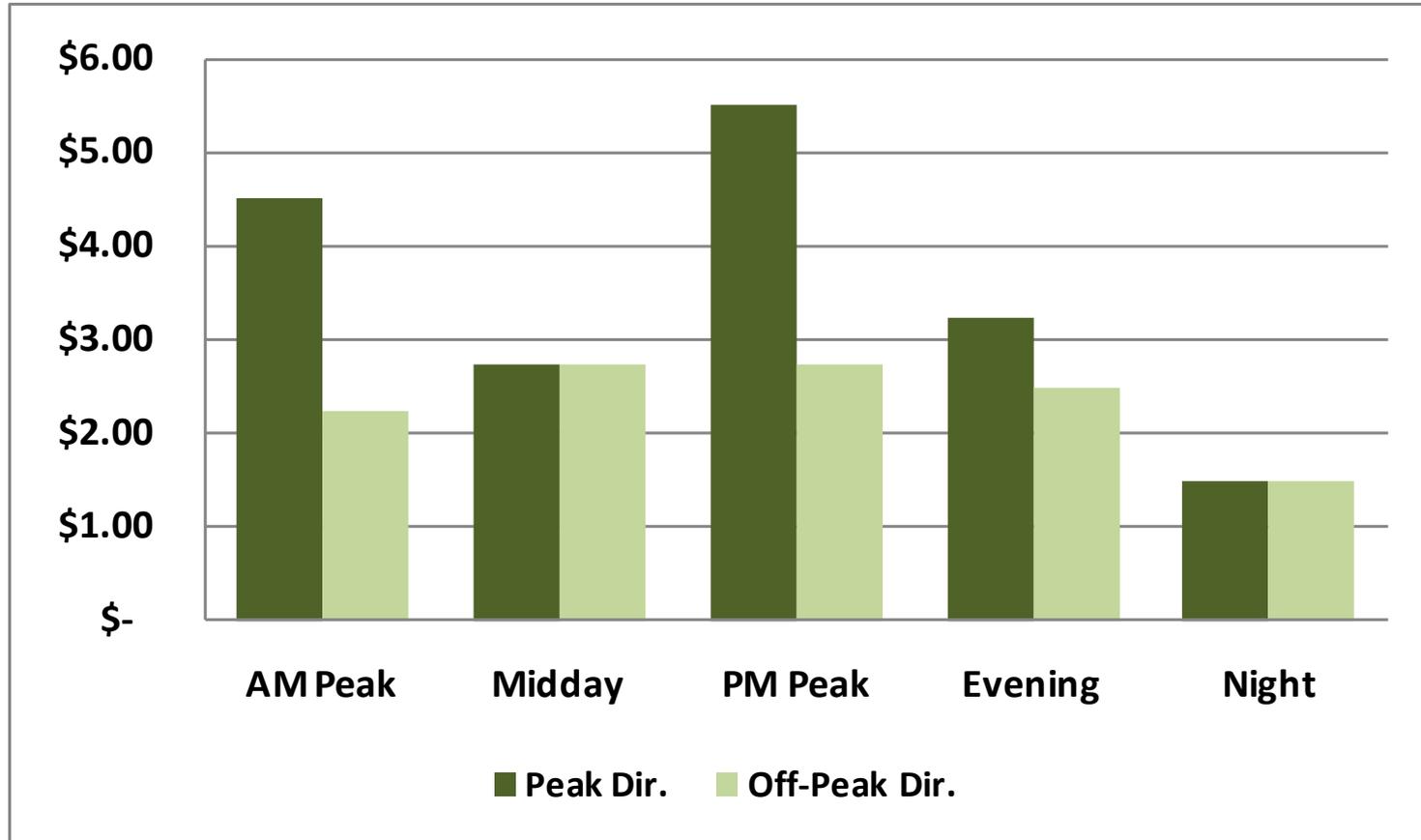
SR 167 Extension

Initial, Four lane option (cost \$1.9B)



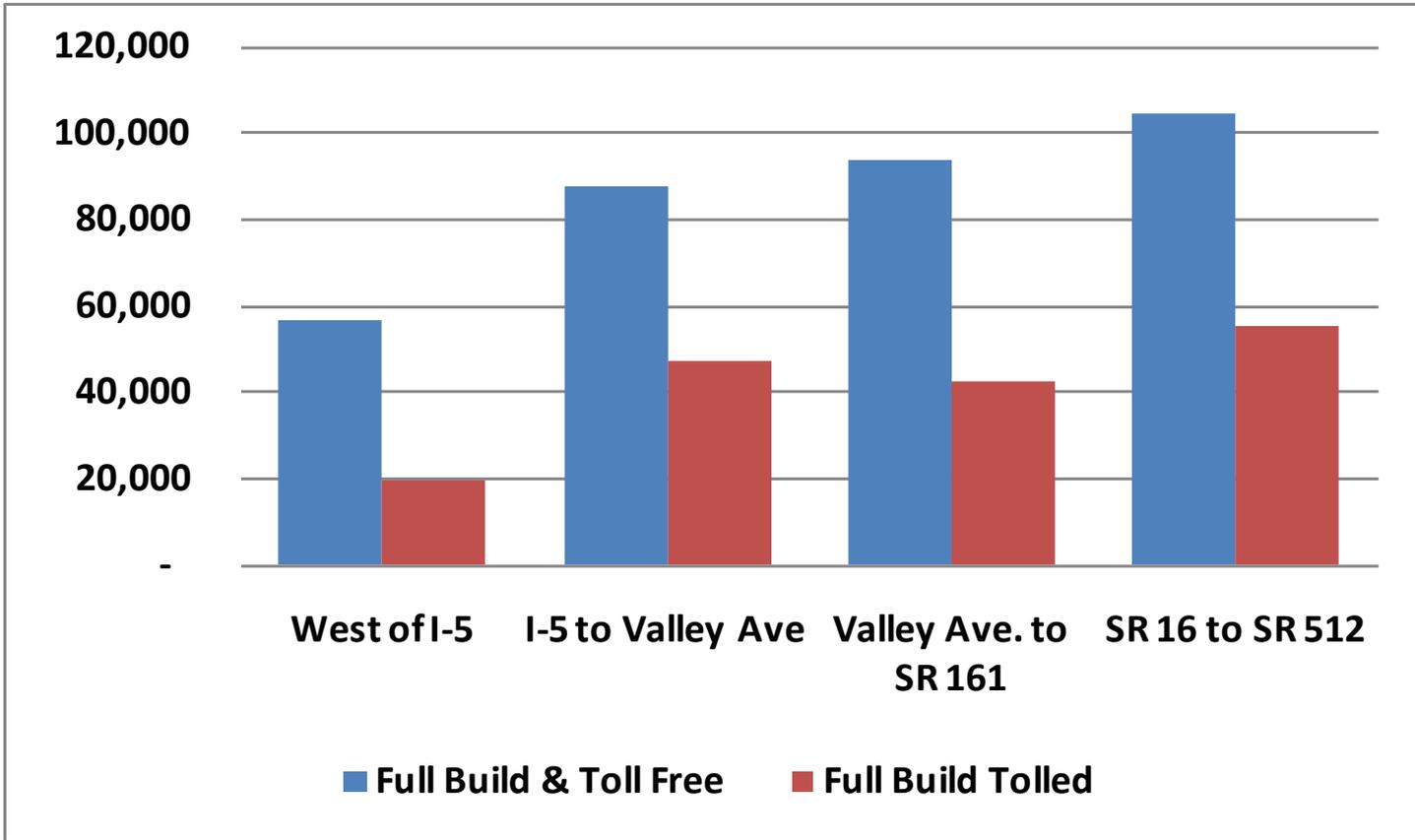
SR 167 Toll Rates Used in the Analysis

“Revenue Focused”, Initial Option (4-Lane)



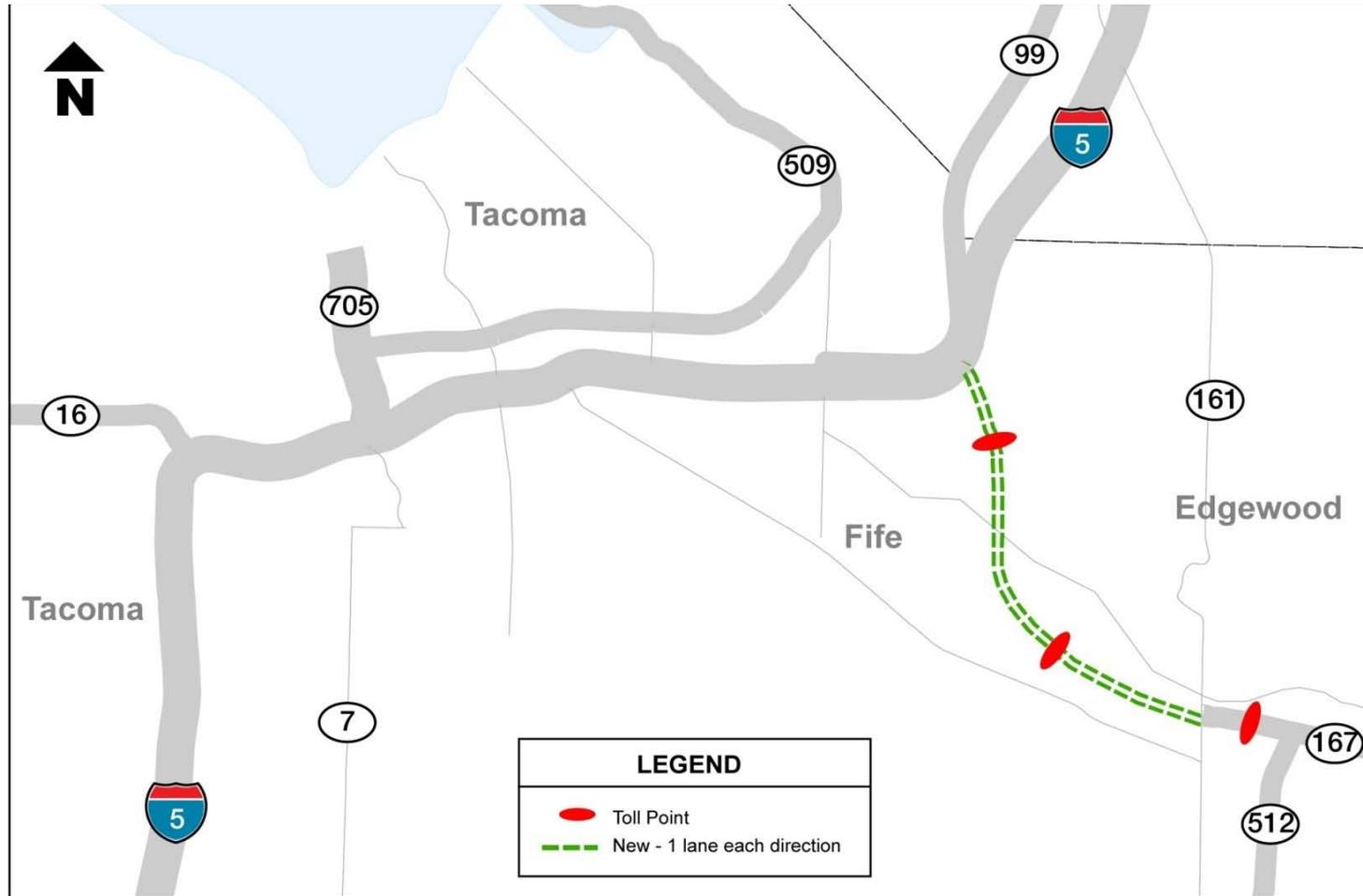
2030 Travel Demand Forecast

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



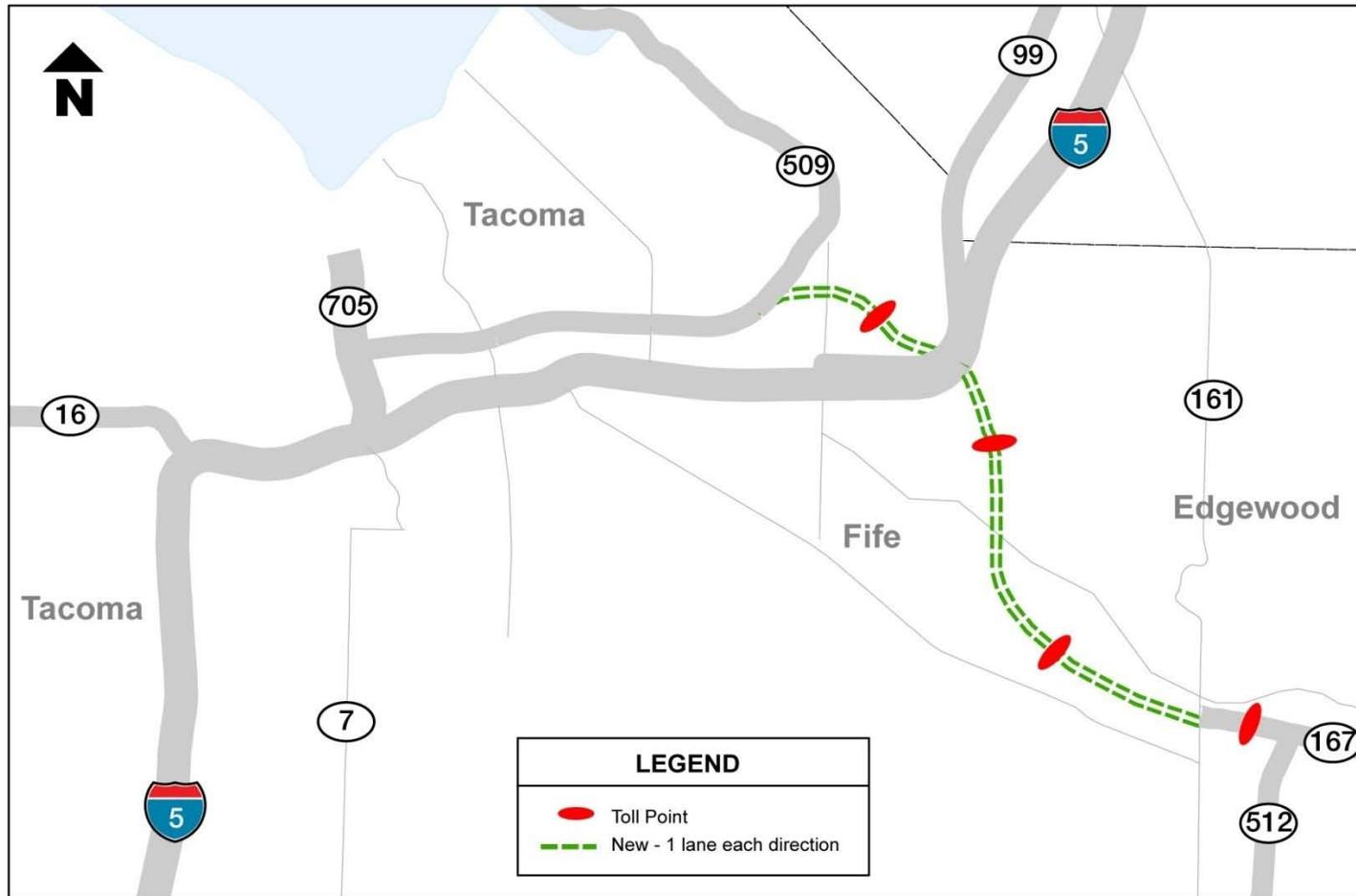
SR 167 Extension: Option 1

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



SR 167 Extension: Option 2

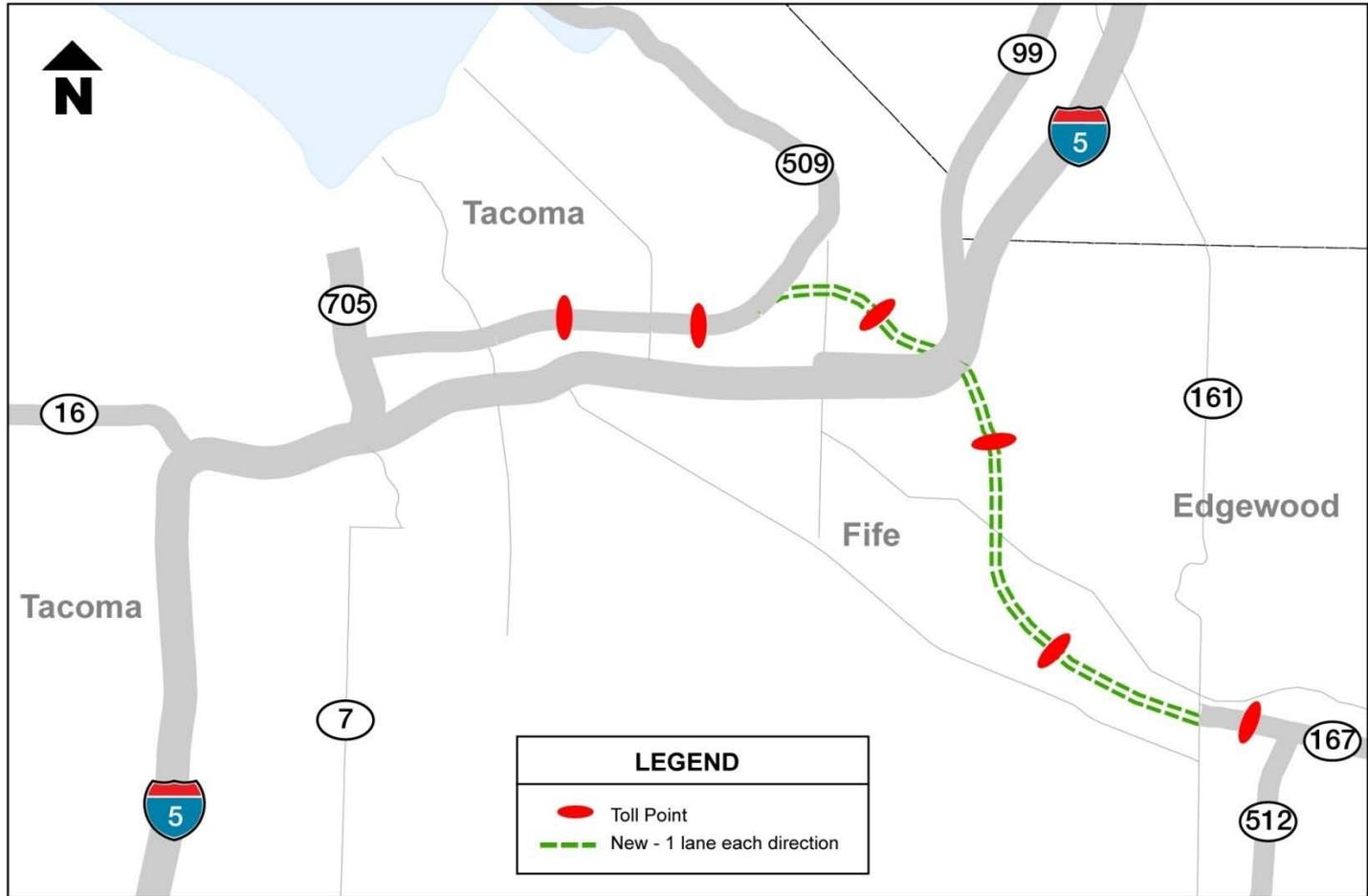
Phasing: SR 167 west and east segments (1 lane/dir.)
(Cost: \$1.33B)



What if? Option 2A

Phasing: SR 167 west and east segments

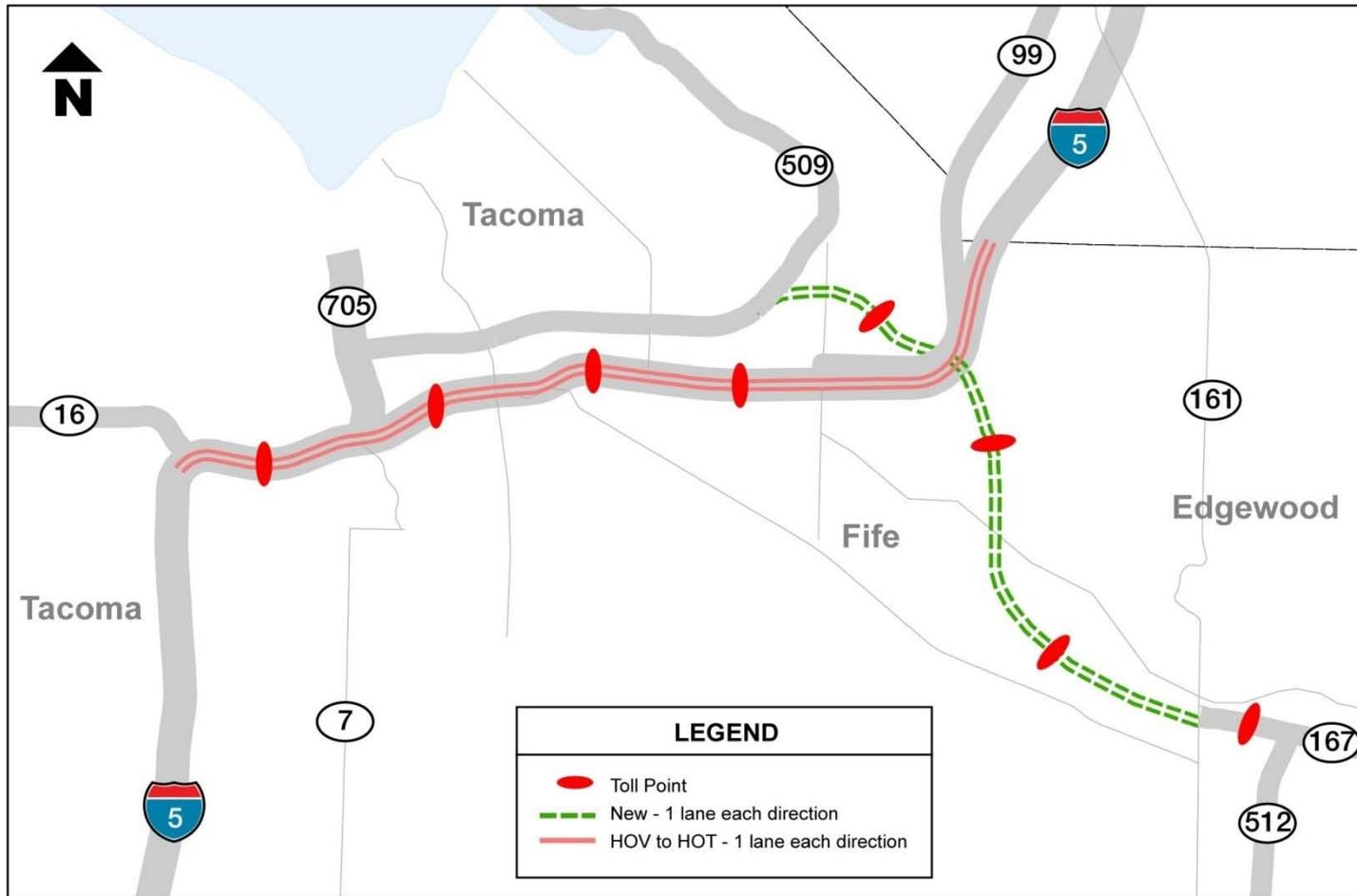
Plus toll SR 509 (all lanes). Cost: \$1.34B



What if? Option 2B

Phasing: SR 167 west and east segments (1 lane)

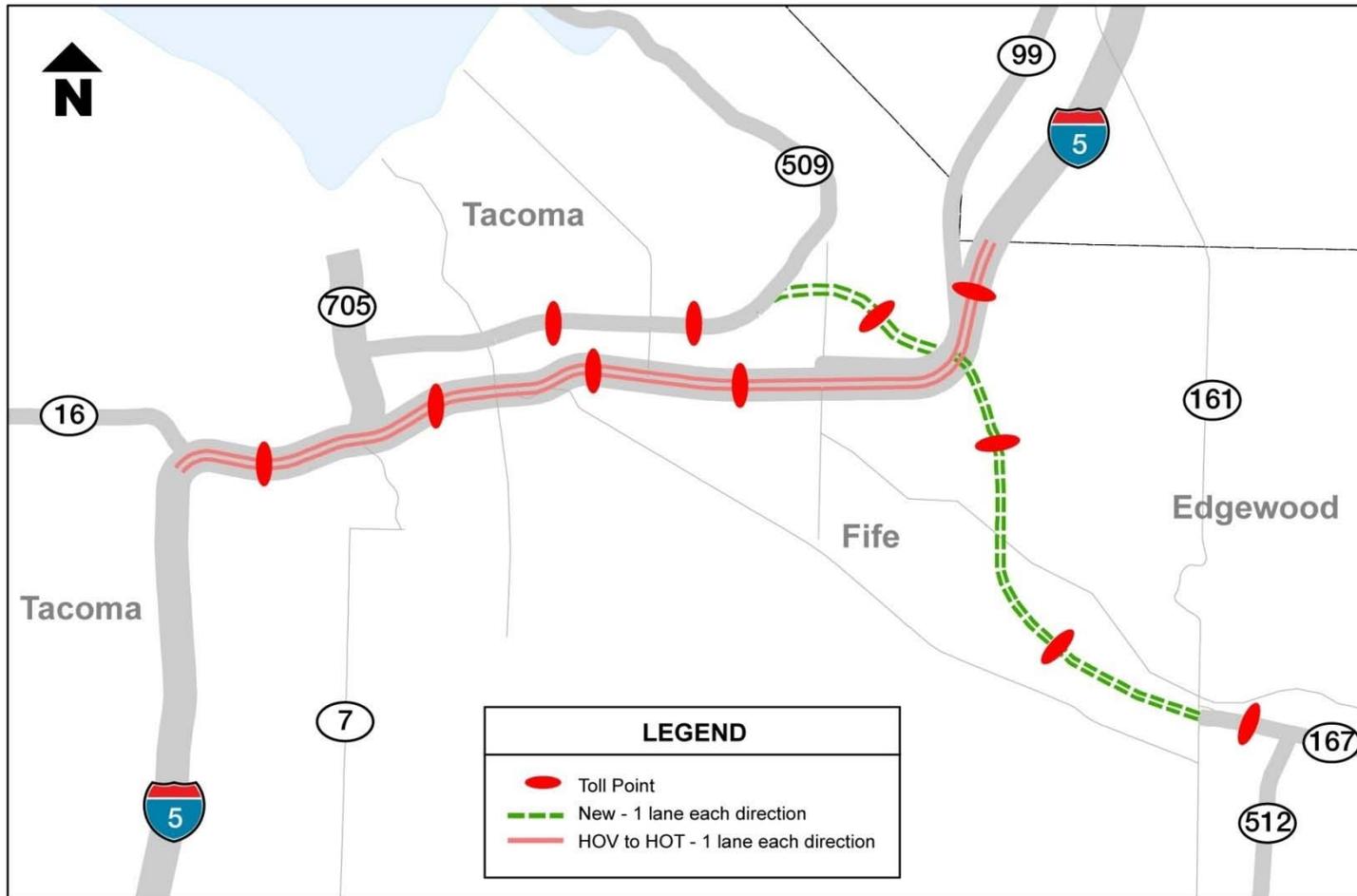
Plus I-5 HOT Lanes. Cost: \$1.36B



What if? Option 2C

Phasing: SR 167 west and east segments (1 lane)

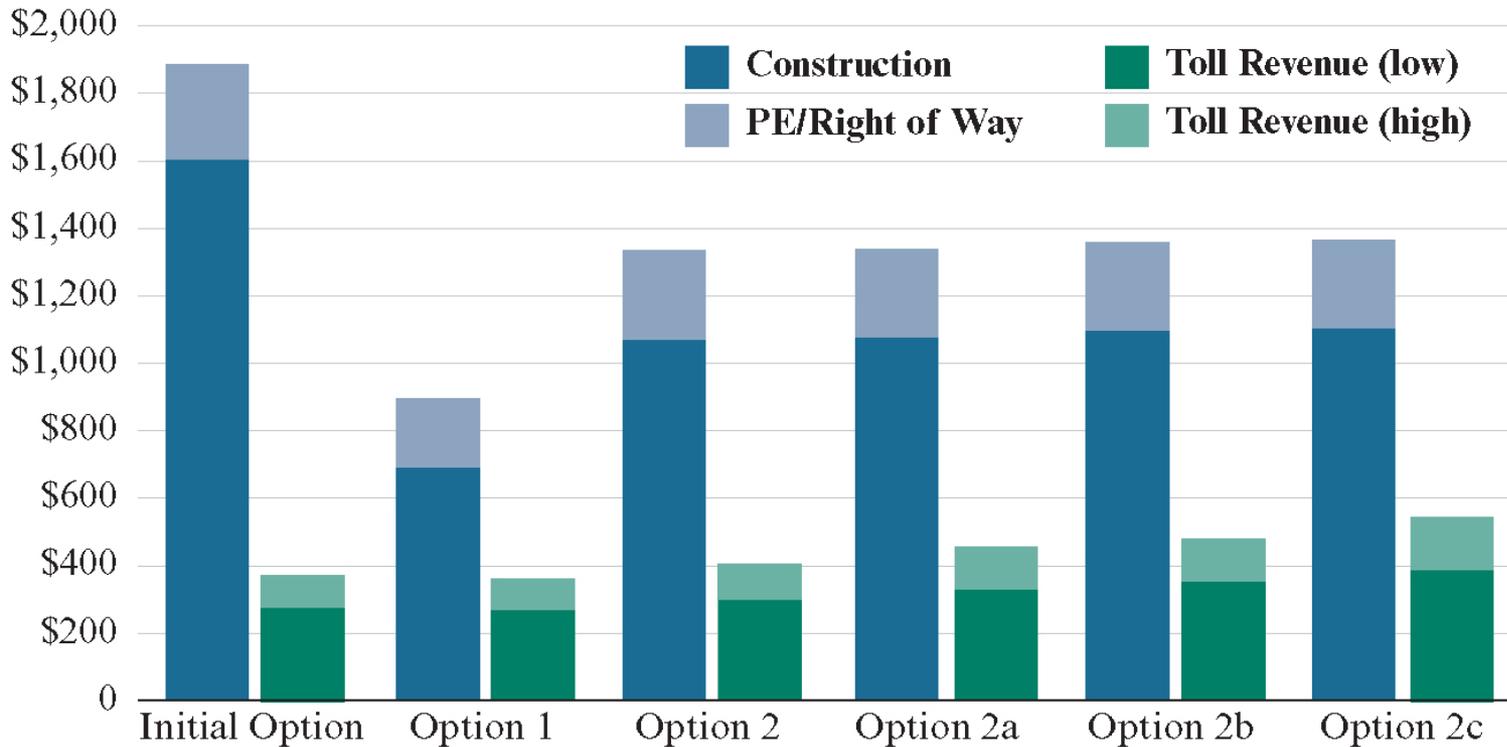
Plus toll SR 509 (all lanes), I-5 (HOV to HOT) Cost: \$1.36B



SR 167 Financial Results

Toll revenues can partially fund capital investment

Dollars in millions



Summary - Local Input

- Tolling is feasible
- Locals 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 Extensions Toll Feasibility Study Preliminary Findings, please contact:

Craig Stone, Director, Toll Division
(206) 464-1222, or stonec@wsdot.wa.gov.

Shuming Yan, Deputy Director, Urban Planning Office
(206) 464-1276, or yans@wsdot.wa.gov