

Tolling in Washington State Program Update

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Washington State Transportation Commission
May 18, 2011

Presentation Overview

- **TNB Traffic and Revenue**
- **Tolling Cost Allocation Model**
- **SR 520 Tolling Update**
- **I-405 / SR 167 Corridor Update**



TNB Traffic and Revenue

TNB Projected and Reported Traffic and Revenue

Traffic and Revenue Statistics for Fiscal Year 2011

	Projected Traffic	Reported Traffic	Variance	Projected Toll Revenue	Reported Toll Revenue	Variance	Reported Transponder Revenue	Reported Violation Revenue	Reported Fee Revenue	Total Reported Revenue
Jul-10	1,317,974	1,295,677	(22,297)	\$ 4,104,216	\$ 4,230,709	\$ 126,493	\$ 63,577	\$ 46,571	\$ 21,994	\$ 4,362,850
Aug-10	1,328,911	1,292,565	(36,346)	\$ 4,156,815	\$ 4,225,321	\$ 68,506	\$ 57,092	\$ 1,175	\$ (274)	\$ 4,283,314
Sep-10	1,213,638	1,200,817	(12,821)	\$ 3,835,938	\$ 3,721,699	\$ (114,239)	\$ 56,620	\$ 50,566	\$ 1,971	\$ 3,830,855
Oct-10	1,234,062	1,204,093	(29,969)	\$ 3,887,145	\$ 3,792,290	\$ (94,855)	\$ 48,297	\$ 62,508	\$ 21,638	\$ 3,924,733
Nov-10	1,157,375	1,070,981	(86,394)	\$ 3,632,620	\$ 3,363,420	\$ (269,200)	\$ 41,320	\$ 53,337	\$ 2,398	\$ 3,460,476
Dec-10	1,220,155	1,179,021	(41,134)	\$ 3,817,691	\$ 3,698,912	\$ (118,779)	\$ 47,757	\$ 45,893	\$ 1,270	\$ 3,793,833
Jan-11	1,169,981	1,096,784	(73,197)	\$ 3,660,632	\$ 3,425,820	\$ (234,812)	\$ 54,814	\$ 57,104	\$ 19,610	\$ 3,557,348
Feb-11	1,064,662	1,000,354 **	(64,308)	\$ 3,292,654	\$ 2,962,022 *	\$ (330,632)	\$ 29,951	\$ 38,930	\$ 30	\$ 3,030,933
Mar-11	1,226,763	1,225,196 **	(1,567)	\$ 3,793,632	\$ 3,421,503 *	\$ (372,129)	\$ 51,890	\$ 42,331	\$ 198	\$ 3,515,923
FY to Date	10,933,521	10,565,488	(368,033)	\$ 34,181,343	\$ 32,841,697	\$ (1,339,646)	\$ 451,318	\$ 398,415	\$ 68,834	\$ 33,760,264
Apr-11	1,171,166			\$ 3,622,594						
May-11	1,230,982			\$ 3,839,634						\$ -
Jun-11	1,245,014			\$ 3,865,175						\$ -
FY Total	14,580,683	10,565,488	(368,033)	\$ 45,508,746	\$ 32,841,697	\$ (1,339,646)	\$ 451,318	\$ 398,415	\$ 68,834	\$ 33,760,264

Reported Revenue aligns with Financial Statements, except that \$10,440 recorded in the Financial Statements as Miscellaneous Revenue due to vendor issues is displayed here in March as Toll Revenue.

*Subsequent to the close of the quarter, WSDOT determined TNB Tolling Revenue was understated due to system defects in the new tolling system. The issues are being investigated and correcting entries will occur in the ensuing quarter to reflect the appropriate revenue amounts. Due to timing of the close of each fiscal month, reported revenue may not be reflected in the month in which the transactions occurred.

**Subsequent to the close of the quarter, WSDOT determined TNB traffic counts may be understated due to system defects in the new tolling system and system defects with the lane equipment. The issue is being investigated and this data will be updated in the ensuing quarter to reflect the appropriate traffic counts in the applicable months.

July 2010-August 2010 projections based on the forecast dated June 2010.

September 2010-October 2010 projections based on the forecast dated September 2010.

November 2010-January 2011 projections based on the forecast dated November 2010.

February 2011-June 2011 projections based on the forecast dated March 2011.

Tacoma Narrows Toll Bridge Account (511)
Draft Financial Plan Through 2015 - Updated on May 3, 2011

Revenue estimate is based on March 2011 Transportation Revenue Forecast; expenditure estimate is based on ESHB 1175 as passed by the Legislature
 (dollars in thousands)

Fiscal Year	Actuals									Forecast					Total Through 2015
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Toll Rate (Pre-Pay)						\$ 1.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	1,554
Toll Rate (Cash)						\$ 3.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	462
Toll Rate (Pay-By-Mail, Customer Initiated)										\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	365,347
Toll Rate (Pay-By-Mail)										\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	7,706
Beginning Unreserved Fund Balance	-	36,524	34,597	17,076	44,723	17,753	9,418	16,290	16,413	7,071	5,739	(5,465)	(23,377)		
Operations and Maintenance															
Sources of Funds ¹															
Interest Earnings from Tacoma Narrows Account (511) ²	-	-	-	8	52	232	281	341	163	82	121	135	140		1,554
Interest Earnings from Toll Collection Account (495) ²	-	-	-	-	-	3	115	71	50	52	56	57	58		462
Toll Revenue	-	-	-	-	-	29,960	44,323	45,353	44,872	47,069	49,964	51,451	52,355		365,347
Pay-By-Mail Impacts on Toll Revenue	-	-	-	-	-	-	-	-	-	1,329	2,073	2,133	2,171		7,706
Toll Revenue Used for Financing Deferred Sales Tax	-	-	-	-	-	-	-	-	-	(1,889)	(5,759)	(5,759)	(5,759)		(13,408)
Transponder Sales Revenue	-	-	-	-	-	760	608	629	479	280	298	307	313		3,673
Violations	-	-	-	-	-	467	598	594	539	-	-	-	-		2,197
Civil Penalties Gross Revenue	-	-	-	-	-	-	-	-	-	735	1,273	1,479	1,510		4,997
Transfers from/(to) Other Accounts ³	-	-	-	1,300	5,288	-	(10)	-	-	-	(543)	(1,479)	(1,510)		3,046
Fees ⁴	-	-	-	-	-	1	56	104	107	107	107	107	107		697
Pay-By-Mail Impacts on Fee Revenue ¹²	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Miscellaneous Revenue ⁵	-	-	-	-	913	279	0	16	1	2	2	2	2		1,216
Inventory Reserve ⁶	-	-	-	-	(343)	(234)	380	(190)	387	-	-	-	-		-
Debt Service	-	-	-	-	-	(14,689)	(26,915)	(34,903)	(44,955)	(40,443)	(45,963)	(54,373)	(53,859)		(316,100)
Total Sources of Funds for Operations and Maintenance	-	-	-	1,308	5,910	16,777	19,435	12,013	1,643	9,214	5,499	(5,940)	(4,472)		61,387
Uses of Funds ⁷															
WSDOT Oversight & Admin. of Toll Operations ⁸	-	-	-	172	1,866	2,180	2,278	2,301	2,562	2,625	3,070	2,532	2,532		22,117
WSDOT Oversight & Admin. of Adjudication Process	-	-	-	-	-	-	-	-	89	508	950	896	896		3,340
Toll Operator Contract	-	-	-	490	2,759	9,852	6,932	6,781	5,923	4,781	6,620	6,247	6,247		56,631
Insurance	-	-	-	-	-	2,680	1,339	1,602	1,598	1,600	1,600	1,600	1,600		13,619
Washington State Patrol	-	-	-	-	-	572	315	271	271	-	-	-	-		1,429
Maintenance of New Bridge	-	-	-	-	-	103	268	229	300	410	450	510	545		2,815
Preservation of New Bridge, Roadway & Toll Systems	-	-	-	-	-	-	-	-	126	582	76	125	2,935		3,844
Pay-By-Mail Admin.	-	-	-	-	-	-	-	-	26	65	92	87	87		357
Compensation Adjustment ¹¹	-	-	-	-	-	-	-	-	-	(25)	(25)	(25)	(25)		(100)
Total Uses of Funds for Operations and Maintenance	-	-	-	662	4,625	15,387	11,132	11,184	10,895	10,546	12,833	11,972	14,816		104,052
Current Year Balance for Ops. And Maint. (Sources - Uses)	-	-	-	646	1,285	1,390	8,302	829	(9,252)	(1,332)	(7,335)	(17,911)	(19,288)		(42,665)
Cumulative Balance for Ops. And Maint.	-	-	-	646	1,931	3,321	11,623	12,453	3,201	1,869	(5,465)	(23,377)	(42,665)		
Capital Improvements															
Sources of Funds															
Interest Earnings ²	2,125	1,239	774	1,523	1,802	824	400	-	-	-	-	-	-		8,687
Bond Net Proceeds ⁹	231,207	197,234	108,634	111,986	16,002	12,716	-	-	-	-	-	-	-		677,780
Capitalized Interest (Debt Service)	-	-	-	(1,792)	(2,580)	-	-	-	-	-	-	-	-		(4,372)
Toll Revenue Used for Financing Deferred Sales Tax	-	-	-	-	-	-	-	-	-	-	1,889	5,759	5,759		13,408
Charges for Services	-	-	4	2	145	-	-	-	-	-	-	-	-		152
Transfers from Motor Vehicle Account (MVA)	39,000	-	-	-	-	-	-	-	-	-	-	-	-		39,000
Total Sources of Funds for Capital	272,332	198,473	109,412	111,720	15,369	13,540	400	-	-	-	1,889	5,759	5,759		734,653
Uses of Funds															
Capital Expenditures ¹⁰	235,808	200,400	127,046	84,720	43,623	23,319	2,230	707	90	-	-	-	-		717,942
Deferred Sales Tax	-	-	-	-	-	-	-	-	-	-	5,759	5,759	5,759		17,278
Prior Period Recoveries	-	-	(113)	-	-	(54)	(400)	-	-	-	-	-	-		(567)
Total Uses of Funds for Capital	235,808	200,400	126,933	84,720	43,623	23,266	1,830	707	90	-	5,759	5,759	5,759		734,653
Current Year Balance for Capital (Sources - Uses)	36,524	(1,927)	(17,521)	27,001	(28,254)	(9,726)	(1,430)	(707)	(90)	-	(3,870)	-	-		0
Cumulative Balance for Capital Improvements	36,524	34,597	17,076	44,077	15,822	6,097	4,667	3,960	3,870	3,870	0	0	0		0
Ending Unreserved Fund Balance	36,524	34,597	17,076	44,723	17,753	9,418	16,290	16,413	7,071	5,739	(5,465)	(23,377)	(42,665)		
Days of Expenses Covered by Ending Fund Balance								130	46	41	(31)	(118)	(209)		
Sufficient Fund Balance = Ending Fund Balance / (Total Uses of Fund + Debt Service)								35.1%	12.6%	11.3%	-8.5%	-32.4%	-57.3%		
12.5% Sufficient Minimum Balance								5,849	6,993	6,374	8,069	9,013	9,304		
Additional Fund Balance Needed to Reach 12.5% Sufficient Minimum Balance										634	13,535	32,390	51,969		

Tolling Cost Allocation

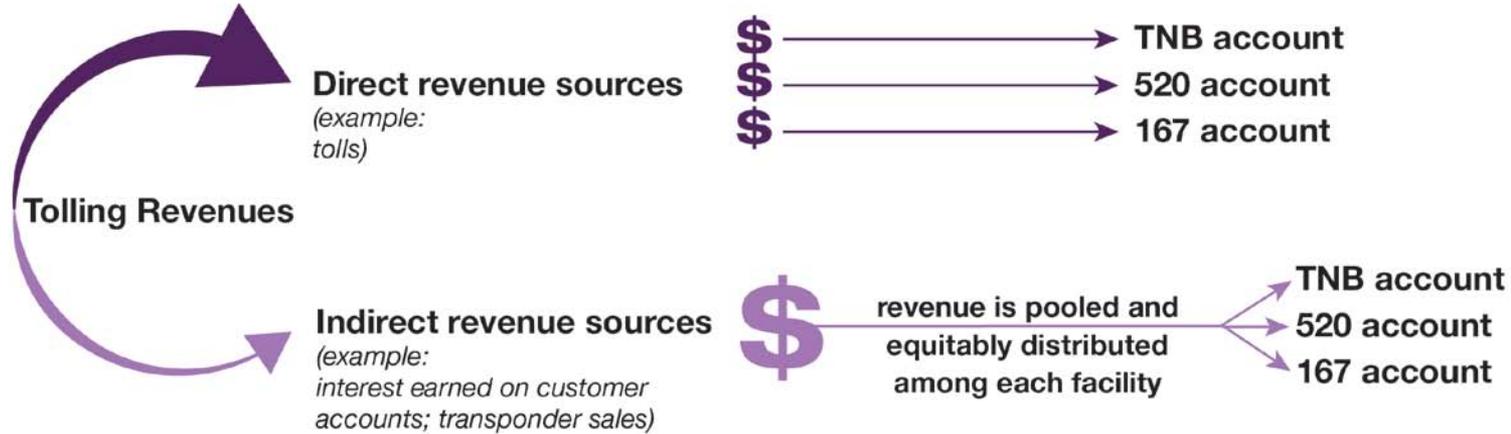
Equitable Distribution of Toll Revenues and Expenses

- In 2010, the Legislature amended the toll collection account statute to allow for the allocation of both common revenues and common expenses in the account.
- The Legislature also directed WSDOT to work with the Office of Financial Management (OFM) to develop an equitable distribution methodology for the distribution of those common costs.
- Throughout the Summer and Fall of 2010, WSDOT worked with OFM and consulted with toll facilities in the United States to develop a cost allocation approach based on the direction from the Legislature.

Tolling Cost Allocation Method

Where are your dollars going?

Tolling Revenue Allocation



Tolling Expenses Allocation



SR 520 Tolling Update

I-405 / SR 167 Corridor Tolling

Agenda

- Legislative Update
- I-405 Program Background
- Why express toll lanes?
- 2010 Eastside Corridor Tolling Study Overview
- Expert Review Panel Summary
- Next Steps
- Q & A

Legislative Update: EHB 1382 – *an Act relating to the use of express toll lanes in the Eastside Corridor*

- Develop and operate express toll lanes (ETL) on I-405 between Bellevue and I-5 in Lynnwood.
- Any tolling equipment contract terms may not take effect until appropriation authority is provided in 2012.
- Establish performance standards for travel time, speed, and reliability and provide annual performance reports to the Legislature.
- ETL operation must be terminated if the ETL's do not meet stated performance standards and generate enough revenue to pay for operating costs.
- Transportation Commission to hire an independent expert to conduct a traffic and revenue analysis for a 40-mile ETL system.
- With the transportation commission, WSDOT will develop a corridor-wide project management plan for phasing and use information from the traffic and revenue study to develop a finance plan to fund further improvements on I-405 and SR 167.
- Consult with a committee consisting of local and state elected officials from I-405 and SR 167 Corridor and transit agencies during development of the studies/plans.
- Conduct ongoing education and outreach.
- Submit both the traffic and revenue and the phasing and financing plans to the Governor and the Legislature by January 2012.

I-405 Master Plan

Regional Consensus

- EIS Record of Decision, 2002

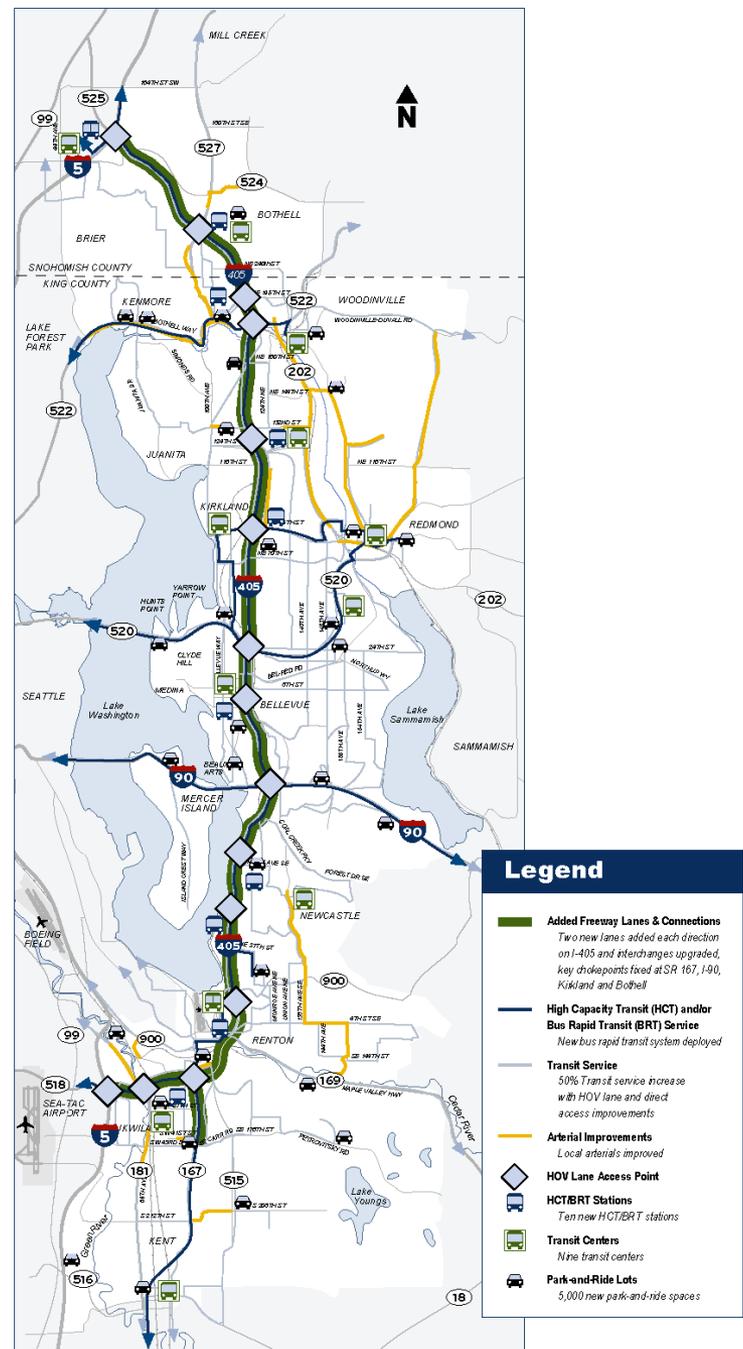
Roadways

- 2 new lanes in each direction
- Local arterial improvements

Transit & Transportation Choices

- Bus Rapid Transit system
- 9 new transit centers added
- 50% transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lanes system
- 5000 new Park & Ride spaces
- 1700 new vanpools

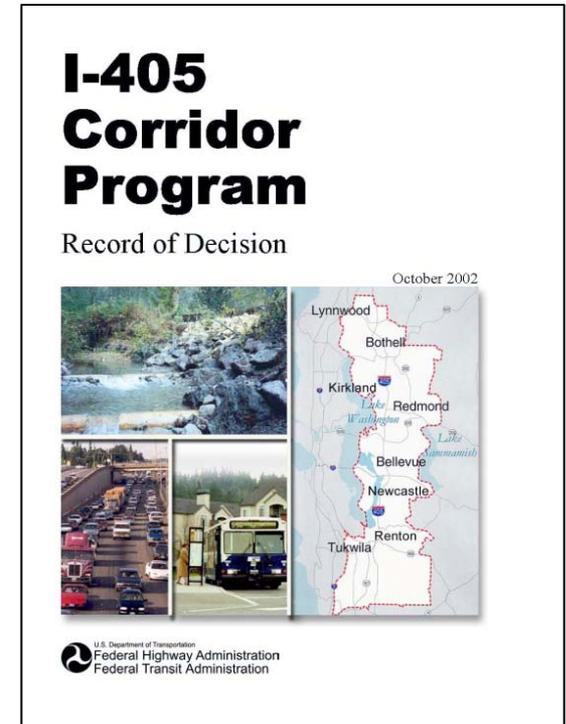
Environmental Enhancements



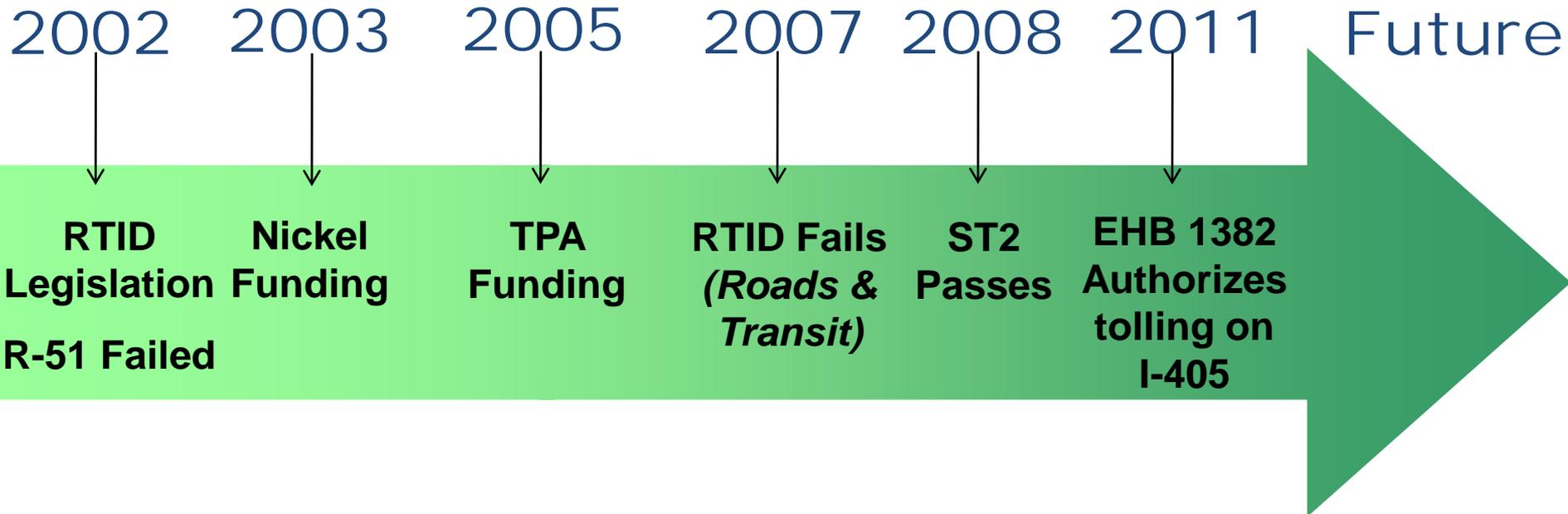
Managed Lanes Language Adopted into I-405 Corridor Record of Decision - *October 2002*

Committee consensus was achieved ...and accommodation of future planning for expanded managed lanes in the corridor. **(ROD pg. 5)**

...This design allows for **future consideration of expanded managed lanes operations on I-405, which could include managing up to two lanes in each direction.** Expansion of managed lane operations beyond the single HOV lane proposed in the FEIS would be subject to further environmental analysis beyond the scope of the I-405 Corridor Program FEIS. **(ROD pg. 5)**

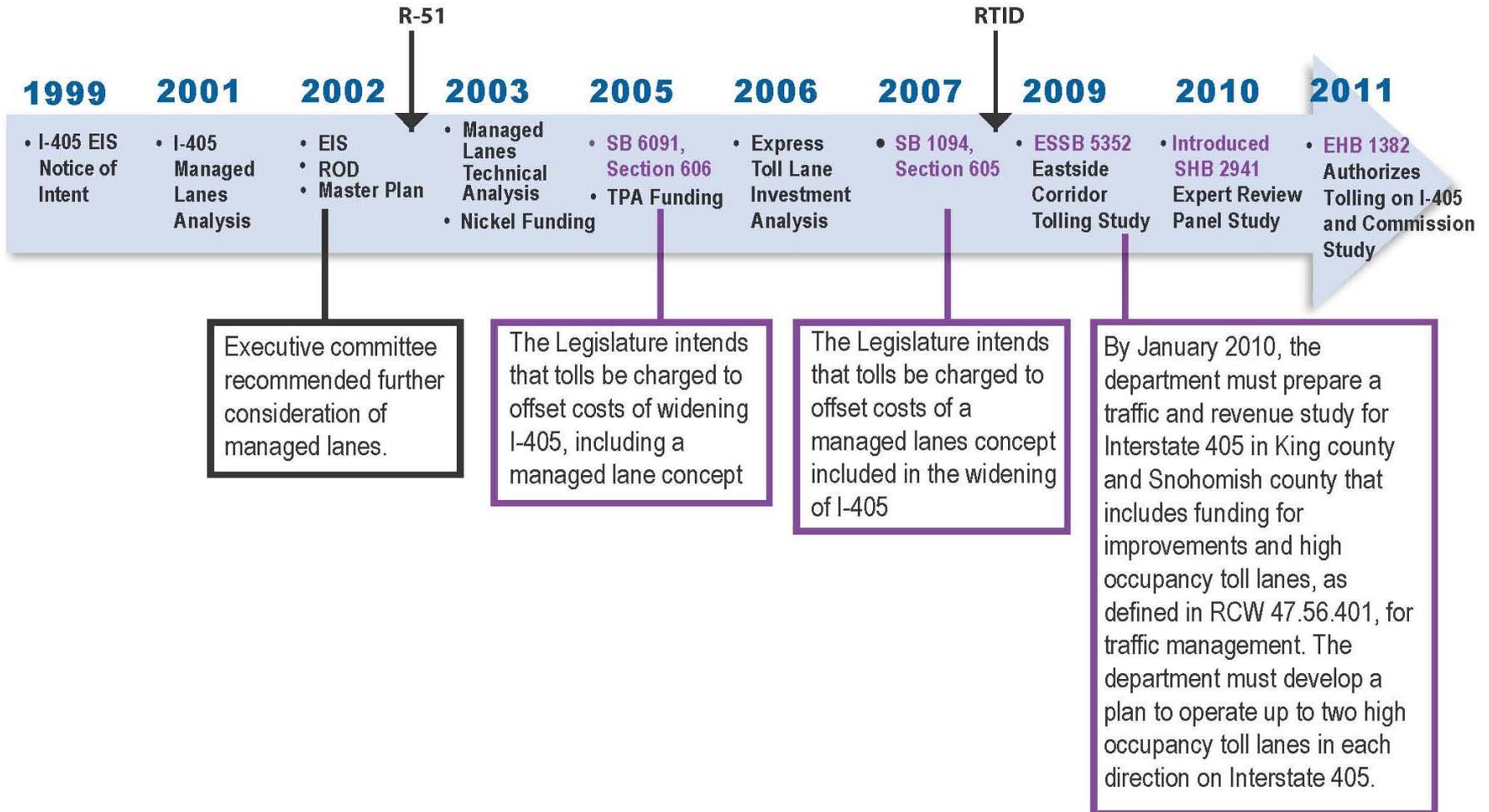


Transportation Funding History



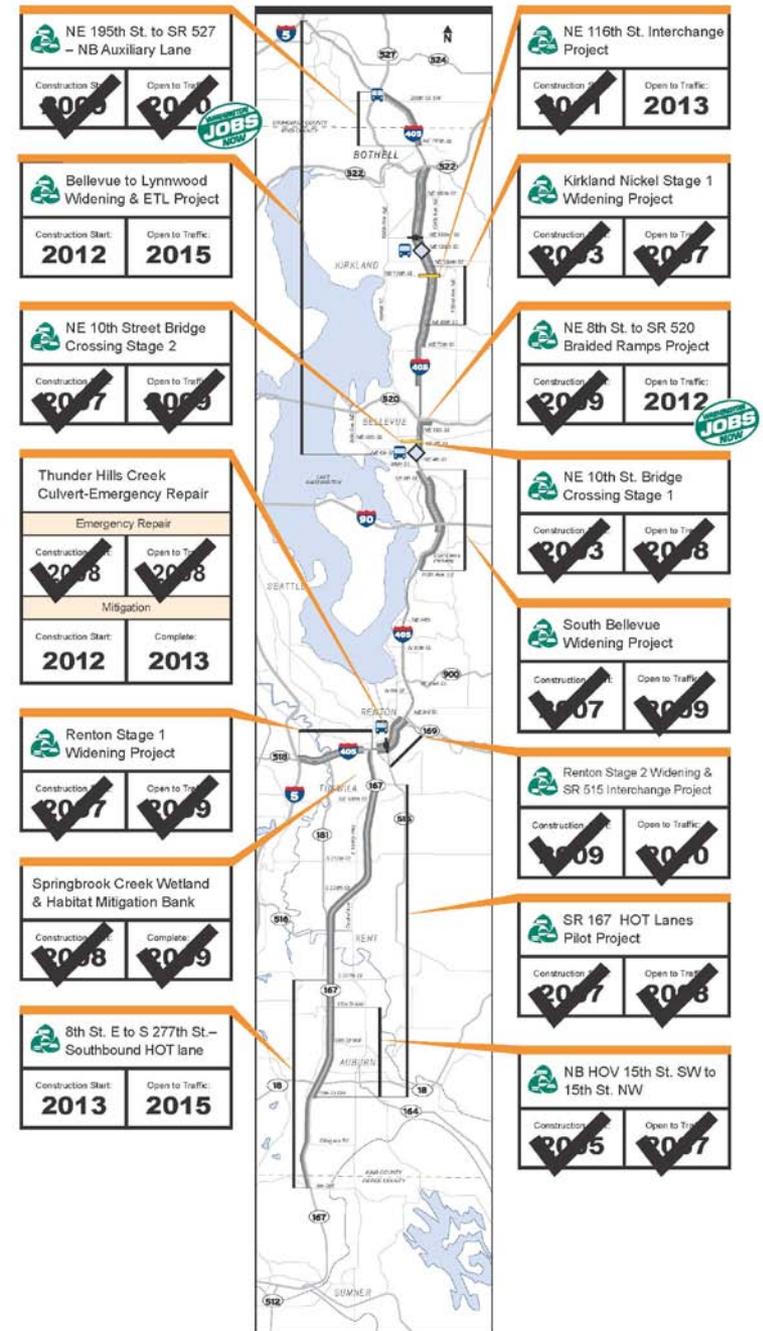
	Tax	405 % of Total	I-405
Nickel	5¢	10%	485 million
TPA	9.5¢	14%	972 million
Total	14.5¢ tax	10-14%	\$1.457 billion

I-405 Managed Lanes & Corridor History



Funded Projects

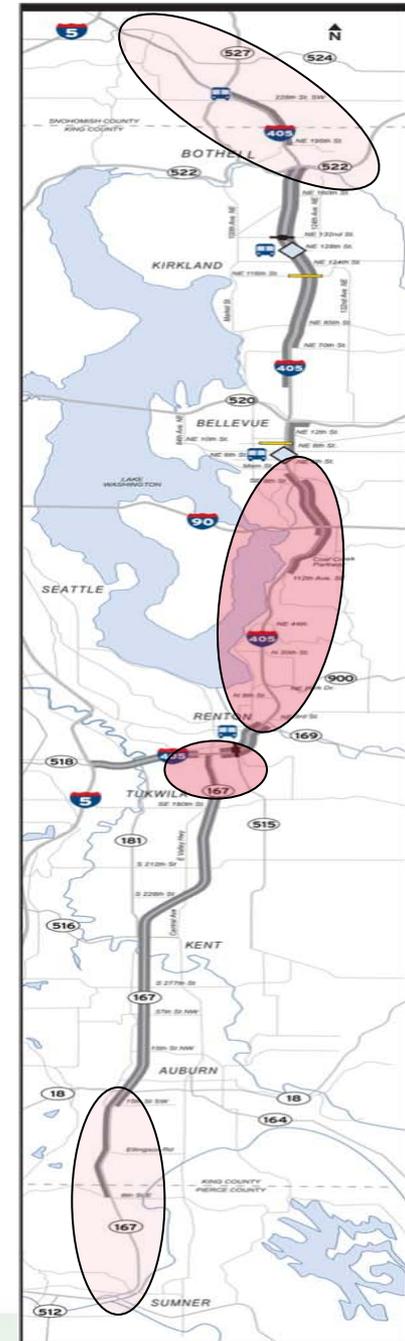
- Eastside Corridor Program
 - Total \$1.7 B funded:
 - Program almost complete
 - Funded projects target key congestion chokepoints
 - Funding gaps remain at the I-405/SR 167 interchange and Renton to Bellevue



Priority System Gaps

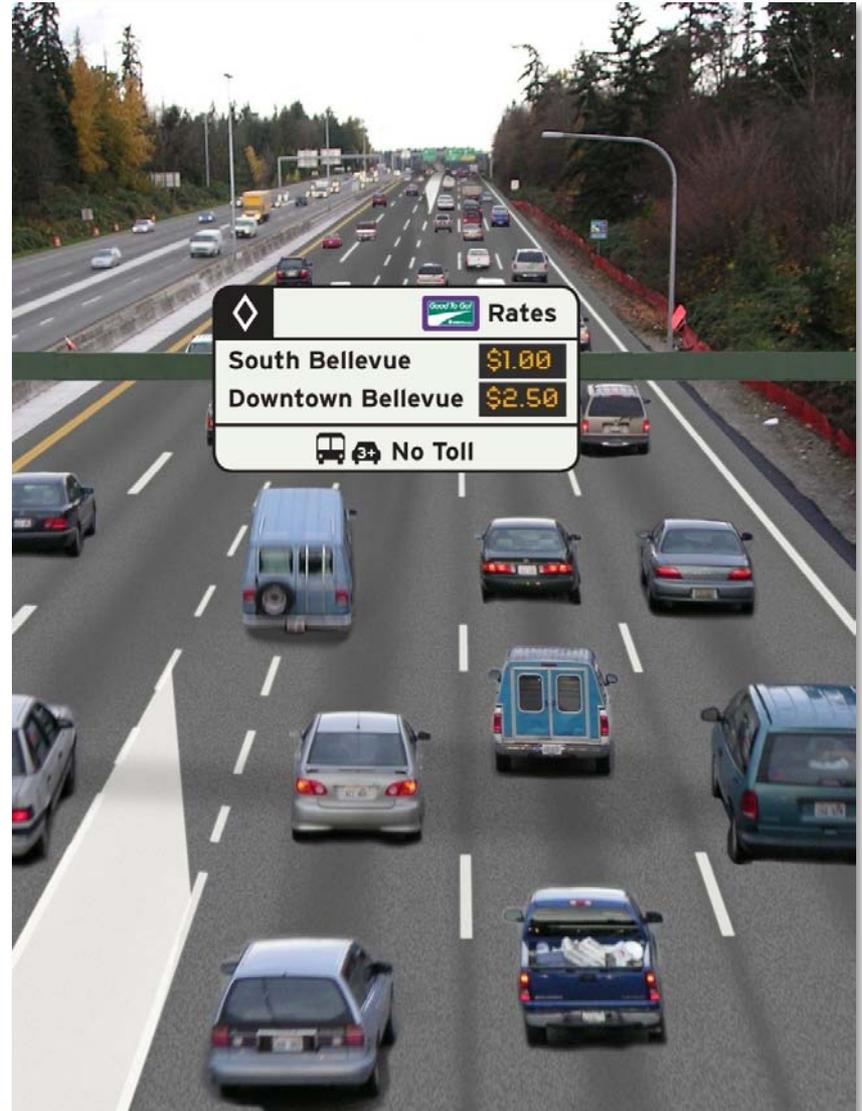
Unfunded and/or incomplete major improvements:

- I-405 – Renton to Bellevue Project
- I-405/SR 167 – Direct Connector

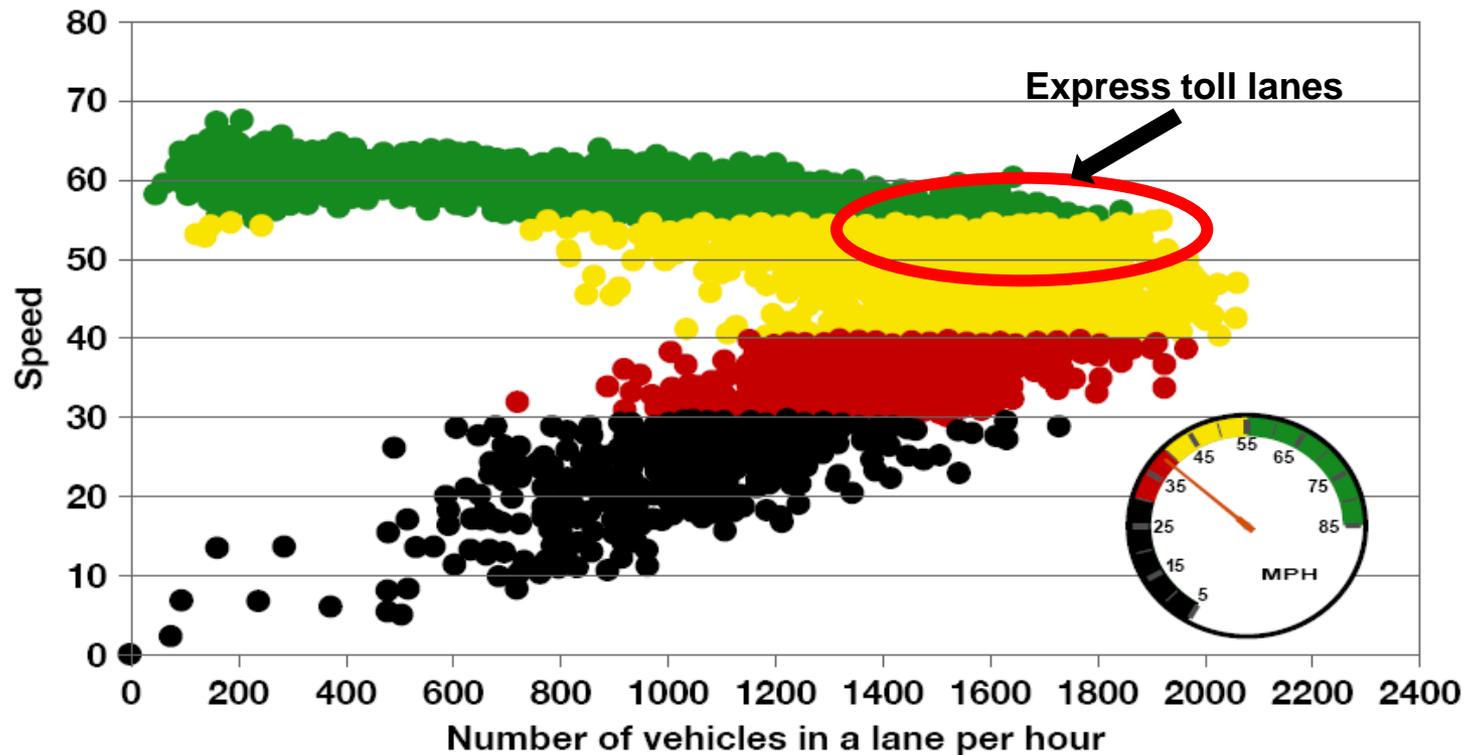


What Are Express Toll Lanes?

- An express way within a freeway giving drivers a choice for a faster and more reliable trip.
- Improves efficiency of entire corridor by moving more people.
- Toll rates adjust electronically to ensure that traffic in the express toll lane is free flowing even if regular lanes are congested.
- Supply and demand based dynamic tolling will accommodate regional growth.



Why Do Express Toll Lanes Perform Better?



Pricing in response to changing demand (variable pricing) helps to improve performance by maintaining a constant flow rate that serves to manage the higher levels of demand and prevent the breakdown in flow.

Why Express Toll Lanes?

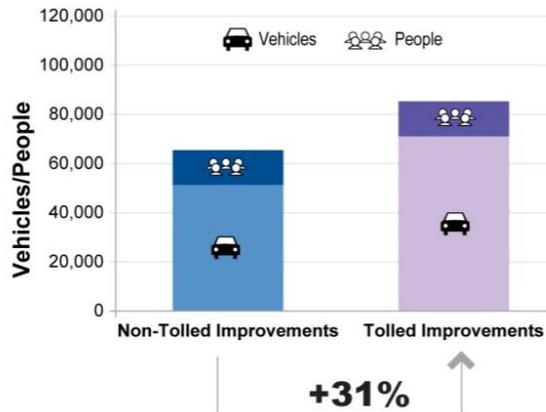
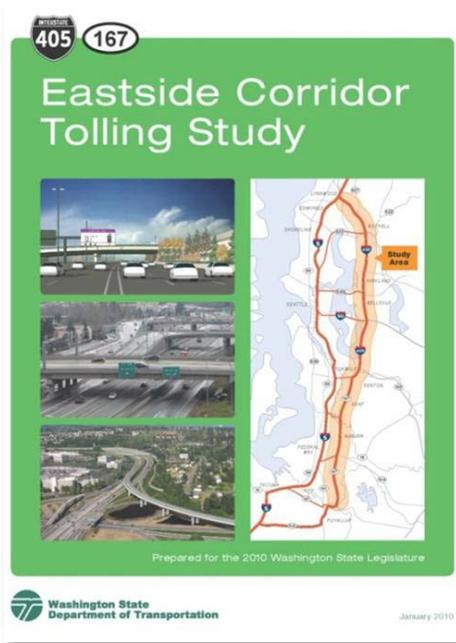
▪ Funds future improvements

- Provides funding towards future improvements
- Supply and demand based variable toll rates generate more future revenue with continued regional growth
- Supplements traditional revenue
- User fee vs. across the board tax

▪ Improved traffic performance

- HOV system currently congested
- Provides sustainable trip reliability into the future
- Moves more people and vehicles throughout the entire freeway
- Improves transit speed and reliability

2010 Eastside Corridor Study - Option 4



Costs

I-405 Project Elements

- SR 520 to I-5 Widening
\$ 388 million
- SR 167 Direct Connection
\$ 490 million
- SR 169 to SR 520 Widening
\$ 960 million

SR 167 Project Elements

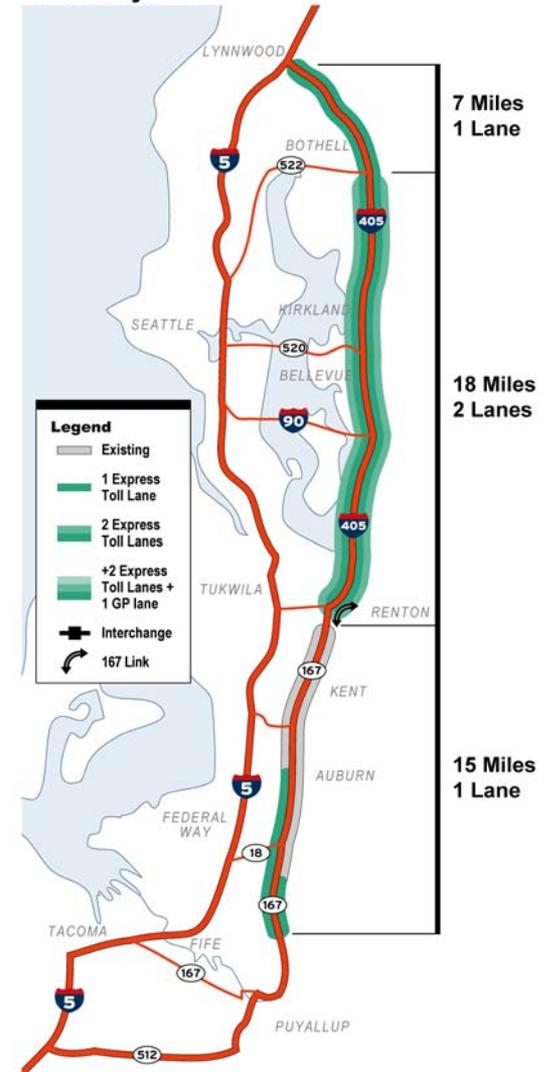
- Stage 4 SB HOT Lane Extension
\$ 82 million
- Stage 5 NB HOT Lane Extension
\$ 30 million

Total Cost \$1,950 million

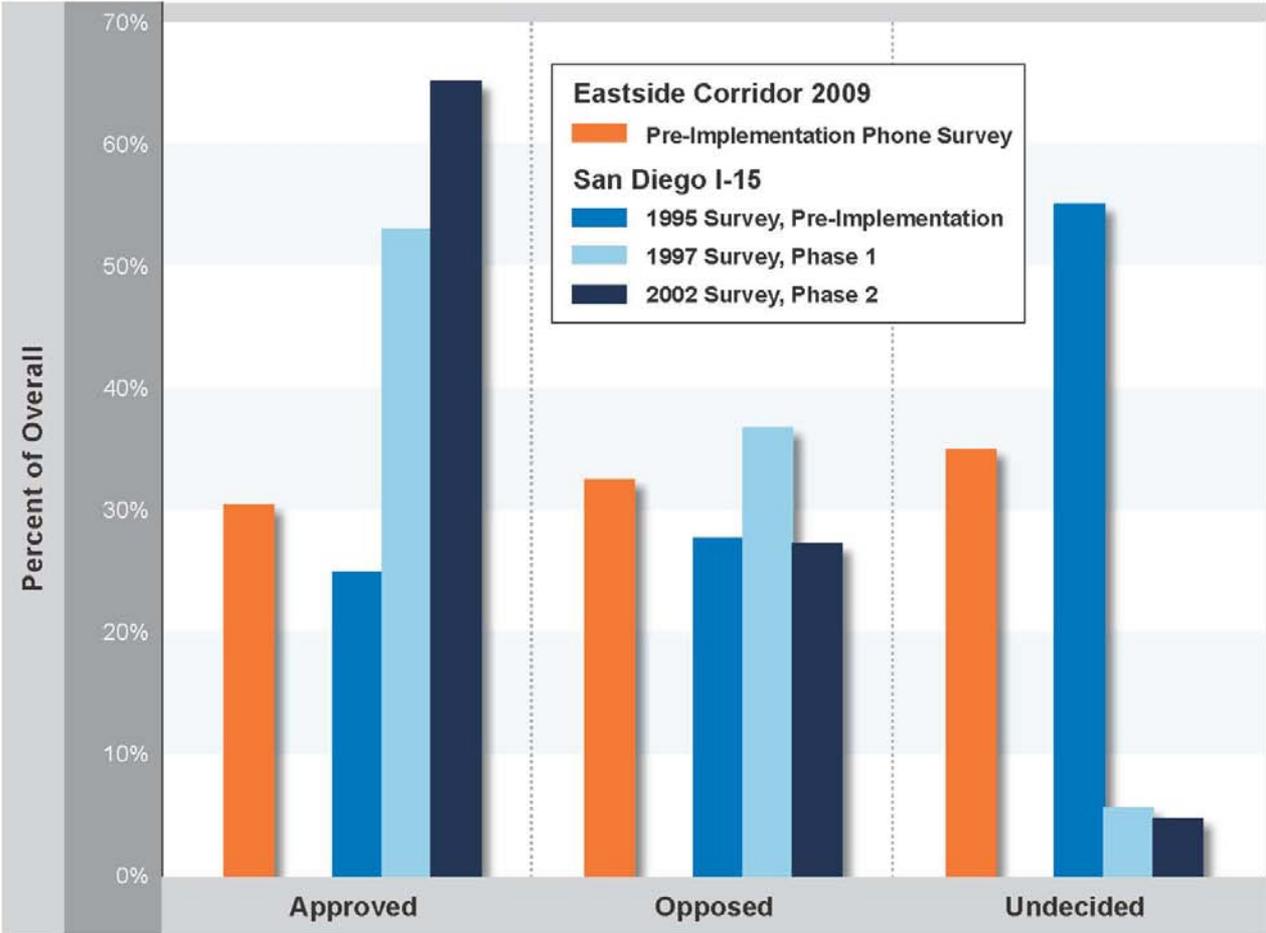
Funding

- I-405 Funding \$ 388 million
- SR 167 Funding \$ 82 million
- Total Authorized Funding \$ 470 million**
- Funding Gap \$ 1,480 Million**

Study Option 4 40 Mile System



Public Support For Tolled Lanes Increases After Implementation



2009 Study Range of Study Options

Study Option 1*
Funded Projects



Study Option 2
Separate Systems



Study Option 3
Connected System



Study Option 4
40-Mile System



Study Option 5
50-Mile System



*funding possible from savings within the corridor

\$470 M

\$540 M

\$1,030 M

\$1,950 M

\$4,100 M

Performance – Express Toll vs. General Purpose Lanes

Study Option 1*
Funded



Study Option 2
Separate Systems



Study Option 3
Connected System



Study Option 4
40 Mile System

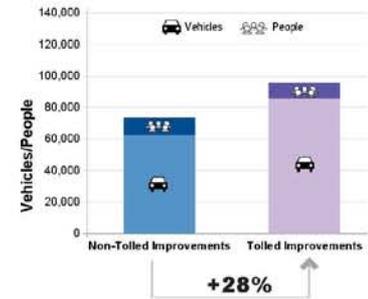
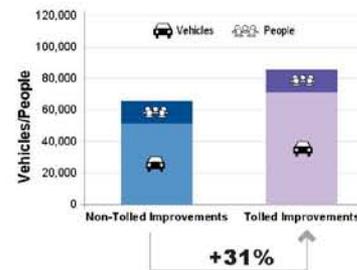
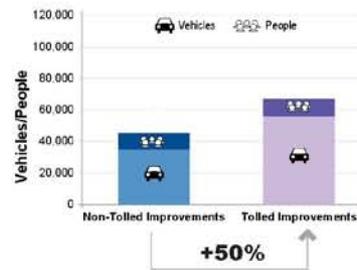
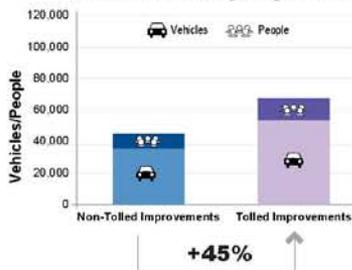


Study Option 5
50 Mile System



*Funding possible from savings within the corridor

Vehicles and people moving at freeflow speeds



Funding and Bonding Scenarios

Capital and Need	Funding	Study Option 1*	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Capital cost	\$470 M	\$540 M	\$1,030 M	\$1,950 M	\$4,103 M
	Available funding	\$403 M	\$403 M	\$403 M	\$403 M	\$403 M
	Funds Needed	(\$67 M)*	(\$140 M)	(\$630 M)	(\$1,550 M)	(\$ 3,700 M)
* Funding possible from savings within the corridor.						
Non-recourse Bonds (3+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	\$150-265 M	\$175-310 M	\$190-340 M	\$460-795 M	\$300-580 M
	Percent of funding gap filled	100%+	100%+	30-55%	30-50%	20-35%
	Remaining funding gap	\$0	\$0	(\$290-440 M)	(\$755-1,090 M)	(\$3,120-3,400 M)
State-backed HOV (3+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	**	**	\$415-745 M	\$910-1,565 M	\$545-1,055 M
	Percent of funding gap filled	**	**	65-100%+	60-100%+	35-70%
	Remaining funding gap	**	**	\$0 - (\$215 M)	\$0 - (\$640 M)	(\$2,645-3,155 M)
Non-recourse HOV (2+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	\$65-130 M	**	**	\$310-545 M	**
	Percent of funding gap filled	97-100%+	**	**	20-35%	**
	Remaining funding gap	\$0	**	**	(\$1,005-1,240 M)	**
State-backed HOV (2+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	**	**	**	\$580-1,035 M	**
	Percent of funding gap filled	**	**	**	35-65%	**
	Remaining funding gap	**	**	**	(\$515-970 M)	**
Toll Cap (3+) Non-recourse	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	\$125-220 M	**	**	**	**
	Percent of funding gap filled	100%+	**	**	**	**
	Remaining funding gap	\$0	**	**	**	**

** Sensitivity not performed for this option

10 Year Implementation Strategy

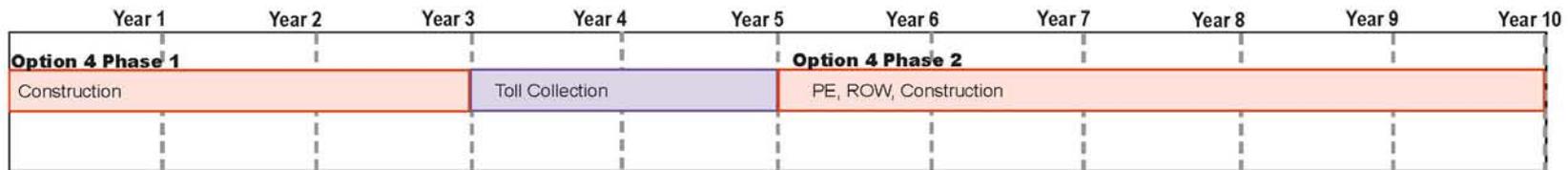
Option 4 - Phase 1



Option 4 - Phase 2



Option 4 - Completed



2010 Expert Review Panel

- **Academic:** Ginger Goodin from the Texas Transportation Institute of the Texas A&M University System.
- **Transportation Policy:** Robert Poole, independent transportation consultant.
- **Transportation Planning:** Chuck Fuhs with Parson Brinckerhoff in Houston.
- **Express Toll Operations:** Jennifer Tsien, working with the Florida Turnpike Enterprise.
- **Financing:** Janet Lee of Public Resource Advisory Group.



Expert Review Panel Findings

Policy

- The proposed express toll lane concept **is a viable and appropriate strategy** for improving mobility on the Eastside Corridor.
- The process and methods for determining the current project definition, concept and operation plan appear **reasonable and supportable**.

Methodology

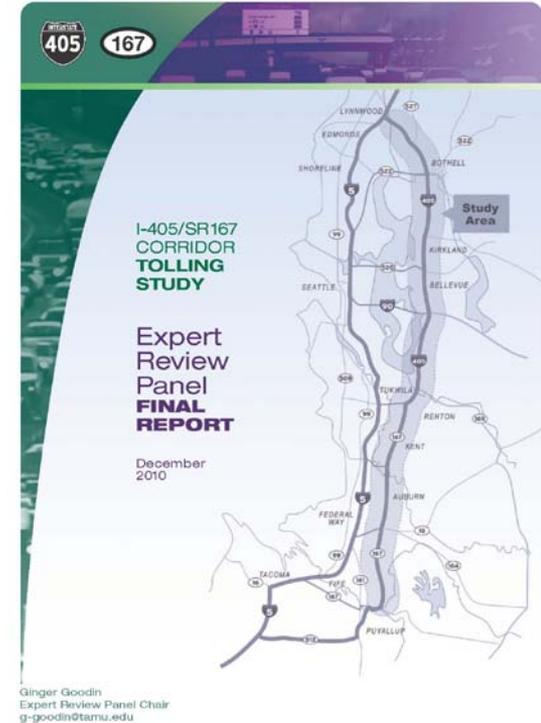
- The state used **sound planning and engineering practices consistent** with industry standards to analyze the operational performance of I-405/SR 167 corridor express toll lanes to implement the next phase of master plan improvements.

Phasing

- The implementation principle specifying that full corridor express toll lanes be built in incremental phases beginning with funded projects needs to merge with the reality of available funding, while optimizing overall performance of the corridor.

Financing

- **Option 1 provides necessary momentum** and helps to fill the funding gap for Study Options 2, 3, 4 and 5. An investment level analysis will produce a financial plan for a corridor-wide solution.



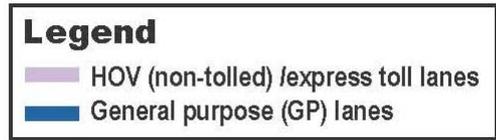
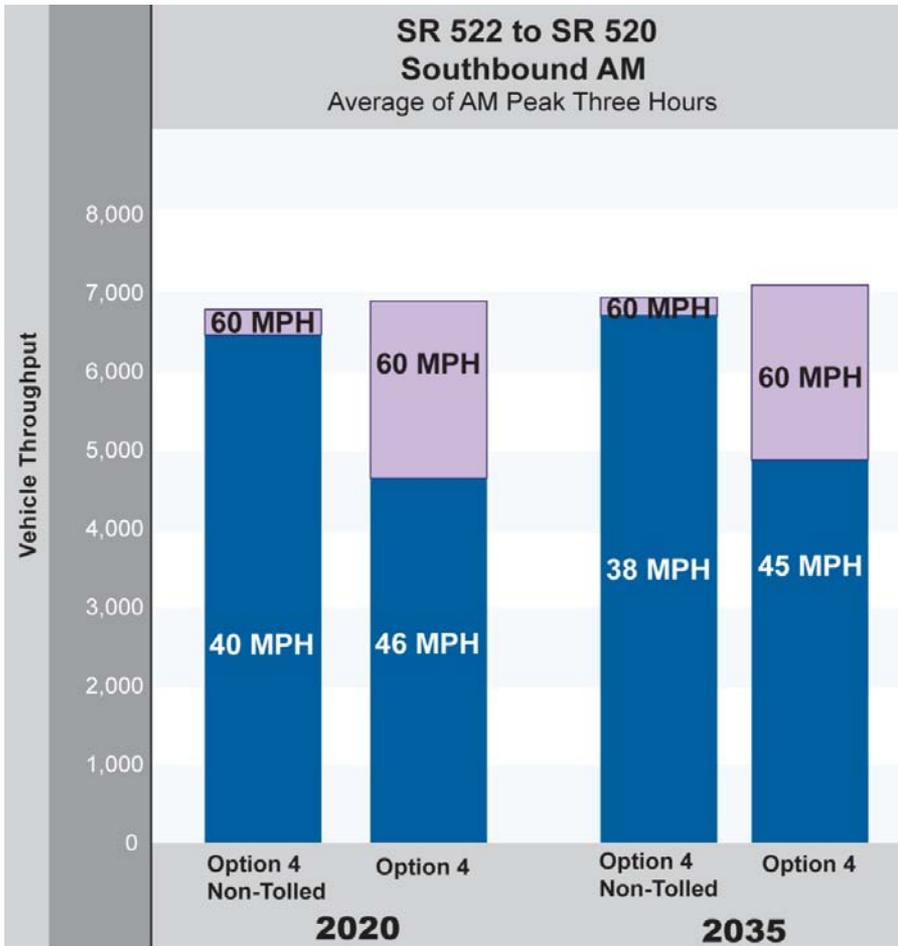
2035 Corridor Wide Performance Measures

Table 3-1 Modeled Network Performance Measures for AM Peak Period in 2035

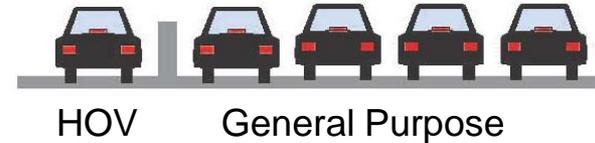
	Option 4 Non-Tolled	Option 4 Tolled	% Difference
Vehicle Throughput (no. vehicles)	212,904	242,932	+14%
Average Speed (mph)	27.1	37.0	+36%
Total Travel Time (hours)	56,217	48,142	-14%
Average Delay per Vehicle (sec.)	430	241	-44%

Northend Traffic Performance

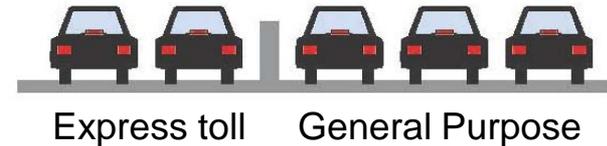
Non-tolled vs. Tolled for 2020 and 2035



Non-tolled Lane Configuration

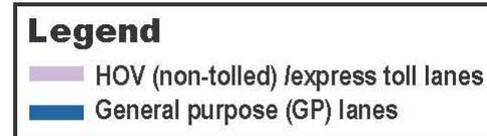
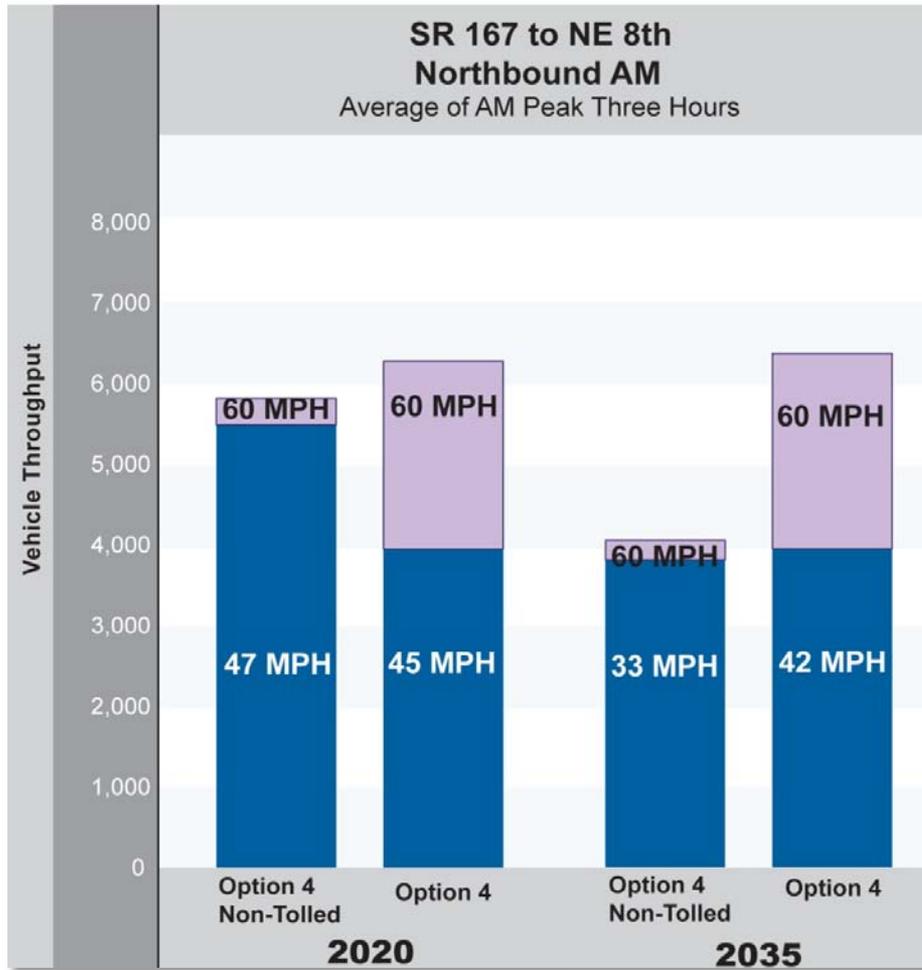


Tolled Lane Configuration

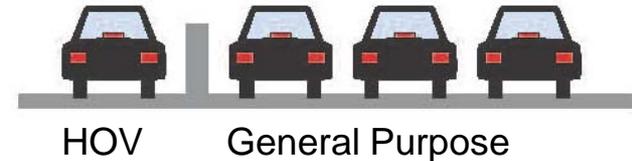


Renton to Bellevue Traffic Performance

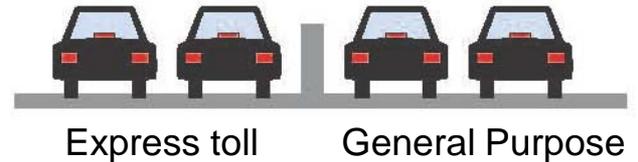
Non-tolled vs. Tolled for 2020 and 2035



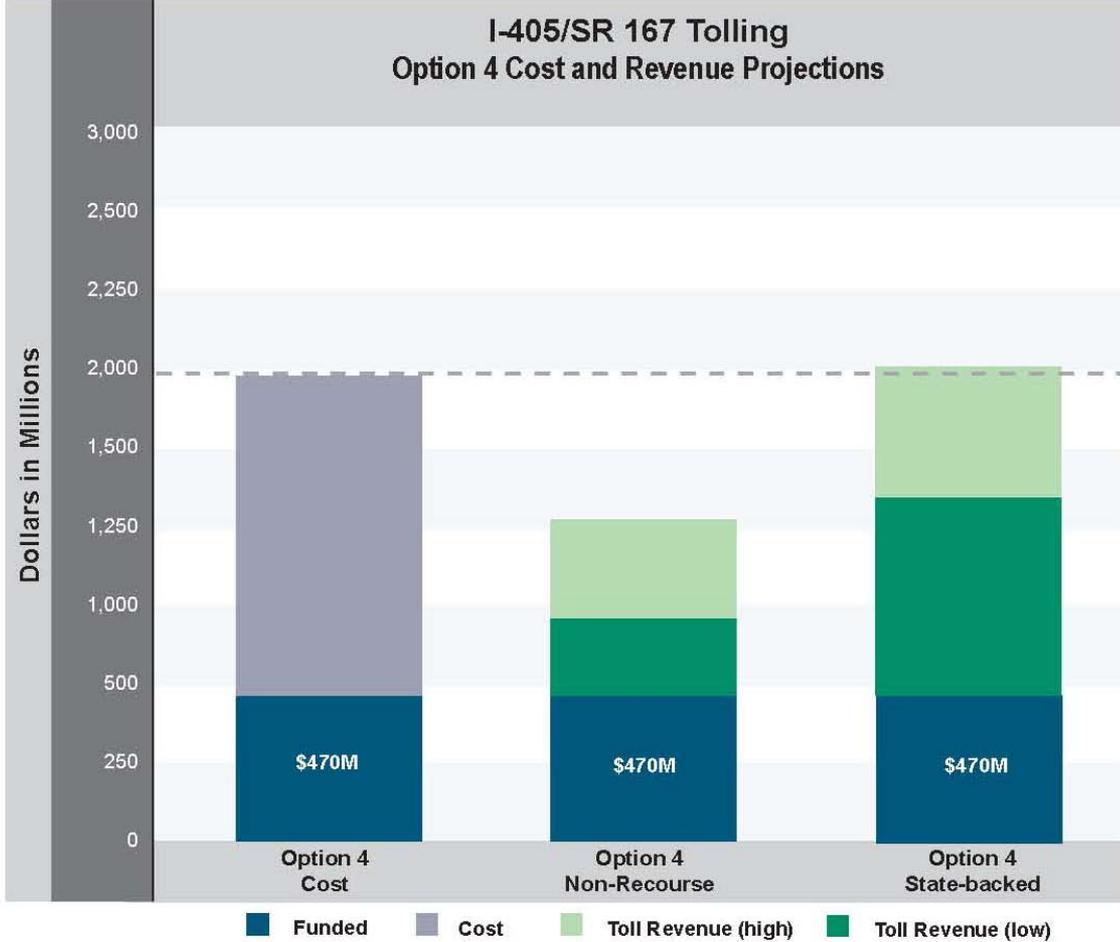
Non-tolled Lane Configuration



Tolled Lane Configuration



The Funding Gap



ERP Recommended Next Steps

- Move forward with Phase 1 (6 months)
- Address regional policy for HOV degradation and migration to HOT3+ (6 months)
- Seek FHWA tolling approval for corridor (6 months)
- Continue authorization of tolls on SR 167 HOT lanes pilot project (1 yr)
- Continue developing the components comprising a megaproject (project management plan, risk management plan, master schedule, phasing plan, and financial plan). Maintain momentum with current legacy team. (1 yr)
- Leverage completed environmental documents
- Address operating policies and design elements that support financing requirements (1 yr)
- Make the I-405/SR 167 interchange a higher priority by mobilizing critical path items like ROW and value engineering (2 yrs)
- Complete an investment grade traffic and revenue study (2 yrs)
- Address the funding gap through financing, user fees and delivery options (2 yrs)

Executive Advisory Group Support for Express Toll Lanes

Joan McBride

Joan McBride
Mayor of Kirkland

Grant Degginger

Grant Degginger
Bellevue City Councilmember

Sonny Putter

Sonny Putter
Newcastle City Councilmember

Randy Corman

Randy Corman
Renton City Councilmember

Jim Haggerton

Jim Haggerton
Mayor of Tukwila

Suzette Cooke

Suzette Cooke
Mayor of Kent

Peter Lewis

Peter Lewis
Mayor of Auburn

David Hill

David Hill
Mayor of Algona

Kathy R. Turner

Kathy Turner
Mayor of Puyallup

Richard Hildreth

Richard Hildreth
Mayor of Pacific



I-405/SR 167 Direct Connector



Regional Support

Dave Gossett

Dave Gossett, Snohomish County Councilmember, substituting for former EAG member and Councilmember Mike Cooper

Reagan Dunn

Reagan Dunn
King County Council

Richard Ford

Richard Ford
WA State Transportation Commission

Sue Singer

Sue Singer
Puget Sound Regional Council

Ronald J. Posthuma

Ronald Posthuma
King County Dept. of Transportation

Roger Bush

Roger Bush, Chair
Pierce County Council

Legend

- Phase 1 (Funded)
- Phase 2 (unfunded)
- Existing

Questions?

For more information,
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