

# SR 167 & 509 Comprehensive Tolling Studies

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# Legislative Proviso

- \$1M provided to continue work on a comprehensive tolling study of the SR 167 extension.
- As funding allows, the department shall also continue work on a comprehensive tolling study of SR 509.
- Both SR 167 and SR 509 are among the five projects included in the JTC's Public-Private Partnerships Study.

# Types of Tolling Studies

- Feasibility Study
- Comprehensive Study
- Investment Grade Study

# Key Findings of 2010 Toll Feasibility Study

*Tolling is Feasible for both SR 167 & 509*

- **Toll Revenue**

- SR 509: \$250 - \$600 million
- SR 167: \$270 - \$540 million
- Depending on 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

# Purpose of the Studies

To develop, analyze, and recommend the following:

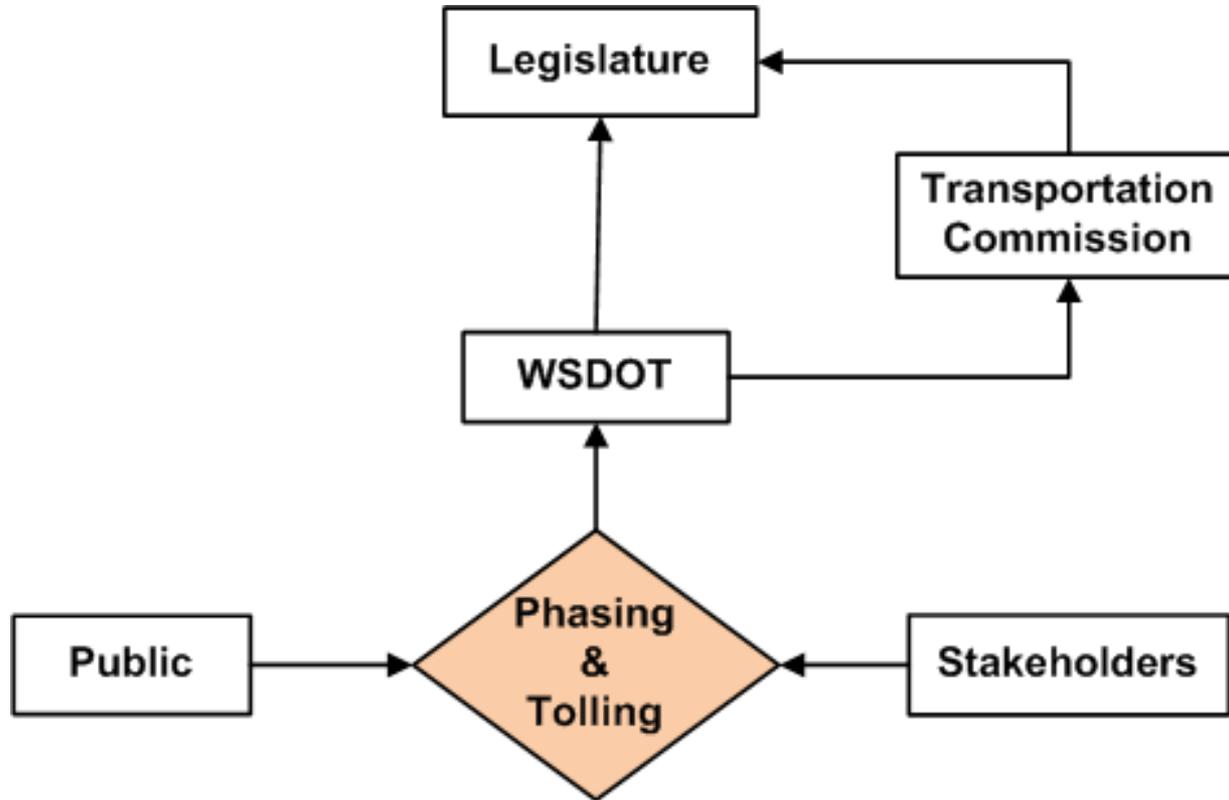
- Phase 1 scope of the project
- A preferred tolling concept
- Financing capacity expected from tolling to help fund Phase 1

The findings will be presented to the State Transportation Commission and Legislature for consideration.

# Study Scope

- Project phasing plan & cost estimates
- Tolling options, concept of operations
- 30 year M & O cost estimates
- Construction cash flow assumptions
- Traffic and toll modeling
- Gross revenue projections
- Financial capacity analysis
- Stakeholder collaboration
- Public engagement
- Social justice/equity evaluation

# Decision-Making Framework



# Stakeholder Engagement

Each study has stakeholder committee formed to:

- Help set the parameters to guide the study
- Serve as sounding board, review technical analysis results
- Reach consensus recommendations on:
  - Evaluation criteria
  - Options to be analyzed
  - Preliminary preferred phasing and tolling options
- Keep respective executive management informed

# Stakeholder Committee Compositions

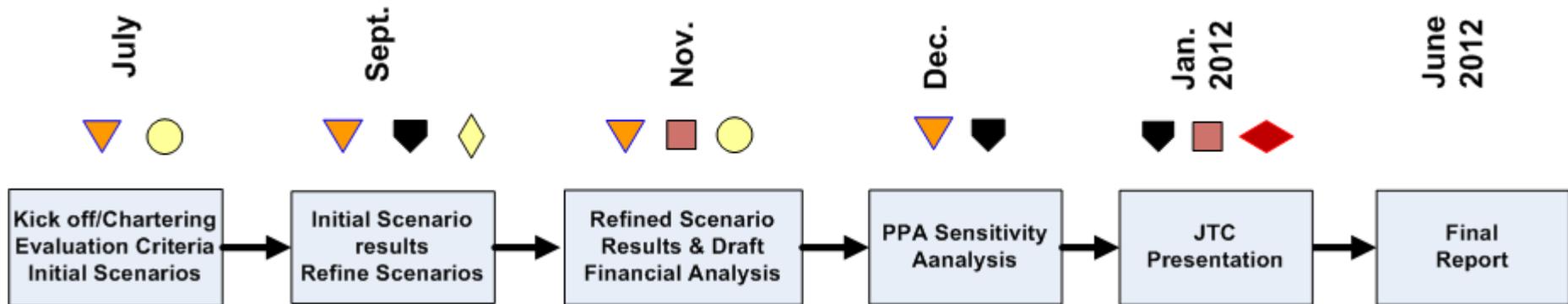
The stakeholder committees are comprised of representatives from:

- The jurisdictions within and near the project vicinity
- Business and freight communities
- Local and regional transit agencies
- PSRC and FHWA
- Legislators from the project area are invited

# Public Involvement

- Public opinion surveys
- Focus groups
- Open houses

# Study Schedule & Milestones



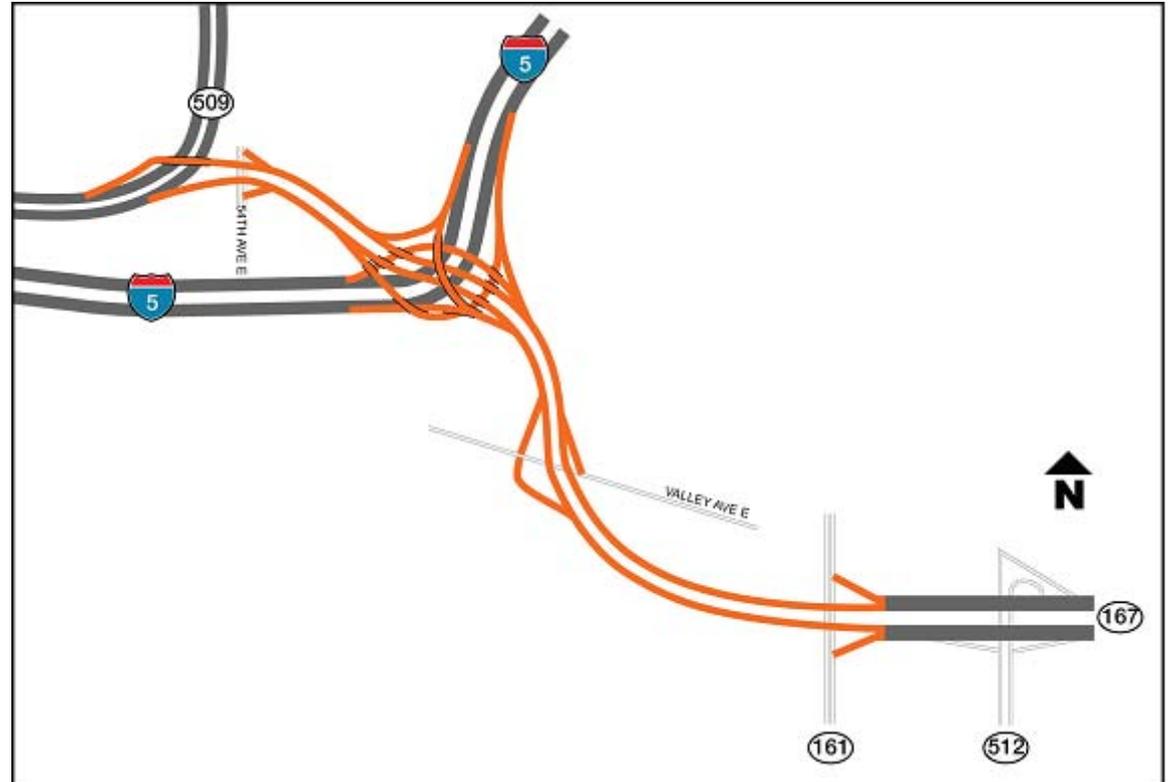
- ▼ Stakeholder Committee Meetings
- ◆ Focus Group
- Public Opinion Survey/Open Houses
- WSDOT Toll Executive Team Briefing
- Commission Presentations
- ◆ JTC Presentation

# Initial Phasing & Tolling Options

- Two to three rounds of development, refinement and analysis expected
- Build on the findings of the feasibility study
- Test different interchange configurations/connections and toll concepts to assess tradeoffs between usage, cost and revenue effects

# SR 167 Initial Options

- Construct half of the roadway first with one lane each direction.
- Study different ways of connections and tolling concepts to evaluate tradeoffs between cost, toll revenue, and tolling impacts.



# SR 167 Extension Project - Public Opinion

## Key survey findings\*:

- A majority (53%) think construction of the SR 167 extension should be a priority, 36% indicated the project was about the same priority as other highway projects. Only 9% thought the project should not be a priority.
- Over a third (35%) did not have strong opinions for or against tolling. 17% were supportive of tolling, while 44% did not support tolling the extension project and 3% expressed no opinion.
- Most respondents (66%) showed more support for tolling the SR 167 extension when they knew the toll revenue was used to exclusively fund the project.

\* In June 2011, 401 residents were surveyed via phone. Respondents were randomly selected from 21 zip codes in the vicinity of the project. Margin of error is +/- 5% at the 95% confidence interval.

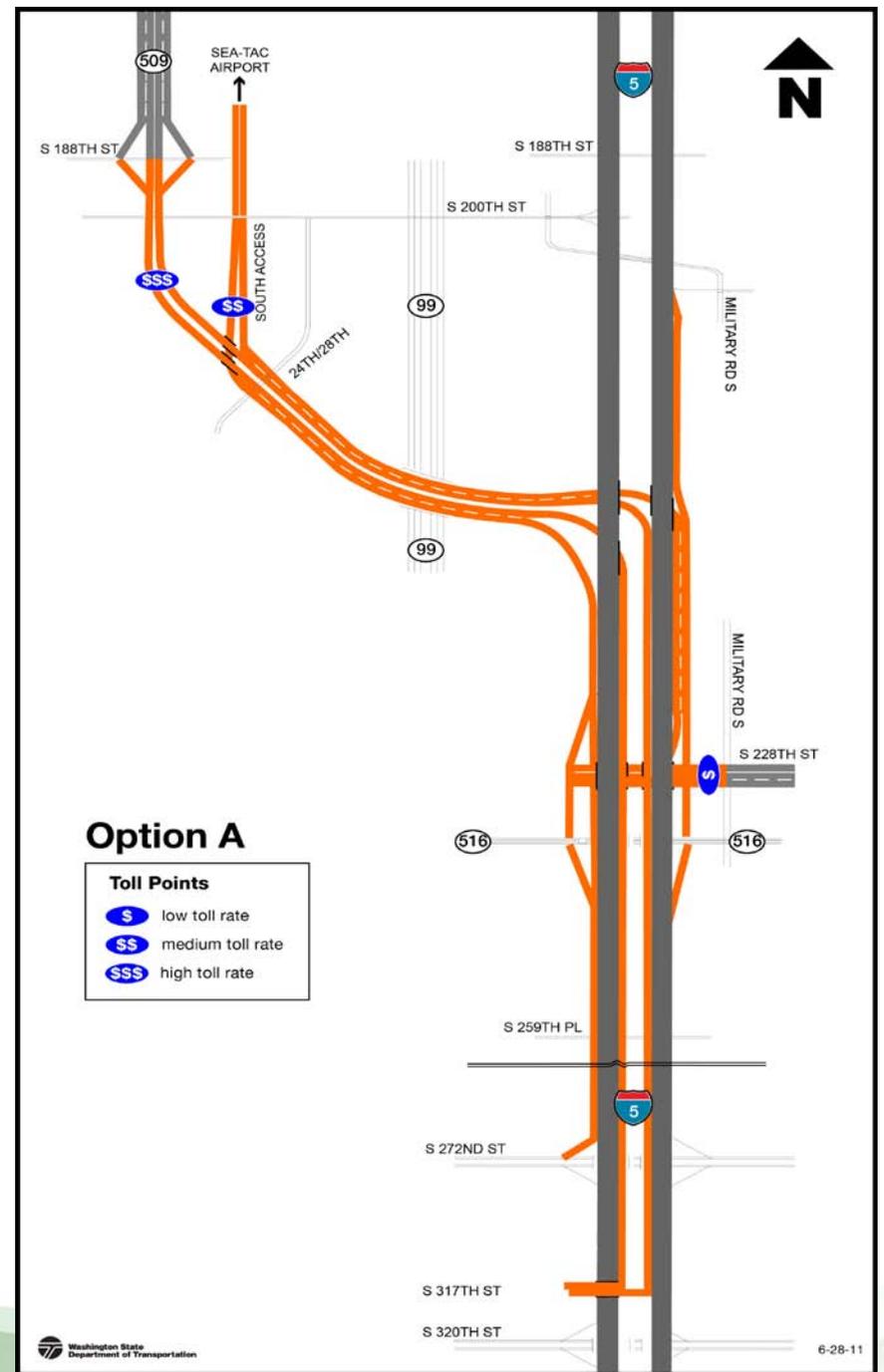
# SR 509 Study Funding

- SR 509 did not receive \$1M requested to conduct full comprehensive study.
- Awarded \$324,000 federal research fund to pilot test of TRB's collaborative transportation decision making tool on this project.
- WSDOT allocated \$120K of scoping funds to refine the design and cost estimate.
- As funding allows, taking advantage of the synergies between the two studies, WSDOT will do as much as we can to generate technical data for the Commission and Legislature.

# SR 509

## Initial Options

- Focus phasing I-5 improvements and the portion north of Airport Access Rd.
- Look at different way of connecting to the airport.
- Be sensitive to political concerns of tolling existing roadways.



# SR 509 Extension Project – Public Opinion

## Key survey findings\*:

- Respondents tended to view the project as a priority (39%), or indicated the project was about the same priority as other highway projects (40%). Only 17% thought the project should not be a priority.
- Almost a third of respondents (32%) were neutral or had no opinion on tolling SR 509. Almost a quarter (21%) were supportive of tolling while 38% did not support tolling the SR 509 project.
- Conversion of I-5 HOV lanes to HOT was viewed favorably. 52% of respondents supported conversion of I-5 HOV lanes to HOT if the revenue was used to pay for the SR 509 project.

\* In June 2011, 400 residents were surveyed via phone. Respondents were randomly selected from 15 zip codes in the vicinity of the project. Margin of error is +/- 5% at the 95% confidence interval.

# Next Steps

- Model initial options
- Report back with draft results on initial options in late August or early September for review and input.
- Refine phasing and tolling options based on initial results.

# Questions?

For more information,  
please contact

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