

# SR 167 Extension Tier 2 Tolling Study

## WSDOT SR 167 Tolling Study Team

**David Dye**  
Deputy Secretary

**Paula Hammond**  
Secretary of Transportation

**Steve Reinmuth**  
Chief of Staff

# Purpose of This Meeting

**To review 2010 feasibility study findings**

**To gain clear understanding of:**

- The goals and objectives of this study
- The process we will go through to achieve the goals and objectives.

**To reach consensus on:**

- Evaluation criteria, methodology and performance measures for evaluating phasing and tolling concepts
- Initial phasing and tolling concepts for analysis

# SR 167 Extension

*a critical link in the state's highway network*

- EIS completed in 2006
- Record of Decision secured in 2007
- \$160M invested to date
  - 20% design completed
  - 70% of ROW purchased
  - No permitting yet
- About \$2.0B funding gap



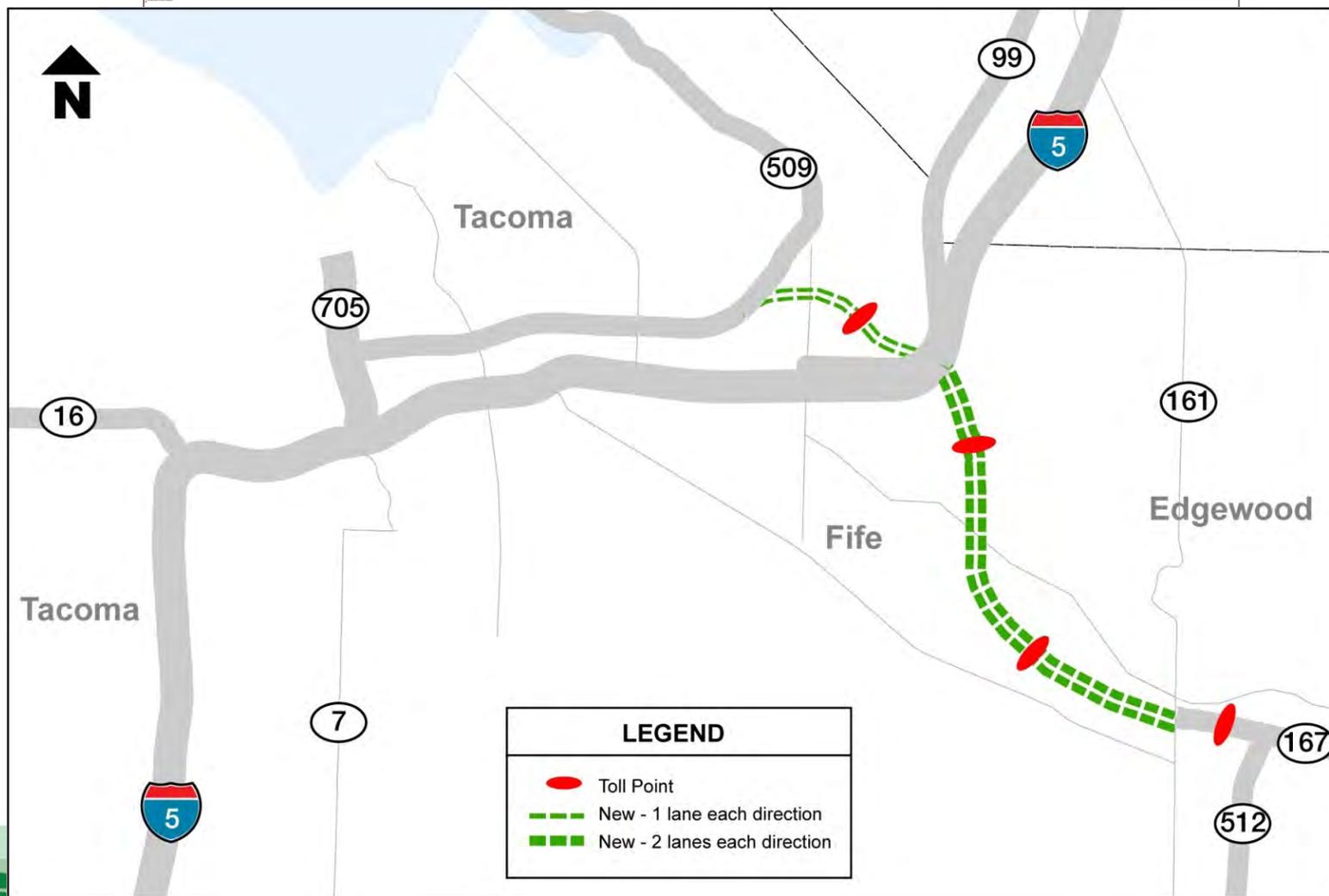
# Types of Tolling Studies

- **Feasibility Study**
- **Comprehensive Study**
- **Investment Grade Study**

# 2010 Toll Feasibility Study: *Initial Option*

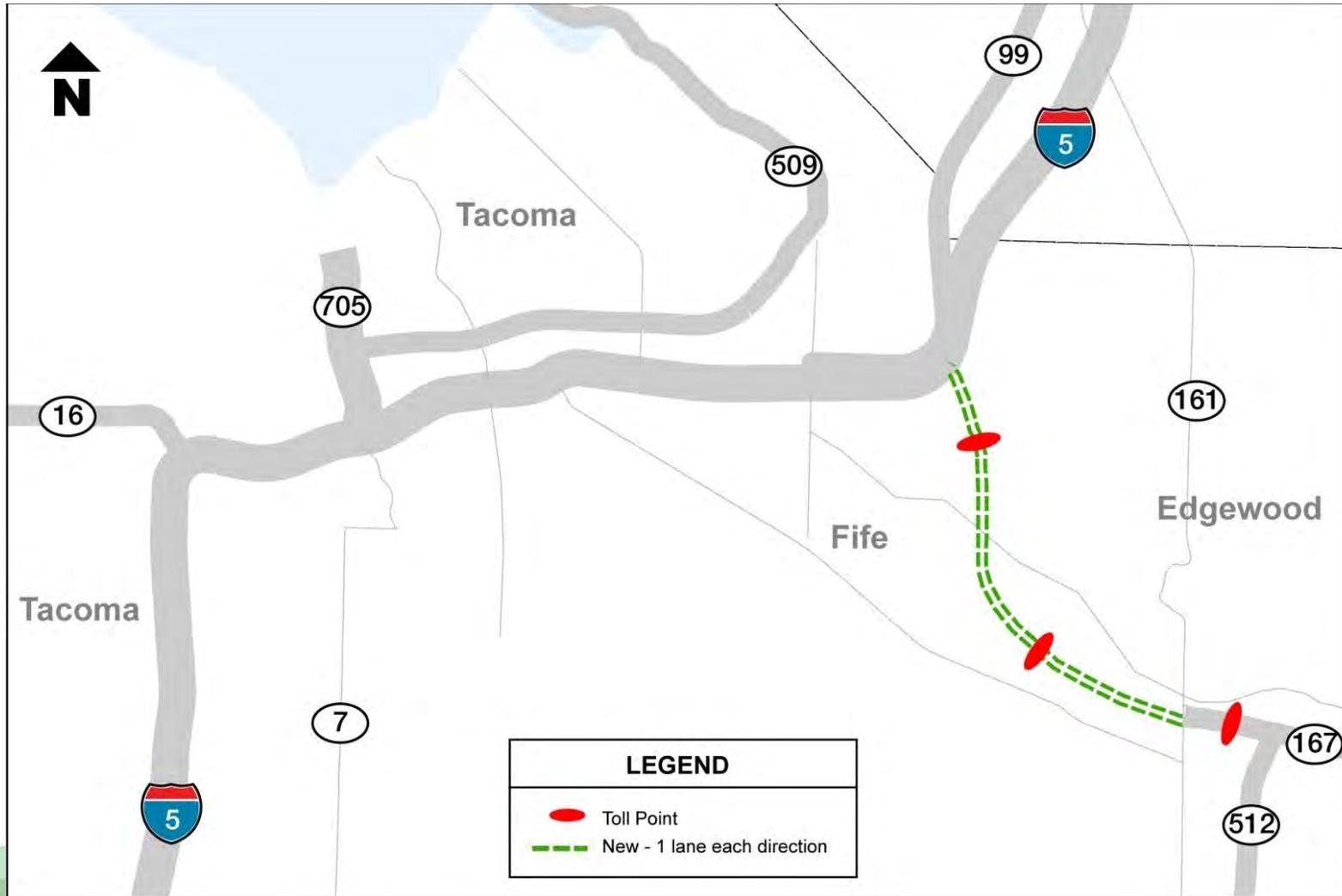
*One lane each direction west of I-5*

*Two lanes each direction east of I-5 (Cost \$1.9B)*



# 2010 Toll Feasibility Study: *Option 1*

*Construct east segment first (1 lane/dir., Cost: \$900M)*



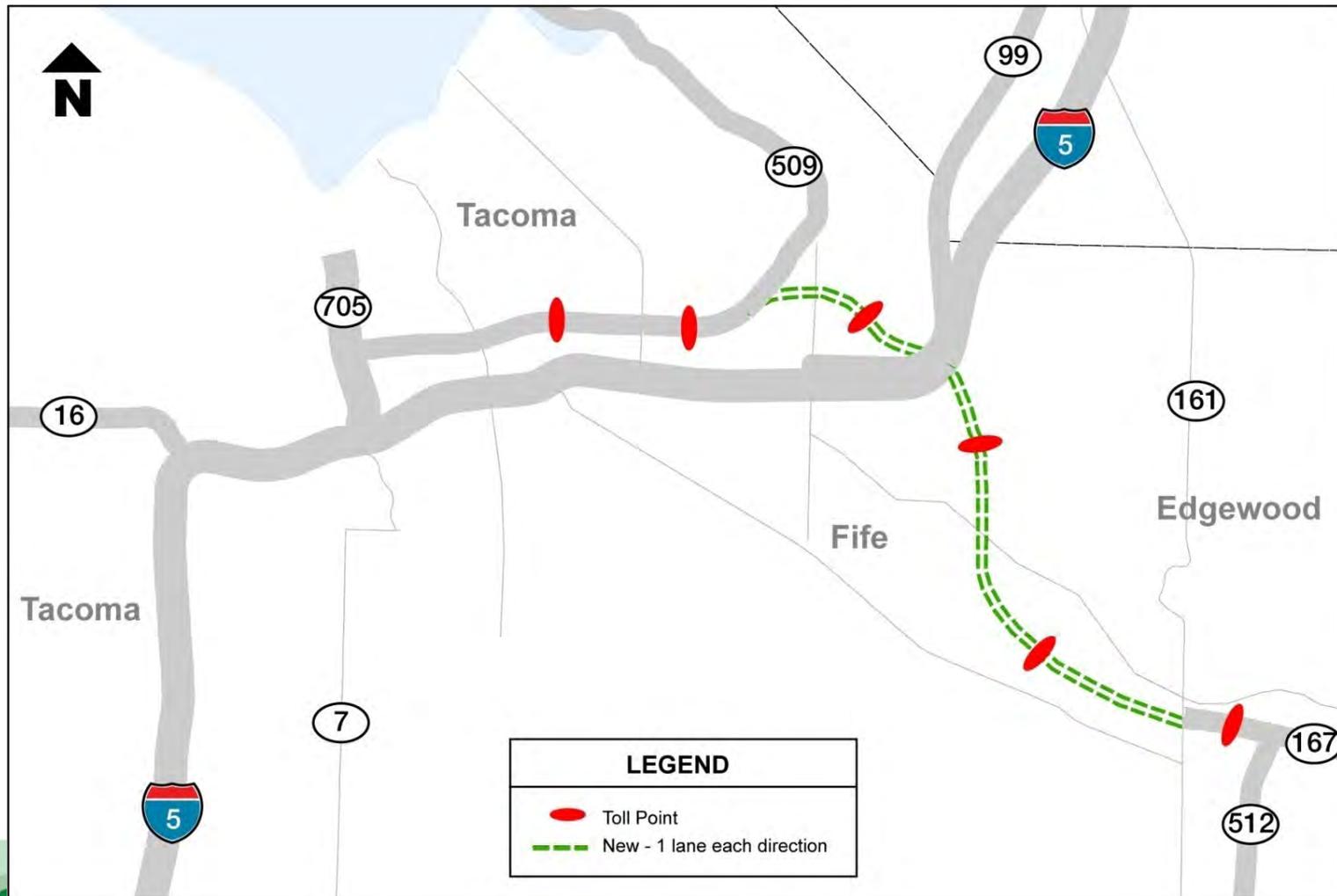
# 2010 Toll Feasibility Study - Option 2: 1 lane/dir. all the way (Cost: \$1.33B)



# 2010 Toll Feasibility Study: Option 2a

*Phasing: SR 167 west and east segments*

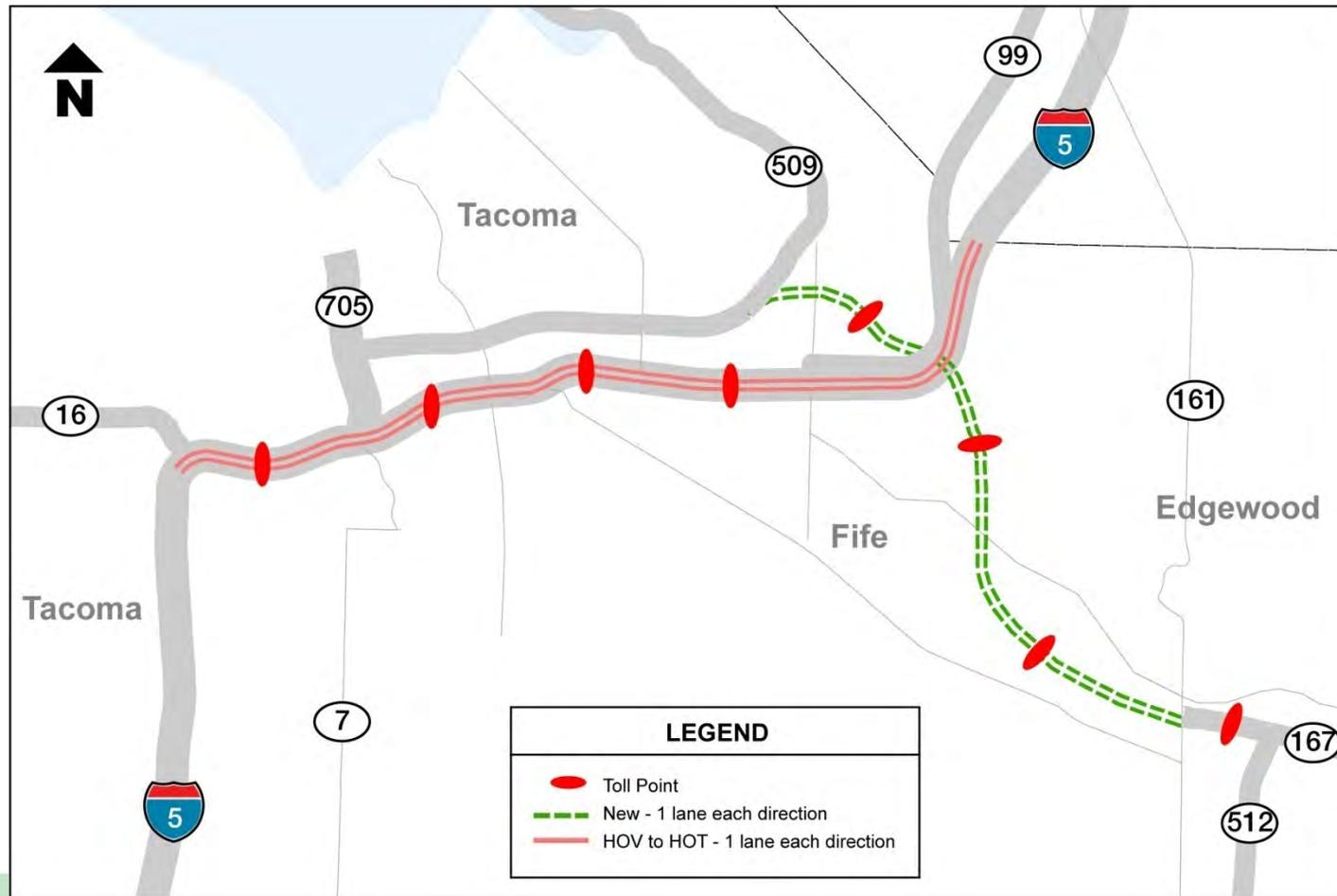
*Plus toll SR 509 (all lanes). Cost: \$1.34B*



# 2010 Toll Feasibility Study: Option 2b

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

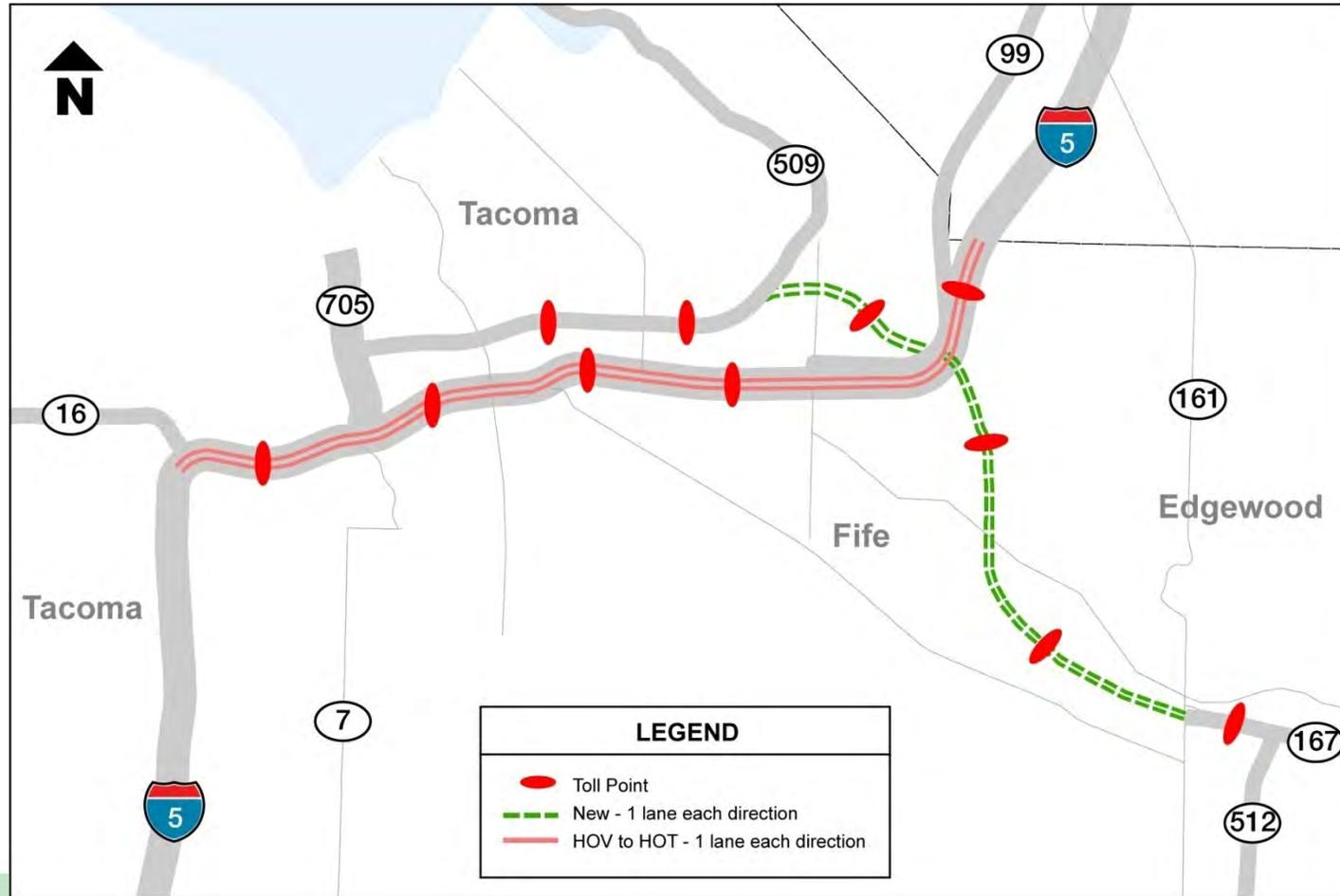
*Plus I-5 HOT Lanes. Cost: \$1.36B*



# 2010 Toll Feasibility Study: Option 2c

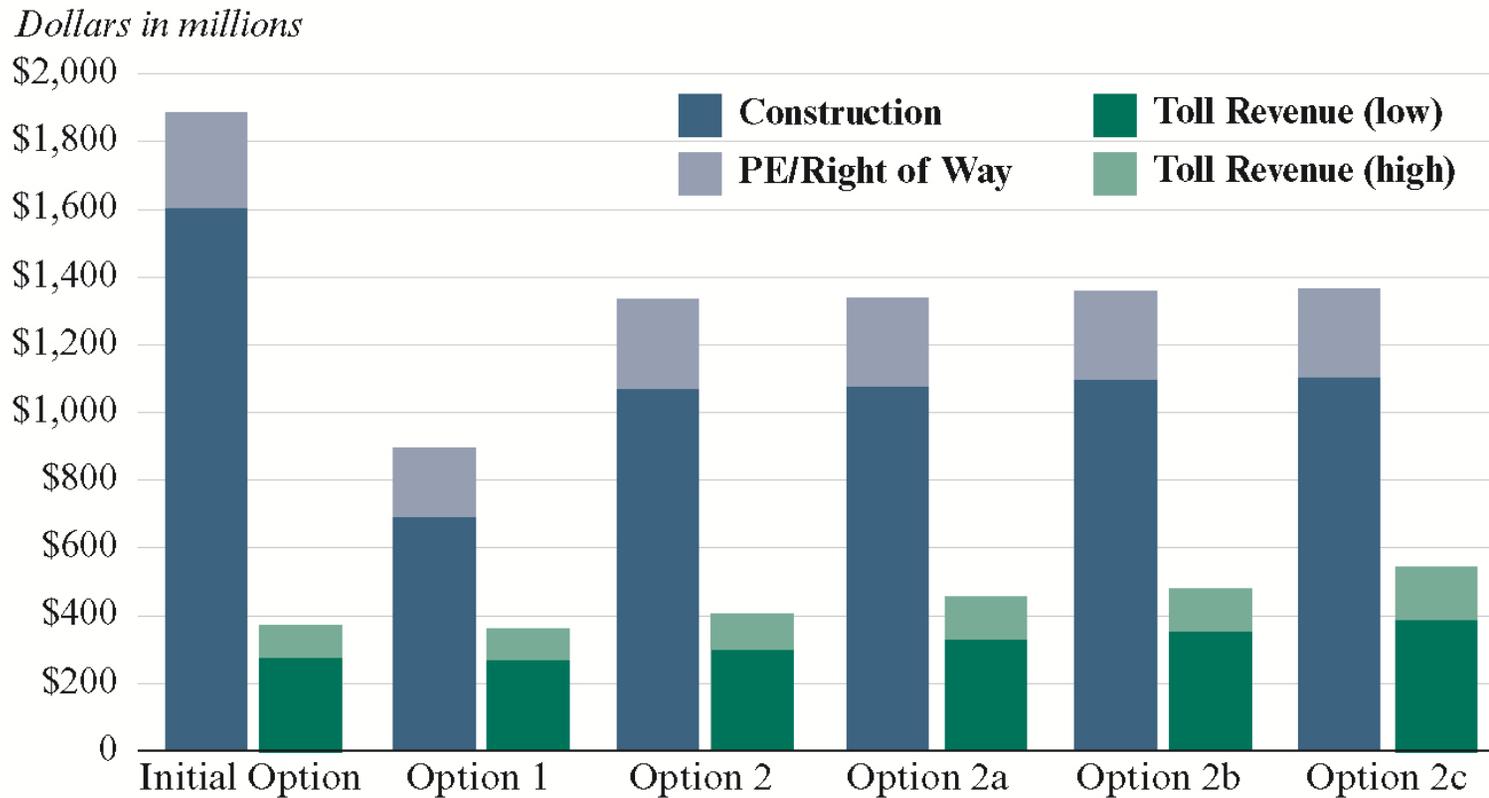
*Phasing: SR 167 west and east segments (1 lane)*

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



# 2010 Toll Feasibility Study

## Projected Toll Revenue vs. Cost



# Summary of 2010 Feasibility Study

- Tolling is feasible
- Expected revenue \$250 ~ \$500 million
- Demand is expected to decrease under tolling, creating opportunity to phase the project
- Broad jurisdictional support

# Purpose of This Study

To develop, analyze, and recommend following:

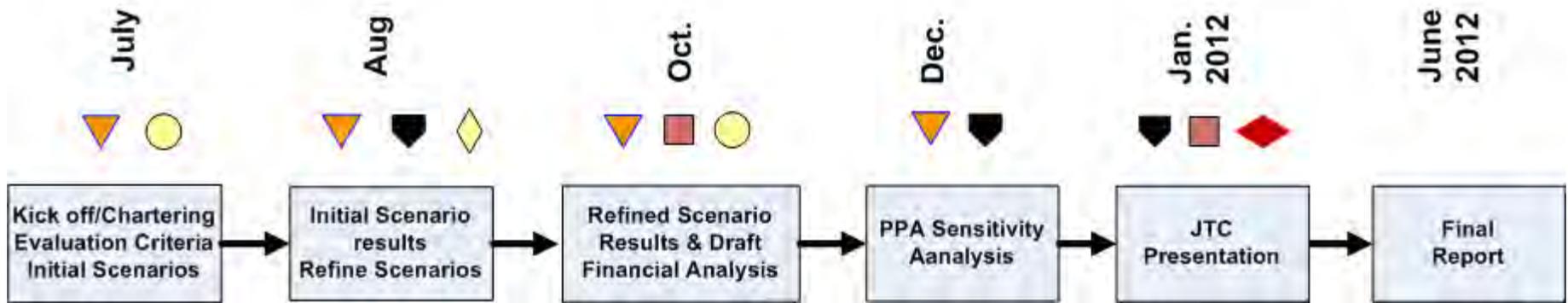
- Phase 1 scope of the project
- A preferred tolling concept
- Financing capacity expected from tolling to help fund Phase 1

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

# Study Scope

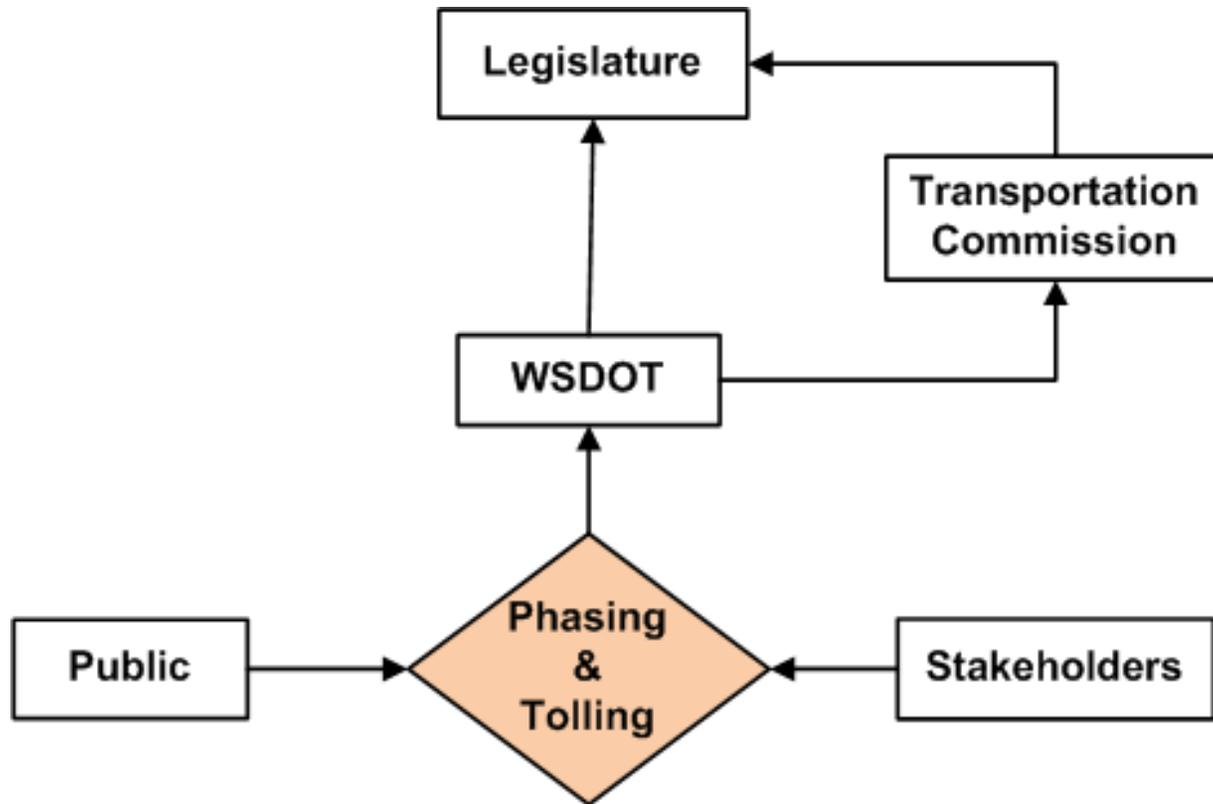
- Project phasing plan & cost estimates
- Tolling options, concept of operations
- 30 year M & O cost estimates
- Construction cash flow assumptions
- Traffic and toll modeling
- Gross revenue projections
- Financial capacity analysis
- Stakeholder collaboration
- Public engagement
- Social justice/equity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

# Study Schedule & Milestones



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

# Decision-Making Framework



# Stakeholder Committee Roles

Actively engage in the process:

- 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, and
  - Preliminary preferred phasing and tolling options
- Keep respective executive management informed.

# Stakeholder Committee Meeting Process

- Issues discussed at the SC will be consensus driven.
- Consensus is defined as a recommendation that may not be ideal for each Committee member, but every member can live with it.
- When consensus is not reached, recommendations will be based on majority vote.
- A vote will be taken only when a majority of the SC members in attendance agree that active, open, and constructive participation by all SC members has occurred and that consensus is not possible.
- In either case, minority dissent will be recorded in the meeting summaries as well as a note in the final recommendations.

# Initial Stakeholder Membership

## Jurisdiction Representatives:

- Pierce Co: George Walk/Gary Predoehl
- City of Tacoma: Kurtis Kingsolver/Josh Diekmann
- Port of Tacoma: Sean Eagan/Brian Mannelly
- City of Puyallup: Marvin Cox/Tendle Sanjeev
- City of Edgewood: Mark Bauer
- City of Milton: Letticia Neal
- City of Fife: Russ Blount
- City of Sumner: Bill Pugh
- City of Kent: Tim Laporte
- Pierce Transit: Janine Robinson
- Puyallup Tribe of Indians: Peter Mills
- PSRC: Mike Cummings/Sean Ardussi
- FHWA: Don Peterson

## Legislators:

- Hans Zeiger (R. Puyallup, House Transportation Committee member)
- Laurie Jinkins (D., Tacoma, House Transportation Committee member)
- Randi Becker (R., senate, South Hill/South Pierce Co.)
- Jim Kastama (D., Senate, Puyallup)

## Suggested additions???

# Evaluation Criteria

- Help to evaluate and select a preferred phasing plan and tolling concept
- Focus on objective, quantitative measures
- Four categories:
  - “Fatal flaw” screening
  - Benefit/cost
  - Potential revenue
  - Non-quantifiable factors

# Initial Phasing & Tolling Options

- Two to three rounds of development, refinement and analysis expected
- Build on Option 2 of the Feasibility Study
- Construct half of the roadway (south side) first and make it two-way operation
- Test different interchange configurations/connections and toll concepts to assess usage, cost and revenue effects