SR 167 Extension Comprehensive Tolling Study

WSDOT SR 167 Tolling Study Team

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Secretary of Transportation

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Washington State Department of Transportation

Stakeholder Committee Meeting

August 25, 2011

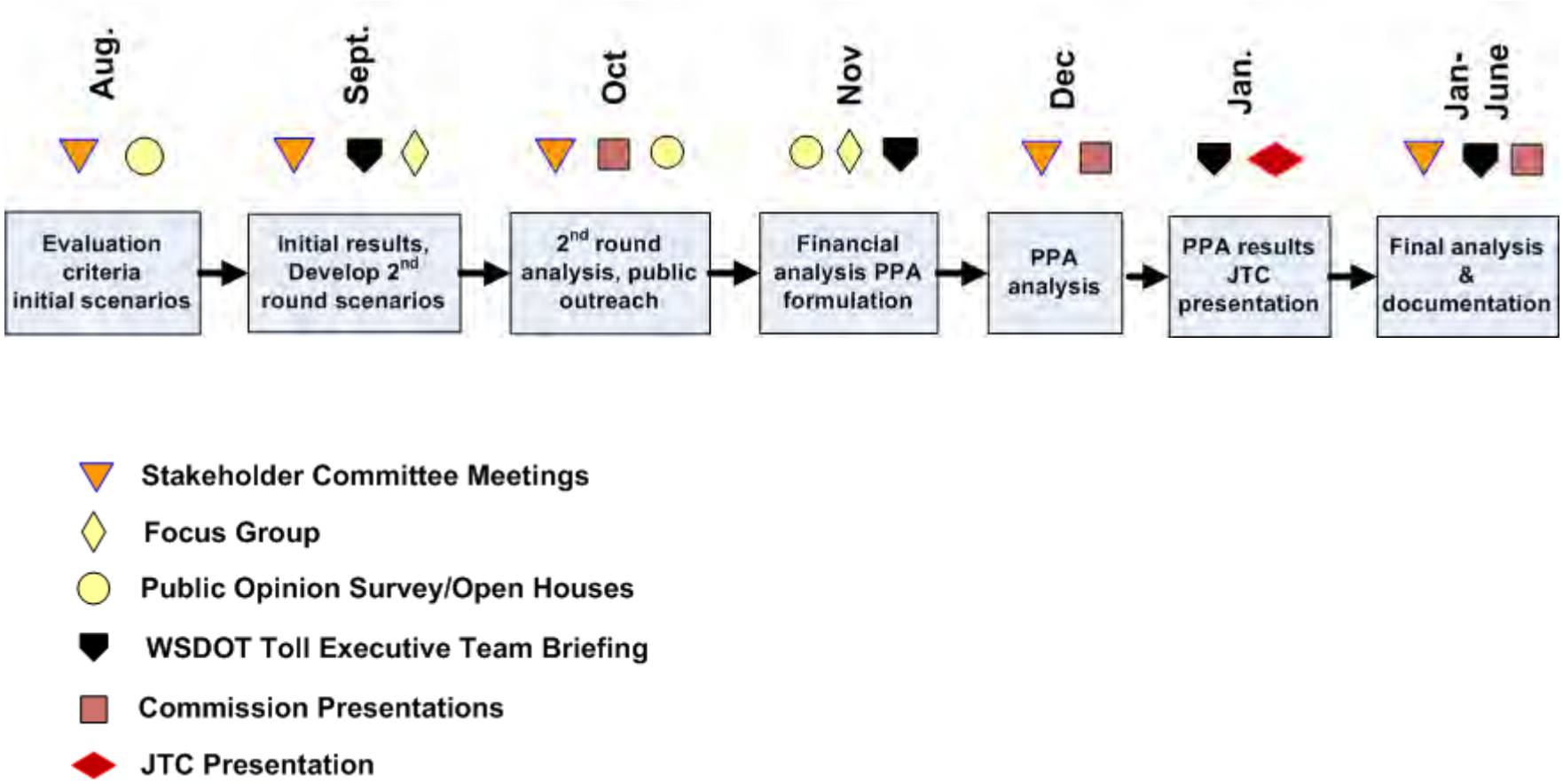
Purpose of This Study

To develop, analyze, and recommend:

- A phase 1 scope of the project
- A preferred tolling concept
- The estimated financial capacity from tolling and additional fund needed to implement Phase 1

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

Study Schedule & Milestones



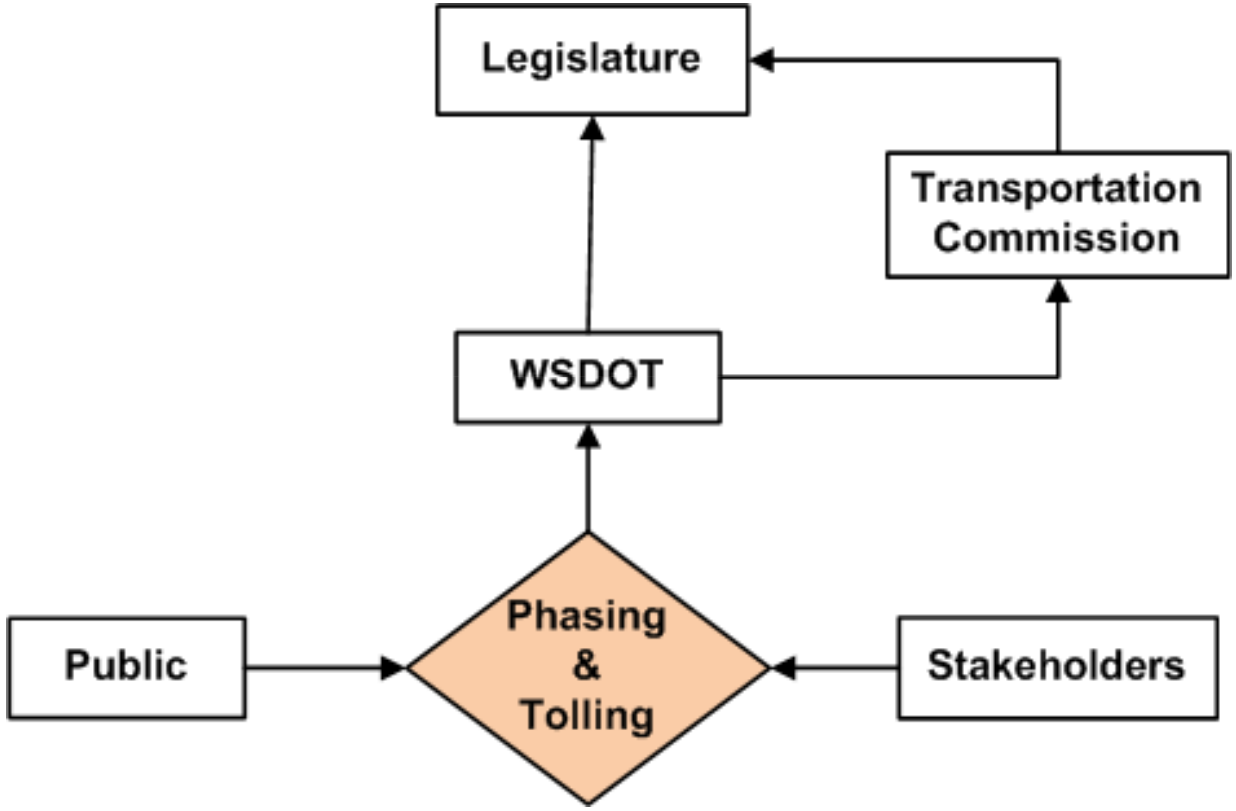
Toll Decision Making

- WSDOT conducts tolling studies and presents findings to the state legislature and the Transportation Commission for consideration.

- The state legislature decides where to toll and how toll revenues can be used.

- The state legislature delegates toll rate setting and exemptions to the State Transportation Commission.

Decision-Making Framework



Stakeholder Membership

- Pierce Co: George Walk, Chair
- City of Tacoma: Kurtis Kingsolver
- Port of Tacoma: Brian Mannelly
- City of Puyallup: Marvin Cox
- 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
- City of Auburn: Dennis Dowdy
- City of Pacific: Jay Bennett
- Pierce County Public Works: Gary Predoehl
- Pierce Transit: Janine Robinson
- Puyallup Tribe of Indians: Peter Mills
- Puyallup Tribe of Indians/MVV: Chad Wright
- WSDOT: Kevin Dayton
- PSRC: Sean Ardussi
- FHWA: Dean Moberg
- FMSIB: Karen Schmidt
- Tacoma-Pierce County Chamber: Tom Pierson
- South Sound Chambers of Commerce Legislative Coalition: Gary Nomensen

Stakeholder Committee Roles

Actively engage in the study process:

- Help set the parameters to guide the study;
- Serve as sounding board, review the results of the technical analysis;
- 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

- Consensus driven. Consensus is defined as a recommendation that may not be ideal for each Committee member, but everyone 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.

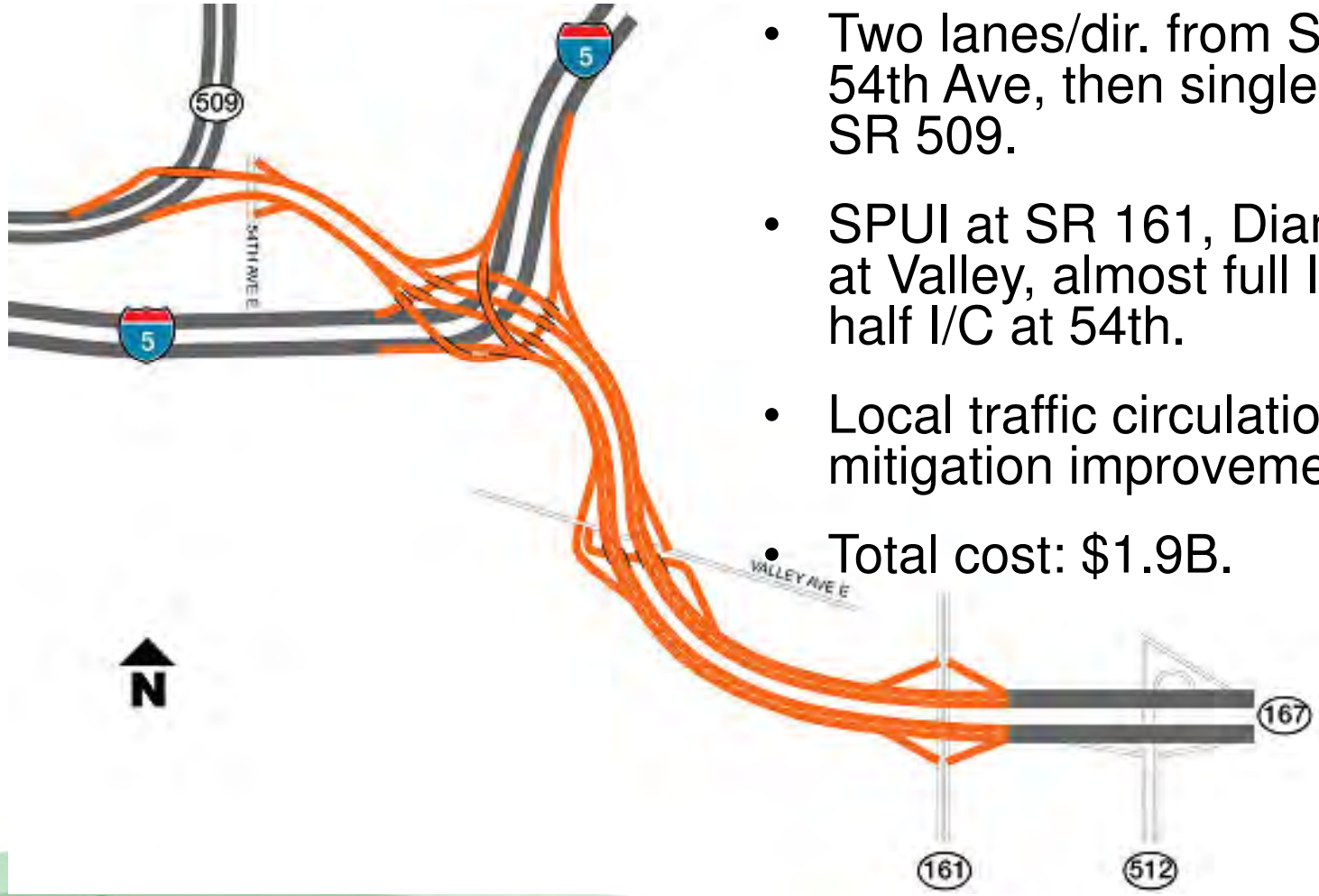
Types of Tolling Studies

- **Feasibility Study** – Is there merit to toll the corridor and use the tolling revenue to help finance the project?
- **Comprehensive Study** - How much revenue can be expected from tolling? What are the impacts? What does the public think about it?
- **Investment Grade Study** – What will the interest rate be? What is the debt payment plan? What are the risks and mitigations?

Review 2010 Toll Feasibility Study Findings

2010 Toll Feasibility Study:

Initial Option Roadway configuration



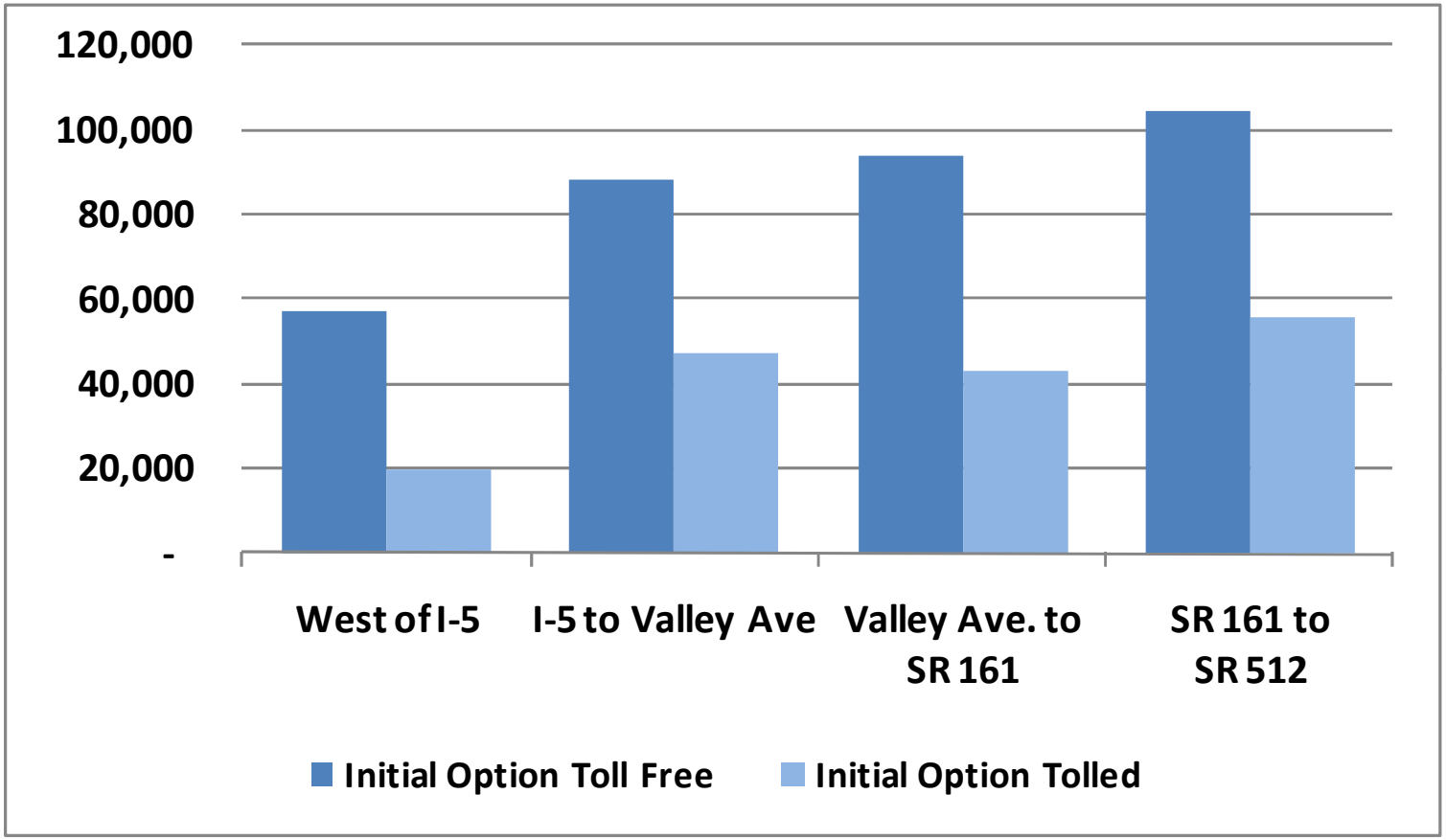
- Two lanes/dir. from SR 161 to 54th Ave, then single lane to SR 509.
- SPUI at SR 161, Diamond I/C at Valley, almost full I/C at I-5, half I/C at 54th.
- Local traffic circulation and mitigation improvements.
- Total cost: $1.9B.

2010 Toll Feasibility Study: *Initial Option*

Tolling concept

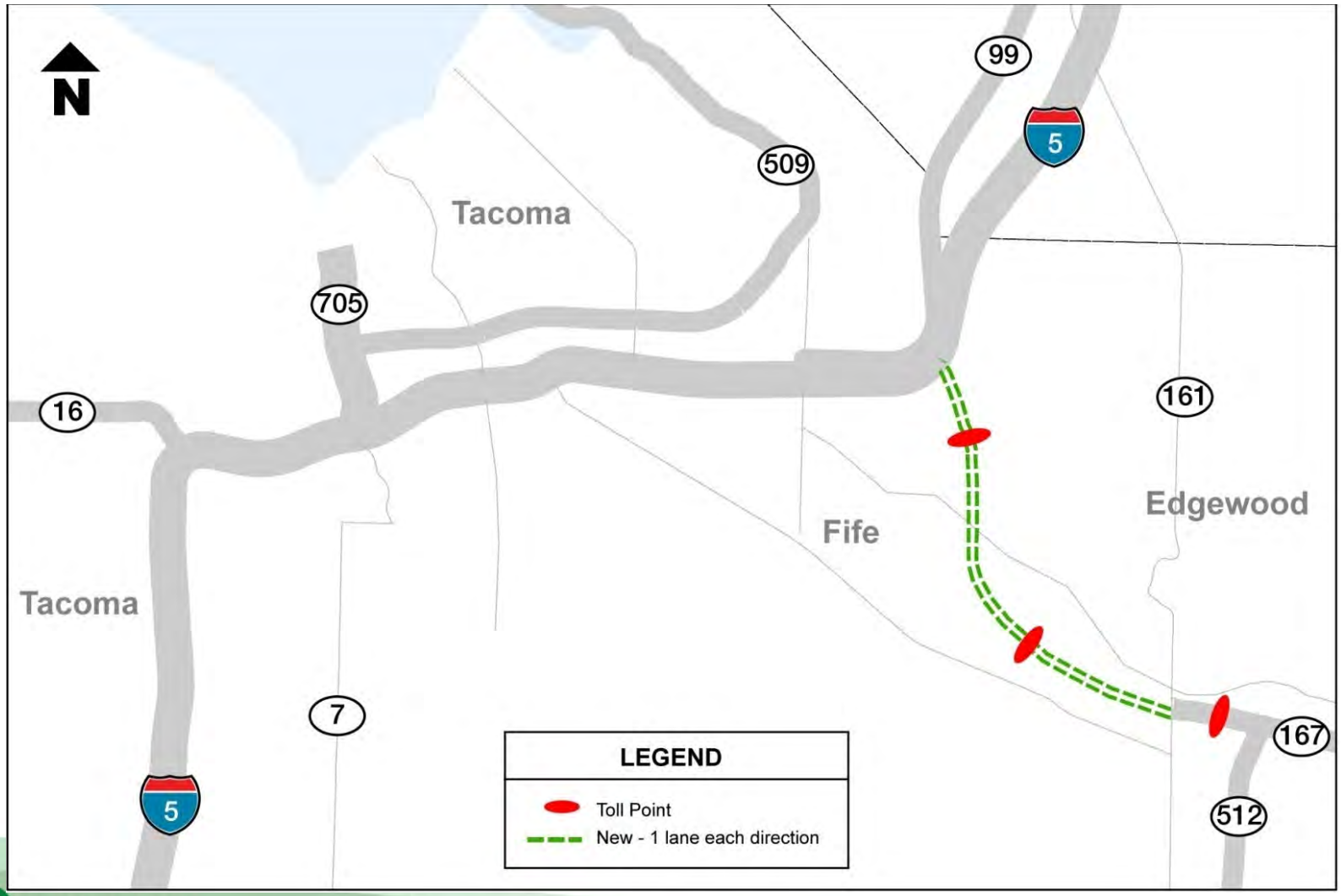
2010 Toll Feasibility Study

2030 Daily Traffic Forecast



2010 Toll Feasibility Study: *Option 1*

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



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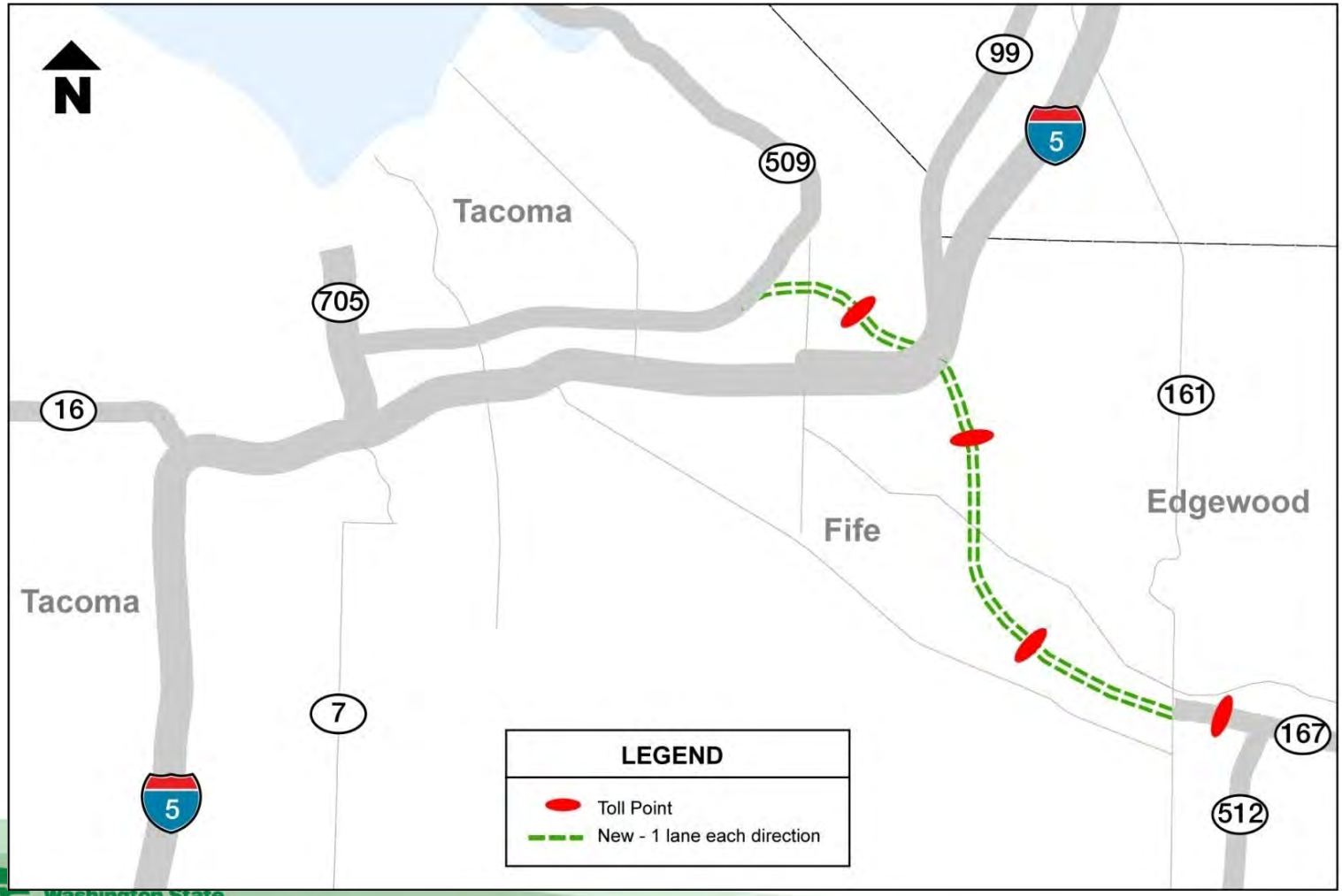
2010 Toll Feasibility Study - *Option 2:*

1 lane/dir. all the way (Cost: $1.33B)



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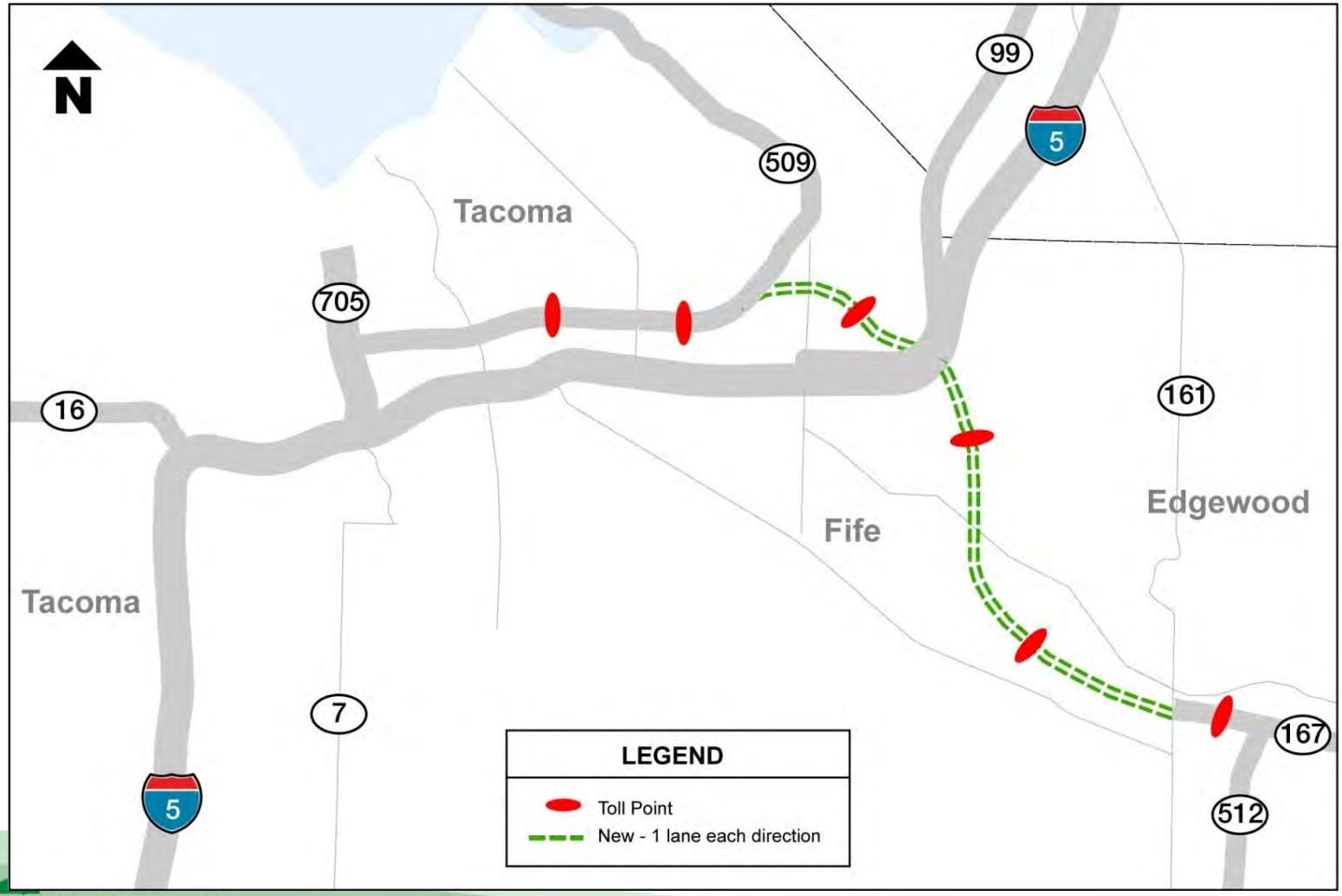
2010 Toll Feasibility Study: Option 2a

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



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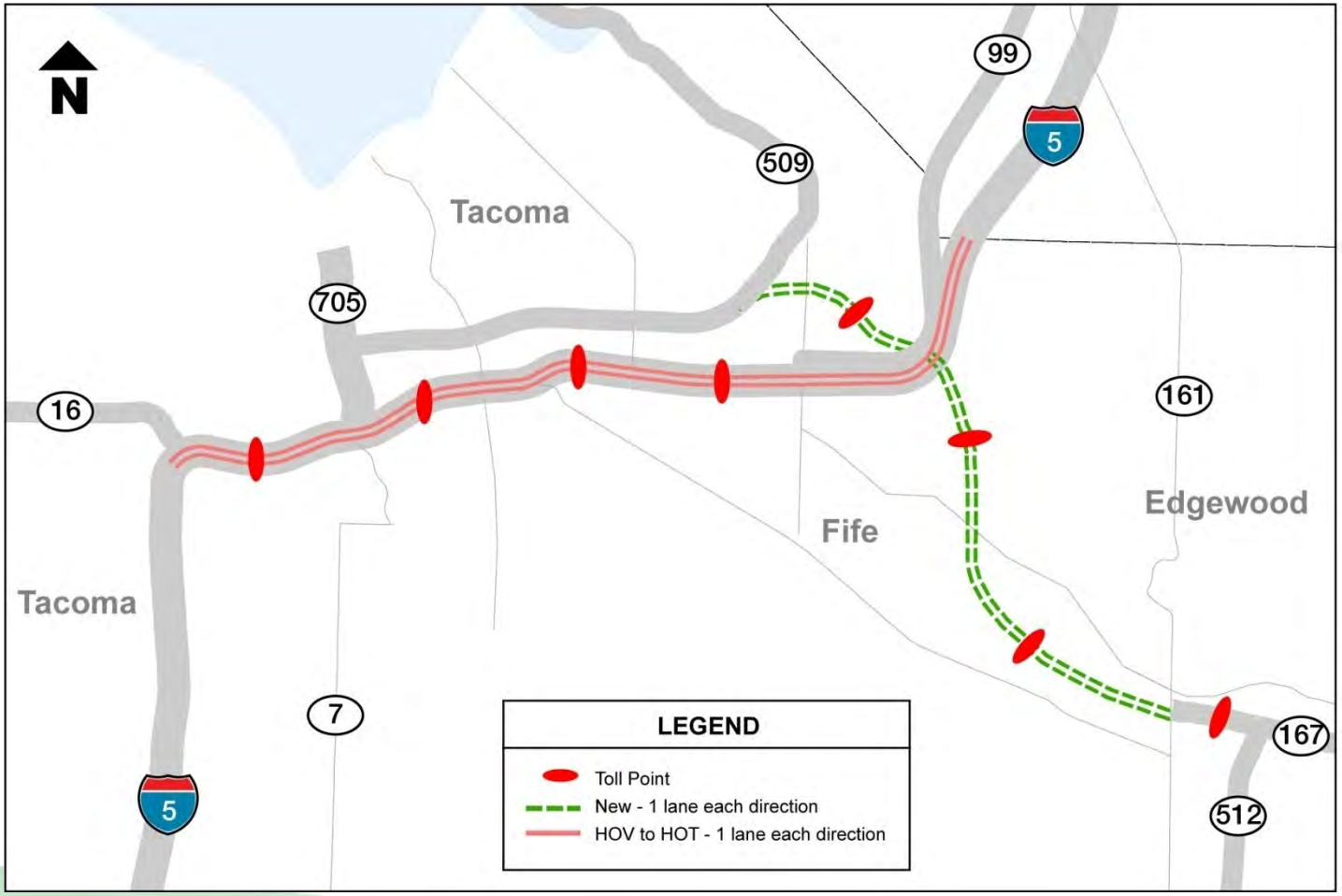
2010 Toll Feasibility Study: Option 2b

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



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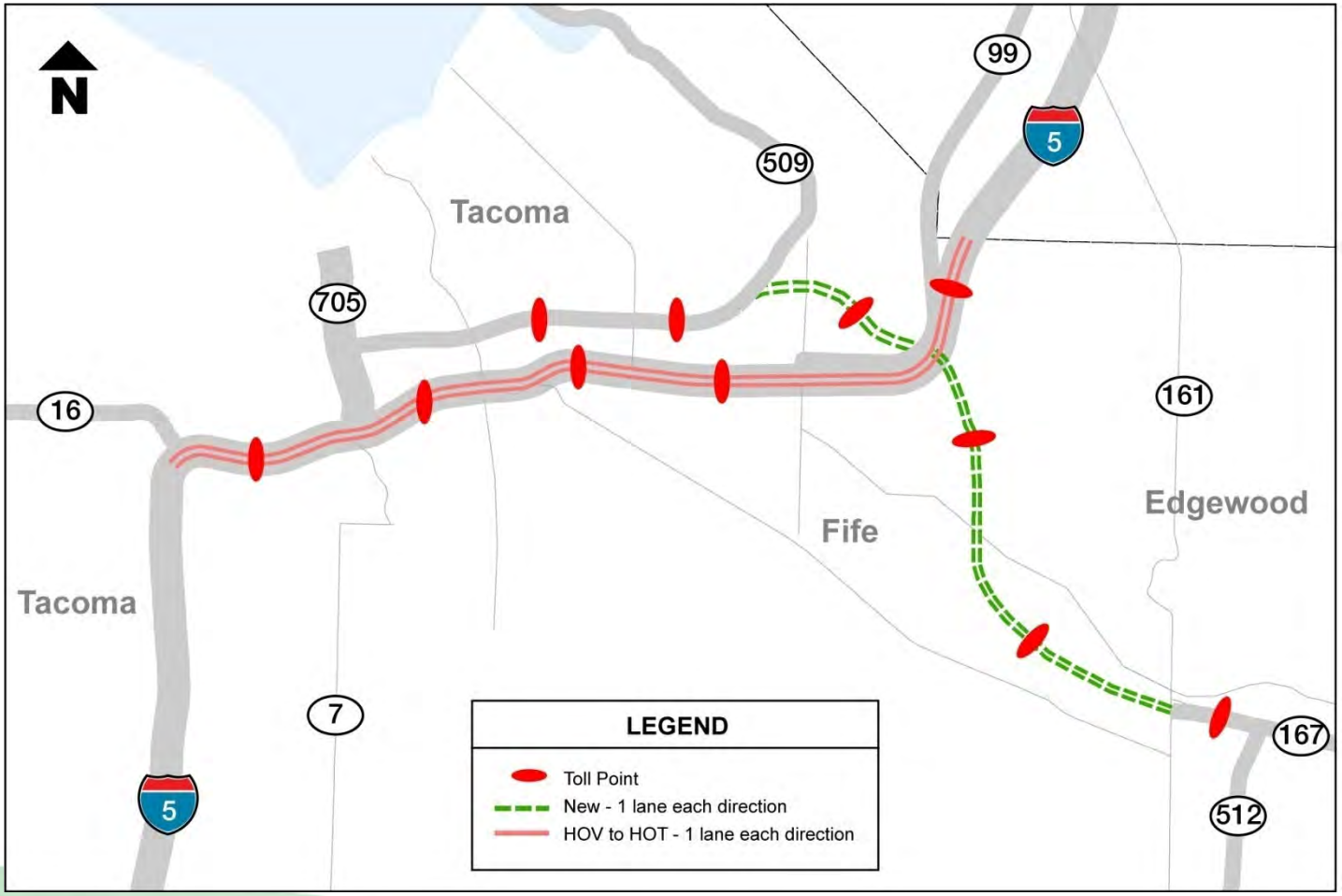
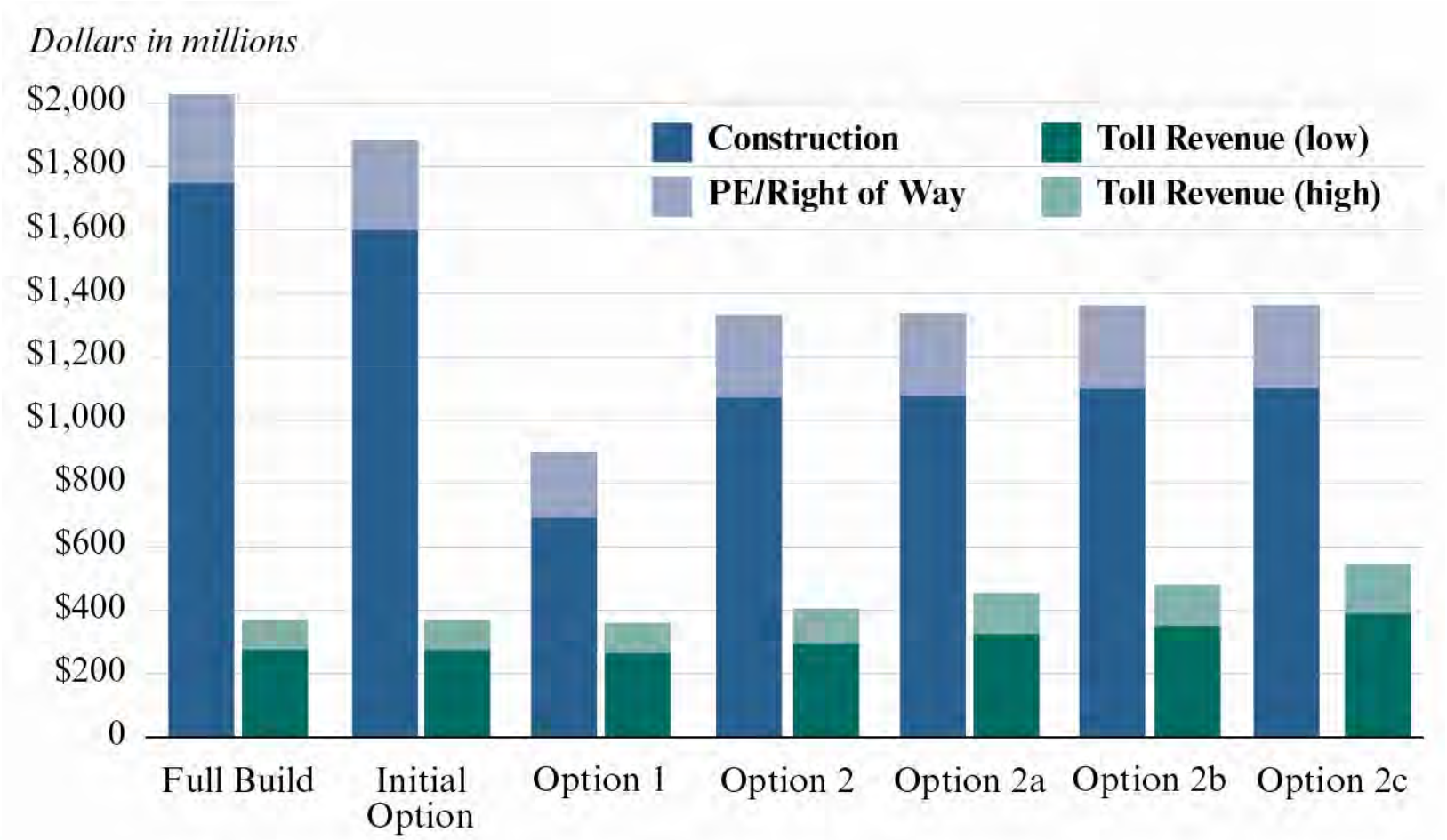
2010 Toll Feasibility Study: Option 2c

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

- It was a “what-if” study
- Tolling is feasible
- Expected revenue $250 ~ $500 million
- Among all the options analyzed, toll revenue is expected to help partially fund the project. Additional funding is needed.
- Demand is expected to decrease under tolled condition, creating opportunity to phase the project
- Broad jurisdictional support

Endorsing Phasing/Tolling Options for Further Study

Initial Phasing & Tolling Options Development

- How do we leverage on the findings from the 2010 Feasibility Study?
- How can we get the analysis done most efficiently?
- Where do we start? the scope of the Master Plan or something smaller?

- How to fit phased approach with the ultimate vision of the corridor and the system as a whole?