

# SR 167 Corridor Completion Comprehensive Tolling Study

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**February 20, 2013**

## SR 167 - What's been accomplished

- ✓ Record of Decision on EIS granted
- ✓ Purchased 70% of needed right of way
- ✓ Tolling feasibility study completed

## Where we are now

- ✓ Comprehensive Tolling Study analyzed tolling options to close funding gap
- ✓ Identifying staging scenarios to decrease initial capital costs

## What we need to complete the project

- Funding for remaining right of way, design and construction (\$1.5 billion)
- Purchase remaining 30% of right of way (\$186 million)
- Complete design, acquire permits, build project
  - Staging the project to reduce up front capital costs is highly likely



# Why study tolling on SR 167?

- **2009 legislative proviso:** directed WSDOT to conduct a toll feasibility study. The study found tolling is feasible and could contribute funding for construction.
- **2011 legislative proviso:** \$1 million is provided “*solely for the department to continue work on a comprehensive tolling study of SR 167 corridor.*”
- Completing SR 167 is a priority for the public and local jurisdictions.

# SR 167 stakeholder committee membership

- Auburn
- Edgewood
- Federal Highway Administration
- Fife
- Freight Mobility Strategic Investment Board
- Kent
- Marine View Ventures
- Milton
- Pacific
- Pierce County
- Pierce Transit
- Port of Tacoma
- Puget Sound Regional Council
- Puyallup
- Puyallup Tribe of Indians
- South Sound Chambers of Commerce Legislative Coalition
- Sumner
- Tacoma
- Tacoma-Pierce County Chamber
- Washington Trucking Association
- WSDOT

Pierce County legislators were also active participants in the stakeholder meetings and process.

# Public Involvement

- Public opinion survey
- Direct outreach to key stakeholders and elected officials
- Fife Harvest Festival
- Focus groups with potential users
- Opportunity for public, stakeholders and jurisdictions to provide written comments
- Environmental documentation

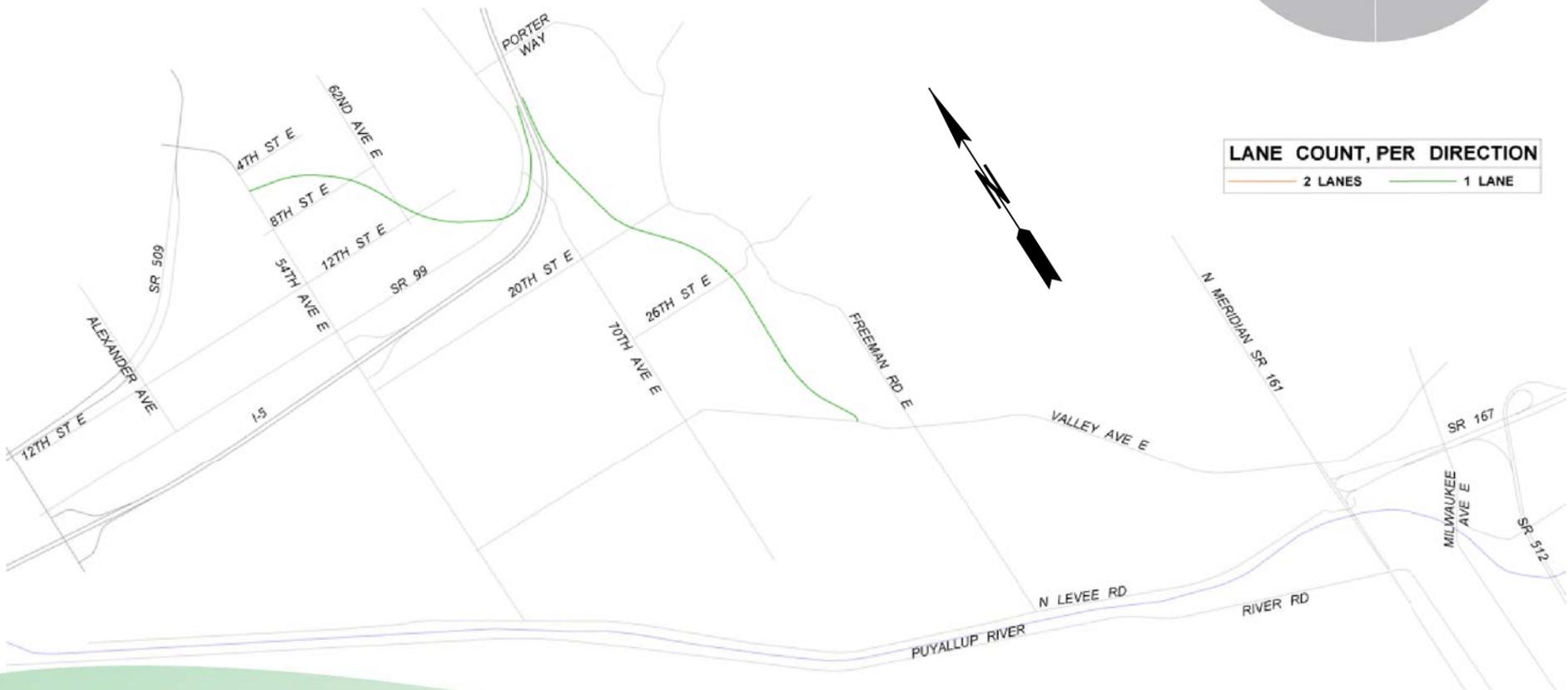
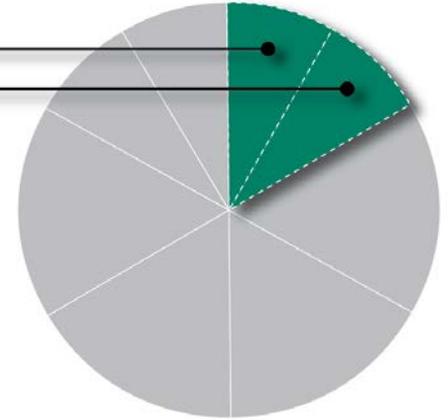
# SR 167 Phase 1-A

## SB I-5 to 54th Ave, Valley Ave to NB I-5

Approx. \$272 million

- Southbound I-5 off-ramp to 54th Ave
- Valley Ave on-ramp to NB I-5
- No work from Valley Ave to SR 161

SB I-5 to 54th  
Valley Ave to NB I-5

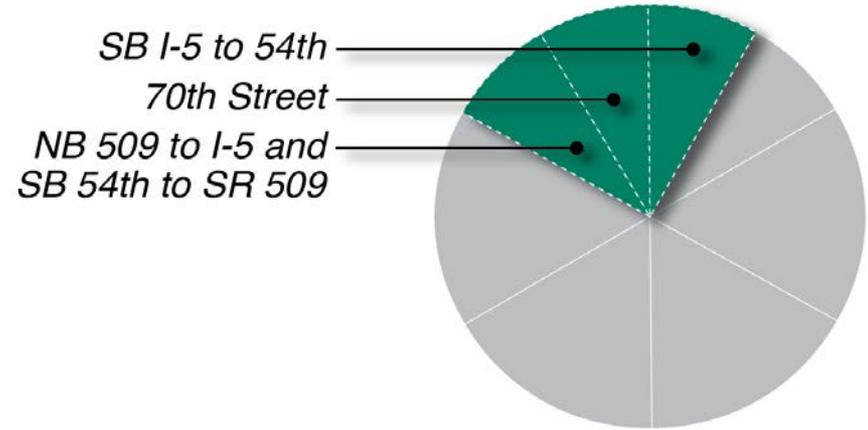


# SR 167 Phase 1-B

## I-5 to SR 509

Approx. \$463 million

- Replace Porter Way bridge
- Widen I-5 for center piers
- Replace 70th Ave bridge
- Early environmental mitigation



# SR 167 Phase 1-C

## Valley Ave to I-5 and I-5 to SR 509

Approx. \$711 million

- All work in Phase 1 minus Valley Ave interchange, and
- No work from Valley Ave to SR 161

Valley Ave to NB I-5

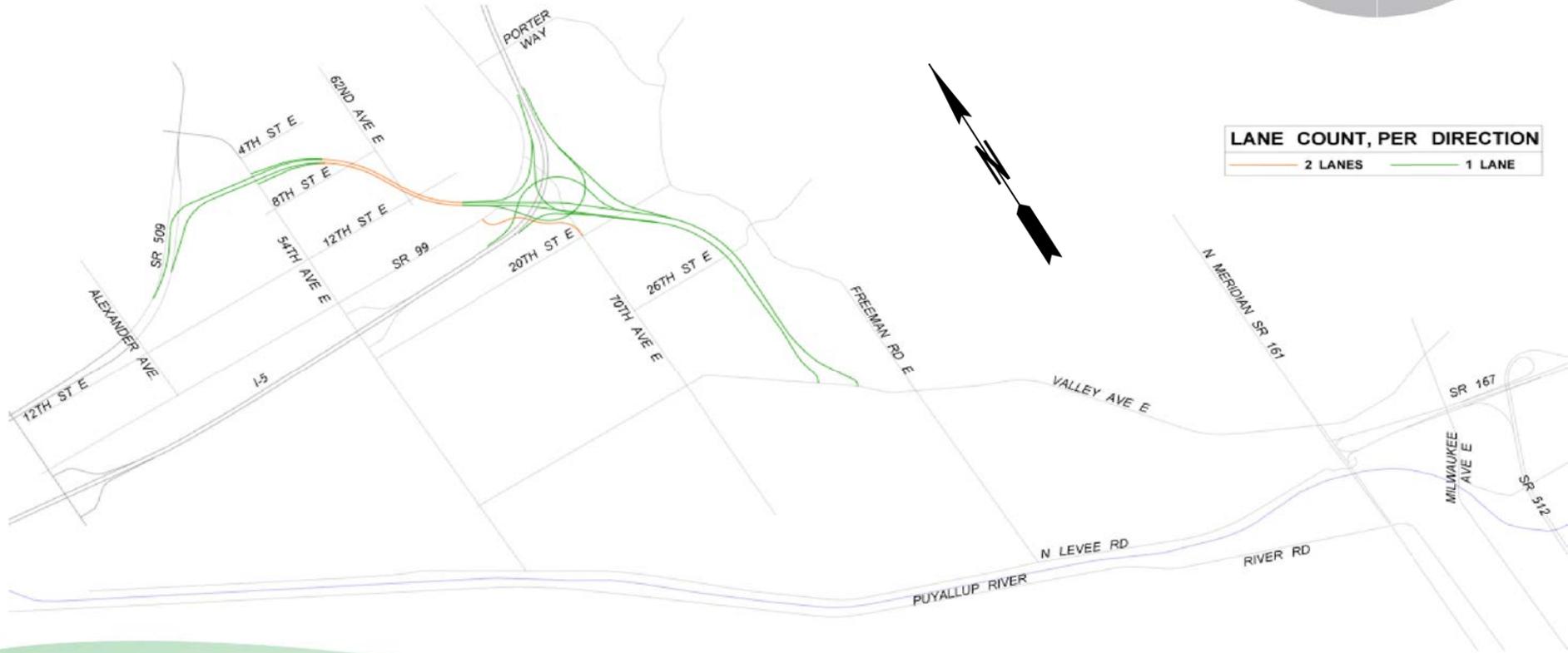
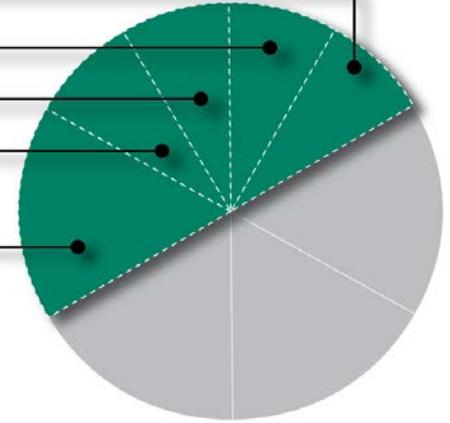
SB I-5 to 54th

70th Street

NB 509 to I-5 and

SB 54th to SR 509

SB I-5 to Valley Ave

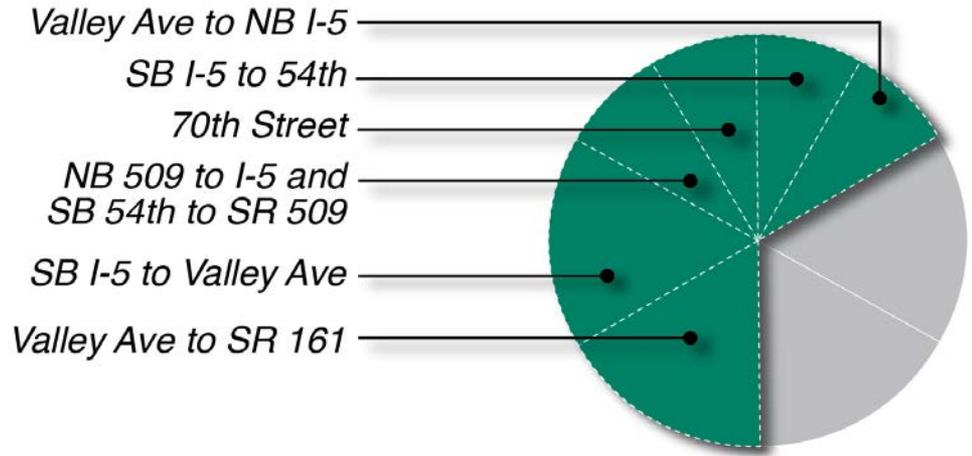


# SR 167 Phase 1

## One lane SR 161 to SR 509

Approx. \$963 million

- 1 lane each direction from SR 161 to SR 509
- Includes all interchanges



# SR 167 Phase 2

**Two lanes SR 161 to SR 509**

Approx. \$1.25 billion

- Full build minus HOV lanes

NB Valley Ave to I-5

SB I-5 to 54th

70th Street

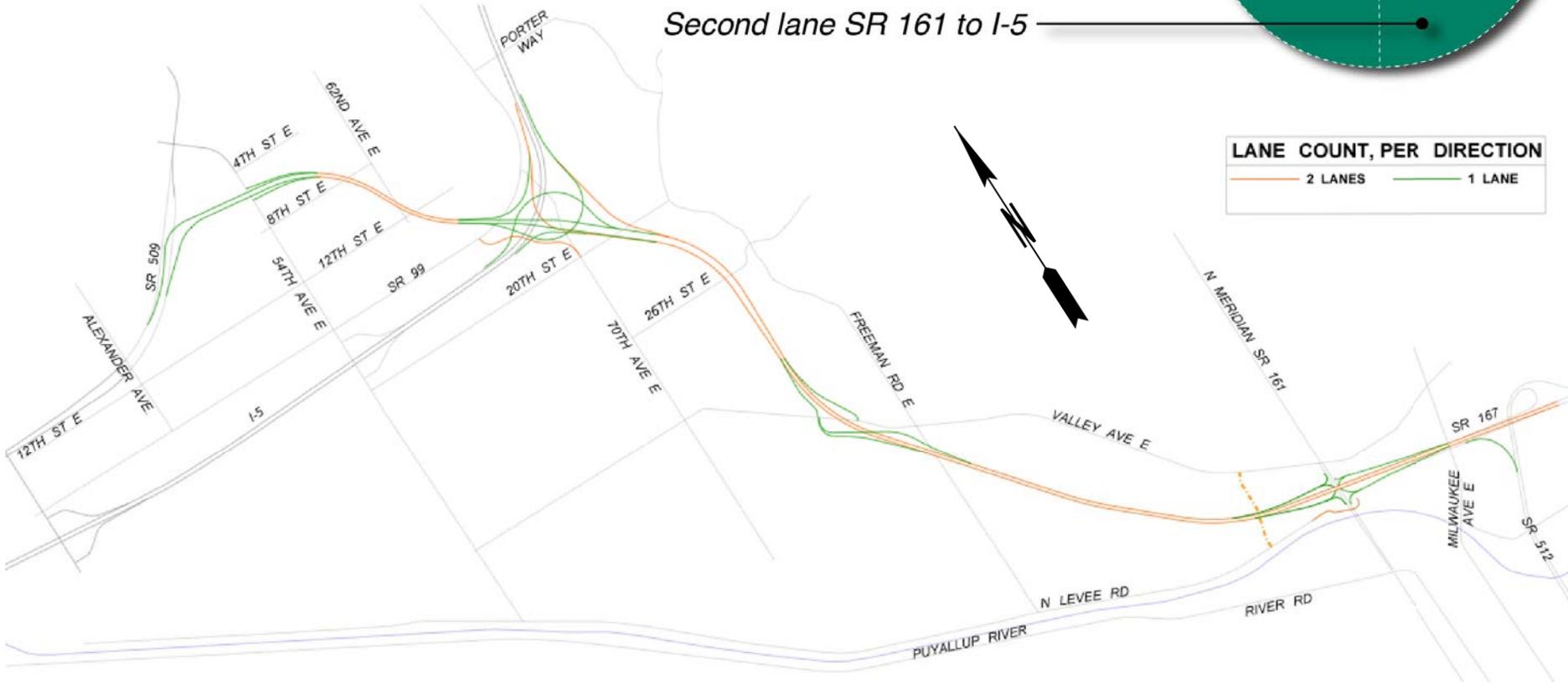
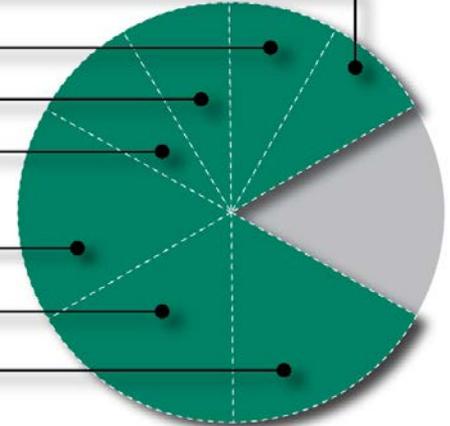
NB 509 to I-5 and

SB 54th to SR 509

SB I-5 to Valley Ave

Valley Ave to SR 161

Second lane SR 161 to I-5

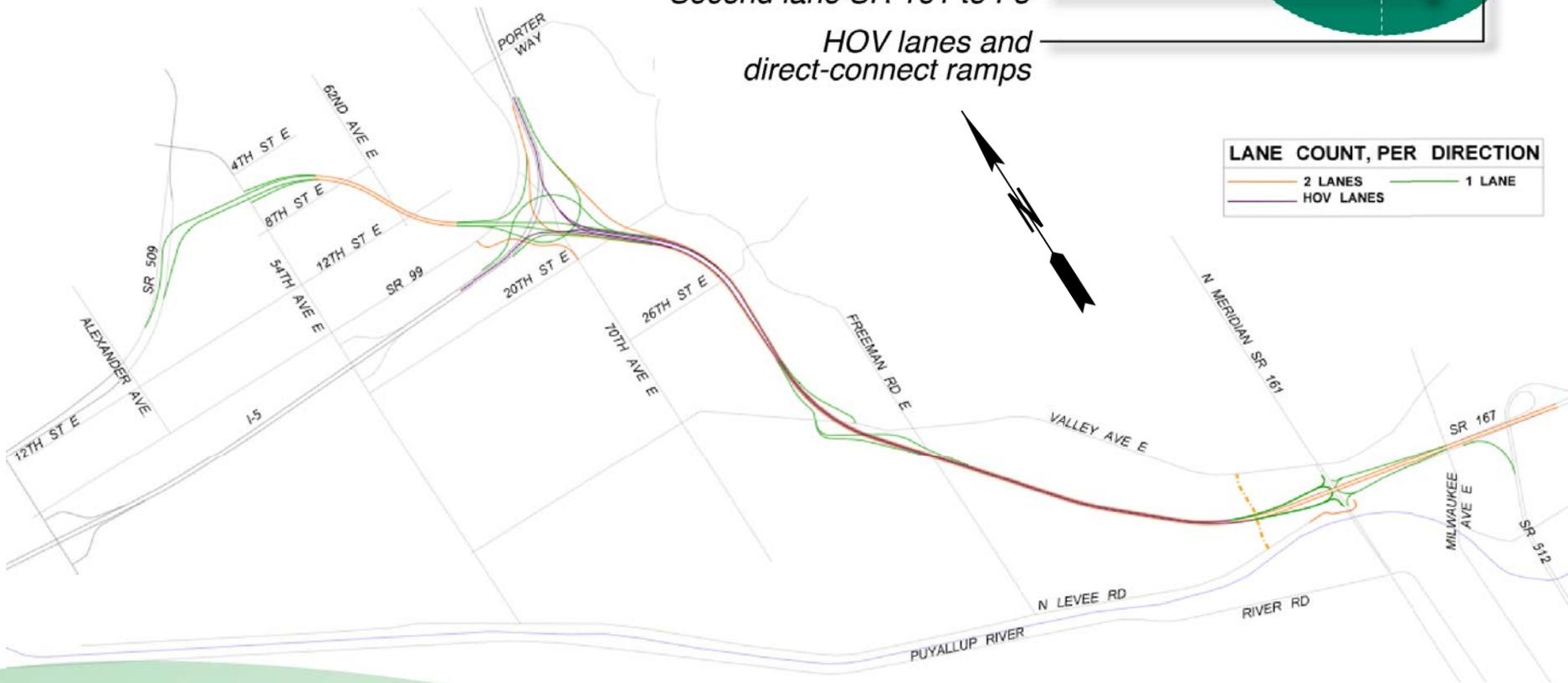
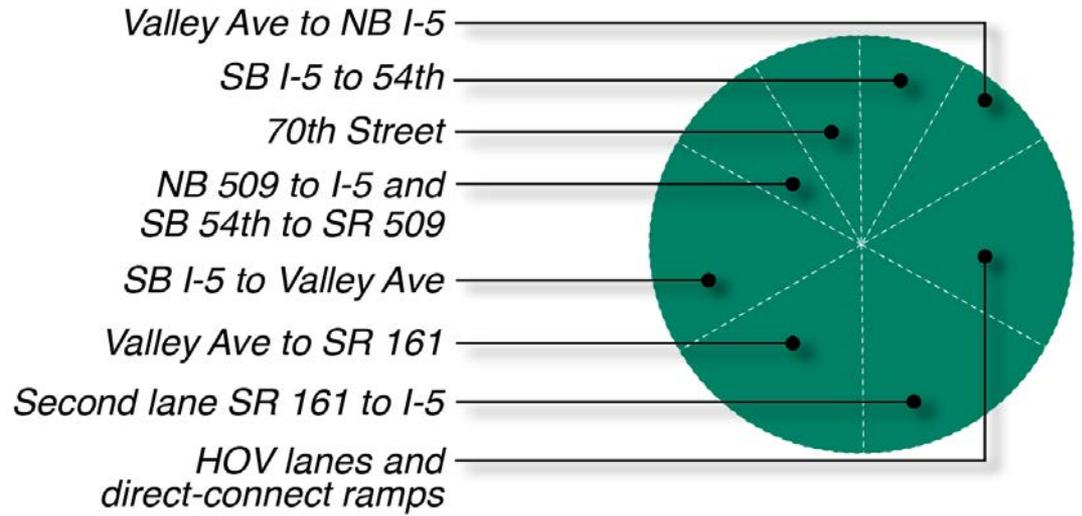


# SR 167 Phase 3

## Full Build

Approx. \$1.5 billion

- Full build including HOV lanes



# Analysis assumptions

From 2010 feasibility study:

- Toll rates are set for maximum revenue generation
- All vehicles except transit pay tolls
- Toll rates vary by time of day based on congestion levels
- Trucks pay higher tolls
- Toll financial capacity analysis was based on current market conditions

Updated assumptions for 2012 study:

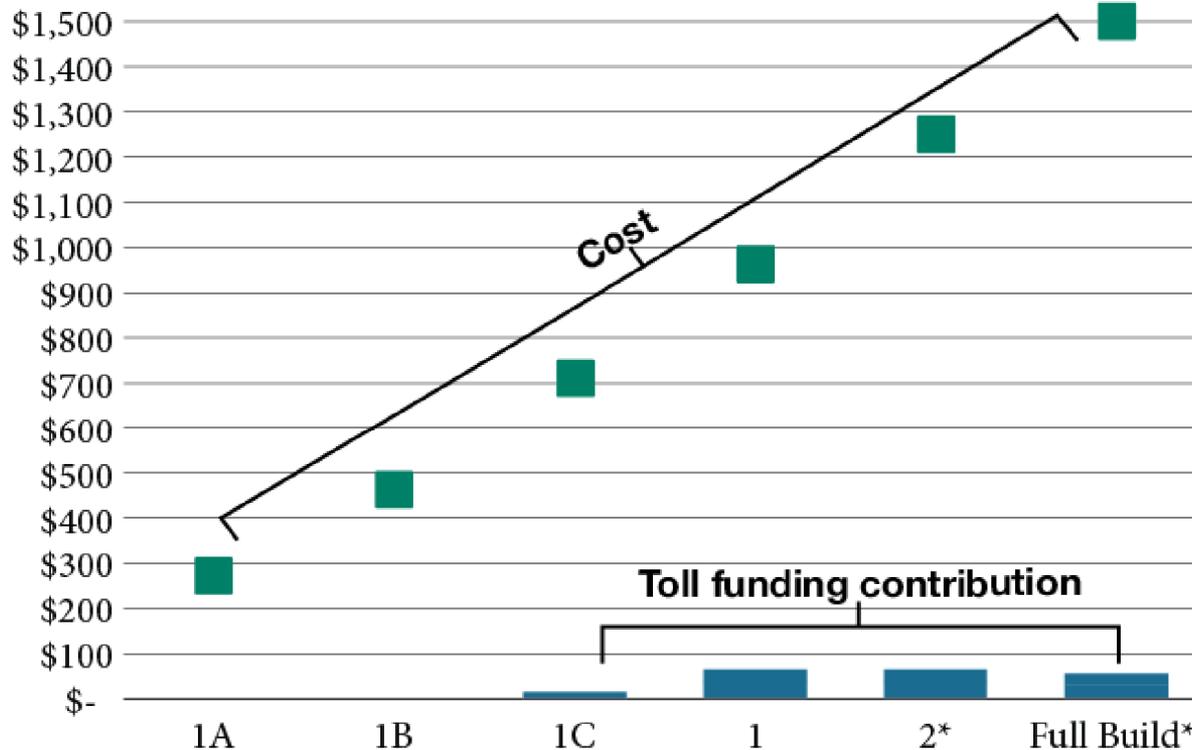
- No tolling of existing facilities
- Lower value of time
- Lower population and employment growth forecasts
- No toll rate escalation

Toll rates assumed in 2012 study:

- Segment tolling (3 toll points)
- Tolls ranged between 50 cents and \$3.50 depend on the time of day and number of segments traveled
- Average toll was \$1.50

# Potential toll contribution and construction cost comparison

Toll Funding Contribution/Cost  
(\$millions)



\* Toll funding construction for Phase 2 and the Full Build were not fully analyzed. The data was extrapolated from Phase 1 for illustration.

# Additional findings

Although estimated toll revenues are not significant compared to the overall project cost, tolling could contribute in other ways by:

- helping manage traffic demand on the corridor
- making a phased construction approach more viable (using incremental investments) from a traffic operations and financing standpoint
- helping fund future corridor maintenance and preservation needs

# Questions?

For additional information please contact:

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