Eastside Corridor Independent Traffic and Revenue Study: *Overview*

presented to

Washington State Legislature
Joint Transportation Committee

presented by

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on behalf of

Washington State Transportation Commission

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Transportation leadership you can trust.

What is the Legislative Directive?

The transportation commission shall retain appropriate independent experts and conduct a traffic and revenue analysis for the development of a forty-mile continuous express toll lane system that includes state route number 167 and Interstate 405. The analysis must include a review of the following variables within the express toll lane system:

- Vehicles with two or more occupants are exempt from payment
- Vehicles with three or more occupants are exempt from payment
- A variable fee
- A flat rate fee

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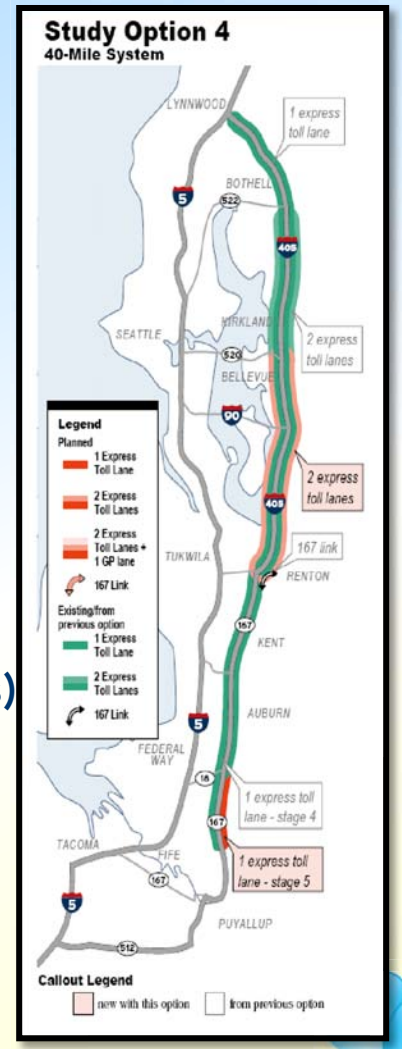
Questions to Answer

- **Independent study:**
  - **Are express toll lanes a workable solution in the I-405/SR167 corridor?**
  - **What range of revenue will they generate?**
  - **How will express toll lanes impact traffic operations?**

What Will CS Study?

- **WSDOT's Option 4: 40+ mile system (2 phases)**
  - » **Occupancy requirements**
    - HOV 2+ travels free
    - HOV 3+ travels free
    - HOV 3+ exempt during peak periods and HOV 2+ exempt during off-peak periods
  - » **Toll setting**
    - <u>Dynamic</u> pricing (based on actual traffic conditions)
    - <u>Variable</u> pricing (posted rates based on historical conditions)
    - <u>Flat</u> pricing (price is the same all day)



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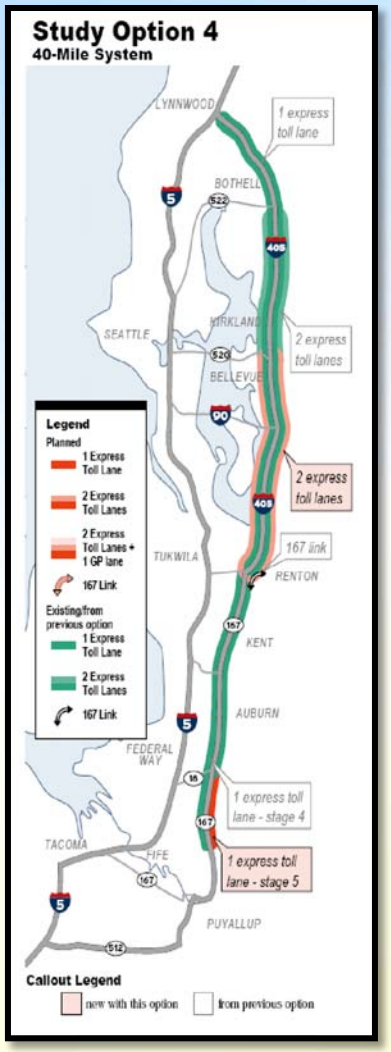
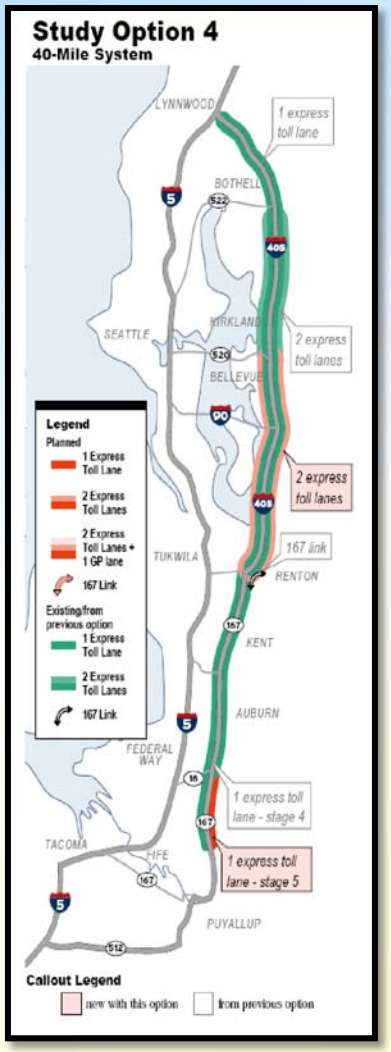
What Will CS Study? (continued)

- New surveys
  - » Stated preference (willingness to pay)
  - » Attitudinal
- Operations comparisons
- Revenue risk analysis



What the Study Will Not Include

- Evaluation or validation of WSDOT work
  - » This will be an independent study
- Capital or operating costs (WSDOT to do)
- Financial capacity (WSDOT to do)
- Tolls on all lanes
- Other project options or geometric alternatives



Why the Schedule Extension?

- Legislative deadline: January 2012, including financial plan
- Meeting the original schedule would have required technical work to be complete by the end of September 2011.
- The Stated Preference Survey alone will take 12 weeks.
- Risk analysis was a high priority among legislators
  - » Addresses risks of different outcomes, such as growth, willingness to pay
  - » Substantially multiplies the number of scenarios

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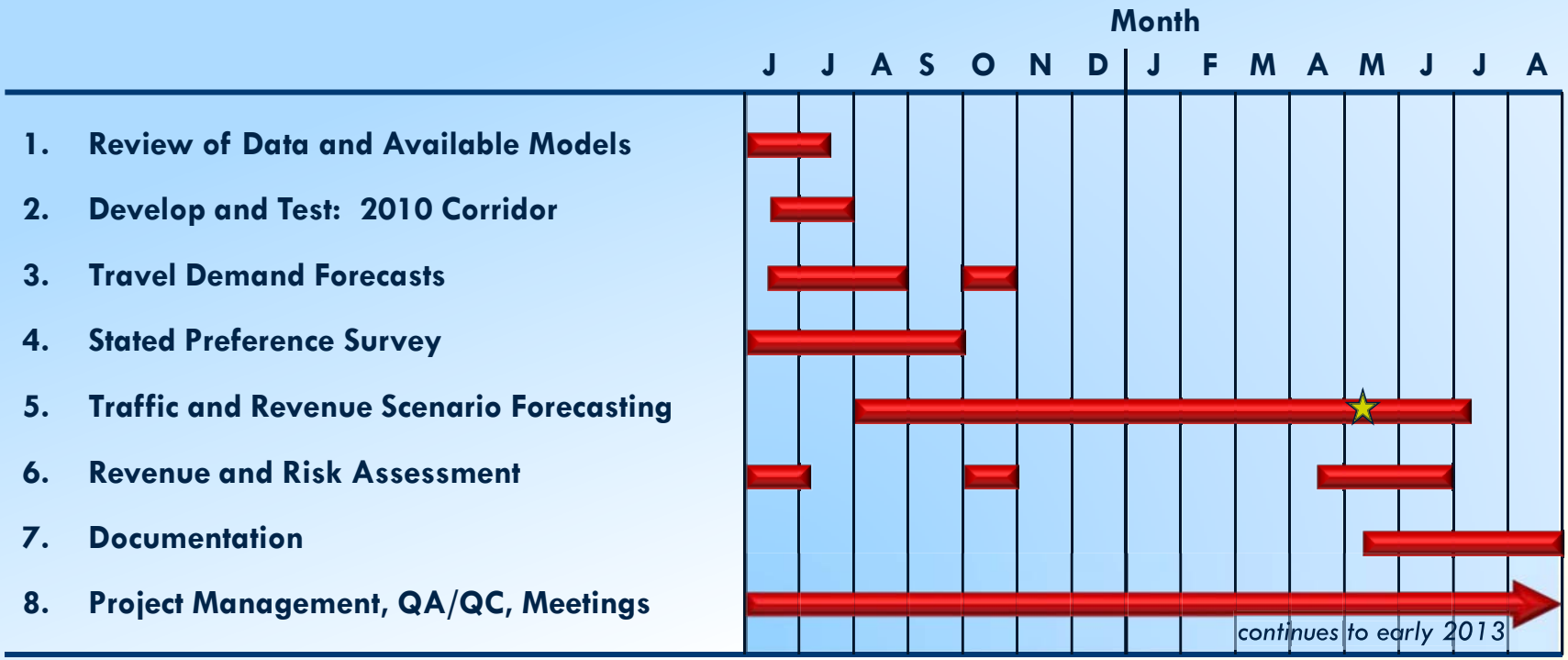
Study Schedule and Key Milestones



Key Milestones

- Stated Preference Survey Complete in October 2011
- ★ Optional delivery of HOV2+ and HOV3+ free scenario findings for use in WSDOT financial planning
- Technical Work Complete by July 2012
- Present Findings to WSTC in the Fall of 2012 and to Legislature before 2013 Legislative Session

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No Early Findings

- No reports or data available before May 2012
- Any preliminary findings would be subject to change
  - » All scenarios must be considered in comparison to each other
- Option to release FINAL findings for HOV2+ and HOV3+ free scenarios before the "hybrid" scenario is complete by July

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Technical Approach to T&R Study

- Build upon WSDOT's data and models, improved upon by
  - » Extensive independent review and modification as necessary
  - » New stated preference survey to be conducted July 2011
  - » Independent model of choice to pay toll
  - » National review of similar projects, including willingness to pay tolls
- CS will turn over all models to WSTC and WSDOT upon study completion

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What is the Risk Analysis?

- Incorporates risk factors into the traffic and revenue forecasting process, recognizing there can be different outcomes.

- Risk analysis will focus on
  - » Willingness to pay tolls
  - » Traffic growth
  - » Implications of daily traffic variations

- 206 unique scenarios are scheduled to be forecasted. Comparing the results helps explain the variation in forecasts and describes the sensitivity of the traffic and revenue outcomes to these main risk factors.

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Questions?

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