

# **Work Plan Synopsis: Eastside Corridor Independent Traffic and Revenue Study**

## **Project Objective and Definition:**

- Independent traffic and revenue study of express toll lanes on I-405 and SR 167
- WSDOT Option 4 only – no analysis of other alternatives, including general purpose lane expansion with no tolls or tolling all lanes.
  - Phase 1 open in 2014 (Bellevue north to I-5, Lynnwood)
  - Phase 2 open in 2018 (Bellevue south to Renton, with direct connect to SR 167 express toll lane)
- Complete detailed modeled evaluation of:
  - A variable fee (implemented through dynamic pricing, where prices change frequently in real time to reflect actual traffic demand)
    - HOV 2+ exempt
    - HOV 3+ exempt
    - HOV 3+ exempt during peak periods and HOV 2+ exempt during off-peak periods
- Use the results of the variable fee analysis to evaluate:
  - A flat fee (defined as a variable fee implemented through a fixed time of day fee schedule such as will be used on SR 520)
  - A flat fee (defined as the same price all day).

## **Technical Approach**

- 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

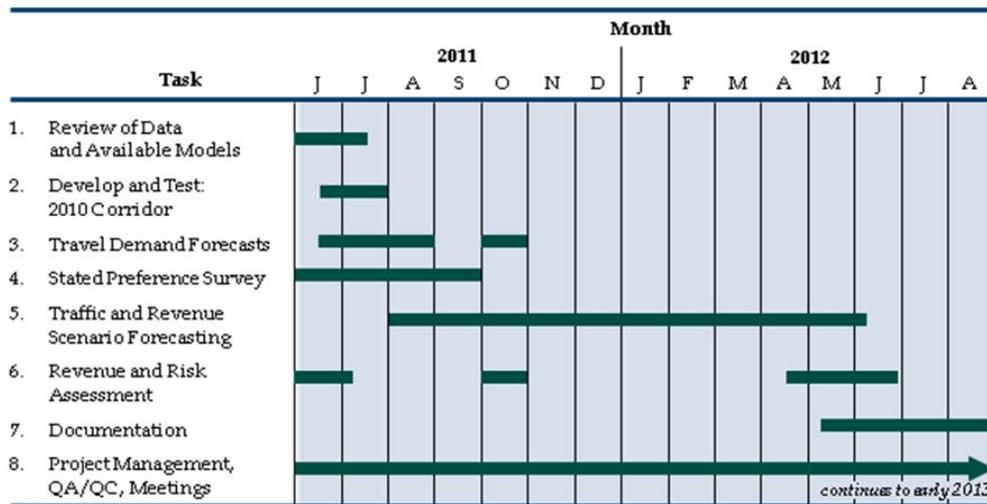
**Work Plan Synopsis:  
Eastside Corridor  
Independent Traffic and Revenue Study**

- Turn models over to WSTC at the end – no black boxes
- Addressing risk
  - Incorporate risk into the traffic and revenue forecasting process, recognizing the range of factors that can lead to different outcomes
  - Focus the risk analysis on the most important factors that contribute to risk and uncertainty:
    - Willingness to pay tolls;
    - Traffic growth; and
    - Implications of daily traffic variations
  - This increases the number of scenarios to be tested. For each of these three risk factors we will test four different levels or values. When combined with the various design options, mode of pricing, time of day, and analysis year, this generates up to 206 unique scenarios. Comparing the results of these scenarios helps explain the variation in forecasts and describes the sensitivity of the traffic and revenue outcomes to these main risk factors.

**Schedule**

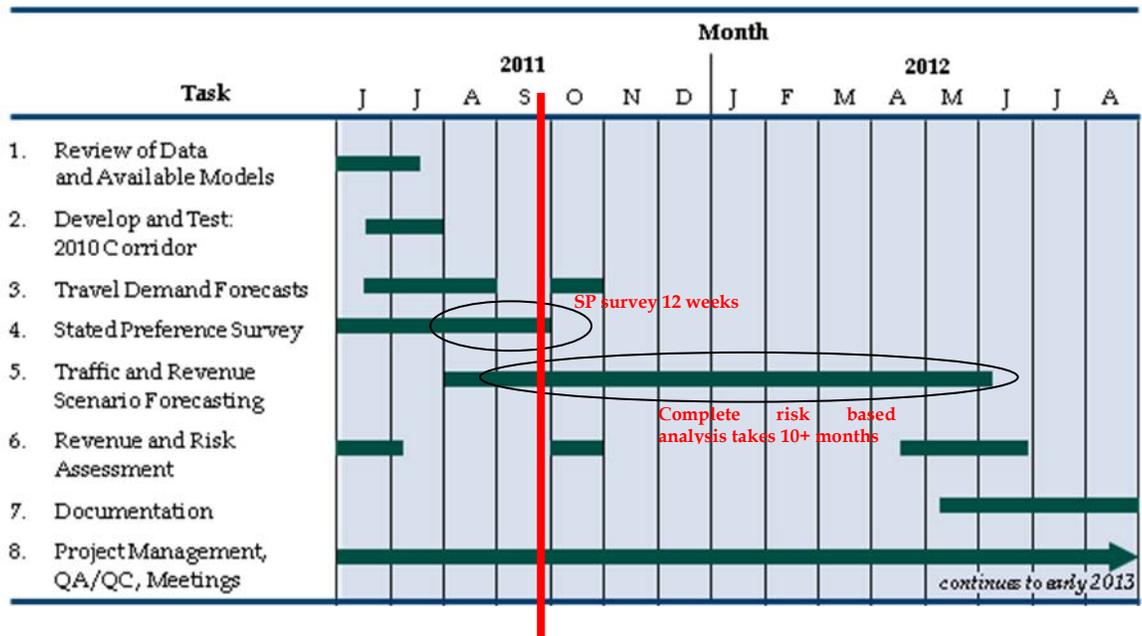
- The technical work will be complete by July 2012, with presentations of findings to the WSTC and legislature to occur in the fall of 2012 and at the beginning of the 2013 legislative session.

**Figure 1 Schedule**



## Reason for Schedule Extension

- Meeting the schedule in the legislation would have required technical work to be complete by the end of September 2011 to be used in WSDOT's financial analysis and to properly inform WSTC before reporting back to the legislature in January.
- The Stated Preference (SP) survey alone would need 12 weeks. We would have had to move forward with scenario analysis using our best assumptions about willingness to pay, and then hope the SP survey results supported those assumptions.
- In talking to legislators, there was considerable interest in a robust risk analysis. Risk analysis substantially multiplies the number of scenarios needed to achieve an adequate spread of assumptions, extending the time required.



## Budget

The budget for this effort is \$1.8 million as estimated in the Commission's fiscal note for EHB 1382.