

Overview: Eastside Corridor Independent Traffic and Revenue Study

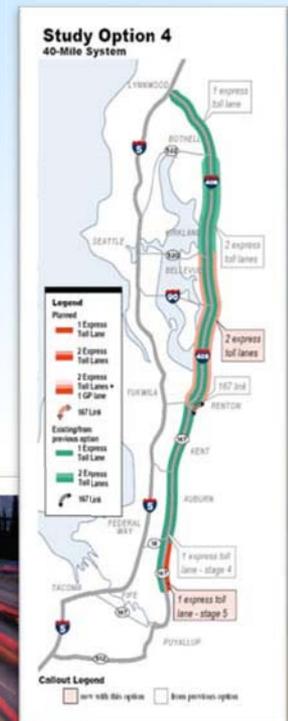
presented to

Washington State Transportation Commission

presented by

Cambridge Systematics, Inc.

June 29, 2011



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:

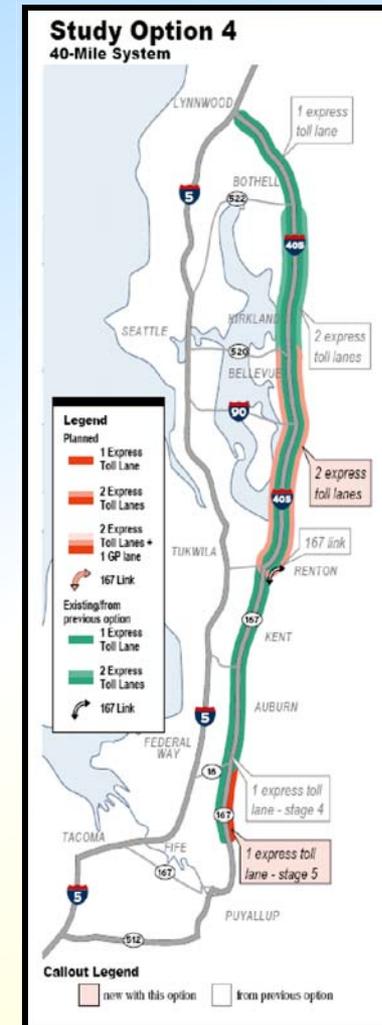
- **Vehicles with two or more occupants are exempt from payment**
- **Vehicles with three or more occupants are exempt from payment**
- **A variable fee**
- **A flat rate fee**

Questions to Answer

- **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?

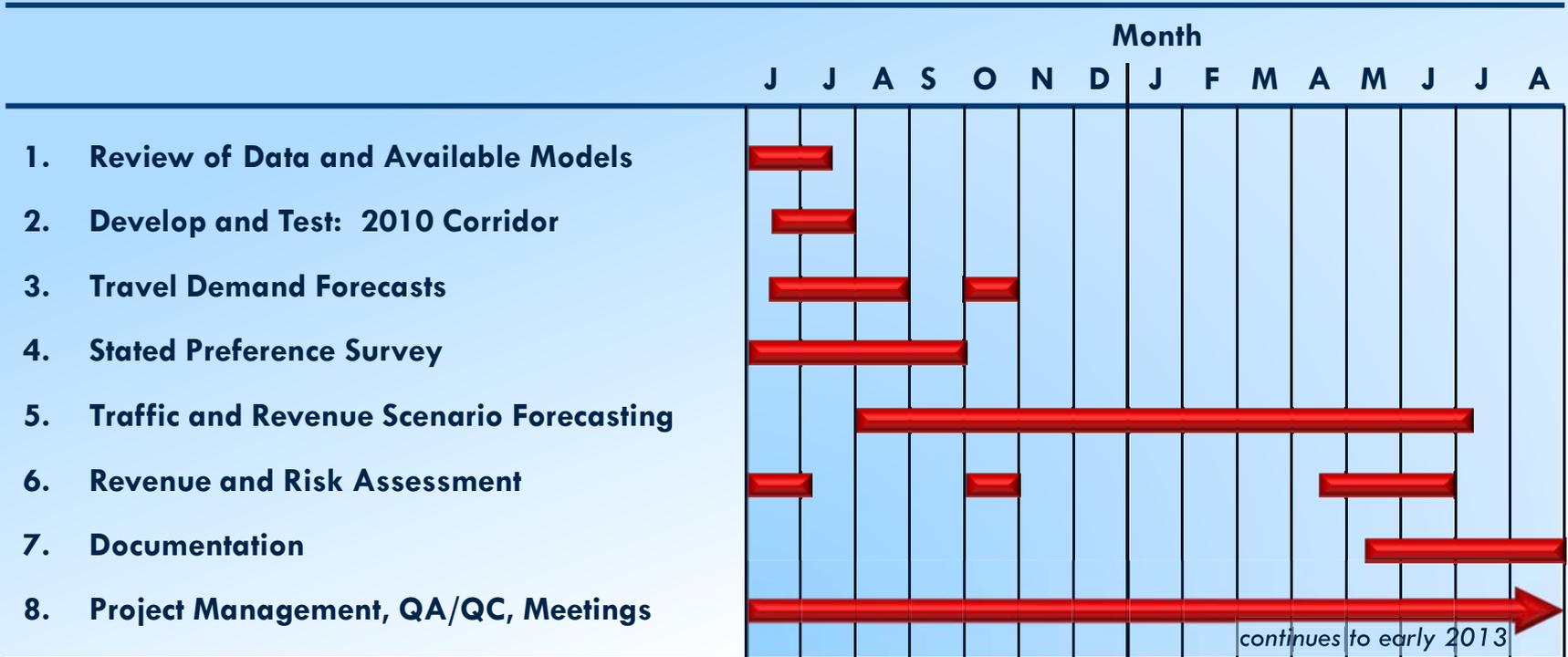
- **WSDOT's Option 4: 40+ mile system (2 phases)**
 - » **Occupancy requirements**
 - HOV 2+ travels free
 - HOV 3+ travels free
 - HOV 3+ exempt during peak periods and HOV 2+ exempt during off-peak periods



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**

Study Schedule and Key Milestones



Key Milestones

- Stated Preference Survey Complete in October 2011
- Technical Work Complete by July 2012
- Present Findings to WSTC in the Fall of 2012 and to Legislature before 2013 Legislative Session

Why the Schedule Extension?

- 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.
- There is considerable interest among legislators in a robust risk analysis. Risk analysis substantially multiplies the number of scenarios that must be evaluated to achieve an adequate spread of assumptions.

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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