Alaskan Way Viaduct Replacement Program
Advisory Committee on Tolling and Traffic Management
Meeting Summary – Feb. 29, 2012

Committee Members in Attendance

- Claudia Balducci
- Kurt Beckett
- Rick Bender
- Marcus Charles
- Maud Daudon
- Bob Davidson
- Phil Fujii
- Anne Goodchild
- Tessa Greegor
- Rob Johnson
- Sharon Maeda
- Charley Royer
- Peg Staeheli
- Sung Yang
- Henry Yates

Agencies and Staff in Attendance

- Dave Dye, Washington State Department of Transportation (WSDOT)
- Craig Stone, WSDOT
- Allison Hanson, WSDOT
- Linda Mullen, Alaskan Way Viaduct Replacement Program (AWV)
- Geri Poor, Port of Seattle
- Victor Obeso, King County
- Dan Eder, Seattle City Council central staff
- Marshall Foster, City of Seattle
- Goran Sparrman, Seattle Department of Transportation (SDOT)

Agenda Item #1 – Welcome

Advisory Committee on Tolling and Traffic Management (ACTT) Co-Chair Maud Daudon welcomed everyone to the meeting. The summaries from the first two ACTT meetings were approved by the committee.

Dave Dye, WSDOT Chief Operating Officer and Deputy Secretary, gave an update on toll financing assumptions. WSDOT now expects that SR 99 tolls will generate less than $400 million in bonds for the AWV program. The House and Senate proposed transportation supplemental budgets include $200 million in unobligated federal funds for the viaduct replacement, which would keep the AWV program fully funded. Additional work needs to be done by the ACTT and program staff in order to better understand levels of diversion and toll rates.

Question: Does this change the thought process behind WSDOT's tolling authority legislation? Are you considering expanding the authority to include other facilities or to begin tolling SR 99 before the tunnel is completed?
Answer: No. Based on discussions to date, staff does not anticipate that the Legislature will expand tolling beyond the tunnel. These new assumptions don't change that.

Question: Do you expect that SR 520 diversion figures will change over time? If so, will you revise your SR 99 toll funding assumptions again?
Answer: It is too early to come to any conclusions about diversion related to SR 520 tolls. While we will continue to examine the performance of SR 520 tolling, the fundamental assumptions we've made now are based on the assumptions in the investment grade analysis that supported the SR 520 bonds and therefore provide a firm place for us to stand going forward.

Agenda Item #2 – Legislative Update

Dave Dye provided an update on SR 99 toll authorization legislation and the Expert Review Panel's report on the AWV program. He noted that, at the time of the meeting, the toll authorization bill had been approved by the Senate and was awaiting House approval. The Expert Review Panel found that the program is on schedule and within budget.

Question: Who are the members of the Expert Review Panel?
Answer: Dr. Patricia Galloway, P.E., panel chair; John Rose and Bob Goodfellow, P.E.

Question: Is the panel ongoing?
Answer: Yes, they will meet annually to update their findings.

Agenda Item #3 – City, Port and County Policies and Programs Related to Guiding Principles

Goran Sparrman, SDOT Deputy Director; Marshall Foster, Seattle Planning Director; Geri Poor, Port of Seattle Regional Transportation Manager; and Victor Obeso, King County Metro Manager of Service Development gave overviews of how the ACTT's work is connected to that of their agencies.

They discussed center city and waterfront opportunities once the Alaskan Way Viaduct is demolished, and explained that diversion due to tolling should be minimized to meet priorities such as creating livable and walkable streets, maintaining reliable and efficient transit, and preserving key freight corridors in the city.

Question: With the proposed ferry reservation system, would you still need two lanes for ferry queuing in the p.m. peak, as you've shown in your Alaskan Way design concepts?
Answer: The reservations system will not be in place in the immediate future, so our plans thus far assume no reservations system at the Coleman Dock facility. If that proposal moves forward, we would likely reduce one of the two ferry lanes to a through lane and also convert one of the through lanes to parking and loading.

Question: Will there be a bike lane on the new Alaskan Way, as well as a dedicated bikeway?
Answer: That is being discussed but is not in the current proposal. Our vision is to integrate commute and recreation traffic into one facility. We are also looking at how to integrate pedestrians into this facility.

Question: Would Alaskan Way south of King Street have an all-day transit priority lane?

Answer: The off-ramp exiting the new SR 99 will lead to South Dearborn Street. The earliest that buses could potentially move east or west on a transit pathway would be at South King Street, so a priority lane would not be needed further south than that.

Question: Has the port analyzed how different levels of tolling will impact freight mobility?
Answer: The Port has not done separate analysis but will work with the other agencies, through the ACTT, on their analyses.

Question: What challenges may arise once light rail operations increase in the transit tunnel, leading to more buses on city streets?
Answer: Once train volumes increase to a frequency of every five minutes, buses will no longer be accommodated in the transit tunnel. At this point we assume that we can redesign and reduce some of our bus routes, but some will have to move to surface streets.

Question: If the new basketball stadium plan progresses, will you need to change your plans?
Answer: Any new facility would add pressure to the traffic and transit system. Analysis of how a new stadium would affect the system is being completed.

Question: How will the stadium analysis account for residential growth plans in SODO? How would a new stadium, residential growth, tolling and diversion interact?
Answer: The design concepts for the new waterfront and Alaskan Way are based on modeling that takes into account growth projections for south of downtown. As the land use picture continues to develop, we will do additional analysis.

Comment: I think that the solution to problems caused by diversion requires that the City, Port and Metro work together closely.

Agenda Item #4 – Review of Guiding Principles

Maud Daudon reviewed the proposed ACTT guiding principles. She noted that suggestions have been made to include a principle about greenhouse gases, but since the measurement of additional gases due to tolling is negligible, it doesn't merit a guiding principle of its own. Consensus was achieved on the guiding principles as stated.

Committee members discussed adding a principle for agency collaboration and thinking about the diversion problem holistically. Some committee members suggested this sort of collaboration and integration might instead help inform how the Committee balances all of the guiding principles. The Committee asked that staff draft some language that speaks to collaboration and integration and propose it at the next meeting.

Comment: It is critical that we don't let a diversion solution in one area create diversion problems elsewhere. Stating that we want to ensure collaboration may help us send that message.

Question: Is there a transportation working group of partner agency staff for this program?
Answer: Several working groups of regional and state partners have been formed and meet often.

Agenda Item #5 – Evaluation Framework

Committee administrator Linda Mullen and Allison Hanson, WSDOT Director of Environmental Services ESO Megaprojects, explained the parameters of the committee's work in 2012. These entail devising initial tolling and diversion strategies and possibly offering alternate funding ideas related to mitigation strategies. In December 2012 the committee will make preliminary recommendations regarding measures that can be implemented by 2017. An overview of the modeling definitions that will be used in this work and an explanation of the evaluation framework were also given.

Agenda Item # 6 – Work Plan Update

Linda Mullen gave an update on the committee's work plan, noting that two or three additional ACTT meetings may be needed to accomplish everything required of the committee in 2012. The spring and summer will be spent on modeling and evaluation, and the fall will see recommendations and report preparation from the committee. Moving forward, public comment periods could be included in future meetings. Linda received approval from the committee to work independently with Maud and Charley on the work plan and public input approach before the next meeting.

Question: Will the committee build scenarios and run them through the models, and add in the revenue model information later?
Answer: We are still finalizing the revenue and Dynamic Traffic Assignment modeling schedule. At or before the April 4 meeting, we will have the new schedule available for the committee.

Agenda Item #7 – Closing, Questions and Next Steps

Linda Mullen thanked everyone for attending and noted that the next meeting will be held on April 4, 2012, at Sound Transit from 3 to 5 p.m. An optional briefing on the PSRC model will be held at the AWV office on March 14, 2012, from 3 to 5 p.m.

Action items:

- ACTT support staff will draft a guiding principle related to collaboration amongst partner agencies and an integrated solution to tolling diversion.
- Prior to the April 4 meeting committee members will receive a schedule of future 2012 ACTT meetings.