

Alaskan Way Viaduct **REPLACEMENT** PROGRAM



Advisory Committee on Tolling and Traffic Management
Feb. 19, 2014

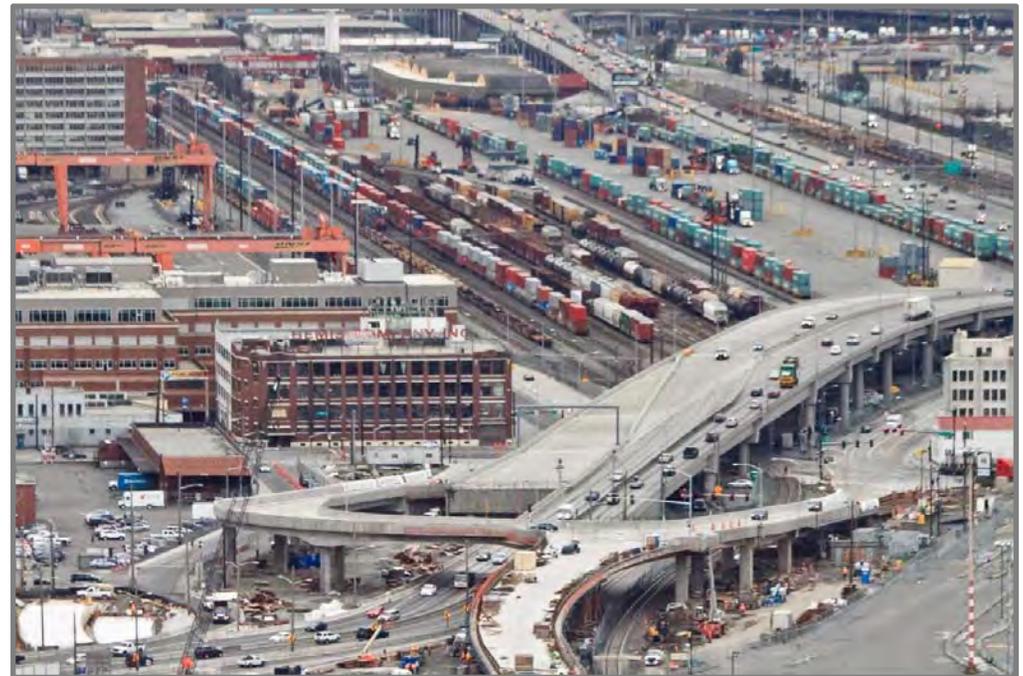
Overview

Previous meeting:

- Discussed draft committee recommendations.

Today's topics:

- Finalize recommendations.
- Discuss distribution plan for recommendations.
- Discuss next steps for the committee engagement.



South Atlantic Street overpass is now open and allows traffic to bypass a busy railroad track in SODO.

ACTT Advisory Recommendations

#1: Strategies for Tolling the SR 99 Tunnel and Minimizing Traffic Diversion

Updates to recommendation:

- 20 percent peak period diversion in Scenario 7 = approx. 3,500 cars on north-south arterials.
 - Equivalent volume of cars traveling on three-lane street over three-hour period of time.
 - Impacts are substantial but the effects could be reduced with mitigation strategies.
 - Higher diversion leads to significant impacts that may not be feasible to mitigate.

#2: Strategies for Mitigating Diversion

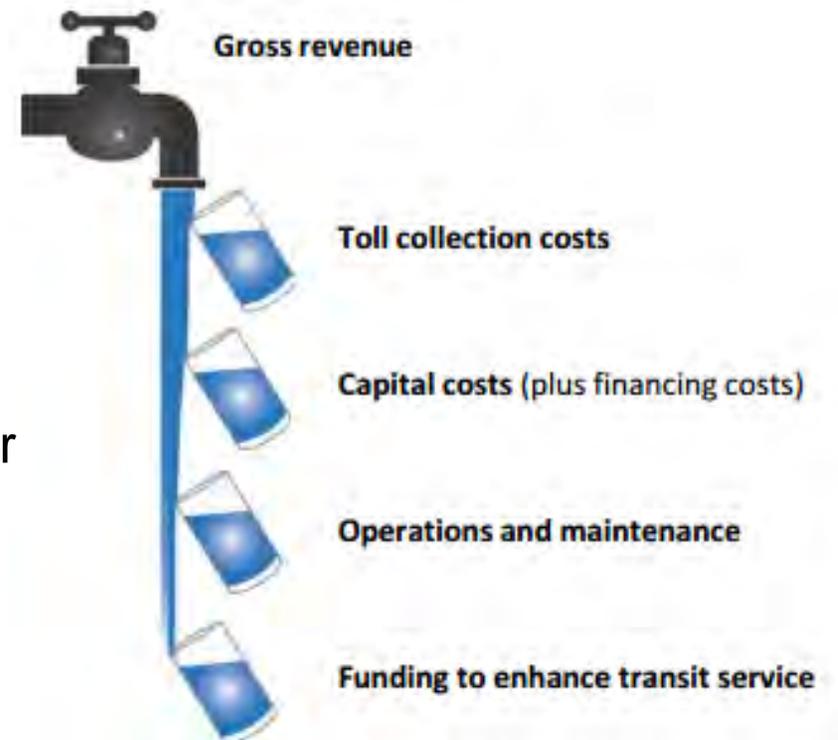
Updates to recommendation:

- This recommendation to invest in transit service on the SR 99 corridor does not mean that the other mitigation strategies evaluated are not necessary.
 - Includes potential sources of funding for freight mitigation strategies.
- Mitigation improvements needed to ensure safe and accessible pedestrian and bicycle routes in neighborhoods near tunnel portals.
 - Should be consistent with state and local policies for design of Complete Streets.

#3: Prioritizing Use of Toll Revenue

Updates to recommendation:

- Estimated \$200 million to \$225 million should be reserved to cover financing costs.
- Remaining toll revenue in the order of \$150 million to \$175 million (\$5 million to \$6 million per year) could be available for mitigation, specifically for enhancing transit service.



#4: Local Community and Jurisdictional Involvement in Toll Rate-Setting Process

No updates to recommendation.

#5: Further Study of Tolling in Puget Sound

Updates to recommendation:

- Included some portions of recommendation 6 (toll collection cost allocation policy) in this recommendation.
- As number of tolled facilities increases, there are opportunities to incorporate efficiencies of scale and investigate ways to lower toll collection costs and ensure fair and equitable distribution of toll collection costs across the system.
- As more regional facilities are tolled, a systems approach to tolling can help manage congestion, minimize diversion and lower costs.

Other ACTT Report Sections

- SR 99 Tunnel Project background.
- ACTT Committee charge and formation.
 - Formation of committee.
 - Committee work plan.
 - Guiding principles.
 - Public engagement.
- Traffic and revenue analysis.
 - Toll scenarios studied.
 - Traffic and diversion analysis.
 - Mitigation for the effects of diversion.
 - Revenue analysis.
 - General findings.
- Next steps in toll rate setting process.

Appendices

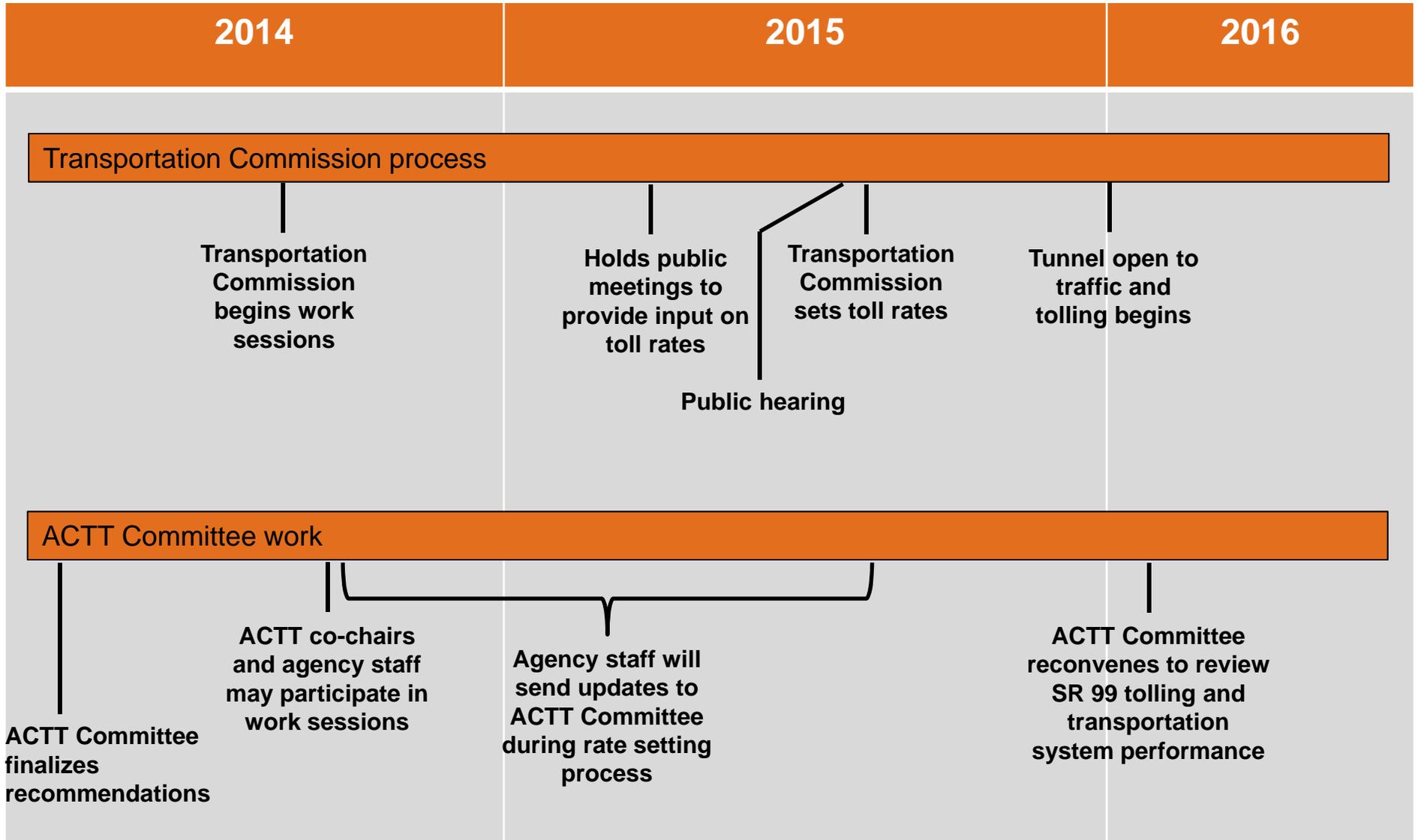
- ACTT Committee formation documents.
- Transportation system improvements.
- ACTT Committee meeting materials.
- 2012 progress report.
- Overview of traffic modeling process.
- Public engagement activities.

Next steps

Distribution of ACTT Advisory Recommendations

- Governor
- Washington State Legislature (House and Senate Transportation Committees)
- Washington State Transportation Commission
- WSDOT
- FHWA
- Seattle City Council
- Seattle Mayor
- King County Executive and Council
- Office of the State Treasurer
- State Finance Committee
- SDOT
- Port of Seattle
- Puget Sound Regional Council
- Office of Financial Management

Toll Rate Setting Process



Website:

www.AlaskanWayViaduct.org

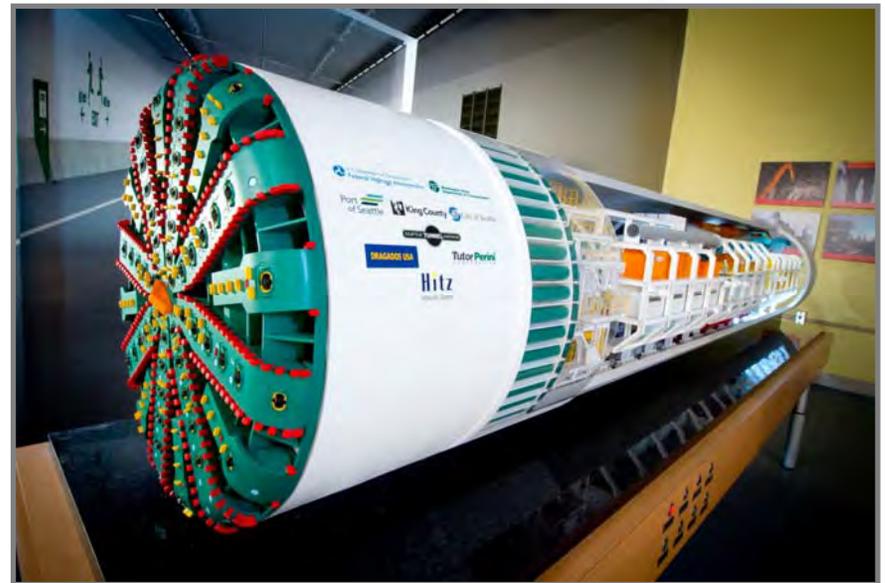
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