

Alaskan Way Viaduct Replacement Program



Advisory Committee on Tolling and Traffic Management Meeting 1 Dec. 8, 2011

Welcome and Introductions

Committee Authorization

Creation of Advisory Committee on Tolling and Traffic Management

- The committee's scope was established via:
 - Federal Highway Administration-issued Record of Decision.
 - Seattle Department of Transportation and WSDOT Memorandum of Agreement.
 - City of Seattle's resolution 31323.

Charge for ACTT

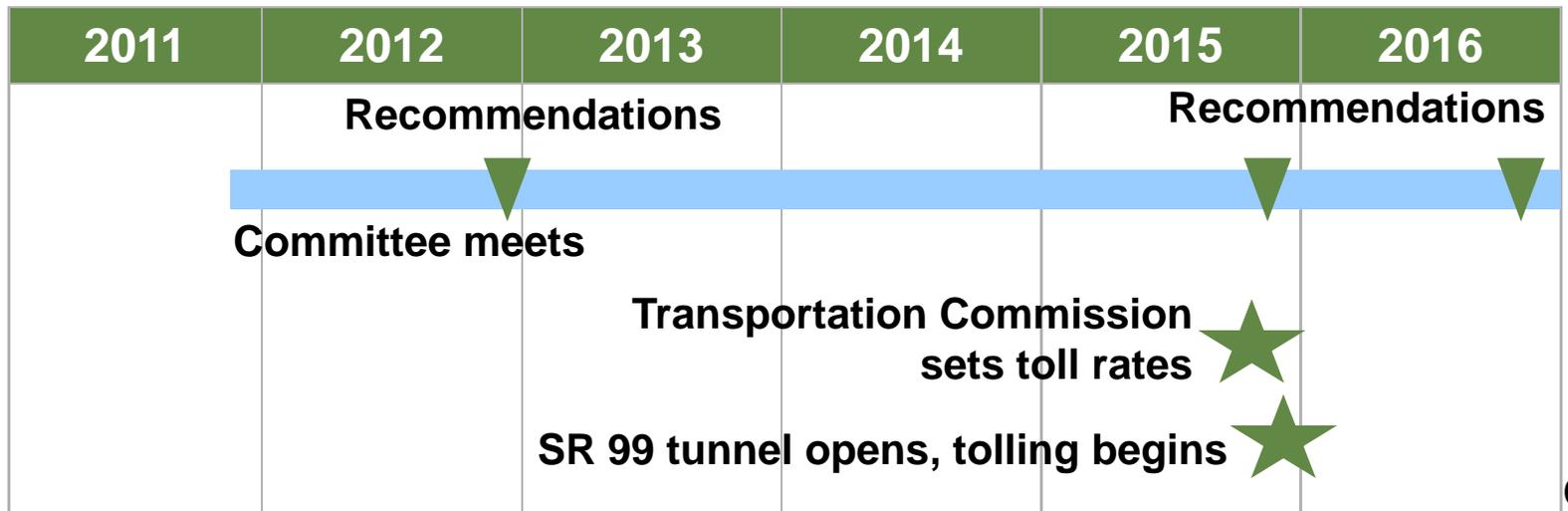
- The committee will make advisory recommendations on strategies for:
 - Minimizing traffic diversion from the tunnel due to tolling.
 - Tolling the SR 99 tunnel.
 - Mitigating traffic diversion effects on city streets and I-5.



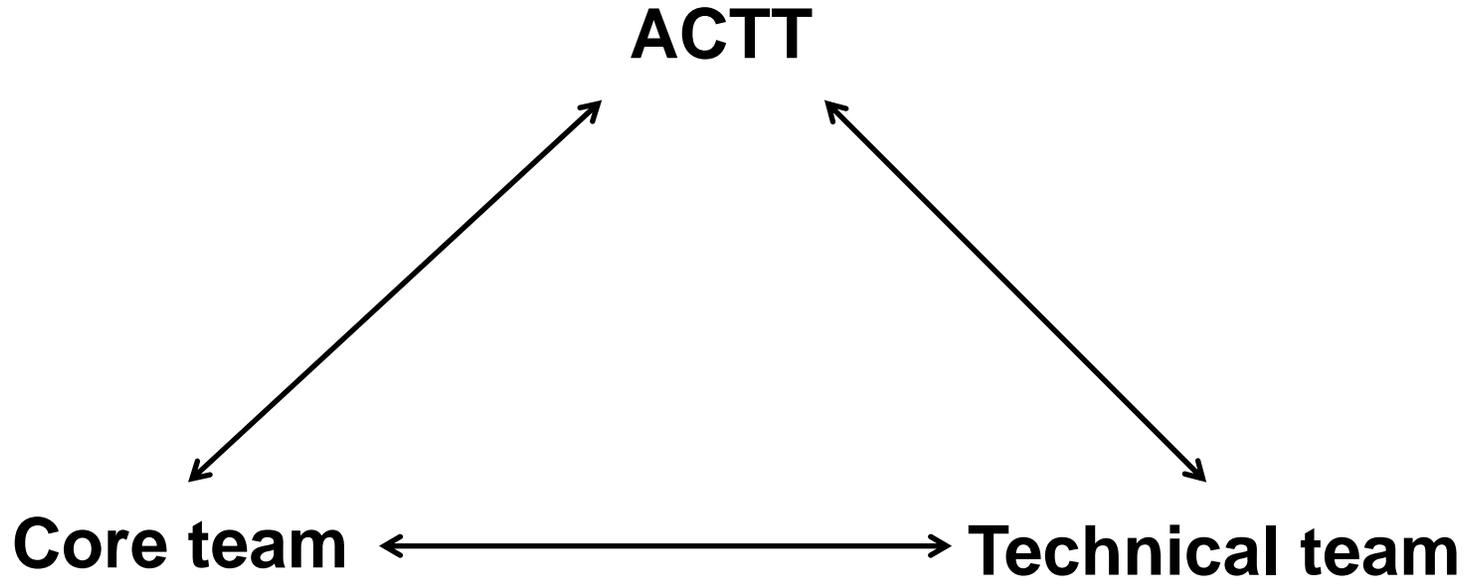
Electronic tolling at Tacoma Narrows Bridge.

ACTT Timeline and Recommendations

- Advisory recommendations will be given to WSDOT, the Governor, the Legislature, the Transportation Commission, FHWA, the Seattle City Council and the Seattle Mayor.
- The State, City of Seattle, Port of Seattle and King County will consider the recommendations for implementation.



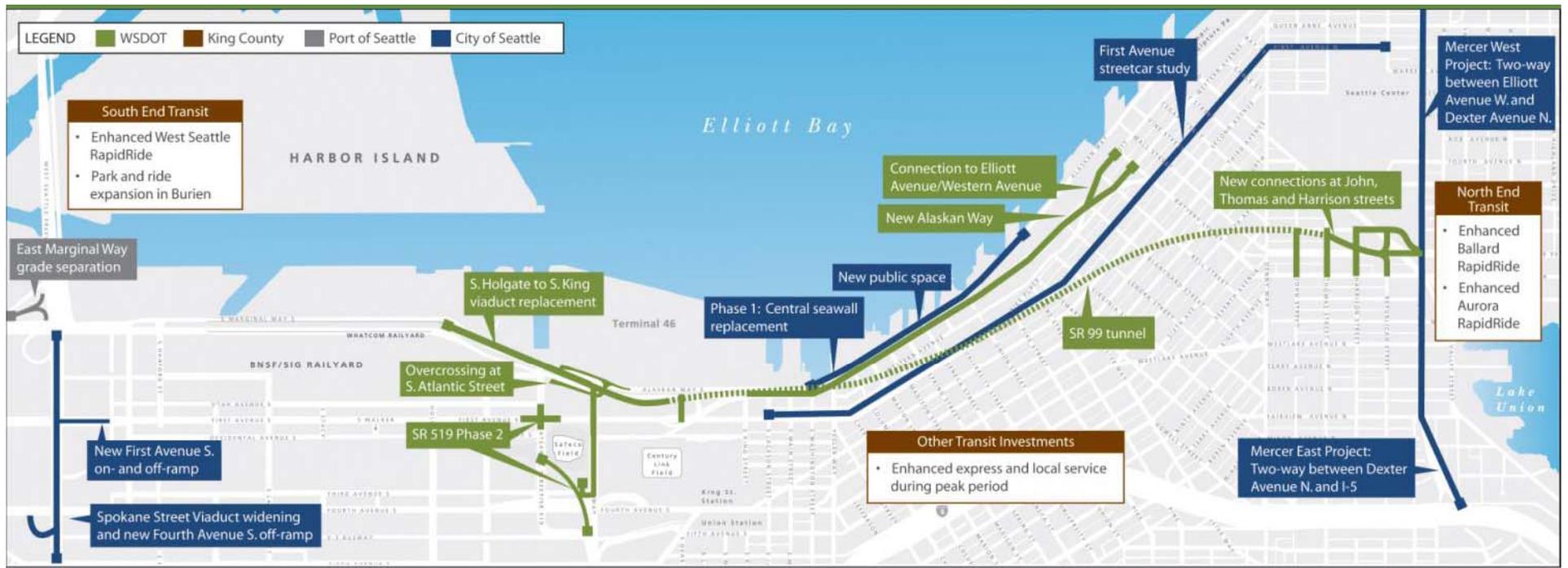
Support for ACTT



Alaskan Way Viaduct Program Overview

Program Overview

The Alaskan Way Viaduct Replacement Program includes projects led by the Washington State Department of Transportation, City of Seattle, King County and Port of Seattle.



Building the New SR 99 Corridor



S. Holgate to S. King Street Project



STAGING AREA

CONTINUING CONSTRUCTION

- Roadway will be complete in 2013.
- Project is ahead of schedule and on budget.
- Improves bicycle and pedestrian facilities.
- Builds South Atlantic Street overcrossing to bypass the railroad tracks.

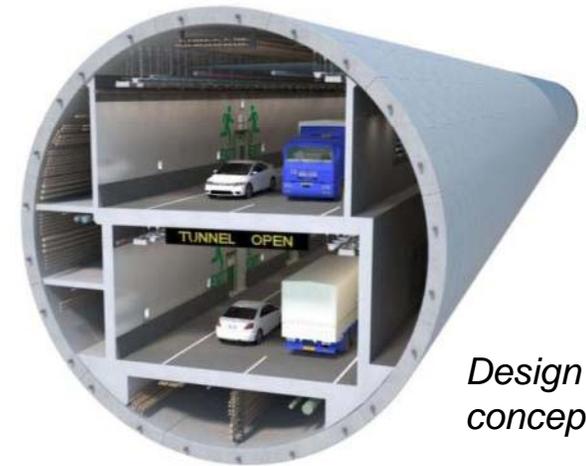
S. Holgate to S. King Street Project



- Large section of viaduct's south end demolished in October 2011.
- Construction bypass roadway in place to keep SR 99 open during construction.

SR 99 Tunnel

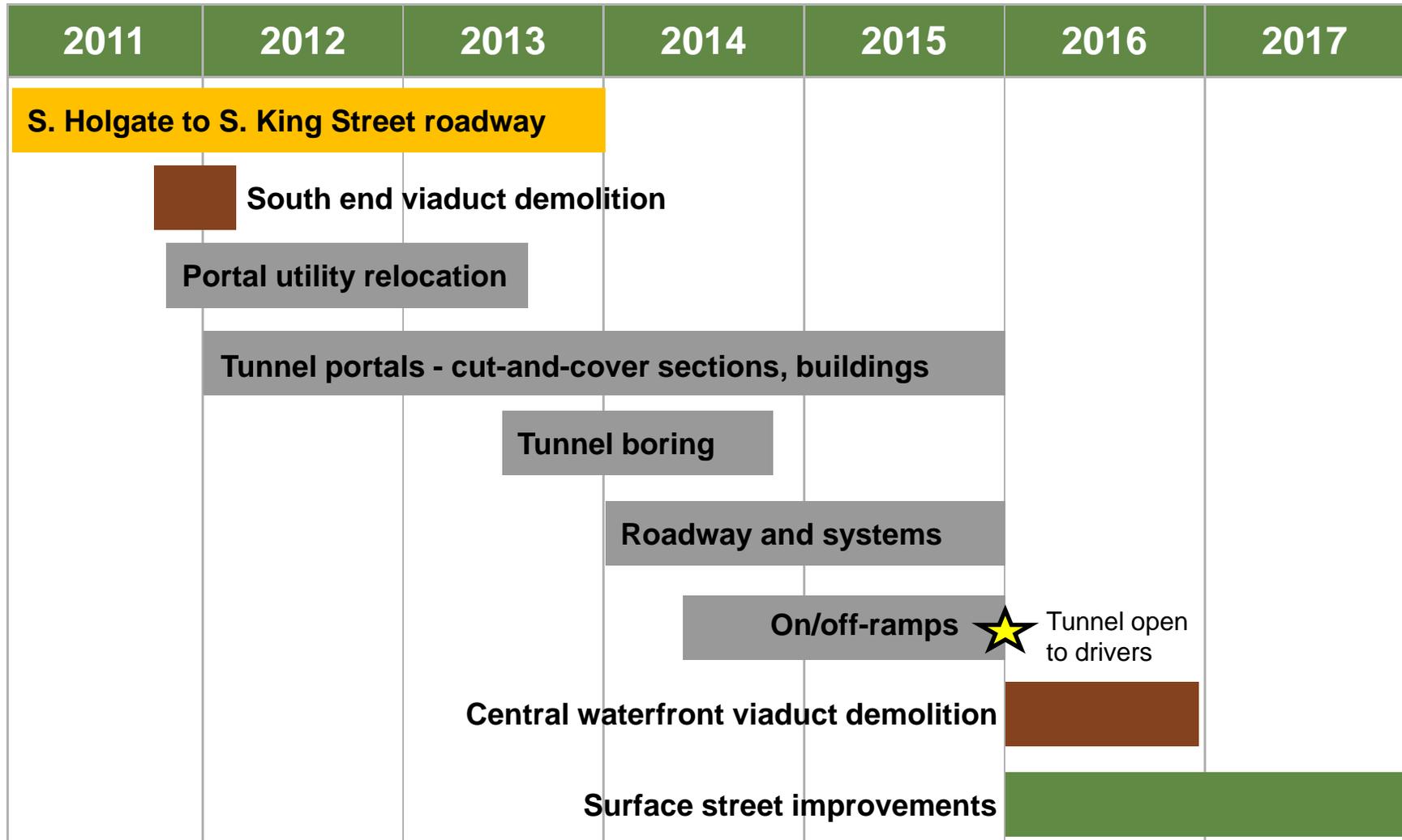
- Approximately two miles long.
- Tunnel designed to 2,500 year earthquake standard (in the range of a 9.0 earthquake).
- State-of-the-art safety systems.



Design concept.



Construction Timeline



State Project Budget

State Projects	Budget (\$ in millions)
SR 99 Tunnel Project	\$2,010.7 million
SR 99 S. Holgate Street to S. King Street Project	\$394.8 million
Central Waterfront Viaduct Removal Battery Street Tunnel Decommissioning New Alaskan Way and Elliott / Western Connector	\$290 million
Central Waterfront Construction Mitigation (Parking)	\$30 million
Program Management	\$75 million
Other Moving Forward Projects	\$187.2 million
Prior Environmental Impact Statements, Right of Way and Design Costs	\$163.7 million
Total	\$3,151.4 million

State Funding Sources

	Budget (\$ in millions)
2005 Gas Tax (Partnership Funding)	\$1,513.1 million
2003 Gas Tax (Nickel Funding)	\$198.1 million
Other State	\$200 million
Federal	\$483 million
Local	\$57.2 million
Toll	\$400 million*
Port of Seattle	\$300 million**
Total	\$3,151.4 million

* The 2009 Legislature stated the finance plan must include no more than \$400 million in toll funding.

** The Port of Seattle has committed \$300 million to the replacement program. In April 2010 Governor Gregoire signed an agreement with the Port of Seattle for this funding.

City AWW Program Budget

	City of Seattle Projects	2012-2017 Capital Improvement Plan Budget
Core AWW Projects	Waterfront Seattle	\$234 million
	Elliott Bay Seawall (Central)	\$330 million
	Parking Program / Project Services	\$41.6 million
	Mercer Corridor West Phase	\$90.5 million
	SPU Utility Relocation	\$38.1 million
	SCL Utility Relocation	\$187.8 million
	Total Core Projects	\$922 million
Related Projects	S Spokane Street Viaduct Project*	\$30 million (Project Total - \$178 million)
	Mercer Corridor East Phase*	\$50 million (Project Total - \$172 million)

•The \$30 million for S Spokane Viaduct and \$50 million for Mercer Corridor East Phase represented the funding gap for these projects at the time of the recommendation to move forward with the Bored Tunnel to replace the AWW. S Spokane Viaduct also includes \$50 million WSDOT contribution as part of construction mitigation for the south end AWW replacement.

Tolling 101

Topics

- Overview of tolling in Washington state
- How tolling works
- Authorized toll facilities
 - Tacoma Narrows Bridge
 - SR 167 HOT Lanes
 - SR 520



Roles of Legislature, Transportation Commission and WSDOT

Washington State Legislature

- Determines toll eligible facilities and authorizes tolls.

Washington State Transportation Commission

- Sets toll rates.
- Establishes appropriate exemptions.
- Reviews toll collection policies, toll operations policies and toll revenue expenditures on eligible toll facilities.
- Ensures that toll rates will generate revenues sufficient to meet operating costs of toll facilities and meet obligations for timely bond repayments.

Roles of Legislature, Transportation Commission and WSDOT

WSDOT

- Responsible for the planning, analysis and construction of toll facilities.
- Administer toll collection systems.
- The department should avoid the use of toll booths.
- Set statewide standards and protocols for all toll facilities.

Why Tolling in Washington State?



SR 167 High Occupancy Toll (HOT) Lanes

Tolling Objectives

- Generate revenue
 - To help build projects
- Manage congestion
 - Optimize vehicle throughput
- Manage demand
 - Move optional trips out of busiest travel times
 - Transit and carpool options
- Benefit the environment
 - Reduce greenhouse gases

Why Tolling in Washington State?

Legislation passed in 2008 established state tolling objectives

Tolling should be used when it can:

- Contribute a significant portion of the cost of a project that cannot be funded solely with existing sources.
- Optimize the performance of the transportation system.

Tolling should be fairly and equitably applied and not have significant adverse diversion impacts that cannot be mitigated.

Puget Sound Regional Council Transportation 2040

- Transportation financial strategy assumes increases in traditional funding, such as the gas tax, in the short term, but that the region will transition over time to a new funding structure based on user fees that replace the gas tax such as:
 - High-occupancy toll (HOT) lanes
 - Facility and bridge tolls
 - Highway system tolls
 - Vehicle miles traveled (VMT) charges
 - Other pricing approaches

How Tolling Works in Washington State

Toll Rates - Toll rate structures can vary to support different tolling objectives

- **Tacoma Narrows Bridge**
 - *Fixed* toll rates generate revenue to pay for bridge construction.
- **SR 167 HOT Lanes**
 - *Dynamic* toll rates adjust every five minutes to best manage traffic throughput based on current conditions.
- **SR 520**
 - *Variable* toll rates change on a set time of day schedule provides expected toll to pay for bridge construction and manage traffic.



SR 99 Tolling Analysis

- 2010 Cost and tolling study submitted to the legislature.
 - Studied five toll scenarios to assess whether tolls could generate up to \$400 million.
 - Four of five scenarios raised between \$384 to 460 million.
 - Tolls varied from \$1.00 to \$5.00 in 2015 dollars.
 - Tolls varied by time of day and direction of travel.
 - All tolls collected electronically.
- Tolloed traffic analysis was included in the program's environmental documents.
- Currently updating analysis for Legislature which will assist with the ACTT's work.

Draft Guiding Principles

Draft Guiding Principles

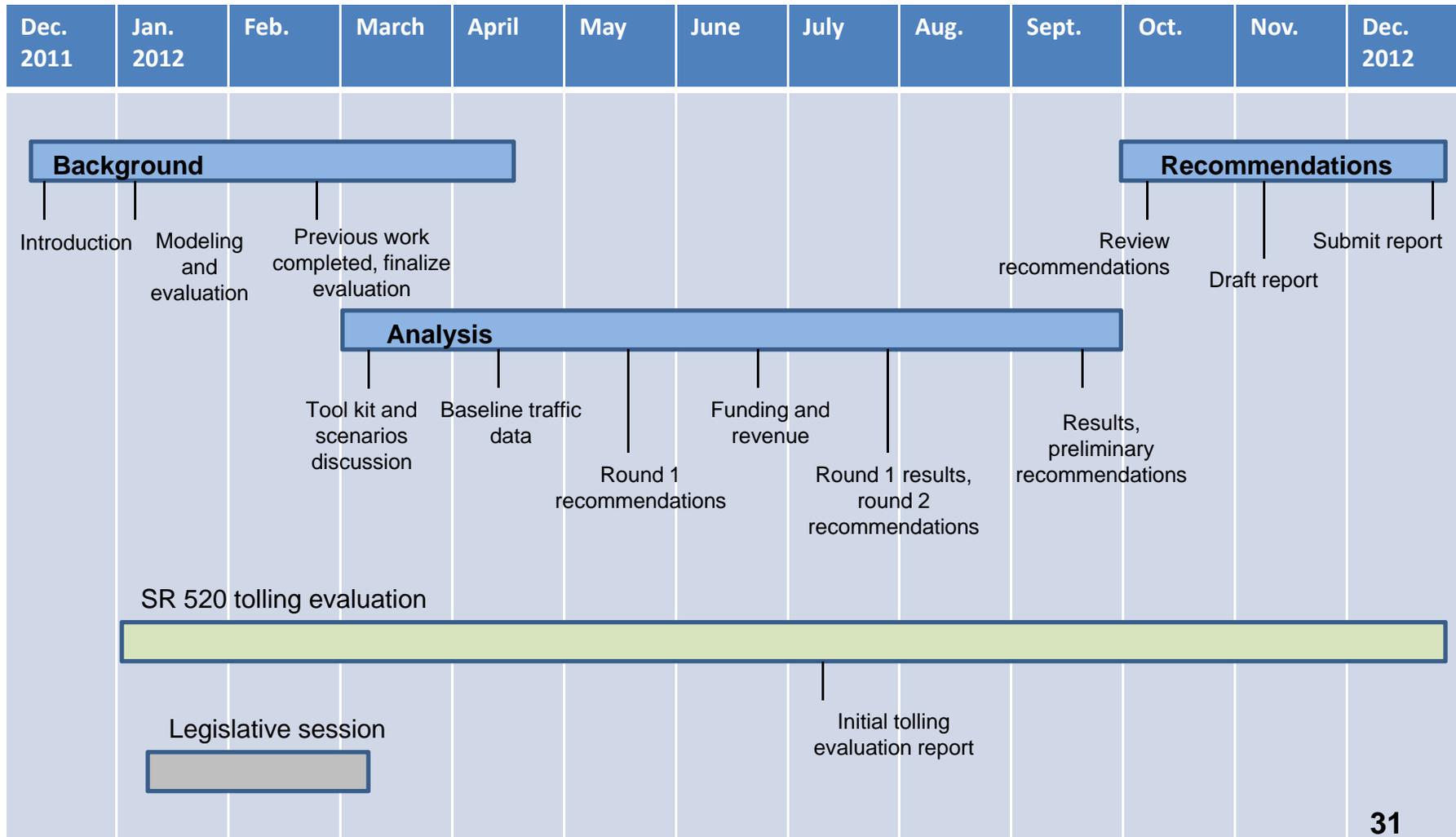
1. Minimize diversion from the tunnel onto city streets and I-5.
2. Meet the State's funding obligation for the AWW Replacement Program and identify funding for mitigation of diversion impacts.
3. Mitigate the anticipated adverse effects of traffic diversion.
4. Support Seattle's "Complete Streets" policy goals to make City streets function for bicycles, pedestrians, freight, transit and automobiles in strategies that are proposed to mitigate and minimize diversion impacts.
5. Support Seattle's waterfront and Center City policy goals to make the waterfront and downtown an enjoyable place for people to live, work, shop and play.
6. Maintain efficient use of city streets and I-5 for transit access into, out of and through downtown.
7. Maintain efficient use of city streets and I-5 for freight access into, out of and through downtown.

Work Plan Discussion

Draft 2012 Work Plan

- Meetings every five to eight weeks in 2012 prior to making recommendations.
- First phase:
 - Learn about tolling work done to date, traffic conditions, and traffic and financial modeling.
- Second phase:
 - Discuss, evaluate and review potential tolling scenarios and strategies to minimize diversion.
- Third phase:
 - Review modeling results, begin prioritizing strategies to minimize diversion.
- Fourth phase:
 - Complete report with recommendations.

Draft Work Plan

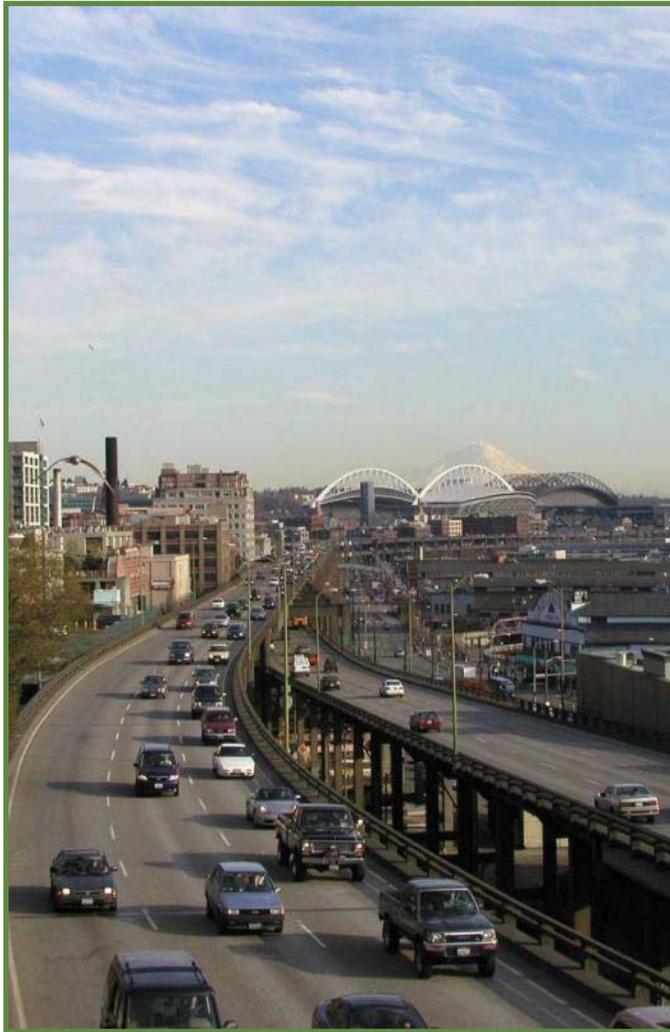


Operating Charter and Meeting Ground Rules

Draft Meeting Ground Rules

- Meetings will start and end on time.
- Though meetings will be facilitated, it is the responsibility of each committee member to help maintain the agenda schedule.
- Those serving on the committee agree to make consistent attendance at meetings a priority and commit to seeing the committee's work through to its final recommendations.
- The committee will strive for informed discussion on tolling and traffic management issues, and to make decisions by consensus.
- Committee meeting dates, agendas, meeting materials and summaries will be posted on the AWW web page.
- Meetings will be announced in advance and are open to the public.

Questions and Next Steps



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