

City of Seattle Legislative Information Service

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Resolution Number: 31323

A RESOLUTION concerning the Alaskan Way Viaduct and Seawall Replacement Program Advisory Committee on Tolling & Traffic Management; stating the Council's intent to convene the Committee to advise the City and the State on options and strategies to raise revenue and to minimize traffic diversion; and appointing some and confirming the membership of the Committee.

Status: Adopted

Date adopted by Full Council: September 19, 2011

Vote: 9-0

Date introduced/referred to committee: September 12, 2011

Committee: Transportation

Sponsor: RASMUSSEN

Committee Recommendation: Adopt

Date of Committee Recommendation: September 13, 2011

Committee Vote: 4 (Rasmussen, Godden, Licata, O'Brien) - 0

(No indexing available for this document)

Fiscal Note: [Fiscal Note to Resolution 31323](#)

Text

RESOLUTION _____

A RESOLUTION concerning the Alaskan Way Viaduct and Seawall Replacement Program Advisory Committee on Tolling & Traffic Management; stating the Council's intent to convene the Committee to advise the City and the State on options and strategies to raise revenue and to minimize traffic diversion; and appointing some and confirming the membership of the Committee.

WHEREAS, in the 1950s, the City of Seattle and the Washington State Department of Transportation jointly designed and built the Alaskan Way Viaduct to accommodate passenger and freight mobility into the foreseeable future; and

WHEREAS, in 2001 the Nisqually earthquake damaged the Alaskan Way Viaduct and Seawall; and

WHEREAS, the Alaskan Way Viaduct and Seawall are at risk of sudden and catastrophic failure in an earthquake and are nearing the end of their useful lives; and

WHEREAS, various studies have determined that it is not fiscally responsible to retrofit the viaduct, and that retrofitting would cause significant construction impacts; and

WHEREAS, the proposed Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program consists of a four-lane bored tunnel and improvements to City streets, the waterfront, and transit, and the Moving Forward Projects; and

WHEREAS, in October 2009, the City Council passed and the Mayor signed Ordinance Number: 123133, which established the Bored Tunnel Alternative as the City's preferred alternative and which authorized a memorandum of agreement between the State of Washington and the City of Seattle; and

WHEREAS, that agreement contemplated that the State and City would negotiate further agreements detailing the State and City's relative rights and responsibilities in the State highway project; and

WHEREAS, In August 2010, the City Council passed Resolution Number: 31235, which expressed the City Council's intent to authorize additional agreements with the State if:

- 1) The State awarded a contract consistent with the Draft Design-Build Contract;
- 2) The State demonstrated it could complete all elements of Washington State Department of Transportation's (WSDOT) Program within the Program Budget;
- 3) The State provided the City with clear documentation identifying all changes between the Draft Design-Build Contract and the awarded construction contract; and
- 4) The State Legislature has not enacted legislation to overturn WSDOT's responsibility for Program costs, including cost overruns, as set out in the proposed agreements between the State and City; and

WHEREAS, those conditions have been met; and,

WHEREAS, Resolution 31235 also restated the City's policy that the State is solely responsible for all costs, including any cost overruns, related to implementing WSDOT's Program;

WHEREAS, Ordinance 123542 accepted Interlocal Agreements offered by WSDOT in order to protect the City's vital interests;

WHEREAS, Exhibit E to the interlocal agreement between SDOT and WSDOT (one of the Interlocal Agreements) calls for the establishment of an Advisory Committee on Tolling & Traffic Management to advise the state and city on strategies to toll the tunnel while minimizing traffic diversion and mitigating diversion impacts on City streets; and

WHEREAS, the State and City have published a completed Final Environmental Impact Statement (FEIS) identifying the Tolloed Bored Tunnel as the preferred alternative; and

WHEREAS, and the Federal Highway Administration issued a Record of Decision approving the decision to construct the preferred alternative identified in the FEIS; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE

MAYOR CONCURRING, THAT:

Section 1. The Council intends to convene the Alaskan Way Viaduct and Seawall Replacement Program (AWVSRP) Advisory Committee on Tolling & Traffic Management (ACTT) to advise the City and the State on options and strategies to raise revenue and to minimize traffic diversion.

Section 2. The City Council appoints the following five individuals to serve on ACTT who will carry out the tasks and duties as set out in Sections 4-7 of this Resolution:

1. Charley Royer
2. Henry Yates
3. Bob Davidson
4. Rob Johnson
5. Phil Fujii

The City Council hereby confirms the following five individuals who were appointed by the Mayor to serve on the ACTT to carry out the tasks and duties as set out in Sections 4-7 of this Resolution:

1. Anne Goodchild
2. Marcus Charles
3. Sharon Maeda
4. Peg Staehli
5. Tessa Greigor

The City Council hereby confirms the following five individuals who were appointed by Washington State Department of Transportation (WSDOT) to serve on the ACTT to carry out the tasks and duties as set out in Sections 4-7 of this Resolution:

1. Maud Daudon
2. Sung Yang
3. Claudia Balducci
4. Kurt Beckett
5. Rick Bender

Section 3. The ACTT will be staffed by managers or policy level staff from WSDOT, SDOT, Port of Seattle, King County, and Council central staff. Staffing will be supported by technical staff from each of the agencies and/or consultant support. The role of staff will be to manage the ACTT's work plan, develop a schedule, frame issues, and review and format technical data for the ACTT's review. WSDOT and the City of Seattle will manage resources from the state's AWVSRP budget to cover mutually agreeable staffing and consultant costs to support the ACTT. WSDOT and the City will jointly facilitate these meetings.

Section 4. The ACTT will make advisory recommendations to WSDOT, the Governor, the Legislature, the Transportation Commission, the Federal Highway Administration (FHWA), the Seattle City Council, and the Seattle Mayor on strategies for:

- (1) tolling the SR99 bored tunnel;

- (2) minimizing traffic diversion from the tunnel due to tolling; and
- (3) mitigating traffic diversion effects on city streets and I-5.

These recommendations may be implemented by the State, City of Seattle, Port of Seattle, and/or King County as appropriate. Authority for tolling will require future action by the State Legislature, while tolling rates are within the purview of the Washington State Transportation Commission.

Section 5. The ACTT is expected to begin work in October 2011, and it will submit its initial tolling and diversion minimization recommendations by December 2012. Interim milestones will be established by the staff in conjunction with the ACTT members.

Section 6. The ACTT is expected to continue working to refine its analysis and recommendations through December 2015 (when the deep bored tunnel is anticipated to open to traffic and also when toll implementation begins). The ACTT will continue its work for up to one year after tolling begins to review the effects of the implemented tolling and diversion minimization strategies and to make further recommendations.

Section 7. The work of the ACTT will take place through an iterative process of reviewing financial goals, assessing the impact of different tolling strategies on traffic using the SR 99 bored tunnel, and evaluating a range of strategies to minimize diversion. The tasks of the committee will include:

A. Review anticipated traffic impacts on City streets and I-5 for different tolling scenarios.

B. Explore ways to:

1) Refine the tolling strategy for the SR 99 bored tunnel, including considering variable toll rate, and regional tolling and/or tolling of other state and city facilities.

2) Reduce the level of toll revenue to the bored tunnel project by identifying alternative funding source(s).

3) Optimize the tolling strategy for the SR 99 bored tunnel to balance accomplishing state funding goals while minimizing diversion of traffic.

C. Assess various strategies for minimizing and mitigating adverse effects of traffic diversion from tolled SR99 onto city streets through optimizing traffic flows and/or restricting or limiting traffic, including, but not limited to:

1) Setting priorities for street use by time of day for various users (cars, trucks, bicycles, pedestrians, transit, parking consistent with City's complete streets policy goals;

2) Identify opportunities for traffic calming, and other restrictions on certain modes of travel;

3) Creating "transit first" policies through transit priority streets and other methods to improve transit speed and reliability;

4) Using other traffic demand management measures;

5) Funding enhanced transit services and vanpools.

D. Assess various strategies for minimizing and mitigating diversion of traffic onto I-5 and other state facilities through optimizing traffic flow and/or restricting or limiting traffic, including, but not limited to:

1) Modifying I-5 operations, including the express lanes and on and off-ramps in the City;

2) Extending the use of intelligent transportation systems on I-5 through the City.

E. Develop specific transportation plans for the north and south portal areas to more specifically identify street uses, traffic flows, and treatments. This work should also implement other recommendations of the Center City Strategy.

Adopted by the City Council the ____ day of _____, 2011, and signed by me in open session in authentication of its adoption this _____ day of _____, 2011.

President _____ of the City Council

THE MAYOR CONCURRING:

Michael McGinn, Mayor

Filed by me this ____ day of _____, 2011.

City Clerk

(Seal)

Dan Eder/de Alaskan Way Viaduct Replacement Tolling Committee Resolution
August 31, 2011 Version #3a