

Advisory Committee on Tolling and Traffic Management Guiding Principles **DRAFT**

The Washington State Department of Transportation and the City of Seattle are building the Alaskan Way Viaduct (AWV) Replacement Program *of projects*, including the SR 99 tunnel. The SR 99 tunnel finance plan, approved in the Federal Highway Administration’s August 2011 Record of Decision, includes up to \$400 million from tolling toward the State’s funding obligation.

The State and City agree that *tolling the tunnel will divert traffic from the tunnel*, and that the impacts of this diversion should be minimized and mitigated. *The work will focus primarily on tolled versus toll-free comparisons*. To assist with this effort, the City and

State established the Advisory Committee for Tolling and Traffic Management (ACTT).

The ACTT strives to develop informed recommendations that are consistent with community values. These values, or guiding principles, provide a framework for discussing potential traffic management and tolling solutions. We will use the principles to evaluate and prioritize our recommendations, recognizing that trade-offs will be necessary. It is our intent to be deliberate and transparent when addressing trade-offs, to demonstrate how we address each issue.

The following guiding principles will assist the ACTT in assessing strategies for minimizing and mitigating the impacts of SR 99 tolls:

	Original Draft Guiding Principle	ACTT Comment	Staff Feedback	Proposed Guiding Principle
1.	Minimize diversion from the tunnel onto city streets and onto I-5.	Split out city streets and I-5 into two principles.	None	Minimize diversion from the tunnel onto city streets. Minimize diversion from the tunnel onto I-5.
2.	Mitigate the anticipated adverse effects of traffic diversion.	None	None	Mitigate the anticipated adverse effects of traffic diversion.

	Original Draft Guiding Principle	ACTT Comment	Staff Feedback	Proposed Guiding Principle
3.	Meet the State's funding obligation for the AWW Replacement Program and identify funding for mitigation of diversion impacts.	Split state funding and diversion funding into two principles.	<p>Pro: May not need to mitigate, depending upon outcome of updated modeling. If mitigation is needed, should be determined how much prioritized accordingly.</p> <p>Con: Keeping funding references to tunnel and mitigation in same principle implies equal weight/value/priority.</p>	<p>Meet the State's funding obligation for the AWW Replacement Program.</p> <p>Identify funding for mitigation of diversion impacts.</p>
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.	None	None	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.

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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.	Provide context about use of waterfront boulevard providing connectivity to west side neighborhoods and industrial areas.	<p>Comments: Maintaining connectivity is part of the AWW Program solution.</p> <p>Connectivity can be addressed through evaluation criteria.</p> <p>Freight has a specific guiding principle.</p>	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.	Make transit service better and include transit travel within downtown.	<p>Comment: Improving transit may be a mitigation option, but is not necessarily a starting point for the committee's work.</p>	Maintain efficient use of city streets and I-5 for transit access into, <i>within</i> , out of and through downtown.
7.	Maintain efficient use of city streets and I-5 for freight access into, out of and through downtown.	Advocate for freight and recognize the importance of connecting maritime and industrial sectors.	<p>Comments: Maintaining connectivity is part of the AWW Program solution.</p> <p>Connectivity can be addressed through evaluation criteria.</p>	Support a vibrant maritime and industrial sector by maintaining efficient use of city streets and I-5 for freight access into, <i>within</i> , out of and through downtown.

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8.		Add a guiding principle regarding vehicle emissions.	<p>Comments: Need to address State GHG goals and how this fits in.</p> <p>Final EIS findings: CO and particulate emissions are within national standards; mobile source air toxics will go down due to EPA regulations; GHG emissions are measured regionally.</p>	

Consensus Definition

- Consensus is a process-based decision-making strategy.
- Works to ensure each participant's interests have the opportunity to be identified, voiced and considered during decision-making.
- Is not necessarily unanimity, but general agreement.

Expectation of City and WSDOT

- The committee will consider specific interests and concerns in an attempt to resolve them.
- Individuals will provide specific concerns and interests if they oppose an issue.
- If consensus (general agreement) is not reached, the co-chairs, in consultation with agency staff, will determine when to move forward.

Consensus Process

Step 1: Present or propose issue/proposal

Step 2: Discuss/identify interests/concerns

Step 3: Refine proposal (if needed)

Step 4: Consent to decision

- Consent – I approve and support
- Step aside – I don't fully approve, but won't stand in the way
- Oppose – I don't approve because I think it's the wrong decision

Opposition discussion

- Person presents specific concerns and why he/she thinks it's a wrong decision
- Group listens, with intent to understand
- Consider if interest supports ACTT's purpose
- Consider refinements to proposal

Revisit consensus (potential outcomes)

- All support; issue is resolved
- Accept general agreement, issue is resolved
- General agreement is not achieved
 - Record concerns in final report
 - Refer to a sub-committee for additional refinement
 - Record the level of support and opposition in final report without offering a recommendation on that issue
 - Allow for minority report

Alaskan Way Viaduct Replacement Program Advisory Committee on Tolling and Traffic Management **DRAFT** Public Process Discussion Document

Overview

The Advisory Committee on Tolling and Traffic Management's work in 2012 should be informed by a complementary public process that would provide input and feedback at key milestones. This input may help shape the Committee's recommendations. Communications staff from the AWV program, City Council staff and Seattle Department of Transportation will work together to implement the appropriate communication tools.

Communication Tools

The AWV Replacement Program communications team can keep the public informed about the Committee's work by sharing information through existing program communication channels.

Existing communication tools

- Website: Information about the Committee and meeting materials are available on the Alaskan Way Viaduct Replacement Program website – www.alaskanwayviaduct.org.
- Media relations: Send news releases and engage reporters when Committee meetings are held and when seeking input or feedback – for example if open houses are held.
- Fact sheet: Update the tolling fact sheet to include Committee information. Make the fact sheet available online and use at program outreach events.
- Ongoing community briefings: Where necessary, provide updates to community or interest groups about the Committee's work.
- Fairs and festivals / outreach events: As the communications team attends events to share information about the program, incorporate messaging and materials about the Committee.

Additional tools

- Presentations to Transportation Commission and Seattle City Council: Provide status updates at key points in 2012.

- Hold a set of three meetings to discuss and gather feedback on the Committee's preliminary recommendations about minimizing traffic diversion, tolling the tunnel and mitigating diversion effects.

Opportunities for public comment

- Presentations to Transportation Commission and Seattle City Council: Use existing opportunities for verbal comments at these meetings.
- Public comment period: When the ACTT is making preliminary recommendations (around September), have a public comment period for people to send written comments and/or provide opportunities for verbal comments at the series of public meetings.
- Email comments: Use the existing viaduct inbox (viaduct@wsdot.wa.gov) to solicit comments about the Committees work. These comments would be shared with the Committee as outlined in the charter.