

Alaskan Way Viaduct Replacement Program Advisory Committee on Tolling & Traffic Management Operating Charter

Introduction

The Washington State Department of Transportation (WSDOT) and the City of Seattle developed three agreements describing how WSDOT and City agencies will work together during the SR 99 Tunnel Project. Included in these project agreements is the establishment of an Advisory Committee on Tolling & Traffic Management (ACTT). The committee will explore ways to refine tunnel tolling strategies to meet funding goals and minimize diversion, and investigate strategies to reduce or mitigate diversion. On Sept. 19, 2011, the Seattle City Council passed two resolutions – one giving final approval to these agreements and one approving appointments to the committee.

Purpose

The ACTT will make advisory recommendations to WSDOT, the Governor, the Legislature, the State Transportation Commission, the Federal Highway Administration, the Seattle City Council, and the Seattle Mayor on strategies for:

1. Minimizing traffic diversion from the tunnel due to tolling
2. Tolling the SR 99 tunnel
3. Mitigating traffic diversion effects on city streets and I-5

Ultimately, any recommendations will need to 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 State Transportation Commission.

Scope of Work

The ACTT will review traffic patterns, assess the impact of different tolling strategies on traffic using the SR 99 tunnel, and evaluate 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 keep traffic in the tunnel and off city streets
 - 1) Refine the tolling strategy for the SR 99 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 tunnel project by identifying alternative funding source(s).
 - 3) Optimize the tolling strategy for the SR 99 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 a tolled SR 99 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.

Membership

WSDOT, the Seattle Mayor and Seattle City Council jointly appointed the 15 members of the ACTT. Five members were nominated by each, and membership was confirmed by the Seattle City Council. Members were selected to represent various interests, including freight, retail, drivers, labor, bicycle and pedestrian interests, large employer, waterfront business, adjacent and affected neighborhoods, transit riders and low income people.

There will be two co-chairs, appointed by the City of Seattle and WSDOT, who will serve as liaisons between the committee and the two agencies. The co-chairs will also represent the committee at project updates and briefings with the city and state.

Committee Support

Agency staff supporting the ACTT will include managers or policy level staff from WSDOT, Seattle Department of Transportation, Port of Seattle, King County, and Seattle City Council central staff and the Mayor’s Office. This staffing will be supported by technical staff from each of the agencies.

A Committee Administrator will facilitate the meetings and be the first point of contact for committee members needing information, materials and support. The Administrator is

responsible for prompt follow up to all requests, and provides a single point of contact to ensure accountability and efficiency in supporting the committee's work.

The Administrator will coordinate closely with ACTT co-chairs and agency staff to manage the ACTT's work plan, develop a schedule, frame issues, and review and format technical data for the ACTT's review.

Timeline

The ACTT will begin work in December 2011. The committee 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.

The ACTT will meet through December 2015 (when the SR 99 tunnel is anticipated to open to traffic and toll implementation begins) to refine its analysis and recommendations. 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.

Reporting Out

The ACTT shall provide committee progress updates upon request by the Seattle City Council or the Washington State Transportation Commission, including updates for each written set of recommendations, due in December 2012, December 2015 and after one year of tolling and operations.

Public Comment

The ACTT meetings will be open to the public. Public comments during ACTT meetings will be collected in written form, collated and shared with each member prior to the next meeting. Members of the public wishing to provide oral comment will be directed toward project staff. ACTT members are expected to read the public comments before the next meeting.

Public comment will also be accepted in writing to the Alaskan Way Viaduct Replacement Program office or via the committee's Web page at:

<http://www.wsdot.wa.gov/Projects/Viaduct/default.htm>

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 of all its members.
- 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.