

**Alaskan Way Viaduct Replacement Program  
Advisory Committee on Tolling and Traffic Management**

**Responses to Action Items**

<b>Date</b>	<b>Action item</b>	<b>Resolution</b>
12/8	Report out on Expert Review Panel's findings.	At 2/29 meeting.
12/8	Share information about work done to date on air quality and emissions.	Part of evaluation discussion at 4/4 meeting.
1/25	Economic / environmental justice analysis and how that relates to diversion	Part of evaluation discussion at 4/4 meeting.
1/25	Case studies from toll facilities in other states	Materials at 4/4 meeting.
1/25	Briefing on PSRC model	Scheduled for 3/14
1/25	How is real time traffic data accounted for in the model?	3/14 briefing will address this.
1/25	ACTT update at May 23 Transportation Commission meeting	5/23 meeting. Coordinating with Transportation Commission.
1/25	Update guiding principles based on discussion	At 2/29 meeting.
1/25	Discuss public input	At 2/29 meeting.

## **Alaskan Way Viaduct Replacement Program – Toll Revenue Summary**

### **UPDATED: 2/29/12**

#### **Background**

- In 2009 the Legislature authorized WSDOT to move forward with the bored tunnel and committed \$2.4 billion from state funds and up to \$400 million from tolling revenue.
- We completed analysis in late 2009 that found we could generate up to \$400 million in funding from tolling, based on specific economic and financial assumptions, and provided that information to the Legislature.

#### **Circumstances have changed**

- Based on lessons learned from SR 520 toll funding process and the economic recession, we expect the toll funding generated will be less than \$400 million. We have worked with the State Treasurer's office to update our assumptions based on the recent SR 520 analysis and new policies set by the State Finance Committee.
- The changed assumptions include:
  - Revised assumptions about how drivers value their time, meaning that they are more willing to take another route, even if it is longer, than pay a toll. We are learning a lot about how drivers actually value their time on SR 520 right now.
  - In an effort to promote financial sustainability and lower interest rates on toll bonds, the State Finance Committee has issued guidance that toll financing should not assume toll rates that increase over time.
  - Population and jobs will not increase as quickly as originally estimated.

#### **Continued commitment to fund the SR 99 tunnel**

- Both the Senate and House proposed transportation supplemental budgets include \$200 million in unobligated federal funds for the viaduct replacement. The budgets still need to be approved by the Legislature.
- These federal funds come from a variety of sources, though the key take-away is that they didn't come at the expense of other projects.

#### **Next steps**

- As the independent Expert Review Panel report (released last week) noted, the program continues to remain on schedule and budget, but more work is needed regarding toll funding.
- We will work with the State Treasurer's office and the Transportation Commission to update our financial analysis, and with the Advisory Committee on Tolling and Traffic Management, which will make recommendations at the end of the year on strategies to meet project funding needs, keep more drivers in the tunnel, and address funding needs.

- We will continue to work with the Legislature to secure tolling authorization, which will allow the SR 99 tunnel to be tolled. The bills continue to work their way through the legislative process.

#### **Consideration for the ACTT**

- The changed assumptions regarding value of time, population and employment data, and no toll rate increases over time has reduced the amount of projected revenues that can be raised, and drivers' willingness to pay a toll. Additional work needs to be done in order to better understand levels of diversion and toll rates.

## **Alaskan Way Viaduct Replacement Program Advisory Committee on Tolling & Traffic Management (ACTT) Guiding Principles**

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:

1. Minimize diversion from the tunnel onto city streets.
2. Minimize diversion from the tunnel onto I-5.
3. Mitigate the anticipated adverse effects of traffic diversion.
4. Meet the State's funding obligation for the AWV Replacement Program.
5. Identify funding for mitigation of diversion impacts.
6. 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.
7. 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.
8. Support and maintain efficient use of city streets and I-5 for transit access into, within, out of and through downtown.
9. Support a vibrant maritime and industrial sector by maintaining efficient use of city streets and I-5 for freight access into, within, out of and through downtown.