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RESOLUTION 31323

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

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

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

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

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

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

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

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

27 WHEREAS, In August 2010, the City Council passed Resolution Number: 31235, which
28 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



1 4) The State Legislature has not enacted legislation to overturn WSDOT's responsibility
2 for Program costs, including cost overruns, as set out in the proposed agreements
3 between the State and City; and

4 WHEREAS, those conditions have been met; and,

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

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

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

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

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

18 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
19 **MAYOR CONCURRING, THAT:**

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

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

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



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

- 4 1. Anne Goodchild
- 5 2. Marcus Charles
- 6 3. Sharon Maeda
- 7 4. Peg Staehli
- 8 5. Tessa Greegor

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

- 12 1. Maud Daudon
- 13 2. Sung Yang
- 14 3. Claudia Balducci
- 15 4. Kurt Beckett
- 16 5. Rick Bender

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

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

- 27 (1) tolling the SR99 bored tunnel;
- 28 (2) minimizing traffic diversion from the tunnel due to tolling; and



1 (3) mitigating traffic diversion effects on city streets and I-5.

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

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

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

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

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

20 B. Explore ways to:

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

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

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

28



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

- 4 1) Setting priorities for street use by time of day for various users (cars, trucks,
5 bicycles, pedestrians, transit, parking consistent with City's complete streets
6 policy goals;
7 2) Identify opportunities for traffic calming, and other restrictions on certain modes
8 of travel;
9 3) Creating "transit first" policies through transit priority streets and other methods
10 to improve transit speed and reliability;
11 4) Using other traffic demand management measures;
12 5) Funding enhanced transit services and vanpools.

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

- 16 1) Modifying I-5 operations, including the express lanes and on and off-ramps in the
17 City;
18 2) Extending the use of intelligent transportation systems on I-5 through the City.

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



FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:

Legislation Title: 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.

Summary of the Legislation:

Background:
(Include a brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable.)

Please check one of the following:

This legislation does not have any financial implications.
(Please skip to "Other Implications" section at the end of the document and answer questions a-h. Earlier sections that are left blank should be deleted. Please delete the instructions provided in parentheses at the end of each question.)

This legislation has financial implications.
(If the legislation has direct fiscal impacts (e.g., appropriations, revenue, positions), fill out the relevant sections below. If the financial implications are indirect or longer-term, describe them in narrative in the "Other Implications" Section. Please delete the instructions provided in parentheses at the end of each title and question.)





Tom Rasmussen
Seattle City Councilmember

Date September 13, 2011

To The Honorable Richard Conlin President, Seattle City Council

From Councilmember Tom Rasmussen, Transportation Committee Chair

Subject City Council, Mayoral and WSDOT Appointments to Advisory Committee on Tolling and Traffic Management

On February 7, 2011 the City Council approved Council Bill 117101, accepting negotiated agreements with the Washington State Department of Transportation that provide legally binding protections for the City of Seattle. Voter approval of Referendum 1 in August 2011 allows the City Council to move forward with the agreements. Exhibit E to the primary agreement between the City and WSDOT calls for establishment of a City-State Advisory Committee on Tolling & Traffic Management (ACCT) to develop strategies for tolling the tunnel that minimize traffic diversion while also developing strategies to mitigate traffic impacts on surface streets and I-5.

As established in CB 117101, SDOT MOA Exhibit E, Resolution 31323 appoints five City Council nominees, and confirms five Mayoral appointments and five WSDOT appointments to the Advisory Committee on Tolling and Traffic Management.

The Transportation Committee forwards the following appointments:

Name	Affiliations	Mayoral/Council
Charlie Royer	Central Waterfront Partnerships Committee; Pioneer Square Alliance	Council
Henry Yates	South Seattle/South Portal Communities; Freight Mobility; Government Relations	Council
Bob Davidson	Seattle Aquarium	Council
Rob Johnson	Transportation Choices Coalition	Council
Phil Fujii	Vulcan; North Portal Communities	Council
Anne Goodchild	Seattle Freight Advisory Board	Mayor
Marcus Charles	Belltown/Downtown Retail	Mayor
Sharon Maeda	Social Justice/Low-Income/Labor	Mayor
Peg Staehli	SVR Design/Downtown Urban Landscape	Mayor
Tessa Greegor	Cascade Bicycle Club	Mayor
Maud Daudon	Greater Seattle Chamber of Commerce	WSDOT
Sung Yang	King County Transit	WSDOT
Claudia Balducci	Puget Sound Regional Council Transportation Policy Board	WSDOT
Kurt Beckett	Port of Seattle	WSDOT
Rick Bender	Washington State Labor Council	WSDOT

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An EEO employer. Accommodations for people with disabilities provided upon request.

Council appointees:

Charley Royer

Charley Royer is a principal for The Royer Group, a public affairs consulting firm. He is also president of the Institute for Community Change (ICC) and National Program Director for The Robert Wood Johnson Foundation's Urban Health Initiative. He is a senior lecturer at the University of Washington with appointments in the School of Public Health and Community Medicine and in the School of Public Affairs.

From 1990 until 1994, Mr. Royer served as Director of the Institute of Politics at Harvard University and as Lecturer at Harvard's John F. Kennedy School of Government. Prior to his service at the Institute, Charles Royer served as Mayor of Seattle for twelve years. He was elected Mayor in 1977 following a career in newspaper and television journalism. During his three terms as Mayor, Royer became a national spokesman for American cities in housing, the arts, health care, energy, civil liberties, and the needs of children and youth. He served as President of the National League of Cities in 1983 and was named one of the top 20 American Mayors in 1988 by *U. S. News and World Report*. In 1989, Seattle was named one of the ten best-managed cities in the nation by *Business Month* Magazine and Mr. Royer received the 1989 Distinguished Urban Mayor Award from the National Urban Coalition.

During his tenure as Mayor, Charley Royer was instrumental in bringing new investment to Seattle while maintaining the city's high quality of life. He led efforts to streamline city government; craft an international treaty with Canada for sustainable and low-cost electric power; develop low-income and affordable housing; create a community health-clinic system; establish the nation's most successful residential recycling program; and strengthen Seattle's neighborhoods with new land-use policies and zoning.

Royer is currently co-chair of the Central Waterfront Partnerships Committee. He also serves on the Pioneer Square Alliance's Board of Directors

Henry Yates

Henry Yates has over 20 years experience in government relations at the state, local and federal levels. Currently, he is the principal for Yates Consulting, a government relations and public policy consulting firm. From 1993 to 2008, Henry was the Government Relations Manager for the Port of Seattle. Before working for the Port, Henry was the intergovernmental affairs coordinator for Seattle City Light and the Seattle Water Department. He started his career in the 1980s as the staff director for State Senate environmental and natural resources committees where he helped draft some of the laws that have become the bedrock of state environmental policy, including the state Superfund law, Puget Sound Water Quality Authority and funding measures for Puget Sound cleanup, state solid waste and air quality laws. Henry lives in the Rainier Valley.

Bob Davidson

Robert W. Davidson has served as CEO of the Seattle Aquarium Society since 2002. Davidson led the recent successful \$41 million public/private effort for an expanded Aquarium, and was a key leader in the earlier \$40 million project to revitalize Seattle's Woodland Park Zoo (as Zoological Society board president and later as its Executive Director/CEO). He holds an MBA from the University of Washington and an AB from Harvard University, has served in senior government positions at the federal and state levels, and has held executive positions in manufacturing and private investment management. Davidson is past board president of the Northwest Development Officers Association and received the Woodland Park Zoological Society Medal for his efforts to revitalize the Zoo.

Rob Johnson

Rob Johnson became the executive director of Transportation Choices after serving four years as its regional policy director. Johnson's work as regional policy director included leading the passage of \$20 billion in funding for transit in Washington, serving as the staff lead on the State Route 520 and Alaskan Way Viaduct mediation teams, and implementing several other policy programs. Prior to Transportation Choices, Johnson spent two years as a transportation planning consultant in Washington, D.C. He has worked as a grassroots organizer for several political campaigns and as a public sector planner. A graduate of Willamette University in Salem Oregon, Johnson also holds a Masters Degree in Urban Planning from UCLA.

Phil Fujii

Phil Fujii is the Community Relations Manager for Vulcan, Inc. Phil recently returned to Vulcan after serving a stint as Seattle's Deputy Mayor for Operations. He was a longtime legislative aide to Councilmember Cheryl Chow and also served the City as a Neighborhood Development Manager in the Department of Neighborhoods.

Mayoral Appointees:

Anne Goodchild

Dr. Goodchild is an Assistant Professor of Civil and Environmental Engineering at the University of Washington and serves as co-chair of Seattle's Freight Advisory Board. She is also Director of the Freight Mobility Lab and Associate Director of the Freight Operations Research Program for Transportation Northwest. Her research interests lie in logistics and freight transportation with a particular enthusiasm for maritime transportation and port operations. In her research she has evaluated strategies to improve port efficiency, the relationships between goods movement operations and air quality, the effect of new technologies on freight transportation system productivity, and the impact of travel time variability on goods movement. She considers the multiple agents acting together that create the transportation system and the incentives for each of these actors. Her primary areas of study are containerized cargo, marine terminals, and international borders.

Dr. Goodchild holds PhD and MS degrees in Civil and Environmental Engineering from the University of California at Berkeley and an undergraduate degree in mathematics from the University of California at Davis. Before returning to graduate school at UC Berkeley she worked in consulting for 5 years in North America and Europe evaluating new products and transportation services using mathematical modeling techniques including discrete choice modeling, optimal routing and scheduling, and simulation.

Marcus Charles

Marcus Charles owns local businesses in Seattle's Belltown neighborhood, proximate to the AWV project. He opened his first food and beverage operation at age 23 in 1997 called Marcus' Martini Heaven. Since that time, Marcus has started, closed, or sold many more establishments including Neumo's and Spitfire. In 2006, Marcus returned to the University of Washington and earned a Master's in Business Administration. Currently he is the sole owner of the Juju, and General Partner of the Crocodile and Local 360. Marcus also co-produces a summer music festival called the Capitol Hill Block Party.

Sharon Maeda

Sharon Maeda is the Director of Special Projects for UFCW Local 21. She is the former executive director of Pacifica Radio, the oldest noncommercial radio group in the US. As a member of the global mission board of the United Methodist Church, she coordinated projects involving worldwide

telecommunications advocacy and global radio. Maeda also served as Deputy Assistant Secretary for Public Affairs at the US Department of Housing and Urban Development during the Clinton Administration.

Peg Staehli

Peg is a founding principal of SvR Design Company. For 32 years, Peg's work has combined the disciplines of landscape architecture, planning and civil engineering to a variety of placemaking and infrastructure projects across the United States. This combination of skills has provided a solid framework for the planning and design of mobility improvement projects, including transit, bicycle and pedestrian facilities. Her work is characterized by an abiding commitment to creating solutions for the built environment that improve mobility, community, social equity and the natural environment. Peg is highly regarded for her strategic skills, her ability to listen to each client's needs and her success in engaging diverse constituencies in the planning and design process.

Tessa Greegor

Tessa Greegor received her BS in Environmental Studies from the University of Utah and a Masters in Urban Planning from the University of Washington. Her thesis was on Urban Design and Non-Motorized Transportation, specifically researching bicycle-motor vehicle collisions. For the last four-years she has been the Principal Planner at the Cascade Bicycle Club, where she researched, or project-managed numerous technical reports and studies including annual state-wide pedestrian and bicycle counts for WSDOT, bicycle transportation analysis for the Duwamish TMA, and the bicycle access chapter of the Uptown/SLU Mobility Plan, among others.

WSDOT Appointees:

Maud Daudon

Maud Daudon is the current president and CEO of Seattle-Northwest Securities Corporation (SNW). Prior to her appointment as president and CEO in 2006, Maud worked as managing director of Investment Banking and Municipal Sales and Trading with SNW. Before her work with SNW, Maud served four years as deputy mayor and chief of staff for the city of Seattle, six years as chief financial officer at the Port of Seattle and also worked for a national investment banking firm for six years. More recently, Maud has served as past chair for the board of trustees for the Greater Seattle Chamber of Commerce, the Seattle BioMedical Research Institute and the Municipal Securities Rulemaking Board.

Sung Yang

Sung Yang is the chief of staff to King County Executive Dow Constantine. Prior to this position Sung served as the director of external affairs and government relations for King County and directed the County's legislative and intergovernmental initiatives. Before his work at King County he was the chief of staff for Seattle City Light, council relations director for Mayor Greg Nickels and deputy director for the Washington State Department of Commerce, Trade and Economic Development.

Claudia Balducci

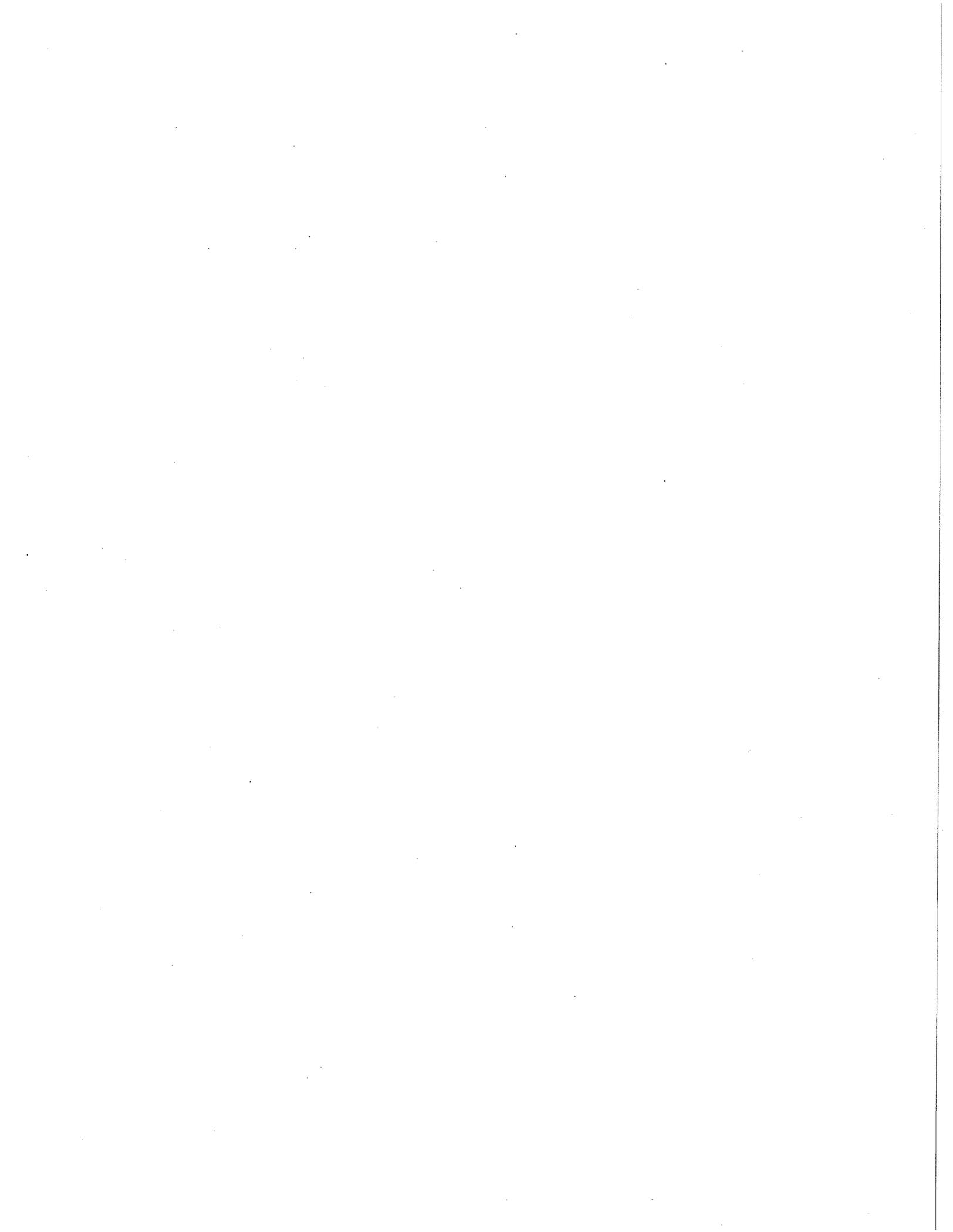
Claudia Balducci currently serves as deputy mayor of the City of Bellevue. She also works as the Regional Jail Coordinator for King County. Her legal experience includes working for firms specializing in labor law, volunteering with the King County Bar Association Cross-Cultural Family Law Clinic and as a board member for the King County Washington Women Lawyers. As a Bellevue City Councilmember, she has served on the Eastside Transportation Partnership, Puget Sound Regional Council Transportation Policy Board and as the Transportation Commission Liaison.

Kurt Beckett

Kurt Beckett joined the Port of Seattle in November 2007 as the external affairs director and in 2010 was promoted to Chief of Staff for Port CEO Tay Yoshitani. Beckett comes to the Port after serving as chief of staff for U.S. Senator Maria Cantwell since 2004 and her deputy chief of staff since 2001. He previously worked for Congressman Norm Dicks for nearly 10 years, most recently as district director. Beckett is a graduate of the University of Washington.

Rick Bender

Rick Bender has recently retired as the president for the Washington State Labor Council, AFL-CIO where he worked since 1993. Before this work Rick served as executive secretary of the King County Labor Council and executive secretary of the Seattle Building and Construction Trades Council. Rick serves on the board of directors of the Washington State Trade and Convention Center, the Governor's Economic Forecast Council and the Washington State Economic Development Commission. He also served 18 years in the state legislature, where he was a representative for the 1st legislative district and a state senator representing the 44th legislative district.



ADVISORY COMMITTEE ON TOLLING AND TRAFFIC MANAGEMENT

September 2011

15 members:

- 5 appointed by City Council
- 5 appointed by the Mayor
- 5 appointed by WSDOT

All 15 are subject to City Council confirmation

D	Name	Appointed	Affiliation	Appointed By
(6) M	Charley Royer	9/13/11	Central Waterfront Partnerships Comm/Pioneer Sq	Council
(2) M	Henry Yates	9/13/11	South Seattle/South Portal	Council
(6) M	Bob Davidson	9/13/11	Seattle Aquarium/Waterfront	Council
(6) M	Rob Johnson	9/13/11	Transportation Choices Coalition	Council
(1) M	Phil Fujii	9/13/11	Vulcan/North Portal	Council
(6) F	Anne Goodchild	9/13/11	Freight Advisory Board	Mayor
(6) M	Marcus Charles	9/13/11	Belltown/Downtown Retail	Mayor
(1) F	Sharon Maeda	9/13/11	UFCW/Social Justice/Low- Income	Mayor
(6) F	Peg Staehli	9/13/11	SVR Design/Downtown Urban Landscape	Mayor
(6) F	Tessa Greeger	9/13/11	Cascade Bicycle Club	Mayor
(6) F	Maud Daudon	9/13/11	Greater Seattle Chamber of Commerce	WSDOT
(1) M	Sung Yang	9/13/11	King County Transit	WSDOT
(6) F	Claudia Balducci	9/13/11	PSRC Transportation Policy Bd	WSDOT
(6) M	Kurt Beckett	9/13/11	Port of Seattle	WSDOT
(6) M	Rick Bender	9/13/11	WA State Labor Council	WSDOT

		(1)	(2)	(3)	(4)	(5)	(6)			
	Men	Women	Vacant	Minority	Asian- American	African- American	Hispanic Latina	Native- American	Other	Caucasian
Mayor	1	4	0	1	1	0	0	0	0	4
Council	5	0	0	2	1	1	0	0	0	3
WSDOT	3	2	0	1	1	0	0	0	0	4
<i>Total</i>	9	6	0	4	3	1	0	0	0	11

