

WASHINGTON STATE TRANSPORTATION COMMISSION

Regular Meeting Summary

June 17 & 18, 2014

Chairman O'Neal opened the meeting at 9:00 a.m.

COMMISSION BUSINESS

Commissioner Haley moved, and Commissioner Cowan seconded, that the Commission approve the meeting summaries for the April 16, 2014 meeting in Pullman and the May 20, 2014 meeting in Bellingham. The meeting summaries were approved unanimously.

Commissioner Royer reported that the nominating committee met by phone and selected members to lead the Commission beginning July 1, 2014. *Commissioner Royer moved that Anne Haley be elected Chair and Joe Tortorelli be elected Vice-Chair of the Transportation Commission. Commissioner Cowan seconded the motion, which was adopted without dissent.*

Commissioner Haley moved adoption of Resolution 719 supporting Congressional Action to Reduce the Local Match Requirement for the Pullman-Moscow Airport. Commissioner Litt seconded the motion and it was adopted unanimously. Resolution 719 will be sent to Senators Murray and Cantwell, Rep. McMorris Rodgers and the Washington members on the House Transportation Committee.

Chairman O'Neal reported that he attended the naming ceremony for the new 144-car ferry *Tokitae* and was presented a blanket by the Samish Tribe in gratitude for the naming of the ferry. Commissioner Cowan noted that *Tokitae* is the tribal name of the oldest killer whale in captivity at Sea World in San Diego. The Commission in 2012 named the second 144-car ferry, now under construction, *Samish*.

The Executive Director reported on agenda development for the meeting with the California Transportation Commission August 19 in San Jose. In addition, the Commission will meet with staff – and possibly with Commissioners from the Bay Area Transportation Authority on August 18 in Oakland.

Chairman O'Neal remarked on Commissioner Cowan's retirement from the Commission and thanked him for his contributions, especially for his work on ferry fares. Commissioner Cowan said that it was difficult to leave the Commission and that he will miss being part of the Commission. He expressed his hope that the Governor will appoint someone with a strong interest in Washington State Ferries.

Action/Follow-Up: None

ROAD USAGE CHARGE ASSESSMENT

Commissioner Cowan announced that yesterday's meeting of the Steering Committee on Road Usage Charge Assessment (RUC) was well attended by legislators and committee members. He also announced that Commissioner Royer has agreed to Chair the RUC Steering Committee moving forward.

The Executive Director briefed the Commission on Key Points from the 2014 Budget Proviso.

Future meetings of the Road Usage Charge Steering Committee are scheduled for:

- September 25 - Seattle
- November 17 - Seattle

The Commission will review and finalize the draft report at its December meeting for submission to the Legislature by January 2015.

Jeff Buxbaum, Cambridge Systematics and Jack Opiola, D'Artagnan, then briefed the Commission on the Phasing and Transition Recommendations from the RUC Steering Committee. When evaluating "phasing and staging," the consulting team considered net revenue, mechanics and politics. Currently, the average fuel tax per mile is 1.875 cents per mile, based on an assumed average 20 MPG equivalent (MPGe). This means that high-MPGe vehicles pay less per mile driven than low-MPGe vehicles.

Phasing

The RUC Steering Committee considered six options for which vehicles would be subject to Road Usage Charges and arrived at the following decisions for purposes of advancing the development of operational concepts:

- Charge Vehicles Below 10,000 Pounds Gross Vehicle Weight regardless of Fuel Type (primarily Light Duty cars, SUVs, and pickups)
 - Aligns closely with "cars" definition
 - Avoids charging big/freight trucks
 - Fuel-source neutral
 - Does not eliminate the gas tax by 2040
- Charge vehicles with greater than average fuel economy (MPGe), regardless of fuel type/source.
 - Targets revenue erosion from vehicles above the fleet average MPGe.
 - Addresses efficient diesels
 - No one pays less than today, except for electric vehicles with low mileage (currently paying a flat \$100 charge)
 - Calculating a revenue-neutral rate could be a challenge as less fuel efficient vehicles choose to opt in (if allowed to)
 - Does not eliminate the gas tax by 2040

Commissioners discussed the challenges of moving forward with a road usage charge system while the gas tax remains in place. While the intent is consumers would pay only one or the other, keeping both in place could complicate how we communicate and educate the public on how this transition might work. Mr. Buxbaum suggested that the consulting team could evaluate an option premised on elimination of the gas tax by 2040. Mr. Opiola suggested that additional modeling could estimate the net revenue impact of eliminating the gas tax at the end of the transition period. The risk of getting rid of the gas tax entirely is that the state will then face a serious challenge for how it will collect revenue from out of state drivers using our roadways.

Transition

A pilot test or demonstration should precede and may become part of a transition:

A pilot test or demonstration may:

- Be conducted with a small number of vehicles for a limited time
- Continue as an operational program, without interruption
- In either case, the Legislature must decide how to proceed

A pilot/demonstration could include:

- Recruited members and/or volunteers
- All-electric vehicles and eliminate the \$100 flat fee
- State-owned fleet vehicles

The earliest date by which Washington could possibly be ready to do a pilot January 2016. The consultants suggest a Washington pilot include an odometer-based approach which involves no technology. (Oregon does not have an odometer-based option).

The Steering Committee selected two transition options:

1. All Subject Vehicles Enroll Upon Their Next Registration:
 - This would allow the transition of the entire vehicle fleet to transition within one year as people register their cars once per year.
 - Would apply to new/used, dealers/private sales.
2. All Subject Vehicles Enroll Upon A Title Transfer:
 - This would be a longer transition approach – 10-15 years, depending on how long people own/ their car.
 - Would apply to new/used, dealers/private

Given the political challenges of moving forward with a road usage charge system while the gas tax remains in place, the Commission recommends that as the transition discussion continues, the Steering Committee continue to focus on when, how, and if the gas tax would/should be eliminated.

Concept of Operations

Mr. Opiola explained that the “Concept of Operations” will define a complete system by expanding on the “Operational Concepts.” The Concept of Operations will combine all three of last year’s operational concepts:

- Concept A: Time Permit. Principals buy a permit for an unlimited number of miles for a given period of time (such as one year); tied to vehicle registration transactions
- Concept B: Odometer Charge. Principals prepay for the amount of miles they expect to drive over a given period (such as one year). At period end, actual miles are reported and reconciled with amount prepaid. System does not distinguish miles driven in Washington versus out-of-state
- Concept C: Differentiated Distance Charge. Principals use in-vehicle electronics to count miles. Allows for distinction to be made between miles driven in-state vs out-of-state.

The Phasing Approach Suggests Particular Directions for the Concept of Operations:

- Legislature-directed combination of Concepts A, B, and C

The Legislature also directed study of other means for periodic payments based on mileage reporting utilizing methods other than onboard diagnostic in-vehicle devices. The steering committee decided to investigate these options:

- Smartphones to take pictures of the odometer
- Pay at the pump approaches

Urban/Rural Equity Analysis

The Executive Director reported on the urban/rural equity analysis work to be completed by December 2014. The work will include analysis of the financial and equity impacts of a potential road-usage charging system in Washington State compared to the gas tax for urban, suburban, and rural residents. The Staff Workgroup includes transportation commission staff, House and Senate Transportation Committee Staff (caucus staff are welcome), Department of Licensing, WSDOT, Research Assurance (VOWS) and the Road-Usage Charge Assessment Consulting Team.

Options for charging motorists for interjurisdictional travel

The Legislature provided WSDOT \$21,000 to partner with Oregon and other states to develop strategies and methods for reporting, collecting, crediting, and remitting RUC from interjurisdictional travel. Results are due September 2014. Oregon DOT agreed to matching contributions of \$21,000.

The Western Road Usage Charge Consortium (WRUCC) created an enhanced scope of work (Phase 2) that would specifically examine issues related to international motorists (travel to/from Mexico and Canada). This scope of work enticed additional funding contributions from California and Texas DOTs (and potentially others). Oregon DOT is the contracting entity for all work, because it is the designated Program Administrator (financial fiduciary) for the Western RUC Consortium.

Road Usage Charge Assessment

Action/Follow-Up: Next Steps for the RUC Assessment:

- Fully develop the Concept of Operations (ConOps)
- Conduct financial analysis of a fully elaborated ConOps and up to two transition strategies

WASHINGTON TRANSPORTATION PLAN 2035

Mike Snavely, Cambridge Systematics, briefed the Commission on development of WTP 2035. Commissioner Litt, WTP Team Lead, noted that this is a work session for the Commission to hear about and comment on the rough draft and provide input prior to the mid-July release of the public review draft.

Mr. Snavely and Commission staff reviewed stakeholder outreach & engagement. He reported on the work already completed and how input from the Advisory Group and stakeholders have shaped development of the new strategies and recommendations.

WTP 2035 is built on the same six statutory goals addresses the same three overarching priorities as WTP 2030. The statutory goals, in RCW 47.04.280, are:

- Preservation
- Economic Vitality
- Safety
- Mobility
- Environment
- Stewardship

The WTP 2030 priorities are:

- Preservation is the most critical state need
- Washington faces a structural funding problem, new revenue is essential
- System should be integrated network, across modes & jurisdictions

WTP 2035 represents an incremental shift rather than a major change in direction & strategy. The vast majority of WTP 2030 policies continue to WTP 2035. The key change is that WTP 2035 assumes level or declining revenues.

Mr. Snavely reviewed the nine emerging strategies to update the WTP 2030. Commissioners commented on the following aspects:

1. Improve system safety & security.
 - What are the specific emphases of Target Zero?
2. Strengthen economy through mobility
 - Are there other reasons to invest in aviation?
 - Is the recommendation on “last mile” connectivity too narrow?
3. Provide for interconnectivity of regions & modes
 - Expand the recommendation to dissolve modal silos to counties and cities
4. Support inclusive, equitable planning
 - Rural transit access helps to keep people in their homes.
 - Expand from “medical” to “health.”
5. Support environmental sustainability
 - Include stormwater reduction and treatment.
6. Develop sustainable funding strategies
 - Do we already have a state transportation funding strategy?
 - What type of performance measures are we talking about?
 - e.g., pavement conditions, transit accessibility
7. Integrate with & support other state & regional policies
 - why remove housing/TOD connections?
8. Accommodate changing demographics & preferences
 - clarify that this applies to both local and state TIP
9. Encourage adoption of innovative technology

Upcoming Dates

- Mid-July Public Review Draft WTP 2035
- July - September Public Review Period
- October Advisory Group meeting #4
- October Briefing to Transportation Commission
- October Draft Final WTP 2035
- November - December Final Draft WTP 2035
- December 2014 Commission adopts

Action/Follow-Up: Continue to refine the WTP Draft for public release in mid-July. Schedule future updates and work sessions for July, October and December.

HUMAN SERVICES TRANSPORTATION PLANNING

Don Chartock, Access Development Manager, Public Transportation Division, WSDOT reported that the Human Services Transportation Plan (HSTP) is required to receive federal special needs funding. Its scope is persons who because of age, disability, or income are unable to transport themselves. WSDOT extends this planning requirement to all federal and state rural and special needs transportation programs.

Needs and gaps include:

- Unserved or underserved geographical areas
- Travel distances & cross-jurisdictional travel
- Ease of system use
- Access to the system
- Service expansion
- Safety and supervision
- Service capacity
- Service levels and Aging Vehicle Fleets
- Performance Measures
- Mobility Management
- Awareness of transportation options
- Information sharing

The HSTP outlines customer recommendations, operational recommendations, and awareness recommendations.

Commissioner Haley expressed her hope that the HSTP allows for flexibility in different areas of the state. Mr. Chartock responded that a variety of approaches are taken across the state to meet human services transportation needs. Under ADA, demand-response service is required if fixed route service is provided. There are good examples of local coordination and collaboration to reduce costs. Nonprofits often provide services across jurisdictional boundary lines.

Emily Bergkamp, Dial-A-Lift Manager, Intercity Transit, talked about HSTP from the perspective of a transit provider. By 2030, 20% of Thurston County's population will be 65 and older. This influx of non-drivers will seek out transportation options, many unfamiliar with regular bus service.

Fixed Route Accessibility

- Since enactment of ADA, all buses have wheelchair ramps and kneel for ease of boarding
- All buses have on-bus voice and text announcements for each stop
- Passenger Service and Safety Certified operators to provide quality customer service for all
- Community Outreach

ADA paratransit is an unfunded, mandated service for people whose disabilities prevent them from riding the regular bus.

- Clients apply for eligibility and recertify
- Serves $\frac{3}{4}$ of a mile around bus routes. In Yelm, IT extends somewhat further.

- Clients call ahead to schedule rides
- Shared Ride service

Intercity transit provides Travel Training -- individualized, origin to destination trip planning and training on the regular bus. It orients new users to all aspects of bus travel, mobility device training, and creates relationships with bus riders for continued assistance as needs change. Travel Training outreach and referrals can take many shapes:

- Internal Referrals
- Social Service Agencies
- School Transition Programs
- Families
- Self Referrals
- Repeat Clients

Travel Training pays off as an investment. Travel Training diverted approximately 5,308 Dial-a-Lift trips to fixed route bus in a 12 month pilot.

\$47.40 Average cost of 1-way ADA trip
 - \$5.00 Average cost of 1-way fixed route trip
 \$42.40 Cost difference between ADA & FR

\$225,059 Approximate Cost Avoidance (\$42.40 difference X 5,308 trips)

It costs \$166,648 for 2 FTE dedicated to Travel Training for one year. At \$42.40 savings per trip, it takes 3,930 converted trips a year to cover cost.

Several other transit agencies are doing travel training. But IT is somewhat of a pioneer with *Bus Buddies*, which matches experienced transit riders with people who want to ride the fixed route bus. Currently IT has 10 bus buddy volunteers, each helping a couple of new riders.

Allan Jones, Director of Student Transportation at SPI talked about the complexity and diversity of getting kids to school. Washington has 295 school districts. A quarter of the districts have 125 or fewer students.

Statewide there are 10,600 school bus drivers and about 1500 new drivers trained each year. Estimated 2014-15 school transportation costs are \$422 million; state funding provides \$402 million for operations and \$50 million for depreciation. No federal money supports school transportation.

There are just over 1 million K-12 students. School buses serve about 370,000 students and about 17,130 transit passes issued, primarily to high school students. Daily student trips also include:

- 34,342 special education
- 2,313 Homeless
- 2,834 Bilingual (Centralized Program)
- 5,821 Gifted (Centralized Program)
- 4,887 Early Ed

Most school districts do a cost/benefit analysis of providing a school bus or a transit pass.

The McKinney-Vento Homeless Assistance Act, initially passed in 1987, requires school districts to provide transportation to school of origin for over 30,000 students who reported experiencing homelessness. In Washington, this means 1,016,038 student trips, costing \$16,841,526.60.

Panel Recommendations:

- School districts have underutilized transportation resources and are able to provide human services transportation but lack the resources to coordinate and assist.
- Providing seat belts in buses is feasible and would cost about \$5 million a year
- Public buildings should be sited to be transit accessible. If you add cost of transportation to cost of land, the life-cycle cost is less.
- Encourage more travel training. It saves transit agencies money and increases self-reliance of riders.
- Most common ADA trip is for Medicaid transport. In many cases, the Medicaid brokers are purchasing bus passes for service, increasing the cost burden for transit agencies.

[WSDOT Human Services Transportation Planning](#)
[Serving Our Communities: Accessible Public Transportation](#)
[Student Transportation](#)

Action/Follow-Up: Continue work to better integrate human services transportation into the WTP.

PUBLIC COMMENT

Paul W. Locke told the Commission that cost-effective improvements, coupled with existing cash flow, provides enough money for the transportation system.

TOLLING UPDATE

Staff briefed the Commission on the FY 2015 workplan jointly developed by the Commission and WSDOT Tolling Division. The tolling team will meet monthly, focused first on systemwide toll policies and rates, then turn to toll setting on I-405 Express Toll Lanes, with adoption of toll rates planned for January 2015. WSDOT seeks a long lead time for public education -- the operational requirements for I-405 will change from all of the other HOV lanes now in operation -- all Express Toll Lane carpools will require a transponder.

Initial toll setting work on Tacoma Narrows Bridge and SR 520 for FY 2015 also will begin in fall 2014. TNB has a large increase in its debt payment in 2015 and again in 2016.

Commissioner Haley briefed the Commission on work the tolling team has done on the I-405 Express Toll Lanes, establishing a tentative minimum entry toll of \$0.80 and a maximum rate of \$15. She added that SR 520 tolling appears to be generating the anticipated revenue. She indicated the tolling team has some concerns with the Notice of Civil Penalty process and revenue, and questions about how costs of I-405 will be covered and apportioned among the system.

Chairman O'Neal expressed disagreement with different charges and exemptions for use of the Express Toll Lanes based on number of occupants.

Commissioners also discussed the public process for toll setting and fare setting. They are concerned that the public forums are poorly attended and that the many in the public perceive that outcomes already are decided and their input makes no difference. It was suggested that the FROG Survey could be used to assess attitudes to proposed ferry fare structures. Another suggestion is to target *Good to Go!* subscribers with information by email about proposed toll rate changes.

Action/Follow-Up: None

STATE AUDITOR REPORT ON COLUMBIA RIVER CROSSING

Chris Cortines, Principal Auditor for the State Auditor's Office, briefed the Commission on the forensic audit conducted at the direction of the Legislature to look for potential misuse of funds in the Columbia River Crossing work. The Joint Legislative Audit Review Committee and the State Auditor's Office agreed to an audit scope focused on consulting charges: including administrative costs; rates for profit, overhead and labor; and a comparison of work performed to task orders and to the original solicitation.

David Evans and Associates (Evans) provided most CRC consulting services, totaling \$128 million.

- Overhead – a consulting firm's administrative costs – made up more than half of these charges
- Labor made up one third
- Profit made up the remainder

WSDOT's March 2005 solicitation for the CRC's environmental impact statement was anticipated to be more than \$20 million. WSDOT signed a \$50 million agreement with Evans in May 2005. By August 2013, Evans had received payments of \$125.2 million.

SAO comments and recommendations to WSDOT include:

Administrative Costs.

- Limit consultant markups to those specified in the contract
- Pay contractors only once for administrative costs
- Seek legal advice when considering similar policies

Rates for profit.

- Consider a firm's overhead rate when establishing the profit markup. Update guidance to local governments to do the same.
- Negotiate markups that are in line with the more typical 10 percent to 12 percent labor and overhead markup or document reasons for larger markup
- Recover \$49,686 of the \$1.7 million in excess costs
- Work with the FHWA to resolve the \$286,733 in federal questionable costs

Task Orders. Most work examined was consistent with approved task orders. However, more than \$2.3 million was added to two contract task orders three to 11 months after the work was performed and three task orders worth up to \$6.26 million potentially exceeded the scope.

- WSDOT should ensure its solicitations, pre-proposal conference comments, and requests for qualifications consistently describe the full scope of work
- Contractually authorize all future work before anyone performs it
- Use an invoice review checklist
- Better define task order deliverables

Representative Paul Harris and Representative Brandon Vick attended the briefing and commented. Representative Harris said that it would have been better to renegotiate the contract with David Evans than continue to expand the contract. He wants a new bridge over the Columbia River and also wants transparency in decision making.

Representative Vick agreed with Representative Harris' comments and expressed his frustration that public input wasn't heard.

Commissioners agreed that transparency and accurate information is necessary.

[Columbia River Crossing Project](#)

Action/Follow-Up: None

TOLLING FINANCIAL UPDATE - FY 2014 Q3 TRAFFIC AND REVENUE

Craig Stone, Assistant Secretary, Toll Division, WSDOT and Ed Shumpert, Director, Toll Finance & Program Management, WSDOT reported on tolling traffic and revenue.

- SR 520 Bridge: Year to date net revenue is 3.6% over forecast.
- SR 16 Tacoma Narrows Bridge: Year to date traffic and revenue is slightly less than anticipated. Toll booths are outperforming expectations and pay-by-mail is underperforming. Gross revenue is down by 1.8%. Staff noted that civil penalty revenue is negative by \$1.3 million over the year. A license hold has been placed on 71,000 vehicles.
- SR 167 HOT Lanes: Traffic is up 12% over forecast and revenue is up over 13%.

Commission staff noted that the forecast presented is not the forecast used by the Commission in rate setting. Commissioner Haley stressed that the benefit of using the same benchmark helps the Commission to measure its performance.

[FY 2014 Q3 Traffic and Revenue Update](#)

Action/Follow-Up: None

WASHINGTON STATE FREIGHT POLICY ADVISORY COMMITTEE: TRENDS AND POLICY RECOMMENDATIONS

Ashley Probart, Deputy Director of the Freight Mobility Strategic Investment Board, briefed the Commission on the role of FMSIB in MAP-21 implementation.

FMSIB has \$12million per biennium dedicated to freight:

- \$6 million from the Freight Mobility Investment Account
- \$6 million from the Freight Mobility Multimodal Account

An additional \$2.3 million of Highway Safety Funds are not dedicated.

MAP-21, Section 1117: "In General.--The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments..."

The Freight Advisory Committee:

- Advises the State on freight-related priorities, issues, projects, and funding needs;
- Serves as a forum for discussion for State transportation decisions affecting freight mobility;
- Communicates and coordinates regional priorities with other organizations;

- Promotes sharing of information between the private and public sectors on freight issues; and
- Participates in development of the state freight plan described in Section 1118 of MAP-21.

The Freight Trends and Policy Recommendations Report is premised on an inventory of both freight infrastructure and deficiencies including bottlenecks, poor roadways, safety hazards and other freight performance problems, including priority grade crossings and first-last mile projects. Policy recommendations distinguish between federal, state local policy and categorically address air freight, ports and inland waterways, rail and trucking.

Most of the federal recommendations for ports and inland waterways have been incorporated into the Water Resources Development Act just passed by Congress

WSDOT already maintains some of the inventory required by MAP-21, but FMSIB had to work with MPO/RTPO staff to include:

At-Grade Rail Crossings

- At-grade rail crossings vary in priority relative to overall transportation priorities
- Few have identified or secured funding
- There are projects and crossings that do not fit criteria, but must be addressed.
For example:
–SR 167/SR 509
–Gray Harbor County: Aberdeen vicinity
–Canyon Road (Pierce County)
- There are different potential solutions. (Compare Marysville and Wenatchee)

Road Inventory: First/Last Mile Connectors

- Projects were identified and categorized as 1- 6 year needs, 7 - 12 year needs, and beyond 12 years. Fifty-four projects were identified as 6 year’s needs. Of those, 47 have project estimates totaling about \$900 million.

Final Comments and Observations:

1. The Freight Advisory Committee should be on-going, especially with MAP-21 still being developed
2. A good first step:
 - Freight Project inventories are now an expectation.
 - First/last mile connectors as part of a system approach are under consideration
3. Potential next steps:
 - Refining the inventory and developing a strategic set of investments for at-grade rail crossings, first and last mile connectors
 - Common definitions of a “freight project” are necessary at the state and national level.
Advantages:
 - Enables state DOTs, MPOS, and local governments to provide consistent information and seek funding(Future) Federal, state performance measures will want to know freight benefit. Will help clarify that programmatic investments benefit freight, but are not freight projects—i.e. preservation and maintenance funding

[New Directions in Freight – MAP 21](#)

Action/Follow-Up/Next Steps: Work to incorporate key recommendations in WTP 2035.

DEBT AFFORDABILITY STUDY

State Treasurer Jim McIntire, briefed the Commission on future debt assumption and affordability. He noted that when the 2005 transportation package was enacted, personal income was forecast to grow at 6%, but actually has grown at 4.5%. The debt service coverage ratio between fuel tax receipts and debt has dropped from 5:1 in 2007 to 2:1 today and is projected to drop to 1.5:1 in a few years. Gas tax revenue is close to overleveraged.

Debt issuance has slowed and there is less ability to raise revenue and debt. He recommends that no more than half of any gas tax increase be bonded against. Both House and Senate proposals aimed to bond 80-90% of anticipated revenue.

Mr. McIntire would like a new revenue source to fit into the 18th Amendment to continue to bond against; the 18th Amendment limitation keeps that debt outside of the General Purpose Obligation debt limit. Even while the gas tax remains the primary source is for transportation revenue, he would like another source to back it up.

Toll revenue is another revenue source; he suggested that toll revenue raised on I-90 could be bonded against to raise \$1.1 billion of the \$1.4 billion needed to complete SR 520. Toll-backed bonds do come at a higher cost. The state is poised to issue toll-backed bonds for SR 520, but they cannot be issued until there is a completed design and finance plan for the entire project.

He recommends that future bonding be limited to megaprojects, emergencies, etc.

Perspectives on State Debt

Action/Follow-Up: Commissioners recommended this discussion be included in the 2014 Annual Report.

AVIATION TOPICS

Tristan Atkins, Aviation Director and Rob Hodgman, Senior Aviation Planner, briefed the Commission on WSDOT's Airport Investment Study.

Key Study Objectives include:

- Evaluate current investment levels for airport preservation and safety projects
- Assess short-term and long-term statewide airport improvement needs
- Determine consequences of doing nothing in terms of economic and aviation system impacts

In Washington, 64 public airports are eligible for federal funding (National Plan of Integrated Airport System (NPIAS airports)) and 70 are not. It is estimated that about \$1.4 million will be available for the airport aid program on an annual basis within the 20-year planning horizon.

Consultants compared eight states.

- WA has one of the highest number of based aircraft per NPIAS airport
- Dramatic difference in aviation funding between states
- WA aviation funding is among the lowest, based on airports and aircraft

Total 20-year Statewide Need:

- Over 4,300 unique projects
- \$3.0 Billion (current \$\$)/ projected 20-year eligible need is \$3.6 billion
- \$1.1 billion identified ineligible projects

Need is likely understated due to unreturned surveys and the lack of clarity in long-term planning.

Identifying the Funding Gap:

- Forecasted FAA Funding
 - Short-Term: \$444 million
 - Long-Term: \$1.62 billion
 - Total: \$2.1 billion
 - Forecasted State Funding
 - Short-Term: \$7 million
 - Long-Term: \$21 million
 - Total: \$28 million

Using these projections, 36% of the forecasted need can be funded. For non-NPIAS airports, only 10% is likely funded. The statewide funding gap is \$1.7 billion. Larger NPIAS Airports are moderately affected and small and non-NPIAS airports are seriously to completely affected by the shortfall. State funding is inadequate and local funding cannot support 100% of project costs.

NextGen Technologies

Stephen Kiehl, Senior Planner at PSRC, briefed the Commission on NextGen technologies for busy general aviation airports.

The regional airport system in PSRC region moves 33 million passengers from one commercial airport, 5 reliever airports, 16 general aviation airports, and 4 seaplane bases. The 2012 Aviation Economic Impact Study estimated a \$35 billion gross revenue impact.

NextGen aims to transform the national airspace, moving from ground-based air traffic control to satellite based GPS air traffic management.

Benefits of NextGen

- More direct routing & reduced travel time
- 38% less delay by 2020 – saving \$24 billion
- More efficient use of airspace and airport capacity
- More flexibility for pilots (avoid terrain)
- Reduced emissions and noise
- Less fuel used
- Lower cost to users
- Enhanced safety

[WSDOT Airport Investments Study Update](#)

[PSRC NextGen Study](#)

Action/Follow-Up: Monitor Airport Investments Study and schedule a briefing when the Study is complete.

TRANSPORTATION COMMISSION

DAN O'NEAL, Chairman

TOM COWAN, Vice-Chairman

Vacant

ANNE HALEY, Member

Member

JERRY LITT, Member

CHARLES ROYER, Member

JOE TORTORELLI, Member

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL