



## Washington State Transportation Commission

Regular Meeting Summary  
February 15 & 16, 2017

Chairman Jerry Litt called the meeting to order at 9:00 am. He then asked Commissioners and staff to introduce themselves.

### **COMMISSION BUSINESS**

*Action: Commissioner Jennings moved and Commissioner Young seconded the motion approving the December 13 & 14, 2016 meeting summary. The motion was approved unanimously.*

*Action: Commissioner Tortorelli moved and Commissioner Jennings seconded the motion approving the January 18 & 19, 2017 meeting summary. The motion was approved unanimously.*

*Action: Commissioner Jennings moved and Commissioner Tortorelli seconded the motion approving the Joint Oregon-Washington letter on Seismic Preparedness. The motion was approved unanimously.*

Commissioner Serebrin reported on Puget Sound Regional Council (PSRC) meetings and the WTP Phase 2 work. WSDOT's consultant has been helpful in developing scenarios to portray the optional futures we may face.

Commissioner Tortorelli reported that the Spokane Regional Transportation Council (SRTC) is finalizing its toolkit for evaluating project needs and value.

Commissioner Batra has been meeting with transportation stakeholders. There is interest in developing a water taxi service across Lake Washington. He has also attended Gateway Project meetings.

Commissioner Jennings attended the Southwest Washington Regional Transportation Council (RTC) board meeting. He has also met with Clark County legislators.

Commissioner Young attended the San Juan County Ferry Advisory Committee meeting.

Reema Griffith, Executive Director, WSTC, reported that the federal agreement between Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHWA) has been signed, designating Washington State Transportation Commission (WSTC) as the recipient of funds. The Interagency Agreement between WSDOT and WSTC should be finalized within the next week or two. The lead contractor is revising its contracts and finding necessary subcontractors.

United States Department of Transportation (USDOT) has not yet issued the Notice of Funding Opportunity for the actual pilot program.

Commissioner Jennings suggested that some contact be made with people who have indicated interest in participating in the pilot.

### **FEDERAL PERSPECTIVE ON TRANSPORTATION**

Allison Dane Camden, Intergovernmental & Tribal Relations, WSDOT, reported on federal transportation news. Elaine Chao was confirmed as the US Secretary of Transportation, no other USDOT appointments have been made. Prior to the election, Congressional staff worked on a transportation-funding package. After the election, Congress decided to operate under a continuing resolution until April and consider some policy changes in a 2017 omnibus bill. Now, it appears that the continuing resolution will stay in place for the entire year.

The President has been talking about a trillion-dollar infrastructure package but Congressional leaders are not in agreement. Congress is talking about tax reform to incentivize private investment in transportation.

The USDOT FASTAct does not expire until 2020. Two large grant programs require appropriation. Tiger grants probably will end. About \$900 million is available in FY 2017 for FASTLANE freight grants. Previously, Seattle received \$40 million for Lander Street and Tukwila received \$5 million. WSDOT applied in the fall 2016 round for \$114 million for the Gateway Project. Ms. Camden expects grant decisions to be on hold until action on a longer continuing resolution or omnibus budget bill.

**Action:** None

**Follow-Up:** None at this time

### **WSDOT LOW COST ENHANCEMENT PROGRAM**

Mike Dornfeld, Manager, Traffic Program Development & Performance, WSDOT, reported how WSDOT spends \$6 million on low cost enhancements to improve safety, mobility, signage, and respond to emerging needs. The program is the only routine funding source for small-scale projects (usually under \$50,000) in WSDOT and helps address emergent needs, helps match local funding to do projects that benefit both WSDOT and local partners, and provides another source of funding to address bicycle and pedestrian safety.

Some examples include:

- Installation of a flashing beacon to better warn of a curve ahead
- Moving a crosswalk
- Application of a high friction surface treatment
- Installation of illumination and a marked crosswalk in Coulee City
- Rechanneling an off-ramp to create two signalized right-turn lanes (\$56,579)
- Adding a right turn lane at an intersection (\$97,971)

The Low-Cost Enhancement Projects are selected by the regions. All the regions have more demand than funding available.

### [WSDOT Low Cost Enhancement Projects](#)

**Action:** None

**Follow-Up:** None at this time

### **VOICE OF WASHINGTON 2017 SURVEY**

Bill Young, Project Manager, Research Assurance, and Frank Lynch, Senior Analyst, Abt SRBI provided topline results of the 2017 VOWS Survey and suggested ways to improve the survey sample and survey techniques in the future.

The purpose of the VOWS program is to provide the Commission, Governor, and Legislature with an understanding of Washington State citizen's attitudes and opinions on transportation policy & funding issues, investment priorities, and funding alternatives. The VOWS Panel currently has 29,868 members, with 26,654 having done one or more surveys. Over 10 Voice of Washington Survey (VOWS) surveys have been completed, with most having over 7,000 responses.

People join the panel:

- 50% of the initial random address based sample signed up for the VOWS Panel
- Emailed VOWS invite to registered and active Washington State voters and residents
- WSTC and WSDOT website links to VOWS signup page
- Various local newspaper articles with links to VOWS signup page
- "Recruit A Friend" emails sent by VOWS members to encourage sign-up

In 2017, a survey studied statewide attitudes towards key transportation issues via Random Digit Dialing phone calls (RDD) and VOWS Panel. The same survey, conducted from January 6 – 21, 2017 reached 1,000 Washington State adults by random telephone calls (50% from cell phone lists and 50% from landline lists) and 7,327 VOWS panelists. This dual survey approach provides decision makers information on the strengths and weaknesses of both data collection methods and helps to determine VOWS panel bias and its level of general population representation.

There are hurdles with each approach to surveying:

- Surveying by the mail can be expensive due to the need for (recommended) upfront incentives and high printing costs for multiple mailings;
- Surveying over the telephone can be challenging because many people use Caller ID and may not answer when they don't recognize the number;
- Web panels *usually* do not have random recruitment, and statistical procedures do not apply. There is no universe of email addresses to sample from, and people have multiple email addresses. In addition, sending out unwelcome emails can get you blocked as a spammer.
- For all survey methods, to make generalizations and projections from survey findings, survey respondents need to be representative of all segments of the broader population via random sampling.

Some researchers have made an effort to overcome the lack of randomness in most web panels. Two are GFK/Knowledge Networks and the Pew Research Center. Each used tried-and-true probabilistic sampling to recruit for the panel. Probabilistic sampling allows the researchers to calculate margins of errors and make inferences about the broader population.

- Knowledge Networks used multiple methods to contact its recruits, and sent those without internet access, web consoles for use on their television.
- The Pew American Trends panel was an offshoot from a preexisting research survey, and uses telephones to survey those who cannot participate online.
- These efforts require a significant investment to carry out.

Like most web panels, VOWS has demographic skews and it needs to be reweighted in order for its demographic profile to align with Washington State. The raw VOWS results typically have too few...

- Females
- People under age 35
- African Americans
- Asian/Pacific Islander
- Less educated / Low income

There may also be behavioral and attitudinal skews towards transportation, which are difficult to assess due to a lack of Census data – and thus impossible to weight, as the “ideal” is unknown. There could be other unknown skews as well.

Weighting has an impact on every type of survey's margin of error. The more that weighting is used to correct imbalances, the less precise the estimates are.

- Over 7,000 VOWS panelists responded to the email invitation to participate in a survey on transportation (7,327 completed the survey). If they were a random group and needed no weighting, it would have a margin of error of + 1.1%.
- However, due to the need for weighting, if this were a randomly recruited sample, the 7,327 interviews would offer the same precision as a random sample of 637 with a margin of error of  $\pm 3.9\%$ .

Many did not answer their phones when we reached out to them.

In addition to the 1,000 completed interviews, calls to over 7,000 numbers never got past voicemail; calls to about 5,500 numbers were answered, but we were asked to call back (to no avail); about 1,900 refused to speak to the interviewer; about 270 began the interview and stopped midway.

Programming the phones so a number with a “425” area code would be displayed helped some, but the problem persisted. This is not unusual for a telephone survey.

The sample was designed to achieve minimum quotas in low population Regional Transportation Planning Organizations (RTPO) – at the cost of under sampling Puget Sound Regional Council (PSRC). The weighting to correct for this factor alone reduced the sample’s 1,000 margin of error down to that of a sample of 329 respondents. Further weighting was necessary to align with WA demographics. For example, as with VOWS, there are not enough 18-34 year old respondents -- only 16% (vs. 31% in WA as seen in the census counts). After all weighting was finished; the 1,000 interviews had the same statistical precision as a sample of 146. Similar to VOWS, about half of the total weighted sample is accounted for by 6% of those interviewed. Instead of a margin of error of  $\pm 3\%$  at the 95% confidence level, the phone sample has a margin of error of 8.1%.

Other items to note comparing survey approaches:

- Online surveys let respondents participate at their convenience, rather than “normal telephone interviewing hours.”
  - People who work nights and weekends have an opportunity to participate – they can also interrupt a survey in progress and return when they wish.
- Questions can be more complex in an online survey than on the telephone.
  - Web surveys can show an entire list at once, rather than “layering” questions as we had to do on the telephone
  - Web displays also make it easier for questions such as those that ask respondents to apportion their trips across six transportation modes
  - Descriptions can also be more complex on the web, and charts and visual aids can be used.
- Geographically targeting cell phone sample is difficult due to mobility and associations with billing centers rather than residence zip code; consequently, it needs careful management. Landline is less challenging.
- A telephone interviewer can play an important role in the process.
  - When respondents want to abandon a survey, an interviewer can encourage them to continue (“just a couple more minutes”) to some extent.
  - Answers to open-end questions can be richer on the telephone due to interviewer probing. Online, it takes effort for the respondent to type, and there is no probing.
  - There is also the potential of interviewer mistakes. An example: some recorded “Whatcom” vs. “Wahkiakum” – we had to instruct them to ask the respondent to spell their county if it began with a “W.” (On the web, it would be on a list for the respondent to click.)

Phone survey respondents said education is the most important issue; panel members say transportation. Both groups think the transportation system works effectively, but phone respondents also support more funding. Phone respondents also grade the local transportation system better than panel members do.

### Summary, Conclusions, And Recommendations

Both VOWS and telephone data collection survey methods have challenges and opportunities for improvement. VOWS has worked hard to include a wide swath of Washington, and the jury is out whether the full VOWS panel is comparable to Washington at large. The ability to generalize from any survey is dependent on rigorous sampling procedures. VOWS can be improved by taking steps to increase its diversity: bringing more young people in, minorities, low income, less educated, and those not interested in transportation issues.

#### How to Improve VOWS:

- A “VOWS 2.0” could involve randomly recruiting participants to a panel, and using multiple methods to ensure comprehensive sampling. This could require:
  - An address based sample, using mail, with multiple mail flights (a letter recruiting to web with an incentive enclosed; followed by a reminder postcard; and eventually a second letter for those who had yet to reply);
  - Follow-up telephone calls to those who still hadn’t replied;
  - Incentives for participating in actual surveys, with higher incentives to groups who are less likely to participate (this helps limit the need to weight);
  - Broadening the participation to issues other than transportation (particularly education).
- While further investments is needed to create a VOWS 2.0 panel, there may be ways to soften the financial impact of it. A concern about VOWS is its transportation focus; a more general panel may be of interest to other agencies, who might be willing to contribute funding.
- As for further research using the telephone, the greatest improvement over what was just done would be to change the sample structure by increasing the sample size so that it is not so heavily skewed away from PSRC to one more completely proportional to population. This would increase the precision of the estimates significantly.
  - If smaller RTPOs need larger numbers for profiling, it might be appropriate for them to share more of the costs of the research. This happens on the Federal level: the National Household Travel Survey has a random sample, but some states provided additional funding for more interviews in their states.

Commissioner Serebrin suggested that how we approach people about participating could affect whether they participate.

### [VOWS Panel Assessment](#)

**Action:** None

*Follow-Up: Commissioners agreed that we should maintain the survey and improve it.*

## **TOLLING UPDATE**

Patty Rubstello, Assistant Secretary, Toll Division, WSDOT, provided updates on several tolling topics, including WSDOT's Toll Division Annual Report for Fiscal Year (FY) 2016, the Toll Division Business Plan, the sufficiency of toll revenue for SR 520 obligations in the coming year, and an I-405 Express Toll Lanes 15-month update. She also introduced the lead staff for the Toll Division.

The Toll Division Annual Report for FY 2016 provides an overview of toll facility operations and performance for July 1, 2015 – June 30, 2016, specifically how toll facilities are meeting their financial obligations while providing trips that are faster and more reliable. Nearly 47 million toll transactions occurred in FY 2016, generating over \$161 million gross toll revenue.

The Toll Division Business Plan includes the following Goals and Priority Outcomes:

- Goal: **High Quality Customer Service**
  - Provide customer driven services
  - Create a customer-focused culture through continuous improvement
- Goal: **Outstanding Program Delivery**
  - Launch toll system projects successfully on schedule and within budget
  - Operate and maintain tolling systems and facilities
  - Provide responsible stewardship of financial plans and state resources
  - Develop and retain a high quality workforce
- Goal: **Proactive, Transparent Communication**
  - Increase public awareness and understanding of tolling
  - Increase awareness and participation in the *Good To Go!* program
  - Provide timely and responsive information and reports to partners, stakeholders, customers, the public and the media

The most significant challenge facing the Toll Division is replacement of the existing toll vendor contract, which expires in 2018, with a new procurement that meets business needs and provides flexibility and state-of-the art capabilities.

Traffic and revenue projections for FY 2017 Q2 are on track. For both the SR 520 and Tacoma Narrows bridges, the variance between forecast and actual transactions and revenue were less than 1 percent.

Tacoma Narrows Bridge rates are sufficient for FY 2018. No toll rate increase is required. *Good To Go!* rates will remain at \$5, tollbooths at \$6, and Pay By Mail at \$7.

SR 520 rates are barely sufficient to cover bond payments. The Office of the State Treasurer (OST) has indicated toll rates are projected to be sufficient for the duration of future bond payments, though the margin is slight. Toll rates adopted in FY 2016 will raise FY 2018 rates by 5 percent and introduce overnight tolls. Official certification of the SR 520 toll rates is pending.

On I-405 Express Toll Lanes (ETLs), drivers made 18 million trips in the first 15 months. Thirty-seven percent of Good to Go! pass holders who used the express toll lanes during the first 15 month bought-in 2-5 times a month; another 32% averaged one ETL trip per month. Only 7% of Good to Go! pass holders who used the ETLs bought-in 20 or more times per month.

Overall, since the opening of the ETLs, morning and evening peak period drivers are moving faster in both the ETLs and general-purpose lanes, compared with the prior HOV and general purpose lane speeds. In addition, transit ridership has increased as riders are getting faster and more predictable trips. For example: King County Metro ridership is up 9% and trips are eight minutes faster; Community Transit ridership is up 2% and trips are four minutes faster.

The ETLs continue to meet revenue goals. Total revenue since the express toll lanes opened:

- Total Gross Revenue - \$27.4 million
- Total Net Revenue - \$17.5 million

Net Revenues provided \$10 million in funding for the northbound general-purpose peak-use shoulder lane project on I-405 between SR 527 and I-5. Scheduled to open in Spring 2017, that project is expected to relieve congestion in the single-lane ETL portion of the corridor.

[FY 2016 Toll Division Annual Report](#)

[FY 2017 SR 520 Second Quarter Traffic and Revenue Results](#)

[FY 2017 TNB Second Quarter Traffic and Revenue Results](#)

**Action:** None

**Follow-Up:** None at this time

## **LEGISLATIVE AND BUDGET UPDATE**

Commission staff provided an overview of the status of legislation that impacts or is of interest to the Commission.

**Action:** None

**Follow-Up:** Continue to monitor key bills.

## **2017 PERSPECTIVE ON LOCAL TRANSPORTATION GRANTS AND ASSISTANCE**

The County Road Administration Board (CRAB) was created in 1965 to provide:

- Statutory oversight of the 39 county road departments.
- Standards of Good Practice and
- Annual Certification in WAC 136.

CRAB also provides county transportation information on the six Legislative policy goals.

Counties have maintenance and reconstruction responsibility for 39,208 miles of roadway, 3,281 bridges, and 4 ferry systems. The Rural Arterial Program is part of the funding scenario for the system. Last 4 years counties completed 65 projects. Prospectively, \$118 million is obligated for 95 projects. The 2017 - 19 biennium anticipates spending \$45 million.



The County Arterial Preservation Program (CAPP) includes 12,765 miles of county arterials, eligible for three sources of preservation funding:

- \$30.0 million MVFT per biennium
- \$3.0 million Transportation Partnership Account
- \$10.0 million Motor Vehicle Account

Total Expenditure by Counties with all Funds = ~75 M\$

In 2015, CAPP accomplished 1140 miles of chip seal treatment and 135 miles of asphalt overlay.

The County Ferry Capital Improvement Program extends to Pierce, Skagit, Wahkiakum, and Whatcom County ferry systems. Skagit and Whatcom County vessels were built in the 1960s and need to be replaced; the counties are investigating the purchase of all-electric vessels. They will request funding in the 2019 - 21 biennium.

Jay Weber, Executive Director, County Road Administration Board, emphasized the importance to stabilize county transportation funding at 2000 levels.

The Transportation Improvement Board's 2017-19 budget is about the same as 2015-17. TIB is able to fund only about 30% of the requests it receives.

The Transportation Improvement Board (TIB) arterial programs include projects that improve at least one of the following:

- Safety
- Growth & Development
- Physical Condition
- Mobility

TIB sidewalk projects improve pedestrian safety, access, connectivity, and system continuity.

TIB preservation programs are geared to assist with small city needs and arterials in all cities.

The Relight Washington program has replaced over 19,000 streetlights. It has active contracts with Puget Sound Energy and Avista utilities and is working with several public utility districts.

Ashley Probart, Executive Director, Freight Mobility Strategic Investment Board, reported that Freight Mobility Strategic Investment Board (FMSIB) supports freight movement and helps to mitigate its effect on communities. It has \$29 million per biennium to spend: \$12M per biennium dedicated to freight and \$17 million uncodified from Connecting Washington.

FMSIB also is completing the Marine Cargo Forecast in a partnership with the Washington Public Ports Association. This work continues the five-year study that dates back to 1980s to forecast cargo volumes by transportation mode (truck, rail, waterways) on strategic freight transportation corridors. It serves as input to Legislature, port districts, FMSIB, WSDOT, local and regional plans for infrastructure investment decisions.

Observations:

- Keep investing: Freight continues to be Washington State’s bread and butter, but needs ongoing infrastructure investment to remain attractive nationally and internationally.
- Both a corridor and last mile connector investment approach is needed.
- The new FAST Act has created an opportunity to strategically invest in freight—(i.e. truck parking)
- Freight stakeholders continue to have concerns about uncertainty in the regulatory environment.
- Future tolling policy on the SR 509/167 Puget Sound Gateway will need to be sensitive to the freight industry.
- The freight industry continues to implement new technologies.

Land use policy, especially protecting industrially zoned lands is an ongoing concern.

[County Road Administration Board](#)  
[Transportation Improvement Board](#)  
[Freight Mobility Strategic Investment Board](#)

**Action:** None

**Follow-Up:** None at this time

### **CURRENT ISSUES WITH RAIL FREIGHT**

Beth Redfield, Senior Policy Analyst, Joint Transportation Committees, briefed the Commission on the Road-Rail Conflict Study. The study identifies prominent road-rail conflicts, recommends a corridor-based prioritization process for addressing the impacts of projected increases in rail traffic, and identifies areas of state public policy interest, such as the critical role of freight movement to the Washington economy and the state's competitiveness in world trade.

The Study looked at active rail lines, publicly accessible, with at-grade crossings. Evaluation criteria considered mobility 50%, safety 25%, and community 25%.

Of the top 50 crossings the study identified, we see the reason for concern about road-rail conflicts: a median number of 49 trains per day, 12,000 cars per day.

The impacts:

- Gates closed with traffic waiting for an average of 2 hours per day, which does not include the time required to clear all of the neighboring intersections
- Two-thirds of the crossings were within a half mile of emergency service providers (meaning that a gate down could delay police, fire, or ambulance)

Even though 48 of the Top 50 crossings have protective gates and lights, 50% of these crossings had collisions in the last 5 years.

#### Summary of Findings and Recommendations:

1. The road-rail conflicts at the Top 50 at-grade crossings are substantial and there are few funding sources to address them.
2. Prioritization results point to a significant need for additional funding to address crossing improvements
  - a. Establish a dedicated funding source to address mobility impacts not covered under the current crossing safety programs.
  - b. Secure additional funds for the safety programs.
  - c. Further analyze Top ranked crossings to identify potential solutions individually and at the corridor level
3. The database and prioritization process allows analysis of impacts on a statewide basis
  - a. A multi-stakeholder committee should create standards for common usage and make decisions about future data enhancement or other changes.
  - b. Identify an agency to maintain the database and tool and serve as the coordinator for the multi-stakeholder committee.
4. At times, projects prioritized locally did not rank high when evaluated on a statewide basis
  - a. Identify specific policy objectives to guide investments in crossings on a statewide basis. This could include separate programs targeted at smaller communities or specific regions of the state.
5. Safety data contributes towards mobility impacts, but further analysis is needed to confirm specific safety needs
  - a. Coordinate efforts with WSDOT and the Utilities and Transportation Commission programs to continue focusing on reducing collisions at crossings.
  - b. Separately address mobility and safety impacts at crossings.
6. The database and prioritization tool would benefit from future enhancements
  - a. The agency hosting the prioritization tool will need additional resources to maintain, update and enhance the tool.
  - b. Incorporate data from the Marine Cargo Forecast once it is complete.
7. Corridor evaluation and prioritization are most useful when defining project to address crossing impacts
  - a. Utilize a corridor-based prioritization strategy to assist in developing solutions and prioritizing investments.
8. Some jurisdictions have not yet identified and prioritized crossing improvements
  - a. Ensure that local jurisdictions, state agencies, and other organizations, including RTPOs and MPOs, are aware of the tool and the data it contains and how they might use it to assist with planning or funding decisions.

Dale Jensen, Director of the Spills Program, Department of Ecology, provided an update on crude oil movement. About 450 million gallons moved through the state annually. Movement by vessel has decreased and pipeline and rail shipments have grown. Rail shipments in 2012 were 3%, grew to 12% in 2015.

Ecology has adopted a Crude Oil Movement Notification Rule. It addresses responder safety; public health and safety; environmental resources protection; economic resources protection; and cultural resources protection. The rule establishes *notification requirements* for facilities that receive crude oil by rail and for pipelines transporting crude oil in or through the state.

It establishes *reporting procedures* for Ecology to share information with emergency responders, local governments, tribes and the public.

- Facilities must report on all scheduled crude oil deliveries each week
- Pipelines Submit to Ecology twice annually (01/31 and 07/31)
- Must report:
- Contact Information
- Volume
- By place of origin (state or province)

The total quarterly volume of crude oil movement by rail was 14,637,205 barrels (614,762,610 gallons). Alberta was the region of origin for 6% of crude oil by rail, while North Dakota was the region of origin for 94% of crude oil by rail. The total number of rail cars moving crude oil by rail was 21,497.

Crude oil movement by mode:

- Vessel, 46.5%
- Pipeline, 28.4%
- Rail, 25.1%

There were no reported spills during the transport and delivery of crude oil by rail and pipeline for 4<sup>th</sup> quarter 2016.

[Joint Transportation Committee Road - Rail Conflicts Report](#)  
[Department of Ecology Crude Oil Movement by Rail and Pipeline Report](#)

**Action:** None

**Follow-Up:** None at this time

### **SECRETARY'S REPORT**

Roger Millar, Secretary, WSDOT, reported that it has been an interesting month weather wise, with all the snow and ice. Three major passes were closed last week for three days. He crossed the three passes and was at Mt. Baker with WSDOT crews.

The Alaskan Way Viaduct replacement tunnel has reached 85% completion today.

**Action:** None

**Follow-Up:** None at this time

### **NORTHWEST SEAPORT ALLIANCE**

Sean Eagan, Director, Government Affairs, The Northwest Seaport Alliance, reported on the economic impacts of marine cargo. Competitive pressures include industry consolidation, expanding competition, and bigger ships. The Northwest Seaport Alliance is ready for the big ships. A ship with the capacity to carry 18,000 containers capacity visited Seattle last year.

Plans to optimize the Gateway over the next 10 years include a 70% terminal utilization rate; handling 6 million TEU (5 million in international shipping); an optimal acreage of 800-850 acres; strategic terminals and 14,600 new jobs.

Harborside investments are underway to better handle new ships and move containers out more quickly:

- Tacoma plans to handle two 18,000 TEU ships at one time.
- Seattle is deepening its harbor to 55 ft.
- Off-site improvements include rail improvements and the Gateway Project

During the last three months of 2016, market share began to increase for the Seaport Alliance. It processed 165,000 Kia automobiles in 2016.

### [The Northwest Seaport Alliance](#)

**Action:** None

**Follow-Up:** None at this time

## **2016 CORRIDOR CAPACITY REPORT**

Daniela Bremmer, Director, Strategic Assessment & Performance Analysis, WSDOT, Sreenath Gangula, Multimodal Mobility & Traffic Engineer, WSDOT, and Bradley Bobbitt, Transportation Planning Specialist, WSDOT, briefed the Commission on the 2016 Corridor Capacity Report. This Report informs the Legislature, WSDOT executives and the public about multimodal highway system conditions and provides baseline multimodal system performance information for policymakers, planners and engineers. It also helps the state comply with state and federal performance reporting requirements (Results Washington, MAP-21/FAST Act).

As an example, the Corridor Analysis for South Puget Sound between 2013 and 2015 reveals:

- Person miles traveled increased 1.5%
- Vehicle delay increased 88%
- Green House Gas emissions decreased 2.5%
- Annual passenger miles traveled on transit increased 5.9%
- Capacity savings due to transit increased 13%
- Percent of transit seats occupied increased 4%
- Percent of park and ride spaces occupied increased 3%

Looking at statewide trends, in 2015 compared to 2013:

- Vehicle Miles Traveled increased 4.3%
- Passenger vehicle registrations increased 8.3%
- The number of licensed drivers in Washington increased 4%
- The drive-alone commuting rate decreased 0.3%
- Washington State Ferries ridership increased 6%
- Amtrak Cascades ridership decreased 3.2%
- Transit passenger miles traveled on urban commute corridors during peak periods increased 6%

- Emissions on high-demand urban commute corridors decreased 2.9%

Regional trends in 2015 compared to 2013:

In the Central Puget Sound Region:

- Congestion on the five monitored freeway corridors (I-5, I-405, I-90, SR 520, SR 167) increased 35.7% between 2013 and 2015
- High Occupancy Vehicle (HOV) lanes accounted for 38% of person miles traveled on the five monitored freeways in 2015

In the South Sound, Vancouver and Spokane areas:

- Delay on urban corridors increased by up to 90% between 2013 and 2015
- I-5 southbound morning commute into Portland is the worst commute in the state; it takes over four times as long as it would at maximum throughput speed (in comparison, the second-worst commute in the state, the morning commute from Tukwila to Bellevue on I-405, takes 2.6 times longer than it would at maximum throughput speed)

In the Tri-Cities Region:

- Annual vehicle delay increased by 7.6% between 2013 and 2015

### [2016 Corridor Capacity Report](#)

**Action:** None

**Follow-Up:** None at this time

### **WILLIAM D. RUCKELSHAUS CENTER GROWTH MANAGEMENT STUDY**

Joe Tovar, Affiliate Faculty, College of Built Environment, University of Washington, reported the Ruckelshaus Center is proposing a comprehensive assessment of Washington's framework for managing growth and a process to collaboratively map a path to the future. With 7.3 million people, Washington has the second largest population west of the Rockies in the second smallest land area.

Washington has experienced dramatic growth over the last 25 years since adoption of the Growth Management Act. From 1990 to 2016, our state's population grew by 2.5 million. The combined population of today's three largest cities, Seattle, Spokane, and Tacoma, is 1.1 million. In 2016, Office Financial Management projected that over the next 25 years our state would add:

- 100,000 (low estimate)
- 1.6 million (medium estimate)
- 3.5 million (high estimate)

The low estimate of an additional 100,000 residents has been surpassed. Adding 3.5 million people by 2040 would be equivalent to adding three cities the size of Seattle, Spokane, and Tacoma.

Since 1990, the legislature has made amendments to the Growth Management Act, the Shoreline Management Act or State Environmental Policy Act almost every session.

In the 2016 session, over 70 bills related to the Growth Management Act (GMA) or other land use statutes were proposed but none passed. In the 2017 session, GMA bills have been introduced dealing with ground water allocation, school siting in the rural area, the supply of buildable lands, environmental impact statements, and manufactured housing.

In 2016, the legislature asked the Ruckelshaus Center to propose a process to address the challenges of growth and change. The Center prepared a draft “Road Map to the Future” and reviewed it with dozens of people and organizations. The two-phase approach involves a preliminary assessment followed by deep conversations with participants, public vision forums and research with university partners in the 2017 – 19 biennium.

#### Project Approach and Scope

- Collaborate on a coherent and positive vision for our state’s future
- Assess the effectiveness of our statutory and institutional framework to reach that future
- Identify gaps, ambiguities and conflicts within that framework
- Seek agreement to support potential reforms for action in the 2018, 2019 and 2020 legislative sessions

The Ruckelshaus Center plans to incorporate lessons from Oregon’s unsuccessful Big Look at how it manages growth:

1. Assure a clear scope and agreement on the process
2. Identify project milestones and desired deliverables
3. Engage all interests, be inclusive and transparent
4. Support with non-partisan, empirical data – but don’t go into the weeds
5. Provide sufficient funding to stay on schedule
6. Do not take too long!

#### [Road Map to Washington's Future](#)

**Action:** None

**Follow-Up:** None at this time

#### **PUBLIC COMMENT**

John Wilson, Citizen, has problems with roundabouts and truck convoys

**TRANSPORTATION COMMISSION**

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JERRY LITT, Chairman

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ROY JENNINGS, Vice-Chairman

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SHIV BATRA, Member

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HESTER SEREBRIN, Member

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JOE TORTORELLI, Member

\_\_\_\_\_  
DEBBIE YOUNG, Member

\_\_\_\_\_  
VACANT

ATTEST:

\_\_\_\_\_  
REEMA GRIFFITH, Executive Director

\_\_\_\_\_  
DATE OF APPROVAL