



## Washington State Transportation Commission

Olympia Meeting Summary  
July 17 & 18, 2018

Chairman Jerry Litt opened the meeting at 9:00 am with introductions by Commissioners.

### **COMMISSION BUSINESS**

Chairman Litt opened the meeting with self-introductions of Commissioners and staff.

Commissioner Young moved and Commissioner Jennings seconded the motion approving the amended meeting summary. Commissioner Young was attributed a reflection at the end of the Walla Walla meeting to Commissioner Jennings, and not her. The motion was approved unanimously.

Commissioners reported on recent activities.

Commissioner Tortorelli attended a Spokane Regional Transportation Council workshop on place-making in the North Spokane Corridor.

Commissioner Batra attended several tolling meetings related to the Gateway Program, expanding I-405 Express Toll Lanes, and SR 99 tolling. Also, the Puget Sound Regional Council Executive Committee voted to adopt a new regional transportation framework.

Commissioner Jennings also participated in the tolling meeting and found the Ferries Team meeting to be very interesting.

Commissioner Young attended all three outreach meetings on tunnel tolling. She also attended the ferries Long-Range Plan meeting with executive leadership.

Chairman Litt helped to kick off the first meeting of the Autonomous Vehicle (AV) Workgroup. It was well attended and it went well. Darrin Grondel, Executive Director of the Traffic Safety Commission will chair the workgroup. He also reported that the Commission WTP Team meeting in Walla Walla was very good.

Executive Director Reema Griffith reported on the AV Conference in San Francisco.

Paul Parker, Deputy Director, Washington State Transportation Commission, presented options and recommendations for meeting locations in 2019. Commissioners talked about the importance of geographic balance in Commission meetings outside of Olympia.

There was discussion of meeting in Southwest Washington over Northwest Washington as a fifth 2019 meeting or in lieu of Bremerton. Commissioner Young preferred to limit meetings outside of Olympia to four in 2019.

Staff presented a revised work-plan for the remainder of 2018 and 2019. Commissioner Batra suggested adding work sessions on Public-Private Partnership opportunities to the work-plan.

Staff presented the draft agenda for the August meeting in San Francisco with the California and Oregon Commissions.

***ACTION: The Commission approved the following 2019 Meeting Locations: Bremerton, Federal Way, the Columbia River Gorge, and either Okanogan County or Pullman. Staff will return in October with more information and recommended dates to go along with locations.***

***FOLLOW-UP: The Commission reviewed ideas for the 2019/21 Commission Budget. A committee will work with the Executive Director on the budget proposal, which is due to OFM on September 12.***

### **2018 FERRY RIDERS OPINION GROUP SURVEY FINDINGS**

Bill Young, Program Manager, Research Assurance, presented the results of three Ferry Riders Opinion Group (FROG) surveys conducted earlier in 2018. The surveys assess the performance of Washington State Ferries and attitudes of winter ferry riders, freight users, and the public.

The Winter Performance Study was conducted March 26 – April 23, 2018 regarding riders' personal experience on Washington State Ferries (WSF) during the recent winter travel period. A total of 4,214 interviews were completed. Data was weighted to reflect WFS ridership during the 2018 winter period by route, boarding method and ticket type used based on the last trip taken. Overall satisfaction (76%) with the service provided by WFS is strong (37% Satisfied / 39% Extremely Satisfied) and has remained constant for the last 5 years.

Dissatisfaction increased 1-percentage point in 2018 to 16%, but the extremely dissatisfied (5%) declined 1 percentage point over 2017. Riders on the Southworth/Vashon (39%), Fauntleroy/Vashon (30%) and San Juan Inter-Island (27%) routes show both an increase in and higher levels of dissatisfaction than other routes. System-wide, dissatisfied riders are most unhappy with parking availability (42%). Similar to past years, terminal bathroom cleanliness (4) and clear loading crew directions (16) are the key opportunity areas for improved ratings.

A telephone survey of WFS freight shippers drawn from WFS commercial business account holders was conducted from May 14 – June 1, 2018. A total 100 interviews were completed. The perception of WFS as a good value for freight shippers grew to 86% in 2018.

The general market assessment research was conducted June 1, 2018 - June 20, 2018 via the Voice of Washington State (VOWS) online panel. A total of 5,419 online interviews were conducted. The data was weighted to be proportionate to the state population.

The main objectives of this research are to understand:

- How are the ferries utilized by three distinct groups: Residents living in: 1) Eastside of Puget Sound, 2) Westside of Puget Sound and 3) non-Puget Sound areas
- How has WSF utilization changed since the past 2008, 2010, 2014 and 2016 studies
- How important do residents think WSF is as a contributor to the overall economy and recreation/tourism in the Puget Sound region
- What are residents feelings towards who should pay for WSF operational and capital costs

The survey revealed that approximately nine in ten state residents (96%) in 2018 have ridden a WSF at some point in their lives. Non-Puget Sound basin residents, like their Puget Sound basin Eastside counterparts, use the ferries more for tourism and recreation (54%, 41%) and to see friends (19%, 25%) than their Westside counterparts (15%, 14% respectively). Those living on the Westside use the ferries for work (19%) and medical (9%) more so than Puget Sound Eastside (2%, 1%) residents do.

About nine in ten citizens statewide perceive WSF to be important to the general Puget Sound economy/growth (89%) and PS tourism (90%). Fifty percent or greater of all major regional groups feel funding for replacing old ferries and improving terminals should get the same level of statewide funding as replacing old bridges and improving highways.

[2018 Winter Performance Survey, Freight Survey & General Public Survey](#)  
[2018 Freight Shippers Survey Full Report](#)  
[2018 General Market Assessment](#)  
[2018 Winter Performance Final Report](#)

**ACTION:** None

**FOLLOW-UP:** None at this time

### **TOLLING QUARTERLY TRAFFIC AND REVENUE REPORTS**

Ed Barry, Director of Tolling, Washington State Department of Transportation WSDOT, gave an update on traffic and revenue performance for tolled facilities, for the third quarter of FY 2018. Total year-to-date toll revenues are \$141 million, \$5.1 million (or 3.8%) over forecast.

- Tacoma Narrows Bridge is on target
- SR 520 Floating Bridge is on target
- I-405 Express Toll Lanes is on target
- SR 167 HOT Lanes are slightly under forecast on revenue and traffic, probably in part because growth the prior two years was so strong

### **Toll Revenue Reports**

**ACTION:** None

**FOLLOW-UP:** None at this time

## **SECRETARY'S REPORT**

Keith Metcalf, Deputy Secretary, Washington State Department of Transportation (WSDOT) reported that it is finalizing its strategic plan, which is focused on inclusion, workforce development and practical solutions.

He announced that Roger Millar will now chair the Commute Trip Reduction board. WSDOT is expanding its state facilities action plan activities in other regions, similar to what was done with Puget Sound Regional Council. It also is developing an asset plan for all WSDOT assets, which goes beyond the asset management requirements of MAP-21.

WSDOT just completed its Disadvantaged Business Enterprise (DBE) review with Federal Highway administration (FHWA). The agency has gone from “needing improvement” to being one of the best in the country.

Revive I-5 impacted a lot of people over the summer. The main freeway closures have been completed. WSF has no spare boats available for summer service.

Commissioner Litt commented that WSDOT is doing well across the state.

**ACTION:** None

**FOLLOW-UP:** None at this time

## **FINAL PUBLIC HEARING – PROPOSED RULE MAKING, WSR 18.12.104**

The Commission took action to amend definitions, toll rate exemptions, and administrative fee rules, and repealing outdated sections of chapter 468-270 WAC. The Commission and WSDOT have striven to increase consistency between toll facilities. The proposed rule would standardize existing non-carpool exemptions for all toll facilities. Additional high occupancy vehicle and motorcycle exemptions continue to apply to Express Toll Lanes/HOT Lanes.

The proposed revisions would make it easier for customers to understand and more efficient for toll systems and customer service agents. The proposal can be implemented with the new toll customer service center and tolling back office systems. It enables alignment with system(s) implementation date and updated WSDOT policies.

Carl See, Senior Financial Analyst, Washington State Transportation Commission, provided an overview of the exemptions and fees proposal and a summary of the comments received. From January to April 2018, the Commission began consideration of the system-wide exemptions proposal. It informed stakeholders about the proposal intent, including the Tacoma Narrows Bridge (TNB) Citizen Advisory Committee (CAC), transit agencies, local jurisdictions, and the Legislature. In April, the Commission released the proposal for public comment.

Policy Considerations include:

- System-wide (Tolling) Consistency. TNB is only facility with no transit or vanpool exemptions
- Consistent with Tolling & State Transportation System Policy Goals. Bus and vanpool proposals are consistent state's social equity, environmental, and economic vitality goals

- Support Facility Performance
  - Maximize facility reliability, safety and/or person capacity
  - Potential operational savings for WSDOT & partner agencies
- Maintain Capacity to Meet Financial Obligations. Revenue loss not projected to result in rate increase
  - No significant revenue considerations except for Tacoma Narrows Bridge (TNB)
  - Exemptions would reduce annual TNB toll revenue by an estimated \$225,000 - \$235,000 per year. This equates to approximately \$0.014-\$0.015 per transaction, equivalent to about 0.3% of total annual toll revenues
  - Passage of SHB 2990 provides TNB up to \$85 million in loans over 11 years. Many factors may change (+/-) how much is needed to keep rates at intended levels. The proposed exemptions bring the total estimated value of needed loans to about \$84.9 million

Of the public comments via email, four opposed and, one question on proposal. Comments addressed two themes with a focus on Tacoma Narrows Bridge (TNB).

- Fairness: Everybody should pay for using the bridge
- Toll Rate Impact: Potential impact on future toll rates

Summary of Tacoma Narrows Bridge Citizen Advisory Committee feedback – Opposed. Wants TNB excluded from this proposed rule. As a facility nearly fully funded by toll revenues, everyone should pay. \$85 million in loans doesn't change who pays for TNB. There is no immediate need for TNB congestion relief. The exemptions add to the risk of additional toll rate increase(s).

Other Stakeholders – All in Support.

Support for maintenance vehicle exemption.

- City of Seattle

Support for bus and vanpool exemption

- King County Metro
- Pierce Transit
- Transportation Choices Coalition
- Puget Sound Clean Air Agency
- Tacoma Public Utilities
- Washington State Transit Association

### **PUBLIC COMMENT ON TOLL EXEMPTION PROPOSAL**

Bruce Beckett: The TNB CAC has consistently opposed exemptions. All costs are paid by toll payers and all bridge users' benefit.

- No other facility is financed like Tacoma Narrows Bridge (TNB)
- Exemptions will add \$225,000 – 235,000 a year to TNB loan costs
- Statute does not authorize tolls to pay tolls owed by other users
- Users of transit benefit as much as other users of the bridge

Alexandra Mather, Government and Community Relations Manager for Pierce Transit, read a letter thanking the Commission for proposing tolling parity. TNB is only bridge that does not have an exemption for transit. Pierce Transit Vanpool users pay \$206,000 annually in tolls that other vanpool users in the state do not pay.

Randy Boss read statutory language in RCW 47.46.190 acknowledging that the Tacoma Narrows Bridge (TNB) is unique in the state. He said that 47,000 people leave Gig Harbor in the morning and return there at night. Why should Gig Harbor residents subsidize Pierce Transit? This project – unlike others -- receives no tax dollars that may subsidize transit.

Mike Murphy, member of the CAC, said that its role is to advise the Commission and if the Commission does not take its advice, then why does it exist? Tolls should sunset when the bridge is paid. Every exemption extends the time when tolls expire.

Mike Ennis, AWB, noted the FAST Act requires equal access for over-the-road buses with transit. Since 2015, the Congress has said that it should treat buses equally. He asks whether the implementation date affects the ability of companies to seek refunds.

Holly Cocci, Legislative Assistant to Senator Jan Angel, read a letter opposing TNB exemptions.

Justin Leighton, Executive Director, Washington State Transit Association, emphasized that people who use public transit do not pay attention to jurisdictional lines. Transit should be treated equally on all facilities.

### Exemptions Proposal Update

***ACTION: Commissioner Jennings moved adoption of the proposed rules on the exemptions, with the identified non-substantive changes. Commissioner Tortorelli seconded the motion.***

***Commissioner Tortorelli said that TNB financing was not well thought out. If the exemption is not made, perhaps Pierce Transit should charge more for trips across the bridge. The CAC has always glossed over that the approaches to the new bridge cost almost a billion, more than the cost of the bridge itself.***

***Commissioner Litt noted that the Commission has always worked well and take the advice of the CAC. It should not affect rates TNB users pay, so he will support the change.***

***Commissioner Batra reflected on his knowledge of the facility and its uniqueness. He noted that first three quarters of FY 2018 indicate a \$1.6 million more than projected for TNB. If this trend continues, it is possible the loan may be retired sooner.***

***Commissioner Young indicated that she is very sympathetic at the issues and concerns. She feels that there is still a ways to go in making our facilities consistent. She is glad that the proposal does not appear to impact toll rates.***

***Commissioner Serebrin noted the proposal supports consistency across facilities, which is important for system users.***

*Commissioner Jennings said that the Governor asked him whether his experience as a union and transit worker would affect how would he rule. My answer: In the best interests of the state. The Commission is here for the whole state. We have to look at the whole system. He also thinks that emergency responders should be exempt for tolls in both directions.*

*The proposed rules were adopted with the identified non-substantive revisions.*

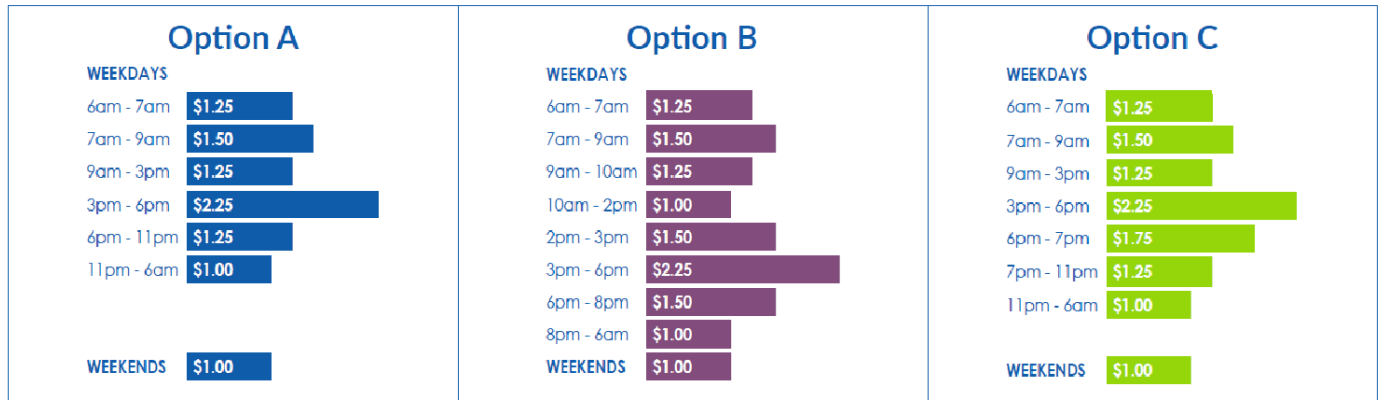
**FOLLOW-UP:** None at this time

**SR 99 TUNNEL TOLL RATE PROPOSAL: REVIEW PUBLIC COMMENTS RECEIVED ON TOLLING OPTIONS AND DETERMINE TOLL RATE PROPOSAL FOR FURTHER PUBLIC REVIEW**

The deep tunnel and roadway that will replace the Alaskan Way Viaduct is nearly complete. Carl See, Senior Financial Analyst, Washington State Transportation Commission, briefed the Commission on the proposed tolling options that have been under public review.

**The Washington State Transportation Commission is considering three possible options for how tolls\* would change at specific times of day and in the future:**

\*Rates listed are the price for customers with a Good To Go! pass. Drivers without a Good To Go! account will pay an extra \$2 per toll.



**Option A**  
Tolls increase 3 percent every three years starting 2022 (including nights & weekends).

**Option B**  
Tolls increase 3.5 percent a year from 2020 - 2024 (no change to nights & weekends).

**Option C**  
Tolls increase 5 percent in 2024, 2029, and 2034 (including nights & weekends).

Escalation Rate Notes

Option A: escalation has no end date

Option B: No overnight or weekend escalation

Escalation amounts may be revisited by Commission

The Commission established the following goals for setting SR 99 tunnel toll rates and policies:

- Minimize toll rates and diversion, particularly during initial years of tolling as downtown Seattle construction limits capacity of alternate routes
- Meet all legally required financial obligations with a sustainable toll rate plan
- Support reliable facility performance and a toll payer experience consistent with other toll facilities

#### Goal: Minimize Rates & Diversion

- Proposed toll rate options all result in less diversion than baseline (IG-0) toll rates
- Primary benefit during mid-day hours
- IG-0 toll rates mostly between \$0.25-\$0.50 higher than rates for the 3 toll rate options
- Proposed toll rate increases (escalation) are not estimated to significantly increase diversion
- Most likely impact during mid-day hours

#### Goal: Meet Financial Obligations

- All toll rate options meet current financial obligations
- Meet funding requirements directed by the Legislature
- Meet or exceed proposed minimum coverage ratios for debt service & sufficiency
- Fully fund toll R&R reserve account
- Do not fully fund potential tunnel facility R&R reserve account

#### Goal: Reliable & Consistent Experience

- Alignment with exemptions proposal
- More consistent user experience with other facilities
- Support for maintaining a reliable facility
- Weekday peak hours consistent with SR 520, as supported by projected traffic volumes

#### Public Comment Recap on Toll Options

- About 15 comments from the three public input meetings
- Received over 1900 email comments
- Partner Agency Input Letters from City of Seattle & King County Metro express support for Toll Option A
- Prior comments from Port of Seattle & Seattle City Council

#### Primary Rate-Setting Feedback

- Consider long-term rate escalation tied to cost inflation
- Set rates by time period that best mitigate diversion
- Consider near-term rate escalation to address “period of maximum constraint”

#### Additional Rate-Setting Feedback:

- Consider Advisory Committee on Tolling and Traffic (ACTT) recommendations
- Set freight (truck) rates that minimize diversion to other routes
- General support for keeping rates as low as possible for equity purposes
- Consider a single initial low toll rate for ease of use
- Exempt transit vehicles from paying tolls
- Exempt HOV, emergency/incident response, and maintenance vehicles

#### Most Frequent Comments from emails & Public Input Meetings

- Keep daily rate structure simple
- Maintain initial toll rates for as long as possible



- Tolling and/or rate increases should have end date

#### Other Frequent Comments –Emails & Public Input Meetings

- Cap tolls at a lower rate, such as \$1.00
- Provide breaks for low income and/or senior citizen customers
- Set rates higher to speed repayment or to align with the Tacoma Narrows Bridge
- Provide exemptions for high occupancy vehicles and motorcycles

The tolling team recommends Toll Rate Option A. It best addresses financial obligations, has limited rate increases during initial years, and the fewest rate changes each day. The long-term escalation not in excess of inflation helps distribute tolling burden over time.

#### [SR 99 Toll Options Comparison](#)

***ACTION: Commissioner Jennings moved and Commissioner Batra seconded the motion Commission propose Option A. The motion was approved unanimously.***

***FOLLOW-UP: A public hearing will be held at the October Commission meeting.***

#### **NATIONAL SCAN OF AUTONOMOUS VEHICLE LAWS & PROGRAMS**

Professor William Covington and students in the University of Washington School of Law technology seminar presented an overview of laws and regulatory approaches toward autonomous vehicles (AVs) taken by various states. The presentation identified where current Washington State law appears to be sufficient, and where changes might be needed. The Washington testing process is not unduly burdensome.

Alex Palumbo, Research Assistant, provided an overview on AV technology. Currently there are assistive technologies, including adaptive cruise control, forward collision alert, lane departure warning and corrective automatic lane centering. The key thing is what is the future of driving? Might it be different in urban and non-urban areas? By 2030, it may be possible to see 15 – 30% of vehicles on the road are autonomous.

Around the country, 29 states have enacted legislation and 10 Governors have issued Executive Orders. State laws have been reviewed from Arizona, California, Florida, Georgia, Michigan, New York, Ohio, and Washington. Common features of these laws address:

- Definitions
- Testing Procedure (pilot programs)
- Oversight agencies
- Application process (self-certification)
- With and without human operator onboard
- Operator qualifications
- Insurance and liability
- Policy Making Body

He suggested Washington might want to borrow definitions and reporting requirements from NY, but not testing requirements. Consider a law enforcement interaction plan. Washington also

might want to look at Arizona and Ohio definitions, testing requirements, and reporting. Arizona's law enforcement protocol is developed jointly between state and applicants. Florida is the least restrictive state. We might want to borrow some definitions and monitor how the lack of regulations work. California addressed privacy and Michigan addressed liability.

#### What Vision Does Washington State Have?

- Should A/V policy attract industry? Maximize public protection
- Reporting
- What information should industry be required to submit to regulators
- Insurance requirements. Washington \$50,000; California and New York \$5 million
- Civil liability- is it sufficient when party or entity at fault can be clearly identified
- Strict liability for manufacturer in unclear cases
- Cybersecurity. Computer Fraud and Abuse Act, Washington Cybercrime Act, Computer trespass
- Privacy (Electronic Data Recorders)/RCW 46.35
- Public usage of AVs
- Should Washington permit individuals to own and operate advanced AVs

1. Use policy to increase public confidence

2. Consider how A/V policy impacts

- Simultaneous or near simultaneous development of autonomous commercial vehicles
- Public transportation
- Municipal policies aimed at reducing number of vehicles
- Taxes
- Future of car ownership

3. Insure all key players are in the room when policy is made

- Drive Ohio Model
- Seniors? Bicyclists? Labor? Disabled
- Caution-danger of too large a group

4. Clean up Motor Vehicle Code

- RCW 46.04.370 Operator or driver. "Operator or driver" means every person who drives or is in actual physical control of a vehicle
- What about DUI and distracted driving laws

5. Consider current and future infrastructure needs of AVs and smart highways

6. Keep an eye on what other states and other nations are doing

Commissioner Young suggests borrowing ideas from the aircraft industry to look at upcycling.

Paccar has an autonomous truck testing facility in Mt. Vernon. At the right distance, platooning can reduce truck fuel consumption by 15%.

Federal Motor Carrier Safety Administration (FMCSA) is reconsidering its previous stance that a driver is required behind the wheel of a commercial vehicle at all times. FMCSA can:

- Grant waivers to applicants up to three (3) months
- Exemptions up to five (5) years; or
- Allow pilot programs for up to three (3) years

FMCSA wants to hear from the public on how ADS-equipped trucks could interact with the following existing regulations:

- Inspection, repair and maintenance
- Roadside and Annual Inspections
- Distracted driving and driver monitoring
- Medical Qualifications | Hours-of-Service
- CDL Endorsements | Data sharing
- The Compliance Program

[UW AV Trucks](#)

[UW AV Law Scan](#)

[UW Full Report](#)

**ACTION:** None

**FOLLOW-UP:** None at this time

### **AUTONOMOUS VEHICLE WORK GROUP UPDATE**

Reema Griffith, Executive Director, Washington State Transportation Commission, reported that the Autonomous Vehicle (AV) Work Group Executive Committee has four primary responsibilities:

- Serve as the central clearinghouse for all AV related issues under the purview of the Autonomous Vehicle Work Group Executive Committee
- Follow developments in AV technology, AV deployment, and federal, state, and local policies and efforts related to the operation of passenger and commercial AV's
- Explore and potentially identify modifications to state policy, rules, and laws to further public safety and prepare the state for AV deployment. Make recommendations to the Transportation Commission for inclusion in their report to the Legislature and Governor

At its initial meeting in June, the Workgroup adopted Executive Committee Operating Policies & Procedures. Subcommittee Responsibilities include:

- Vet, explore, develop and identify challenges, needs, gaps and expectations related to AV policy, funding and jurisdiction
- Assess what other states are doing and seek model policies
- Provide general public education by informing the public of subcommittee discussions and recommendations in a transparent and accessible manner
- Report information gathered and findings, along with recommendations to the Executive Committee

[AV Work Group Policies](#)

[DRAFT AV Work Group Structure](#)

**ACTION:** None

**FOLLOW-UP:** None at this time

## **ROAD USAGE CHARGE PILOT PROJECT UPDATE**

Jeff Doyle, Partner, D'Artagnan Consulting, reported that the Road Usage Charge Pilot Project is nearing the halfway point of the yearlong pilot. People will be invited to change their mileage recording method, August 1 - 15. Additional invitees will fill about 100 – 125 open spaces.

Evaluation activities under way:

- Focus Groups for pilot participants – new approach emphasizes outreach to ensure low-income, Eastern Washington perspectives are included
- Results from Survey #1 to be presented at August 22 Steering Committee meeting
- Participatory Design for WA RUC invoices

WA RUC Steering Committee meets on August 22. Federal Highway Administration is attending and will have follow-up discussion with us the next day.

### **WA RUC**

**ACTION:** None

**FOLLOW-UP:** None at this time

## **WASHINGTON TRANSPORTATION PLAN PUBLIC REVIEW DRAFT PREVIEW**

Paul Parker and Thera Black, SCJ Alliance, reported on the update of the Washington Transportation Plan, which will be released for public review and comment from August 1 - September 20, 2018.

### **2040 & Beyond**

**ACTION:** None

**FOLLOW-UP:** None at this time

## **SEATTLE DEPARTMENT OF TRANSPORTATION NEW MOBILITY PLAYBOOK**

The City of Seattle has a game plan for embracing how new technologies could advance safety, justice and sustainability in Seattle.

Shannon Walker, New Mobility Strategic Advisor, City of Seattle Office of Transit & Mobility and Evan Corey Costagliola, Mobility Program Manager, City of Seattle Office of Transit & Mobility, brief the Commission on the New Mobility Playbook. It offers a set of strategies for shaping the future of transportation in a way that puts people first and avoid a future of congested roads, unsafe streets and expensive, exclusive services.

Transportation Network Companies (TNCs) are now providing roughly 20 million trips per year, a 39% growth in trips between Q4 2016 and Q4 2017. Cruising Transportation Network Companies make up 10% of all peak hour circling in downtown Seattle.

The New Mobility Playbook offers a set of strategies for shaping the future of transportation in a way that puts people first and avoid a future of congested roads, unsafe streets and expensive, exclusive services. Without it, expect more congestion and carbon emissions and a continued

legacy of transportation for the privileged. By shaping new mobility choices, we can manage congestion, reduce carbon emissions, and create more equitable outcomes.

The people-centered framework:

- Designed to shape, rather than react to, the future of mobility based on key principles
- Acknowledges and anticipates change
- Daylights upsides and downsides
- Replicable model to address automated mobility

Seattle envisions shared mobility hubs, connected with major transit centers:

- Colman Dock
- Westlake
- Chinatown
- Husky Stadium Station
- Each Link Light Rail station will be a mobility hub to some extent

A free-floating bike share pilot will include a permit program to stay flexible, adapt to changes, and an equity focus in application, and permit requirements. The City is now finalizing next iteration of bike share permit

Transportation Network Companies (TNC) Management includes curbside management, a Stadium TNC loading pilot, and long-term planning for the Seattle Center Arena and other major developments. Planning for the future of TNC services includes shared, electric, and autonomous vehicle types.

Seattle is not getting origin and destination data, nor trip length data from the TNCs, but using a mobile data algorithm to estimate some of this information.

A Preliminary Framework for Automated Mobility will allow the City to evaluate the benefits and risks of evolving technology.

- Prioritize the needs of people walking, biking, and taking transit
- Support the testing of automated mobility technology
- Establish clear policy parameters to meet our core values (not counteract them)

A Regional AV Working Group is meeting. The approaches of Seattle and Bellevue are very complementary.

[Seattle's New Mobility Playbook](#)

**ACTION:** None

**FOLLOW-UP:** None at this time

**TRANSPORTATION COMMISSION**

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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

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DEBBIE YOUNG, Member

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VACANT

ATTEST:

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REEMA GRIFFITH, Executive Director

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DATE OF APPROVAL