



## Washington State Transportation Commission

### Seattle Meeting Summary July 26, 2017

Chairman Jerry Litt called the meeting to order at 8:00 am. He then asked Commissioners and staff to introduce themselves.

#### **COMMISSION BUSINESS**

Staff briefed the Commission on possible meeting locations for 2018 and 2019. The Commissioners liked the specific locations recommended and agreed to consider a 2018 calendar at the October meeting. The Chair is concerned that if the Commission meets in Seattle, the amount of construction activity may limit the utility of public comment that the Commission would hear. Staff were asked to consider other locations near Seattle.

#### **ROAD USAGE CHARGE: UPDATE**

Jeff Doyle, Partner, D'Artagnan Consulting, briefed the Commission on new developments and preparation for the pilot.

The Commission has formally requested federal grant funds for Stage 2 and Stage 3 totaling \$4.6 million. The Stage 2 proposal made the following changes:

- Replaced the time permit with a mileage permit
- Added development and utilization of a Model Privacy Impact Statement for RUC
- Added participation from a small group of Idaho drivers
- Added a requirement to complete policy analysis for all 18 policy “parking lot” issues

California completed its 9-month pilot in March 2017:

- 5,000+ vehicles testing 8 mileage reporting methods reported 35+ million miles
- 50+ heavy vehicles tested per-mile charge as a replacement for state diesel excise tax
- Survey results
  - At end of pilot, 85% of participants satisfied or very satisfied overall
  - The number “very satisfied” increased from 37% before the pilot to 61% after the pilot
  - At end of pilot, 73% believe a per-mile road charge is a fair way to pay for road use

Next steps:

- California State Transportation Agency final report is due to the Legislature this year
- California Transportation Commission road charge recommendations are due this year

- Caltrans will use federal grant funds for public engagement on transportation funding, organizational design of a road charge with other state agencies, and exploration of a pay-at-the-pump option for road charge

Oregon has employed a RUC for two years. As of July 2017, 731 vehicles pay by the mile, instead of a gas tax.

Oregon's transportation package includes an enhanced vehicle registration fee that increases with MPG. Drivers can choose whether to sign up for RUC or pay the enhanced vehicle registration fee.

Colorado conducted a small-scale RUC pilot, with about 100 participating VIPs. Minnesota is examining how mobility-as-a-service (MAAS) affects RUC. RUC West is proposing a regional pilot. Oregon and California are the lead states; Colorado may join.

The Pilot work currently is organized around four major task areas:

1. Pilot Design & Set-up
2. Comprehensive Public Attitude Assessment
3. Public Communications & Participant Engagement
4. Policy Development, Oversight & Project Management

#### Pilot Design & Set-up

Completed and nearing completion:

- ✓ Technical documents (SRS, ICD, ConOps)
- ✓ Procurement of RUC Service Providers (i.e., account managers and technologies)
- ✓ Smartphone Innovation Challenge
- ✓ Constructing the multi-jurisdictional RUC clearinghouse function (Hub) to distribute revenue where miles are driven

To be completed by mid-November:

- Help desk and participant support
- Partnerships with Department of Licensing agents/subagents to provide in-person odometer verification
- Finalize the pilot evaluation plan

#### Comprehensive Public Attitude Assessment

Completed:

- ✓ Baseline public attitude survey
- ✓ Focus group sessions (in five regions of the state)

Up next:

Analyzing results from survey and focus groups, and synthesizing findings in a full report.

#### Public Communications & Participant Engagement

Completed:

- ✓ Basic PowerPoint presentation (general audiences, 10 minutes or less)

- ✓ WA RUC Project Style Guide
- ✓ Pilot Project Fact Sheet
- ✓ Media response protocols
- ✓ Draft Communications Plan
- ✓ Draft Recruitment Plan

In Progress:

- 1:1 Listening Sessions

Upcoming:

- Web site changes to support recruiting phase
- New materials to support participant recruitment and enrollment (video, social media, etc.)

Policy Development, Oversight & Project Management

Ongoing:

- Refinements to Policy Issue Work Plan
- Monthly project status reporting (WSTC)
- Quarterly project status and financial reports (FHWA)
- As-requested presentations (WSTC, Legislature)

Scheduled:

- Comprehensive policy issue analysis (federal funding pending)
- Steering Committee meeting: November 9, 2017

RUC service providers in the Washington Pilot will provide end-to-end account management services and report to the RUC administration, including periodic RUC and interoperability reports. Service providers also will remit funds (for OReGOparticipants).

The two finalists to be RUC service providers in Washington are operating in Oregon and will be announced July 27, 2017. Our Pilot not only offers drivers a choice of how to pay, but a choice of technology providers.

[RUC Update](#)

**Action:** None

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

**CHALLENGE SEATTLE'S ANNUAL TRANSPORTATION REPORT**

Marty Loesch, COO, Challenge Seattle, provided background on the emergence of Challenge Seattle, represented by 17 of the major employers in the region, with about 250,000 employees. In 2016, Challenge Seattle initiated efforts to improve mobility and reduce congestion. Its first annual report lays out a baseline for progress and provides an update on its work to reduce single occupancy driving and explore innovative solutions for transportation.

Challenge Seattle helped to create the Mobility Innovation Center at UW and accepted the City of Seattle challenge to reduce commute trips. Recently, Challenge Seattle has evaluated the legal and policy issues needed to prepare the region for autonomous vehicles (AVs). Projects in the pipeline include:

- Incident response
- An innovation fund for further research, operated like a venture capital fund

The companies in the aggregate will achieve 35% commute trip reduction by 2035. It is easier for companies in the urban core than those located in the suburbs.

Commissioner Serebrin asked if Challenge Seattle has any guiding principles to ensure its work is equitably available to all users. Mr. Loesch responded that the policies on AVs should avoid disproportionate impacts on disadvantaged communities.

Commissioner Serebrin also encouraged collaboration with Seattle DOT's new mobility division. Challenge Seattle has already done so.

Reema Griffith suggested the Commission collaborate with Challenge Seattle on a public conversation around RUC.

**Action:** None

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

### **SEATTLE MULTIMODAL TERMINAL AT COLEMAN DOCK**

Over the next six years, Washington State Ferries will replace its aging and seismically vulnerable ferry terminal on the Seattle waterfront, which serves more than 9 million people a year. Genevieve Rucki, Design Engineering Manager, Washington State Ferries, WSDOT, briefed the Commission on the Colman Dock improvements that include a new passenger-only ferry terminal, and explained how Colman Dock will remain open and operational during construction.

Colman Dock currently serves two WSF ferries, two King County water taxis, and the Kitsap Transit Passenger Ferry. At 5:30 pm on an average weekday, nearly 3000 people occupy the holding area, terminal and walkways.

The site is seismically deficient. The layout creates safety concerns and operational deficiencies from conflicts between vehicles, bicycles, and pedestrians.

Federal, state and local funding totaling \$349.5 million has been appropriated for the improvements. King County also provided funding for the passenger-only ferry facility. At the direction of the Legislature, WSDOT is studying public-private financing opportunities for the proposed entry building.

Major construction begins in August 2017 and continues through early 2023. Colman Dock will remain open with the same number of sailings every day. Sailing schedules will need to change.

In general, Bainbridge sailings will leave 5 to 15 minutes later; Bremerton sailings will leave 5 to 15 minutes earlier.

### Multimodal Terminal

**Action:** None

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

### **FERRY RIDERS OPINION GROUP WINTER SURVEY RESULTS**

Bill Young, Project Manager, Research Assurance, reported on the results of the winter 2017 FROG survey conducted to assess the performance of Washington State Ferries and attitudes of winter ferry riders. A total of 4,004 online interviews were completed.

All routes except Coupeville/Pt. Townsend and Anacortes/San Juan Islands are primarily used for commuting. Anacortes/San Juan has a high percentage of “other” trips (shopping, medical appointments, etc.).

Overall satisfaction (77%) with the service provided by WSF is strong (40% Satisfied / 37% Extremely Satisfied). Riders on the Fauntleroy/Vashon (23%) and Anacortes/San Juan Island (21%) routes show much higher levels of dissatisfaction than other routes, however dissatisfaction has decreased compared to winter 2015 (-16%, -2% points). Only Seattle/Bremerton (+3% points) and Mukilteo/Clinton (+5% points) saw increases in dissatisfaction.

Dissatisfaction by attribute also is nearly unchanged from 2016. The highest dissatisfaction is for “adequate parking near terminals” (35%), “terminal bathrooms are clean” and “terminals are comfortable” (17%). Riders also are unhappy with vehicle loading on the Fauntleroy-Vashon-Southworth route (24%).

The state owns very little parking; most parking near terminals is privately operated or operated by the county. WSF gets revenue from the lots that they own.

### Winter Survey Results

**Action:** None

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

### **PUBLIC COMMENT**

Pete Brady, Bainbridge Island, asked if people are satisfied with fares. Mr. Young responded that people are asked if WSF “provides good value.” It is not routinely asked on the performance study.

Commissioner Jennings asked whether satisfaction with fares is a topic that could be added to the next survey. Mr. Young answered that it can be added.

## TRANSPORTATION COMMISSION

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